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MARLON KIRBY

Biography

Designer & Driver

Maxximus G-Force, The World's Fastest Car

Marlon Kirby has vast experience building hot rods and high performance engines over many years for a variety of clients. One of his specialties is building stock spec Ultima GTR's. While working as a chauffeur, he met philanthropist and businessman Dr. David B. McMahan and the two discussed their love of fast cars and their shared dream of owning a one-of-a-kind car that was unique, street legal, and a record breaker. McMahan agreed to finance the building and design of the Maxximus G-Force, a project that Kirby would oversee from its inception. The two enthusiasts wondered whether the current structure of the Ultima GTR could be altered for even greater power and performance with one goal in mind; to develop the world's fastest, street legal supercar. Maxximus Technologies was founded by Kirby in 2000, in Indianapolis, and for a few years, he worked on other people's cars. But Kirby never gave up on the idea of building a car of his own, a car that would show the world his skills as a designer. This was accomplished with Kirby in the Maxximus' driver's seat, most recently on Dec. 22, 2009 at the Palm Beach International Dragway, breaking four world records, and previously on October 7th 2008 at the Rockingham NC Raceway, breaking three world records. Kirby began his designs for the Maxximus on paper, working out various problems in his mind. To transform an Ultima GTR into a Maxximus, one must press the reset button on the entire drivetrain and a good portion of the chassis. This is no easy task, requiring thousands of hours of

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custom fabrication because the ease of using a Porsche G-50 transmission is no longer an option. A further challenge involved moving the engine to sit in further on the chassis. This is necessary in order for the Maxximus to harness over 2,700 hp, something the stock Ultima GTR chassis and drive train are not capable of handling. Countless hours of testing in the Aerodyne Wind Tunnel in Mooresville, NC, make it more aerodynamically stable. About a dozen people with different specializations worked on re-engineering and re-designing the car in California and Indiana over a period of two years. Kirby's low profile and relative obscurity enabled him to keep his design a secret.

Kirby and his wife Stephanie are the parents of two children. They reside in Indianapolis.

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