

Speedi

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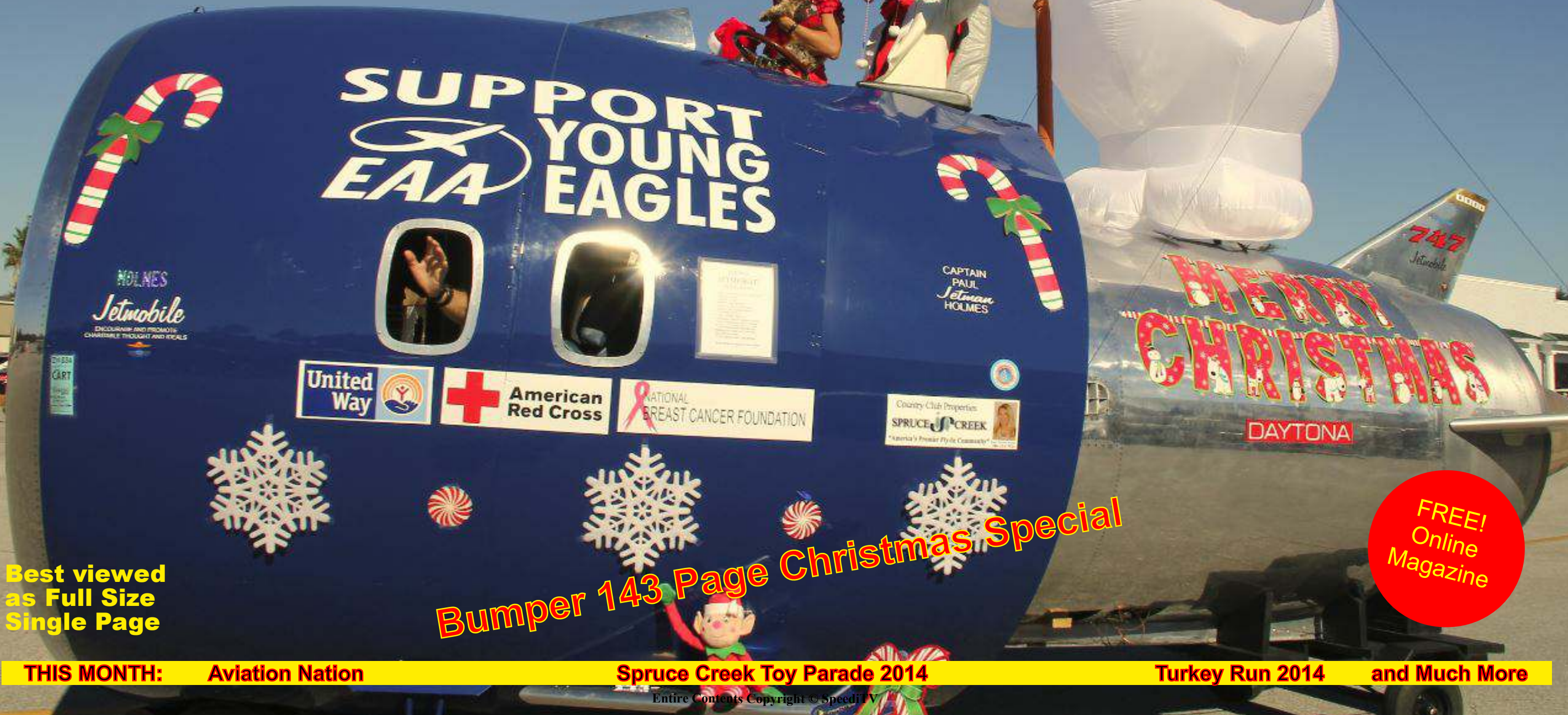
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THIS MONTH: Aviation Nation

Spruce Creek Toy Parade 2014

Turkey Run 2014

and Much More

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NASA's Solar Dynamics Observatory
Captures Intense Space Weather

An active region on the sun emitted a mid-level solar flare, peaking at 4:47 a.m. EST on Nov. 5, 2014.

The image was captured by NASA's Solar Dynamics Observatory (SDO) in extreme ultraviolet light that was colorized in red and gold.

Image: NASA/SDO

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

Editorial

Camp Pendleton, California - U.S. Marines with Lima Company, Battalion Landing Team 3rd Battalion, 1st Marine Regiment, 15th Marine Expeditionary Unit, load onto an MV-22B Osprey during a vertical assault raid exercise aboard Camp Pendleton, Calif., Oct. 28, 2014. BLT 3/1 is the 15th MEU's ground combat element. (U.S. Marine Corps photo by Sgt. Emmanuel Ramos)

Welcome to the December 2014 / January 2015 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. Follow *SpeediTV* on Twitter to keep up to date when future issues are published.

In this issue we are featuring The Spruce Creek Toy Parade. 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*

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Speedi Wings & Wheels

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Cover Photo: Gary Rosier

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95 Turkey Run Part 2



Cambridge, Boeing Build Little Hybrid

Cambridge, UK - 23 Dec, 2014

An aircraft with a parallel hybrid engine – the first ever to be able to recharge its batteries in flight – has been successfully tested in the UK, an important early step towards cleaner, low-carbon air travel.

Researchers from the University of Cambridge, in association with Boeing, have successfully tested the first aircraft to be

powered by a parallel hybrid-electric propulsion system, where an electric motor and petrol engine work together to drive the propeller. The demonstrator aircraft uses up to 30% less fuel than a comparable plane with a petrol-only engine. The aircraft is also able to recharge its batteries in flight, the first time this has been achieved.

The demonstrator is based on a commercially-available single-seat aircraft, and its hybrid engine was designed and built by engineers at Cambridge with Boeing funding support.

The aircraft uses a combination of a 4-stroke piston engine and an electric motor / generator, coupled through the same drive pulley to spin the propeller. During take-off

and climb, when maximum power is required, the engine and motor work together to power the plane, but once cruising height is reached, the electric motor can be switched into generator mode to recharge the batteries or used in motor assist mode to minimise fuel consumption. The same principle is at work in a hybrid car.

“Although hybrid cars have been available for more than a decade, what’s been holding back the development of hybrid or fully-



electric aircraft until now is battery technology,” said Dr Paul Robertson of Cambridge’s Department of Engineering, who led the project. “Until recently, they have been too heavy and didn’t have enough energy capacity. But with the advent of improved lithium-polymer batteries, similar to what you’d find in a laptop computer, hybrid aircraft – albeit at a small scale – are now starting to become viable.”

The hybrid power system in the Cambridge demonstrator is based

on a Honda engine, in parallel with a custom lightweight motor. A power electronics module designed and built in the Engineering Department controls the electrical current to and from the batteries - a set of 16 large lithium-polymer cells located in special compartments built into the wings. The petrol engine is optimally sized to provide the cruise power at its most efficient operating point, resulting in an improved fuel efficiency overall.

“Our mission is to keep our sights on finding innovative solutions and technologies that solve our industry’s toughest challenges and continually improve environmental performance,” said Marty Bradley, Boeing’s principal investigator for the programme.

“Hybrid electric is one of several important elements

of our research efforts, and we are learning more every day about the feasibility of these technologies and how they could be used in the future.”

Test flights for the project took place at the Sywell Aerodrome, near Northampton, UK. These tests consisted of a series of ‘hops’ along the runway, followed by longer evaluation flights at a height of over 1,500 feet.

Visit this website: [Click Here](#)

Boeing Presents Original Flight Test 787 Dreamliner to Museum of Flight

Seattle, USA, Nov. 8, 2014 :

Boeing and its employees joined the Puget Sound community today in celebrating the donation of one of the original 787-8 Dreamliner flight test airplanes to the Museum of Flight in Seattle. Pictured here is ZA003 of it being towed into position Saturday morning.

"Boeing is committed to supporting and giving back to the communities where our employees work and live," said Boeing Commercial Airplanes President and CEO Ray Conner. "By placing this airplane in the Puget Sound area, members of the Boeing team and their families will see it displayed locally, and it will hopefully inspire a new generation of aviation enthusiasts here in Washington state."

The Dreamliner Boeing donated to the museum is known as ZA003, the third 787-8 produced. The airplane has a unique past, first as part of the 787 flight test and certification program and later circumnavigating the globe several times in 2011 and 2012 during the Dream Tour, which introduced the 787 to more than 68,000 visitors in 23 countries.

"This revolutionary airplane caps the museum's collection of historic commercial airplanes, beginning with our 1932 Boeing 247, which was the first all-metal, modern airliner," said Doug King, president and CEO, Museum of Flight. "It was followed by our 1969 prototype 747, the first jumbo jet, and now



with the first composite airliner, the 787. It's an incredible addition to our comprehensive display."

The celebration at the Museum of Flight included several Boeing employees whose work over the years played a role in the design, build and test of the 787 Dreamliner. Each person disembarked the airplane and presented a special artifact tied to the history of the airplane to museum docents and students from local high schools.

The artifacts given by employees ranged from a commemorative cachet carried aboard the 787's first flight, to early artist renderings of the 7E7. Those artifacts will now be housed at the Museum of Flight.

ZA003 is the first of three flight test 787-8s Boeing plans to share with museums around the world, the aviation community and future generations of employees and airplane enthusiasts.

About The Museum of Flight

The independent, non-profit Museum of Flight is one of the largest air and space museums in the world, attracting more than 500,000 visitors annually. The Museum's collection includes more than 160 historically significant air- and spacecraft, the original manufacturing facility of The Boeing Company, and the world's only full-scale NASA Space Shuttle Trainer. The Museum's aviation and space library and archives are the largest on the West Coast. More than 130,000 individuals are served annually by the Museum's on-site and outreach educational programs. The Museum of Flight is accredited by the American Association of Museums, and is an Affiliate of the Smithsonian Institution.

The Museum of Flight is located at 9404 E. Marginal Way S., Seattle, Exit 158 off Interstate 5 on Boeing Field halfway between downtown Seattle and Sea-Tac Airport. The Museum is open daily from 10 a.m. to 5 p.m.

GULFSTREAM MANUFACTURES 100TH G650

SAVANNAH, Georgia, November 19, 2014

Gulfstream Aerospace Corp. announced today that it has manufactured the 100th G650. The ultra-long-range business jet was delivered to a customer on Nov. 14, 2014.

“The production of the 100th G650

is a testament to the demand for this amazing aircraft,” said Larry Flynn, president, Gulfstream. “It truly set a new world standard for performance, range, speed, safety and comfort when it entered into service in December 2012. The completion of the 100th aircraft also speaks volumes about the skilled employees who build these planes.”

The G650 was announced on March 13, 2008, and took its first flight on November 25, 2009. The aircraft was certified by the Federal Aviation Administration on September 7, 2012, and by the European Aviation Safety Agency on December 21, 2012.

The aircraft can fly near the speed of sound, with a maximum speed of Mach 0.925. It has a range of 6,000

nautical miles/11,112 kilometers at Mach 0.90 or 7,000 nm/12,964 km at Mach 0.85. It can connect passengers nonstop from London to Los Angeles and Beijing to New York.

“Since it entered service, the G650 has proven it is a performance leader,” said Scott Neal, senior vice president, Worldwide Sales and Marketing, Gulfstream. “The G650 has claimed 42 speed records and secured an around-the-world speed record. It’s more fuel-efficient than

altitude improve comfort and reduce fatigue. Passengers have the ability to work, connect to the Internet or relax before arriving at their destination.

The G650 features the PlaneView II cockpit, which includes standard state-of-the-art Enhanced Vision System (EVS) II and the Gulfstream Synthetic Vision-Primary Flight Display (SV-PFD). EVS provides pilots with real-time images of the aircraft’s surroundings and greatly improves situational awareness in low-visibility conditions. In zero-visibility conditions, pilots can rely on SV-PFD to understand the position of the aircraft in relation to the runway, terrain or obstacles. Gulfstream was the first to implement these safety technologies in business jets.

The G650 is certified in 12 countries and has

more than 33,500 flight hours.

Gulfstream recently delivered the first fully outfitted G650ER to a customer. It shares the same cabin, avionics and systems as its sister ship, the G650.

The G650ER travels farther at faster speeds than any other business jet on the market. At Mach 0.85, it can carry passengers 7,500 nautical miles/13,890 kilometers, and at Mach 0.90, 6,400 nm/11,853 km.



many other aircraft, offers customers one of the most comfortable cabin experiences and is equipped with industry-leading safety features.”

The G650 has the largest business-jet cabin and provides passengers with wider seats, more aisle room and the ability to control the cabin entertainment, temperature and lighting with a smart device, such as an iPhone® or iPod®. The large windows, quiet cabin and low cabin

Airbus delivers first ever A350 XWB to Qatar Airways

Toulouse, France - 22 December 2014

Airbus has delivered the first A350 XWB, the world’s latest generation widebody airliner, to launch customer Qatar Airways. The A350 XWB redefines the way people fly for the coming decades and opens up a new era in comfortable, efficient long-haul air travel when it enters service with Qatar Airways, renowned for leading the industry to new heights in service excellence.

The A350 XWB embodies the most advanced technologies and breakthrough innovations in aerodynamics, light-weight materials and aircraft systems. Powered by ultra-fuel-efficient and very quiet Rolls-Royce Trent XWB engines and an extra-wide, bright and spacious cabin, the A350 XWB promises to be a firm favourite with travellers who will discover a whole new way of flying. Airlines will also benefit from unequalled levels of operating efficiency and cost effectiveness.

Qatar Airways Group Chief Executive, His Excellency Mr. Akbar Al Baker, said, “Receiving the A350 XWB as global launch customer is a very proud moment for Qatar Airways, and after much anticipation, I am delighted that the day has come when we will welcome this latest generation aircraft into our rapidly expanding fleet.

“In the seven years since we first placed our order for this new

aircraft type at the Paris Air Show, investing in a partnership programme with Airbus, there has been significant growth in the airline industry. I am confident that this increase in passenger

numbers around the world will only increase further in the years to come, and delighted that Qatar Airways will be leading the way in the aviation sector in offering our passengers the opportunity to travel on board the most modern of airliners in the sky.”

John Rishton, Rolls-Royce, Chief Executive Officer said: “We are very proud to have worked with Qatar Airways and Airbus on the A350 XWB, using the latest technology to deliver new standards in customer service. This is a very important day for everyone at Rolls-Royce. It is the culmination of years of hard work and the start of a new chapter for our business.”

Fabrice Brégier, Airbus President and CEO said: “Handing over the first A350 XWB represents a significant step in Airbus and aviation history. The A350 XWB becomes the most modern aircraft in service, developed with our excellence established over 45 years in meeting our customers’ needs. The A350 XWB is the latest Airbus aircraft to join the skies, revolutionising our industry and redefining the way people fly.” He adds: “It is with tremendous pride



that we are delivering our first A350 XWB today to our launch customer, Qatar Airways. It’s a perfect match, to be handing over the first of an all-new, world class aircraft to a leading, world class airline.”

The A350 XWB fits seamlessly alongside Qatar Airways’ growing fleet of A380s and A330s, making the carrier the world’s first airline to operate each member of Airbus’ market leading Widebody Family. Qatar Airways’ A350 XWBs, in combination with their A380s and A330s, will offer unprecedented levels of interoperability and comfort on the rapidly expanding Qatar Airways network of excellence.

The A350 XWB is the latest addition to the market-leading Airbus Widebody product line. Offering its customers a game-changing reduction in fuel-burn, the all-new mid-size long-range A350 XWB has carbon fibre fuselage and wings and sets new standards in terms of passenger comfort, operational efficiency and cost-effectiveness. At the end of November 2014, the A350 XWB had won 778 orders from 41 customers worldwide.

Allianz and Embry-Riddle Create Safety Study Spanning Six Decades of Commercial Jet Aviation

Daytona Beach, Fla. - Thu Dec 11, 2014

Worldwide Study Shows Improvements in Aircraft and Engine Design, Communications, Technology and Training Make Flying the Safest Way to Travel

When Allianz Global Corporate & Specialty published their Global Aviation Safety Study last week, they recognized research partner Embry-Riddle Aeronautical University for compiling and analyzing 60 years of aviation safety reports from around the world.

Over the course of five months, three Daytona Beach Embry-Riddle professors and four graduate students in the aerospace and occupational safety program in the Applied Aviation Sciences department engaged in the background research and preparation of the historical data in the safety report that reaches back to the dawn of commercial jet aviation in 1952.

See the complete Allianz Global Aviation Safety Study at: <http://www.agcs.allianz.com/assets/PDFs/Reports/AGCS-Global-Aviation-Safety-Study-2014.pdf>

Assistant professors David Williams and Dr. David Freiwald, associate professor Anthony Brickhouse and graduate students Fabio de Campos, Ryan



Samolewski, Crystal Ferguson and James Luen prepared the report for Allianz.

“We have the premier team of aviation safety experts in the world,” said Dr. Tim Brady, Dean of the College of Aviation at Embry-Riddle’s Daytona Beach Campus. “This project for Allianz showcases our capabilities in the aerospace and occupational safety program, but this type of knowledge and research-focused academics extends to every aspect of the aviation education available at Embry-Riddle.”

The Allianz Global Aviation Safety Study charts the improvement in the safety record of the airline industry over six decades, identifying key trends and drivers as well as regional differences. Significant findings from Embry-Riddle’s research include the following:

- * The commercial aviation sector has experienced robust growth since the beginning of the jet era. Yet the past 60 years have also seen a

decline in fatal accidents, underpinned by a continuous improvement in safety.

- * Improving safety is reducing the number of accidents and incidents. An overall analysis of aviation safety since the 1950s shows improvement in every decade, with the number of fatal accidents significantly reduced since the beginning of the commercial jet aircraft era.

- * Since 1959 there have been 29,306 onboard fatalities (as of May 2014) in the worldwide scheduled commercial jet fleet, the majority of those fatalities happening within the first 20 years after the beginning of jet service.

- * In 1959, an individual would face the chance of being in a fatal accident once out of every 25,000 departures in the United States and Canada. Today it’s once in 29 million.

Embry-Riddle Vice President Lou Seno Donates Historical Aircraft, Scholarships to High School

Daytona Beach, Fla. - Mon Dec 1, 2014

Louis C. Seno Jr., Vice President for Corporate Relations and Government Affairs at Embry-Riddle Aeronautical University, and his wife Christine have announced they will donate his late father’s Corben Junior Ace aircraft for display at West Michigan Aviation Academy (WMAA), along with a \$150,000 long-term pledge in scholarship support for WMAA graduates attending Embry-Riddle.

As the children of aviators and World War II veterans, Christine and Lou Seno wanted to establish a special legacy for WMAA, a tuition-free public charter high school located in Grand Rapids, Mich. This partnership between the Seno family, WMAA and Embry-Riddle unites the power of aviation and education with the importance of sharing history and giving back to future generations.

“Having attended WMAA’s first commencement in June of this year, I was struck that so many parents felt the WMAA experience changed their child’s life,” Seno said. “The aspirations of those parents for their

children were the impetus for this scholarship program. Christine and I are pleased to help the next generation reach their dreams.”

When Lou first visited WMAA, its CEO Patrick J. Cwayna Sr. sensed an immediate connection between Seno and the students and mission of the academy. “Since that moment Lou has become not only a friend but a champion of West Michigan Aviation Academy. The incredibly generous gift from Christine and Lou Seno of \$150,000 for students to attend Embry-Riddle and the donation of his father’s Corben

built and restored several aircraft, including the Corben Junior Ace that’s headed to WMAA. This aircraft, which has a wingspan of 26 feet and weighs less than 1,000 pounds, is special to Seno Jr. During the summer of 1976, his father flew it around the perimeter of the United States in 40 days to commemorate the country’s bicentennial celebration and raise money for cancer research. The aircraft donation will be coupled with a plaque explaining its historical significance.

“Christine and Lou are another great example of the spirit of giving that is still alive and well in West Michigan,” said WMAA Chairman Dick DeVos. “Their passion for kids, for education and for aviation are all reflected in this amazing gift. Lives will indeed be changed as a result

of their generosity, and WMAA will now be able to offer our graduates even more expansive opportunities.”

In addition to his leadership role at Embry-Riddle, Seno is Chairman Emeritus of Jet Support Services Inc. (JSSI) and serves on the boards of the General Aviation Manufacturers Association (GAMA), National Aircraft Resale Association (NARA) and Duncan Aviation.

Photo above: This Corben Junior Ace aircraft will be on display at West Michigan Aviation Academy.



Junior Ace to be displayed in our commons is an example of their passion for education and aviation. We couldn’t be more grateful.”

Seno recently celebrated 60 consecutive years of attending Experimental Aircraft Association (EAA) conventions, now known as AirVenture and based in Oshkosh, Wis. He shared a love of flying and aircraft construction with his father, Louis Seno Sr., encouraged by EAA Founder Paul H. Poberezny.

While accruing 12,000 flight hours between them, Seno and his father

Spruce Creek Toy Parade 2014



Photos for this feature - Gary Rosier & Steve Wood



All photos for this feature by Gary Kosier, unless otherwise noted

















Dave Baldwin's Waco - note the remote controlled tail wheel tug





























AVIATION NATION 2014



Photos for this feature: Jim (Flybum) Pratt

Aviation Nation 2014 by Jim "Flybum" Pratt

THE LAST TIME I attended the Nellis Aviation Nation was back in 2010 and I was very anxious to attend this year's event. Las Vegas is 400 miles from my home in Fresno, so it is not always possible to be there. What really got my interest this year was the announcement that the F-35 Lightning was scheduled to perform. That got my attention.

Nellis AFB is named after Lt. William Harrell Nellis who was killed while flying ground support missions near Bastogne Belgium during the Battle of the Bulge in World War II. He had flown 70 aerial combat missions and had been shot down three times.

Having been to Nellis before, I had learned that you must take Route 15 North out of the city and exit at the Motor Speedway ramp to get to parking, which is at the Speedway, not at the base. The Speedway is a couple miles from the base and, no, you cannot walk from there, you must pass through a security station and then board a bus to get to the base. Now here is the catch.

There were 88,000 people expected at the show. Most would have to go through this process. Do the math, and you will realize that it takes a lot of buses and a miracle to move that many people in any reasonable amount of time. Mark Pomaville and I arrived at the parking lot 90 minutes early in order to get a chance to get on the base before the start of the show. The buses were scheduled to run at 10:00 AM, the flying was scheduled to start at 11:00. We made it in time.

The host wing for Nellis is the 99th Air Base Wing, which provides support for Nellis AFB, Creech AFB, and the Nevada Test and Training Range. There are 10,000 personnel assigned to these units. The 57th Wing manages all flying activities at Nellis and conducts advanced aircrew, space, logistics and command and control training through the USAF Weapons School, Red Flag, and Green Flag exercises. The 64th Aggressor Squadron is based there and their mission is to prepare the combat air forces, joint and allied aircrews for tomorrow's victories with challenging and realistic threat replication, training, academics, and feedback. The 414th

Combat Training Squadron "Red Flag" provides a series of advanced training programs administered by the United States Air Force Warfare Center. Their mission is to maximize the combat readiness, capability, and survivability of participating units.

At the Base

As we entered the base we first encountered a C-5A Galaxy which was opened for public viewing. What a monster! As you enter the cargo compartment you notice a ladder that looks like it is 100 ft high that has to be climbed to get to the cockpit. I cannot imagine what it would be like to land this behemoth, flaring much higher than you can imagine. They also had an E-3 Airborne Warning and Control aircraft on display along with a couple of other "heavies".

Further down the line were F-15s, F-16s, B-1 Bombers, F-18, A-10s, F-22s, F-35s, helicopters, and a C130.

Surprisingly, there was a German Tornado and a Euro Fighter on display.

Nellis Air Force Base is the home of the USAF Thunderbirds who perform for people all

around the world, displaying the pride, precision and professionalism of American airmen. After a season of being sequestered by the federal government, they are back in business and performed at this air show.

Legacy Bomber

A performance with a B-25 Mitchell, AT-6 Texan, a Hellcat, a Bear Cat, a Japanese Zero and a C-45 Expeditor to commemorate World War II. There were several bombing runs and planes chasing the Zero.

CJ-6 Yak

The CJ-6 Yak flew a great solo routine. I apologize for not getting the pilots name.

Korean Conflict Reenactment

This performance included a Mig 15, T-33 Shooting Star, P-51 Mustang, F4U Corsair, F8F Bearcat, and a T-6 Texan. If you have ever seen a Mig-15 fly, you will know that it is small and fast and hard to keep up with if you are taking photos. There were lots of bomb runs made in this act. Very exciting.

Horseman F-86 Sabre

The Four Horseman have gone from P-51 Mustangs to three Horseman in F-86 Sabres of which two flew on Saturday. Not sure why one was missing, possibly maintenance issues? It is really rare to see even two Sabres flying at the same air show. The Sabre was one of my favorite aircraft when I was a kid and I never get tired of seeing them perform. It was the star of the Korean War with an excellent kill ratio.

Bit Coin L-39 Albatross

This is the first time I have seen the act perform. The L-39 is turning out to be a great aerobatic performer and is being used by the Patriot Aerobatic Team as well.

Excerpt from the Bitcoin website:

Aptly named the Bitcoin Jet, it's an Aero Vodochody L-39 aircraft capable of some pretty impressive maneuvers. It's owned by Mark "Fidel" Hale, a self-described Silicon Valley entrepreneur and bitcoin evangelist (with a keen interest in aviation). Paul "Sticky" Strickland is a part of the team, too, and he's a former United States Air Force Thunderbird with nearly

4,000 hours logged in a variety of aircraft.

Air to Air Demonstrations

This performance included an F-15 Eagle, an F-16 Falcon (from the adversary squadron) and an A-10 Warthog. What a combination of "oldie but goodie" aircraft. The Air Force can be proud of these aircraft for wonderful service they and their crews have given to this country. Many people have a great concern about the plans to retire the A-10. The A-10 is the only aircraft of its type that can provide "close-in" ground support to our troops during battles in which the enemy is threatening to overrun friendly positions. The other aircraft bomb from much higher altitudes and cannot place the ordinance where it is needed under those conditions. The A-10 can place the ordinance where needed and survive any damage because it is designed with redundancy and a tough shell. Would we doing a disservice to our troops by shelving it?

An HH-60 Pave Hawk performed a simulated pilot rescue mission during this phase of the show. The PJ doing the rescued descended by rope to get to a wounded soldier. It was impressive.





F-22 Raptor/F-35 Demonstration

I was a bit disappointed in the fact that the F-35 made two passes and then landed without demonstrating its capabilities. Not sure what the reason was. I didn't catch it on the first pass and barely caught it on the second pass and sadly didn't get any good photos of it while it was airborne. The F-22 carried this part of the show, demonstrating its high maneuverability, which is quite impressive. It seems to match the Soviet Sukhoi in terms of its ability to do things that aircraft shouldn't be able to do, thanks to thrust vectoring.







Heritage Flight

This act included the F-22 Raptor flying with two F-86 Sabres (flown by the Horseman). It has become tradition to have a Heritage Flight at air shows that fly military aircraft. Normally it is a combination of aircraft from the different wars. This was an interesting combination that made for a good photo







Thunderbirds Performance and Post Show

The Thunderbirds are back with a vengeance, wowing the crowd with their precise aerobatic routines. I never get tired of watching them. The ground crews deserve a lot of credit for having never had to cancel a performance due to maintenance issues. The ground crews are the best of the best in their professions and a service-wide search is performed to ensure that they have what they need to keep the team flying. The pilots, of course, are the best of the best too. This all comes together as a precise act that is finally honed to excellence.

Thanks to the hard-working military personnel that put on the air show. They do it with amazing efficiency. We had to catch the same buses to get back to the Motor Speedway parking lot and our car













































UNTIL NEXT TIME . . .



SPEEDI'S BLOG

WELCOME TO
SPEEDI'S Blog.

Christmas has come and gone and it's now New Year. Happy Holidays to you all.



It's been an interesting year for me, for many reasons. Speedi Wings & Wheel Magazine is now in its third year of publication. Next April will be the start of our fourth year - we hope you have all enjoyed the free online magazine.

We've had a great time producing the magazine and long may it continue. Our work is all unpaid but we love it.

Here at Spruce Creek Fly-in the winter period is when the place gets busy. All the snowbirds return. Then there are the short term visitors from colder climates on vacation to enjoy 'fun in

the sun'. It's the time of the year for the Toy Parade and the Bonfire.

The Toy Parade takes place in mid-December and there's a full pictorial report on pages 8 through 31, and also in our regular 'News from the Barn' feature on pages 66 through 73.

A big attraction at both events is the Gaggle Flight. At the Toy Parade there were 40 airplanes

in the fly-by. Lakes / Goofy Flight had 14 planes in just one flight.

The photo left shows the end of the 40 plane line-up getting ready to taxi. The photo top right shows Lakes / Goofy Flight of 14 in action.

The Bonfire is taking place on Jan 17 and again, the mass Gaggle Flight will be in action. Lakes / Goofy Flight may have even more than 14 planes taking part as a single flight. Of course, what's special about Lakes / Goofy Flight is that almost every plane is a different type.

There's also a mixture of high and low wing types. High wing planes are particularly challenging to fly in formation as the wing can block a pilot's view of adjacent planes.

Here's a link to a short video of Goofy Flight of 14 taken from the ground on December 5, 2014 - [click here](#)

Toy Parade videos:
[Flying only](#) - [Full event](#)



Talking of large formation flights, the FAA is now objecting about home-built airplanes flying in formation over large crowds This all started when a flight of 49 RV;s flew over last season's Chiefs-Raiders game in Kansas City. Whilst this flight was sanctioned by the FAA, apparently some pilots of Experimental-category airplanes are now receiving letters of investigation from the agency for other flights that may have run foul of FAA regulations.

EAA representatives met with FAA officials recently to discuss the issue and try to come up

with ways for the popular flyovers to continue.

"These flights are popular with the public and offer great visibility for aviation," said EAA vice president for safety and advocacy Sean Elliott, according to EAA's website. "We also acknowledge the FAA's position that the regulations do not accommodate such activities in Experimental-category aircraft. We believe there is a solution, through the exemption process, for those formation teams who truly train and operate in a professional manner. We appreciate the FAA's

willingness to explore these options."

There's a special FAST (Formation and Safety Team) training program for pilots who wish to fly formation in waived airspace, such as at an air show. The airspace over events at major stadiums is restricted through a TFR (temporary flight restriction) and so over-flights have to be approved by ATC.

But waived airspace is different. Lakes / Goofy Flight has been working with the Valiant Air Command at Titusville, who are a signatory to the FAST program, to train our pilots to the FAST standard. The training is intense, particularly for flights involving different types of airplanes, and wing styles. Here's a link to the FAST website - [click here](#)

As a FAST Lead Pilot I help train our pilots to the FAST standard. It's fun and certainly makes them better pilots.



N EWS 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](#)

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](#).

Airport Information Quick List

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

FAX 386/761-7808

AFTER 1700386/756-6125 (Security)

VORTAC OMN112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg122.2 MHz

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

INSTR APCH (Rwy 05)GPS (Private, Residence Only)

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 129.7 MHz (forward request to Spruce Creek)

Airport Manager: Dick Cunneen, Cell 386 872-1431

Airport Assistant Manager: John Sponza, Cell 386 872-1430

Airport Committee Chairman: Jim Calhoun, Cell 386 295-8271



IN OUR 'News from the Barn' section we feature 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*".



In this issue of 'News from the Barn' are some more photos from the Toy Parade 2014

Photos: Gary Rosier & Steve Wood





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Gaggle Flight brief





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SPRUCE CREEK FLY-IN
THE WORLD'S GREATEST AVIATION COMMUNITY

Duck Drop . . .



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/>







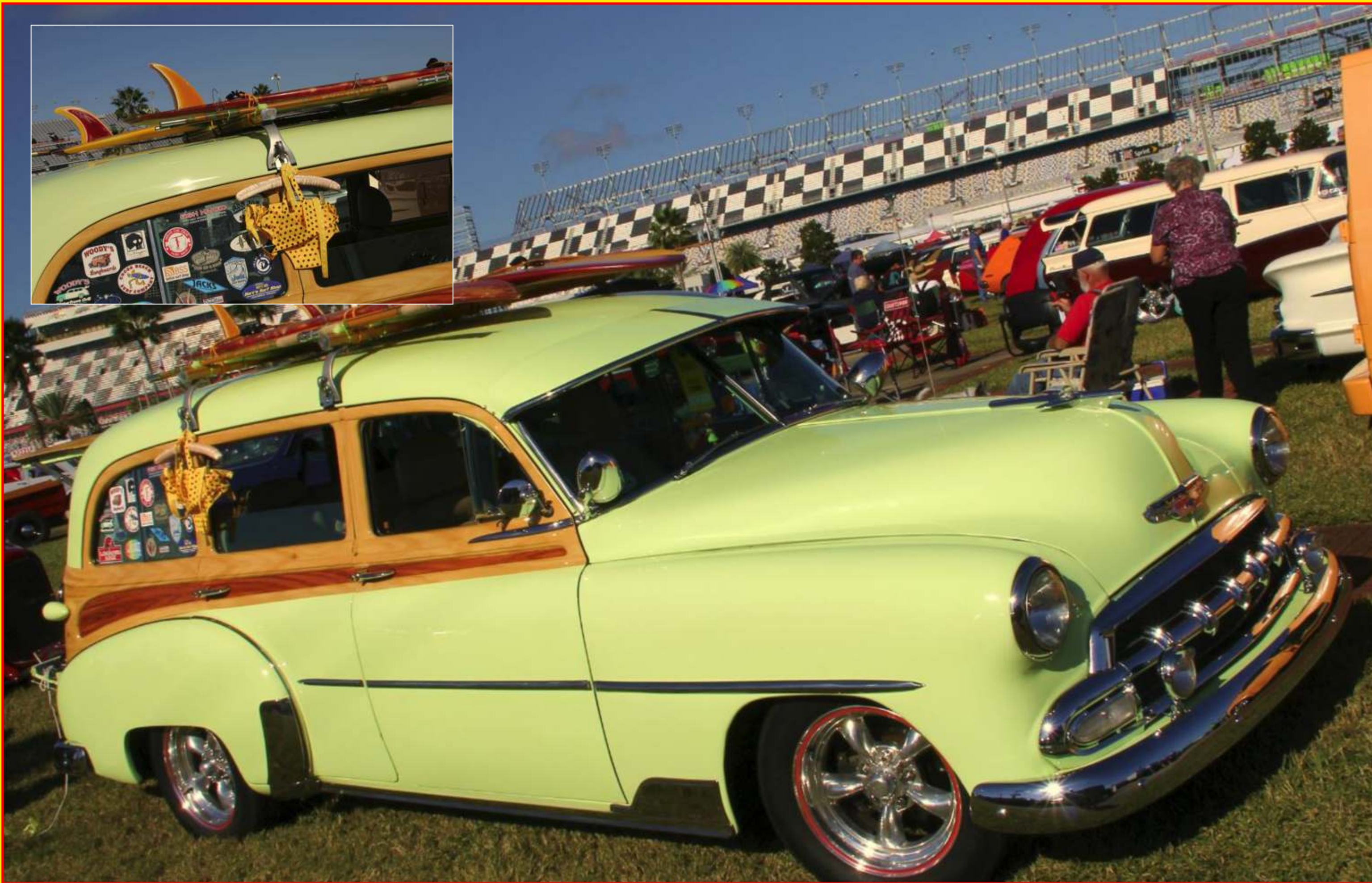


























NOSE ART & NUMBERS



In this regular Nose Art & Number feature we showcase our readers Nose Art and Special Registration Numbers. Just send in your pics, along with a bio (around 150 words) about your nose art or special registration to noseart@speedi.tv - and don't forget, spread the word.

NOSE ART & NUMBERS



New All-Wheel-Drive Jaguar F-TYPE R Boosts

Bloodhound SSC Record Bid

South Africa, 6 November:

The test marks the start of a major technical partnership between Jaguar and The Bloodhound Project, with the ultimate aim of raising the world land speed record above 1,000mph



Today, the new all-wheel-drive Jaguar F-TYPE R Coupé ensured the Bloodhound SSC World Land Speed Record programme passed a significant high-speed testing milestone.

* Jaguar announces major partnership with British World Land Speed Record Team

* Bloodhound SSC to make World Land Speed Record attempt in 2015 then target 1,000 MPH in 2016

* All-wheel-drive is one of a number of performance enhancements to the Jaguar F-TYPE range – the new F-TYPE range will debut at the LA Auto Show on 19 November 2014

* AWD Jaguar F-TYPE R carries out key communications test on the Hakskeen Pan in the Northern Cape, South Africa

and to assist in inspiring the next generation of scientists and engineers, which is the overall objective of the project. The current



record stands at 763.035mph and was set by Andy Green in Thrust SSC in 1997. Andy will drive the Bloodhound Supersonic car.

On the relatively soft surface of the Hakskeen Pan desert in the Northern Cape of South Africa, the stability of the AWD F-TYPE R Coupé and its dynamic ability - it will reach 60mph in just 3.9-seconds with a limited top speed of 186mph - enabled the successful completion of a vital communications test for the Bloodhound SSC team.

The AWD F-TYPE R Coupé was driven flat-out by Bloodhound Project Director and former World Land Speed Record holder, Richard Noble.

Fitted with the same radio equipment as the jet and rocket powered Bloodhound SSC, the F-TYPE was driven head-to-head at top speed with a similarly equipped jet flown at 500 knots and just 50 feet above the ground. The combined closing speed of almost 700mph enabled the successful test of the system that will allow

communications between the ground crew and Andy Green in Bloodhound SSC, which will run for the first time on the Hakskeen desert just twelve months from now.

Land Rover Experience L.A. Opens in West Hollywood Offering an Urban All-Terrain Drive Course and Introduces the New Discovery Sport

MAHWAH, N.J. - Nov 17, 2014

Land Rover revealed today its plans to open the Land Rover Experience L.A. on the central plaza of the Pacific Design Center, in the heart of West Hollywood, Calif at an opening reception taking place tomorrow, November 18. The five day activation will give consumers an engaging immersion into the Land Rover brand including its Land Rover Adventures program, latest vehicles, brand partnerships and merchandise.

The Land Rover Experience L.A. will introduce the new Discovery Sport, a versatile premium compact SUV that is the first member of the new Discovery vehicle family, to a gathered crowd tomorrow evening prior to its U.S. debut at the Los Angeles Auto Show. The auto show will open to the press on November 19-20 and to the public on Friday, November 21.

"Creating this unique experience in the L.A. area gives our current and future customers an opportunity to learn more about the Land Rover

brand and test the all-terrain capability of our SUVs all without leaving the city," said Kim McCullough, Vice President of Marketing, Jaguar Land Rover North America. "This Land Rover Experience also gives L.A. customers a chance to preview the newest Land Rover SUV, the Discovery Sport, months before it goes on sale next year."

The Discovery Sport offers a



dynamic design with a compact footprint enabling optional seven-passenger seating in a "5+2" configuration. The 2015 Discovery Sport will deliver a highly refined combination of performance, safety and efficiency thanks to a body shell of high-strength steel and lightweight aluminum, a 240hp turbocharged 2.0-liter engine, nine-speed automatic transmission and standard all-wheel drive.

This U.S. debut marks another significant milestone in the product offensive for Jaguar Land Rover which will see the company deliver 50 significant product actions over the next five years. New Land

Rover innovations debut in the Discovery Sport, including available Autonomous Emergency Braking¹ and a new touchscreen infotainment system³. Pricing will begin at \$37,995².

The Land Rover demonstration course will host vehicle obstacles intended to showcase the breadth of capability of its model line-up and the vehicles' arsenal of technology.

The course obstacles are designed to highlight the latest Land Rover Terrain Response[®] system that optimizes the vehicles for virtually all on-road or off-road driving situations, with five different settings to suit specific terrain demands: general driving, grass/gravel/snow, sand, mud and ruts, and rock crawl.

Amongst a variety of challenging obstacles, the course will feature a rock crawling obstacle designed to showcase the vehicle's composure on rocky surfaces, in addition to showing the articulation benefits of Land Rover's suspension systems.

Guests will have an opportunity to drive the 2014 Range Rover, Range Rover Sport, Range Rover Evoque and Land Rover LR4 over the custom-built course with a professional Land Rover Driving Instructor as co-pilot. The course will run 10am-6pm, from Wednesday, November 19 to Sunday, November 23, 2014.

A New Breed of Performance Starts with Ford EcoBoost Engines

Dec 23, 2014 | Dearborn, Mich.



* Ford now offers EcoBoost® engines in all of its high-performance nameplates – from Fiesta ST to Mustang – making room for a new kind of aftermarket tuning

* Modifying engine performance can be accomplished with hand-held programmers that adjust several engine parameters

* Adjusting engine control unit programming can result in performance gains of up to 90 lb.-ft. of torque in cars like Focus ST

Ford's award-winning EcoBoost® engine lineup not only has great EPA-estimated fuel economy ratings, it is also becoming a favorite family of engines in the performance tuning community.

From the infancy of the automobile, tinkerers have always chased more power by removing original components and replacing them with expensive aftermarket parts. This can lead to added performance,

but at a cost to fuel efficiency, durability or driving comfort most owners would never accept.

For example, while replacing a camshaft can result in added horsepower, but typically a smooth idle must be sacrificed. Replacements can include new exhaust and intake manifolds, high-flow fueling systems and sometimes superchargers. This kind of tuning requires significant know-how and for the vehicle to be out of operation for some time.

Now, with the advent of computer-controlled engines, tuners have begun modifying a vehicle's original programming for increased engine performance in the areas they choose. The technologies in Ford EcoBoost engines make their efforts even more effective.

Advanced EcoBoost technology includes direct injection, variable cam timing and turbocharging that, together, offer excellent power density and EPA-estimated fuel economy ratings straight from the factory. In the hands of engine tuning experts, tweaking these attributes can result in tremendous gains in horsepower and torque output, at an inexpensive price tag.

A programming handset from Ford Racing offers a perfect example of the tuning possibilities. For Focus ST's 2.0-liter EcoBoost engine and Fiesta ST's 1.6-liter EcoBoost, Ford Racing offers ProCal, which any performance enthusiast can purchase at FordRacing.com for \$595. Plug the device into the car's diagnostic link connector port in the driver's side footwell to tap into the

many aspects of the car's performance – anything from throttle response characteristics or idle speed, to turbo wastegate control, to fuel curves and spark timing.

While these settings should be modified only within recommended limits, the resulting performance gains with Ford-tested programs can be impressive. Focus ST owners, for example, can expect up to a 90 lb.-ft. increase in torque – all while maintaining the Ford-backed limited warranty.

Ford Racing is developing custom engine calibrations for the all-new Mustang 2.3-liter EcoBoost, with a product expected on the market by the end of 2015.

Not all enthusiasts are concerned about maintaining their factory warranty, and for those Ford has committed to working with aftermarket tuning companies to enable the development of high-quality parts and accessories to maximize the performance of Ford vehicles. Aftermarket tuners have achieved impressive performance gains for the all-new 2.3-liter EcoBoost I-4 in the 2015 Ford Mustang. Several tuners, including Mountune and Full-Race Motorsports, showcased their modified EcoBoost Mustangs at the 2014 SEMA Show.

By working with respected turbocharging engine experts from around the world including Mountune and Full-Race Motorsports, Ford is demonstrating a commitment to a new breed of forced-induction performance.

BENTLEY GRAND CONVERTIBLE REDEFINES THE LUXURY OF OPEN-AIR DRIVING

Crewe, UK, 18th November 2014



* The most sophisticated and elegant convertible

* Developed to signify Bentley's intentions for the future

* The ultimate expression of the British luxury automobile

* On display at the Los Angeles Auto Show from 19th November alongside the new Mulsanne Speed sedan

The ultimate expression of British automotive luxury is imagined with the Bentley Grand Convertible, the most sophisticated open-top car ever created by Bentley. Iconic yet understated in style and fashioned entirely by hand from the very finest materials, this unrivalled flagship of luxury represents the ultimate in powerful, sensuous roofless motoring.

Bentley Chairman and CEO, Wolfgang Dürheimer, who unveiled the car in Los Angeles, commented:

“This concept demonstrates Bentley's ability to create a pinnacle convertible Grand Tourer, while

embodying elegance beyond compare. With this car we combine the opulent Mulsanne experience with the full sensory indulgence of open-air touring, continuing to unite luxury and performance in new ways.

“We are eagerly awaiting the response of our customers to this car. We will ensure that this car - if

it reaches the roads – will be a highly exclusive, extremely limited collector's piece.”

The Bentley Grand Convertible will be on display at the Los Angeles Auto Show from 19th November 2014.

Powerful, Refined, Exquisite

Resplendent in Sequin Blue, originally a bespoke colour created from a single sequin from a customer's haute couture gown, the Grand Convertible features a silver “liquid metal” finish to the bonnet and windscreen frame. Contrasting the rich blue body work is the Bentley directional wheel design, handed to the left and right sides of the car and finished by hand before being polished to a high shine.

The wheels hint at the enormous power and torque that wait under the bonnet. With 537 PS (530 bhp / 395

kW) and 1,100 Nm (811 lb.ft) of torque from Bentley's legendary 6¾-litre twin-turbo V8 engine of the flagship Mulsanne, the Grand Convertible promises the luxury of effortless performance to match its unparalleled style.

As cossetting as it is breath-taking, the interior of the Grand Convertible is a showcase for the abilities of Bentley's master craftsmen. 14 naturally tanned leather hides are merged together with progressive-diamond quilting, with the shape of the pattern changing over the seats and doors in a cabin sized for four adults. Bright blue is used to highlight the extraordinary skill of Bentley's trim specialists, with Sequin Blue thread cross-stitched by hand through the linen-coloured leather. The light hide is contrasted by the sleek elegance of Beluga leather around the top of the doors and extending back to the rear tonneau, framed in polished chrome.

The tonneau itself provides the most significant example of Bentley craftsmanship at its finest. Replete with book-matched, mirror-finished and dark-stained Burr Walnut, the tonneau features the largest piece of wood veneer ever applied to a Bentley. Fashioned entirely by hand, this expanse of veneer is only paralleled by the creations of the world's best furniture makers, and is finished with elegant parallel lines of chromed steel.

Following the Los Angeles Auto Show, in December the Grand Convertible will travel to Miami for Art Basel, the world's premier international art show for Modern and contemporary work.

THREE-CYLINDER TURBO ENGINE OF NEW MINI COOPER HARTOP RECEIVES WARD'S 10 BEST ENGINES AWARD

Woodcliff Lake, NJ – December 17, 2014

MINI USA today announced that the 1.5 liter 3-cylinder MINI TwinPower Turbo Technology engine that powers the 2015 MINI Cooper Hardtop has received a Ward's 10 Best Engines award from WardsAuto World, the information center for and about the global auto industry.

The 1.5L 3-cylinder MINI TwinPower Turbo Technology engine secured a spot in the annual listing and will accept the award on January 14th at a ceremony during the North American International Auto Show in Detroit.

"While being loads of fun to drive, MINI's 1.5L 3-cylinder engine enabled every WardsAuto editor to achieve at least 30 mpg (7.8 L/100 km)," said Tom Murphy Executive Editor of WardsAuto World digital magazine. "One editor said he couldn't imagine buying a MINI with any other engine. There was a time when people bought underpowered 3-cylinder engines out of economic necessity. MINI turns that legacy on its ear by demonstrating a base engine can totally sell a vehicle. With a starting price just under \$21,000, the MINI Cooper Hardtop with the 3-cylinder engine is the smart choice."

The premiere industry honors for car and light truck engines, the Ward's 10 Best Engines competition recognizes the latest powertrain technologies that are affordable to most consumers, deliver ample horsepower and torque, are highly efficient, sound appealing and pair up well with their respective vehicles.



"The 1.5 Liter 3-cylinder MINI TwinPower Turbo Technology has revolutionized our entry-level MINI Cooper Hardtop's performance by increasing torque by 42%, reducing 0-60 acceleration time by 2.3 seconds and improving fuel efficiency by as much as 8% vs. the previous generation 4 cylinder engine," said Pat McKenna, Department Head, Product Planning & Events, MINI USA. "The BMW Group engineers did a masterful job with the performance and efficiency but, more importantly, with the surprisingly deep resonant sound this engine makes."

The Ward's 10 Best Engines competition is now in its 21st year. Winners are determined through

individual test drives by the publication's editorial staff during their daily commutes throughout metro Detroit. Editors score each engine based on power, technology, observed fuel economy and noise, vibration and harshness characteristics. There is no instrumented testing.

About MINI in the US:

MINI is an independent brand of the BMW Group. In the United States, MINI USA operates as a business unit of BMW of North America, LLC, located in Woodcliff Lake, New Jersey and includes the marketing and sales organizations for the MINI brand. The MINI USA sales organization is represented in the U.S. through a network of 122 MINI passenger car dealers in 39 states. MINI USA began selling vehicles in the U.S. in 2002 with the introduction of the MINI Cooper and MINI Cooper S Hardtops. Since then, the MINI Brand in the U.S. has grown to encompass a model range of seven unique vehicles.

Cadillac Introduces All-New ATS-V.R Race Car

AUSTIN, Texas – Nov 20, 2014

The next generation of Cadillac's V-Series elite, high-performance cars began today with the introduction of an all-new race car, the Cadillac ATS-V.R. Set to begin competition in 2015, Cadillac debuted the new race car at the Circuit of the Americas, one of country's pre-eminent racing venues.

The ATS-V.R is the racing extension of the upcoming 2016 Cadillac ATS-V Coupe, which channels more than a decade of V-Series engineering experience into the brand's first compact performance model. The ATS-V Coupe debuts next week, along with the ATS-V sedan, at the Los Angeles Auto Show and arrives track-capable from the factory next spring.

The new, up-to-600-horsepower ATS-V.R meets international FIA GT3 specifications, a highly coveted pedigree that allows it to potentially run in more than 30 different GT series around the world. Other marques in this ultra-competitive racing class include Aston Martin, Audi, Bentley, BMW, Ferrari, Lamborghini, McLaren and Porsche. The FIA is the governing body for worldwide motorsport, with the GT3 class representing a specific set of specifications for racing cars based on production models.

"The V-Series is the highest expression of Cadillac's rising product substance," said Johan de Nysschen, Cadillac president. "Elevating and expanding the V-

Series is the next logical step in Cadillac's growth, including this new race car developed in GT3-specification, enabling us to pursue racing on a more global scale."

The heart of the ATS-V.R is the LF4.R, the racing version of the Twin Turbo 3.6L V-6 in the award-winning Cadillac CTS Vsport. Specific technical upgrades for the GT3-spec race car include larger, twin BorgWarner turbochargers; increased capacity intercoolers; competition engine management and a direct, side-exiting exhaust. The lightweight aluminum block and heads are counterbalanced by a rear transaxle unique to the race car, giving the ATS-V.R a weight distribution of 49 percent front, 51 percent rear.

"This car sounds wicked and screams like it's ripping holes in the air. I love it," said Andy Pilgrim, Cadillac Racing driver. "We have paddle gear shifters for the first time, and I'm enjoying the new tools. The engine torque is remarkable, as always, pulling strongly out of the corners."

Among the many modifications performed to meet FIA GT3 specifications, the fenders of the ATS-V.R were redesigned to contain FIA-mandated tire sizes. Other modifications include an aero kit that gives the ATS-V.R a strong stance, and a carbon fiber front



splitter – complemented by corner-mounted dive planes – that provides frontal aerodynamics. A full under tray directs air beneath the car to the rear diffuser, which helps create a downforce-producing effect and plants the 18-inch racing tires to the track.

Since its inception in 2004, Cadillac Racing has amassed 26 wins, 91 podium finishes (including wins) and 22 pole positions with the CTS-V sedan and CTS-V Coupe race cars. Cadillac is a five-time winner of the Pirelli World Challenge Manufacturer Championship, including the series' past three seasons, as well as 2005 and 2007. Team Cadillac drivers won the Pirelli World Challenge Driver's Championship in 2005 with Pilgrim and in 2014, 2013 and 2012 with driver Johnny O'Connell.

"The Cadillac ATS-V.R is a 170-mph billboard for the next generation of Cadillac's V-Series," said O'Connell. "On top of its power, its aerodynamic package should pay off in the fast corners and I'm looking forward to unleashing it."

Turkey Run - Part 2



Photos: Gary Rosier





























Photos for this feature: Gary Rosier





























HISTORIC SPORTS CAR RACES

FIVE DAYS OF exciting on and off track action, including HSR's sprint and endurance race series, driver's panel, and night practice all leading up to the start of "The Classic 24 at Daytona" at 1:00 p.m. on Saturday, Nov. 15, and finishing 24 hours later on the Sunday.

For the third year in a row, Trans Am ends the year at Daytona International Speedway, crowning its new Champions and closing the chapter on yet another year of Trans Am racing, in conjunction with Historic Sportscar Racing.









































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