

Trevor Lee Harris Bio-Resume

HARRIS DYNAMICS

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- 1953-57 Built first hot rod. Sectioned (8 inches) and totally modified a 37 Lincoln Zephyr coupe, *The Trevarri*.
- 1956-57 Boeing Aircraft R & D – Test Technician for Guided Missile Electronics.
- 1958-65 Ran racecar Fabrication and Design shop - *Harris Enterprises* in Seattle.
- 1957-64 Designed and built full independent suspension tube frame “special” and fiberglass body for personal transportation. Destroyed by a spinning racecar while parked in Pit Lane at Kent 1964.
- 1963-64 Designed and built the rear engine Chevy V-8 *Bardahl Special*, driven by Jerry Grant. Qualified on pole and won its first race at Westwood, BC. Only car to lead all the 1965 West coast Pro-Series races.
- 1964-65 Designed and built 2 radical suspension, light-weight tube frame Can-Am cars (*CAR X*).
- 1966 Moved to California to set up racecar design and fabrication shop (*Kinetech*) with Bruce Burness.
- 1967 Designed and built a complete Group 6 prototype for Toyota. Contracted by Peter Brock.
- 1967-68 Designed and prototyped the Crown Corv-8 Kit which allowed a car owner to install a Chevy V-8 in the back seat of his/her 1965 Corvair in a weekend.
- 1968-70 Conceived and designed the most radical Can-Am car in history, the *tiny-tired AVS-Shadow*.
- 1970-93 Designed Nissan chassis that have won 17 national championships. Earliest work was with the chassis design of the *Datsun BRE 510* and the *BRE 240Z* cars driven by John Morton to win 3 National Championships.
- 1971 Invented, built, and ran for 60,000 miles, a novel low-pressure production car fuel injections system for personal transportation.
- 1972 Opened *Harris Dynamics* in Costa Mesa, CA. Designed and built the Datsun factory supported 1200 sedan chassis driven by Don Devendorf to the C Sedan National Championship in 1973.
- 1973 Designed, built and patented the unique *Harris Vertical* up and down pedaling, 20 speed bicycle featured in *Delong's Guide To Bicycling*.
- 1974-75 Patented and built a unique variable speed transmission for industrial use.
- 1975-77 Patented and built a continuously variable speed bicycle hub transmission.
- 1975-76 Designed and built the 2 *B210 Datsun C Sedans* which were driven to 3 SCAA National Championships by Dick Davenport, 77, 78, and 79.
- 1976 Designed the Yamaha factory short track motorcycle chassis with a unique rear suspension ridden by Kenny Roberts. Won its first race – Dallas Superdome, 1976.
- 1977-8 Developmental work with the Huffy Bicycle Company on the *Harris Variable Speed Transmission* for commercial distribution.
- 1978-9 Designed *The Frisbee Can-Am* car for Brad Frizzelle.
- 1979 Chief Designer, *Shadow Formula 1* team.
- 1980 Designed the first turbo charged American Datsun racecar, the *Datsun Turbo 280Z* driven by Paul Newman and Sam Posey.
- 1980-81 Chief Designer for Dan Gurney's All American Racers Indy car team.
- 1981 Designed the *VDS-001* rear suspension, and modified the monocoque chassis. This car won its first race, the 1981 Can-Am series championship with Geoff Brabham, and won the 1984 Can-Am series.
- 1981 Designed rear suspension for *Nissan GTO* National Champion – 1982 Don Devendorf.

- 1982 Designed the **Galles GR3**, which won the 1982 **Can-Am** championship driven by Al Unser Jr. The same car won in 1983 with Jacques Villeneuve, and 1985 with Rick Miaskiewicz.
- 1983 Designed the 1983 Galles – All American Racers **Eagle Indy** car driven by rookie, Al Unser Jr.
- 1985 Redesigned the **Nissan Electramotive stadium truck**, which won the national championship with Roger Mears.
- 1986-7 Designed the Roger Mears **2WD, Class 7 Nissan national champion desert truck** and designed the **Nissan 4WD Class 4 Desert Truck**, which won the 1988 and 1989 championships with Jack Johnson.
- 1987 Designed the new **Nissan GTP** monocoque and front suspension for the 1988 season. Chassis #1 won eight races in a row in 1988 and won the championship.
- 1987-93 Chief Factory Race Car Chassis Designer, Nissan, USA.
- 1988 Chassis setup engineer for the **Nissan GTP championship** driven by Geoff Brabham.
- 1989 Designed the new **Nissan NPTI-90 GTP** chassis.
- 1989 2nd **GTP championship** driven by Geoff Brabham – trackside chassis set-up engineer.
- 1989 Designed the factory **Nissan GTO 300ZX** chassis (tube frame) driven by Steve Millen.
- 1990 Introduced new GTP car mid-1990 and won championship for 3rd consecutive year with Geoff Brabham – trackside chassis set-up engineer.
- 1991 Won Pikes Peak Pickup class with **4WD Nissan Truck** (1987) driven by Steve Millen.
- 1991 GTP championship – 4th straight year with Brabham – trackside chassis set-up engineer.
- 1989-91 Won the 12 hours Sebring Race (*only American designer to win 3 consecutive years*).
- 1991 Chief Designer, **Nissan Group C chassis** (*first all carbon fiber monocoque and roll hoop to pass stringent FIA test*).
- 1992 2nd in the GTP championship with Geoff Brabham – trackside chassis set-up engineer.
- 1993-4 **Harris Dynamics** designed a very high performance street commuter electric vehicle. The vehicle utilized a unique new continuously variable speed transmission.
- 1994-5 Designed and patented a new rear suspension for mountain bikes for **Rock Shox Co**. This bike won the prestigious Durango Roost Master race in 1995 with John Tomac.
- 1995 Comtech Indy car chassis engineer – first **Honda Indy Car** Pole – Michigan – Parker Johnstone 231 mph.
- 1996 Designed the **Infiniti IRL** engine installation package for the factory.
- 1996-7 Chassis engineer for Jonathan Byrd-Cunningham Racing IRL racing team.
- 1999 Designed for Chevrolet the **Vortec Trailblazer SUV** trophy track chassis. Chassis competed in 3 races, won the Baja 500 and the Nevada 2000 6-day race, and finished 2nd and 3rd at the Baja 2000 mile race.
- 2001 Continued development of unique variable speed transmission for automobiles.
- 2004-6 Designed the full independent suspension **Alan Pflueger Trophy Truck**.
- 2008 Designed **VW Toureg SUV Trophy Truck** for the factory.
- 2007-12 Designed and produced ultra heavy duty 6 ball **CV Joints** for off-road use.
- 2010-13 Designed and developing a unique **Harris High Angle sealed CV Joint** for automotive and industrial use.
- 2013 Designing prototype vehicle chassis for Honda R&D.
- 2013-16 Patenting worldwide the unique new HARRIS CV JOINT (*currently available on you-tube*).

Additional: Holds 11 US and foreign patents on variable speed transmissions and bicycles

Education: University of Washington, Seattle WA – Physics