Speedi

Wings & Wheels

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August / September 2022

Issue No: 63



NEW FORMAT VIDEO LINKS

FREE! Online Magazine

THIS MONTH: EAA AirVenture '22 NSRA Street Rod Nationals and Much More

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SPEEDI'S BLOG

Welcome to Speedi's Blog.

The hot topic right now is the scrubbing of the first Artemis SLS launch at T-40.00 when a fault was found with one of the 4 main engines. According to NASA, mission engineers had trouble getting engine number three's temperature up to launch-ready levels. The next launch opportunity is on Sept 2 and then again on Sept 5, but both these potential launch dates have lift-off in the afternoon, which is just when the summer Florida storm clouds build up.

I've been at the KSC for Shuttle launches and have had to come back time after time after launches were scrubbed, for reasons like that of Artemis I. After the next 2 potential launch dates the next available date is Sept 19.

The SLS is the biggest rocket, at almost 100m



tall, ever developed by NASA. It will be used to send astronauts back to the Moon. It is also the most powerful rocket to launch since NASA's final Saturn V "Moon rocket" took the Skylab space station into Earth orbit in 1973. At 8.8 million pounds (3.9 million kg) of thrust, SLS is the most powerful rocket ever produced.

If engineers can fix the engine issue on the pad then the next 2 launch windows are a possibility. But if the SLS has to be moved back to the VAB to change an engine then even the Sept 19 option may be too soon. We shall soon see.

Whilst I am disappointed that the launch was delayed it may well suit me as I was not able to be in Florida for the initial launch windows, but will be there for the late September / early October launch dates.

Back down to earth Boom Supersonic has finally managed to get the world's largest airline - American - on board as a launch customer after American placed deposits on 20 Overtures.



Looking very much like an updated Concorde, Overture is slated to have a capacity of between 65 to 80 passengers. This is less than Concorde which had a nominal capacity of 100 passengers. So I wonder how the economics will stack up for the airlines.

Unlike Concorde, of which only 25 were >>

>> built, Boom already has orders for over 55 aircraft and options for more. Even Japan Airlines invested $10m in the start up company back in 2017.

The U.S. Air Force is also interested in the Overture, investing some $60m, exploring an Overture configuration



to provide a unique combination of speed, capacity, and power to the United States, They say that Overture will allow diplomats and leaders to connect more frequently in person.

In addition to its potential for executive transport, Overture could be adapted to satisfy other Air Force and broader Department of Defense mission requirements. Overture could also become part of the Civil Reserve Air Fleet (CRAF), enabling humanitarian and other critical airlifts in half the time.

Perhaps if Concorde had received a similar interest from the US market then its fate may have been totally different. Having said that, Concorde was very much a plane designed in the 1950's when there was no computerization in the design process and technology was far less advance. In fact how it continued to operate for some 27 years was quite amazing.



To my mind Concorde was one of the most beautiful planes ever built, even surpassing the Super Constellation from a previous era.

Whilst I never flew on Concorde I was fortunate being able to see it close up - in fact from the ramp at Leeds Bradford airport when it made one of its few visits to the North of England.

How did that happen, you may ask. Well I had 'persuaded' the airport authority to allow a group of life limited children to visit the airport and view Concorde from a unique position. This included being 'bussed' to the ramp where Concorde was parked and then driven beneath this elegant bird.

Following this the kids were driven to a position on a taxiway just off the main runway where they disembarked and were able to experience the full sound and fury of a Concorde take-off. What an experience that was for all concerned, including me . . .



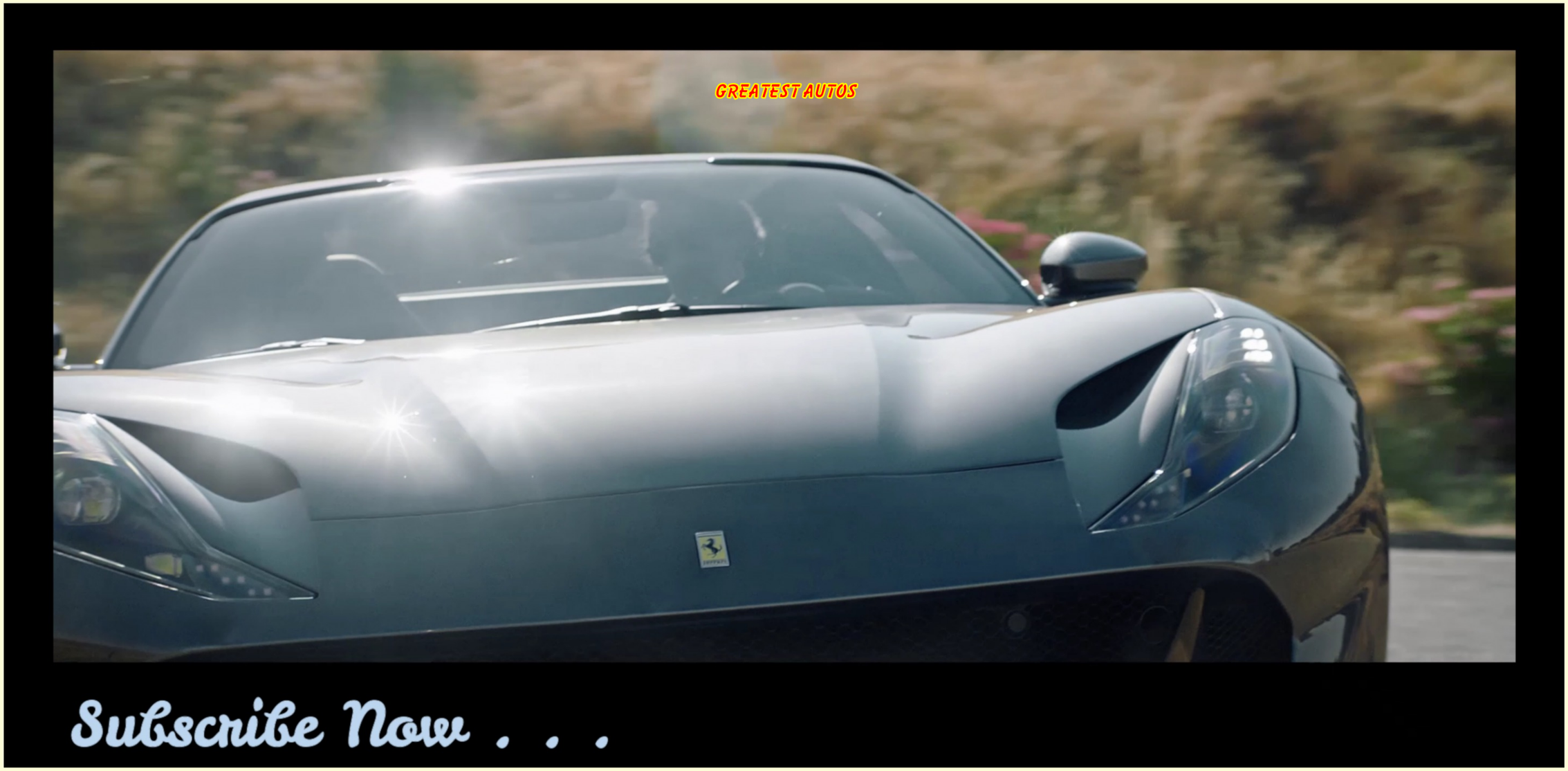


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T-38 planes are a fixture of astronaut training, assisting pilots and mission specialists to think quickly in changing situations. Here, our T-38s fly in formation above the Space Launch System (SLS) rocket on Launch Pad 39B. The SLS and Orion spacecraft for the Artemis I mission will launch no earlier than Aug. 29, 2022.

Astronaut Andrew Morgan posted this and two other photos on Twitter on Aug. 25, 2022, saying “This week we flew over @NASAArtemis, thanking the @nasa centers across the country that put this Moon rocket on @NASAKennedy’s pad and celebrating the upcoming test flight!”

Image credit: NASA/Josh Valcarcel

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Editorial

Welcome to the August / September 2022 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 EAA AirVenture '22 - Plus much more . . .

Take a look at the next page - the magazine index - for more details

Blue Sky's and Safe Flying.

The Speedi Team

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

PHILADELPHIA, Aug. 25, 2022 — Boeing has delivered four MH-139A Grey Wolf test aircraft to the U.S. Air Force as the service prepares to replace its aging fleet of UH-1N helicopters.

The Grey Wolf is a multi-mission aircraft – based on the proven commercial AW139 helicopter – designed to protect intercontinental ballistic missiles and transport U.S. government officials and security forces. Boeing was awarded a $2.4 billion contract in Sept. 2018 for 80 helicopters, training systems and associated support equipment.

8 EAA AirVenture '22



Photo by Gary Rosier

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3 NSRA Street Rod Nationals: The NSRA held their 53rd Annual Street Rod Nationals at the Kentucky Exposition Center in Louisville, Kentucky between August 4 & 7, 2022. Gary Rosier was there to view the many spectacular street rods on show. Here's a video montage of his pics . . .

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American Airlines Announces Agreement to Purchase Boom Supersonic Overture Aircraft, Places Deposit on 20 Overtures

American, the world's largest airline, poised to have the world's largest supersonic eet with new Boom Supersonic Aircraft

FORT WORTH, Texas, and DENVER, Aug. 16, 2022 — American Airlines and Boom Supersonic today announced the airline's agreement to purchase up to 20 Overture aircraft, with an option for an additional 40.



American has paid a non-refundable deposit on the initial 20 aircraft. Overture is expected to carry passengers at twice the speed of today's fastest commercial aircraft. Boom Supersonic's Overture would introduce an important new speed advantage to American's fleet, which is currently the simplest, youngest and most efficient among U.S. network carriers. Under the terms of the agreement, Boom must meet industry-standard operating, performance and safety requirements as well as American's other customary conditions before delivery of any Overtures.

"Looking to the future, supersonic travel will be an important part of our ability to deliver for our customers," said Derek Kerr, American's Chief Financial Officer. "We are excited about how Boom will shape the future of travel both for our company and our customers."

Overture is being designed to carry 65 to 80 passengers at Mach 1.7 over water — or twice the speed of today's fastest commercial aircraft — with a range of 4,250 nautical miles. Optimized for speed, safety and sustainability, Overture is also being designed to fly more than 600 routes around the world in as little as half the time. Flying from Miami to London in just under five hours and Los Angeles to Honolulu in three hours are among the many possibilities.

"We are proud to share our vision of a more connected and sustainable world with American Airlines," said Blake Scholl, Founder and CEO of Boom. "We believe Overture can help American deepen its competitive advantage on network, loyalty and overall airline preference through the paradigm-changing benefits of cutting travel times in half."

In July, Boom revealed the final production design of Overture, which is slated to roll out in 2025 and carry its first passengers by 2029.

About Boom Supersonic:

Boom Supersonic is transforming air travel with Overture, the world's fastest airliner, optimized for speed, safety, and sustainability. Serving both civil and government markets, Overture will fly at twice the speed of today's airliners and is designed to run on 100% sustainable aviation fuel (SAF). Overture's order book, including purchases and options from American Airlines, United Airlines, and Japan Airlines stands at 130 aircraft. Boom is working with Northrop Grumman for government and defense applications of Overture. Suppliers and partners collaborating with Boom on the Overture program include Collins Aerospace, Eaton, Safran Landing Systems, Rolls-Royce, the United States Air Force, American Express, Climeworks, and AWS.

Delta, Team USA A330 land at world's largest aviation celebration

Aug 2, 2022 - Delta brought its state-of-the-art Team USA Airbus A330-900neo to EAA AirVenture to help inspire future aviators.

For the first time ever, a Delta jet touched down on the runway at Wittman Regional Airport in Oshkosh, Wisconsin, to take part in EAA AirVenture. The chartered Airbus A330-900neo, wearing a special Team USA livery, featured prominently both as a static display and in a flight demonstration during its brief 30-hour layover in Oshkosh.

AirVenture, a week-long festival hosted annually by the Experimental Aircraft Association, is often called the world's largest aviation celebration. The event draws more than half a million pilots and aviation enthusiasts from around the world along with over 10,000 aircraft of various types and vintages.

Delta's expanded participation in AirVenture this year was driven by employee feedback asking for greater brand presence at the annual event. Delta Ship 3411 arrived in Oshkosh the morning of Monday, July 25, following a brief charter flight from Detroit with several dozen employee volunteers who engaged with the public, promoted our brand and supported recruitment initiatives including the Delta Propel Pilot Career Pathway Program throughout the week. The following afternoon, Ship 3411 performed a brief flight demonstration for showgoers, featuring several passes over the airfield before immediately departing for a return to passenger service.

"In addition to the customer value, our presence here gives us a chance to talk with young people about Delta beyond the airplane, which is an attention-grabber, and about careers, future aspirations and powering the future," said Patrick Burns, V.P. - Flight Operations and System Chief Pilot.



Ship 3411 garnered great interest and drew more than 4,000 visitors during the eight-hour period it was open to the public for tours, providing a golden opportunity for Delta people to share their passion for flying and inspire the next generation of aviators.

Among those who toured the state-of-the-art widebody jet included many current and former Delta employees who attend the event as fans of aviation along with aspiring pilots of all ages.

The walk-through tour of Ship 3411 gave guests access to the entire passenger cabin, including our new Delta Premium Select seating and our award-winning Delta One suites along with their refreshed amenity kits and bedding before culminating in a visit to the A330-900neo flight deck. Along the way, guests touring each cabin had the opportunity to engage with Delta pilots stationed throughout the aircraft.

Ship 3411 was delivered to Delta in May 2021 and is one of 15 A330-900neos in service with the airline. The aircraft was unveiled with its distinctive livery in December 2021 in celebration of Delta's eight-year commitment to serve as the official airline of Team USA beginning with the Olympic & Paralympic Winter Games Beijing 2022. Delta will manage travel for Team USA through the Los Angeles 2028 Olympic and Paralympic Games.

Launched in 2018, the Delta Propel Career Path Program offers an accelerated path to the flight deck for selected students. Recently, Hampton University became the 13th school in the program, and the first historically Black college or university. Other schools include Inter American University of Puerto Rico, Auburn University, Kent State University and Embry-Riddle Aeronautical University campuses in Prescott, Arizona, and Pensacola, Florida. Through Propel, Delta was the first airline to offer students in accredited pilot programs a customized career path to a pilot role.

Our coverage of EAA AirVenture this year is courtesy of EAA themselves who has provided us with access to the great photos of the 2022 event - many thanks EAA.



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EAA AIRVENTURE '22

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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..... 122.725 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 - Jim Stone … . 386 275-1894

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 *"Caution - Children And Adults At Play"*.



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BUGATTI W16 MISTRAL: THE ULTIMATE ROADSTER



MOLSHEIM - 19 08 2022

Ever since the Veyron was introduced in 2005, the W16 engine has been the beating heart of every Bugatti. the roadgoing car that brings the W16 era to an end was always destined to be special: exclusive, elegant and powerful. it must be the very best of its kind. this is W16 Mistral: the Ultimate Roadster.

Mate Rimac, Bugatti CEO, said: "For the final roadgoing appearance of Bugatti's legendary W16 engine, we knew we had to create a roadster. Well over 40% of all Bugatti vehicles ever created have been open-top in design, establishing a long lineage of performance icons that – to this day – are revered the world over. In the Chiron1 era there had, to-date, been no roadster, so the introduction of W16 Mistral2 continues this legacy, driven by enormous demand from our clients for an all-new way to experience the mighty performance of our iconic engine. The W16 Mistral opens the next chapter in the Bugatti roadster story, inspired by over a century of open top legends."

For a car as evocative and important as this, great consideration went into the badge it should wear. Far more than simply a development of the Chiron, the roadster needed a name associated with freedom, elegance and speed. Inspiration came from the mistral, a powerful wind that blows from the Rhône River valley, through the chic towns of the Côte d'Azur in southern France and into the Mediterranean. And with the engine so central to this roadster's character, it stands side-by-side with this mighty wind: W16 Mistral.

Built around the definitive 1,600 PS incarnation of the W16 engine, first used in the Chiron Super Sport 300+3, the W16 Mistral offers performance unlike any open top car that has gone before. In its design and engineering it is completely bespoke; the existing monocoque is not simply cut off above the A-pillars to make way for the new open-top design but has been reengineered and reshaped to create a more rounded silhouette without compromising performance.

Achim Anscheidt, Bugatti Design Director, said: "We know the W16 Mistral will always have significance in the story of Bugatti, marking the last time that perhaps the greatest ever automotive powertrain is used in a roadgoing production car. We, as a design team, felt enormous pressure to deliver styling that immediately conveyed this landmark moment, drawing inspiration from some of the most beautiful roadsters in Bugatti history."

Their muse would be the 1934 Bugatti Type 57 Roadster Grand Raid, a sporting roadster that represents the pinnacle of elegant design. Marked out by its dual aerodynamic headrests, flowing backwards into the bodywork, and a cut down V-shaped windscreen, this particular Grand Raid – on display at the Louwman Museum in Den Haag – is effortlessly sophisticated with an understated sportiness. Finished in a duo-tone black and yellow livery, it would provide the perfect inspiration for this watershed moment in the Bugatti story.

Mate Rimac, Bugatti CEO, said: "The union of a roadster format and our W16 powertrain is absolute perfection. With the roof removed, and a pair of large air intakes directly behind your head feeding around 70,000 liters of air through the engine every minute at full bore, driving the W16 Mistral connects you to the intricate workings of this revolutionary powertrain like no other Bugatti to date.

Only 99 examples of the W16 Mistral will be built, priced at 5 million euros net, with deliveries due to begin in 2024. The entire production run of W16 Mistral is already sold out.

The Lamborghini Countach LPI 800-4 Arrives in the U.S.

First deliveries to customers held at Lamborghini Lounge Monterey

Sant'Agata Bolognese/Pebble Beach, August 25, 2022 – With the backdrop of Monterey Car Week 2022, the Lamborghini Lounge Monterey provided an exclusive setting for customers to take delivery of two of the initial Countach LPI 800-4 to arrive in the U.S. In a private ceremony, Stephan Winkelmann, Chairman and Chief Executive Officer of Automobili Lamborghini, was joined by Head of Design, Mitja Borkert, and Chief Technical Officer, Rouven Mohr, for an emotional unveiling of this futuristic limited-edition hybrid supercar.

Inspired by the past and engineered for the future, the Countach LPI 800-4 celebrates the visionary design that revolutionized modern sports cars forever. With just 112 units produced globally, these two Countach are the only ones to carry their exterior color in North America, Luci Del Bosco and Bronzo Zante.

"As we initiate the first deliveries of the Countach in the U.S. to our valued customers, it is an honor to present these masterpieces to their owners at the Lamborghini Lounge Monterey. The Countach has inspired the Lamborghini design DNA for decades and it was only fitting that we delivered the new Countach LPI 800-4 during the world-renowned Monterey Car Week celebrating automotive excellence," remarked Stephan Winkelmann. "It is always very special for me to experience the excitement and emotion a customer senses when seeing their Lamborghini for the first time."

The Countach LPI 800-4 retains the inimitable experience and sound of the V12 rear mid-engine (LP - Longitudinale Posteriore), incorporating the hybrid technology (I) developed for the Sián. The LPI 800-4's all-wheel-drive V12 delivers 780 hp, combined with the 34 hp of the electric motor, for a total of 814 hp (rounded down to 800 in the name) and it delivers outstanding performance, with acceleration from 0 to 100 km/h in just 2.8 seconds, 0 to 200 km/h in 8.6 seconds, and a top speed of 355 km/h.



Introducing the DBR22: Celebrating a decade of exclusivity and a lifetime of thrilling open-cockpit sportscars

15 August 2022, Monterey, California: Aston Martin has chosen the 2022 Monterey Car Week to unveil the spectacular DBR22 for the first time: A V12-engined two-seater coach-built design concept, celebrating the marque's extraordinary bloodline of open-cockpit sports racers.



The creation of the DBR22 design concept, unveiled in California, is the latest in a long line of extraordinary projects expertly handled by in-house bespoke division, Q by Aston Martin, which this year celebrates a decade of building exclusive cars for the world's most discerning customers. Iconic one-off commissions such as Aston Martin Victor, and low volume specials such as Vulcan - limited to 24 examples worldwide, and Vantage V600 - limited to just 14, are truly magnificent examples of these collaborations. It seems only fitting then, that the DBR22 design concept should also form the basis of a production reality example for an ultra-exclusive number of Q by Aston Martin customers.

By mating the classic art of coachbuilding with advanced materials and cutting-edge manufacturing technologies, DBR22 is a perfect blend of design purity, engineering precision, heart-pounding performance and true passion. A perfect celebration of Q by Aston Martin and its limitless potential. All underlined by the knowledge it is one of the rarest Aston Martins in the marque's rich 109-year history.

With classic proportions and immaculate, muscular curves, DBR22 unashamedly speaks of tradition – specifically Aston Martin's lifelong lineage of world-beating two-seater open-cockpit sportscars such as the DBR1 and DB3S - but expresses it with a dynamic new take on this compelling theme.

DB3S represents an important piece of Aston Martin's competition history. Introduced in 1953, Frank Feeley's alloy DB3S body became known for its curves and aerodynamic efficiency, establishing Aston Martin as a serious Le Mans contender and scoring some impressive results along the way. DBR1, known as the ultimate Aston Martin sportscar, took Feeleys design language a stage further and became one of the most important, influential Aston Martins of all time - winning a number of notable races, the most famous of course being Le Mans in 1959, driven by Carroll Shelby and Roy Salvadori, and taking the Aston Martin team onto the ultimate victory: winning the World Sports Car Championship in the same year ('59.)

The DBR22 design concept showcases a completely new body from the designers at Aston Martin. Its exceptional coach-built form is created from a minimal number of body panels to create a more sculpted, muscular presence. The result: a smooth and effortless blend of exceptional drama and elegance, with several unique design features to compliment.

A particularly noteworthy feature is the entirely new front grille which incorporates a unique carbon fibre design in place of the usual veins seen on series production Aston Martins. This design takes inspiration directly from the DBR1 and DB3S, giving a unique identity; one which clearly draws from Aston Martin's heritage but uses this inspiration to create a truly contemporary design.

SPEED 8 OPENS A YEAR OF LE MANS CENTENARY CELEBRATIONS



18 AUG, 2022 (Monterey, CA) Bentley has opened a year of celebration of the centenary of the 24 Hours of Le Mans with a dynamic demonstration run of 2003-race-winning #7 Speed 8 at WeatherTech Raceway Laguna Seca in California. Opening Bentley's Monterey Car Week programme, the Speed 8 ran at speed in the USA for the first time since the 2003 12 Hours of Sebring, where it set the fastest lap and ultimately placed third.

Before the Speed 8 took to the track, a rally of more than 30 modern Bentleys arrived at Laguna Seca having driven up from Los Angeles. Bentley customers and VIP guests took the beautiful Pacific Coast Highway route over two days of relaxed driving, in a range of cars from a beautiful Azure convertible to examples of every car in Bentley's current model range.

The cavalcade of Bentleys completed a parade lap of Laguna Seca on arrival, led by the first car in Bentley Mulliner's Blower Continuation Series – Blower Car Zero – expertly driven by Bentley's Chairman and Chief Executive, Adrian Hallmark. The Blower was then joined on-track by the Speed 8, for a dynamic meeting of two cars representing the long-standing connection between Bentley Motors and the 24 Hours of Le Mans.
The Speed 8 then showed its still-extraordinary performance, completing several laps of Laguna Seca at race pace while Bentley guests and gathered crowds watched on.

The #7 Speed 8 remains in Monterey for the rest of Car Week, appearing with Bentley at The Quail, A Motorsports Gathering on Friday 19th and at Bentley's famed Signature Party for the launch of the Bentley Mulliner Batur on the evening of Saturday 20th.

Bentley and the 24 Hours of Le Mans

Bentley has been racing since 1919 – the year of the company's birth. In the decades that have followed its first race, Bentley has forged a formidable reputation on the racetracks of the world, thanks to a combination of visionary engineering and the courage of the men and women who take the wheel.

Bentley has a history with Le Mans that's as old as the race itself. W.O. Bentley was present at the race's first running in 1923, as was a lone Bentley 3 Litre, privately entered and driven by Capt John Duff and Frank Clement. It was the only British car in the 20-strong field, but finished fourth and set the lap record, at an average speed of nearly 70 mph.

The following year, Bentley returned – this time with factory-supported cars - and won. It marked the beginning of a glorious decade – one in which W.O. and his drivers, would come to dominate Le Mans, winning five times between 1924 and 1930:

Bentley returned to Le Mans with a three-year race programme in 2001, with the EXP Speed 8 prototype. The car stunned the competition by finishing on the podium in its debut year, driven by Andy Wallace, Butch Leitzinger and Eric van de Poele. The car just missed out in 2002, finishing fourth.

For 2003, the car was completely redesigned, and rechristened simply as the Bentley Speed 8. Two cars took to Le Mans that year – and dominated. The #7 car, driven by Guy Smith, Tom Kristensen and Rinaldo Capello started from pole position and went on to win the race, two laps ahead of the #8 Speed 8 piloted by Mark Blundell, David Brabham and Johnny Herbert, which finished second.

The 2003 victory was Bentley's sixth – a tally that means Bentley is still the fifth most successful manufacturer at the world's most demanding endurance race.

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/

Orlando 07.22

All photos for this feature: Gary Rosier

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NSRA Street Rod Nationals '22



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Mustangs at Destination Daytona



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