

Speedi

Wings & Wheels

www.speedi.tv

October / November 2014

Issue No: 16

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 **NATIONAL
CHAMPIONSHIP
AIR RACES**
September 10-14 2014
Presented by Breitling



News

Events

Features

Show Reports

Reviews



CALIFORNIA CAPITAL



VEGAS' WINNERS



BIKETOBERFEST '14



138 Pages of Action

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Magazine

THIS MONTH: Biketoberfest '14 California Capital Air Show Reno Air Races Vegas' Winners and Much More

Hubble Catches a Dusty Spiral in Virgo

This magnificent new image taken with the NASA/ESA Hubble Space Telescope shows the edge-on spiral galaxy NGC 4206, located about 70 million light-years away from Earth in the constellation of Virgo.

NASA photo

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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 October / November 2014 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 *SpeediiTV* on Twitter to keep up to date when future issues are published.

In this issue we are featuring the National Championship Air Races at Reno, NV. 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*

An F-16 Fighting Falcon takes off Oct. 15, 2014, at Eielson Air Force Base, Alaska, during Red Flag-Alaska 15-1. USAF photo.



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Speedi

Wings & Wheels

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Cover Photo: Jim (Flybum) Pratt

60 Vegas' Winners



108 Biketoberfest '14



Air Traffic Service Restored at Chicago Center

October 13, 2014

Agency successfully maintains heavy traffic volume while facility is repaired

WASHINGTON – U.S.A.

Department of Transportation's Federal Aviation Administration, early this morning, successfully restored full air traffic operations at the Chicago En Route Center in Aurora, IL, which suffered significant damage from a September 26 fire that was deliberately set. During the outage, the agency also successfully maintained high traffic volumes to and from Midway and O'Hare, the busiest airport in the world. FAA technical teams restored all of the critical systems and equipment at the center last night, and air traffic controllers resumed control of the center's airspace from adjoining centers between midnight and 1 a.m.

The FAA continues to monitor deteriorating weather conditions forecast for the Chicago area and is working with all the airspace users to manage air traffic as safely and efficiently as possible. FAA technical teams who traveled to Aurora from all over the country to assist with the restoration effort will remain on-site until tomorrow to monitor system performance and ensure a smooth transition.

"The men and women of the FAA turned an attack on our air traffic

system into an unparalleled display of team work, creativity and resolve. They got the system going again and continued to safely manage our skies despite such a significant disruption," said U.S. Transportation Secretary Anthony Foxx. "We appreciate the enduring patience of all travelers who were inconvenienced when Chicago Center was disabled. I'm proud of the team effort to quickly restore the system to near-normal capacity. The Department and the FAA are committed to learning from this event and plan to release a review of this incident."

The agency is conducting a 30-day review of contingency plans and security protocols for its major facilities as a result of this event.

"I am extremely proud of all the FAA employees who have worked tirelessly over the past two weeks to return this important facility to full operation so quickly," said FAA Administrator Michael P. Huerta. "I'm equally proud of the employees who immediately pitched in and worked together to smoothly manage the huge volume of flights that travel through the Chicago area every day."

A full shift of air traffic controllers returned to Chicago Center last night and resumed duties at their normal positions for the first time in more than two weeks. Nearly 200 of the facility's workers traveled to other FAA air traffic facilities during the center outage and will be returning from those locations today.

The FAA manages air traffic across the country every day in a dynamic environment that balances airline scheduling with weather events and other factors to safely and efficiently move travelers to their destinations. The scope and timeline of the restoration and recovery process following the fire at Chicago Center was unprecedented. The facility manages flights in high altitude airspace over seven states in the Midwest.

After the outage at Chicago Center, the FAA quickly restored stable and predictable arrival and departure rates at Chicago airports, returning operations to near-normal levels. Air traffic controllers at O'Hare Airport handled more flights than any other airport in the country on 11 days during the last two weeks. FAA technical teams worked around the clock to restore and test more than 20 racks of equipment, 835 telecommunications circuits and more than 10 miles of cable. FAA test flight pilots based in Oklahoma City, OK helped air traffic controllers test more than 100 radio frequencies they use to communicate with pilots. The FAA's Command Center in Warrenton, VA worked closely with the airlines that serve the Chicago-area airports to minimize disruptions for travelers and maximize the number of flights arriving and departing at those airports.

For a new air traffic control game for iOS and Android mobile devices click logo:



The U.S. Air Force Academy: A call to the future:

U.S. AIR FORCE ACADEMY, Colo. -- September 24, 2014

The U.S Air Force Academy celebrates its 60th anniversary this year, coinciding with the 67th Anniversary of the Air Force. It's remarkable to think how quickly the Academy was established after the Air Force's founding. In less than a decade, Air Force leaders, with the support of President Dwight D. Eisenhower, recognized the importance of a separate institution dedicated to educating those expected to "slip the surly bonds of earth" to fight the enemy, often in one-on-one air battles reminiscent of medieval knights.

As technology and modern warfare has evolved, so have the ideas of what it means to be an Airman. No longer is it a single pilot, or perhaps a small crew, strapping into an aircraft. Rather, it's a complicated network of effort that couples technology with innovative decision-making to ensure the right effect is delivered to the right location at the right time.

In today's Air Force, it's a team sport. Intelligence analysts gather data from technologies operated by space experts and protected by cyber warriors to work with pilots, who employ technology developed by engineers, all supported by Airmen operating the biggest

weapons system in the Defense Department - the Air Force installation. For this networked system to work, it takes Airmen dedicated to those ideals on which the Air Force was founded: innovative problem solving, calculated risk-taking, the ability to learn from early failure and rapid decision-making.

Since its establishment Aug. 14th, 1954, the Academy has been developing many of these Airmen by remaining on the forefront of both innovation in higher education and development of the Airman's



ethos and Air Force culture. It has continued to adapt as the problems faced by our nation have evolved.

Recently, the Air Force released a short document, "America's Air Force: A Call to the Future." This third-in-a-series of foundational documents serves as a call to action and sets a sight picture for where the Air Force needs to go over the next 30 years. It highlights the need for agility of mind and diversity of thought to tackle the complex problems we'll encounter in an ever-changing future. These qualities are guideposts for what we're trying to

instill in every Academy graduate. What we do at the Academy - develop character and leadership in a competitive curriculum designed to balance liberal arts with science, engineering and math and immerse students in the Air Force mission and culture - has remained unchanged. It's how we do what we do that is changing.

Recognizing the importance of diversity of thought and inclusivity in decision-making, we're not only attempting to recruit students with diverse experiences, but we're intentionally designing pathways enabling our students (and students from other Air Force commissioning sources) to develop new experiences after admission. We're examining alternatives because many of today's students apply to the Academy with an already diverse set of experiences and accomplishments that can be leveraged for the benefit of the individual

and institution. Although certain Academy traditions are unwavering, as described in "America's Air Force," "developing airmen ... may not follow the well-trodden [paths] of old."

Photo: Pararescuemen fast-rope from a hovering HH-60G Pave Hawk Oct. 17, 2014, as it hovers over the cadet area at the Air Force Academy in Colorado Springs, Colo. The pararescuemen, from the 58th Rescue Squadron at Nellis Air Force Base, Nev., and combat rescue officers, from the 23rd Wing at Moody Air Force Base, Ga., performed a combat search and rescue demonstration at the Academy to expose the Cadet Wing to the Air Force combat rescue mission. (USAF photo/Bill Evans)



addition to aiding new candidates.

The CAM credential provides a clear industry professional standard for preparation and achievement in aviation management. The CAM program is accredited by the National Commission for Certifying Agencies, and is the first program of its type in the aviation industry to receive this recognition.

NBAA Charities Launches New Scholarship for Current and Aspiring Certified Aviation Managers

Washington, DC, Sept. 23, 2014 –

The National Business Aviation Association (NBAA) today announced that NBAA Charities will offer a new scholarship to support the professional development of Certified Aviation Managers (CAMs). The CAM Scholarship, administered by NBAA's CAM Governing Board, will include awards for both aspiring CAMs and current CAMs who are renewing their certification.

Scholarship awards may be granted in amounts that cover the cost of becoming a CAM or maintaining the credential. CAM exam candidates can apply for up to \$1,225 in scholarship funds, which

covers the cost of applying for the exam, the *CAM Study Guide* and the CAM exam registration fee. For current CAMs, the scholarship award covers the \$300 cost of recertification, which must be completed every three years.

"This is an important milestone for the CAM Governing Board to create this scholarship opportunity" said CAM Governing Board member Charles Booker, CAM. "Not only can aspiring CAM candidates benefit from this scholarship, but for the first time, current CAMs will be able to receive financial assistance to renew their certification."

Since 2007, the Donald A. Baldwin Sr. Business Aviation Management Scholarship has offered financial aid to individuals seeking to become CAMs. This new CAM Scholarship is the first to cover the cost of recertification for current CAMs, in

CAM Scholarship applications will be available online and at this year's Business Aviation Convention & Exhibition (NBAA2014), which is to be held from Oct. 21 to 23 in Orlando, FL. The first CAM Scholarship will be awarded in June 2015. The deadline for applications is March 31, 2015.

Founded in 1947 and based in Washington, DC, the National Business Aviation Association (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. The Association represents more than 10,000 companies and provides more than 100 products and services to the business aviation community, including the NBAA Business Aviation Convention & Exhibition, the world's largest civil aviation trade show.

The Common Type Rating is approved for A350 XWB and A330 pilot training

Toulouse, France – 22 October 2014

Airlines and pilots will both benefit from the Common Type Rating pilot training on the A350 XWB and A330 jetliners, further extending Airbus' concept of flight operational commonality between its fly-by-wire aircraft families

The new regulatory approval means that pilots who are qualified and current on the A330 can already commence their preparations to take the A350 XWB's controls by undergoing "differences training" only

Enabling a significant reduction of costs for airlines, the differences training does not necessitate the use of a ground-based full-flight-simulator, and allows a 65 percent reduction in pilot training time – to only eight days – versus a standard transition course. Additionally, it facilitates the creation of a pool of pilots who can fly both the A330 and A350 XWB in a single-fleet flying (SFF) concept for increased scheduling flexibility and mobility

"This achievement is a fine example

of our ability to combine innovation with commonality, and will be particularly valuable to airlines wishing to operate the A330 and

wire jetliners, as recently verified by pilots representing the European and U.S. civil aviation authorities who flew both aircraft.



As the latest Airbus widebody twin-engine jetliner, the A350 XWB is to set a new standard of comfort and efficiency in its class. With A350 XWB deliveries to begin before the end of 2014, an increasing number of pilots will be trained to fly the aircraft – many of whom are already approved to operate A330 jetliners

A350 XWB in parallel," explained Régine Vadrot, who leads the Training & Operational Certification team at Airbus. "The A350 XWB is a true member of the

The A330 remains a cornerstone in Airbus' product line of twin-engine widebody aircraft, having logged more than 1,300 orders – with over 1,100 aircraft currently serving 100-

plus operators worldwide. Its attractiveness is being further enhanced by Airbus' development of a new 242 tonne weight variant, as well as a version optimised for regional routes and the A330neo (new engine option) configuration that was launched in 2014.

The photos on this page, courtesy of Airbus, show all 5 of their test A350's

taking part in a spectacular formation flight on 29 September 2014. A video of the flight is available here:

<http://videos.airbus.com/video/94ca5a54003s.html>



Airbus integrated family of aircraft.

A notable factor in achieving the A350 XWB/A330 Common Type Rating is the similarity in handling qualities between the two fly-by-

Four Students Receive \$25,000 Bob Hoover Presidential Scholarships -

Daytona Beach - Fri Oct 24, 2014

Representatives of the Citation Jet Pilots (CJP) Association and the Bob Hoover Legacy Foundation each awarded \$50,000 to fund four Bob Hoover Presidential Scholarships to Embry-Riddle students at an event held Thursday, Oct. 23, 2014, at the university's Daytona Beach Campus.

The CJP Association contributed \$50,000 to fund two CJP Bob Hoover Presidential Scholarships and the Bob Hoover Legacy Foundation contributed \$50,000 to fund two Bob Hoover Foundation Presidential Scholarships.

The scholarships, worth \$25,000 each, were presented at a reception attended by members of the CJP and Hoover Foundation boards, aviation legend Bob Hoover, Embry-Riddle President Dr. John P. Johnson, and members of the university's Board of Trustees and President's Advisory Board.

"We're very grateful to CJP and the Bob Hoover Foundation for these generous scholarships," said Dr. Johnson. "All of these bright young people are high achievers who possess the talent, enthusiasm and determination to excel in their future careers."

All four of the scholarship recipients are studying to become professional pilots. They were selected for the award based on their academic excellence, leadership skills, service to others, work ethic, financial need and a

written essay demonstrating their passion for, and commitment to, the aviation industry.

Dakota Foster

Sophomore, Aeronautical Science major with Aviation Safety minor, Daytona Beach Campus

Her career goal is to become an airline pilot. As a member of Embry-Riddle's Women's Ambassador Program she meets with middle-school girls to encourage them to pursue aviation education and careers.

Robert Morgan

Senior, Aeronautical Science major, Prescott Campus, Ariz.

His goal is to graduate from Embry-Riddle, attend Officer Training School and become a U.S. Air Force pilot. Morgan credits his leadership skills to the Boy Scouts of America; in 2010, the VFW named him National Scout of the Year out of more than 60,000 applicants.

Achyut Nair

Junior, Aeronautical Science and Aerospace Engineering double majors, Daytona Beach Campus

His goal after graduating is to become an Embry-Riddle flight instructor and then an airline pilot, with the ultimate goal of starting his own airline. Nair mentors new Embry-Riddle flight students through the Flight Line Assimilation Program.



Anna Robinson

Junior, Aeronautical Science major, Daytona Beach Campus

Her career goal is to be a professional pilot. Currently Robinson is a student assistant at the Flight Dispatch Center and FAA Testing Center at Embry-Riddle. She is also an Embry-Riddle Orientation Ambassador, helping new students acclimatize to the university.

Also at Thursday's event, the design of the future Bob Hoover Hall of Honor display was presented. To be located in Embry-Riddle's Flight Operations building, the exhibit will contain artifacts and memorabilia illustrating the historical achievements of noted aviators. Among the nine inductees so far are astronaut Neil Armstrong, military aviator Jimmy Doolittle and aviation pioneer Jackie Cochran. Hoover himself is renowned for his distinguished service as a World War II fighter pilot, test pilot, air show innovator and mentor.

Photo: Bob Hoover - courtesy of AOPA.

NASA Announcement Means Big Opportunity for World's Only Commercial Space Ops Degree Seekers

Daytona Beach, Fla - Sept 22, 2014

As Boeing and SpaceX work with NASA to bring manned space flights back to the Space Coast, Embry-Riddle Aeronautical University students are set to fill the need for uniquely qualified graduates.

Launched only a year ago, the CSO program at the university's Daytona Beach, Fla., campus is the only degree program of its kind in the world. Created in response and in coordination with organizations' and companies' specific needs in the emerging industry, the CSO's enrollment has tripled since its 2013 inception.

In response to last week's NASA announcement, we sat down with Embry-Riddle CSO program director Lance Erickson to discuss commercial space, its future and how Embry-Riddle is playing a key role:

What does this mean for the future of commercial space exploration and the growth of the private sector?

Erickson: *NASA's Commercial Cargo and Crew program opened the door for the government conversion of exploration programs to commercial enterprise. Other independent and important commercial space exploration and flight programs are underway, such as Virgin Galactic and XCOR, but this announcement heralds the*

recognition and support of the vibrant commercial space industry that is now competitive in even the largest programs.

What does NASA's announcement to bring space launches back to Brevard County mean for Embry-Riddle students in the Commercial Space Ops program?

Erickson: *The SpaceX and Boeing Commercial Crew program award will bring back the launch of astronauts from Cape Canaveral to the International Space Station. These two vehicles and their launchers are unique, and will bring in jobs supporting development, preparations and flight operations. The new missions bring in new technologies, new innovations and a variety of jobs related to the commercial aspects of space flight. Training, safety, policy and program analysis are also jobs that will be well suited for the Commercial Space Operations degree program graduates.*

Other businesses that are drawn to integrate their experiments and payloads with these new vehicles and launchers will also be looking for simulation, program analysis and risk assessment specialists that will come from the same CSO graduate experience at Embry-Riddle Aeronautical University.

Why is Embry-Riddle's Commercial Space Operations program so valuable to NASA and



companies like Boeing and SpaceX?

Erickson: *The Embry-Riddle Commercial Space Operations degree was molded by the needs of the commercial space industry and related agencies that were surveyed in the degree-development process. These space companies and agencies continue to help guide improvements in the degree program and is future direction.*

Embry-Riddle Aeronautical University, the world's largest, fully accredited university specializing in aviation and aerospace, is a nonprofit, independent institution offering more than 70 baccalaureate, master's and Ph.D. degree programs in its colleges of Arts & Sciences, Aviation, Business, Engineering and Security & Intelligence. Embry-Riddle educates students at residential campuses in Daytona Beach, Fla., and Prescott, Ariz., through the Worldwide Campus with more than 150 locations in the United States, Europe, Asia and the Middle East, and through online programs. The university is a major research center, seeking solutions to real-world problems in partnership with the aerospace industry, other universities and government agencies.



 **NATIONAL
CHAMPIONSHIP
AIR RACES**
September 10-14 2014
Presented by Breitling

Voodoo Wins Again!

**Reno National Championship
Air Races 2014
Jim (flybum) Pratt**

For this year's article I have decided not to post the rules and the results of the races since all of that can be obtained at the official site at <http://airrace.org/> Let me start out by saying that the Reno event is not just a race, as most of you know. It is a series of races with many different classes of aircraft including Unlimited, Jet, Sport, T-6, Formula One, and Biplane.. It is an air show with as much air show entertainment as any of your big air shows. It is a family reunion of all of the race pilots, their friends, their fans, and of course the media. There is no other event that offers the excitement of Reno. Where else can you see planes racing around the pylons at speeds from 200 mph to 500 plus miles per hour depending on the class? Many of these aircraft have been restored from World War II fighters, many have been purchased from foreign countries (jet class), and many have been built from kits or from scratch here in the U.S. Do think that Wilbur and Orville Wright

could ever have imagined a person building an airplane in his garage that is capable of 300 miles per hour and then racing it in international competition? They would be amazed.

The races have had their issues and growing pains over the past few years. The other day I heard someone comment on the fact that back in the eighties and nineties there were things that are missing now like Bob Hoover and his incredible performances with an Aero Commander and his Rockwell P-51, Lefty Gardner with his P-38, more participation by the military with the Blue Angels, Thunderbirds, and Canadian Snowbirds. The ability to drive out to Red Rock Road at the northern boundary of the airport and to be able to stand at the fence line between the Number Six and Seven pylons and watch the Unlimiteds zoom overhead at 450 mph. Sadly, these things are missing and some are irreplaceable. The good news is that there are other things that are keeping the show alive like the addition of a Sport Class that

offers planes that are nearly as fast as the Unlimiteds and most were built by their pilots, the Jet Class with privately owned jets that are faster than the Unlimiteds, performers like the Patriots, a group made up of former Blue Angels and Thunderbird pilots as well as others, and amazing military aircraft like the F-22.

I guess there is a question as to why the military is still holding back on other things. Where are the military parachutists, the stealth aircraft that wowed the crowd, the A-10 Warthogs with their demonstration of the agility of this wonderful ground support aircraft that the politicians want to replace but have no suitable replacement for, and the helicopter demonstrations? Are they holding back because they no longer feel a need to recruit new members, or are they short on funds, or are they just asleep after the sequester?

I have covered the Reno races as a journalist for the past five years which gives me access to lots of things including the pits and the pylons. To me

the pylons are the most exciting thing and coupled with access to the pits, things don't get any better. The reason I am bringing all of this up is that from the pylons this year I was able to get a feeling for the attendance by looking back toward the stands. On Saturday, which is a full-out competition day, the crowd in the Reserve Section was very small and the General Admission section was not nearly full. There was a lot of discussion amongst the journalist as to what this means to the future of the races. Things started looking better later in the day, and on Sunday it got a lot better. The question in my mind was why does attendance appear to be down? Is it because of the things discussed in the previous paragraph, is it the weather, is it the price of admission as hinted by the lack of people in the Reserved Section? Is it because of the terrible accident a couple of years ago, when a P-51 crashed into the edge of the Reserved section? The crash was a terrible thing. It killed 11 people and injured more than 50. However, it was a very unlikely accident that had

never happened before, and with the changes made in the race course is unlikely to happen again. People who go to competitive racing events have come to accept the risks so it is hard to believe that people would stay away because of this.

With all of this in mind, would an enhanced military presence, promotional ticket/pit prices, additional safety requirements, better access to the race itself help improve the future of the races? How about radical ideas like putting the crowd inside the course at various locations so that they would have a better view and could take better pictures of the topside of the aircraft instead of the bottom and would be safer because the momentum is toward the outside of the course? What about two-for-one tickets using coupons (it worked for us at Fresno State years ago)? How about a better interface with the military to encourage them to present their opportunities? Maybe a better distribution of food vendors and toilets in more places? How about better media coverage? There

is not a peep about the air race from the Fresno mass media (news channels and newspaper).

The reason I dedicated this article to these issues is because of the concern I have heard about the future of the races. Folks, I have to tell you, this is one event that you don't want to go away. It is exciting beyond belief and it would be terribly missed by the people who have enjoyed it up until now.

I hope that the photographs of the event in this article will be enough to convince you that there is nothing like this anywhere else in the world and that it is an event that you will want to be part of next year and from then on. Reno weather is nice at this time of year, room rates are reasonable and rooms are available, and it will prove to be the most exciting weekend you have had in a long time. My wife and I chose the event for our honeymoon after getting married in Tahoe years ago. I still use the races as a reminder that our anniversary is coming up. Enjoy . . .











































Ground Tour

My photo partner, Tim Sowell and I arrived at the California Capital Airshow just after the gates opened at 9:00 AM. One of the amazing things about the show is the efficient flow of traffic both in and out of the airshow. Not much of a pause waiting to get in. We just followed the flag wavers, parked, got a quick security check and we were in. These guys really know how to do it.

Mather Airport is huge! Be ready to do a lot of walking. After entering the tarmac, there is about a quarter of a mile of vendor booths before you get to the displays. One thing we didn't see was an airshow T-shirt booth. There were several booths representing the Thunderbirds, who were not there. The other booths were either food or commercial vendors. We found out a little later that the Beef steak burger booths made a great hamburger (beef burger?). Talk about "Cheeseburger in Paradise"!

There were lots of tents, where for extra money, you could get out of the sun. The Capital Club would be a good place to watch the show from if you can afford it.

The West Coast Ravens Formation Demonstration Team (about 30 aircraft) were parked in two neat rows along one of the taxiways. It is a good way to see lots of RV4s, RV-6s, and RV-8s. The pilots were attending their briefing so we didn't get to talk to them much. We were looking for our buddy, Tim Redden.

On the next perpendicular taxiway was the Patriot Aerobatic Teams L-39s. All seven of them. This team has really made an impression over the past few years, filling in for the military during their sequesture. Of course several of the team members are ex-military including Blue Angel and Thunderbird pilots.

We saw three F-22s parked on the flight apron and also two Harriers. There was

also a static Harrier display.

The World War II aircraft were parked in a couple of neat rows. Mustangs, Corsairs, Spitfire, T-6s, Japanese Zero, Hellcat and SNJs, what a sight!

Vietnam was represented by a Huey helicopter and a T-28 modified for ground attack.



C-47 Visit

A C-47 was on display that was used during WWII by General Claire Chennault and Chiang Kai-Shek as a personal transport. It is amazing that it survived the war in China. It departed the air show to pick up a

distinguished guest who arrived shortly thereafter.

It was none other than Col. Bud Anderson, one of the U.S.'s top scoring WWII aces. I had seen him last July at AirVenture 2014. He gets around.





West Coast Ravens

What an amazing flight to see. I believe I counted twenty-one kit-built aircraft flying in perfect formation, then breaking off to do various other types of smaller formations, all

well-coordinated and very impressive. These guys work very hard during the year, sometimes practicing at Madera Airport near where we live, to put on a great show.





Fire Suppression – Metro Fire Helicopter

A Sacramento Metro Fire Bell UH-1 Iroquois helicopter demonstrated a fire suppression drop,

Harrier Demonstration Flight

The AV-8B Harrier is actually a British invention but was adopted by the U.S. Marine Corps because it is capable of vertical takeoffs and landings, providing great mobility. It can operate from runways, highways, ships, clearings in the woods, you name it. It became popular after the Falklands War,







Vietnam Re-enactment

The Huey helicopter and the T-28 were brought into use as the North Vietnamese Troops tried to capture a downed American pilot just off the airport. The NVA attacked with AK-47s and were consequently suppressed by the T-28 rocket and gun fire, as well as U.S. ground troops. The Huey rescued the flyer and pulled the ground troops out after a brief fire fight. Luckily there were no civilian casualties from the people who bought tickets.



Wing Walker

Next came the Wild West Wingwalking Extravaganza featuring Carol Pilon riding the wings of a beautiful vintage Boeing Stearman. She did a great job and the crowd

loved it. I get nervous ever since I saw the movie "The Great Waldo Pepper". If you saw it, you know what I mean. But, then I guess the danger is what makes the act exciting.



WWII – Europe

A second round of WWII aircraft flew, including a brace of P-51s, Corsairs and a Spitfire. The B-25 Mitchell led the formation. During their demonstration there was a massive explosion, probably the B-25 dropping its load on some unsuspecting Germans.

The heat from the explosion heated up the crowd. There were some ground crew standing real close to where it happened. They must have gotten a sunburn. Anyhow, it was exciting and there is nothing like the sound of Merlin's in the morning.

A Salute to Combat Airmen WWII – Pacific

The WWII Pacific guys came out with some T-6s and SNJs to open this phase of the show. They did some formation flying and aerobatics. This was followed by a dogfight between an authentic Japanese Zero and a Navy Hellcat. The Zero was a formidable fighter and gave the Navy a run for its money until the Hellcat showed up on the scene. Being toward the middle of

the war, the U.S. had time to figure out how to deal with the highly maneuverable A6M Zero, the Hellcat turned out to be a good match, and Japan had lost a lot of its experienced pilots, so the kill ratio of the Hellcat was quite good. Japan lost its air superiority and consequently the war, proving that the day of the battleship was over.



F-22 Demonstration

Anyone who has not seen an F-22 Raptor demonstration is really in for a surprise. That thing can do more tricks than my dog. It is fast, does tight turns, stands on its hind legs, can track a target that is circling it without losing lock, really amazing to watch. I think it is a lot like the Russian Su-27 in terms of maneuverability. Not sure I would do too many of those tricks because someone might stick a missile up my rear while I am playing around, so I'll just assume that all of those tricks have a purpose.





Heritage Flight

Every airshow that has military aircraft involve does a Heritage Flight of military aircraft from different eras. The flight done this time was the F-22 Raptor and the P-38

Lightning. Two great aircraft of different times. What a beautiful sight to watch. Every veteran in the crowd gets tears in their eyes as this salute happens.





Photo: Tim Sewell



Photo: Tim Sewell



Patriot Aerobatic Team

Okay, we should really appreciate these guys since they did a wonderful job of filling in for the military during the Inquisition (er, I mean the Sequester). The skill level of this group is unbelievable, but then maybe not because some of them actually flew on the military precision teams. In any case, the black L-39s are mean looking machines and they are just right for doing the job. Relatively speaking, they are fuel efficient compared to other military aircraft (150 gph). Also, you can buy one for 250K to 300K although these guys probably put more money into them to ensure they are in top condition.

Photo: Tim Sewell

Conclusion:

Photo: Tim Sewell

One of the best airshows of the year. Thanks to Karen Strong for putting our press passes together and for all of the coordination. I believe she was involved in the LA County Airshow which was

also a great event, well coordinated and lots of fun. Traffic management was superb and despite the thousands who attended, getting in and out of the airshow was a breeze.



SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

As many of our readers know I am very much into formation flying, both as a FAST lead pilot and a wing pilot. I also mentor other pilots who wish to elevate their formation qualifications to the FAST standard.

I've talked about the FAST program before, but to reiterate - FAST is the acronym for Formation And Safety Team. It is a worldwide, educational organization dedicated to teaching safe formation flying in restored, vintage military aircraft and civilian aircraft.



On pages 51 through 59, I have illustrated some of the interesting formation flying taking place at Spruce Creek Fly-in. Big Wing flights of up to 14 planes, with virtually every plane being a different type. Not all the pilots are

FAST qualified but the majority have now achieved this standard.

I wonder if the Airbus test pilots who recently flew a spectacular formation of all 5 of the A350XWB test planes are FAST members? This event is briefly mentioned in a news



article on page 6 of our AvNews section.

One thing which the FAST program check ride has is a different range of maneuvers for transport category aircraft - like the A350,

as compared to a warbird fighter.

I was very impressed by the video I saw of the Airbus planes in formation - [click here for the video](#) - but I also thought I'd share some of the still pictures of the flight with you in this blog.

Whilst it is unusual to see large airliners in formation, from a practical point of view flying the same type of aircraft is a distinct advantage. So too is the position of the pilot relative to the wings. In the case of the >

> A350XWB the wings are way behind the pilot's sight line. No problem with visibility in formation, unlike a high wing airplane or bi-plane.

Part of my responsibility when flying with Lakes / Goofy Flight is to 'dress' up the formation during the flight. Why? Because having smoke my plane is positioned at the rear of the formation. This means whenever I



the flight who are out of position. The Airbus

During part of the flight the team flew a 'diamond with a stinger' formation - photo above. The slot aircraft and the stinger were in perfect positions. The aircraft to lead's left was in a good position too, with the correct step down. However, the plane on lead's right was flying a little too high. Normally the no 2 position would be flown by the flight's least experienced pilot and would fly to the left of lead. The no 3 position is normally the lead of the second element of the flight (nos 3 & 4) and is the >



see formations in flight, or in photos, I am always looking for members of

team did a great job. Their taxi out looked good too - photo above.

SPEEDI'S BLOG

> second most experienced pilot in the flight.

same photo banked during the break.



The briefing had obviously been done well. In fact looking at a photo (above) taken during the brief showing the left echelon (echelon port was used in the brief) prior to the break, the slide shows the correct step down. Interestingly the no 2 aircraft has been moved to the no 5 position for the break. What I also noticed was that the briefed break period was 1 second. The reason, no doubt, was to get all the aircraft in the

As can be seen in the photo below, the break itself was impressive,



particularly bearing in mind the large size of the aircraft involved. The angle of bank shows just what these giant airplanes are capable of, but not with paying passengers of course.

We have a similar problem when flying with a large number of planes in formation. Traditionally a break period would be 3 or 4 seconds to space the aircraft out for landing. Using 2 secs would be thought a little tight. But with a large number of planes in a single echelon we use a break of 1 second, or less, >



> so viewers on the ground can see us during the whole of the break before we are out of sight. For one special flight Lakes / Goofy Flight had 12 planes in a single echelon (photo above). A quick break was essential.

Anyway, it was a job well done by the Airbus team . . .

Finally, I'd just like to offer my congratulations to Alan Eustace, a 57 year old senior Google executive, who on 24 October broke Felix Baumgartner's FAI parachute jump record in a secret 135,000 foot

jump from the edge of space.

In fact Alan's jump height was 135,890 ft, an increase of 12,476 ft over the previous record.

Interestingly, the flight was a little different to the Red Bull record, which used a gondola for the ascent. In that Alan was attached, though his space suit, direct to the lift balloon.

As a fellow world record holder (101 FAI records) it's great to see the boundary for world records being pushed to extremes - in this case to the edge of space.

This remarkable story is made even more special as the attempt was carried out in total secrecy. To see a video of the launch and jump, and to find out more, [click this link.](#)





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 Information 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)

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. Every one 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* Steve Wood takes a look at the Big Wing formation flights which are now being flown by Spruce Creek Gaggle Flight pilots, notably Lakes / Goofy Flight.

But how did the Big Wing flights start?



A Spruce Creek 'character' by the name of Beetle Bailey had a motto that 'Life begins at 70' and this was emblazoned on the L29 Jet he bought for his 70th birthday. He was a FAST qualified lead formation pilot >



Recent Lakes Flight 13-ship formation



> and flew his jet at air shows around the country. He also had an aerobatic Zlin airplane which he flew on Gaggle flights.

Going back some 7 or 8 years, Beetle decided to put together a large flight for the Toy Parade. At that time the Toy Parade committee awarded a prize for the best formation flight at the annual Toy Parade.

The normal size of a Toy Parade flight up to then had been 4 planes, with an occasional 5-ship flight. Beetle's plan was to fly a 7-ship flight for the Toy Parade. Jeff Edwards, the Lakes Flight lead, was not on the Spruce Creek scene then - he did not start flying his Great Lakes at Spruce Creek until 2011.

Back in 2007 Bill Merkin and Connie Shad were still flying Vargas, which were good stable formation platforms. More latterly both have changed their steeds to RV's. Beetle choreographed the flight in secret. Low and behold we won the Toy Parade formation prize, beating the faster and more traditional flights. Since then there has been no Toy Parade formation prize awarded.

At that time there was a regular, but much smaller, gathering at The Tree on a Friday night. This stopped a couple of years later, only be revived around 2012.



Beetle Flight, with Beetle Bailey in the slot, Bill Merkin on the left wing and Connie Shad on the right wing



After his success at winning the Toy Parade formation prize when he showed that larger flights were safe, albeit with a significant amount of preparation and practice, Beetle pulled back from leading flights. This was perhaps due to the feeling amongst some of the Gaggle pilots that large flights were not to be encouraged.

This did not stop me from putting together 6 or 7 ship flights. As my plane is known as 'Goofy' from it's unique registration N-600FY, and now that I had 'puffing' smoke, I felt cheeky enough to go against the 'establishment'. The photo on this page shows me leading a 7-ship flight.

Cue Jeff Edwards . . .

Jeff has lived at Spruce Creek for around 5 years, but until 2011 he was not flying (apart from his 'day job' flying for US Airways) as his Great Lakes was being restored. This was completed in 2011, so he started flying with the Gaggle. He would put together a flight with the slower airplanes - the Great Lakes is a sub-100 kt airplane. I would put together a flight with slightly faster planes - the 120 kt variety. Eventually we joined forces as Lakes / Goofy Flight. This meant we could muster upwards of 10 aircraft. How was the 'establishment' to deal with this?





There was some 'mutterings' about the size of our flights. The fact that every airplane was a different type perhaps did not help. Jeff Edwards had been involved with developing some 'interesting' Stearman display flights and was keen to bring his type of variety to Spruce Creek. Joining forces with me, as the lone Brit at Spruce Creek, and leader of Goofy Flight may, or may not, have helped him.

In the end we developed safe ways to put together flights of up to 14 aircraft - all different types - to the extent that now we get good ratings from the formation 'establishment' at Spruce Creek.

Jeff, a former Navy formation instructor, spends considerable time developing interesting formation styles. One of the aspects which makes Lakes / Goofy Flight stand out from the crowd is the way we brief our flights. Not only do we draw it out during the brief, but we also walk through each and every aspect of a flight. At first we were perhaps considered a little 'over the top' by some. But after seeing the results that a good brief and walk through brings it is now accepted that we are doing the job properly.

An example of one of our large flights is shown right. This was a 12-ship memorial flight for former Delta pilot Sam Wells.





Not to be outdone, other flights have sometimes amalgamated together to form larger flights. The RV's are now flying 7-ship formations, but not as regularly as Lakes / Goofy Flight.

One disadvantage we have in Lakes / Goofy Flight is that normally I am the only one to have smoke. We sometimes get another 'smoker' on board - Stu Morse for example.

The photo right shows Red Flight of 4 SX-300's joining forces with the RV's of Whisky Flight.





One of the more unusual aspects which we have developed in Lakes / Goofy Flight, thanks to Jeff Edwards, is breaking out of a formation rather than going into echelon first - the conventional thing to do.

As you may have gathered, Jeff Edwards is far from ‘conventional’ in his approach to formation flying.

The photo right shows Goofy Flight (with Jeff Edwards in the ‘stinger’ position) breaking out of formation overhead Spruce Creek. Lynn O’Donnell, flying the no. 2 position in her Stinson on the left wing, breaks first.

Lakes / Goofy flight perfected the break out of a formation to the extent that at the Spruce Creek Bonfire in 2013 we flew an 11-ship formation and broke, in a carefully arranged sequence, out of a Big Wing 'Stingray' formation. The photo on the next page shows how this was achieved . . .





Lakes / Goofy Flight - Bonfire Break Sequence - Stingray Formation



First to Break: 7 - Larry Traskos - Cessna 180 (break with radio call by lead), followed by:

Echelon 1: 5 - Ted Chang RV-9A (bubble canopy), 8 - Connie Shad - Cherokee 180, 11 - Steve Wood - GlaStar (Goofy), then:

Echelon 2: 2 - Mike Taylor - Skylark (bubble canopy), 4 - Lynn O'Donnell - Stinson, 10 - Dave Henning - Super Decathlon, then:

Echelon 3: 1 - Jeff Edwards - Great Lakes (flight lead), 3 - Jim Clark - Piper Pacer, 6 - Herb McCormick - Maule, 9 - Mike Kubes - Grumman Lynx



Another example of a Lakes / Goofy Flight 'Big Wing' Flight is shown to the right - a 14-ship formation..

Friday evenings at The Tree has now been revived. A couple of years back it started again with just a few golf carts. I was the only plane flying, entertaining the small crowd with my 'puffing' smoke. I then invited some others to join me in formation. After a while, Jeff Edwards was able to rearrange his US Airways flying to be back at Spruce Creek for a Friday afternoon. As a result Lakes / Goofy Flight started developing the 'Big Wing' flights on a Friday evening.

As I usually have the only plane in the flight with smoke I fly at the back of the flight. In this position I get to see all the 'fun and games' which goes on when the formation has formed up. In a typical Friday evening flight we will usually fly 4 passes, plus the break. Now a number of other flights have joined in the fun - of course their flights are much smaller than Lakes / Goofy Flight, and faster too. However, we liaise closely with the other flights so the crowd, which now often exceeds 100 people, has a continuous and enjoyable show. Hopefully our neighbors outside of Spruce Creek enjoy the show too . . .



Vegas' Winners - Barrat-Jackson Auction - Las Vegas, NV

- * More than \$33M in sales with the largest number of consigned vehicles during the three-day auction at the Mandalay Bay Event Center in Las Vegas
- * Barrett-Jackson Las Vegas helps raise more than \$1,642,500 to benefit local, national charities

LAS VEGAS, Nev. – Sept. 28, 2014 – Barrett-Jackson, “The World’s Greatest Collector Car Auctions TM” once again rocked Las Vegas with another record-setting auction at the Mandalay Bay Event Center from Sept. 25-26, 2014. During the three-day event, Barrett-Jackson hosted the largest number of consigned vehicles in the auction’s Las Vegas history with more than 700 vehicles and more than 339 collectible automobilia pieces crossing the block for more than \$33,300,000 in sales (unaudited).

The record setting docket attracted huge crowds, including celebrities such as Wayne Newton, Penn Jillette (Penn & Teller), Corey Harrison and Austin “ChumLee” Russel of Pawn Stars, Richard Petty and Linda Vaughn. From muscle cars and historic hot rods to the latest exotic collectible vehicles, the lineup created a spirited, electric atmosphere.

The top 10 cars sold in Las Vegas include (price with commission):

2013 Lamborghini Aventador – \$440,000 (Lot #454)

1971 Plymouth HEMI ‘Cuda – \$385,000 (Lot #799)

2006 Ford GT – \$291,500 (Lot#764)

1966 Ford Shelby GT350 – \$220,000 (Lot #776)

2013 Lamborghini Gallardo – \$220,000 (Lot #728)

1936 Packard Eight Phaeton – \$176,000 (Lot #780)

2011 Bentley GTC Supersports – \$176,000 (Lot #791)

1969 Chevrolet COPO Camaro – \$172,700 (Lot #769)

1957 Mercedes-Benz 190SL roadster – \$165,000 (Lot #777)

1968 Ford Shelby GT500 Fastback – \$165,000 (Lot #788)

Five cars crossed the Las Vegas auction to raise \$1,642,500 to benefit local and national charities. On Saturday, Dodge executives including CEO Tim Kuniskis took center stage to showcase the 2015 Dodge Challenger SRT Hellcat (Lot #3004) benefiting the Opportunity Village of Las Vegas. The fastest production muscle car hammered in at \$825,000, which will be equally matched by long-time Barrett-Jackson friend, the Engelstad Family Foundation. With their generous donation, the Hellcat raised more money for charity than any other car in Barrett-Jackson history.

“Barrett Jackson is very proud of our charitable efforts,” said Steve Davis, president of Barrett-Jackson. “It was an historic moment on our auction block to see a car from General Motors, Ford, and Dodge sell for charity. I am proud that Barrett-Jackson has created a platform to help so many wonderful charitable organizations across the country through the generous support of the collector car community.”

Other charity cars included:

2015 Dodge Challenger SRT Hellcat VIN 700001 (Lot# 3004) benefiting Opportunity Village Foundation – \$825,000

2015 Corvette Stingray VIN 001 (Lot #3001) benefiting the CARE House of Oakland County – \$400,000

2015 50 Years Limited Edition Ford Mustang (Lot #3003) benefiting Get Your Heart Racing – \$170,000

2014 Z/28 Camaro VIN 003 (Lot #3002) benefiting the YMCA of Southern Nevada – \$147,500

2012 Ford Fusion Race Car (Lot #3000) benefiting the Paralyzed Veterans of America – \$100,000

Photo: 2006 Ford GT - \$291,500

All photos for this feature: Gary Rosier



Barrett-Jackson photo

The 2015 Dodge Challenger SRT Hellcat (Lot #3004) benefiting the Opportunity Village of Las Vegas. The fastest production muscle car hammered in at \$825,000, which will be equally matched by long-time Barrett-Jackson friend, the Engelstad Family Foundation. With their generous donation, the Hellcat raised more money for charity than any other car in Barrett-Jackson history.

2015 Corvette Stingray VIN 001 (Lot #3001)
benefiting the CARE House of Oakland





Lot 777 - sold for \$165,000





Rare LADAWRI
CONQUEST sold for
\$38,400.

A concours
restoration. The
Ladawri Conquest
was featured on
cover of Road and
Track magazine
July 1957.



EXTREMELY RARE FIND, CONCOURS RESTORATION
THE LADAWRI CONQUEST WAS FEATURED ON THE
COVER OF ROAD AND TRACK MAGAZINE JULY 1957
BUILT FROM 1957 THROUGH 1965-AT A VERY LIMITED
SUPPLY. VERY WELL KNOWN IN THE VINTAGE
RACE WORLD. CAR HAS BEEN UP DATED TO ALL
NEWER FEATURES. CHASSIS IS A LATE MODEL CHEV.
WITH INDEPENDENT SUSPENSION-DRIVES AND REDUCES
VERY WELL....
ALL BOOKS AND ACCESSORIES WILL BE GIVEN TO NEW
OWNER-SOLD NEW FROM LONG BEACH, CALIF
JANUARY 14, 1958



2009 Dodge
CHALLENGER SRT8 - sold
for \$64,900.

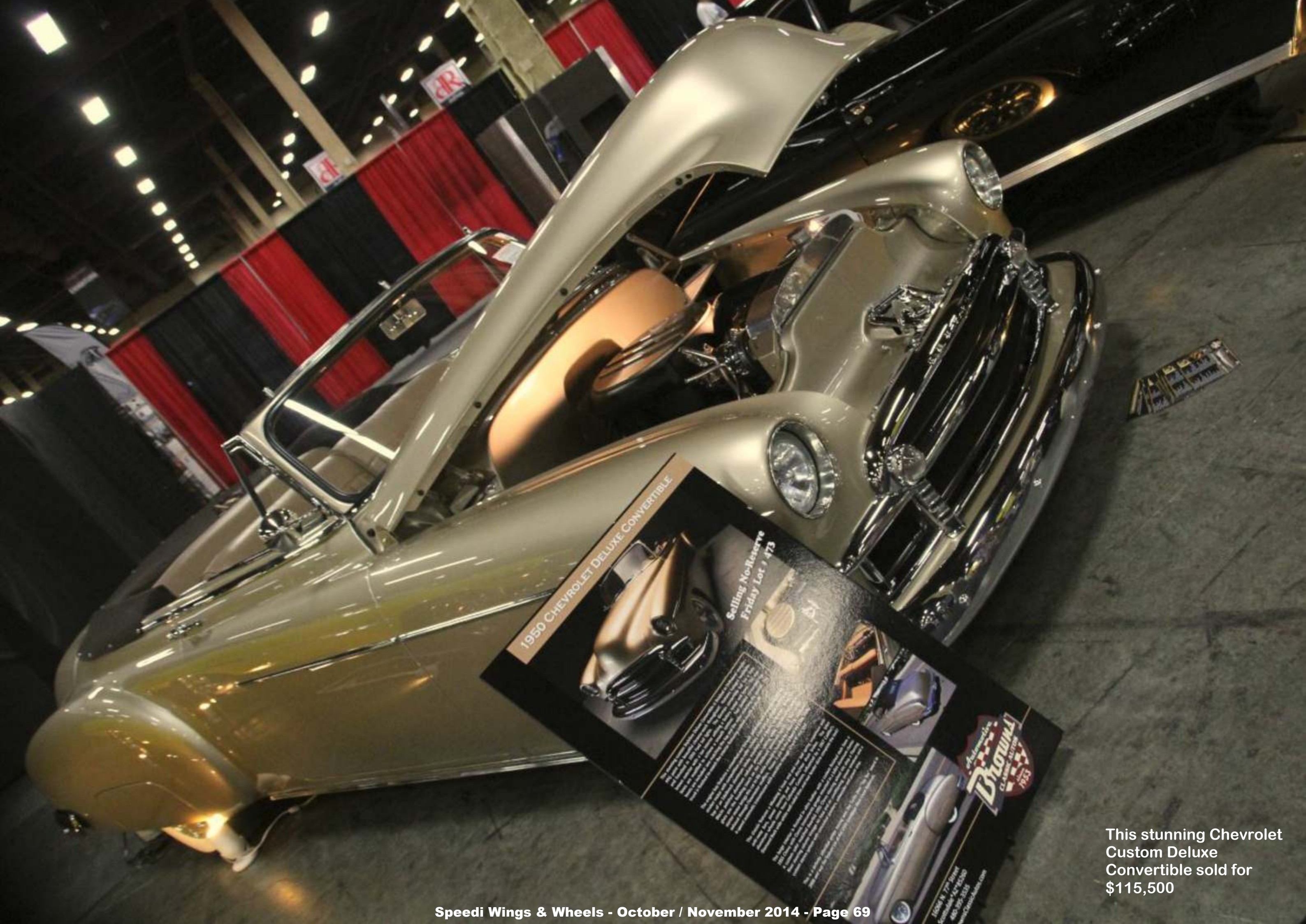
4,286 actual miles. 6.1
Liter supercharged HEMI
V8, 6-speed manual,

1970 Ford Mustang
Fastback. Sold for
\$31,900





1969 Chevrolet Camaro - sold for \$67,100



1950 CHEVROLET DELUXE CONVERTIBLE

Selling No-Reserve
Friday Lot 1 473

This stunning Chevrolet
Custom Deluxe
Convertible sold for
\$115,500



1947 Chevrolet Delivery Truck. Custom built, it's all things Route 66. The highlights, the hotels, the stop overs and the landmarks and the ever present souvenirs.



1932 scratch built Ford
Custom Roadster sold for
\$84,700



1957 Chevrolet Bel Air Custom Convertible sold for \$88,000.



This fully customized 1956 Ford F-100 pickup is a no-expense-spared, frame-off build sold for \$82,500.

1937 Chevrolet Custom
2-Door Coupe sold for
\$42,350





One-off custom 1932 Chevrolet 5 window coupe. All-steel and built by the famous car builder Chuck Miller of Styline Customs who built the famous car called the Red Baron. This car sold for \$66,000.

One of 1,481 Buick GS455 hardtops this 1971 model sold for \$49,500.





Professionally built one-of-a-kind custom 1955 Chevrolet Cameo Pickup. Sold for \$132,000

1970 DODGE
CHALLENGER R/T.
Total nut and bolt
restoration with
documentation. Sold
for \$49,500





This beautiful custom show piece is truly a one-of-a-kind Hummer. The 1995 Hummer H1 Custom Open Top sold for \$38,900.



This 1965 Factory Five Racing Cobra re-creation was recently finished and was a no-expense spared build sold for \$40,700

This 1959 Cushman Truckster underwent a complete nut and bolt restoration in 2014. New base coat/clear coat paint, new oak show rails, new all leather seat and new wide white tires. Considered one of the Holy Grails for the Cushman collector. It sold for \$14,300.





A very rare 1953
Plymouth savoy 2 door
wagon. No-expense-
spared build. Sold for
\$52,800.



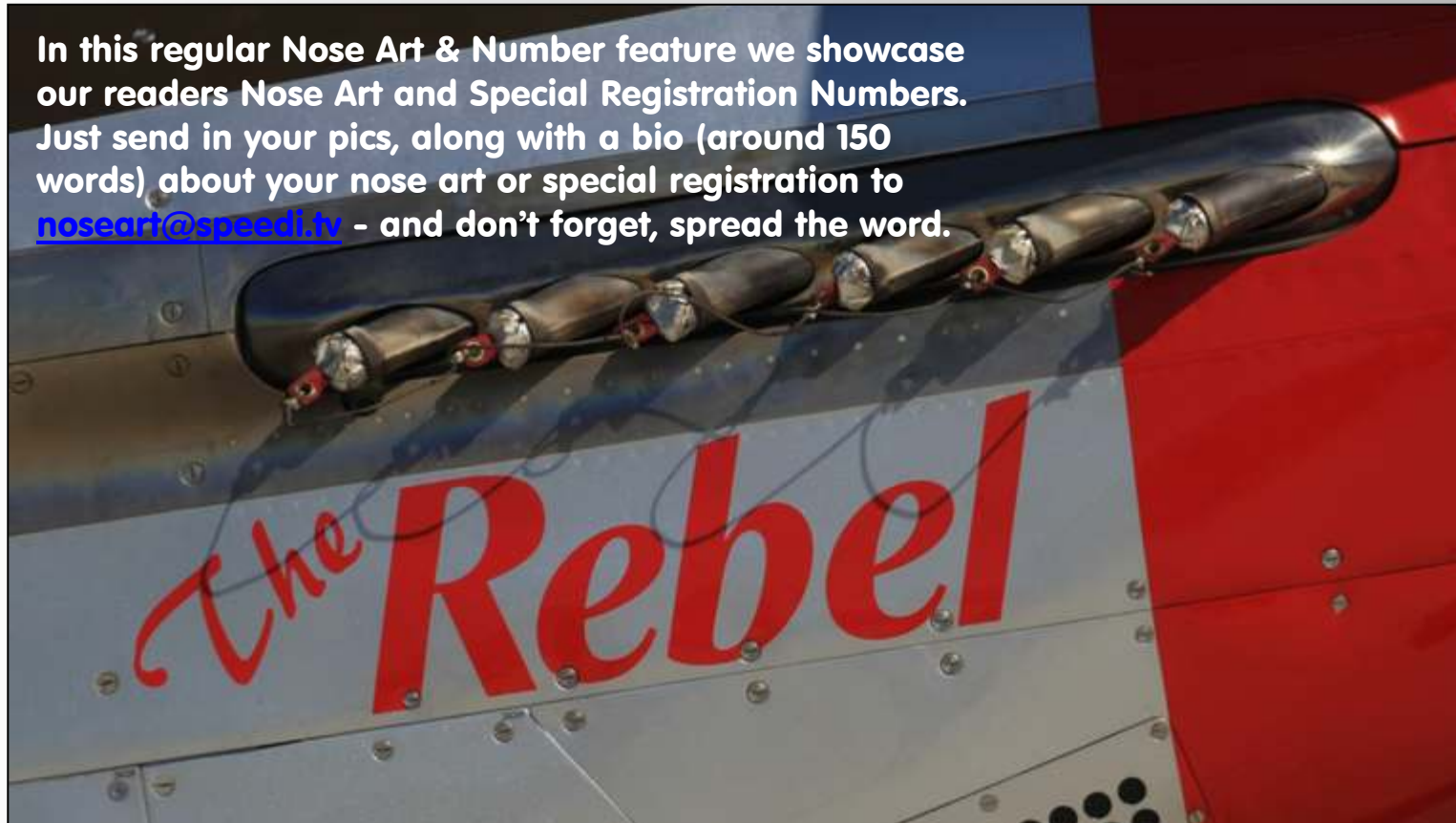
1990 Shelby CAN-AM Race Car. Except for the recently developed Shelby Series 1, this is the only car constructed from a blank sheet of paper by Carroll Shelby and his design team.

Not street legal, the engine is zero time since major overhaul in March 2013 and the car sold for \$37,400

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.



McLAREN 650S GT3 TO COMPETE AT GULF 12 HOUR AS FINAL STAGE OF DEVELOPMENT PROGRAM

Oct 6, 2014

* 650S GT3 to face its toughest test yet with 12 hour desert endurance test

* Global competitive debut of the latest GT model from Woking

* Dramatic 650S GT3 preview video – 'The Chase' – available to view and embed from the official McLaren Automotive YouTube channel -

<http://youtu.be/VFYQwsXq7vI>

The 650S GT3 will be unleashed in a competitive environment before the end of the 2014 season as the latest model from McLaren GT is confirmed to complete its development programme sign off with the ultimate test of endurance and performance at the Yas Marina Circuit in Abu Dhabi. The global competitive debut will take place at the 2014 Gulf 12 Hour race, 12-13 December, before the 650S GT3

joins customer teams from next season.

McLaren GT has used the 2014 season to develop the 650S GT3 before joining GT grids with customer teams around the world from the start of 2015. The race will be the final sign-off for the latest Woking-built model, and also be the most challenging to-date, with the race debut also being one of the most competitive events on the GT calendar. The grid attracts some of the biggest names in GT racing, and is the final headline event of the season with the 2014 event expected to feature around 30 cars in the GT3 category.

Andrew Kirkaldy, Managing Director McLaren GT, explained: 'The development programme of the 650S GT3 has been extensive already, with the team testing over thousands



of kilometres in various conditions. The Gulf 12 Hour will give us the opportunity to fully evaluate the 650S GT3 in a real life race environment, which presents a very different challenge. It will be the toughest test the 650S GT3 has faced so far – a real race situation with a highly competitive grid in high ambient temperatures.

'Any endurance race is a true test of a car, but we are pushing the boundaries with the 650S GT3. We have worked hard to enhance all areas of driver engagement, and optimised cooling with no adverse affects of performance. This has broadened the performance envelope to make the 650S GT3 more of a drivers' car, with its performance more easily accessible to all drivers on the growing GT grids we are now seeing around the world.'

Further details regarding the driver line-up for the 650S GT3 at the Gulf 12 Hour will be confirmed in the coming weeks



The New Jaguar XE - The Sports Saloon Redefined

01 October 2014

The Jaguar XE redefines the concept of the sports saloon and will be the driver's car in its class. Its lightweight construction, streamlined styling, luxurious interior and outstanding ride and handling are testament to company founder Sir William Lyons' vision: 'The car is the closest thing we will ever create to something that is alive'

The rear-drive XE is the only vehicle in its class to use an aluminium-intensive monocoque. This extremely robust yet light structure, together with double wishbone front suspension and an Integral Link rear axle, is fundamental to the XE's innovative benchmark vehicle dynamics.

Jaguar's world-leading expertise in aluminium structure engineering enables exceptional fuel consumption and emissions figures: with the new Ingenium diesel engines, the XE can achieve 75mpg and 99g/km CO2 - the most efficient Jaguar ever.

Powered by the supercharged 3.0-litre V6 petrol engine from the acclaimed Jaguar F-TYPE, the XE S is capable of 0-60mph in just 4.9 seconds.

"The XE's driving behaviour fully matches the promise of its seductive looks, and the emotional appeal is supported by state-of-the-art

approaches to efficiency, from aerodynamics to the advanced Ingenium engine family."

Kevin Stride, Vehicle Line Director, Jaguar XE

The aluminium-intensive Jaguar XE is the first model developed from Jaguar Land Rover's new modular vehicle architecture. The long 2,835mm wheelbase and low seating position enable perfect proportions and a streamlined profile.

The cabin offers outstanding levels of comfort and spaciousness.



Exquisite materials and finishes combined with Jaguar craftsmanship make this a class-beating interior that's unlike anything else in the segment. Jaguar's new InControl Touch infotainment system takes centre stage: its innovative 8-inch touchscreen brings fast, intuitive access to all features and functions - and iOS and Android smartphone apps.

The XE has some of the most advanced driver assistance systems available. All Surface Progress Control (ASPC), developed through decades of Jaguar Land Rover experience in off-road traction

systems, can electronically gain traction in seconds and is ideal for use on low-grip surfaces, such as snow-covered roads.

Laser projection technology enables the XE's head-up display (HUD) to generate sharp, high-contrast colour graphics (such as vehicle speed and navigation) from a module smaller and almost a third lighter than existing systems, retaining clarity even in direct sunlight.

A stereo camera is mounted behind the front windscreen to give the XE a 3D view of the road ahead: this highly accurate data is used for functions including autonomous emergency braking and a lane departure warning system.

The XE is the stiffest, most aerodynamic Jaguar saloon car ever built. It is also the first Jaguar to be equipped with electric power steering, tuned to provide exceptional responsiveness and feel but with lower energy consumption than hydraulic systems. The XE

also boasts the lowest cost of ownership and most environmentally sustainable credentials of all Jaguar models.

Manufacturing of the aluminium-intensive Jaguar XE occurs at Jaguar Land Rover's Solihull plant in an all-new facility. Part of a £1.5bn investment, this flexible, purpose-built site will create 1,700 UK jobs.

The XE now completes the Jaguar saloon car range, sitting below the XF and XJ model lines.



leading capability. The launch marks another significant milestone in Jaguar Land Rover's product

Virgin Voyage: Land Rover Celebrates Production of First New Discovery Sport

Halewood, UK - 17 October, 2014

First production car built in Halewood, UK, to be given to global partner Virgin Galactic to support operations base

* **The latest model in the Land Rover line-up has created 250 new manufacturing jobs following a £200m investment in the Halewood plant**

* **Land Rover recently announced Galactic Discovery competition to send four winners to space as part of partnership with Virgin Galactic**

The first production Discovery Sport has rolled off Land Rover's production line in Halewood, UK. The car will now make its way to Virgin Galactic's headquarters, to be used by the team as they continue to prepare for the launch of the world's first commercial spaceline.

The world's most versatile and capable premium compact SUV, the Discovery Sport, is the first of the new Discovery family. It features 5+2 seating in a footprint no larger than existing 5-seat premium SUVs, as well as Land Rover's class-

offensive which will see the company deliver 50 significant product actions over the next five years.

During a ceremony at Land Rover's Halewood plant, the first ever production vehicle was received by Stephen Attenborough, Commercial Director of Virgin Galactic, with whom Land Rover partnered with earlier this year. The vehicle will be used by the pioneering spaceflight company to support its operations in the UK, and is one of a number of vehicles Land Rover is providing as part of an ongoing global partnership between the British brands.

"It fills me with pride to have seen the first new Discovery Sport coming off the line here at our world-class Halewood production facility. We are now even more excited to hand the keys over to the crew at Virgin Galactic. The new car embodies Land Rover's spirit of Above and Beyond, so it's fitting that it will be used by a similarly pioneering company in Virgin Galactic," said Murray Dietsch, Director of Land Rover Programmes.

The Halewood plant, which is already home to the company's fastest selling model of all time - the Range Rover Evoque, has seen investment in the site more than double and workforce treble over

the last four years with 4,750 people now employed at the site.

The impact of Discovery Sport has also been positively felt within the UK supply chain where £3.5bn in contracts have been awarded to 55 suppliers.

Land Rover revealed the new Discovery Sport through an online film shot at Spaceport America in New Mexico, USA, last month. The launch of the car was paired with the announcement of Land Rover's Galactic Discovery competition, giving four friends the chance to win a once-in-a-lifetime trip to space with Virgin Galactic.

The Land Rover Galactic Discovery competition will run to 21st November.

Find out more at:

www.landrover.com/gotospace

LAND ROVER AND VIRGIN GALACTIC

Land Rover and Virgin Galactic announced a global partnership in April 2014 against the backdrop of SpaceShipTwo, the world's first commercial passenger-carrying spacecraft, and Land Rover's new Discovery Vision Concept vehicle. The partnership demonstrates a shared vision of pioneering spirit, technological innovation and sense of adventure, and illustrates a desire to push the boundaries of travel for the next generation.

Both brands see the huge potential to develop the partnership to inspire others and motivate more young people to pursue careers in the vitally important fields of science, technology, engineering and mathematics (STEM).

Cadillac to Introduce Advanced 'Intelligent and Connected' Vehicle Technologies on Select 2017 Models

Super Cruise and V2V technologies slated for production in about two years

September 7, 2014

DETROIT – Cadillac will begin offering advanced "intelligent and connected" vehicle technologies on certain 2017 model year vehicles, General Motors CEO Mary Barra said Sunday during her keynote address at the Intelligent Transport System (ITS) World Congress in Detroit.

In about two years, an all-new 2017 Cadillac vehicle will offer customers an advanced driver assist technology called Super Cruise and in the same timeframe the 2017 Cadillac CTS will be enabled with vehicle-to-vehicle (V2V) communication technology.

"A tide of innovation has invigorated the global auto industry,



and we are taking these giant leaps forward to remain a leader of new technology," Barra said. "We are not doing this for the sake of the technology itself. We're doing it because it's what customers around the world want. Through technology and innovation, we will make driving safer."

Super Cruise, the working name for GM's automated driving technology, will offer customers a new type of driving experience that

includes hands-off lane following, braking and speed control in certain highway driving conditions. The system is designed to increase the comfort of an attentive driver on

freeways, both in bumper-to-bumper traffic and on long road trips.

V2V communication technology could mitigate many traffic collisions and improve traffic congestion by sending and receiving basic safety information such as location, speed and direction of travel between vehicles that are approaching each other. It will warn drivers and can supplement active safety features, such as forward collision warning, already available on many production cars.

As the world becomes more congested and new populations need access to personal mobility, accidents continue to be a global concern. A recent National Highway Traffic Safety Administration study estimated that the economic and societal impact of motor vehicle crashes in the United States is more than \$870 billion per year.

"Advancing technology so that people can more safely live their lives is a responsibility we embrace," Barra said.



BMW at the Mondial de l'Automobile Paris 2014

Paris - October 2, 2014

German premium carmaker BMW is taking to the stage at the 2014 Paris Motor Show with the latest results of its ongoing model push, revealing even more ways to experience the brand's hallmark driving pleasure. Europe's most important car show of the year, which opens to the public from 4 – 19 October 2014, will host the world premieres of two new models: the BMW 2 Series Convertible and the new BMW X6. Also on display in the French capital are the new four-cylinder diesel engines for the BMW 5 Series, an exclusive special edition of the BMW 7 Series luxury Sedan, and innovations from BMW ConnectedDrive. Paris also provides the venue for the French premiere of the BMW 2 Series Active Tourer and groundbreaking BMW i8 plug-in hybrid sports car.

The new arrivals underline the expertise of BMW in the development of fresh new vehicle concepts and pioneering drive system technology, as well as its success in breaking into new segments. The BMW 2 Series Convertible and new BMW X6 are the successors to two trailblazing models: the world's first open-top model in the premium compact segment and the inaugural Sports Activity Coupe. Elsewhere in the BMW range, a new generation of four-cylinder diesel engines will see the BMW 518d and BMW 520d further increasing their lead in terms of efficiency at the premium end of the executive class. Representatives from the BMW Group's new engine

family also help to bring superior sporting ability and exemplary fuel economy and emissions to the BMW 2 Series Active Tourer. Combining BMW's customary driving pleasure with impressive interior functionality, this new model sees BMW opening up additional target groups in the premium compact segment.



World premiere: the BMW 2 Series Convertible.

Sporty, elegant lines, an ultra-intense open-top driving experience and dynamic ability outstripping that of its premium compact rivals are the standout characteristics of the BMW 2 Series Convertible, which will celebrate its world premiere at the 2014 Paris Motor Show. The BMW 2 Series Convertible takes driving pleasure into a new dimension for a drop-top model in this class. The four-seater is the successor to the BMW 1 Series Convertible and builds wholeheartedly on the strengths of

the most successful premium car in its class. Eye-catching, graceful design and a low waistline – which emphasises the car's "boat deck" character with the roof down – serve up a distinctive appearance and a refreshing brand of open-air driving pleasure. The electrically operated soft-top optimises acoustic comfort and can be opened or closed in 20

seconds when travelling at up to 50 km/h (31 mph). The impressive torsional stiffness of the body structure and further developed chassis technology deliver a noticeable increase in agility, while the new engine line-up combines enhanced sporting ability with outstanding efficiency.

The BMW 2 Series Convertible also offers innovative equipment features as well as increased space, comfort and functionality and a more premium character for the interior. The range of BMW ConnectedDrive features also includes an exclusive new addition:

the BMW 2 Series Convertible is the first model to offer the new-generation Navigation system Professional, which allows navigation data to be updated "over the air" via the embedded SIM card.



World premiere: the new BMW X6.

The new edition of the BMW X6 captures the imagination with its even more potent presence, the extroverted athleticism of its design, standout performance, luxurious interior design and innovative equipment features. Its standard equipment goes well beyond that of the previous model and includes bi-xenon headlights, 19-inch light-alloy wheels, automatic tailgate operation, the eight-speed Steptronic sport transmission, leather trim, two-zone climate control and the Driving Assistant package from BMW ConnectedDrive. The exclusive style of the Sports Activity Coupe can also be given even greater depth with the help of the M Sport package, Design Pure

Extravagance option and model-specific features from BMW Individual.

Three powerful and efficient engines with BMW TwinPower Turbo

technology will be available from the launch of the new BMW X6. All model variants come as standard with the BMW xDrive intelligent all-wheel-drive system. Customers looking to sharpen the dynamics or enhance the comfort of their X6 can also specify the optional Dynamic adaptive suspension package, Comfort adaptive suspension package or Professional adaptive suspension package with Dynamic Damper Control, air

suspension for the rear axle, Dynamic Performance Control and Dynamic Drive active roll stabilisation.

Also Announced:

New generation of engines for the BMW 5 Series, new efficiency benchmark at the premium end of the executive class. With the introduction of a new generation of four-cylinder diesel engines, the BMW 5 Series Sedan and BMW 5 Series Touring are set to further extend their lead in terms of efficiency at the premium end of the executive class. The new 2.0-litre units with BMW TwinPower Turbo technology boost the output of both the new BMW 518d and the new BMW 520d by an extra 5 kW. At the same time, fuel consumption and CO2 emissions in the EU test cycle fell by up to 0.4 litres per 100 kilometres / 10 grams per kilometre. For example, the new BMW 520d Sedan with optional eight-speed Steptronic transmission burns just 4.5–4.1 litres of fuel per 100 kilometres [62.8–68.9 mpg imp] (CO2 emissions: 119–109 g/km; depending on the tyre format fitted).



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/>

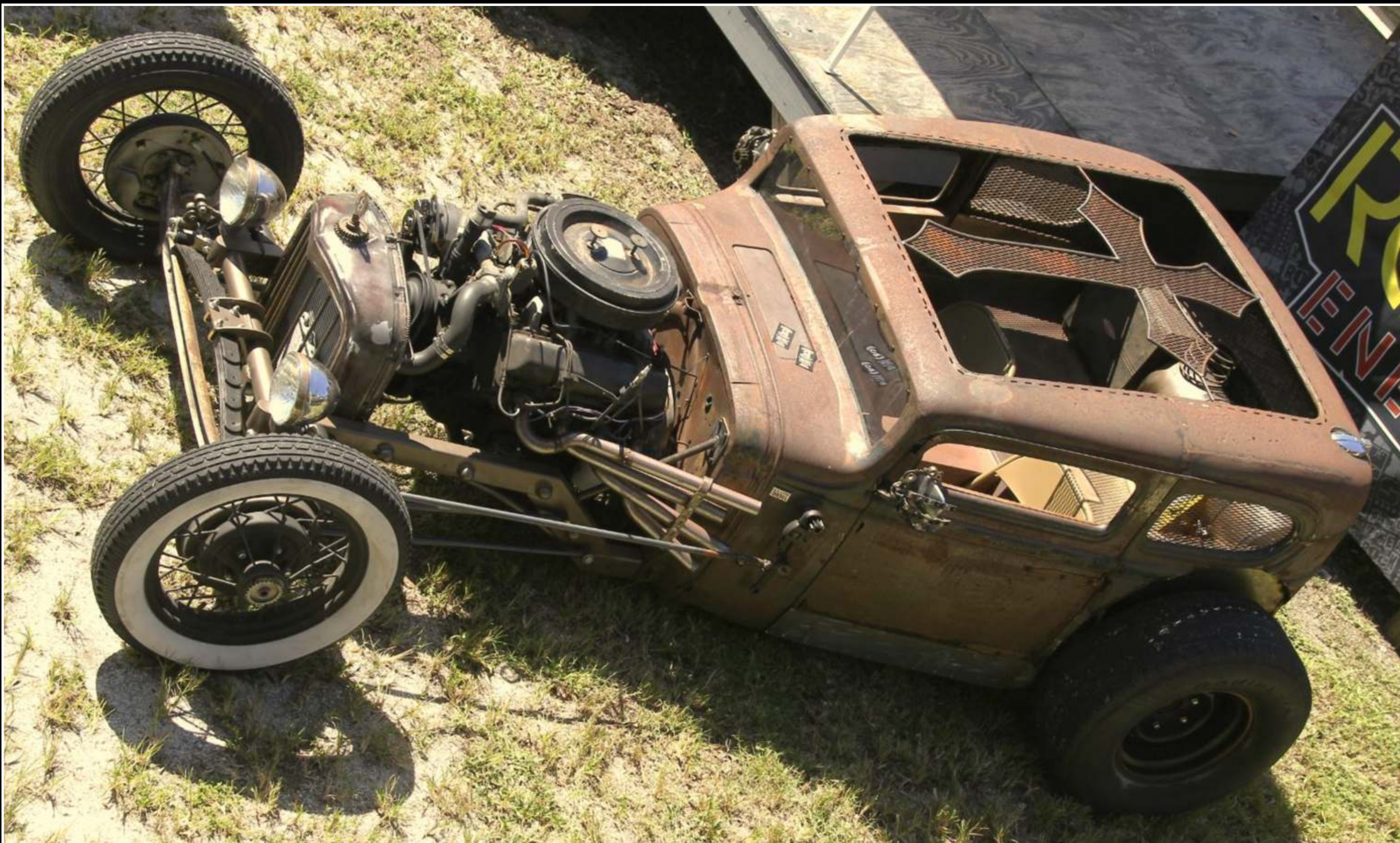
This Month: The Gasket Goons show from the Iron Horse Saloon, Ormond Beach, Fla.

All photos for this feature: Gary Rosier









































Photos for this feature: Gary Rosier

IT'S THE PLACE for riders and motorcycle enthusiasts to get the lowdown on everything happening in the Daytona Beach area! We cover Daytona Beach Bike Week, Biketoberfest® and all the activities and events for riders. The Daytona Beach area is biker-heaven year round with a great climate for riding, many businesses that cater to

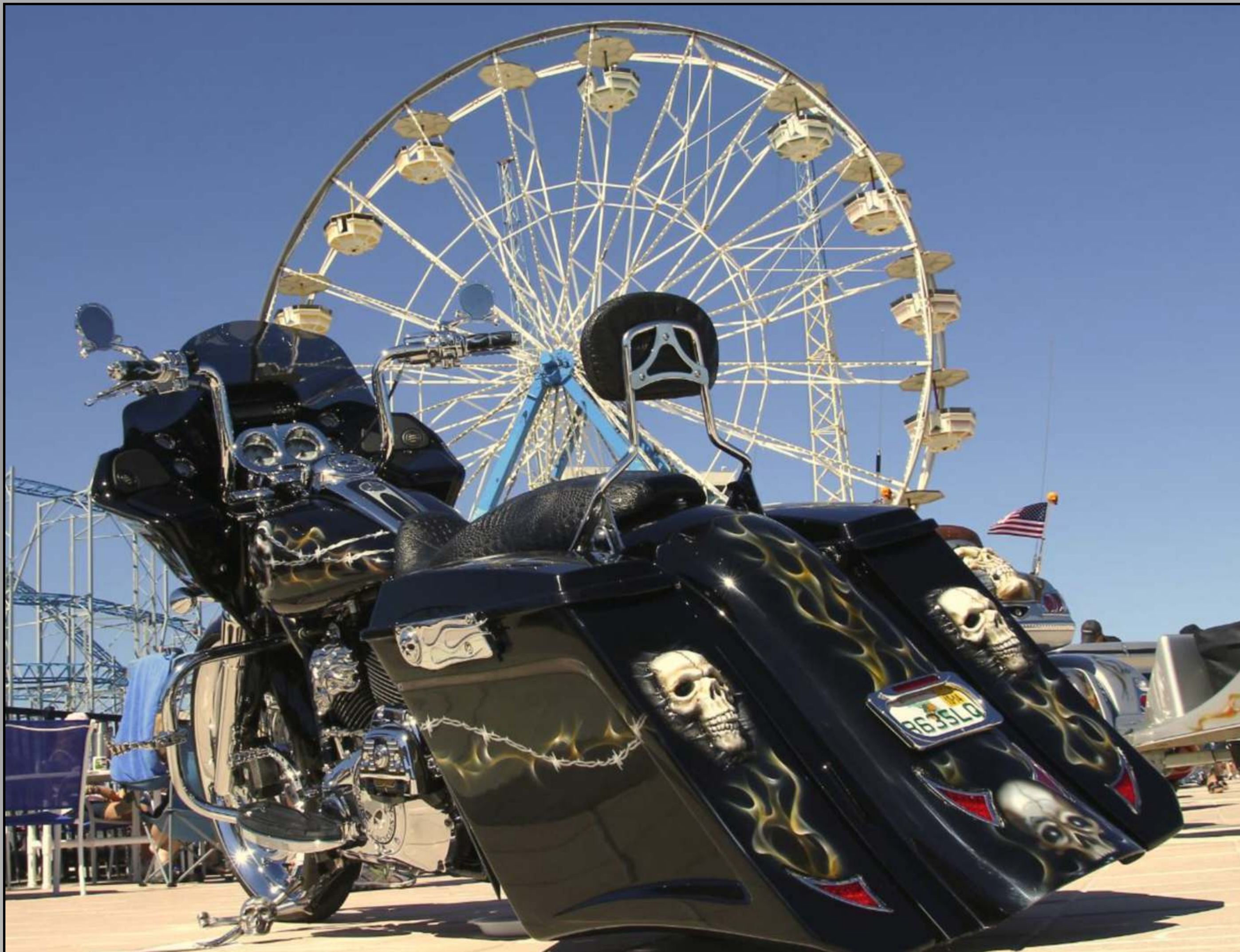
bikers and great entertainment 24-7. The first Daytona Bike Week was January 24, 1937 – the inaugural running of the Daytona 200. The first race took place on the sand just south of The World's Most Famous Beach on a 3.2 mile road course. Ed Kretz of Monterey Park, CA was its first winner, riding an American made Indian Motorcycle averaging 73

miles an hour. A tradition was established and the rest is history. Now, a 10-day festival, the event has spread from Main Street into other areas around Volusia County. The Motorcycle Industry and hundreds of thousands of motorcycle enthusiasts gather here in March as well as October for the Fall Classic Biketoberfest.



























































Until Next Year...



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