Speedi
Wings & Wheels

www.speedi.tv

April / May 2019

Issue No: 43

News | Events | Features | Show Reports | Reviews

SUN 'n FUN
LAKELAND, FLORIDA

165 PAGES OF ACTION

Best viewed as Full Size Single Page

FREE! Online Magazine

THIS MONTH: Bike Week 2019 | Gatornationals | Sun ‘n Fun 2019 | Spring Turkey Run | and Much More

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Speedi
Wings & Wheels

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Online
Magazine

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NASA Image of the Day:

Behold the Southern Lights!

As the International Space Station orbited 265 miles above the southern Indian Ocean about halfway between Madagascar and Antarctica, the crew snapped this image of the Aurora Australis, also known as the Southern Lights.

Image Credit: NASA

The Important Details:

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Editorial Team: North America Editor – Steve Wood West Coast Contributors - Jim (Flybum) Pratt, Tim Sowell Canada - Jim Swan Cruisin' & Hot Rod's - Gary Rosier UK Team - The Gremlins at Kew

Speedi
Wings & Wheels

Editorial

Welcome to the April / May 2019 issue of *Speedi Wings & Wheels.*

Take a look at our 'Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December.



In this issue we are featuring Sun 'n Fun 2019 - Plus much more . . .

Go to the next page - the magazine index - for more details

Blue Sky's and Safe Flying.

Speedi Wings & Wheels is a wide screen format magazine
Best viewed in full screen single page HD mode

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Speedi Wings & Wheels

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56 Gatornationals



98 Spring Turkey Run



Cover Photo: Gary Rosier

7 Sun ‘n Fun 2019: This annual aviation gathering in Florida draws in huge crowds. Gary Rosier was there to have some *fun in the sun* . . .

56 Gatornationals From Gainesville, Florida, the drag racing capital of the South. Our man in Florida, Gary Rosier, just cannot keep away from this high powered spectacular. . .

98 Spring Turkey Run: The Turkey Run started off, as the name suggests, as a cruisin’ show at Thanksgiving. It’s such a popular charitable event that it’s repeated in Spring time. Our cruisin’ specialist, Gary Rosier, could not miss this event . . .

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American Airlines launches A321neo service with new cabin, larger overhead luggage bins



2 April 2019

American Airlines is starting scheduled flights with the first of its 100 new Airbus A321neo aircraft on order. These aircraft come equipped with an all-new cabin interior designed for enhanced passenger comfort and convenience, including larger Airspace XL overhead luggage bins that increase carry-on bag capacity.

American is the launch customer for the Airspace XL bins, which provide approximately 40 percent more overhead storage space for passengers on board the 196-seat aircraft. In addition to equipping its new A321neos with the XL bins, American also plans to retrofit its entire in-service fleet of earlier A321 models – more than 200 aircraft – with the cabin features included on the new A321neos.

Ingo Wuggetzer, Airbus' Vice President of Cabin Marketing said: "We are very pleased that American Airlines' first A321neos with the Airspace XL bins are now entering service. We constantly work with airline customers to improve our aircraft cabins, and American in particular played an instrumental role with us in developing our biggest and best overhead bins to date."

The Airspace XL bins accommodate larger luggage – up 24" x 16" x 10" – allowing standard roll-on bags to be loaded on their sides instead of being inserted flat. This creates room for up to four bags in each bin instead of the current three. The larger bins will significantly reduce the number of passenger bags checked at the gate, and sent to the cargo hold.



American's selected cabin layout allows the airline greater flexibility in seating arrangements and use of cabin space. The two class cabin will gain an additional row of first-class seats, bringing the total to 20. Outfitting the A321neo with a free wireless inflight-entertainment (IFE) system allows passengers to select a wide-range of options from their own devices. LED mood lighting will enhance the cabin environment.

Powered by CFM LEAP-1A engines and ETOPS certified for lengthy over water flights, the A321neo will allow American to carry larger loads on its longer, more densely travelled routes such as Los Angeles and Phoenix to Orlando, or West Coast hubs to Hawaii.

The A321neo is the largest member of the A320 Family, seating up to 240 passengers, depending on cabin configuration. Incorporating the latest engines, aerodynamic advances, and cabin innovations, the A321neo offers a reduction in fuel consumption of at least 15 percent per seat from day one and 20 percent by 2020 as well as a 50 percent noise reduction.



ACJ319 is highlighted at ABACE show

8 April 2019

Airbus Corporate Jets (ACJ) is highlighting the ACJ319 at the ABACE[1] show, demonstrating the benefits of the best business jet cabin in the sky. The aircraft, which is being shown for the first time, is operated by EVA Airways and available for VVIP charter.

It features a stylish Hermes-designed cabin, two spacious lounges, a conference/dining area, a private office/bedroom with ensuite bathroom, and is certificated for 19 passengers.

"Business jets are about having a great travel experience, as well as getting somewhere, and Airbus corporate jets deliver the widest and tallest cabin in an aircraft family that is modern, able to welcome large groups and economical," says ACJ President Benoit Defforge.

The new family comprises an ACJ319neo[2] that can fly eight passengers 15 hours or 6,750 nm/12,500 km, and an ACJ320neo that can transport 25 passengers 13 hours or 6,000 nm/11,100 km. ACJ has already won 13 orders and commitments for NEO family aircraft.

ACJ is growing its ACJ320 Family with new models, which feature new engines and wingtip-mounted Sharklets to deliver a 15% fuel-saving, enabling nonstop travel in a great cabin to even more of the world.

Airbus has won more than 15,000 firm orders for the whole A320 Family, and over 700 A320neo Family aircraft are already in service with airlines.

Airbus' A320 Family exemplifies features that are now standard in almost all new-generation business jets – such as enhanced-protection fly-by-wire controls, cost-saving centralised maintenance and weight-saving carbon fibre.

It is complemented by the VVIP widebody ACJ330neo and ACJ350 XWB Families, which deliver even more capacity and nonstop-to-the-world range.

Embraer and Spain's Binter Sign Total Support Program for new E195-E2 fleet

10 April 2019

Atlanta, GA, United States, – Embraer and Binter, from Spain, have signed a multiyear Total Support Program (TSP) agreement to support the airline's new E195-E2 fleet, Embraer's second generation of E-Jets. Embraer made the announcement on Wednesday during MRO Americas, one of the world's leading aeronautical maintenance events.



The Total Support Program, dedicated to E2 customers, is a new product offered by Embraer TechCare designed to allow airlines to minimize their upfront investment on repairable inventories and resources. Additionally, the program will provide airlines with Embraer's technical expertise and its vast component repair service provider network.

Besides supporting the airline's component needs, the Total Support Program also covers a large scope of pool services, all heavy checks, routine and non-routine maintenance, landing and brakes overhaul, spare parts and materials, as well as onsite support with an Embraer technical representative to ensure the highest aircraft scheduled reliability and smooth operation. A suite of Embraer eSolutions, which continuously monitor the health of customers' fleet of aircraft, will also rapidly provide information on system and component maintenance.

"We welcome Binter as the launch customer of our newest Total Support Program designed to support the needs of E-Jets E2 customers. It's a milestone for Embraer and we are delighted to celebrate Binter's 30-year anniversary by providing efficient services and support solutions to their very modern fleet of E195-E2," said Johann Bordais, President and CEO of Embraer Services & Support.

"The support of the OEM is essential to offering our customers quality service as we modernize our fleet with Embraer's E-Jets E2," said Binter's Vice President, Rodolfo Núñez.

Binter will take delivery of its first E195-E2 jet the second half of 2019, becoming the first European customer to receive the largest model of the E2 family. The airline signed a firm order with Embraer for three E195-E2s. The contract also includes purchase rights for two additional aircraft of the same model.

The E195-E2 is the second of three new aircraft models that make up the E2 family of aircraft. The E190-E2 is already being operated by Norway's Widerøe, the largest regional airline in Scandinavia, and Air Astana, a flag carrier of Kazakhstan.

Embraer Services & Support currently supports 100% of the E-Jets E2 delivered by offering a package of services customized for each customer and their business needs. These support programs are part of a suite of products that Embraer designed to assist the worldwide growing fleet of Embraer aircraft through TechCare, the new platform that assembles the entire portfolio of products and solutions to deliver the best experience of services and support.

BRITISH AIRWAYS' GATWICK CUSTOMERS TO BEA-NEFIT FROM HERITAGE AIRCRAFT



Wednesday April 17, 2019 – A British Airways aircraft in the recognisable British European Airways (BEA) design today arrived at Gatwick for the first time in its flying history.

The A319 has been painted to mark British Airways' centenary and has until now been based out of Heathrow. Over the coming weeks it will fly routes from Gatwick across the UK and Europe, giving customers flying to or from the West Sussex airport an opportunity to see the special design up close. The aircraft can be followed using tracking website Flightradar24, which will feature a special image of the livery.

The aircraft, registration G-EUPJ, is adorned with the BEA livery, which flew predominantly on domestic and European routes between 1959 and 1968. However, there is one significant difference with the replica; the aircraft has a grey upper wing, rather than the traditional red, to meet current wing paint reflectivity requirements.

Alex Cruz, British Airways' Chairman and CEO, said: "Our centenary is an exciting year for us, and the heritage liveries are an important part of our celebrations, so we were keen to make sure travellers flying from Gatwick didn't miss out. The BEA design signifies an important part of our history. The airline shaped who we are today, so we hope that customers flying out of the airport, and on our extensive short-haul Gatwick network, enjoy seeing the aircraft fly."

The BEA liveried A319 was the second aircraft with a heritage design to enter the British Airways fleet this year following the arrival of its BOAC 747 long-haul counterpart. Two other heritage designs entered the fleet after the BEA – both 747s with the Landor and Negus designs.

British Airways flies to over 70 destinations from Gatwick, with its network continuing to expand. From May 15, the airline will fly three times a week to Kos and from September 1 it will fly six times a week to Milan Bergamo. British Airways is also increasing the number of flights to winter sun hotspot Cancun which will move to a five-per-week service during the winter season.

In its centenary year, British Airways is hosting a range of activities and events. As well as looking back, the airline is also hosting BA 2119 - a programme, which will lead the debate on the future of flying and explore the future of sustainable aviation fuels, the aviation careers of the future and the customer experience of the future.

The airline will be working with expert partners to identify BA's 100 Great Britons; the people up and down the country who are currently shaping modern Britain, and of course, the year would not be complete without some special flying and moments for customers.

The centenary activity is taking place alongside the airline's current five-year £6.5bn investment for customers. This includes the installation of the best quality WiFi and power in every seat, fitting 128 long-haul aircraft with new interiors and taking delivery of 72 new aircraft. The airline has also revealed a brand-new business class seat with direct aisle access, the Club Suite, which will debut on the Airbus A350 later this year.



Photos for this feature: Gary Rosier


ENGINE
FUSELAGE
AEROSPACE
Center For Excellence
Sorrell SNS-7
"Hiperbipe"
As of April 2010 there were only 22 registered Hiperbipes in the United States. This aircraft has been repainted to serve as a learning exhibit for the many year round educational events taking place on the Aerospace Center for Excellence.
AEROSPACE
DISCOVERY


Pratt & Whitney R-4360 Wasp Major


WELCOME
Come Fly
Inside Me


05
USS THEODORE ROOSEVELT
AJ


Lady
"Dee"


658
NAVY
LOCKHEED
V-1


LIFE VEST




Air•Cam
Air•Cam
Air•Cam




Diamond
AIRCRAFT
Diamond
AIRCRAFT
WE'RE FLYING
PLANES INSIDE


AEROCET
AEROCET


AEROCET


UNITED STATES ARMY


NO
HANDHOLD


SILVER SPURS
Afghanistan
ALPHA TROOP
DO NOT


Tico Belle
Z8
EXIT
PROPELLER
FIRE
EXTINGUISHER


PANCHITO






Stearman




Quick
Silver
NL51BX

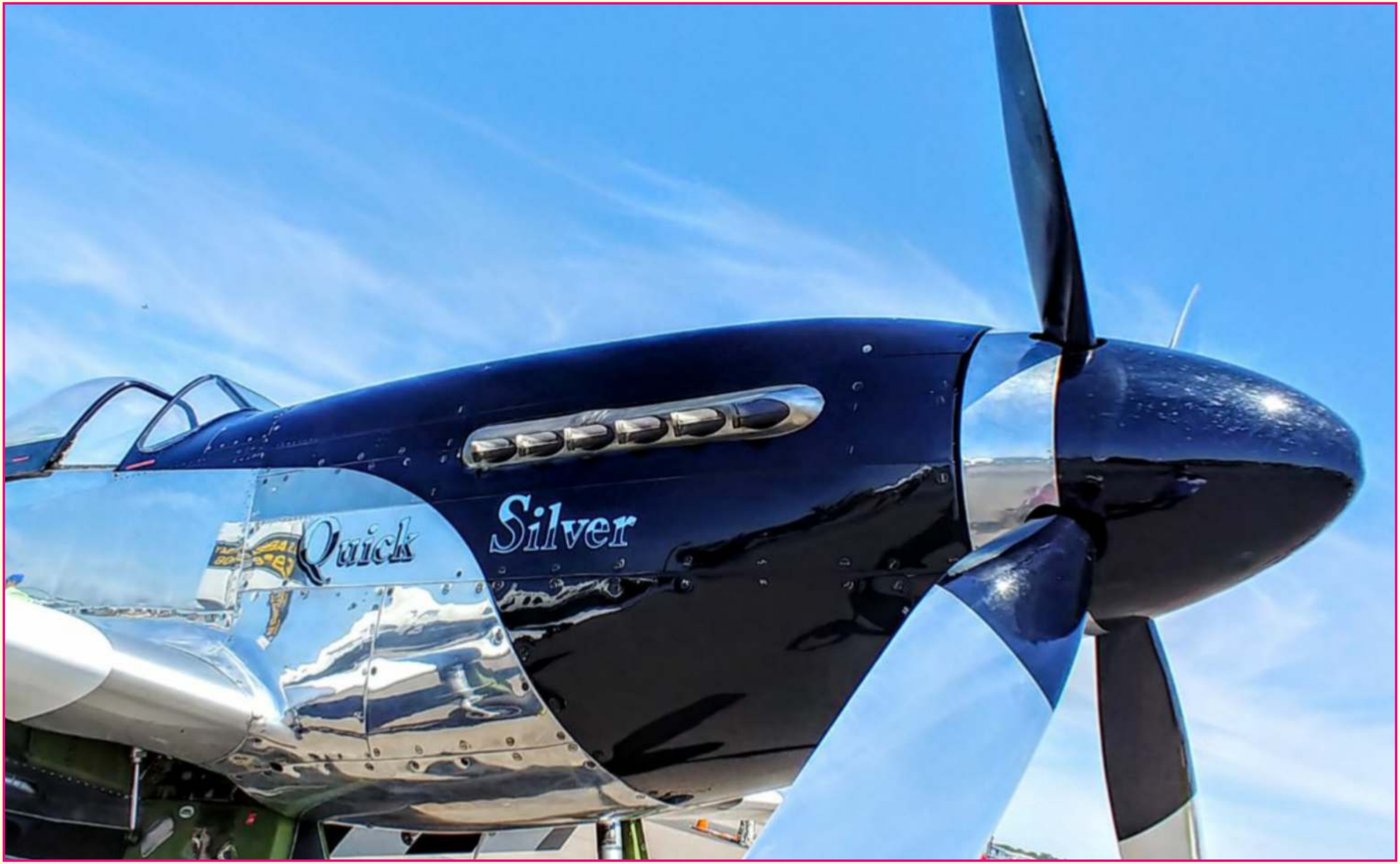

Missionary Flights
International


Gold
Seal


BOMBARDIER CAPT. VB EVANS
"The Memphis
Belle"


416
JT
16
N41WY


LT. JUD DRIVER
PANCHITO


Quick
Silver


GREEK FREEK
"Come on Home




ACE
MAKER II


LITTLE bitch


MAD MAX
3464
3464
3464


483887
N887XP





XP-82 Twin Mustang #44-83887

Top Speed:	486-mph (Merlin-powered) at 21,000 feet
Cruise Speed:	300-mph
Ceiling:	41,600 ft.
Crew:	Two
Range:	1,800 mi (internal fuel); 3,000 miles (with four 100-gallon fuel tanks installed beneath the wings)
Powerplant:	Two Packard-built Rolls Royce V-1650-23/25 Merlins with 1,860 hp each, counter rotating. After the first flight, the props turned inboard. Left engine - right-hand rotation. Right engine - left-hand rotation
Wing Span:	51'5" Wing Area: 408 sq. ft.
Length:	38'1" Height: 13'10"
Weight:	14,914 empty; 24,013 loaded
Armament:	Six .50 cal. Browning M3 60-S in center wing 500 rounds per gun
Bomb Load:	Two 2,000 lb. or four 1,000 lb. bombs
Flight Controls:	Both cockpits with complete flight controls




Fox
Swamp


DANGER
PANCHITO
CONCORDE


U.S. Customs and
Border Protection
517K


AVIDYNE
N134JC
UNITED STATES OF AMERICA


U.S.NAVY
U.S.NAVY
U.S.NAVY
U.S.NAVY
U.S.NAVY
U.S.NAVY

SPEEDI'S BLOG

Welcome to Speedi's Blog.

Bean Counters are not my favorite people - and I refer to professionals whose job it is to save companies money by cutting things to the bone.

I suspect that the latest example in the aviation field involves Boeing and its 737 Max debacle.

It appears that a potential cause of the MCAS malfunction common to both the Lion Air and Ethiopian accidents is that the system was reliant on only one Angle of Attack system to control the MCAS system.

The Bean Counters deemed that they could make more money for Boeing by making a second redundant Angle of Attack system an optional extra.

The FAA then determined, no doubt as a result of input from Boeing, that the pilots could easily make the MCAS system inactive in the case of an in flight problem,

I suspect that both the FAA and Boeing overlooked what can happen to even highly trained pilots in a



moment of crisis. The brain effectively focuses on a narrow band of a problem and does not have the capacity to look beyond the immediate problem in hand.

This has happened time and time again over aviation history which may be why the concept of crew resource management evolved.

This is great under 99% of normal problem solving in the cockpit, but clearly in the case of repeated abnormalities, such as what was taking place with the MCAS malfunction, the 1% error proved to be fatal.

Here's what Boeing has said recently about its MCAS modifications: "The additional layers of protection include:

Flight control system will now compare inputs from both AOA sensors. If the sensors disagree by 5.5 degrees or more with the flaps retracted, MCAS will not activate. An indicator on the flight deck display will alert the pilots.

If MCAS is activated in non-normal conditions, it will only provide one input for each elevated AOA event. There are no known or envisioned failure conditions where MCAS will provide multiple inputs.

MCAS can never command more stabilizer input than can be counteracted by the flight crew pulling back on the column. The pilots will continue to always have the ability to override MCAS and manually control the airplane.

These updates reduce the crew's workload in non-normal flight situations and prevent erroneous data from causing MCAS activation."

Great if the software program was written correctly, but Boeing is making many software changes to the MCAS system in the light of the recent accidents.

Is it because Boeing aircraft were traditionally not 'fly by wire' aircraft, unlike the entire Airbus range which was designed from the outset as 'fly by wire' aircraft?

Clearly the stretched fuselage and larger engines of the 737 Max dramatically altered the Center of Gravity which in turn became critical in potential stall situations.

But why is Angle of Attack so important? Simply put if any aircraft exceeds its critical angle of attack the wing can stall and the aircraft can crash.



The photo above shows an AoA indicator for a general aviation aircraft. I have such a system in my own aircraft and it can be a life saver in critical situations.

AoA systems started use in military aircraft to maximize performance so that a pilot would know when his aircraft's wing was approaching a stall. Before such instruments pilots flew by feel - the 'seat of the pants' feel when a pilot could feel an approaching stall through his seat.

Wings are now so sophisticated that electronics can be the only way to detect an approaching stall in modern aircraft.

Back to Bean Counters. There's no doubt that Boeing will suffer enormous financial penalties as a result of this 'optional extra' which the accountants thought by making a second redundant system optional would make more money for the company.

Remember the optional heater in cars from the 1950's. Then it was the optional radio, etc etc.

Perhaps the matter would have really been brought home if some bright spark Bean Counter thought that optional brakes would make more money for the company!

I could go on and on, but I guess you will get the point . . .

NEWS FROM THE Barn is a regular feature about the happenings at the largest (and greatest) fly-in community in the world - Spruce Creek Fly-in. Situated on the Space Coast of Florida, just 7 miles south of the famous Speed City of Daytona Beach, Spruce Creek is a very special place. Our North America editor, Steve Wood, has lived there for since 2001, so he should know. We hope you enjoy this regular feature about a very special aviation community.

Spruce Creek Airport Information - Courtesy of the Spruce Creek POA Website - www.scpoa.com

The Spruce Creek Airport is the heart of the Spruce Creek Fly-In Community. The Airport is a private airport owned and operated by the Spruce Creek Property Owners Association (SCPOA). The Spruce Creek Airport Authority Committee through the SCPOA Board of Directors has the authority and the responsibility to oversee the operation of the Spruce Creek Airport. The SCPOA employs a full time, 24-7 security staff. The Airport runways, taxiways and aircraft parking areas are regularly patrolled and are under continuous video surveillance by the Security staff 24 hour a day.

All flying activities at the Spruce Creek Airport are regulated by the FAA and by the recommended procedures published in the Aeronautical Information Manual (AIM). In addition, a limited number of local rules and procedures have been established to promote a safe and enjoyable airport. All resident, tenants and invitees are encouraged to cooperate and abide by these procedures.

SPRUCE CREEK AIRCRAFT ARRIVAL & DEPARTURE PACKAGE - The airport management provides information to assist all pilots operating in and out of the Spruce Creek Air, viewed or printed with Adobe Reader. Download PDF

Here's a link to Spruce Creek Airport (7FL6) web page - click here

AIRPORT SAFETY VIDEO – The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click here

TEL ..... 386/760-5884 or Airport Manager cell see below.

FAX ..... 386/761-7808 AFTER 1700 ..... 386/756-6125 (Security)

VORTAC OMN .....112.6 MHz 165°R/13.9 DME

VORTAC ORL ..... 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg ..... 122.2 MHz

APCH CNTRL Daytona Beach ...125.35 MHz (South) 125.8 MHz (North)

INSTR APCH (Rwy 06) ..... GPS (Private, Residence Only)

Runways: ..... 06 / 24 - 4000 ft x 150 ft

CTAF..... 122.975 MHz (pilot actuated lights 3-5-7 clicks)

AWOS..... 121.725 MHz

FUEL ..... 100LL & JET A (self serve and truck delivery)

FUEL ..... 386 257-7791 (on field) or 129.925 MHz (forward request to Spruce Creek)

Airport Manager - Joe Friend: … 386 275-1894

LOCAL BIRDS . . .

In our '*News from the Barn*' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech) meets at Keith Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar which has the special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads *"Caut ion - Children And Adults At Play"*.




BANDIT$


N137LH
R44






ENGINE
1
ENGINE
2
START
START
KIAS


N935B


N1097


N718F
R22





Photos for this feature: Gary Rosier


LUCAS OIL
OIL PRODUCTS INC.
AMALIE
MOTOR OIL
MSD
WIX


AL BERGLER'S
KEITH BLACK
Motown Shaker
AL BERGLER RACE CAR BODIES
KUSTOM HEADERS
CRAGAR
CHAMPION
LSC
GOODYEAR
EAGLE
302


RIGAMORTIS


HEMI
A/G
Little RoadRunner
HEMI


WHITE
JUN 2020


AISLE
14
TA/FC
JEGS
LUCAS OIL
XRP
SUNOCO
LUCAS
RACING OIL
LUCAS
TRANS & DIFF
ARP
SUMMIT
MOROSO
DC
Contracting
Hoosier
DXI
CONSTRUCTION
WELD
SIMPSON
SIMPSON
LUCAS
OIL PRODUCTS
INSINGER


AISLE
10
MOPAR
JONES
COMETIC
JONES
ARP
PRO TRANS
JEGS
MSD
JES


PERFORMANCE
BIG DADDY DON
GARLITS
Museum
SUNOCO
HARLEY-DAVIDSON
Official Motorcycle of
NHRA
WASTE PRO
O'Reilly
CHEVRO
BRITTANY FORCE
Advance
Auto Parts
AUTO
CLUB
HURCO
CORNWELL
QUALITY TOOLS
CARQUEST
Blue DEF
GOODYEAR


MARCK
BLÅKLÄDER


Don Higgins
Crew Chief Pro
.com
Drag Racing Software/Weather Stations
Crane Cams
Abruzzi


AMALIE
AMALIE
AMALIE
AMALIE
AMALIE
GENIUS TOOLS
ROSS
racing pistons
FLATOUT
Gaskets


RED LINE OIL
RED LINE OIL
AMALE
AMALE
AMALE
AMALE
RED LINE

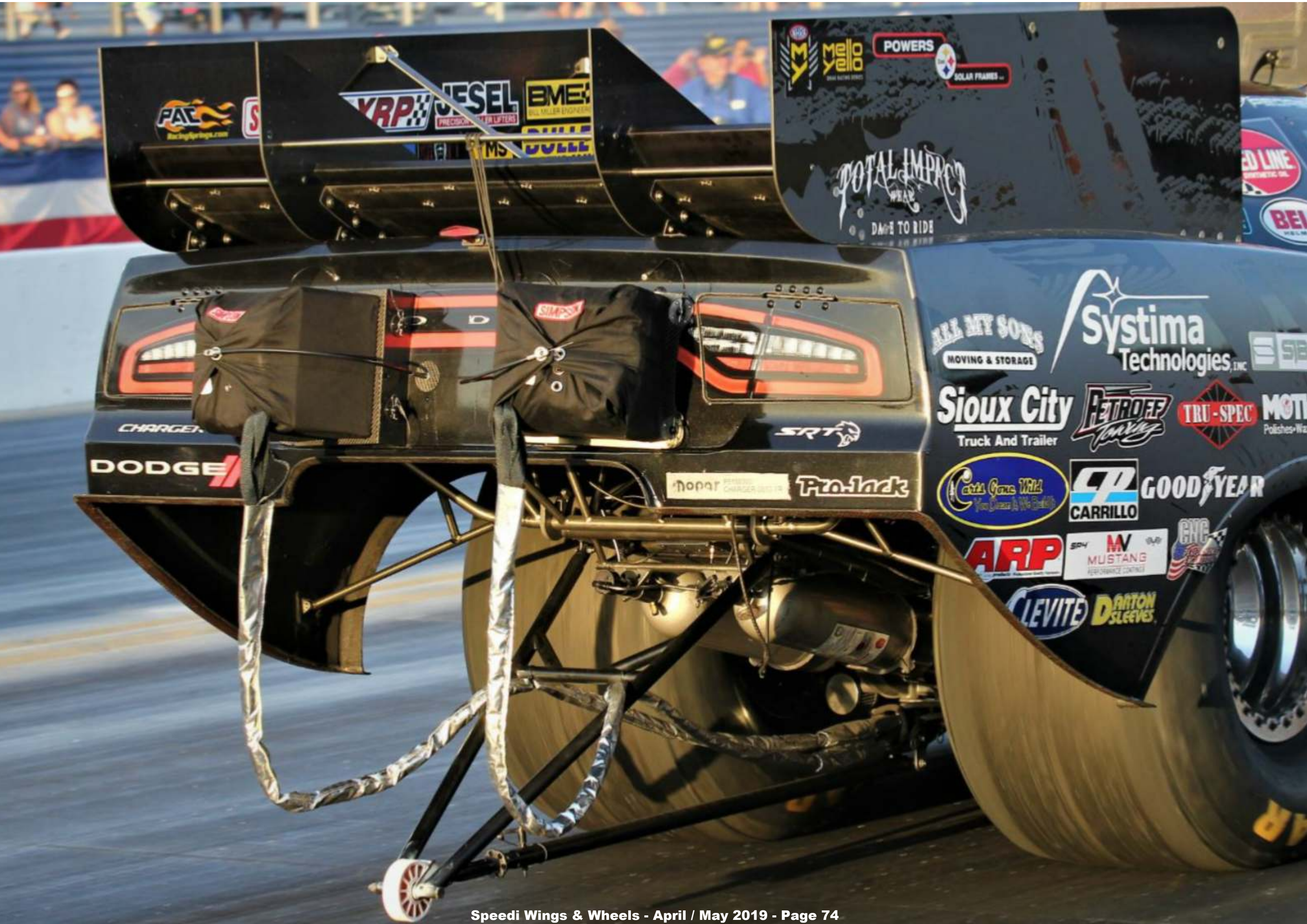

SIMPSON
APE
manton


CAMRY
WIX
AMALIE
MOTOR OIL


UTI.edu
NHRA
NHRA
5167
SS
Mello Yello
AMALIE
MOTOR OIL
NHRA.com NHRA.com NHRA.com NHRA.com


Billy Jack
HUSKY
Portable Containment


LUCAS
OIL PRODUCTS
INC.
PRO CHARGER
APE
GO-ON


PAC
YRP
JESEL
BME
POWERS
Mello Yello
TOTAL IMPACT WEAR
DARE TO RIDE
ALL MY SONS MOVING & STORAGE
Systima Technologies, INC
Sioux City Truck And Trailer
RETROFF Towing
TRU-SPEC
DODGE
SRT
Mopar
Pro-Jack
Earth Gone Wild
CARRILLO
GOODYEAR
ARP
MUSTANG
CLEVITE
DARTON SLEEVES


H-D
HOUSE
TRASK
BLÅKLÄDER
WORKWEAR
F-4
SPR



FORTRESS REFINED: ENHANCED PROTECTION AND PERFORMANCE FOR ARMOURED RANGE ROVER SENTINEL

4 MARCH 2019

- Range Rover Sentinel: Discreetly armoured variant is designed, engineered and built by Land Rover Special Vehicle Operations

- A mobile fortress: Features the latest in occupant protection including armoured glass, roof blast-protection and emergency escape system

- Peerless capability: Upgrades to the chassis, suspension and braking systems ensure legendary all-terrain capability is retained



Land Rover Special Vehicle Operations today reveals the latest version of its armoured Range Rover Sentinel, which now features more power, unparalleled refinement, all-terrain capability and the latest in occupant protection.

The 380PS 5.0-litre Supercharged V8 petrol engine gives a 40PS power uplift over the V6 petrol fitted previously, ensuring the armoured SUV retains exceptional Range Rover performance across all terrains. Carrying more than one tonne of armour plate and glass, Sentinel will accelerate from 0-100km/h in 10.4 seconds (0-60mph in 9.8 seconds), with top speed limited to 193km/h (120mph).

Designed and engineered by Land Rover Special Vehicle Operations, and built at the SV Technical Centre in Warwickshire, the armoured Sentinel provides peerless occupant security with world class comfort. At its core is a protection cell built to stringent whole vehicle standards and in accordance with full ballistic and blast certification*. The enhanced body is engineered to face modern and unconventional forms of attack, including improvised explosive device (IED) fragmentation blasts.

"The Range Rover Sentinel delivers the exceptional protection and security required by our VIP clients without compromising the superior refinement of the latest Range Rover. The addition of the more powerful 5.0-litre Supercharged V8 engine and a redesigned interior ensures a heightened level of performance and occupant safety"

MICHAEL VAN DER SANDE

MANAGING DIRECTOR, LAND ROVER SPECIAL VEHICLE OPERATIONS

The chassis, suspension, braking and electronic stability systems are all optimised to retain Range Rover's on-road dynamics, while Sentinel also delivers unparalleled off-road ability for an armoured vehicle of this kind, enabling it to tackle deep water crossings and challenging terrain with ease. Specially manufactured wheels incorporate a run-flat system so the vehicle can be driven over distances of more than 50km (up to 30 miles) at speeds of 80km/h (50mph) if a tyre is damaged.

Sentinel is fitted with armoured glass in order to help protect occupants from attack. Further security systems includes the option for a specially configured front window which drops a maximum of 150mm for document delivery, while it also features a public address system allowing occupants to address people outside the vehicle without leaving their secure environment. Siren and emergency lighting packs are also available.

Range Rover's peerless refinement is retained with the new Sentinel gaining improved cabin space, enhanced headroom and superior seating over the previous generation, which ensures occupants not only benefit from complete protection on the move but also enjoy truly world class comfort. The interior also features Land Rover's latest Touch Pro Duo infotainment system with two 10-inch high resolution touch screens.

Featuring the latest Range Rover exterior design elements, including LED lighting, Sentinel is now offered with the optional Black Pack which adds black finishes to trim items for an even more sophisticated appearance.

A CENTURY OF INNOVATION: THE BENTLEY S2 CONTINENTAL FLYING SPUR



* Elegant S2 Continental Flying Spur a landmark car in Bentley history

* Flagship four-door saloon launched 60 years ago to great acclaim

* Ground-breaking 6.2-litre aluminium V8 vastly improved performance

* Luxury features included press button window lifts, enhanced air conditioning and window demisters

* Electrically-operated ride control offered luxurious Grand Touring

(Crewe, 29 March 2019) Bentley's centenary celebrations continue in 2019 with the anniversary of another landmark model in the company's history.

The S2 Continental Flying Spur was launched 60 years ago to great acclaim and is a timely reminder of the luxury British car maker's ongoing quest to extend the limits of innovation.

The elegant S2 featured an all-new aluminium V8 that afforded a significant boost in power. The increased output from the L Series 6.2-litre engine dramatically enhanced performance, while other exclusive features available in the 1959 car included electrically-operated ride control, electric rear window demisters and press button window lifts.

S2 Continental Flying Spur – Innovation & Elegance

The new Bentley S2 Continental Flying Spur was hailed as one of the most luxurious and innovative saloons in the world at its launch in 1959.

A number of advanced features in the S2 were state-of-the-art for the time. The sleek saloon, handcrafted by coachbuilders H.J. Mulliner, utilised a lightweight aluminium V8 engine, replacing a six-cylinder unit from the S1 that dated back to the 1920s.

The ground-breaking L Series engine proved so successful it was later used in the Bentley Arnage and Brooklands models. A highly modified version is still fitted in the Bentley Mulsanne today.

Innovative Luxury Personified

The all-new V8 engine installed in the Continental S2 Flying Spur made Bentley's luxurious saloon even smoother to drive. The muscular unit transformed the British-built car into the ultimate Grand Tourer.

Power steering, electrically-operated ride control and fully automatic transmission were standard, while the boost in engine output ensured dramatically improved and more flexible air conditioning, the ultimate luxury in 1959.

The S2 Flying Spur was so advanced it featured electric rear window demisters and press button window lifts. A new dashboard and steering wheel design added to the exclusivity. In all, more than 1,900 S2 cars were hand-built between 1959 and 1962.

The Continental Flying Spur was launched in 2005, heralding a new era of luxurious, high performance models to the Bentley stable. It was the fastest four-seat car in the world at the time. Now, as Bentley celebrates its centenary in 2019, the Flying Spur remains very much a part of the company's future plans.

50 years of Porsche 917 celebrated at Goodwood

Four world premieres at 77th Goodwood Members Meeting in Great Britain.

5 April 2019

Four world premieres at 77th Goodwood Members Meeting in Great Britain: For the first time, Porsche presents four driving examples of the 917 around the challenging Goodwood Motor Circuit – including the first 917, chassis 001 which has been restored just in time for this year's jubilee. Furthermore, the 917/30-001 celebrates its debut after its restoration in Sussex. The 917-001 and the 917/30-001 meet for the first time at a driving event.

Joining the first ever built 917 and the 917/30-001 will be the 917 KH and the 917/30 Spyder. One of the most iconic is the 917 KH short-tail car, chassis 15 in Gulf Oil livery. After having won the 24 Hours of Le Mans, the 917 short tail did it again the following year; carrying



Martini Racing colours and the number '22' and with Gijs van Lennep and Helmut Marko sharing the driving it averaged 222 km/h and covered a distance of 5,335 kilometres – a record which stood for 39 years.

The mighty 'Sunoco' 917/30 Spyder is a regular visitor to Goodwood. Developing in the region of 1,200hp from its 5.3-litre V12, the 917/30 Spyder weighs just 850kg – allowing it to reach a top speed of 375 km/h. With the engine suitably optimised, Mark Donohue set a closed-course speed record at Talladega Speedway in the sister car, to average 355.848km/h.

Finally, the newest of the 917s at Goodwood is the 917/30 Spyder carrying the distinctive livery of 1975 sponsor, the central heating manufacturer Vaillant. Carrying a wheelbase extended by 184mm over the conventional 917, the car was built in 1972. The following year the car won on its debut, with Vic Elford driving, in the Interserie race in Hockenheim.

Special exhibition "50 Years of Porsche 917 – Colours of Speed" at Porsche Museum
Driving the cars at Goodwood will be Le Mans winners Richard Attwood and Neel Jani along with former F1 and LMP1 racer Mark Webber. Following Goodwood, the cars will leave the UK to re-join the Porsche Museum collection in Stuttgart. From 14 May to 15 September 2019, the Porsche Museum will honour the 50th anniversary of the 917 with an extensive special exhibition entitled "50 Years of Porsche 917 – Colours of Speed".



22-APR-2019 SANT'AGATA BOLOGNESE/OULTON PARK

Lamborghini Huracán GT3 Evo makes winning debut in the British GT Championship

Lamborghini began its 2019 British GT campaign in victorious fashion as Jonny Cocker and Sam De Haan came out on top in Race 2 at Oulton Park in Cheshire. The Barwell Motorsport duo, who completed a spectacular recovery to finish fourth in Race 1, brought the Italian marque its first continental success for the brand-new Huracán GT3 Evo.

The sister Barwell #72 Huracán of Phil Keen and Adam Balon started the race from pole and opened up a healthy lead either side of safety car interventions - first for the #77 Mercedes of Michael Broadhurst and then for the #2 Aston Martin driven by Mark Farmer.

De Haan emerged from the regulation pit-stop in front of the #72 after Balon, taking over from Keen just after the halfway marker, served his seven-second time penalty for its Race 1 result, and maintained its advantage over the second Lamborghini until the end of the one-hour race.

Lying second at the restart of the second safety car period, De Haan immediately piled the pressure on race leader Richard Neary in the Mercedes and fainted a move on the first racing lap after resumption.

De Haan's pressure ultimately paid off next time around, forcing Neary into running deep at Knickerbrooke Chicane, with the Lamborghini snatching the lead round the outside with just 10 minutes of the race left to run.
From then on, De Haan opened up a four-and-a-half second advantage over Neary, who had to fend off the attentions of Andrew Howard's Aston Martin and the #72 Huracán of the recovering Balon.

Despite a late surge from Neary in the closing laps, De Haan comfortably came across the line the winner by just over two seconds from the Mercedes, with Balon unlucky to miss out on the final podium position in fourth place.

Nevertheless, the opening round of the 2019 season proved more than a success for the pair of Huracáns with both cars finishing inside the top five in each race.

The Oulton Park victory was the third this year for the Lamborghini Huracán GT3 Evo, following the GTD triumphes at 24H Daytona and 12H Sebring.

Speaking of his race victory, Sam De Haan said post-race: "[I am] delighted with that one, it couldn't have gone any better. We got really lucky at the start and in the pit-stops and I worked really hard to get past Richard in the Merc, but really happy with it."



BMW at Auto Shanghai 2019

2 April 2019

BMW takes to the stage at Auto Shanghai 2019 with the spotlight on two model premieres in particular. The new BMW 3 Series Sedan is making its Chinese debut at the international motor show, and the latest generation of the globally popular sports sedan will be built for the Chinese market by BMW Brilliance Automotive in Shenyang.

Shanghai/München: BMW takes to the stage at Auto Shanghai 2019 with the spotlight on two model premieres in particular. The new BMW 3 Series Sedan is making its Chinese debut at the international motor show, and the latest generation of the globally popular sports sedan will be built for the Chinese market by BMW Brilliance Automotive in Shenyang. Also rolling off the assembly line here will be the long-wheelbase version of the new BMW 3 Series Sedan developed exclusively for customers in China – and likewise presented for the first time at Auto Shanghai 2019. Visitors to the show, which is taking place on 18 – 25 April 2019, will also be greeted by the world premiere of the new BMW X3 M (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]; CO2 emissions combined: 239 g/km) and new BMW X4 M (fuel consumption combined: 10.5 l/100 km [26.9 mpg imp]; CO2 emissions combined: 239 g/km), plus the Asian premiere of the new BMW 8 Series Coupe and BMW 8 Series Convertible luxury sports cars.



The latest advances in the fields of electric mobility, automated driving and connectivity are showcased by the new version of the BMW X1 xDrive25Le (complete with the latest battery technology), the BMW Vision iNEXT – making its debut appearance in China – and the BMW iFE.18 race car. Auto Shanghai 2019 also heralds the arrival of the BMW Intelligent Personal Assistant in China, as the company once again demonstrates its innovative strength in the future areas of activity defined by its NUMBER ONE > NEXT strategy – D+ACES (Design, Automated Driving, Connectivity, Electrification and Services).

The new products revealed at Auto Shanghai 2019 see the BMW Group underlining the importance of the host country as both a key sales market and development & production location for premium cars. The BMW Brilliance Automotive joint venture launched in 2003 operates two vehicle plants, as well as manufacturing facilities for drive systems and high-voltage batteries, in Shenyang. The recently announced round of investment and expansion will trigger a staged increase in annual production capacity from around 400,000 vehicles at present to as many as 650,000 units.

Auto Shanghai takes place every other year, alternating on the calendar with Auto China in Beijing. It is one of the automotive industry's largest and most important shows worldwide. The organisers are preparing to welcome in excess of one million visitors to the 13 halls of the National Exhibition and Convention Center (NECC) in Shanghai once again this year. Over 1,000 exhibitors from around the world will present their latest models and car-related products and services over a total area spanning more than 360,000 square metres.

Top ten results for Audi Sport in California

03/30/19
Laguna Seca/Neuburg a. d. Donau

*** Evolution of Audi R8 LMS celebrates successful Intercontinental GT Challenge debut**

*** Fourth and seventh positions for Audi Sport customer racing in California 8 Hours**

Following two consecutive victories in the California 8 Hours, Audi Sport customer racing achieved a fourth and a seventh position at Laguna Seca, USA, marking a successful debut of the 2019 generation of the Audi R8 LMS GT3 sports car in this series.

With entries by eight automotive manufacturers, the third season of the Intercontinental GT Challenge (IGTC) is more competitive than ever before. In the second of five rounds in the world's most prestigious GT3 racing series, the #10 Audi R8 LMS from Audi Sport Team WRT with the driver trio Christopher Haase (D), Dries Vanthoor (B) and Frédéric Vervisch (B) finished in fourth position. The gap between them and the winners after eight hours was merely 58 seconds, and a podium finish just barely missed.

The #29 sister car from Audi Sport Team Land with the driver squad Kelvin van der Linde (ZA), Christopher Mies (D) and Markus Winkelhock (D) had a one-lap deficit in seventh position. Markus Winkelhock saw the end of the race in the team truck this time. The German, who was suffering from the flu, was directed by the track physician to end his stint halfway through the race. The stewards of the meeting allowed his two teammates to take over Winkelhock's driving time.

The high-caliber field fought close battles across the entire race distance – six of the eight marques finished in the top ten. Remarkably for an endurance race there was not a single yellow period during the eight hours.

"Today we received confirmation of what a fiercely fought racing series the Intercontinental GT Challenge has become," said Chris Reinke, Head of Audi Sport customer racing. "Across the full race distance the entire field fought close battles. That leaves no room for mistakes. Unfortunately, after two victories in 2017 and 2018 here at Laguna Seca, we're going home without a trophy this time. Small things made the difference today. I'd like to thank our six drivers and the two teams. They all did a good job. Now, we're looking ahead and forward to the two upcoming 24-hour races at the Nürburgring and at Spa."

The Intercontinental GT Challenge will continue at the end of July with round three, the tradition-steeped 24 Hours of Spa-Francorchamps. The race in Belgium will be followed by rounds in Japan (Suzuka) and Kyalami (South Africa). In the IGTC, Audi is the title defender in the manufacturers' classification and, with five of six possible titles after three years, the most successful brand.



GONE CRUISIN'

Gary's Hot Rods & Cruisers







Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA. **More pics from Gary at http://www.carsplaneslandscapes.com/**

All photos for this feature: Gary Rosier


GALLERY50


TOYOTA
1
Galaxie 500


BEN & JERRY








PEOPLE ARE THE
THAT CAN HAPPEN






GALLERY500
Ford


SILVER EDITION


G-610
1965
Mustang
fastback
289




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DIRECTORY
SILVERADO
PEACE, LOVE & ICE CRE


BEN & JERRY'S
TRY OUR NEW FLAVOR SWEET ONE SIGN


SS


THE DAYTONA
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Radial T/A
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Photos for this feature: Gary Rosier










BDS










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PEACE, LOVE & ICE CREAM


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BEN & JERRY'S
PEACE, LOVE & ICE CREAM




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ATM
BEER & WINE
RACE AMERICAN


WORLD CENTER OF RACING


L2769


LINDBERGH
FOR SALE


1971























BIKE WEEK 2019

Photos by Gary Rosier


GENTLEMEN'S CLUB
MARK CARD


Dirty Harry's OUTBACK
BOBBY FRISS
BOTH WEEKENDS
MOTOR HARLEY-DAVIDSON CYCLES
Dirty Harry's
TONIGHT
8pm Wet-T Contest
9:30pm Bobby Friss
TODAY
Wet T-Shirt Conte
2:00, 3:30, 5:00 and
Cash Priz
$3
LOADED


UNLEASHED JEWEL








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