

Speedi

Wings & Wheels

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June / July 2015

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132 Pages of Action

FREE!
Online
Magazine



THIS MONTH: Full Throttle Fun Planes of Fame Air Show Vietnam Skyhawk and Much More

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NASA Image

Coronal Loops Over a Sunspot Group

The Atmospheric Imaging Assembly (AIA) instrument on NASA's Solar Dynamics Observatory images the solar atmosphere in multiple wavelengths to link changes in the surface to interior changes. When AIA images are sharpened a bit, such as this AIA 171Å channel image, the magnetic field can be readily visualized through the bright, thin strands that are called "coronal loops". Loops are shown here in a blended overlay with the magnetic field as measured with SDO's Helioseismic and Magnetic Imager underneath. Blue and yellow represent the opposite polarities of the magnetic field. The combined images were taken on Oct. 24, 2014, at 23:50:37 UT.

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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

Welcome to the June / July 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.



In this issue we are featuring the Planes of Fame Air Show - 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*

A380_British Airways take-off

British Airways became the 10th customer to receive Airbus' 21st century flagship A380

6 *Planes of Fame - 51 pages*



30 Vietnam Skyhawk



Cover Photo: Jim (Flybum) Pratt

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Speedi

Wings & Wheels

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67 Vietnam Skyhawk: The Valiant Air Command Museum in Titusville Florida now has a flying A-4C Skyhawk from the Vietnam era in its roster. Gary Rosier was fortunate to get some close up air to air photos . . .

83 Full Throttle Fun: The 2nd Goodguys Florida Nationals from Kissimmee where Music City and Cruisin' came together in a spectacular display of cars and fun. Our East Coast Correspondent, Gary Rosier by-passed Disney World to enjoy the fun . . .

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New Boeing Video Takes Viewers Inside 787-9 Dreamliner Flight Deck for Thrilling Takeoff

"Our first 787-9 demonstration video was extremely popular and we're pleased to allow viewers around the globe to experience the exciting performance of the Dreamliner," said Sean

viewers have noted in their comments about what it is like in the flight deck during a demonstration flight. This video is best experienced from a desktop/laptop computer. Mobile users may have limited functionality.

"We're thrilled to see what Boeing has created using the multi-angle technology from YouTube. The video gives viewers a unique perspective into a flight demonstration, creating a viewing experience that's incredibly interactive and immersive for fans," said Mike Miller, director, Business & Industrial Markets, Google.

The Boeing 787-9 is the second and newest member of the 787

family, super-efficient airplanes with new passenger-pleasing features. With the fuselage stretched 20 feet (6 meters) over the 787-8, the 787-9 can fly more passengers and more cargo farther yet with the same exceptional environmental efficiency – 20 percent less fuel use and emissions than the airplanes they replace. Thirty customers from around the world have ordered 509 787-9s, 46 percent of all 787 orders.

Links to the videos:

Choose your own view - click [here](#)

Paris Air Show Practice video - click [here](#)

McCormack, vice president, Communications, Commercial Airplanes. "Boeing is proud to be among the first companies to partner with YouTube on this innovative new technology."

Performed by Boeing test pilots to prepare for the air show, the routine showcases the many capabilities of the 787-9 in Vietnam Airlines' livery and demonstrates maneuvers never seen in typical flight. The first video from the practice sessions, which received well more than 10 million views worldwide in less than a week, included a condensed version of air-to-air footage. Today's release includes the full 7.5-minute routine and answers the questions so many



EVERETT, Wash., June 18, 2015 /PRNewswire/ -- Boeing (NYSE: BA) today released a follow-up to its popular 787-9 Dreamliner demonstration video, bringing the public into the flight deck as Boeing's expert crew rehearsed for the 2015 Paris Air Show.

The new video offers the full flight routine and a new experience: Viewers can choose between camera angles to seamlessly see the full airplane and the pilots inside the flight deck. Boeing is among the first to use YouTube's experimental technology, known as Choose Your View, which provides a more immersive and interactive video experience.

Airbus wins \$57 billion of aircraft orders at Paris Air Show 2015

Market endorses Airbus' most innovative products & services

18 June, 2015 - Paris: During the 2015 Paris Air Show, Airbus won \$57 billion worth of business for a total of 421 aircraft. The deals comprise firm orders for 124 aircraft worth \$16.3 billion and commitments for 297 aircraft worth \$40.7 billion.

In the widebody market, Airbus kicked-off the show with the announcement of the first operator for the new A330 Regional, with Saudi Arabian Airlines taking 20 on lease from IAFC, a leading lessor in the Middle East. The A330 Regional will enable airlines to serve fast-growing domestic and regional routes at least cost and maximum efficiency.

The A350 XWB continues to attract new business with commitments for 31 A350-900s, reinforcing its leading position as the world's most modern, advanced widebody aircraft.

Airbus' most modern, comfortable, efficient and reliable range of wide body aircraft won 55 orders & commitments worth USD 15.6 billion, comprising 31 A350-900s, 20 A330 Regional and four A330-300s.

In the single-aisle sector, the market leading A320 Family garnered an impressive 366 endorsements

(comprising 103 firm orders and 263 commitments) worth USD 41.4 billion. Of these, 323 are NEO's, taking total orders and commitments for the A320neo Family beyond 4,000 since launch in December 2010.

aircraft of choice in the middle of the market."

"We had another very successful Paris Air Show," said Fabrice Brégier, Airbus' President and Chief Executive Officer, in front of



Boosting the longevity of the best-selling A320 Family, Airbus announced a new freighter conversion programme in partnership with EFW and ST Aerospace. This broadens Airbus' portfolio of innovative solutions, meeting the requirements of customers in all market segments.

John Leahy, Airbus' Chief Operating Officer, Customers said: "Our latest forecast for 32,600 planes in the next 20 years is being proved correct. The orders and commitments at this year's Paris Air Show demonstrate three things; Asia is powering the growth, we are leading in single-aisle and widebody and our A321neo is the

a standing-room only crowd of international journalists at the company's traditional end-of-show press conference today. "It confirms that the market trend is extremely positive and it confirms that we will achieve – and I hope exceed – our target that we communicated earlier this year, which was to have a book-to-bill ratio of above one."

Brégier explained that this week's activity reaffirmed Airbus comprehensive jetliner offering, which is the most modern, comfortable, reliable and efficient range of commercial aircraft available today. "Globally we have never been so strong," he said. "We have never had such a new family of aircraft in every category."



Chino Planes of Fame Air Show 2015 May 2-3 Chino, CA

Our West Coast correspondent, Jim (Flybum) Pratt went along to the spectacular Chino Planes of Fame Air Show in California in early May. Here's his report:

The Chino Planes of Fame Museum Air Show continues to be one show that I will not miss. It is incredibly well organized and offers more to see than any other show that I know of when it comes to war birds of World War II and the Korean War era. The Planes of Fame Museum is located at the airport and the majority of the aircraft there are flyable and many do fly at the air show. In addition, many war birds fly in from all over the country to participate. No where else on the west coast will you see so many different types of war birds in action.

Plan on getting to the airport before the gates open at 8:00 AM so that you will have time to walk the flight line and take some good pictures before the crowd gets there and also before they close the flight line off at 10:00 AM to begin flight operations.

I felt like a kid in a candy store walking the flight line. There were at least 11 Mustangs, an F-86 and a Mig, a couple of P-47s, one P-38, a couple of P-40s, a P-63 King Cobra, an AD-1 Skyraider, a FW-190 Focke-Wulf, a Spitfire, Japanese Zero, Japanese Kate, a couple of F4U

Corsairs, Hellcats, Wildcats, a Tigercat, a TBM Avenger, an F-22, B-25 Mitchell, T-28, two C-47s, a Super G Constellation, an OV-10 Bronco, Flying Wing, an

Albatross, P-3 Orion anti-sub plane, C-17, Bearcat, Hawker Sea Fury, T-6s, German ME-108, T-33 and more.

We arrived on Friday which was a practice day and got to see a preview of the weekend show. It included a night show by some of the performers, which was a first for Chino.

This year, as the last couple of years, the air show was divided into segments including the Pacific Air Battle, the Korean War Air Battle, and the European Theater Battles. There were some miscellaneous acts interspersed in

between. After the flying starts, there is virtually non-stop action for the rest of the day except for intermissions in between the segments. An F-22 Raptor

flew a flight demonstration and then participated in a Heritage Flight. If you haven't seen the Raptor fly you are in for a treat. That incredibly powerful bird can maneuver on a dime.

In the morning there was a veteran's panel that discussed their war-time experiences.

Members of the West Coast Ravens Flight Formation team made several passes in their Van's RV aircraft. The planes are built from kits, mostly by the current pilot. This was a good warm up for the show to come.

Next, World War II birds representing the European War took to the skies. Mustangs, Spitfire, Thunderbolts, King Cobra, C-47, B-25, P-38, and a FW-190. Things get exciting fast. They made pass after pass. No concern for fuel costs here. This is what I love about this show. They give the performers plenty of time to show off their stuff.

Sean Tucker was up next, flying his Oracle Challenger III. Sporting a 400+ hp IO-540 the beautiful red bi-plane is no ordinary bird. Sean flies it on the edge of

its envelope throughout his performance which is climaxed with a multiple ribbon cutting.

Of course, the Planes of Fame Air Show is mostly about historic warbirds from the USA and its allies, as well as from its foes. And it's not just WWII aircraft . . .



PLANES OF FAME

AIR MUSEUM

The Korean War battle got underway next. It involved a ground battle and air support was called in with a T-6 first to arrive on the scene. The AD-1 Skyraider and the Hawker Sea Fury took part in the initial battle which soon turned into jet warfare as the T-33, Mig 15, and then the F-86 Saber got into it. You can really see the difference that speed makes when the jets dogfight. It is hard to keep up with them while photographing the battle.



The Pacific Air Battle was next and included F4F Wildcat, Hellcats, F4U Corsairs, SBD Dauntless, A6M Japanese Zero, Japanese VAL Dive Bomber, TBM Torpedo Bomber and a Bearcat. There was a dog fight between the Corsairs and the Zero. The B-25 provided support doing several flybys.



The next act to fly was the Canadian F-18. Painted in rare colors to commemorate the 75th anniversary of the WWII Battle of Britain, it was put through its paces, thrilling the crowd with its maneuverability, agility, and awesomeness. Thanks to the Canadians for participating in the show.



Saunders Aeronautics was next up with a demonstration of the Hawker Sea Fury which is equipped to demonstrate wing-tip vortices using smoke dispensers on the wings. I believe that it was originally owned by NASA who did research on the subject. Saunders has been demonstrating at air shows for years but I never get tired of watching him. It really gives you a perspective on the hidden dangers of vortices and why pilots should avoid them.

John Collver did a routine in his beautiful SNJ. He has been around for years and

flies an excellent show. The color scheme of his aircraft makes it very photogenic and I always get good pictures of his performance.

Next on the list was the F-22 Raptor. What a bird! They must have ironed out some of the bugs because they didn't bring a backup plane this year. I cannot imagine anyone ever being bored with this part of the air show. That plane does it all. Everything you have seen the Russians do in their videos, this plane does. At full throttle, the earth shakes and the ice in my drink melts. What a treat it would be to have a ride in one. It stands on its tail, it flies at 75 mph, it accelerates rapidly to Mach although not past it because of the rules.



The final act of the day was the Heritage Flight. This year it included an F-86, a P-38, a P-51, and the F-22. What a sight that makes!

Chino did it again this year. If you are able to visit Chino in early May, you should plan to be at this show, even if you never attend another show all season. This is the one.

Thanks to all of the men and women who volunteer at the museum and at the annual air show. You are doing a wonderful thing in preserving our aviation heritage and honoring our veterans who sacrificed so much.

















































Tim Sowell was with our West Coast correspondent Jim (Flybum) Pratt during his visit to The Planes of Fame Air Show. Here's a selection of his photos over the next pages of this feature.







































Art work on the tail of the Canadian F-18 which was painted to celebrate the 75th anniversary of the Battle of Britain





SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

The summer heat has come. It was over 100 F in Florida and now I am back in England it's over 80 F. Thunderstorms are now common and are to be avoided in all planes, large or small. The heat also saps powers from engines, again it makes no difference if the engine is large or small. There's so much more power available when the temperature is lower.

Talking of power, a good friend who was a top drag race star many years ago, recently sent me a message about 'acceleration'. Here's what was included about 'power':

"One Top Fuel dragster outfitted with a 500 cubic-inch replica Dodge Hemi engine makes more horsepower (8,000 HP) than the first 4 rows of cars at NASCAR's Daytona 500.

Under full throttle, a dragster engine will consume 11.2 gallons of nitro methane per second; a fully loaded Boeing 747 consumes jet fuel at the same rate but with 25% less energy being produced".

I wonder what effect temperature has on the power of a top fuel dragster engine?

Still on the subject of power. It's coming up to the 75th anniversary of the Battle of Britain. This was the most important event in Royal Air Force history; the Battle fought over Britain between the



10th July and 31st October 1940.

Power took on a very important aspect as far as the Spitfire was concerned, particularly in the summer heat of southern England.

Early in its life the Spitfire, and indeed other RAF planes used, 87 octane fuel, which was all that was available. Then, on 18 May 1940, a change to 100 octane fuel was introduced. This was slow at first as stocks were limited. By the end of the Battle of Britain all front line RAF planes used 100 octane.



Prior to the introduction of 100 octane fuel in the Spitfire, Luftwaffe Me109 pilots had the edge over Spitfire pilots. They became used to the Spitfire's slower speed. Then the balance changed. There was a slow introduction of 100 octane fuel to all fighter squadrons. The 100 octane fuel increased the Spitfire's speed by 25 mph at sea level and by 34 mph at 10,000 ft.



The Rolls Royce Merlin engine used in the Spitfire was designed with 100+ octane fuel in mind. The boost of its supercharger was able to be increased when using higher octane fuel, hence the speed increase.

This extra speed gave the British fighters the edge, in the summer of 1940, over the Luftwaffe, above the English Channel and in the skies of London and south-east England.

With the air power balance tipped towards the British, the German invasion was abandoned and Hitler turned eastwards, allowing the UK armed forces time to regroup and to revive.

Luftwaffe pilots couldn't believe they were facing the same planes they had fought successfully

over France a few months before. The planes were the same but the fuel was not.

By 1943 the Allies had developed 100/130 ON fuels (100 at

lean mixture, 130 at "rich", i.e. in combat) which gave their engines a 30% better power to weight ratio. This was up to 50% by the end of the war.

The Germans, on the other hand, were not able to produce high octane fuels in quantity, which is perhaps the reason why they decided that the future for German air power rested on the turbojet, which would be able to operate on a much less heavily refined fuel that could be produced from crude oil and coal in much larger quantities. The problem was that the war was over before the turbojet planes were in full production.





NEW 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 Info 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: John Sponza, Cell 386 872-1430

Airport Assistant Manager: Buddy Dicey, Cell 386 872-1431

Airport Assistant Manager: John Steidinger, Cell 386 872-1431

Airport Assistant Manager: Dave Baldwin, Cell 386 872-1431

Airport Committee Chairman: Kathy Royer, Cell 386 451-8929



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".



Photos by Gary Rosier

Bentley & Rolls Royce cars on display at an Open House at Conrad Yelvington's hangar on Beech Blvd on May 16, 2015

















Vietnam Skyhawk



THE VALIANT AIR Command Museum at Titusville, Fla has recently restored this Douglas A-4C Skyhawk.

Our East Coast correspondent, Gary Rosier flew with Spruce Creek resident and former A-4 instructor Scott Roth in

Scott's Rocket (see photo on next page) to shoot some great in-flights photos of this iconic Vietnam era fighter.



Scott Roth's Rocket - the camera ship

This photo, shot by Ron Picciani, shows the A-4C SkyHawk 149606 in storage at Davis-Monthan AFB, AZ, March, 1974.























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.

Canadian F-18 artwork to celebrate the 75th anniversary of the Battle of Britain - Photo: Tim Sowell



Jaguar Rapid Response Vehicles for Bloodhound SSC to Star at Goodwood Festival of Speed



* Bespoke Jaguar XJR Rapid Response Vehicle (RRV) for Bloodhound SSC to make dynamic world debut at Goodwood Festival of Speed

* Current world land speed record holder Andy Green to drive the 16MY XJR RRV up the Goodwood hill on Saturday 27 June 2015

* Bloodhound's RRV Fleet now includes two XJRs and an F-TYPE custom-built by Jaguar Land Rover's Special Operations team

* Jaguar's history in supporting world land speed records dates back to 1983 with an XJ12 for Richard Noble's record attempt in Thrust 2

Jaguar is to further showcase its commitment as Technical and Innovation Partner to the Bloodhound Project with the world debut of its custom-built XJR Rapid Response Vehicle (RRV) at Goodwood Festival of Speed, alongside the recently unveiled F-TYPE R AWD RRV.

One of two XJRs being provided for the record attempts will be on show

at the festival and will also take part in the First Glance hill run on Saturday 27 June 2015 with current world land speed record holder and Bloodhound SSC driver Andy Green at the wheel.

of Jaguar Land Rover's Special Vehicle Operations (SVO) division and are wrapped in a bespoke livery created by Jaguar Design incorporating the Bloodhound SSC colours.

To accommodate vital equipment in the 16MY XJRs, which will be on sale from September, Jaguar Land Rover SVO engineers removed the rear seats of the XJR and fitted a roll-cage along with specially-made housings to carry tools supplied by British manufacturer Angloco, which include a bespoke foam misting cylinder, a hydraulic pump, motor and hose.

John Edwards, Managing Director - Special Operations at Jaguar Land Rover, said: "These are specially developed cars for a very special purpose, showcasing SVO's ability to design and engineer bespoke vehicles to the highest possible standards. Equally importantly we're proud to be playing a part in another great British land speed record attempt."

Essential in the South African Haakskeen Pan, the Bloodhound

team will use the RRVs throughout all high speed tests and world land speed record attempts to provide vital services for Andy Green.

The customised Jaguar XJR provides an ideal solution for keeping essential personnel and equipment close to Bloodhound at all times - the XJR has a spacious cabin and it's 5.0-litre V8 550PS Supercharged petrol engine takes it from 0-60mph in just 4.4 seconds and on to a top speed of 174mph.

Jaguar has supported three world land speed record attempts to date, with the provision of Rapid Response Vehicles for Richard Noble's attempt in 1983 when the company provided an XJ12 for Richard Noble to break the record in Thrust 2, and an XJR in 1997 for Andy Green's Thrust SSC.

The Jaguar RRVs for Bloodhound SSC will be joined on the Goodwood Hill by the first production version of the new F-TYPE Project 7, the exciting new 340PS, 3.0-litre Jaguar XE S, and a selection of Jaguar's most iconic heritage cars including XJ13, Group 44 E-type, Long Nose D-type, TWR XJS and Broadspeed XJ12C.

Highlights of the 16MY XJ include the new InControl Touch Pro touchscreen infotainment system offering door-to-door navigation, seamless iOS and Android connectivity, Wi-Fi hotspot and 26-speaker, 1,300W Meridian Digital Reference audio system. The enhanced XJ will be available to specify with an uprated 3.0-litre V6 diesel engine developing an impressive 300PS/700Nm

RECORD-BREAKING BENTLEYS IN ACTION AT GOODWOOD FESTIVAL OF SPEED

Jun 11, 2015

* Idris Elba 'Flying Mile' world record car to climb Hill



* Blue Train car celebrates 85th anniversary of famous feat at event



* Continental GT3 racer and GT3-R roadcar both set to tackle hillclimb

* New and Pre-Owned Bentleys displayed on two dedicated stands

Two famous record-breaking Bentleys, separated by 85 years, are the highlights of the brand's strong

presence at the 2015 Goodwood Festival of Speed (GfOS), 25-28 June.

Both the Continental GT Speed, recently piloted into the record books by Luther and The Wire actor Idris Elba, and the celebrated 1930 Blue Train car will be at Goodwood entertaining the anticipated crowd of over 150,000 motoring enthusiasts.

This year is the 85th anniversary of that most famous Bentley Boy adventure – the Blue Train race. The car that accomplished the feat will be at GfOS running up the world-renowned, 1.16-mile hillclimb, keeping the spirit of Captain Woolf Barnato alive.

In 1930 Barnato, then Chairman of Bentley Motors, was staying in Cannes when he accepted a wager that not only could he beat the Calais-Mediterranée Express (or 'Blue Train') back to Calais, but that he could be at his club in London before the train even reached the Channel. He was, and the remarkable victory has resonated with Bentley enthusiasts ever since.

Bringing the spirit and glamour of the Bentley Boys right up to date is the new Continental GT Speed, which broke the Flying Mile land speed record in May this year.

Actor Idris Elba, who famously played Nelson Mandela in the multi-award winning Mandela: Long

Walk to Freedom, drove the striking Spectre GT Speed at Pendine Sands in Wales, to break the historic 'Flying Mile' UK land speed record set by Sir Malcolm Campbell in 1927.

These two famous Bentleys will be joined on Goodwood's iconic hillclimb by racing Bentleys past and present – from the iconic 1929 4 ½ Litre Blower, to the modern Continental GT3 racer and the road car it inspired, the Continental GT3-R.

Bentley will once again have two stands at Goodwood. On the main stand is the newest line-up of the brand's luxury and performance models – with the latest Mulsanne, Flying Spur and Continental GT Grand Tourers all on display.

At the same time, a selection of highly-desirable pre-owned vehicles will be presented on a separate, dedicated stand. Each of the Bentleys on display is covered by the brand's industry-leading used car warranty*, offering peace-of-mind and an attractive introduction to Bentley ownership.

The Bentley pre-owned stand will be located close to the Hillclimb bridge crossing, just a short walk from the main Bentley presence. Alongside this selection of pre-owned cars, there will also be a display of wheel and styling options designed by Bentley to enable existing owners to further personalise the appearance of their vehicle.

For more information on the Bentley models on display please visit www.bentleymedia.com. Further details on the Goodwood Festival of Speed can be found at www.goodwood.com.

RIPE FOR FRESH CONQUESTS: THE NEW MINI CLUBMAN

Woodcliff Lake, NJ – June 24, 2015 - The new generation of the MINI model family continues to grow. With the new MINI Clubman it now conquers the premium compact segment, too. The new model offers the highest level of everyday practicality, long distance suitability, versatility and ride comfort ever seen in a MINI. With four doors and the characteristic split doors at the rear, five fully-fledged seats and a generously sized, versatile interior, the new MINI Clubman meets all the requirements of the compact class in terms of functionality in its own unconventional way.

Individual style, outstanding driving fun and the quality level of a premium automobile make it an exceptional phenomenon that allows additional target groups to get a taste of the distinctive MINI feeling.

The matured character of the new MINI Clubman is reflected in dimensions that are significantly larger than the predecessor model, a distinctive body concept, high-quality materials and finish quality and also new features in the areas of drive, suspension comfort, safety, controls and connectivity based on the latest MINI generation. Its status as the largest representative of the new MINI generation is also clearly shown in comparison with the MINI Hardtop 4 Door. The new MINI Clubman is 10.9 inches longer and 2.9 inches wider than the latter, and

its wheelbase is 4 inches larger. Its luggage compartment has a volume of 17.5 ft³, which can be extended to as much as 47.9 ft³ by folding down the rear backrest.

Engines with the latest generation of MINI TwinPower Turbo Technology power the two engine variants of the new MINI Clubman available at market launch.



In addition to the new MINI Cooper Clubman with a 134 bhp 3-cylinder petrol engine, the new MINI Cooper S Clubman also lines up for the start with a 4-cylinder petrol engine and 189 bhp. Another new feature for MINI: the 8-speed Steptronic transmission available as an option for the MINI Cooper S Clubman. For handling properties that are supreme within the segment, all suspension components in the new MINI Clubman were also specially developed and harmonised to suit the model.

The new MINI Clubman also offers numerous features that appear in an automobile of the brand for the first time for increased driving fun, comfort and safety. These include the electric parking brake, the electrical seat adjustment function

available as a special equipment feature and the option MINI Yours Interior Styles with backlit door bezels. The MINI Excitement Package comprises LED interior and ambient lighting as well as a projection of the MINI logo onto the ground from the exterior mirror on the driver's side when the car is opened and closed. Another new feature that is unique within the competitive field is the Comfort Access option including non-contact opening of the split doors at the rear. Other options available for the new MINI Clubman include LED headlamps, the MINI Driving Modes and Dynamic Damper Control.

The program of optional driver assistance systems includes the Head-Up Display which extends above the steering column, the

Driving Assistant system including camera-based active cruise control, collision and pedestrian warning with initial brake function, high beam assistant, road sign detection, Parking Assistant and rear view camera. The complete MINI Connected in-car infotainment program is also available. In intelligent, brand-appropriate style, the MINI Connected XL Journey Mate helps the driver plan journeys as well as providing individualised information in route to the destination as required. Numerous other social network and infotainment functions can be integrated in the car by means of smartphone apps, allowing them to be used intuitively, conveniently and safely via the MINI operating system.

Porsche Finishes Production of the 918 Spyder

Porsche super sports car with hybrid drive reaches its limited edition volume of 918 units

Atlanta, June 2015, the 918 Spyder has completed a remarkable journey. After 21 months of production, the final Porsche 918 Spyder came off the assembly line in Stuttgart-Zuffenhausen right on schedule. But the legacy of this technology pioneer will reach far beyond its production time. Future generations of sports cars will benefit directly from innovations found in the 918 Spyder.

The 918 Spyder was systematically developed to be a performance hybrid with plug-in technology. The hybrid super sports concept car made its debut at the 2010 Geneva International Motor Show where it was met with overwhelming approval. In the summer of 2010, the Supervisory Board of Dr. Ing. h.c. F. Porsche AG gave the green light for its production development. When the car was launched to the market in late 2013, the 918 Spyder represented a continuation of a series of super sports cars in Porsche history. The 904 Carrera GTS, the 959, the 911 GT1 and the Carrera GT were technology pioneers and stood among the ultimate sports cars of their respective decades. In 1963, for example, Porsche created a steel and polymer body for the 904 Carrera GTS that served as a prime

example of how to unite stability and lightweight design. In 1986, the 959 successfully introduced an electronically-controlled all-wheel drive system to the sports car world. Ten years later, the 911 GT1 paved the way for implementing carbon-fiber technology in production vehicles. In 2003, the Carrera GT made its debut as the first production vehicle whose



monocoque and subframe were made entirely of carbon fiber reinforced polymer (CFRP).

More so than any of its predecessors, the 918 Spyder is now providing a strong push for the advanced development of technologies for the sports cars of the future. The key technology is a drive concept which combines a high-performance combustion engine with two electric motors; its ingenious operating strategy is one of the unique aspects of the 918 Spyder. It considers the various requirements ranging from an efficiency-oriented driving profile to maximum performance. In doing so, it provides important know-how for future production developments. To maximize the efficiency and performance of the drivetrain

depending on the individual driving situation, Porsche developers defined a total of five different operating modes. As in a race car, they are activated by a "map switch" on the steering wheel. Porsche applied its leading hybrid know-how in preparing the characteristic maps and the algorithm stored in them for controlling the three drive units and other systems. This know-how will also be applied to future hybrid drives.

The car also creates an important foundation for the hybrid drive of tomorrow in its thermal management concept that features five separate cooling circuits and the innovative hybrid cooling of the rear electric motor using air and water. Another example with future implications: the Porsche 918 Spyder can convert far more kinetic energy into electrical

energy than other hybrid vehicles because of its intelligent control of generator functionality and conventional brakes. Its enormous regenerative power boosts efficiency and driving range. A similar form of this recovery system is implemented in the LMP1 prototypes of the 919 Hybrid which Porsche raced to an impressive 1-2 victory at the 24 hours of Le Mans. The 918 technology platform also blazed new trails with spectacular solutions like the all-carbon body, fully variable aerodynamics and a rear axle steering system. Adaptive aerodynamics and rear axle steering have already made their way into production sports cars, such as in the 911 Turbo models and in the 911 GT3 and 911 GT3 RS.

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/>



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