

# Speedi

Wings & Wheels

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April / May 2020

Issue No: 49

**SUN 'N FUN  
CANCELED !**

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**167 PAGES OF ACTION**

News

Events

Features

Show Reports

Reviews



**FREE!  
Online  
Magazine**

**THIS MONTH: Bike Week Lakeland Autofest Seaplane City and Much More**

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## NASA Image of the Day

The Soyuz MS-16 lifts off from Site 31 at the Baikonur Cosmodrome in Kazakhstan on Thursday, April 9, 2020, sending Expedition 63 crewmembers Chris Cassidy of NASA and Anatoly Ivanishin and Ivan Vagner of Roscosmos into orbit for a six-hour flight to the International Space Station and the start of a six-and-a-half month mission.

Image Credit: NASA/GCTC/Andrey Shelepin

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



## Editorial

Welcome to the June / July 2015 issue of *Speedi Wings & Wheels*.

Take a look at our 'Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December.

In this issue we are featuring a look back at the Planes of Fame Air Show - Plus much more . . .

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

Blue Sky's and Safe Flying.

*The Speedi Team*

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

Toulouse - Airbus continues to purchase and supply millions of face masks from China, the large majority of which will be donated to governments of the Airbus home countries, namely France, Germany, Spain and the UK.

An Airbus flight test crew has just completed its latest mission with an A350-1000 test aircraft. This is the third of such missions between Europe and China. The aircraft returned to France with a cargo of 4 million face masks on Sunday, 5 April.



# 7 *Lakeland Autofest - 45 pages*



## 63 *Seaplane City*



**7 Lakeland Autofest:** With Sun 'n Fun being canceled we've replaced our planned feature from Lakeland, Florida with a look at the Lakeland Autofest - a recent event at Lakeland Linder airport. Gary Rosier was there for the fun . . .

**63 Seaplane City:** Seaplane fun on Lake Dora at Seaplane City - Tavares in Florida where planes, trains and cars meet together for 'fun in the sun'. Gary Rosier flew there from Spruce Creek Fly-in in a Searay amphibion . . .

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## American Airlines - Caring for the UK's National Health heroes

4/20/2020

At American Airlines, they say their purpose is to care for people on life's journey. It may seem simple, but that purpose is critical as health care heroes around the world face the coronavirus (COVID-19) pandemic.

At London Heathrow Airport (LHR), Facilities Crew Chief Dean Summers, Supply Services Supervisor Angela McManus and Senior Maintenance Manager Matthew Payne swung into action to help the United Kingdom's National Health Service (NHS).

The LHR maintenance team was due to work on a project some time ago that required a unique type of protective bodysuit. However, the

project was postponed and the bodysuit - which were not cost effective to return - would have otherwise gone unused at LHR.

Due to the increased demand placed on the NHS, supplies are running low. Dean, Angela, Matthew and American were able to provide 100 of these bodysuits to the NHS hospital where Dean's wife, Sheryl Summers, is a nurse.

"We are living through extraordinary times and the situation is always evolving," Angela said. "It's important that we do our bit to protect lives as much as we can."

Sheryl and her colleagues are on the frontline, taking care of the most critically-ill COVID-19 patients. This means there is a risk of being exposed to the virus each day.

"We had this surplus protective equipment from a previous project

and donating them to the frontline NHS staff was an incredible honor," Matthew said.

"Knowing American's donation will help Sheryl's team to feel safe and secure while performing their life-saving work shows how we're pulling together to care for people on life's journey," Dean said.

"From all the NHS Community Nursing team, we would like to thank all at American Airlines for your kindness and generous donation of overalls," Sheryl said. "We are now able to better protect ourselves against COVID-19. We thank you from the bottom of our hearts."

American's team at London Heathrow Airport coordinated the donation of 100 bodysuits to the UK's National Health Service.



## American Airlines - Shields to protect lives

4/24/2020

As the world continues to battle the coronavirus (COVID-19) pandemic, team members at American's Base Maintenance facility in Tulsa, Oklahoma (Tech Ops - Tulsa) have deployed their talents to produce much-needed personal protective equipment.

Team members from the Plastics Shop at Tech Ops - Tulsa, along with volunteers from the Composite Shop and other maintenance teams, are creating face shields at the Composite Repair Center, which is part of the world's largest commercial aviation maintenance facility.

"It's good to be able to contribute to the wellbeing of the country," said Paul Long, an Aviation Maintenance Technician helping to create the face shields.

True to their efficient nature, Paul and his colleagues found ways to streamline production and increase output once they began making the face shields. Today, the team can produce a face shield in two minutes when all the necessary supplies are available.

The effort began during a call with the White House Office of Public Liaison, which connected American



with Stop the Spread, a coalition of CEOs and business leaders working to help support the government's response to COVID-19. Stop the Spread paired American with Adaptive Energy, an Ann Arbor, Michigan-based company with expertise in designing and manufacturing advanced scientific products. Adaptive Energy provided

schematics as the team built the first face shield prototypes.

"American is committed to caring for our team members, customers and the communities we serve in the midst of the COVID-19 pandemic," said Erik Olund, Managing Director of Base Maintenance. "We're proud to partner with Stop the Spread and support our team and other heroes on the frontlines of this crisis."

The Tech Ops - Tulsa team produces approximately 200 face shields in a day, as supplies allow. The face shields will be used by team members performing tasks like temperature checks, and additional shields will be donated to medical facilities in need.





**Delta Flight Products to manufacture personal protective equipment to help healthcare workers**

April 2, 2020

Working with a nonprofit affiliate of Georgia Tech, Delta Flight Products is delivering an initial order of 2,000 face shields to New York and an additional 4,000 to Atlanta.

Delta Flight Products, the airline’s wholly owned subsidiary, is collaborating with Global Center for Medical Innovation (GCMI), a non-profit affiliate of the Georgia Institute of Technology, to manufacture face shields to protect hospital workers during the COVID-19 pandemic.

Using materials and designs provided by GCMI, Delta Flight Products is leveraging its best-in-class manufacturing facilities to quickly deliver an initial order of 2,000 shields to aid workers in New York by Friday, and an additional 4,000 for Atlanta-area hospitals in the following days.

“Our entire team is rallying around this effort - it’s a meaningful way we can show our support for the health care workers working around the clock to protect us,” said Rick Salanitri, President of Delta Flight Products. “Georgia Tech and GCMI have been an incredible partner and we are proud to help carry out the vision of so many leading medical innovators to supply desperately needed personal protective equipment.”



Face shields are essential in extending the use life of the dwindling N95 mask inventory, while protecting healthcare professionals from contamination. Each consists of a clear barrier meant to cover the user’s face, reducing the potential for any virus contacting the user’s eyes and respiratory mask.

**The Collaboration**

Delta Flight Products is serving as an initial manufacturing site to test GCMI’s design and prescribed fabrication process, and is exploring expanding its face shield production beyond the initial order in the coming weeks.

The collaboration builds on the recently announced initiative

between GCMI; Dr. Joanna Newton, Pediatric Hematologist/Oncologist, Aflac Center and Blood Disorders Center of Children’s Healthcare of Atlanta, and Assistant Professor of Pediatrics, Emory University School of Medicine; Children’s Healthcare of Atlanta Pediatric Technology Center; and a team of scientists and researchers at Georgia Institute of Technology and its Invention Studio, aimed at addressing the severe shortage of personal protective equipment available to health workers during the pandemic.

**Airline cabin crew to join NHS nightingale carers**

30 March, 2020 - London

The NHS has enlisted easyJet and Virgin Atlantic to work alongside NHS clinicians at new Nightingale hospitals as part of the fight against coronavirus.

The airlines are asking staff who have not been working since the COVID-19 pandemic grounded some planes to consider helping the thousands of doctors, nurses and other medics at the new hospitals being built across the country.

EasyJet has already written to all 9,000 of its UK based staff, which includes 4,000 cabin crew who are trained in CPR, while Virgin Atlantic will write to approximately 4,000 of their employees from Monday (30 March), prioritising those with the required skills and training.

Those who sign up will perform support roles, under the close instruction of nurses and senior clinicians on the wards at the NHS Nightingale Hospitals across the country.

The NHS has confirmed that the new hospitals are being built in London, Birmingham and Manchester and other sites are being considered should the need arise.

Support workers will work alongside experienced clinicians, changing beds, doing other non-clinical tasks and helping doctors and nurses working on the wards.

Ruth May, chief nursing officer for England, said: “Nurses, doctors and other vital health and social care staff are working day and night to provide the best possible care to patients as the NHS continues to fight this global health pandemic.

“The NHS is mobilising like never before, but the scale of this

challenge has not been seen in peacetime so we need all the support we can get.

“Thousands of nurses, medics and other expert staff are returning to work alongside us, but we need everyone to do their bit – whether that is working in one of our current health or social care services, working in the Nightingale Hospital, volunteering to help the NHS or following government advice to stay at home, protect the NHS and save lives.”

St John Ambulance are supplying hundreds of volunteers to help staff the first Nightingale hospital at the ExCeL centre in London.

Many airline staff are first aid trained or hold other clinical qualifications as well as being security cleared, while NHS clinicians will oversee their work – with expert training provided to all new recruits when they sign-up.





Sun 'n Fun, Florida's annual aviation event takes place at Lakeland, west of Orlando. This year thanks to Covid-19 the event was canceled. We had been due to report on the event, as we do each year, so this left a large 'hole' in our magazine.

Fortunately, Gary Rosier who normally covers Sun 'n Fun for us had visited Lakeland a few weeks earlier for Carlisle auctions Winter Autofest. So have fun viewing his coverage - there's even a photo of a plane!

**SUN 'N FUN  
CANCELED !**





 WINTER AUTOFEST  
**LAKELAND**  
POWERED BY **CARLISLE**  
**FEBRUARY 21-23, 2020**  
SUN 'N FUN EXPO CAMPUS, LAKELAND, FL  
CarlisleEvents.com

**MEDIA**

028

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**1969 CHEVROLET CAMARO SS**  
**REAL SS CAMARO**

- Real SS (SS) car
- Big Block
- Custom silver with black interior
- Original manual transmission
- Bucket seats with console
- Sport wheel
- Real white wall tires
- Body lines









































































# SPEEDI'S BLOG

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

It's an unprecedented time for the world, and aviation in particular, right now. Our thoughts and prayers go out to those who have been affected by the Covid-19 virus.

Never in history have there been so many airplanes parked around the world. Whilst it's great for pollution the effect on the global economy is devastating which in turn may cause more problems than it solves.

In my own case, my airplane is grounded in the USA and I'm at home in the UK. I do not know when I'll be able to travel back to Florida to 'exercise' the plane and deal with the myriad of tasks which come from owning a second home.

Then there's all my friends and contacts in the USA, some of whom are vitally important in bringing you our Speedi

Wings & Wheels magazine. Sun 'n Fun was canceled. The EAA Air Academy camps at Oshkosh have also been canceled. EAA AirVenture itself may be affected and a decision on this will be made shortly.

Clearly all this will affect future coverage of events for the magazine and this may be the last issue for a while where we have a significant number of pages.

On page 53 of this issue there's a tribute to a good friend and fellow Spruce Creek resident, and NHRA legend & honoree Jack Ditmars.



The photo above, from 1960, shows Jack in his younger 'racing' years. Here's a link to a recent

NHRA tribute to Jack - [Click here](#)

My only connection to Jack has been through flying when he moved from Chicago to Spruce Creek Fly-in, near Daytona Beach, Florida. Indeed I had no idea he was such a famous drag racing star. To me he was just a good friend and fellow pilot.

For some reason he just took a shine to my wife and I. Perhaps he was intrigued by my own flight exploits. He made me a special name badge for my flight suit including a mention of my wife, Belinda, who he fondly named 'Lady B'.

In turn I introduced him to formation flying, which I have been heavily involved in during my 20 years at Spruce Creek. Jack and I both had planes which are not ideally suited to formation flying, but which can, with detailed forethought, be flown safely in formation. Not aerobatic high >>

>> performance formations, but nevertheless still tight and respectable formation flying.

Jack would often fly with me in my airplane, 'Goofy', flying out to breakfast as part of the Spruce Creek Gaggles Flight - like in the photo below flying over the Space Centre runway with the Space Shuttle in the background:



Jack would often surprise me with photos he'd taken during the flight, like the one below:



But it was Jack's Aerostar patriotically painted N111CK which was his love in the aviation world.



It was in this airplane that Jack flew his formation flights. Myself and a number of other pilots, including a former USAF F-16 formation instructor, honed Jack's skill. He was a natural!

We named any flight in which Jack flew as 'Racer Flight' as a tribute to Jack's legendary racing career.

The photo below shows Jack flying his Aerostar in trail behind another Aerostar as 'Racer 2'.



Here's a link to this particular flight: [Click](#)

Sometimes we'd get some of the SX 300's at Spruce Creek to fly with Jack in the lead. There's a sequence in this video - [click](#) - showing Jack leading 3 SX 300's.

Jack arrived at Spruce Creek Fly-in in 2013, along with his wife, Monika (Mo). They both adapted well to a life in the sun, particularly as Jack was able to enjoy his passion for flying.

Despite health issues, Jack had a kidney transplant and heart problems, he was determined to keep flying and made huge efforts each year to maintain his flight medical.

Sadly over the last few months of his life these health issues took hold. So much so that in December 2019, when I took Jack flying for the last time, he had great difficulty walking. He was a true Gentleman. RIP 'Racer' Jack . . .





**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](#)

Here's a link to Spruce Creek Airport (7FL6) web page - click [here](#)

**AIRPORT SAFETY VIDEO** - The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click [here](#)

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

FAX ..... 386/761-7808 AFTER 1700 ..... 386/756-6125 (Security)

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

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

FSS St. Petersburg ..... 122.2 MHz

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

INSTR APCH (Rwy 06) ..... GPS (Private, Residence Only)

Runways: ..... 06 / 24 - 4000 ft x 150 ft

CTAF ..... 122.725 MHz (pilot actuated lights 3-5-7 clicks)

AWOS ..... 121.725 MHz

FUEL ..... 100LL & JET A (self serve and truck delivery)

FUEL ..... 386 257-7791 (on field) or 129.925 MHz (forward request to Spruce Creek)

Airport Manager - Jim Stone ... 386 275-1894





IN OUR 'News from the Barn' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech) meets at Keith

Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar which has the

special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads "Caution - Children And Adults At Play".



**RIP**

## **Jack (Racer Flight) Ditmars**

Sadly, NHRA drag racing legend & Honoree, and Spruce Creek resident, Jack Ditmars passed away on March 31, 2020.

In this issue of *News from the Barn* we are featuring a presentation created to celebrate Jack's 80<sup>th</sup> birthday in February 2019.

Jack was a person who could charm anyone - he will be sadly missed, particularly by the Spruce Creek Gaggle Flight of which he was a member. A number of pilots got together a few years ago to introduce Jack to formation flying in his beloved Aerostar. Despite the large size of his airplane he was a 'natural' formation pilot.

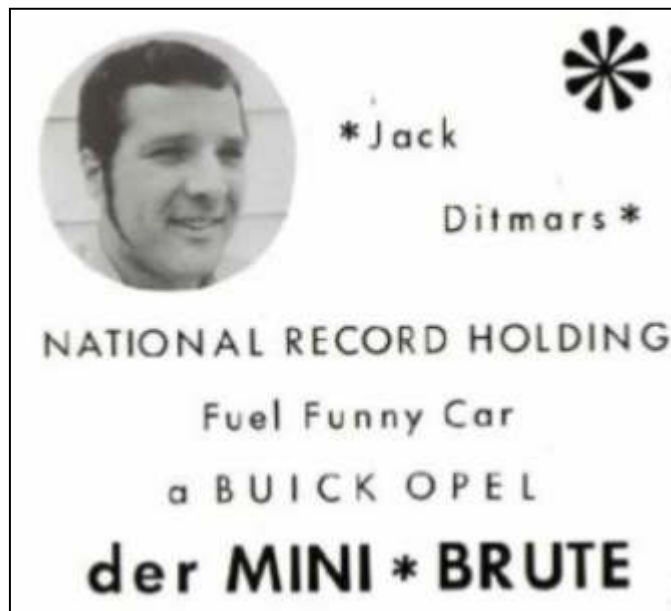
His last flight in a formation was riding with Steve Wood, our North America Editor, in his GlaStar on December 7, 2019 . . .







Spruce Creek resident *Jack Ditmars* celebrated his 80<sup>th</sup> birthday at the Big Tree on Friday February 23, 2018.



Jack is a NHRA legend and inducted Honoree. He's been living, along with his wife Monika, at Spruce Creek for the past 5 years - ever since they retired from their body shop business in Chicago.

Jack is well known for flying his patriotically painted Aerostar, N111CK, in formation. The photo right shows Jack landing (in a typically Jack Ditmars manner) back at Spruce Creek after a formation sortee . . .

In this tribute feature we are outlining some of Jack's drag racing past . . .

Here's an article written about Jack's drag racing history:

"At the World Series of Drag Racing, held at Lawrenceville Airport in Illinois Jack Ditmars witnessed the sport's first 150-mph run, the 151.07 top-speed charge of the Lloyd & Scott Bustle Bomb. That enticed him to try the sport himself, and when he graduated from high school in 1956, he had a D/G '49 Ford ready to race. "It wasn't much because it was just too heavy, and because of family stuff, I didn't debut it in my home state of Illinois," recalled Ditmars. "My father and mother were divorced, and I went with my mother when she relocated from Chicago to Dearborn, Mich. She was all for my getting involved in legal drag racing and even used some acquaintances to get me into the Down River Modifieds hot rod club in Dearborn. I did my first racing at local tracks there."

A year later, Ditmars and his mother returned to Chicago, and he got a job with a local body shop. Ditmars had begun working in body shops when he



was in high school and was good enough to be earning a strong \$30 a week. Ditmars began to meet drag racers, the first being Mike Spizzeri, who ran a C/A called the Purple People Eater. Spizzeri and Ditmars took the car to the 1957 NHRA Nationals in Oklahoma City and got beat early. Two years later, Ditmars decided he wanted his own car and built his first Lil' Screamer '34 Ford altered. He ran the car from 1960 through mid-1961 with modest success at racetracks in Gary, Ind.; Union Grove, Wis.; and Oswego, Ill.; until a garage fire resulted in the car being burned to the ground.

"I again was working at a body shop at the time painting cars, and I had gotten to know a guy named Herb Moller," he said. "Little did I realize that Herb would become a lifelong friend and that he would be racing with me from 1962 until I quit in 1973. "I wanted another Lil' Screamer, and He, I, George Little, and a number of other guys used to come to the body shop and work on the new '34 Ford altered. The car was finished in late 1963, and the thing started to really run early the next year."

It didn't take long for Ditmars' wild wheelstanding '34 Ford to become one of the country's most recognized altered. It was capable of incredible wheels-up launches and was one of the top B/Altered in the sport.

According to Ditmars, the Lil' Screamer II won the B/A class at the 1964, 1965, and 1967 U.S. Nationals. The 1965 Indy win was especially impressive because Ditmars outlasted 45 other entrants. In the final, he beat one of many factory

cars participating, Dick Brannan's Ford. Ditmars also won B/A at the 1965 and 1966 Winternationals and was a regular at all four of the NHRA national events each year from 1964 through 1967."

The photos below shows Jack's *Lil' Screamer II* back in the late 1960's.







Here's a link to a You Tube video showing *Lil' Screamer II* (and other cars) in action. Click [here](#) or the photo above.

Continued from previous page: "At the end of 1967, I sold the Lil' Screamer to get some money to build a new 1968 Buick Opel altered, which was known as the Mini Brute," he said. "This car was a 100-inch, full-on pro race car built by John Buttera and Dennis Rollain at R&B Chassis. I worked for Bauer Buick at the time, and they sponsored it. It won even more than the Ford Altered. "Ditmars, who still painted cars, won the Best Appearing Car and Crew awards at the car's national event debut, the NHRA Springnationals in Englishtown. In addition, he won the AA/FA class title with it and beat "Fast Eddie" Schartman's Comet in round one before losing to "Ohio George" Montgomery's AA/GS Mustang during Super Eliminator eliminations.

Jack raced this car until the end of his career. With it, he won the Comp title at the Winternationals in 1970, a year when he also was awarded the Car Craft Magazine Comp Driver of the Year award. He also took runner-up honors at that year's Gatornationals and Springnationals.



In addition to competing on the NHRA trail, Ditmars was a regular on the UDRA Midwest Injected Funny Car circuit with the Opel. It was not unusual for the group to book as many as 50 to 60 dates each from 1968 through 1972. Ditmars won a number of these races. In late 1972, Ditmars put Moller behind the wheel of the Opel so he could drive a new 109-inch rear-engine injected Chevy Vega Funny Car. The car was a wild handler, and though Ditmars squeezed a best of 7.40, 191 out of it, he crashed it at Indianapolis Raceway Park about three weeks before the 1972 U.S. Nationals.

Ditmars got back in the seat of the Opel and finished a contracted schedule of dates through early 1973, then retired."

The two photos above right right show Jack's *Boss Brute* . . .

But drag racing was a long time ago and Jack's passion, and has been ever since he stopped racing, is flying. He started with a Cessna C182 and progressed to his present plane - an Aerostar. Typical of Jack this is no ordinary Aerostar - photo page 67.

Jack got his pilot's license at the end of 1973 after retiring from racing and



has been flying ever since. He also opened his first body shop in 1973, when he met his current wife, Monika (Mo),

A single body shop turned into several shops, until it eventually became a 20,000-square-foot facility in Tinley Park, Ill., called Phase 1 Coach Works. Jack sold that business in April 2012 before moving to Spruce Creek.







**Lil Screamer II**





**Der Mini Brute**





## BOSS BRUTE





# BOSS BRUTE

Here's a great pic of Jack Ditmars' seldom-seen rear-engine Funny Car, a stretched Vega with an injected powerplant. Here's what Jack had to say some years ago about his *Boss Brute* which, like the Mini Brute, was built by the late Dennis Rollain at R&B Race Cars in late 1971 and debuted in early 1972. Power came from a big-block Chevy (512 cid) with Crower injectors and was transferred to the ground through a Crower glide slipper clutch, M&M Clutchlite trans through a Greek coupler to a Strange Engineering Dana rear end with a spool. Lifelong friend Herb Moller was his crewmember.

"We ran both cars at our Injected Funny Car Circuit events till I wadded [the Boss Brute] up at Indy just before the

Nationals," he said. "The car was faster than the Mini Brute, but not always; best times were 7.40 e.t. and 191 mph. We were just getting a handle on it when I crashed it at Indy. I believe we could have got 200 [mph] out of it if it didn't kill me first. The very day I crashed it, when I got this car home, I cut up the body and later sold the chassis to a guy who made an Alcohol Dragster out of it. I miss the Opel and the Lil Screamer but NOT the Boss Brute."

With a wheelbase of 109 inches, the car was a spooky handler.

"Like all the rear-engine cars, if anything went wrong that affected traction, you were in for the ride of your life. In my case, it was a valve-cover gasket that blew out and oiled one tire. Because of

the driver's vantage point, you were the last to know. The car sat only 46 inches off the ground to the top of the roof panel, kinda like a Dart and really low to the ground. This was not my finest hour, but only one other existed at the time, so tracks would go out of their way to get it there and paid a bit extra, too. Twice I lost it on the smoky burnout and did a 360 both times; the crowd loved it, but I was out of control. Talking to 'Big' [Don Garlits] about it, he said, 'If it's not 250 inches in wheelbase, don't drive it.' Good advice."

Driving the car at night was especially challenging, but Ditmars had a solution for that, too.

"Look closely at the front of the car, and you can see a dowel rod right in the

middle of the car coming out of the grille area," he said. "This was a blue plastic rod that lit up at night and the only way this car could be driven; pretty scary in hindsight. All in all was a great car that ended poorly."







Jack flying his beloved Aerostar in a Spot Landing Contest at Spruce Creek





Photos this page:

Above: Jack flying as no. 2 in a flight of an RV-8 and 2 Aerostars

Top right: Racer Flight of 2 - Jack as No. 2 with Dinjer Shefki in his Aerostar as Lead

Bottom right: Jack as *Racer Jack - The Ripper* - in a Gaggle Flight skit





Jack with his wife, Mo

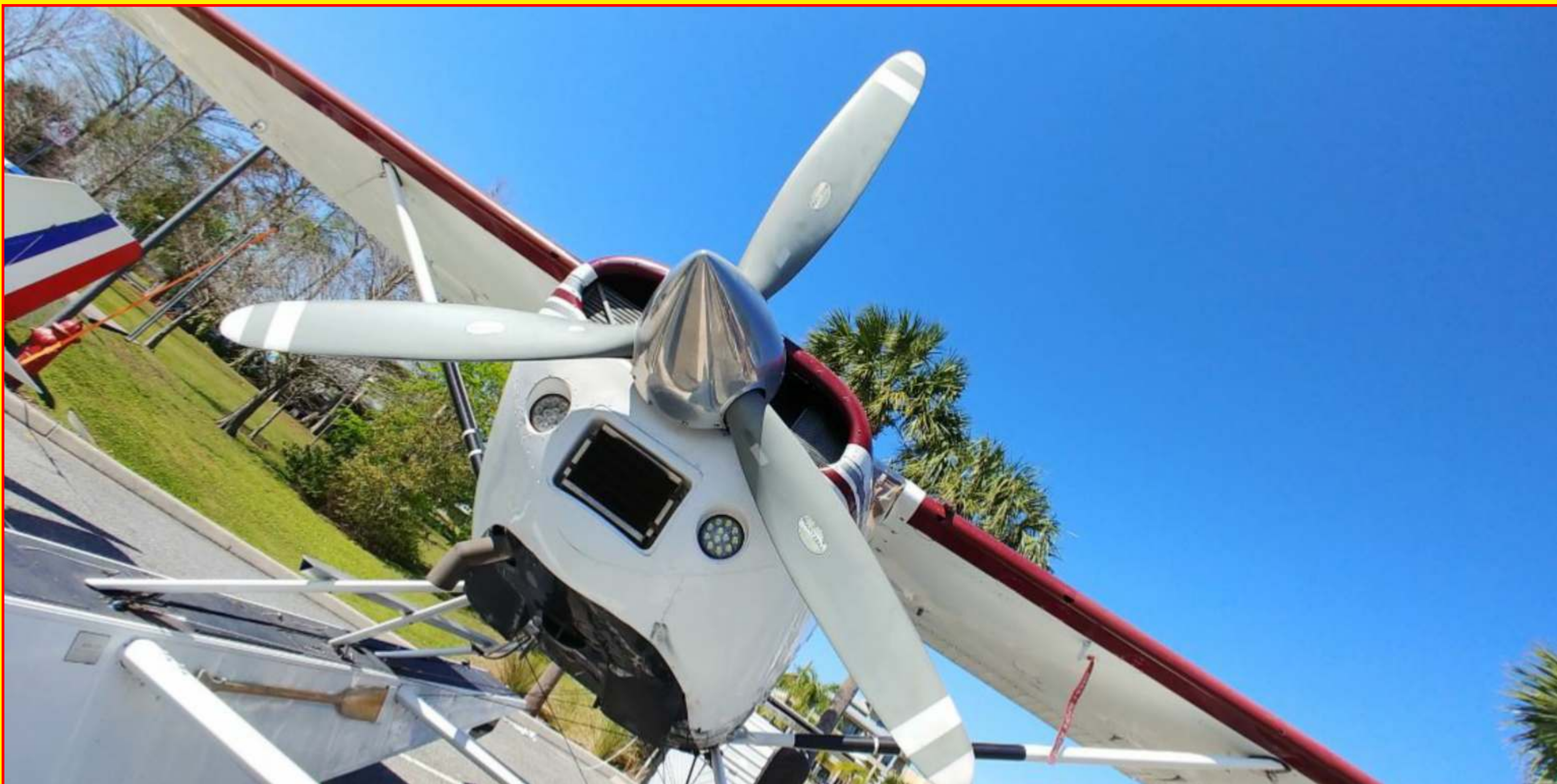


Jack with his 'Racer 3' golf cart - no windshield for extra speed!

















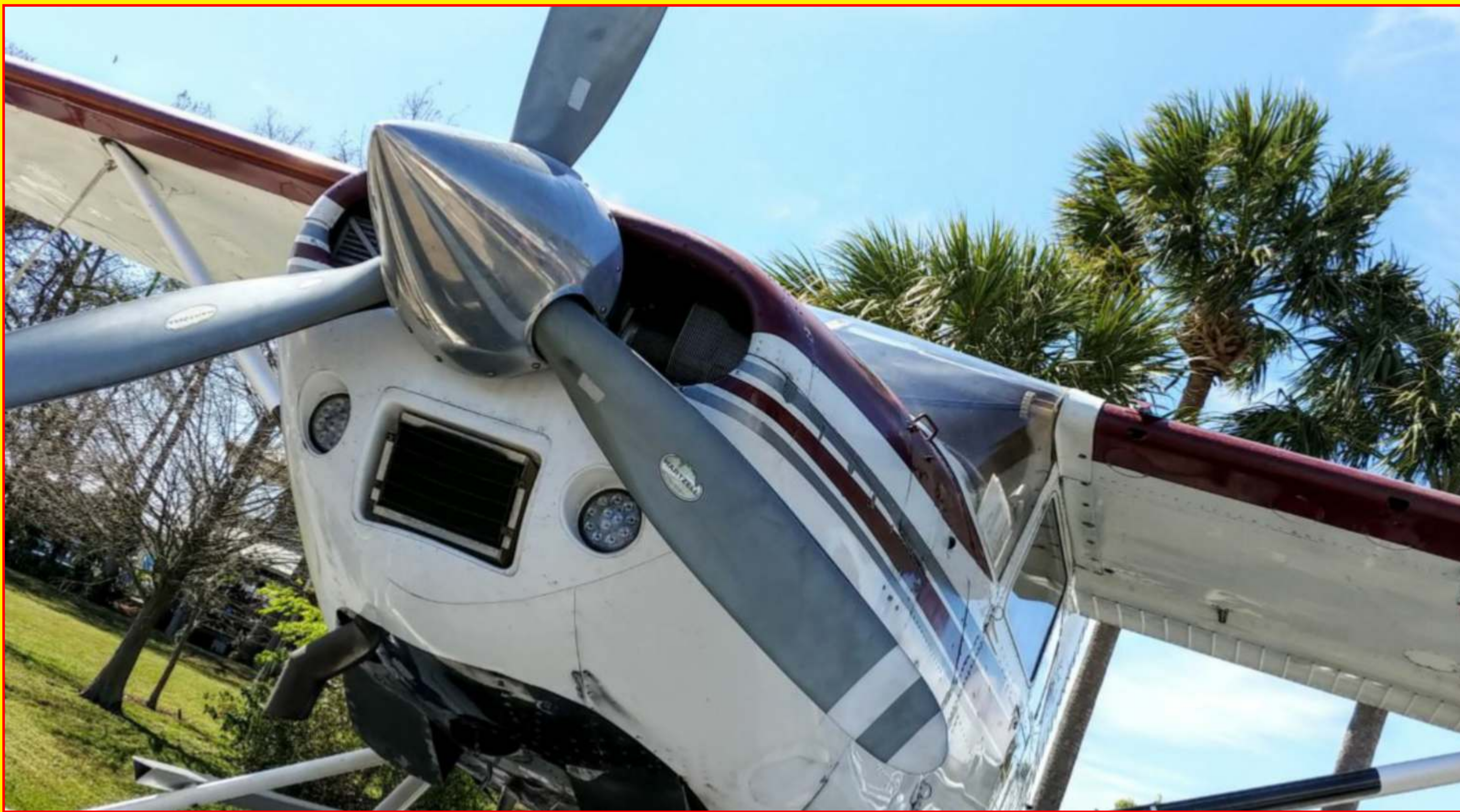


















































































## Mercedes F1 Team Produces Life Saving CPAP Machines

The UCL-Ventura breathing aid, a Continuous Positive Airway Pressure (CPAP) device, helps Covid-19 patients with lung infections to breathe more easily, when an oxygen mask alone is insufficient.

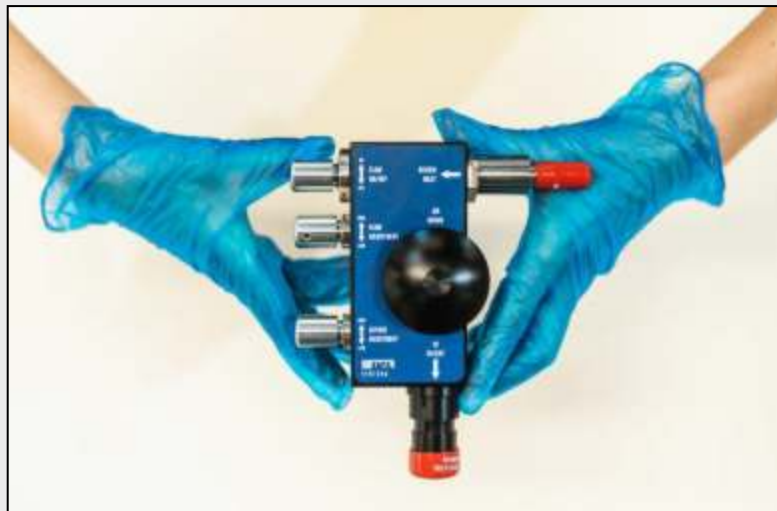
CPAP devices are in short supply in UK hospitals, so engineers at UCL and Mercedes-AMG HPP worked round-the-clock to reverse engineer a device that could be manufactured rapidly by the thousands.

The breathing aid was produced within a rapid timeframe – it took fewer than 100 hours from the initial meeting to production of the first device. Mark II of the device, which has reduced oxygen consumption by up to 70% compared to the Mark I model, received MHRA regulatory approval last week.

It is hoped that, by making this information widely available, this may help the global response to the crisis by enabling healthcare systems around the world to provide respiratory support for patients with Covid-19.

Governments, relevant industry manufacturers, academics and health experts will be able to request access to the designs to ensure quality control over the manufacture. These would also have to meet regulatory approval in the relevant country.

The UCL-Ventura has now undergone patient evaluations at UCLH and across sister hospitals in the London area. After a UK Government order for up to 10,000, the devices are being produced at a rate of up to 1,000 a day at the HPP technology centre in Brixworth, Northamptonshire. Currently, 40 machines that would normally produce F1 pistons and turbochargers are being used for production of the CPAP devices, and the entire Brixworth facility has been repurposed to meet this demand.



Professor Rebecca Shipley, Director of UCL Institute of Healthcare Engineering, said: “These life-saving devices are relatively simple to manufacture and can be produced quickly. We hope that, by making the blueprints publicly available, they can be used to improve the resilience of healthcare systems preparing for the Covid-19 pandemic globally. My thanks goes to the brilliant engineers, business managers and team at UCLB who have come together and made this happen at a pace that would be

considered unimaginable under normal circumstances.”

Andy Cowell, Managing Director of Mercedes-AMG High Performance Powertrains, said: “Since the project was announced, we have received an incredible number of enquiries about the CPAP device from around the world. Making the design and manufacturing specifications openly available will allow companies around the world to produce these devices at speed and at scale to support the global response to Covid-19.”

Professor Michael Arthur, UCL President & Provost said: “This demonstrates what extraordinary things can be achieved when universities, hospitals and industry work together for the national good. These devices, which can play a vital role in keeping patients out of intensive care, have been produced in just a couple of weeks as a result of the close collaboration between UCL, UCLH and HPP. The UCL community is incredibly proud of the entire team behind this breakthrough.”

UCLH chief executive Marcel Levi said: “This is another example of teamwork as the NHS, universities and industry come together to provide creative solutions that can be applied immediately. UCLH is very proud to work with UCL and HPP to bring a major healthcare innovation to patients worldwide.”



## McLaren Group supports drive to produce more medical ventilators to help tackle pandemic and save lives

In response to the coronavirus pandemic, the McLaren Group - composed of McLaren Automotive, McLaren Racing (Formula 1) and McLaren Applied (data and electronics) - has joined the VentilatorChallengeUK consortium to help produce more medical ventilators for the UK.

The consortium is a group of significant industrial, technology and engineering businesses from across the aerospace, automotive and medical sectors.

Employing their unique blend of expertise in design, rapid prototyping, electronics and



manufacturing, every McLaren company is taking part to support the consortium's production goal of ventilators to help treat coronavirus patients.

McLaren Automotive has designed and crash tested lightweight, bespoke trolleys on which the ventilators are fixed for use in clinical settings. It is also helping to duplicate and expand the production of existing devices to meet demand by reverse engineering and building

more vital test boxes to validate new ventilators

These are being hand-built in the top secret McLaren laboratory where the next generation of supercar prototypes are usually created. McLaren Racing converted its 'machine shop' to manufacture ventilator components while also working with 100 of their suppliers and other UK-based Formula 1 teams.

McLaren Applied is supporting the ventilator device build assessments, in particular around electronics, and is working with McLaren Automotive to provide engineering expertise to design and build 'end of line' test equipment, ensuring that the ventilator units meet all of the functional and safety requirements.



## First General Motors-Ventec Critical Care V+Pro Ventilators Ready for Delivery

2020-04-16

KOKOMO, Ind. – General Motors Co. (NYSE: GM) began mass production of the Ventec Life Systems V+Pro critical care ventilator under contract to the U.S. Department of Health and Human Services.

“Thousands of men and women at GM, Ventec, our suppliers and the Kokomo community have rallied to support their neighbors and the medical professionals on the front lines of this pandemic,” said GM Chairman and CEO Mary Barra.

“Everyone wants to help turn the tide and save lives. It is inspiring and humbling to see the passion and commitment people have put into this work.”

In less than a month, Ventec, GM’s supply chain and its manufacturing, logistics, legal, and talent acquisition teams were able to marshal support to deliver a 30,000-unit order from the U.S. Department of Health and Human Services.

“Until there is a vaccine, critical care ventilators give medical professionals the tools they need to

fight this pandemic and save lives,” said Ventec Life Systems CEO Chris Kiple. “This partnership is an historic effort and a great reminder of what can be accomplished with the power of American innovation and American manufacturing skill uniting together around a singular mission to save lives.”

The effort involved sourcing hundreds of parts and assemblies from suppliers; the design of a new manufacturing process; the transformation of GM’s Kokomo

Services and the White House Office of Trade and Manufacturing Policy.

More than 600 ventilators will be shipped this month, almost half the order will be filled by the end of June and the full order will be completed by the end of August. GM has the capacity to build more ventilators after August if needed.

A strong sense of urgency was present from the beginning:

GM and Ventec executives had their first conference calls on Tuesday, March 17 and Wednesday, March 18 to explore how GM could help Ventec increase ventilator production.

The next day, a GM team flew to Seattle to meet with the Ventec team and rolled up their sleeves to help.

On Friday, March 20, GM engaged its

global supply base and within 72 hours, they had developed plans to source 100 percent of the necessary parts.

The UAW’s national and local leadership embraced the project and on Wednesday, March 25, crews began preparing the Kokomo site for production.

On Wednesday, April 8, the U.S. Department of Health and Human Services awarded GM a contract under the Defense Production Act to build 30,000 Ventec V+Pro critical care ventilators.



## JAGUAR AND LAND ROVER CORONAVIRUS SUPPORT: DELIVERY OF 3D-PRINTED VISORS BEGINS AND MORE THAN 300 VEHICLES DEPLOYED GLOBALLY TO SUPPORT EMERGENCY RESPONSE

Thursday 9th April, 2020, Gaydon, UK – Jaguar Land Rover continues its efforts to support the fight against coronavirus by providing an additional 150 vehicles globally, taking the number supplied to frontline services to 308

“The health and safety of our employees, customers and their families remains our priority. As a business we are doing everything we can to support people in need around the world including vehicle deployment, cash donations and engineering expertise. This week we started delivery of 3D-printed visors, developed with the NHS for their frontline staff. We have also supplied an additional 150 vehicles globally to our humanitarian partners, of which 105 have been supplied to the British Red Cross, taking the total number of vehicles

deployed to just over 300. In our 65-year partnership with the Red Cross we have never experienced a crisis on this scale. It’s reassuring to see how our combined efforts are really making a difference, helping the most vulnerable during this global pandemic.”

Finbar McFall  
Jaguar Land Rover Customer Experience Director

“We are extremely grateful to be receiving another 105 Land Rover vehicles which will mean we are able to reach more people through our programmes than possible before. During this unprecedented time, our priority is supporting the most vulnerable people. Through our local teams, we are reaching

those who are self-isolating to make sure they do not face this crisis alone. We’re using these vehicles to provide practical support, for example delivering regular food and medical supplies and providing patient

transport to help people get to and from urgent hospital appointments.”

Simon Lewis  
Head of Crisis Response, British Red Cross

“We are extremely grateful to Jaguar Land Rover for their kind donation of visors to aid our frontline staff in the fight against COVID-19. The innovation from their designers and engineers is helping the NHS to keep our staff safe and protected, while they provide care to our patients.”

Glen Burley  
South Warwickshire NHS Foundation Trust Chief Executive







## Nissan Sunderland Plant Team begin manufacture of aprons for Healthcare Workers

2020/04/23

\* Up to 18,000 aprons per week to be delivered from Sunderland Plant to the NHS

\* Project in response to UK wide request to manufacturers from Royal College of Nursing

SUNDERLAND, UK (April 23rd, 2020) – Nissan has confirmed it will help manufacture thousands of protective aprons for NHS workers.

A team of staff volunteers at the plant took just eight days to design and build a process onsite to manufacture the plastic aprons.

The move follows a request from the Royal College of Nursing, with help from Unite the union to UK manufacturers urging them to use their spare capacity to help meet the unprecedented demand for PPE.

Initial capacity is 18,000 a week but the team has plans to increase this to over 70,000 within weeks.

Nissan Production Director Adam Pennick said: “We are proud to support our healthcare workers wherever we can during this crisis.

“The team at the plant have done an excellent job in creating a production process in such a short space of time. It really highlights the skill and dedication we have in our team at Sunderland Plant.”

Using technical specifications issued by the Government, the team have set up a manual process to make non-sterile grade aprons out of tear resistant polythene. This is being carried out at the Gateshead College Skills Academy for Sustainable Manufacturing and Innovation, at the plant.

Production started this week and already the plant has 47,000 orders from local NHS trusts.

The project is being carried out in parallel to the plant’s activity to help supply visors to the NHS. As part of that, a team of volunteers created a parts processing line to sort thousands of individual visor parts and pack them in sets of 125 for shipping direct to the NHS, with up to 100,000 being distributed each week.

## FORD TO PRODUCE RESPIRATORS, MASKS FOR COVID-19 PROTECTION IN MICHIGAN; SCALING UP PRODUCTION OF GOWNS, TESTING COLLECTION KITS

DEARBORN, Mich., April 13, 2020 – Ford is expanding its efforts to design and produce urgently needed medical equipment and supplies for health care workers, first responders and patients fighting coronavirus.

In addition to the current production of more than 3 million face shields in Plymouth, Mich., Ford-designed powered air-purifying respirator production begins Tuesday, April 14. Ford also is now producing face masks and leading an effort to scale production of reusable gowns for health care workers. Lastly, Ford started providing manufacturing expertise to help scientific instrument provider Thermo Fisher Scientific quickly expand production of COVID-19 collection kits to test for the virus.

“We knew that to play our part helping combat coronavirus, we had to go like hell and join forces with experts like 3M to expand production of urgently needed medical equipment and supplies, said Jim Baumbick, vice president, Ford Enterprise Product

Line Management. “In just three weeks under Project Apollo, we’ve unleashed our world-class manufacturing, purchasing and design talent to get scrappy and start making personal protection equipment and help increase the availability and production of ventilators.”

### Face Mask Production

Meanwhile, Ford is now manufacturing face masks for internal use globally and pursuing certification for medical use at its Van Dyke Transmission Plant. Face masks can help slow the spread of the virus and help people who may have the virus and do not know it from transmitting it to others.

The CDC is now encouraging all U.S. residents to use masks to curb the spread of the virus.

Ford’s global manufacturing and purchasing teams quickly sourced the necessary materials and equipment from its network of equipment manufacturers around the

world. Production began earlier this week.

Approximately 30 UAW paid volunteers will start making masks in the plant’s ISO Class 8 cleanroom, which is a controlled environment with extremely low levels of pollutants, enabling the safe production of face masks for medical use. Eventually, approximately 80 UAW paid volunteers will make masks as production increases.

“UAW Ford members continue to step up and volunteer to work during this difficult time as we expand at the facility across from Flat Rock to make respirators and at the Van Dyke Transmission Plant to make face masks for medical use,” said Gerald Kariem, vice president, UAW Ford Department. “The UAW also continues to work with Ford to follow stringent CDC guidelines and go above and beyond protections for these members who are so proudly volunteering to serve their communities and their nation.”





# 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/>

## 7th Annual Day of the Duels Motoring Festival

**1955 Chevrolet Handyman Wagon**  
Andrea & Richard Rubin

**Engine & Drivetrain**

- 555 c.i. Pat Muni Motor
- 950 c.f.m. Holley HP carburetor
- Edelbrock Victor Jr. intake
- Edelbrock CNC ported heads
- 2.30 intake valves / 1.88 inch exhaust valves
- Roller cam and roller rockers
- Dart "BIG M" block
- Scat crank
- Forged H-Beam rods and forged pistons
- Tremec TKO 600 Series 5-Speed transmission
- Centerforce clutch and flywheel
- 9 inch Ford rear axle
- 31 Spline axles
- 3.70 Limited slip differential

**Build Details**

- All Original body
- Body off frame restoration
- Original frame boxed and smoothed
- 2 inch drop spindles
- Full length headers with custom exhaust
- Flowmaster 40 series mufflers
- Disc brakes front and rear
- Cragar "Street Pro" 15 inch chrome wheels
- 7 inch front and x 8 inch rear
- Interior carpet and upholstery

**555** Cubic Inch  
**676** Horsepower  
**649** ft.lbs. Torque

**One Hot One**

All photos for this feature: Gary Rosier



















































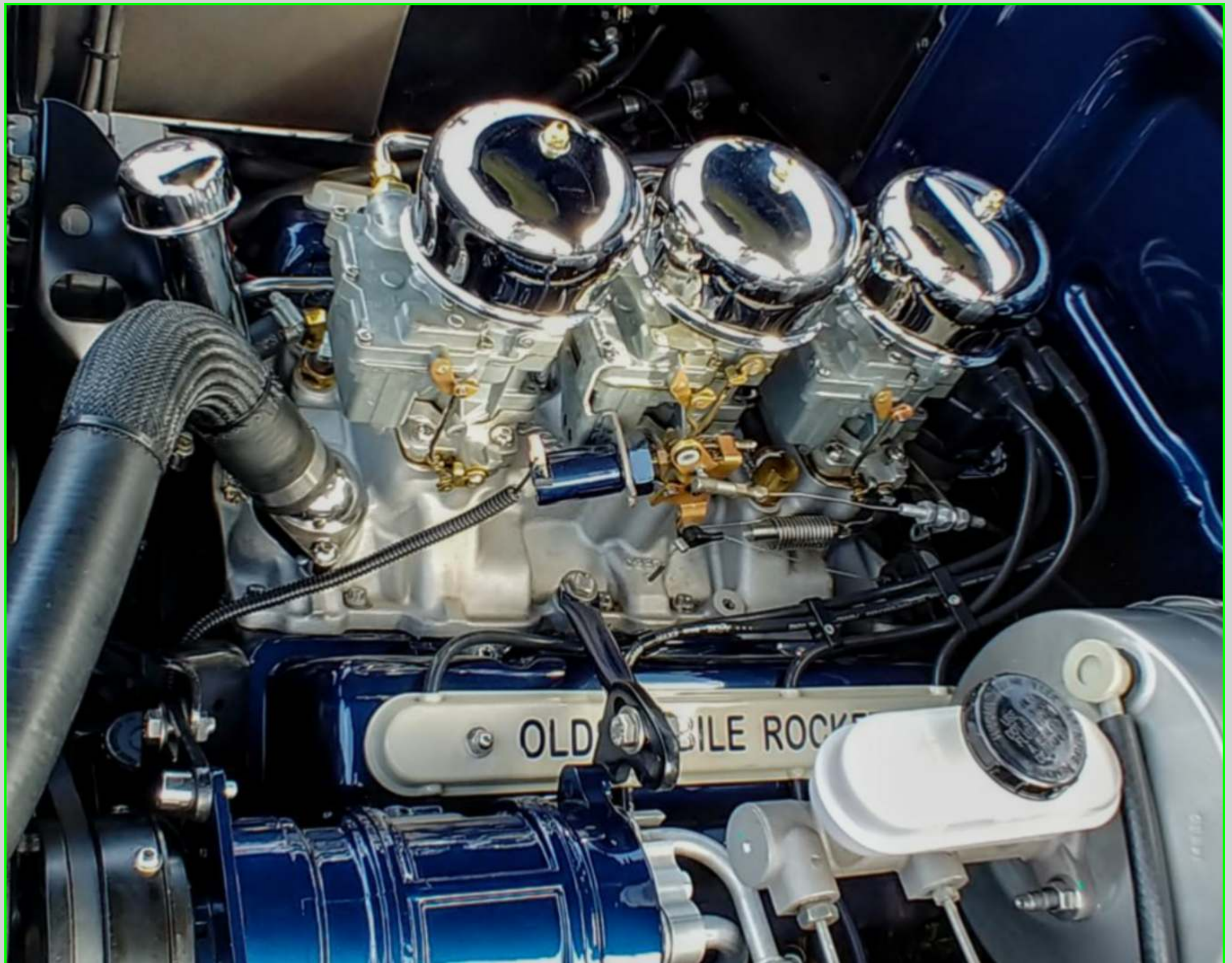




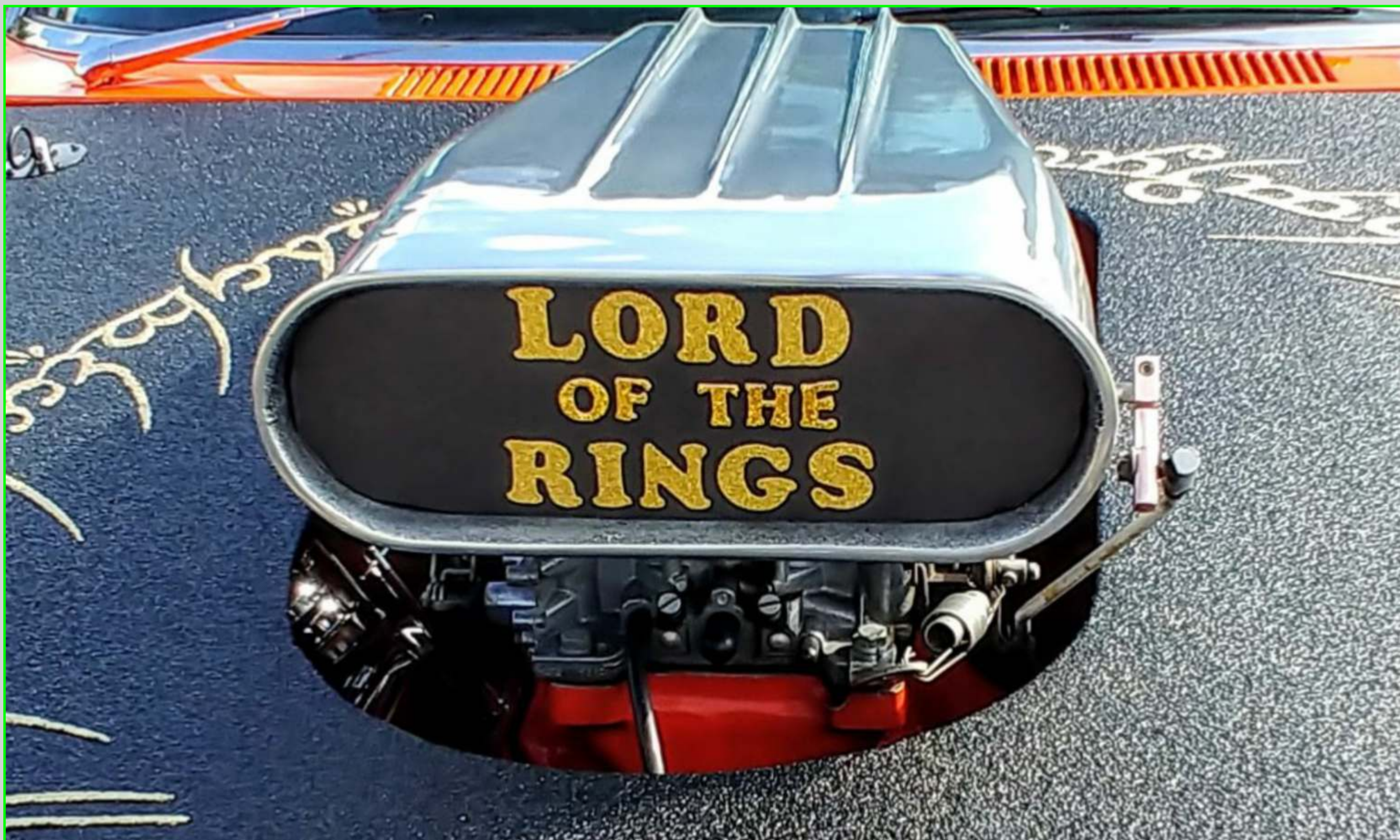








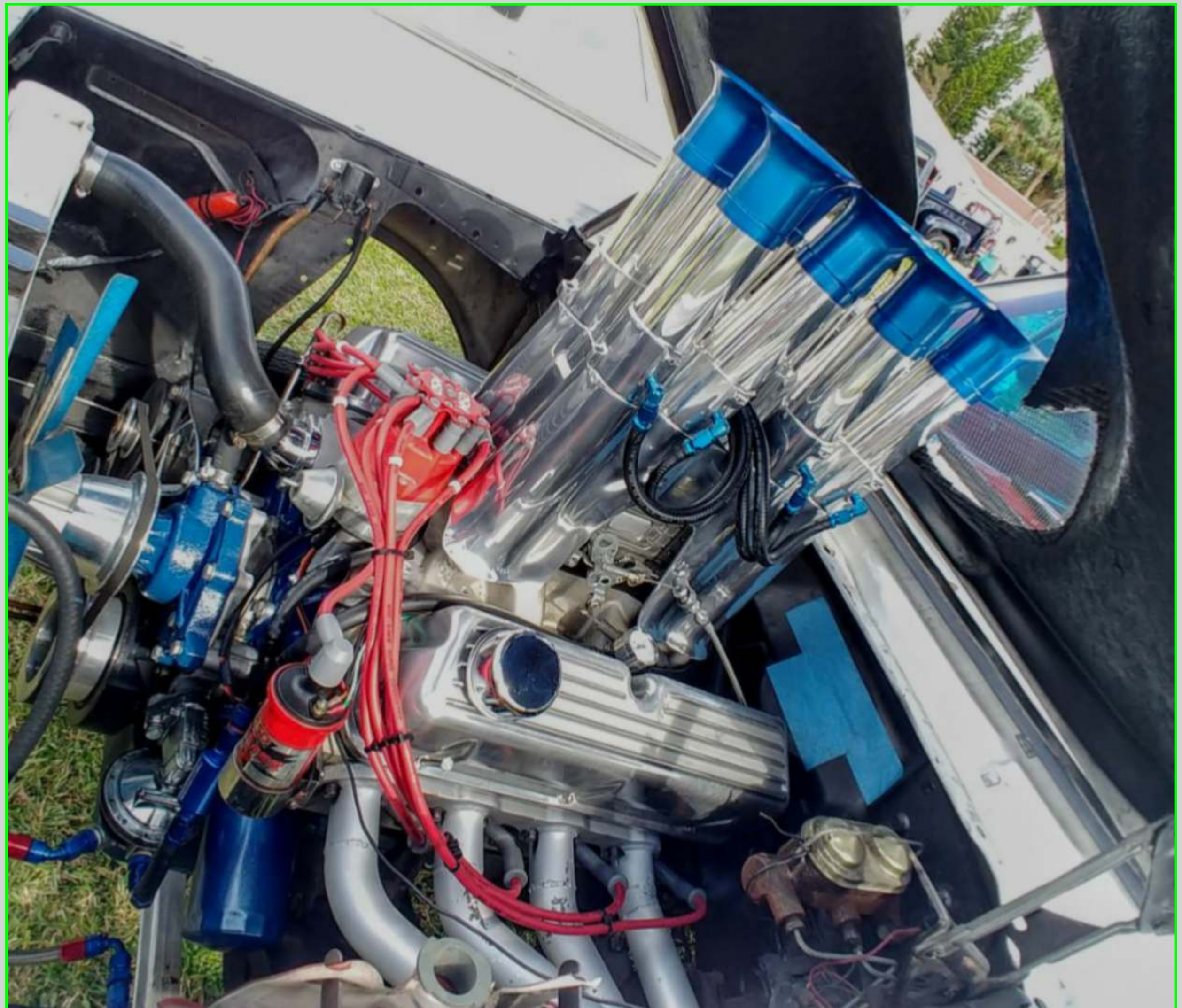
























































































































































































































































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