

# Speedi

Wings & Wheels

[www.speedi.tv](http://www.speedi.tv)

June / July 2016

Issue No: 26

News

Events

Features

Show Reports

Reviews



*SPIRIT OF THE AUTOMOBILE*



*AMERICAN MUSCLE CAR SHOW*



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Magazine

THIS MONTH:

American Muscle Car Show

Planes of Fame 2016

Spirit of the Automobile

and Much More



NASA Images:

April 14, 1981, Landing of First Space Shuttle Mission

On April 14, 1981, the rear wheels of the space shuttle orbiter Columbia touched down on Rogers dry lake at Edwards Air Force Base, NASA's Armstrong Flight Research Center (then Dryden Flight Research Center), in southern California, to successfully complete a stay in space of more than two days. Astronauts John W. Young, STS-1 commander, and Robert L. Crippen, pilot, were aboard the vehicle. The mission marked the first NASA flight to end with a wheeled landing and represented the beginning of a new age of spaceflight that would employ the same hardware repeatedly.



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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 2016 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 2016, from Chino, CA - 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*

Baltic Operations 2016

A U.S. Air Force B-52 Stratofortress leads a formation of aircraft including two Polish Air Force F-16s, four U.S. Air Force F-16 Fighting Falcons, two German Eurofighter Typhoons, and four Swedish Gripens over the Baltic Sea, June 9, 2016. The formation was captured from a KC-135 Stratotanker from the 434th Air Refueling Wing, Grissom Air Force Base, Ind., as part of exercise Baltic Operations 2016. (U.S. Air Force photo/Senior Airman Erin Babis)





# 7 Planes of Fame, 2016 - 40 pages

# Speedi

Wings & Wheels

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## 105 American Muscle Car Show



Cover Photo - Planes of Fame, Chino - Jim (Flybum) Pratt:

**7 Planes of Fame 2016:** The annual Planes of Fame air show from Chino, CA. A warbird spectacular featuring the many and varied airplanes of the Chino air museum . . .

**60 Spirit of the Automobile:** A special automobile event taking place in Speed City, USA - Downtown Daytona Beach, Fla . . .

**105 American Muscle Car Show:** The Museum of Arts & Sciences in Daytona Beach, Fla held a unique event featuring American Muscle in the form of vintage cars and trucks, complete with music from the 50's & 60's. Gary Rosier was there to enjoy the fun . . .

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**Boeing, China Airlines Celebrate Delivery of World's First Co-Branded 777**



**Boeing [NYSE:BA] and China Airlines today celebrated the delivery of the world's first co-branded 777 during a ceremony in Everett, marking the carrier's 10th 777-300ER (Extended Range).**

EVERETT, Wash., May 16, 2016 /PRNewswire/ -- Boeing [NYSE:BA] and China Airlines today celebrated the delivery of the world's first co-branded 777 during a ceremony in Everett, marking the carrier's 10th 777-300ER (Extended Range).

"We are delighted to celebrate 100 years of Boeing by working together with Boeing to accomplish

the first co-branded livery 777-300ER," said Steve Chang, Vice President of Corporate Planning, China Airlines. "This is our 10th 777 from Boeing and since our first 777 entered into service in 2014, we

have been exceedingly satisfied with its outstanding performance which was further affirmed by our happy passengers."

In 2004, China Airlines became the first airline in the world to use Boeing's co-branded livery on its latest 747-400. That airplane was nicknamed the 'Blue Whale' by the airline and was the first co-branded twin-aisle airplane in the world.

"The Boeing Company is truly honored to celebrate yet another milestone delivery with China Airlines," said Ray Conner, President and CEO of Boeing Commercial Airplanes. "It is fitting that the first co-branded 777 is delivered to China Airlines, especially as Boeing celebrates its centennial this year. The airplane is

the perfect symbol our enduring 50+ years of partnership."

With this delivery, China Airlines now operates a fleet of 10 777-300ERs and continues to bolster its long-haul routes to the North American and European markets. Taiwan's flag carrier also introduced a new, state-of-the-art cabin interior onboard its 777-300ERs designed by award-winning Taiwanese architect Ray Chen.

Each of the airline's 10 777-300ERs are configured to seat 358 passengers in a three-class layout highlighted by the new 'Family Couch' seats in economy class. China Airlines is the only airline in North Asia to feature the Family Couch seats, where three economy seats convert into a flat surface to provide passengers with added rest and relaxation.

The Boeing 777 is the world's most successful twin-engine, long-haul airplane. The 777-300ER is equipped with the world's most powerful GE90-115B commercial jet engine, and can travel, with a standard three class configuration, a maximum range of 7,825 nautical miles (14,490 kilometers).

Headquartered in Taoyuan, China Airlines is the largest carrier in Taiwan with a Group fleet of nearly 90 airplanes. The airline currently serves more than 13 million passengers annually to over 118 destinations across the globe.

**Air China Introduces its First Boeing 787-9 Dreamliner**

**Boeing (NYSE: BA) and Air China officially unveiled the airline's first 787-9 Dreamliner to the public at a grand ceremony in Beijing today. The plane is seen here, taking off from Boeing's South Carolina site. (Joshua Drake photo below)**

BEIJING, May 25, 2016 /PRNewswire/ -- Boeing (NYSE: BA) and Air China officially unveiled the airline's first 787-9 Dreamliner to the public at a grand ceremony in Beijing today. The national flag carrier is the first airline in the country to have a 787-9 enter into service.

"The 787-9 Dreamliner employs a multitude of cutting-edge technologies best represented by its electronic handling system and wide application of composite materials," said Captain Wang Yingnian, chief pilot of Air China. "As such, it enjoys clear advantages such as low fuel consumption, low emission and lower

noise, which are highly aligned with the green flying idea that Air China has long been an advocate of."

This is the first of 15 Dreamliners set to join Air China's fleet.

"We are very honored that the 787-9 has joined Air China's national flag carrier fleet," said Ihssane Mounir, Boeing Commercial Airplanes senior vice president of Northeast Asia Sales, "Carrying the long term partnership between Air China and Boeing, Air China's 787-9 will provide comfort and convenience for passengers, exceptional fuel efficiency and environmental performance for the airline customers." The 787-9 complements and extends the 787 family. With the fuselage stretched by 20 feet (6 meters) over the 787-8, the 787-9 will fly over 40 more passengers an



additional 285 nautical miles (830 km) with the same exceptional environmental performance — 20 percent less fuel use and 20 percent fewer emissions than similarly sized airplanes.

The 787-9 leverages the visionary design of the 787-8, offering passengers features such as large windows, large stow bins, modern LED lighting, higher humidity, a lower cabin altitude, cleaner air and a smoother ride.

"We believe the 787-9 will become the backbone of Air China's international long-haul routes and will play an important role in supporting Air China's international development strategy," added Captain Wang.

Air China, headquartered in Beijing, is a leading provider of passenger and cargo services in

China with scheduled flight routes connecting 174 cities in 40 countries and regions. Air China will use its 787-9s to ride on the wave of fast growing international passenger traffic by expanding its international network through non-stop point-to-point services.





## GoAir takes delivery of its first of 72 A320neo aircraft

2 JUNE 2016 - Toulouse, France

Mumbai, India based GoAir has taken delivery of its first A320neo aircraft, becoming the world's third operator to do so. The A320neo powered by Pratt and Whitney engines, is the first of 72 A320neo on order and joins GoAir's existing fleet of 19 A320 aircraft.

The aircraft is configured in a conformable layout and is the first A320neo equipped with the innovative Spaceflex cabin

configuration with 186 seats. GoAir currently flies to 22 Indian destinations. With the NEO induction, GoAir will expand its network and offer fliers better connectivity and continue its growth as one of India's preferred low-cost airline.

GoAir's first A320neo is the first of the type to be financed on a sale and leaseback through SMBC Aviation Capital.

The A320neo Family incorporates latest technologies including new generation engines and Sharklet wing tip devices, which together deliver more than 15 percent in fuel savings from day one and 20

percent by 2020 with further cabin innovations.

The A320neo Family is the world's best-selling single aisle product line with over 4,500 orders from 82 customers since its launch in 2010 capturing almost 60 percent share of the market. Thanks to their widest cabin, all members of the A320neo Family offer unmatched comfort in all classes and Airbus' 18" wide seats in economy as standard. To date, seven A320neo aircraft have been delivered to three customers.

## Third Delta A321ceo order in three years

29 APRIL 2016 - Toulouse, France

Atlanta, Georgia (U.S.) – based Delta Air Lines has placed an order for 37 A321ceo aircraft. This order follows previous Delta orders for the Current Engine Option version of the largest Airbus A320 Family member in 2013 and 2014. Delta took delivery of its first A321 in March 2016. Including that aircraft and today's

announcement, Delta has ordered a total of 82 A321s. Each will be powered by CFM56 engines from CFM International.

"The Airbus A320 family of aircraft continues to be a cost-efficient, reliable and customer-pleasing mainstay of our narrowbody fleet," said Ed Bastian, Delta's incoming chief executive. "The order for the A321s is an opportunistic fleet move that enables us to produce strong returns and cost-effectively accelerate the retirement of Delta's 116 MD-88s in a capital efficient manner."

"Delta is an industry leader in many ways, not the least of which is contributing to the trend toward larger, more fuel-efficient aircraft for their single-aisle fleet," said John Leahy, Airbus Chief Operating Officer – Customers. "The A320

Family continues to be the backbone of every airline in the world that is paying attention to what their passengers want and their investors need. In 2015, nearly 40 percent of our A320 Family deliveries were A321s, up some 10 percent from the previous year. Our customers, like Delta, know where to find the best comfort, economy and reliability."

All of Delta's A321s will feature fuel-saving Sharklets – lightweight composite wingtip devices that offer



up to 4 percent fuel-burn savings. This environmental benefit gives airlines the option of extending their range up to 100 nautical miles/185 kilometres or increasing payload capacity by some 1000 pounds/450 kilograms.

Many of Delta's A321s will be delivered from the Airbus U.S. Manufacturing Facility in Mobile, Alabama. Aircraft assembly there began in July 2015, with the first aircraft, an A321ceo, being

delivered April 25, 2016. By the end of 2017, the Mobile facility is expected to produce four aircraft per month, most going to Airbus' U.S. customers.

As of the end of March 2016, Delta was flying a fleet of 165 Airbus aircraft, including 127 A320 Family members and 38 A330 widebodies. In addition to its A320 Family aircraft orders, the airline has a backlog of 5 A330-300, 25 A330-900 and 25 A350 XWB aircraft.

Delta says: The additional Airbus A321s, which are being acquired near the end of the model's production cycle, increases Delta's A321 fleet to 82 and is consistent with the company's previously announced domestic fleet plan. Delta is focused on reshaping its narrowbody fleet with customer-focused aircraft that offer lower operating costs and better fuel

efficiency. The 37 aircraft will be delivered concurrently with existing A321 orders through 2019.

These transactions are part of Delta's broader fleet strategy allowing the company to achieve its long-term financial targets, including 15 percent EPS growth and generation of \$4-5 billion in free cash flow annually, while replacing 20 percent of its mainline narrowbody fleet over the next five years.





Photos for this 40 page feature:

Pages 7 through 36: Jim (Flybum) Pratt

Pages 37 through 46: Tim Sowell



## Chino Planes of Fame Air Museum Air Show 2016

### Jim (Flybum) Pratt

My life seems to be flashing before me as we arrive at the Chino Air Show. It seems like it was only a couple of months ago when we were here last. Having attended this show every year for the past six or seven years, it makes me realize how fast time is flying. Each visit ticks off another year of time. We attended the show on Saturday and woke up to rain in the morning and then a cloudy day, at times gloomy. It makes photography more of a challenge.

The Chino Planes of Fame Air Museum is a fantastic place with a huge collection of military aircraft from World War II, Korea, and Vietnam. These aircraft have either been restored to flying condition or are being restored currently. The annual airshow is a culmination of this

restoration activity as the members of the museum break out the airplanes and fly them for the public. Doing so is an immense undertaking. If you ever go to the museum, the complex of hangars looks like an aircraft factory with volunteers working in every hangar, plying their love of aviation by bringing these birds to life. I have actually met people from Europe and Asia who come here to enjoy the history. If you have never visited this place, you should put it on your bucket list.

The gates open at 8:00 AM. Between 8:00 and 10:00, the flight line is open to enable people to get close to the warbirds. If you are a photographer, this is the best time to take ground shots of the aircraft. The earlier

the better. Getting up close and personal with the warbirds is an important part of being there. Once the airshow starts you will find yourself behind a short fence, but will still have a good view of the warbirds as they start their engines and taxi out.

There were well over 50 aircraft taking part in the air show. Many flew, some were just on display. Some aircraft were not part of the museum, but fit into the theme of the show and were invited to participate. Also there are aerobatic performers such as Rob Harrison (Tumbling Bear), Sean Tucker and his highly-modified Oracle Pitts, the Yak Team, the Texas Flying Legends with their collection of WWII aircraft including a B-25, Spitfire, TBM, and Hellcat.



The schedule started out with World War II - Pacific aircraft taking to the sky. Japanese Zeros, Kate Torpedo Plane, P-40s, a P-61 King Cobra, Mustangs, P-38. This was followed by WWII - Europe, with a Focke-Wulf FW 190, P-47 Thunderbolt, Spitfire, C-47s, a rare Spitfire XIV, and a B-25. Next was the Korean War with an AD-1 Skyraider, an F-86, a Mig 15, at T-33.

The T-33, then the F-86 Sabre got into a dog fight with the Mig-15. It was exciting to watch. A dog fight between two jets happens much faster than with prop planes and it is hard to keep up with them if you are trying to photograph the action. One second they are at ground level and the next they are busting through the clouds and almost out of sight.

Following that, the Texas Flying Legends made several fly-bys with six of their planes in one formation. We saw them at the LA County Air Show last month and they are certainly a welcome addition to California's shows. The Hellcat and the TBM were included along with the B-25, Spitfire, Mustang, and P-40.

Mooney Aircraft flew a demonstration with their new basic trainer. (What? Mooney, a basic trainer?) It looked like a composite aircraft and had fixed gear.

The Air Force provided an F-16 Flight Demonstration that was impressive. Last year they provided an F-22. I am looking forward to the day when a civilian can own an F-16. Shouldn't be too far off, being that the plane is approaching

40 years old. Now about that limit on my credit card, can you increase it?

After a full day of non-stop military warbirds in the sky, it was time for the final salute provided by the Heritage Flight. This time it consisted of three P-40 Tomahawks and an F-16. Can you imagine that?

Chino did a super-duper job of organizing and running the airshow, as usual. This is one airshow that I will not miss. A lot of effort goes in to putting it on and the volunteers deserve high praises for what they have done.

Chino also has a monthly program where they focus on one aircraft and the story behind it. There is a presentation and then a flight of the subject aircraft. Check it out.















































































































































# SPEEDI'S BLOG

**W**ELCOME TO SPEEDI'S Blog.

It seems like right now the #6 spot in military demonstration teams is not a good spot to fly. In the past month there have been two fatalities involving #6 pilots. One involving a F/A-18 from the US Navy Blue Angels and one involving a SU-27 from the Russian Air Force - the Russian Knights Aerobatic Squadron. Our condolences go out to the families of those involved.

This sequence of crashes involving the #6 team members started just hours before the Blue Angels fatality when the #6 F-16 of the Thunderbirds lost its engine and the pilot punched out, thankfully landing safely.

Some say that the plane ran out of fuel, as did another Thunderbirds plane in the same flight. Certainly there was no fire at the #6 crash site.

Reportedly, the other Thunderbirds pilot suffered a flame out but landed safely, albeit stopping on the taxiway just off the runway. All this may not or may not be true.

Nevertheless, the Thunderbirds seem to have had problems with the #6 slot. Back in 2003 there was a spectacular ejection from the #6 plane after the pilot had taken off into a maneuver called a Reverse Half Cuban Eight. He pulled up into a sharp climb, rolled inverted, and then pulled



over the top into a partial loop (USAF photo below).

Unfortunately he based his safety calculations on an incorrect field altitude, and was unable to safely end the maneuver. On realizing the aircraft was unrecoverable he turned the aircraft slightly away from the show line, and then ejected. He initiated ejection with his left hand at 140ft of altitude, with a descent rate of about 8400 feet per minute. His airspeed was about 225kts which is about 260 miles per hour. Technically this was probably an out of envelope ejection due to the high descent rate and low altitude.

Having sufficient fuel for a flight is something all pilots must plan for, particularly those, like me, who fly in formation. Flying tight off another aircraft means there's no chance to monitor your plane's fuel state. You are locked on looking closely at the >>

>> plane you are flying off, everything else is done by feel without moving eyes off the other plane. There are ways of communicating a low fuel state to the flight lead. Bingo and Joker are the two terms used.

Bingo is a minimum fuel state at which the mission should be terminated and a return to base using normal means should be started. This means "Bingo" is not an emergency situation... just a "go no further" point in the planned mission profile.

Joker is a fuel state above BINGO at which separation / bugout / event termination should begin.

Missions are always pre-planned and it is both flight lead's and the individual pilot's responsibility to make sure each member of the flight has sufficient fuel for the planned flight, including a suitable reserve.



Interestingly, I understand the normal drill when a low fuel state is developing in a fighter aircraft like the F-16 is to climb immediately to a high altitude (50000 ft or so) using 'military' power - no burner - so that there's a chance to glide to a safe landing, or make a safe ejection if that is needed. The F-16 has a small Hydrazine powered EPU to operate its controls and brakes following an engine failure. The EPU spins up to approximately 75,000 rpm in 2 secs on an F-16. It would take a much greater time if another fuel, like JP-8 were used. But Hydrazine is a very toxic liquid.

Talking of different types of power. Electric

airplanes may be the future for general aviation. NASA certainly thinks so. The GL-10 Greased Lightning electric tilt-wing is the brainchild of NASA's Mark Moore (photo left: NASA/David C. Bowman)



The premiere of manned flights has come about with the world's first certified Multicopter. Developed in Germany it's e-volo's Volocopter VC200 - (photo above) and it marks the beginning of a new era in urban mobility. It will no doubt be expensive, but like smaller drones is can be made to be inherently safe and stable thanks to modern technology and a variety of sensor systems.

One thing is certain, we are just at the start of a new electric era . . .





**N**EW 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](http://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 1700 .....386/756-6125 (Security)

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

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

FSS St. Petersburg .....122.2 MHz

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

INSTR APCH (Rwy 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)





## NEWS FROM THE BARN

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

**I**N 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".



In this *New from the Barn* special we are featuring the *Mavericks* - a group of air show pilots from Spruce Creek Fly-in. Photos by Gary Rosier









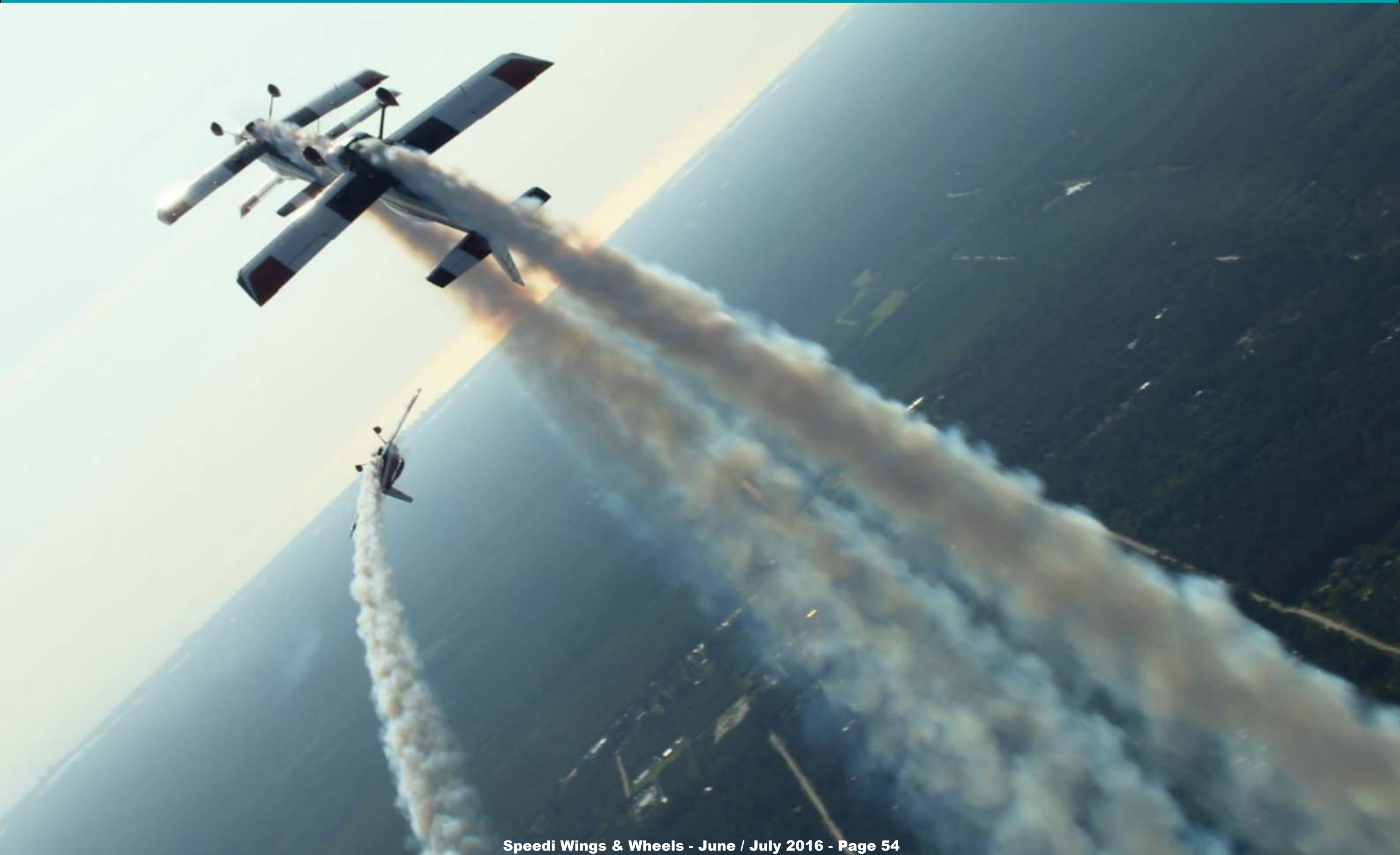




































































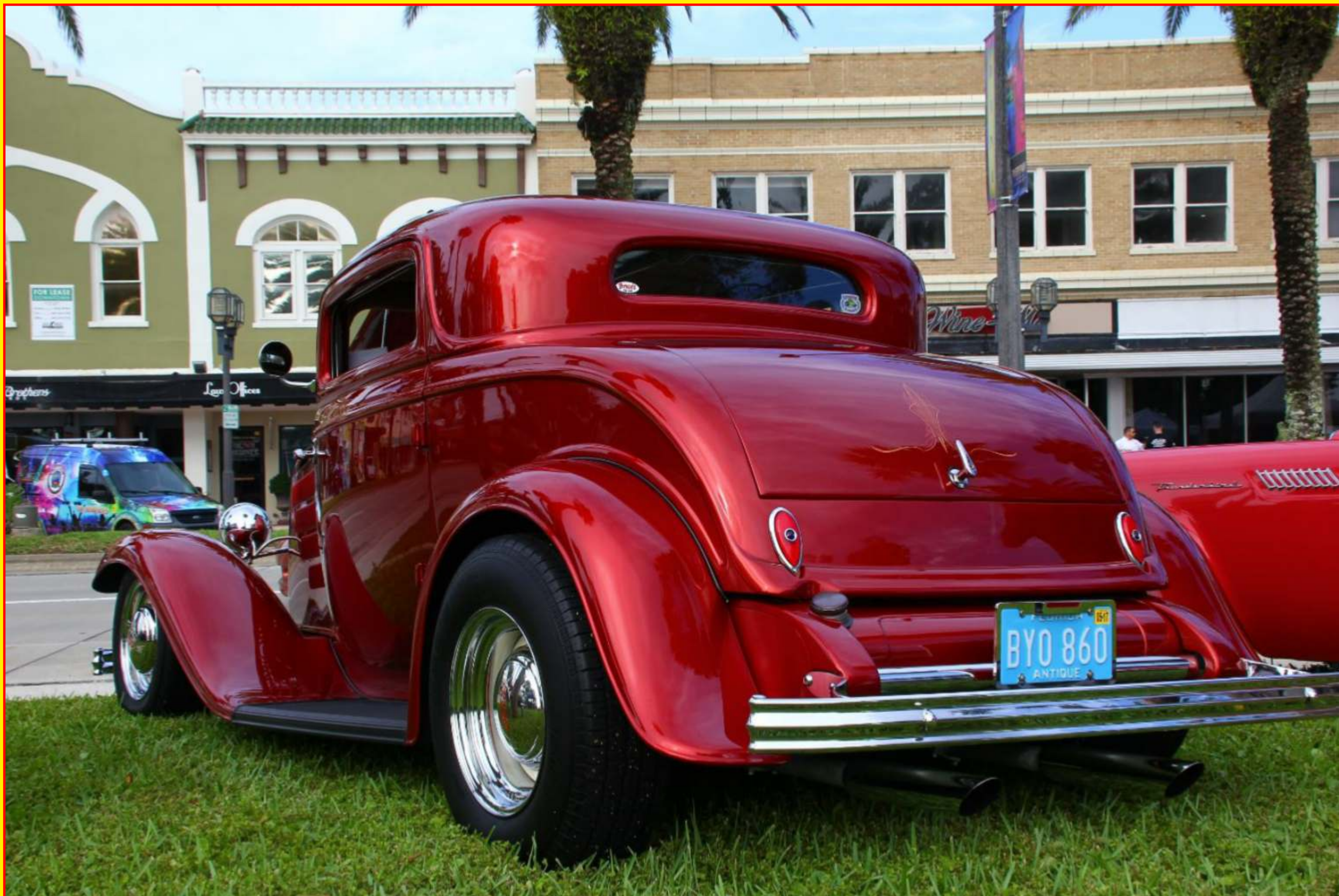














































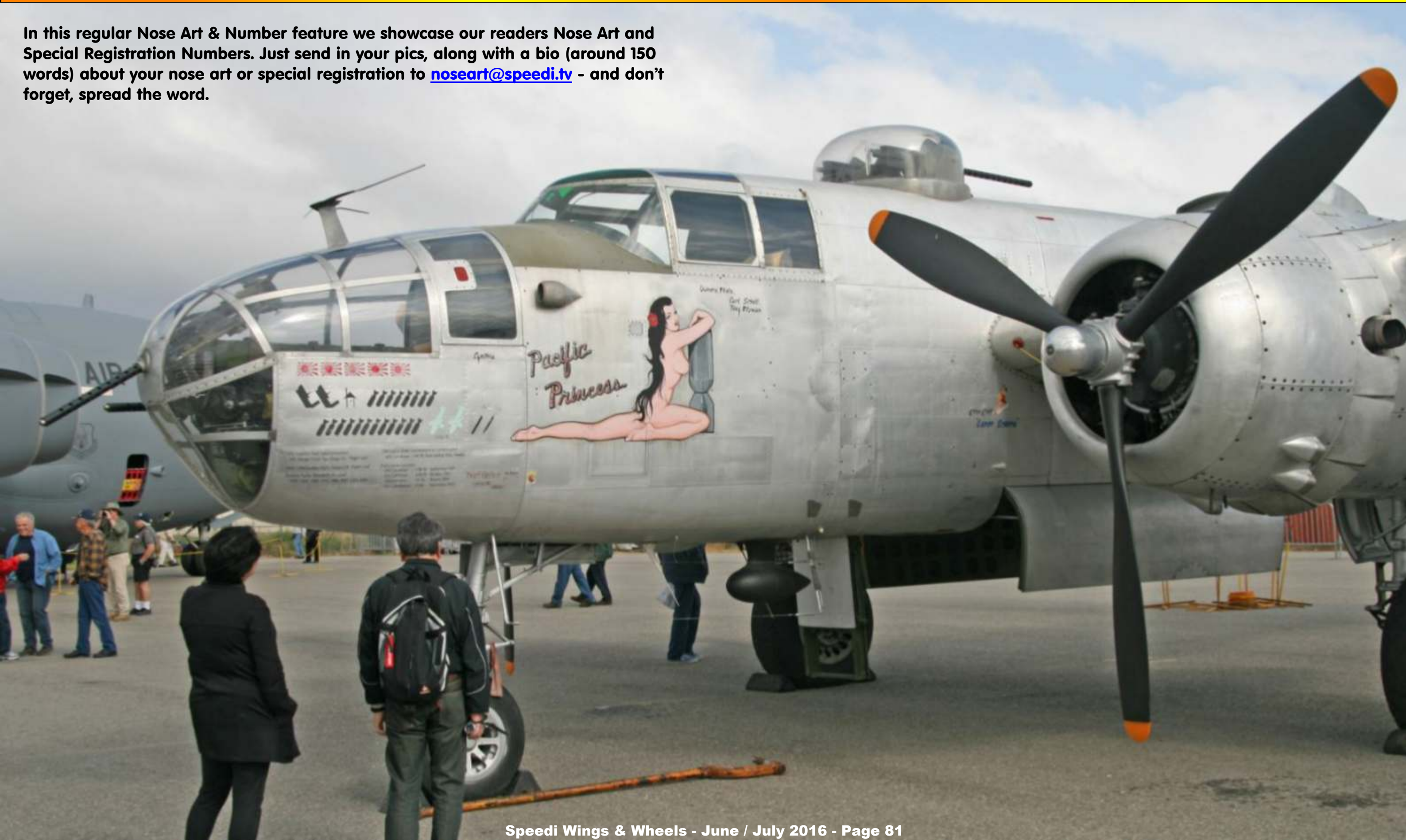




# NOSE ART & NUMBERS



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](mailto:noseart@speedi.tv) - and don't forget, spread the word.







## ROLLS-ROYCE VISION NEXT 100 – A GRAND VISION OF THE FUTURE OF LUXURY MOBILITY

16.06.2016 - Goodwood, UK

**In a spectacular event at London's Roundhouse today, the Rolls-Royce VISION NEXT 100 was presented. The car defines the future of luxury mobility. Codenamed 103EX, it is the marque's first ever pure 'Vision Vehicle'.**

"Today, Rolls-Royce, the world's leading luxury brand, has defined the future of luxury mobility. The

Grand Arrival of the Rolls-Royce VISION NEXT 100 boldly points to a bright future for our marque where our patrons' individual demands for complete and authentic personalisation will be met through an exquisite fusion of technology, design and hallmark Rolls-Royce craftsmanship."

Torsten Müller-Ötvös, Chief Executive Officer, Rolls-Royce Motor Cars

"With the Rolls-Royce VISION NEXT 100 we were mindful not to dwell on the past. We wanted to be as innovative as possible and at the same time transcend the design history of the marque". Giles Taylor, Director of Design, Rolls-Royce Motor Cars

In a spectacular event at London's Roundhouse today, the Rolls-Royce

VISION NEXT 100 was presented. The car defines the future of luxury mobility. Codenamed 103EX, it is the marque's first ever pure 'Vision Vehicle'.

The Rolls-Royce VISION NEXT 100 presents an intriguing and aesthetically dynamic vision of the future of luxury mobility – a completely personal, effortless and autonomous Rolls-Royce experience, wrapped in a design that ensures a 'Grand Sanctuary' for its occupants, and a 'Grand Arrival'.

The Rolls-Royce VISION NEXT 100 anticipates the mobility demands of the luxury customer of the future. Brought to life by Rolls-Royce after many months of study and consultation with current patrons of the brand, the car represents their clearly expressed desire for an assurance that the >>

marque's plans for the future of luxury personal mobility will continue to embody the key attributes that have made Rolls-Royce the preferred marque of the most discerning and powerful patrons in the world for over a Century.

With the Rolls-Royce VISION NEXT 100, the brand provides just such an assurance to its valued customers – present and future. It makes a bold and definitive statement of confidence in a future where Rolls-Royce rejects the notion of anonymous, utilitarian and bland future modes of mobility. Through an intimate understanding of its customers' thinking and their demands in the future, Rolls-Royce presents an exciting and highly appealing vision of effortless, autonomous, spacious and beautiful luxury mobility, as personal as each individual customer.

### Background:

This 'Vision Vehicle' is one of four announced by the BMW Group in Munich on 7 March 2016, as it launched its centenary celebrations – THE NEXT 100 YEARS. In addition to being the centenary of the BMW Group, 2016 also represents a seminal moment in the history of Rolls-Royce Motor Cars.

For Rolls-Royce, the end of production of the seventh generation Phantom – considered by aficionados to be "the best car in the world" – represents the completion of the first phase of the Rolls-Royce brand's renaissance under BMW Group custodianship. The success of Phantom, Ghost,

Wraith and now Dawn serves as the foundation for a bold new chapter.

This highly successful era for the world's most celebrated luxury brand has been driven by a restless commitment to always looking forward.

In this spirit, the Rolls-Royce VISION NEXT 100 is presented – a truly revolutionary, highly authentic exploration of the future of luxury mobility. It provides a fully authentic look into the potential demands and desires of the wealthy connoisseur of the future.

The Rolls-Royce VISION NEXT 100 – a vision of the future of luxury mobility

In creating the Rolls-Royce VISION NEXT 100, the Rolls-Royce Motor Cars design team, led NEXT 100, the Rolls-Royce Motor Cars design team, led by Director of Design Giles Taylor, asked themselves the question, "How can we recast luxury for the next 100 years?"

Within that question the team found that they had to address two further questions: "What will a Rolls-Royce owner expect of his or her Rolls-Royce in the coming decades?" and "How do we at Rolls-Royce today envision how we meet those expectations?". These questions allowed the team to dream of the staggering possibilities for Rolls-Royce's future.

Rolls-Royce intimately understands its patrons and their likely desires and motivations in the future. It understands that true luxury is deeply personal and that the hallmarks of every Rolls-Royce past and present are key to its future. The designers therefore distilled four key tenets that not only underpin the elegant solution that is the Rolls-Royce VISION NEXT 100, but epitomise the future of luxury mobility as a whole:

The Rolls-Royce VISION NEXT 100 – a vision of the future of luxury mobility





## The 2017 Mercedes-Benz G550 4x4<sup>2</sup>

### Mercedes-Benz G550 4x4<sup>2</sup> to roll out in US market by early 2017

New for the 2017 model year, the Mercedes-Benz G550 4x4<sup>2</sup> will join Mercedes-Benz family of SUVs in the United States.

June 09, 2016 - ATLANTA, GA

New for the 2017 model year, the Mercedes-Benz G550 4x4<sup>2</sup> will join Mercedes-Benz family of SUVs in the United States. The 4x4<sup>2</sup> is the most capable G-Class ever, boasting innovative portal axles, three locking differentials, a ground clearance of more than 17" and a 4.0L Biturbo V8. The G550 4x4<sup>2</sup> will be available in US dealerships beginning in early 2017.

Since development of the G-Class began in 1972, the military--turned--passenger- vehicle has been hand-built in Graz, Austria. The name Gelaendewagen translates literally to "off road vehicle." Since 1979, more than 250,000 vehicles have been delivered to customers around the globe.

In the United States, the G550 4x4<sup>2</sup> joins the already-robust G-Class lineup, which features the 416

hp G550, the 563 hp AMG G63, and the 621 hp AMG G65, notably featuring a 6.0-liter V12 Biturbo engine producing a massive 738 lb-ft of torque.

Following in the footsteps of the AMG G63 6x6 (not available in the US market), the G550 4x4<sup>2</sup> utilizes the series-model G-Class platform as the starting point for an advanced

hot wax for added protection against water, snow, salt and sand.

The frame of the G-Class provides a robust platform that is better suited for off- road use than a unibody, offering ideal protection for the fuel tank, exhaust system and drivetrain if the vehicle bottoms out on an off-road obstacle. When driving on articulating surfaces, the ladder-type

frame prevents the body from twisting forces which could severely damage a more conventional unibody.

No modification or reinforcement to the frame found under existing G-Class models was required when building the G550

4x4<sup>2</sup> despite the adaptation of highly- specialized and capable portal axle system.

Advanced suspension provides traction on demanding terrain

Equipped with dual springs and damper struts, the G550 4x4<sup>2</sup> has an extremely high range of available spring travel to ensure maximum surface contact even on the toughest off-road terrain. Adjustable-damping shocks are aided by two stabilizer bars ensure a comfortable ride off-road and sporty performance on-road despite a large amount of ground clearance.

off-road machine featuring advanced portal axles and aggressive body styling.

Ladder-type frame for maximum rigidity and capability

The ladder-type frame found in the G-Class provides the ideal platform for the immense capability afforded by the G550 4x4<sup>2</sup>. Constructed of steel, up to 4mm (.16 in) thick in some areas, the frame requires over 6,400 individual welds to be fully assembled before it is dip-primed (utilizing electrophoresis) and powder-coated. All interior cavities of the frame are then treated with a



## Porsche has won the 2016 24-hour race of Le Mans

Porsche has achieved its 18th overall Le Mans victory at the 84th running of the famous 24-Hours of Le Mans. Drivers Romain Dumas (FR), Neel Jani (CH) and Marc Lieb (GER) brought home the innovative Porsche 919 Hybrid in first place. Their team mates Timo Bernhard (GER), Brendon Hartley (NZ) and Mark Webber (AUS) in the sister car finished 14th overall after a long stop for repairs in the night. No other brand has managed to win the world's toughest endurance race so many times and is connected that closely to the myth of Le Mans.

The thrilling fight for the win at Le Mans between Toyota and Porsche went on for hours, with the final stages of the 24-Hours race approaching. Until shortly before 11 hrs the number 2 Porsche 919 Hybrid with Marc Lieb at the wheel was leading, then Toyota went back into P1 again.

After a lot of bravery, but many laps behind due to a long night stop for repairs, the number 1 sister car of Timo Bernhard, Brendon Hartley and Mark Webber ranked 23rd overall. The car lost over 2.5 hrs to repairs, having to change a water pump and make repairs to the subsequent damage.

It all started with the Porsche Team's innovative 919 Hybrid securing the 18th pole position in total for the brand at the Le Mans 24-Hours. The best Porsche 911 RSR started the prestigious race from the fourth GT grid row.



Due to mostly wet track conditions in both qualifying sessions on Thursday, held from 7 pm to 9 pm and from 10 pm until midnight, there were no improvements in lap times for the top cars compared to the first qualifying session from Wednesday night.

The unbeaten best time for the field of 60 cars was achieved by Neel Jani on Wednesday. The Swiss had lapped the 13.629 kilometre long circuit in 3:19.733 minutes. In difficult track conditions he stayed above his qualifying record of 3:16.887 minutes that he achieved in 2015 and that now remains for the current track layout of the Circuit des 24 Heures. Timo Bernhard (DE) managed the second fastest lap on Wednesday. The reigning World Champion had managed a lap in 3:20.203 minutes. This means a front row lock out for the same Porsche works drivers as in Le Mans 2015. In the history of the race, that is being run in 2016 for the 84th time, it is the 15th time that Porsche has achieved a one-two result in qualifying.





## 10-SPEED CLUSTER DISPLAY FOR 2017 F-150 IS THE NEW LAUNCH COUNTDOWN

DEARBORN, Mich., June 15, 2016 – You don't need to be a rocket enthusiast to experience Ford's all-new launch countdown – or count-up, as the case may be.

Ford, America's truck leader, displays all 10 gears of its all-new 10-speed transmission for the 2017 F-150 right where the customer can easily see them, in the truck's instrument panel.

The all-new Ford-built transmission – the first volume-production 10-speed automatic available to consumers – will deliver improved acceleration and performance compared with previous six-speed

automatic transmissions, thanks to optimized wide-span gear spacing coupled with drag-reduction actions. Three overdrive gears and a wider span enable lower-numerical rear-axle ratios to help improve fuel efficiency at highway speeds while still maintaining best-in-class towing performance.

Smarter shift logic helps 2017 F-150 customers tow with improved confidence using tow/haul mode. All-new adaptive shift-scheduling algorithms monitor more than a dozen powertrain and driver control signals in real time – ensuring the right gear at the right time for an engaging driving experience, including in sport mode.

An integrated electric pump works with the standard Auto Start-Stop system for seamless restarts and improved driving efficiency.

Weight savings play a key role in improved shifting performance. The 10-speed gearbox – the first from Ford not to employ cast-iron components – uses advanced materials and alloys that result in lighter weight. Additionally, an integrated torque converter/turbine clutch helps shave more than two pounds, while also reducing the packaging footprint.

The all-new 10-speed is paired with Ford's second-generation 3.5-liter EcoBoost® engine. Ford engineers designed the all-new 3.5-liter EcoBoost to provide best-in-class torque for a V6 engine – one that beats all gasoline- and diesel-powered competitors at more than 450 lb.-ft. The new engine provides better low-end and peak engine torque. It is ideal for hauling heavy payloads and towing heavy trailers.

Ford is investing \$1.4 billion at its Livonia Transmission Plant to create or retain 500 hourly jobs to build the all-new 10-speed transmission.



## SEMI-AUTONOMOUS TECH HELPS LAND ROVER DISCOVERY SPORT PULL 108-TONNE TRAIN

Switzerland, June 16 2016: Land Rover stopped people in their tracks today as the Discovery Sport SUV towed three luxury train carriages weighing 108 tonnes along a railway track in a demonstration of towing capability.

The 10km journey through the Rhine region of northern Switzerland put the compact Discovery Sport's pulling power to the ultimate test. Though the Discovery Sport has a certified maximum towing weight of 2,500kg (2.5 tonnes), it was able to pull 60 times its own weight, powered by Jaguar Land Rover's 180PS Ingenium diesel engine providing 430Nm of torque. In addition, the

This impressive feat coincides with the Discovery Sport being announced winner of the 1,700-1,899kg class at the prestigious Tow Car Awards in the UK, with the Land Rover Discovery named 'Tow Car of the Decade'.

The stunt was designed by Land Rover engineers to clearly show the strength and capability of the Discovery Sport, echoing a similar feat performed in 1989 for the launch of its ancestor, Discovery I.

Karl Richards, Lead Engineer for Stability Control Systems at Jaguar Land Rover, said:

"Towing is in Land Rover's DNA, and Discovery Sport is no exception. Over the years, we have introduced game-changing towing technologies to take the stress out of towing for our customers. I've spent most of my career travelling to the most punishing parts of the world to test Land Rovers in grueling conditions, yet this is the most extreme towing test I've ever done."

Discovery Sport benefitted from Land Rover's portfolio of towing and traction technologies such as Terrain Response, Tow Assist, Tow Hitch Assist and All Terrain Progress Control – a semi-autonomous off-road driving system that automatically manages engine output and braking, to complete the stunt.



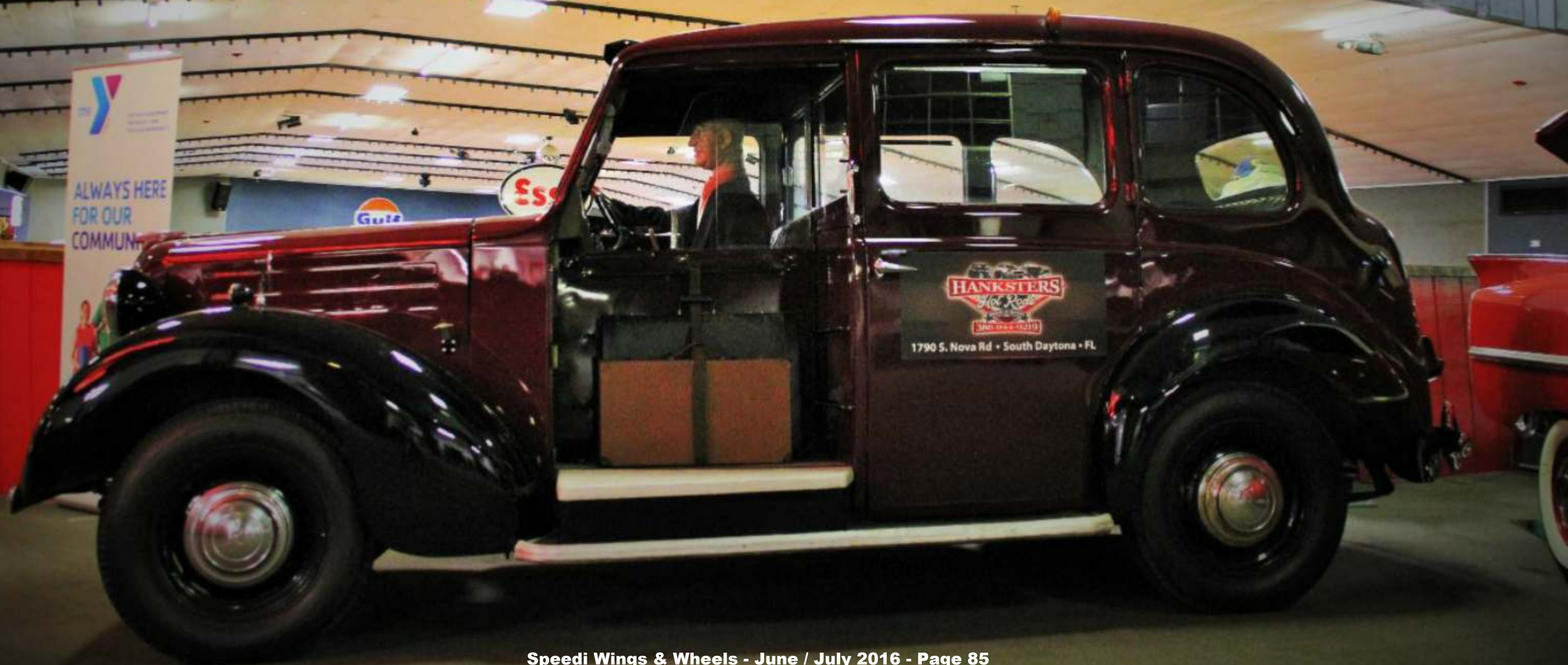


# GONE CRUISIN'

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/>



















































































MUSEUM OF ARTS & SCIENCES

American  
MUSCLE CAR  
SHOW

Join us for an amazing display of American muscle in the heart of vintage cars and trucks. 52 Frank Roberts will be spinning music from the 50's and 60's while you Auto Meet among some of America's greatest road machines.

**Schedule:**

10:00am-2:00pm - Hands on Kids Activities Hourly tour of the Road Family Museum and Antique Race Cars, 52 Frank Roberts playing tunes from the 50's and 60's

1:30pm - Guest Speaker: Dan Smith, High Speed at Line Tole Dan Smith is an award winning columnist for The MotorWeek News. For thirteen years he was co-chair of the annual Thanksgiving Birthplace of Speed Antique Car Show at Ormond Beach. Dan served as area director for the great national celebrations on the beach beginning in 2003 until 2008. He is known worldwide as the foremost authority on early beach racing in Ormond Beach.

Free for members or with paid museum admission.

May 14

10am - 2pm

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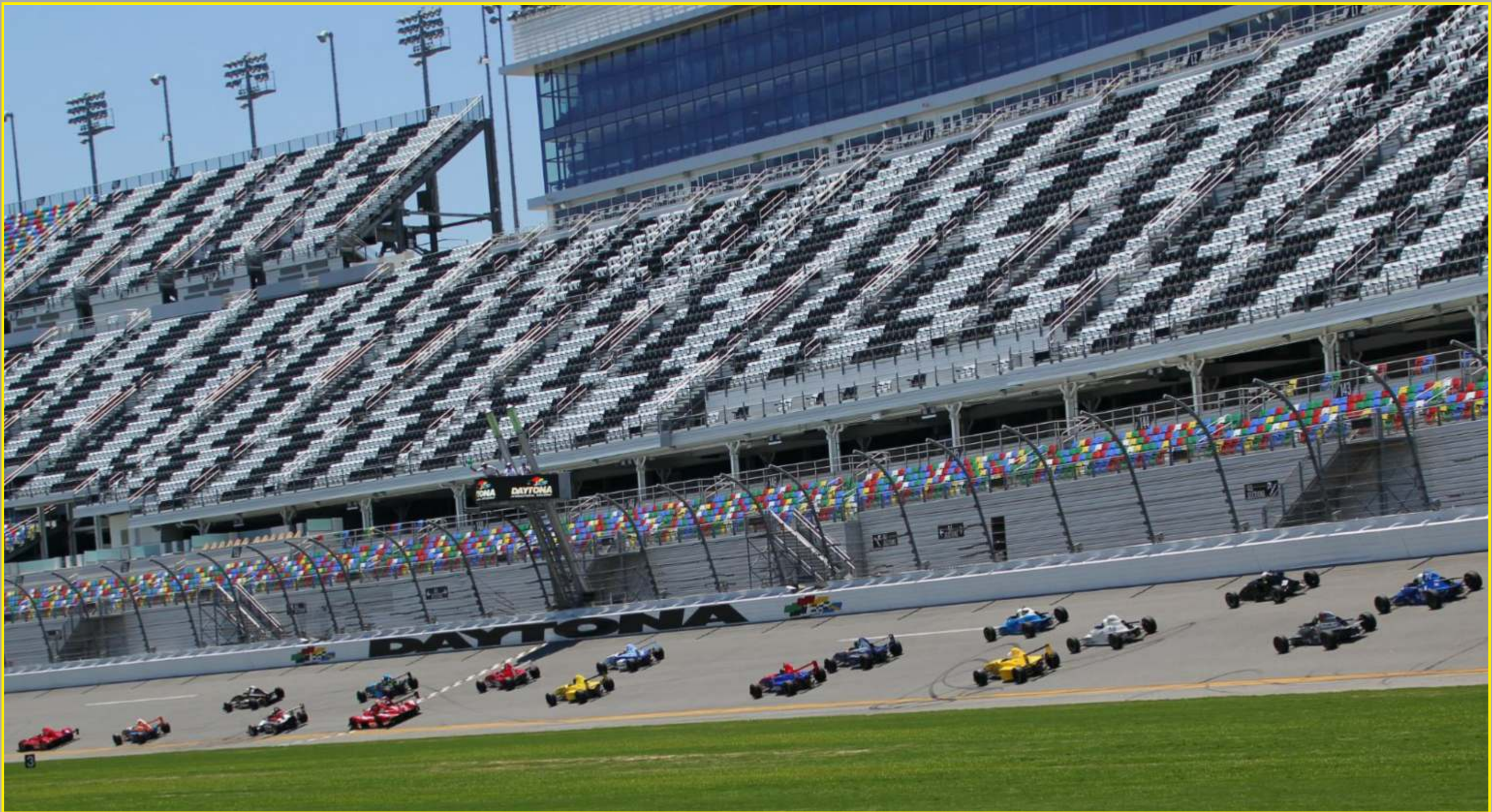


















































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