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April / May 2021

Issue No: 55

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THIS MONTH: Bike Week Eagles Nest Gatornationals Jeep Beach Spring Turkey Run Sun 'n Fun and Much More

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SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

It's now issue #55 of Speedi Wings & Wheels, which means we have been publishing for over 9 years. A lot has happened during these past 9 years, and in particular the last 12 months since Covid-19 hit home. Airlines have lost billions, pilots have been furloughed, international travel has been decimated. Will it get better, well I hope so and soon.

This has meant that my personal aircraft, Goofy,



has been sitting unused in its hangar at Spruce Creek Fly-in for the past 14 months. Fortunately I always prepare it for at least 2 months lack of use whenever I leave Florida. This time the 2 months has extended to

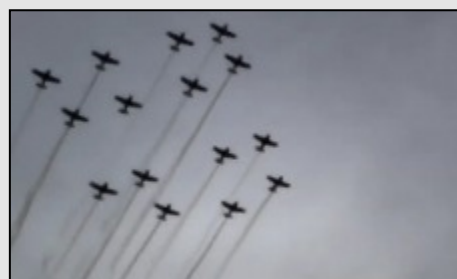
14 months. Thanks to a good friend the plane gets its batteries charged and checked over on a regular basis.

Talking of Spruce Creek, one of my good friends and fellow pilot, Capt Richard (Dick) Russell flew West recently for the last time. When I first arrived at Spruce Creek, some 22 years ago, Dick took me under his wing. He introduced me, along with other pilots, to formation flying. He had recently restored a T-34 warbird trainer - his pride and joy - and was keen to take me flying.

I got the formation flying bug from Dick, as the T-34 is ideally suited for this type of flying. Once I have qualified as a FAST formation pilot, Dick and other members of Retro flight - a French Epsilon was lead aircraft and 3 T-34's - would, if they were down on numbers, invite me to fly with them as my aircraft had a smoke system fitted. They had to slow down, of course!

Once particular flight was a tribute flight at Spruce Creek Fly-in for another good friend, the late Bill Lear Jnr..

It just so happened that the T-34 Association was holding a formation clinic at nearby New Smyrna Beach when Dick flew West. Dick had been a long standing member of the association so the guys put on a fitting fly past over Dick's home at Spruce Creek - a 15 ship



formation flight - see above, which then split into a flight of 4 for the missing man tribute. Photo below is from the #4 aircraft.



Another famous aviator flew West recently, and whilst I cannot claim that he was a good friend, I can claim to have shaken his hand and had a discussion about flying with him at a reception in St James's Palace in London back in 2008.

He was, of course, HRH Prince Philip, Duke of Edinburgh. The occasion was when the Duke presented me with the Scott-Farnie medal for



services to aviation education - photo above.

A champagne reception and a talk about aviation with a fellow pilot, in such a famous setting was something to be remembered, forever. HRH was Patron of The Air League and it was their top award of the year that I was being presented with.

At that time I had set 64 Federation Aeronautique Internationale approved flight records. The FAI is the world governing body for air sports and aeronautical world records. This tally was already the most aeroplane records set by a British pilot in a single year. I was then awaiting the ratification of a further 14 records. In the end I set a total of 101 FAI World Records and 377 British National Records - most set by any British aviator in aviation history.

Enough said about me. Following the Duke's death I decided to put together a short tribute video showing HRH when he was learning to fly in an RAF Chipmunk. The actual Chipmunk is



shown above in the museum at RAF Cosford.

Another RAF aircraft the Duke flew in his early flying days was a Blackburn Beverley, a heavy-lift transport aircraft which served with the Royal Air Force between 1956 and 1967.



The Duke also regularly flew the BAe 146 aircraft of The Queens Flight - photo below.



The Duke was also an accomplished helicopter pilot - see photo right:



Click on any of the photos in this blog for links to web pages and videos.

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An illustration of NASA's Ingenuity Helicopter flying on Mars.

Ingenuity, a technology demonstration experiment, will be the first aircraft to attempt powered, controlled flight on another planet. Ingenuity arrived at Mars on Feb. 18, 2021, attached to the belly of NASA's Mars 2020 Perseverance rover. Ingenuity is expected to attempt its first flight test in spring 2021.

NASA's Jet Propulsion Laboratory built and manages operations of Perseverance and Ingenuity for the agency. Caltech in Pasadena, California, manages JPL for NASA.

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Video: A400M - 100th Aircraft Build

Photo & Video: Airbus

8 *Sun 'n Fun*

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Monday, April 19, 2021

NASA’s Ingenuity Mars Helicopter became the first aircraft in history to make a powered, controlled flight on another planet. The Ingenuity team at the agency’s Jet Propulsion Laboratory in Southern California confirmed the flight succeeded after receiving data from the helicopter via NASA’s Perseverance Mars rover at 6:46 a.m. EDT (3:46 a.m. PDT).

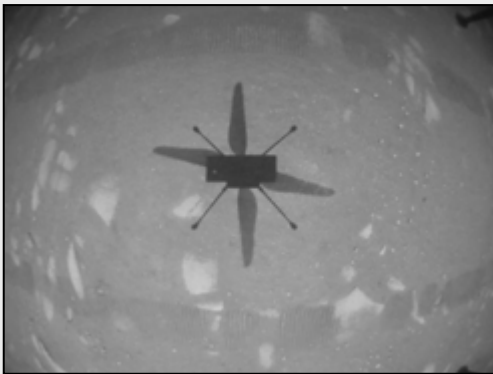
“Ingenuity is the latest in a long and storied tradition of NASA projects achieving a space exploration goal once thought impossible,” said acting NASA Administrator Steve Jurczyk. “The X-15 was a pathfinder for the space shuttle. Mars Pathfinder and its Sojourner rover did the same for three generations of Mars rovers. We don’t know exactly where Ingenuity will lead us, but today’s results indicate the sky – at least on Mars – may not be the limit.”

The solar-powered helicopter first became airborne at 3:34 a.m. EDT (12:34 a.m. PDT) – 12:33 Local Mean Solar Time (Mars time) – a time the Ingenuity team determined would have optimal energy and flight conditions. Altimeter data indicate Ingenuity climbed to its prescribed maximum altitude of 10 feet (3 meters) and maintained a stable hover for 30 seconds. It then descended, touching back down on the surface of Mars after logging a total of 39.1 seconds of flight. Additional details on the test are expected in upcoming downlinks.

Ingenuity’s initial flight demonstration was autonomous –

piloted by onboard guidance, navigation, and control systems running algorithms developed by the team at JPL. Because data must be sent to and returned from the Red Planet over hundreds of millions of miles using orbiting satellites and NASA’s Deep Space Network, Ingenuity cannot be flown with a joystick, and its flight was not observable from Earth in real time.

NASA Associate Administrator for Science Thomas Zurbuchen announced the name for the Martian airfield on which the flight took place.



“Now, 117 years after the Wright brothers succeeded in making the first flight on our planet, NASA’s Ingenuity helicopter has succeeded in performing this amazing feat on another world,” Zurbuchen said. “While these two iconic moments in aviation history may be separated by time and 173 million miles of space, they now will forever be linked. As an homage to the two innovative bicycle makers from Dayton, this first of many airfields on other worlds will now be known as Wright Brothers Field, in recognition of the ingenuity and innovation that continue to propel exploration.”

Ingenuity’s chief pilot, Håvard Grip, announced that the International Civil Aviation Organization (ICAO) – the United Nations’ civil aviation agency – presented NASA and the Federal Aviation Administration with official ICAO designator IGY, call-sign INGENUITY.

This first flight was full of unknowns. The Red Planet has a significantly lower gravity – one-third that of Earth’s – and an extremely thin atmosphere with only 1% the pressure at the surface compared to our planet. This means there are relatively few air molecules with which Ingenuity’s two 4-foot-wide (1.2-meter-wide) rotor blades can interact to achieve flight. The helicopter contains unique components, as well as off-the-shelf-commercial parts – many from the smartphone industry – that were tested in deep space for the first time with this mission.

“The Mars Helicopter project has gone from ‘blue sky’ feasibility study to workable engineering concept to achieving the first flight on another world in a little over six years,” said Michael Watkins, director of JPL. “That this project has achieved such a historic first is testimony to the innovation and doggedness of our team here at JPL, as well as at NASA’s Langley and Ames Research Centers, and our industry partners. It’s a shining example of the kind of technology push that thrives at JPL and fits well with NASA’s exploration goals.”

Boeing 737 Max Updates:

According to Boeing - During the review and testing process, a few issues were discovered that did not directly relate to the Maneuvering Characteristics Augmentation System (MCAS) or the accidents. These items will be addressed on every airplane before it returns to service.

Developed software updates to address theoretical horizontal stabilizer issue

During testing, the team simulated what would happen in the event of various potential fault conditions. These identified a theoretical combination of faults that could lead to a runaway stabilizer condition.

Although this condition has never occurred during the 200 million hours of flight operations on any 737 airplane, new software was developed, tested and certified to ensure that it can never happen. Updated software will be loaded on all airplanes before they return to service.

Determined solution to modify some wiring to meet regulators’ requirements

The regulators’ comprehensive review process included a robust examination of the airplane’s horizontal stabilizer control system. During the review the team determined that some of the wiring associated with the system wasn’t separated as far apart as required. All airplanes will be modified to

meet this requirement before returning to service. In some cases, we will perform this task for our airline customers; in others, we’ll provide them with all of the technical documentation and materials they need to do the work themselves.

Checking stored airplanes for Foreign Object Debris (FOD)

FOD can be an unintentional byproduct of the airplane production process. During routine maintenance on airplanes in storage, we found some instances of FOD.



We immediately inspected all of the stored airplanes for FOD and shared inspection recommendations and detailed instructions with customers storing their own airplanes. We also enhanced our training and procedures to reduce the likelihood of FOD. All airplanes will undergo a FOD inspection prior to returning to service.

Updated software to address remote possibility of autopilot disengagement

Extensive testing and analysis identified a remote possibility that the autopilot could disengage without a pilot command. Flight deck alerts and warnings were already in place that would alert the crew to this issue, which has never actually occurred. New software

was developed, tested and certified to prevent this remote possibility from ever occurring. Updated software will be loaded on all 737-8 and 737-9 airplanes before they return to service.

Will there be additional changes in the future?

All of our airplane programs include a process for continuous product improvement. Neither of the following items were considered by regulators to be required for the safe return to service but will be addressed as we go forward.

Increased Angle of Attack (AOA) integrity

One regulator requested that we also consider

future action to further increase AOA integrity. The regulator did not consider this a requirement for the airplane’s safe return to service. Our teams are currently looking at the best way to develop and implement this functionality.

Additional crew alerting testing

Following return to service, Boeing and key regulators will continue to engage in studying the human factors associated with the crew alerting features on new models of the 737. Planning for this initiative is in the early stages.

Boeing’s Latest 737 MAX Problem Spurs FAA Audit

Agency is reviewing how a minor change in Boeing production led to



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"MAVERICK"

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Gatornationals 2021 - Photos for this feature: Gary Rosier

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Photos for this feature: Gary Rosier





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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](#)

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 OMN112.6 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".



In this issue of *News From The Barn* we pay tribute to long time Spruce Creek resident and retired United 747 Captain Richard (Dick) Russell

Dick flew West recently for the last time, not long after friends and Spruce Creek residents turned out in force to help celebrate Dick's 91st birthday

The T-34 Association, of which Dick was a long time member and FAST qualified formation pilot, turned out in force to honor Dick with a Missing Man tribute over Spruce Creek Fly-in.

RIP, Dick - a good friend

Photo right (and linked video) shows Dick celebrating his recent 91st birthday

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Dick in his beloved T-34
Photo & video - Steve Wood



Dick in his beloved T-34

Photo & video - Steve Wood

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Dick flies himself into the Sunset - a flight from
a few years ago at New Synrna Beach, FL

Photo & video courtesy of T-34 Association
whose members performed the fly-past



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Missing Man 'Pull' over Spruce Creek Fly-in

Photo & video courtesy of T-34 Association
whose members performed the fly-past





Richard Denver "Dick" Russell

1930 - 2021

Richard "Dick" Denver Russell, age 91, of Spruce Creek, Port Orange, passed away on 3-24-2021.

Dick was born in Springfield, OH to Denver and Lola Russell on Feb 5, 1930. After graduating from Springfield High School, he attended photography school and started his own business.

At the age of 20, he developed a passion for aviation that he held for the rest of his life. During the Korean War, he served in the Army at Fort Lewis, WA, where he worked as a photographer and witnessed two nuclear tests in the Nevada desert.

His flying career began with Zantop Airlines, flying the C-46 and DC-3, transporting cargo for the auto industry, as well as supplying the radar stations of the DEW (Distant Early Warning) line, landing on ice sheets in the far northern Arctic region of Canada. In 1955, he was hired by Capital Airlines flying Viscounts and Constellations.

He met a beautiful flight attendant named Wilma Nelson and they married on Nov 21, 1959 in Gowrie, IA and settled in Fort Lee, NJ, moving to Calabasas, CA in 1963.

Capital Airlines was acquired by United Air Lines and Dick continued there for nearly 35 years, flying almost every type of Boeing and Douglas jet aircraft, retiring on the 747 in 1990. For years, he volunteered his time to ALPA (the Air Line Pilots Association union), serving in numerous positions, mostly notably as the Western Regional Safety Coordinator where he was recognized with the prestigious 'Air Safety' award. He continued his air safety work after retirement, working tirelessly to find the cause of the tragic demise of TWA 800 in 1996.

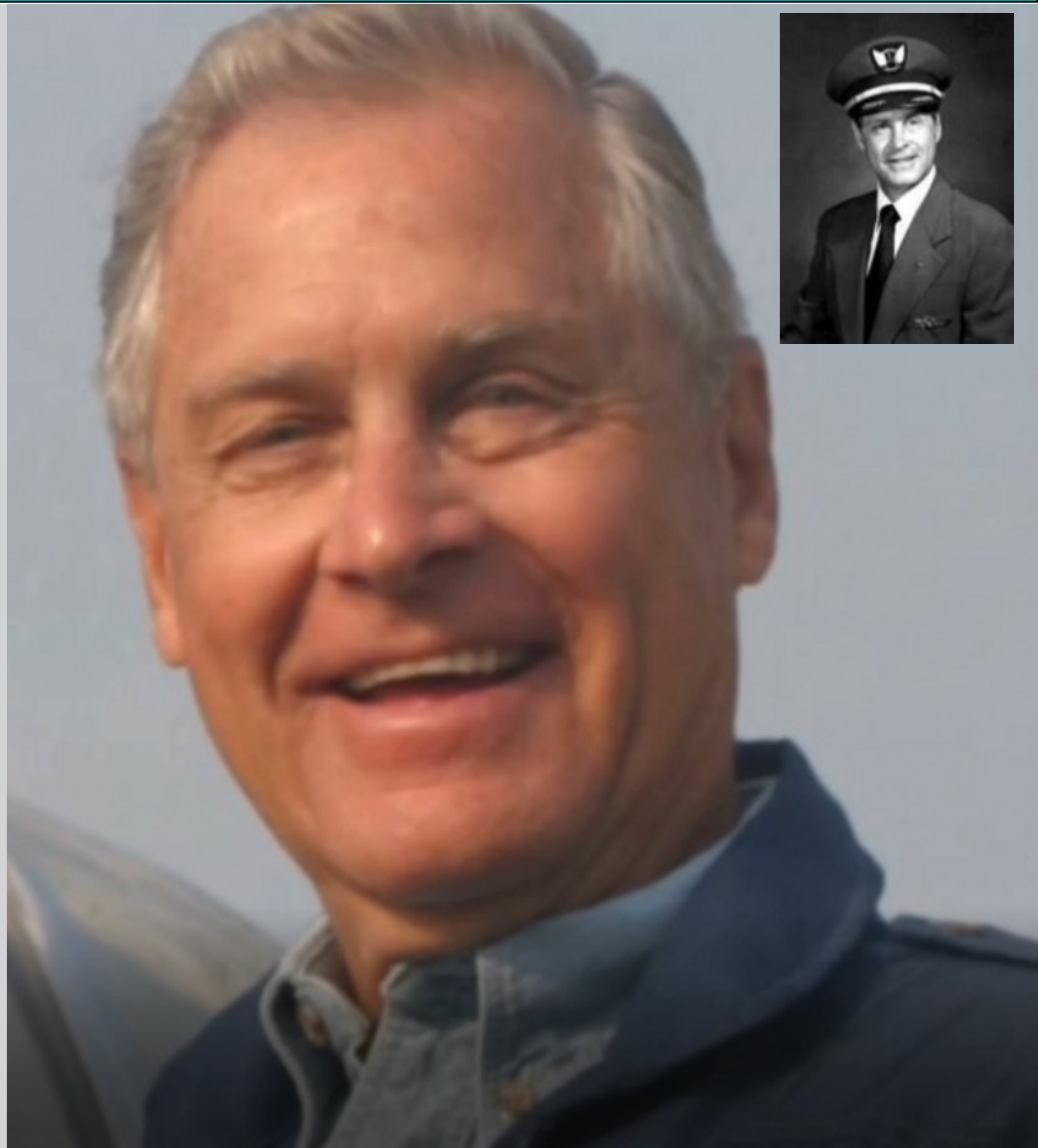
In 1995 Dick and Wilma moved to the fabulous Spruce Creek Fly-in and restored a Beechcraft T-34B, that Dick flew in formation presentations at air shows and memorial events until he was 87 years old. He founded the Commemorative Air Force chapter in Deland, working to find and preserve World War II-era combat

aircraft. His love of aviation was instrumental in influencing and motivating numerous young aviators.

Dick was also an avid Amateur Radio operator (HAM) for much of his adult life, often using his skills and capabilities to connect all parts of the world during normal life and especially during disasters. His first call sign was WB6 INN and eventually AC6M.

Lastly, Richard enjoyed singing and performing with the Seaside Barbershop Chorus & Quartette, delighting many audiences.

Dick is survived by: his wife Wilma, his sons Marc (wife Stephanie) and Jon (wife Denise), his daughter Kristine Davison, son-in-law Aidan Davison and his sisters Doris Thomas and Marian Cobb. He was referred to as Pokey by his nine grandchildren: Jennifer, Jon, Emily, Ryan, Rachel, Kiera, Jacob, Mia and Katelyn and his great-granddaughters Claudia and Verity. Dick and Wilma recently celebrated their 61st wedding anniversary.



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EAGLES NEST SEAPLANE FLY-IN

Photos for this feature: Gary Rosier



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New limited-edition model from Mercedes-AMG

Stuttgart - 7 April 2021:

The CLS will come to the starting line in April 2021 with a sharpened design. The front end in particular, with new radiator grilles and bumpers, expresses the dynamism of the four-door coupé even more strongly. At the same time, the interior has been upgraded with additional leather and trim combinations as well as a new generation of steering wheel. A latest-generation diesel with integrated starter-generator expands the model range. A strictly limited special model of the Mercedes-AMG CLS 53 4MATIC+ (combined fuel consumption 9.0-8.7 l/100 km; combined CO2 206-199 g/km)[1] forms the sporty-exclusive spearhead. The modernised CLS celebrates its world premiere in April, and the first models arrive at European dealers in July. Thanks to a comprehensive refresh last summer with updates to the driving assistance systems, the MBUX (Mercedes-Benz User Experience) multimedia system and ENERGIZING Comfort, the CLS was already up-to-date technologically.

As a coupé, the CLS, together with all roadsters and cabriolets, belongs to the category of dream cars at Mercedes-Benz. To date, more than four million examples have been sold to customers all over the world, including more than 450,000 CLS models since the launch of the first generation in 2004. China was the largest sales market for the CLS

Coupé in 2020, followed by South Korea, the USA and Germany. The reason most frequently cited by customers for buying the CLS is its design: Sportiness is the true luxury in this customer segment.

Now the CLS shows off an even sportier look. The entry-level model with AVANTGARDE Exterior as standard features a new front apron with striking air intakes, two louvres at the sides, and a front splitter in silver chrome. The rear apron has a black diffuser-look insert and a silver-chrome trim strip. Two new designs are available for the 19-inch light-alloy wheel: 5-twin-spoke or multi-spoke rims.

If the CLS is equipped with the AMG Line Exterior, it signals its sportiness even more clearly: AMG styling components are fitted in this version. These include an AMG-specific front apron with A-wing in black, a front splitter in silver chrome, sporty, distinctive air intakes with vertical bars and aerodynamically shaped flics in high-gloss black. Other features include AMG sill trim on the side and AMG spoiler lip on the boot lid. In combination with AMG Line Exterior, two new colours can be selected for the 20-inch, high-gloss AMG multi-spoke light-alloy wheel in bi-colour look: tremolite grey or high-gloss black.

All models with AVANTGARDE Exterior or AMG Line Exterior receive a new radiator grille. Special features of this grille are the Mercedes-Benz pattern (a three-dimensional star pattern with

chrome-gloss surfaces), a louvre in high-gloss black with chrome inlay and the integrated Mercedes star. The new paint colour for the CLS is spectral blue metallic.

In addition to the more distinctive exterior, the interior has also been enhanced. Two new trim finishes, including for the centre console, are available in open-pore brown walnut and high-gloss grey wood. The range of leather seat upholstery has also been expanded: Neva grey/magma grey and sienna brown/black are the two new colour combinations here.



As part of the update, the CLS receives a redesigned multifunction steering wheel in nappa leather. The spokes are finished in high-gloss black with silver chrome edging, the paddle shifters in silver chrome. With the Driving Assistance Package (optional extra), the driver is supported by Active Distance Assist DISTRONIC and Active Steering Assist. Here, the steering wheel uses the capacitive principle to detect the driver's hands. There is a two-zone sensor pad in the steering wheel rim. The sensors on the front and reverse sides of the rim register whether the driver's hands are on the wheel. No steering movement is now required to inform the assistance systems that the driver is in control. This enhances user-friendliness when driving in semi-automated mode.

Maranello, 21 April 2021:



***The first official images of the special version of the 812 Superfast unveiled today**

- The name and technical data of the car will be revealed on May 5 during a live streaming event on the Ferrari social channels
- Ferrari DNA at the highest levels: exclusivity, racing soul and the pinnacle of automotive innovation
- Unlimited performance with the naturally aspirated V12 with 830 hp and 9500 rpm.

The first official images of the new special limited edition Ferrari version were published today, pending the world launch event that will be broadcast live on the Maranello's social media channels on May 5 next at 2 pm : 30 CEST.

This car represents the ultimate expression of the front-engined extreme berlinetta concept and takes the specifics of the award-winning 812 Superfast to a new level. The model perfectly embodies Ferrari's unrivaled sporting DNA, which is rooted in the company's over seventy-year experience on circuits around the world, in a perfect combination of performance, form

and functionality.

Dedicated to a small group of passionate collectors and connoisseurs of the history of the brand, it includes extreme engineering solutions aimed at guaranteeing maximum driving pleasure.

As per tradition, its most important element lies in the heart, namely the most recent evolution of the legendary naturally aspirated engine with 12 'V' cylinders and 65 ° cylinder bank angle, capable of delivering the highest power of again for a Ferrari road engine (830 hp) and a maximum speed of 9500 rpm, also a record among the thermal engines produced by the Prancing Horse. The use of latest generation materials, the redesign of most of the key components of the engine, an innovative valve timing mechanism and a new exhaust terminal are just some of the technical solutions that allow the car to reach performance peaks still unexplored in the segment of the V12.

The brutal raw power expressed by the powertrain is combined with avant-garde dynamic controls that allow full enjoyment and maximum fun behind the wheel. Among them, of particular impact is the introduction of a four-wheel independent steering system capable of increasing the sensation of agility and precision when entering corners, as well as ensuring unparalleled rapid response to commands. Also noteworthy is the engineering

development work aimed at lightening the total weight of the car compared to the 812 Superfast, a goal achieved in particular thanks to the extensive use of carbon fiber in the exterior and interior. Also noteworthy is the new version (7.0) of the renowned vehicle dynamic control system Side Slip Control.

What, however, appears most evident are the profound changes made to the car's shapes thanks to the very high level of aerodynamic research. Working in close synergy with the Ferrari Style Center, the aerodynamics have adopted formal solutions and extreme profiles, never seen before on a car approved for road use. The aerodynamic design has been revised in search of greater load, with impacts on the whole car: from the new front conveyors to the diffuser and exhaust layout up to the unconventional rear window (patented) in which vortex generators are set, each modification is faithful to the Ferrari's cornerstone concept whereby form always faithfully follows functionality.

In terms of design, the new special version is a car with its own personality, clearly distinct from the 812 Superfast on which it is based: the style themes adopted in fact enhance its architectural setting and dynamism, aiming to exasperate its sporty inclination.

An example of this is the replacement of the rear window with a monolithic aluminum structure, in which a series of vortex generators improves the aerodynamic efficiency of the car; this solution totally integrated into the roof also produces a continuous back effect that emphasizes the sculptural form of the car.

12 March 2021, Coventry, UK:

Jaguar Classic has unveiled its first matched pair of E-type 60 Collection cars, and revealed full specification details for the 12 expertly restored and sympathetically uprated 3.8-litre E-types built to celebrate 60 years of the iconic sports car.

The E-type made its world debut in Geneva, Switzerland on 15 March 1961. The public reaction to the lone coupé available for test drives was so strong that Jaguar rushed a second E-type, a roadster, from Coventry to Geneva overnight.

Six decades later, the E-type 60 Collection pays tribute to these two legendary cars: the Opalescent Gunmetal Grey coupé ‘9600 HP’, driven ‘flat out’ by Bob Berry to make the launch itself, and the British Racing Green roadster ‘77

RW’, driven by Norman Dewis who was told to ‘drop everything’ to get to Geneva the next day.

The E-type 60 Collection cars, which are sold as a pair (one E-type 60 Edition coupé, one E-type 60 Edition roadster) are finished in exclusive Flat Out Grey and Drop Everything Green paint colours respectively. These colour formulations are inspired by the original 1961 colours and won’t be used on any other Jaguar.

The cars also feature a range of unique E-type 60 design elements developed in conjunction with

Julian Thomson, Jaguar Design Director; subtle enhancements for improved usability and driveability including a five-speed manual gearbox and enhanced cooling; plus the Jaguar Classic Infotainment System with built-in satellite navigation and Bluetooth connectivity.

The most distinctive visual highlight for each of the specially produced cars is an engraving by artist and designer King Nerd on the centre console of each car, recalling the drive routes from Coventry to Geneva of those original cars. Each piece of art takes more than 100 hours to create by hand, in



consultation with the owner.

“Sixty years after its unveiling at the Geneva Motor Show in March 1961, the talented team at Jaguar Classic are releasing the ultimate birthday present to the E-type: The E-type 60 Collection. The attention to detail demonstrates how this project has been a labour of love for our designers, engineers, craftspeople and partners. Exquisite detailing combined with enhanced usability ensure these E-types will be coveted and enjoyed for decades to come by their discerning owners, starting with a once-in-a-lifetime Coventry to Geneva pilgrimage for our six

customers and their guests in Summer 2022.”

DAN PINK
DIRECTOR, JAGUAR CLASSIC

Restored and refined by the experts at Jaguar Classic in Coventry, the E-type 60 Collection cars combine flawless quality and exceptional engineering know-how.

The most significant mechanical upgrade is a specially-developed five-speed manual gearbox which features synchromesh on all ratios, helical cut gears and a reinforced cast aluminium casing for enhanced reliability and greater durability as well as closer gear ratios and smoother changes.

The 265bhp 3.8-litre six-cylinder XK engine benefits from an authentic 1961-style alloy radiator, with electric cooling fan and electronic ignition for everyday usability, as well as a polished stainless steel exhaust system. This new exhaust system is dimensionally identical to the standard mild steel system but produces a slightly deeper tone and offers greater longevity.

The highlight of the visual enhancements is a unique piece of metal engraving created by prominent artist and world-leading engraver, King Nerd. Johnny ‘King Nerd’ Dowell has inscribed the stainless steel centre consoles of the 12 cars with a bespoke etching relevant to each E-type 60 Edition.

Range Rover Astronaut Edition supporting the reveal of Virgin Galactic’s new Spaceship VSS Imagine

30 March 2021:

- * **Land Rover extends global partnership with Virgin Galactic to 2024**
- * **Latest spaceship roll-out supported by Range Rover Astronaut Edition**
- * **Extension will result in a ten-year partnership between two world leaders in adventure, innovation and exploration**
- * **Land Rover will continue to support Virgin Galactic’s day-to-day operations**

Virgin Galactic’s latest spaceship was unveiled today, supported by a Range Rover Astronaut Edition. Land Rover will remain an integrated part of Virgin Galactic’s day-to-day operations as the company completes test flights with ‘SpaceShipTwo’ and begins a regular commercial service.

Land Rover vehicles are part of daily life for the Virgin Galactic team, with roles which include towing the space vehicles, carrying equipment and clearing runways before take-off. They played key roles during the company’s first two spaceflights which saw Virgin Galactic become the first private company to fly humans to space on a spaceship designed for commercial service.

A fleet of Land Rovers also supported Virgin Galactic’s relocation from its manufacturing and test facilities in Mojave,

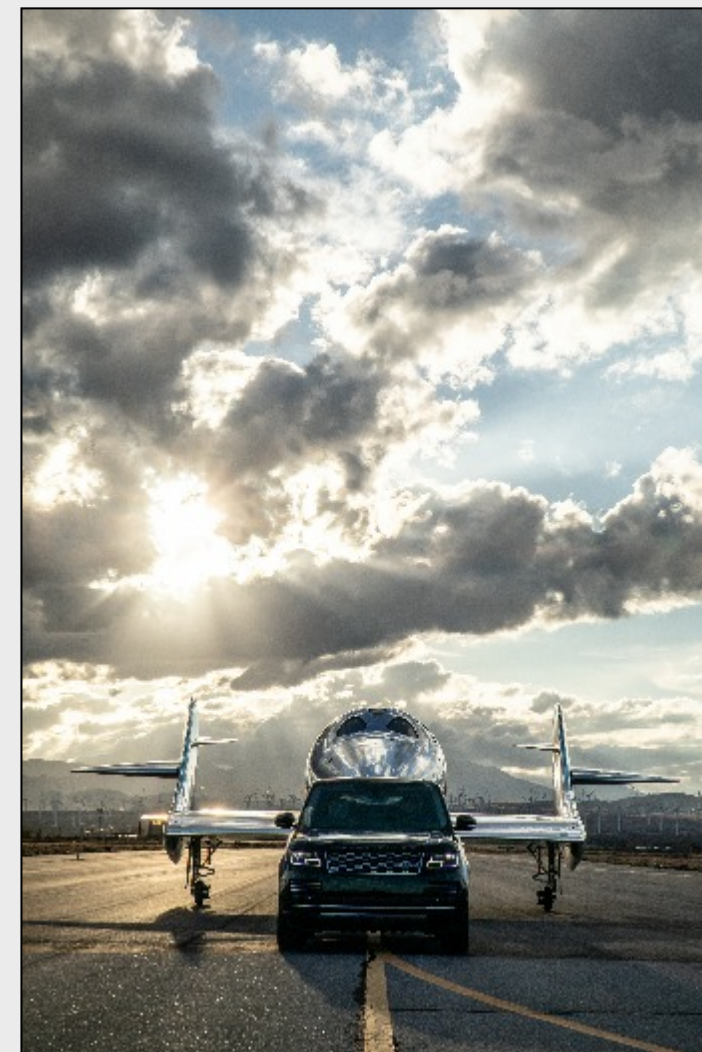
partnership’s shared values and the Future Astronaut community’s historic contribution to the democratization of space.

Virgin Galactic has a team of eight highly experienced pilots and is preparing for its next rocket-powered flight in New Mexico. Founder Sir Richard Branson is planning to fly to space later in 2021.

“Accessible space travel for explorers worldwide is the next great big adventure. Land Rover is proud to work alongside the Virgin Galactic team to support all future astronauts as they push the boundaries of personal adventure even further.”

JOE EBERHARDT
PRESIDENT AND CEO,
JAGUAR LAND ROVER
NORTH AMERICA

“Land Rover vehicles provide invaluable support on the ground in Mojave and at Spaceport America in New Mexico. It is also fabulous to see our Future Astronauts around the world



California, to Spaceport America in New Mexico – the world’s first purpose-built commercial spaceport.

In 2019, Virgin Galactic founder Sir Richard Branson and Jaguar Land Rover Chief Creative Officer Prof Gerry McGovern OBE unveiled the Range Rover Astronaut Edition. Created by Land Rover SV Bespoke and offered exclusively to Virgin Galactic Future Astronauts, these luxury SUVs celebrate the

enjoying the unique Range Rover Astronaut Edition. We are delighted to be able to extend this strong partnership. With a shared pioneering spirit, pursuit of adventure and vision to push the boundaries of travel, this is a natural collaboration between our two companies and one that will take exploration to new heights.”
MICHAEL COLGLAZIER
CHIEF EXECUTIVE OFFICER, VIRGIN GALACTIC

READY FOR A TRACK NEAR YOU: MUSTANG MACH-E GT AND GT PERFORMANCE EDITION READY FOR CUSTOMER ORDERS

DEARBORN, Mich., April 26, 2021: Ford Mustang Mach-E GT and Mustang Mach-E GT Performance Edition are set to accentuate the thrill of the GT name with the responsiveness of an all-electric powertrain this fall.

“With Mustang Mach-E GT and Mustang Mach-E GT Performance Edition, we’re pushing the boundaries of what an electric vehicle can offer,” said Dave Pericak, vehicle program director. “These Mustang Mach-E models not only give customers the added capability expected from the GT name, but the responsiveness of their electric powertrains will ensure they have a thrilling experience behind the wheel.”

Mustang Mach-E GT features electric all-wheel-drive and permanent magnetic dual motors, including an upgraded secondary electric motor that powers the front wheels for a combined power output of 480 peak horsepower and 600 lb.-ft. of torque¹. It aims for a 0-60 mph time of 3.8 seconds² while targeting an EPA-estimated 250 miles of range³.

In addition to three drive experiences that is offered on the Mustang Mach-E, Mustang Mach-E GT and Mustang Mach-E GT Performance Edition introduce Unbridled Extend, a track- and closed-course-only take on Unbridled mode that balances power output for lap time consistency. The system provides more performance-

oriented traction and stability control tuned specifically for track use including an increase in interior sound.

Mustang Mach-E GT features 20-inch machined-face aluminum wheels with high-gloss black-painted pockets and aero covers with 245/45R20 Continental all-season tires. Mach-E GT also gets red-painted performance brake calipers, plus 385-millimeter ventilated front rotors and 316-millimeter solid rear rotors.

The Mustang Mach-E GT interior features multi-color ambient lighting, front door scuff plates with metal inserts with pony graphic and GT lettering, and an aluminum appliqué instrument panel. Sport-style front seats feature Black Onyx ActiveX™ material with Miko® insert, copper metallic stitching and copper metallic accent piping. Mustang Mach-E GT also features a B&O Sound System by Bang & Olufsen with nine speakers and subwoofer.

Mustang Mach-E GT Performance Edition adds some ‘oomph’

With a 0-60 mph time of 3.5 seconds², the Mustang Mach-E GT Performance Edition joins the Mustang Mach-E GT stable, making an already-fast electric pony even quicker. Pumping out 480 horsepower and 634 lb.-ft. of torque¹ – the same horsepower as the Mustang Mach 1 performance coupe but with 214 lb.-ft. additional torque – Mustang Mach-E GT Performance Edition delivers more torque, grip and better handling by



drawing more power from its battery pack, and targets an EPA-estimated range of 235 miles³.

Offering more than just added “oomph,” Mustang Mach-E GT Performance Edition features sportier components including 385-millimeter front rotors with red-painted Brembo®-branded calipers, as well as 20-inch machined-face aluminum wheels with high-gloss Ebony Black-painted pockets paired with 245/45R20 Pirelli summer tires⁴ – unique to Mustang Mach-E and which enabled engineers to calibrate the motors for increased torque – as well as MagneRide® Damping System to help improve handling performance.

Hands-free driving with BlueCruise

BlueCruise, the Ford hands-free highway driving offering, will be available on Mustang Mach-E GT and Mustang Mach-E GT Performance Edition equipped with the optional Ford Co-Pilot360™ Active 2.0 Package⁵. BlueCruise gives drivers the confidence of hands-free highway driving on more than 100,000 miles of prequalified sections of divided highways called Hands-Free Blue Zones across North America⁶. Over-the-air software updates in the future will allow owners to update software from the convenience of their own garage.

DUNTON, Essex, 15 March ,2021

The Mustang Mach 1, the most track-capable member of the Mustang line-up to ever grace UK shores, arrives in early summer.

On sale now, the best-handling Mustang offered yet boasts 460PS and a suite of performance enhancements for track-ready capability and on-road driving pleasure.

Performance is boosted to a level worthy of the iconic Mach 1 moniker with enhanced aerodynamics, a specially-calibrated 5.0-litre V8 engine and uprated cooling for improved track capability.

The Mach 1 is also the first production Mustang in Europe available with a high-performance TREMEC six-speed manual transmission, featuring rev-matching technology for seamless down-shifts and an upgraded oil-cooler system for high-demand performance driving.

A unique suspension setup further enhances road performance and track-readiness. Specially-calibrated MagneRide® 2 dampers and

bespoke springs, anti-roll bars and bush specifications deliver improved control and response under high cornering loads. Retuned electric power-assisted steering (EPAS) software enables the Mach 1 to offer the most precise steering of any Mustang in Europe.

The result is the fastest production Mustang around a track ever offered to customers in Europe.

Key Facts

Performance

- True Mustang V8 with unique software calibration for 460 PS at 7,500 rpm
- Open Air Induction System and 87 mm throttle body for sharp throttle response
- Uniquely-tuned Active Valve Performance Exhaust gives high quality sound

Cooling

- Additional engine oil cooler and oil filter adaptor
- Transmission cooler for track endurance
- Dedicated underbody fins for brake cooling

Transmission

- TREMEC 6-speed manual with revmatching new for Mustang in Europe
- 10-speed auto with upgraded torque converter and bespoke software
- Limited-slip differential as standard



Suspension

- MagneRide® adjustable dampers with unique calibration
- Stiffer front springs, stiffer anti-roll bars and new steering tuning
- New subframe and toe-link components for sharpened steering responses on road and track

Aerodynamics

- Front splitter redesigned for increased downforce
- Longer undertray and Shelby GT500 rear diffuser design
- Bespoke rear spoiler aids neutral aero balance

Styling

- Unique interior and exterior badging with Mach 1 logo and chassis number
- White cue ball gearknob
- Leather sports seats

History

First introduced in 1969, the Mustang Mach 1 extended the performance of the Mustang GT model with a number of enhancements including more powerful V8 engines, competition suspension and bespoke styling. The first-generation Mach 1 set 295 speed and endurance records at the Bonneville Salt Flats, and racing teams using the Mach 1 earned back-to-back SCCA Manufacturer’s Rally Championships in 1969 and 1970. New or updated versions were introduced in 1971, 1974, and 2003. More than 300,000 Mustang Mach 1 vehicles have been produced since 1969.

GONE CRUISIN'

Gary's Hot Rods & Cruisers



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Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA. More pics from Gary at

<http://www.carsplaneslandscapes.com/>

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