

Speedi

Wings & Wheels

www.speedi.tv

August / September 2019

Issue No: 45

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Single Page

AIRVENTURE SPECIAL
170 PAGES OF ACTION

News

Events

Features

Show Reports

Reviews



FREE!
Online
Magazine

THIS MONTH:

AirVenture

Atlantis

B-17

Flea Market

and Much More

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NASA Image of the Day

Visions of Apollo 11: Command
Service Module Orbits the Moon

This illustration shows the Command
Service Module orbiting the Moon as
Neil Armstrong and Buzz Aldrin
explored the lunar surface

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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 August / September 2019 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 50th Anniversary of EAA's AirVenture. 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*

AirAsia has taken delivery of its first A330neo aircraft, to be operated by its long-haul affiliate AirAsia X Thailand. The aircraft was delivered via lessor Avolon and is the first of two A330neos set to join the airline's fleet by the end of the year.

7 *AirVenture Special - 66 pages*

Speedi

Wings & Wheels

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First EgyptAir A220-300 makes maiden flight

23 August 2019

The first A220-300 for EgyptAir has successfully completed its inaugural test flight from the Mirabel assembly line. The first of 12 aircraft EgyptAir has on order is due to be delivered to the Cairo-based airline in the coming weeks.

The A220 for EgyptAir will provide passengers with superior comfort, its innovative cabin design featuring the widest economy seats of any single-aisle

aircraft, and panoramic windows for more natural light. The aircraft, which is outfitted with a brand new cabin layout of 134 seats, will now enter its final phase of completion before delivery.

The A220 delivers unbeatable fuel efficiency and true wide-body



comfort in a single-aisle aircraft. The A220 brings together state-of-the-art aerodynamics, advanced materials and Pratt & Whitney's latest-generation PW1500G geared turbofan engines to offer at least 20% lower fuel burn per seat compared to previous generation aircraft. With a range of up to 3,400 nm (6,300 km), the A220 offers the performance of larger single-aisle aircraft.

More than 80 A220 aircraft are flying with five operators on regional and transcontinental routes in Asia, America, Europe and Africa, proving the great versatility of Airbus' latest addition.

Airbus begins U.S. production of A220 aircraft

05 August 2019

Airbus has today officially begun manufacturing the A220 in the U.S. The first team of A220 production workers began work at Airbus' Mobile, Alabama-based production facility following their recent return from on-the-job training in Mirabel, Quebec, Canada, where the A220 programme and primary final assembly line are located.

"The expansion of our commercial aircraft production in Mobile to a second product line – with 400 additional jobs to support it – further solidifies Airbus' standing as a truly global aircraft manufacturer, and confirms without a doubt that Airbus is an important part of America's manufacturing landscape," said Airbus Americas Chairman & CEO C. Jeffrey Knittel. "With Mobile, and our production network in Asia, Canada and Europe, we have strategically created a worldwide industrial base to better serve our customers."

Airbus announced plans for the addition of A220 manufacturing in Mobile in October 2017. Construction on the main A220 flowline hangar and other support buildings for the new A220 began at the Mobile Aeroplex at Brookley at the beginning of this year. Airbus is producing the first few aircraft within some current A320 Family

buildings and newly-built support hangars. The first U.S.-made A220 – an A220-300 destined for Delta Air Lines – is scheduled for delivery in the third quarter of 2020. By the middle of the next decade, the facility will produce between 40 and 50 A220 aircraft per year.

The A220 is the only aircraft purpose-built for the 100-150 seat market; it delivers unbeatable fuel efficiency and wide-body passenger comfort in a single-aisle aircraft. The A220 brings together state-of-the-art aerodynamics, advanced materials and Pratt & Whitney's latest-generation PW1500G geared turbofan engines to offer at least 20% lower fuel burn per seat compared to previous generation aircraft. The A220 offers the performance of larger single-aisle aircraft. With an order book of 551 aircraft as of end of June 2019, the A220 has all the credentials to win the lion's share of the 100-to-150-seat aircraft market, estimated to

represent 7,000 aircraft over the next 20 years.

Airbus has strong and longstanding ties to the United States, with Airbus aircraft being operated by the largest airlines in America. Additionally, Airbus is a major partner of U.S. aerospace companies and workers. The company has purchased \$48 billion of components and materials from American suppliers in the last three years alone, and supports more than 275,000 American jobs. Among its facilities in the U.S. Airbus has: engineering centers in Kansas and Alabama; training facilities in Florida and Colorado; materials support and headquarters in Virginia; an innovative think tank (A3) in California; a drone data analysis business (Airbus Aerial) in Atlanta, Georgia; helicopter manufacturing and assembly facilities in Texas and Mississippi; and a satellite manufacturing facility (OneWeb) in Florida.



New Boeing 787 Dreamliner for EGYPTAIR Flies Home on Sustainable Aviation Fuel

Flight from Seattle to Cairo represents the longest 787 delivery flight using sustainable fuel

Delivery flight launches Boeing program that offer operators the option to use sustainable fuel for flight home.

SEATTLE, July 23, 2019 — Boeing [NYSE:BA] today delivered the fifth 787 Dreamliner for EGYPTAIR via a lease agreement with AerCap. Egypt's national carrier took advantage of a new Boeing program and filled its new super-efficient airplane with biofuel for the flight home, underscoring the airline's drive to improve the efficiency and sustainability of its operations.

"We are committed to the sustainable growth of our airline and supporting commercial aviation's efforts to protect the environment," said Ahmed Adel, chairman and CEO of EGYPTAIR Holding Company. "The 787-9 Dreamliner is

a great fit for our network and provides our customers with a responsible choice for air travel."

The 787 Dreamliner was designed for superior fuel efficiency and environmental performance. Its lightweight composite materials, highly-efficient engines and other aerodynamic improvements reduce fuel use and emissions by 20 to 25 percent compared to the airplanes it replaces. The Dreamliner family has saved 37 billion pounds of fuel since entering service in 2011 — the equivalent of taking 10 million cars off the road for a year.

EGYPTAIR ordered six 787-9 Dreamliners in 2017 via long-term lease from Dublin-based AerCap, a global leader in aircraft leasing.

"We are delighted to support EGYPTAIR's fleet renewal strategy and to be a part of this important industry-first milestone," said Aengus Kelly, CEO of AerCap. "The 787 Dreamliner is a perfect choice for EGYPTAIR, allowing the airline to reduce fuel use and emissions by up to 25 percent while meeting its sustainable growth ambitions, as well as supporting AerCap's target to transition its fleet



to over two-thirds new technology aircraft by 2021."

AerCap is the world's largest customer of the 787 aircraft, with a total of 114 owned, managed and on order.

For the flight to its home base in

Cairo, EGYPTAIR became the first operator to use a new Boeing program that offers operators the option to use biofuel on delivery flights. Sustainable aviation fuels have been shown to reduce carbon dioxide emissions by up to 80 percent through its lifecycle. The 5,925 nautical-mile (10,973 kms) trip flight from Seattle to Cairo represents the longest 787 delivery flight using sustainable fuel.

"Boeing and the industry believe sustainable fuel has significant long-term potential to help commercial aviation earn its license to keep growing and meet our climate goals," said Sheila Remes, vice president of Strategy at Boeing Commercial Airplanes.

Boeing has been an industry leader in fostering the development of sustainable aviation fuel. Research, testing and rigorous review by the company – in collaboration with other airframe and engine manufacturers and aviation stakeholders – led to regulatory approval of the first sustainable fuel for commercial aviation in 2011. Since that time, airlines around the world have flown nearly 190,000 passenger flights on a blend of sustainable and conventional fuel.

EGYPTAIR used a biofuel produced by World Energy at its refinery in Paramount, Calif., the first facility designed to make renewable jet fuel on a commercial scale. Made from agriculture waste, the fuel is certified for commercial use and can be blended with conventional jet fuel without modifications to the airplanes, engines or fueling infrastructure.

Vietnam Airlines Flies Its First Boeing 787-10 Dreamliner

Vietnamese flag carrier to put largest Dreamliner on some of the world's busiest destinations

787-10 is the most efficient twin-aisle jet flying today and can cover more than 95 percent of twin-aisle routes

NORTH CHARLESTON, S.C., Aug. 15, 2019 /PRNewswire/ -- Boeing [NYSE: BA] delivered the first of eight 787-10 Dreamliner airplanes to Vietnam Airlines today via

lease from Air Lease Corporation [NYSE: AL]. The Vietnamese flag carrier plans to put the 787-10 – the most fuel-efficient twin-aisle airplane in the industry – on the busiest routes in its expanding network.

"Welcoming the largest member of the 787 family to our growing fleet ensures we continue to boast one of the youngest and most modern fleets in Asia and also adds a competitive edge to Vietnam Airlines' operations. We appreciate the unbeatable efficiency performance with reduced fuel burn and outstanding passenger comfort and amenities," said Pham Ngoc Minh, Chairman of the Board of Directors of Vietnam Airlines. "On our journey to become a 5-star airline, we are confident that the Boeing 787-10 fleet will further elevate the customer experience on

the Hanoi to Ho Chi Minh route as well as many international routes."

The new 787-10 will complement Vietnam Airlines' existing fleet of 787-9 jets. Both feature the Dreamliner's ultra-efficient technology and passenger-pleasing comforts. The 787-10 is longer than the 787-9, providing the space to carry 40 more passengers and more cargo and helping it offer the lowest



operating costs per seat of any twin-aisle jet in service today. Vietnam Airlines is outfitting its 787-10 models with 367 seats (24 in business class and 343 in economy class). In addition to its size and fuel efficiency, the 787-10 can cover long distances. With a published range of 6,430 nautical miles (11,910 km), the 787-10 can fly more than 95 percent of the world's twin-aisle routes.

"ALC is extremely pleased to announce this important first 787-10 delivery to Vietnam Airlines with Boeing and be the first lessor to introduce the airline to the -10," said Steven F. Udvar-Házy, Executive Chairman of Air Lease Corporation. "This first of eight 787-10s from ALC will significantly contribute to Vietnam Airlines' ongoing major widebody fleet upgrade with the latest technology. ALC values our

long-time role as an advisor when planning the growth and replacement of Vietnam Airlines' fleet to maintain the airline's leading position in Southeast Asia and worldwide."

With the delivery to Vietnam Airlines, the 787-10 continues to expand its global presence. More than 30 of this Dreamliner model have been delivered to six operators since the airplane entered commercial service last year. Airlines are deploying the 787-10 around the world, especially in Asia as it is home to more than half of all 787-10 destinations.

"Vietnam Airlines has achieved impressive growth in recent years and helped power the rapid rise of commercial aviation in Southeast Asia. We see even greater potential ahead and the 787-10 brings the perfect combination of size and efficiency for Vietnam Airlines to serve high-demand routes, while the longer-range 787-9 delivers the flexibility to connect the world's major cities with popular destinations in Vietnam and surrounding countries," said Ihssane Mounir, senior vice president of Commercial Sales and Marketing of The Boeing Company. "We are excited to partner once again with ALC to bring a state-of-the-art airplane to a valued customer. We are confident the 787-10 will help Vietnam Airlines continue to grow its regional and international network and improve its award-winning service."

Photos for this feature:

Pages 7 through 37 - Gary Rosier

Pages 38 through 72 - Jim (Flybum) Pratt



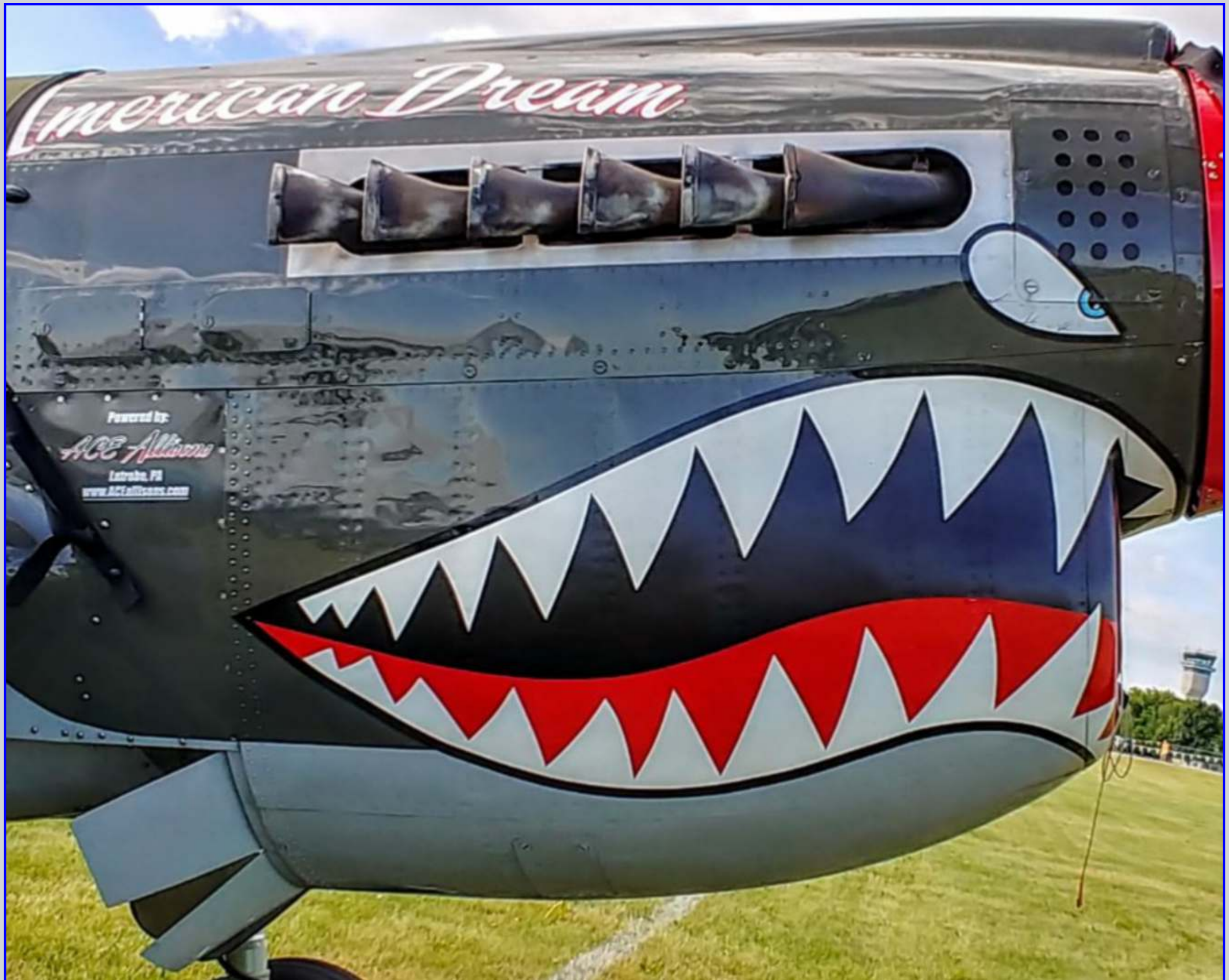












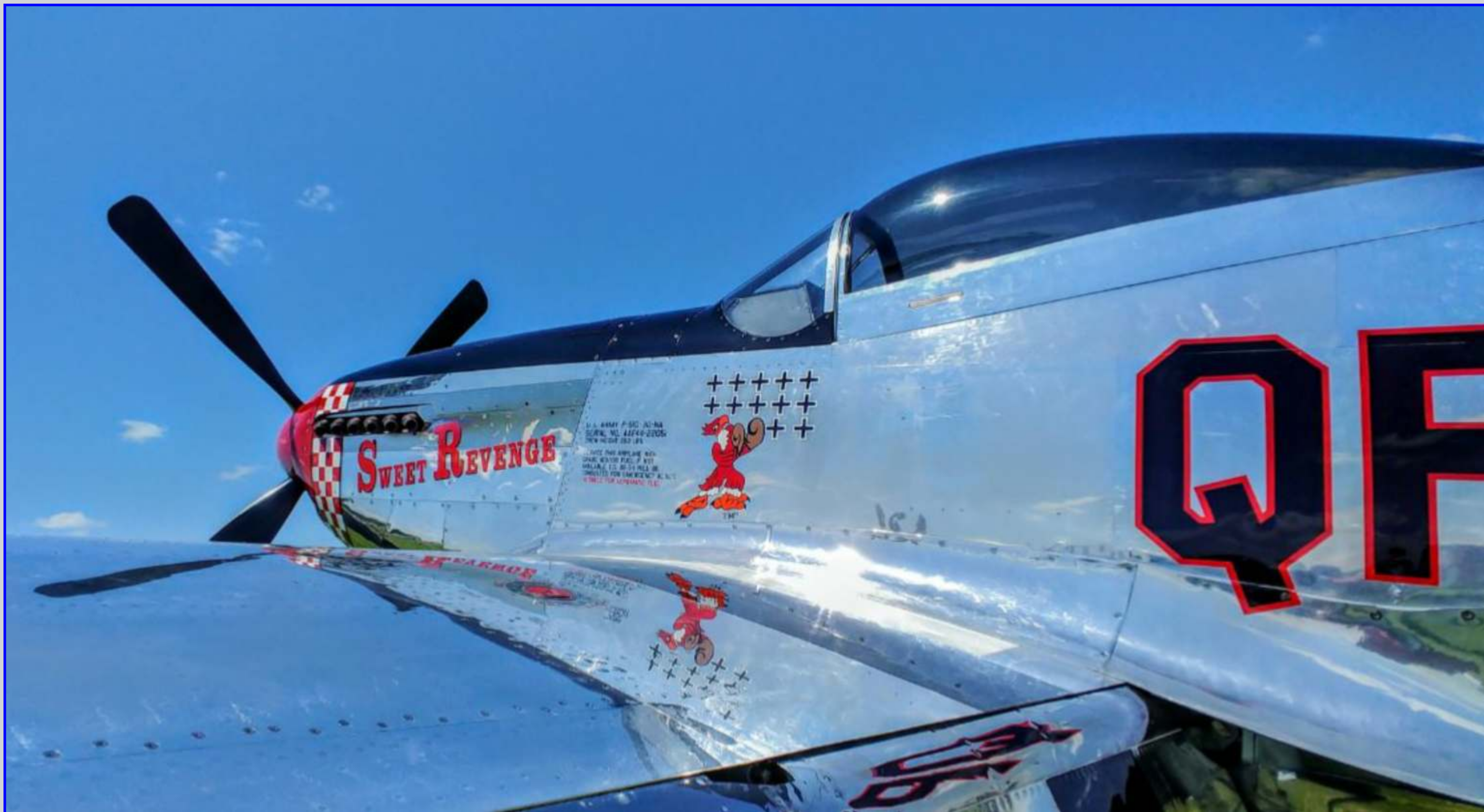












































































B-17G FLYING FORTRESS

ORIGINAL SPECIFICATIONS

Gross weight: 35,000 lbs.
Crew: 10
Engines: Four 1,200-horsepower Wright R-1820-90
cylinder engines
Range: 3,700 miles (6,000 statute miles)
Speed: Cruise 160 mph; Top speed 287 mph
Wing span: 120 ft. 0 in.
Length: 74 ft. 0 in.



WARNING

Restricted Area

It is unlawful to enter this area without
permission of the Installation Commander.
Do Not Enter. No. 11100-101-01-01-01





LA PISTOLERA







































SPEEDI'S BLOG

WELCOME TO
SPEEDI'S Blog

On pages 101 through 120 of this issue are photos of a memorable visit I made, as a journalist, to the Kennedy Space Centre in October 2012.

This made me think about how my involvement in aviation has evolved over the years.

Firstly there was the disappointment when I was 17 years old of finding out that having just had a kidney stone this would disqualify me for life (under the then UK CAA medical rules) from becoming a commercial pilot.

So I forgot all about flying, apart from a brief sojourn in a glider, for another 30 years. I then found that if I could prove I did not have kidney stones I could get a US FAA medical and learn to fly.

I'll not go into the detail about getting my license

in a very short period of time. Suffice to say that one day in the nearby town of Whitby, from where Capt James Cook started his record setting round the world voyages, I decided to build my own airplane.

The story is all there on my worldrecordpilot.org website.

Without the help of many friends, and supporting companies, my plane might never have been finished. It was, and I was delighted when I set over 100 FAI World Records - the greatest number set by a UK pilot in aviation history.

This was not without many setbacks all of which are outlined on my website.

As a result of my record setting, I was asked by a UK aviation magazine to work for them as a journalist. It was not a paid position but it opened some 'doors' into the higher echelons of the aviation and space world. Hence the

KSC visit. I was able to see many shuttle launches from the closest position possible, get to see the departure of Endeavour atop the NASA B747, and much more.



All this made me think about how fatal accidents happen. Usually it is a chain of events which lead to an accident. My aviation career has evolved through a chain of events. There was a chain of events when I had my off-airport landing. I was able to break this chain and >

> land my plane safely, despite an exploded engine.

It was the continuing saga of Boeing 737 Max planes which started my recent thought process.

The first crash, of the Lion Air aircraft which had escaped what turned out to be a fatal flight the very next day when a dead-heading pilot in the aircraft's jump seat assisted the flying pilots to break the chain of events - isolate the runaway elevator - and prevent a nose dive into the ocean. Sadly, the same aircraft the next day had no dead-heading pilot aboard to break the sequence of events leading to the fatal crash.

Perhaps if all commercial aircraft had 3 pilots aboard then this may have prevented many a major accident as the flying pilots are often overwhelmed in crisis situations.

Automation helps but is not the ultimate answer,

particularly when aircraft are becoming more and more complex with each new generation.

As well as setting FAI world records, I have been heavily involved in formation flying in a variety of different aircraft types, both as a wingman and a lead pilot. Whilst I have no formal military training my formation expertise has evolved over many years, mentored by well qualified ex-military pilots.

Flying my own high wing aircraft I face a challenging flight each time I fly in formation. Why? Simply because my visibility of the rest of the flight can be compromised by the high wing position, when compared to a low wing aircraft. But equally there are times when a high wing aircraft has advantages over a low wing plane. Training and teaching advanced skills has always been important.

From teaching advanced motorcycling to mentoring pilots as a FAST qualified lead.

The photo below shows me leading Goofy Flight, a flight of 5 entirely different aircraft types.



I was recently asked to comment on a formation flying accident for a legal claim against one of the pilots.

I declined this invitation as I feel strongly that all pilots flying in formation, and their families too, must understand that formation flying is potentially dangerous. All pilots must adhere to a strict set of standards, including a no-sue rule, for the benefit of all. Sadly many 'ambulance chasing' lawyers think differently . . .



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 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 - Joe Friend: ... 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".



Repaving of Cessna taxiway



















EAA's B-17 *Alluminum Overcast* was at Wisconsin Aviation when our correspondent Gary Rosier was visiting Oshkosh for the annual AirVenture event.

Suffice to say that thanks to EAA's B-17 crew and media team Gary was fortunate to have more than a close up view of this magnificent WWII aircraft. Many thanks EAA.

His photos tell the story . . .







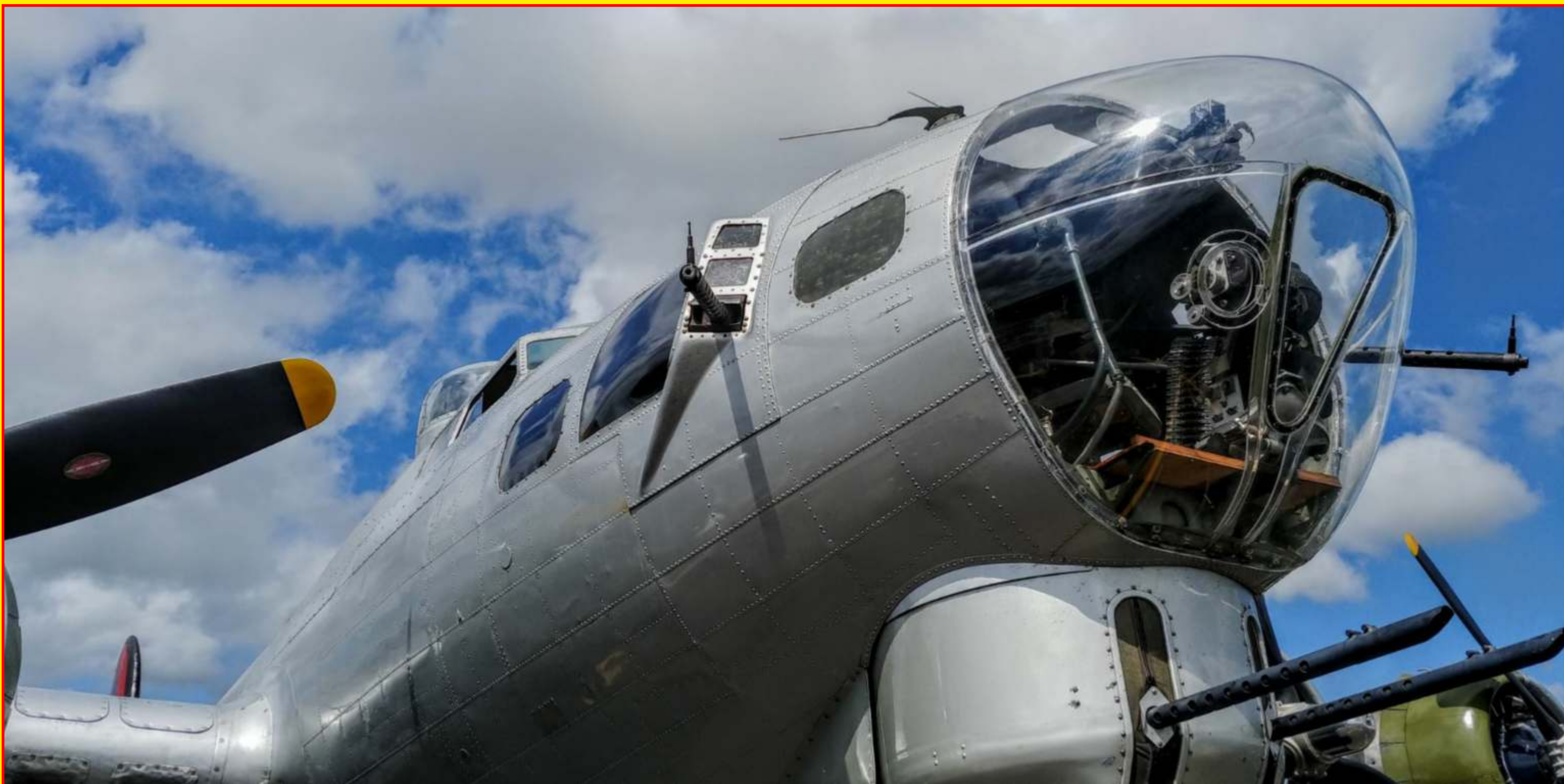




























Space Shuttle Atlantis. ... Its maiden flight was STS-51-J from 3 to 7 October 1985. Atlantis embarked on its 33rd and final mission, also the final mission of a space shuttle, STS-135, on 8 July 2011. STS-134 by Endeavour was expected to be the final flight before STS-135 was authorized in October 2010.

Mission: STS-135

Space Shuttle: Atlantis

Primary Payload: Raffaello Multi-purpose Logistics Module

Launch Date: July 8, 2011

Launch Time: 11:29 a.m. EDT

Launch Site: Kennedy Space Center's Launch Pad 39A

Landing Date: July 21, 2011

Landing Time: 5:57 a.m. EDT

Landing Site: Kennedy Space Center's Shuttle Landing Facility

Mission Duration: 13 days

Inclination/Altitude: 51.6 degrees/122 nautical miles

ATLANTIS

A historical look back to a 'once in a lifetime' visit by our North America Editor, Steve Wood, to the Orbiter Processing Facility Kennedy Space Centre on October 4, 2012 after the Space Shuttle Atlantis had been decommissioned ready for display at the KSC Visitor Centre in 2013. Only a handful of journalists were allowed inside Atlantis.



Editor Steve making his 'historic'
graffiti mark inside Atlantis . . .

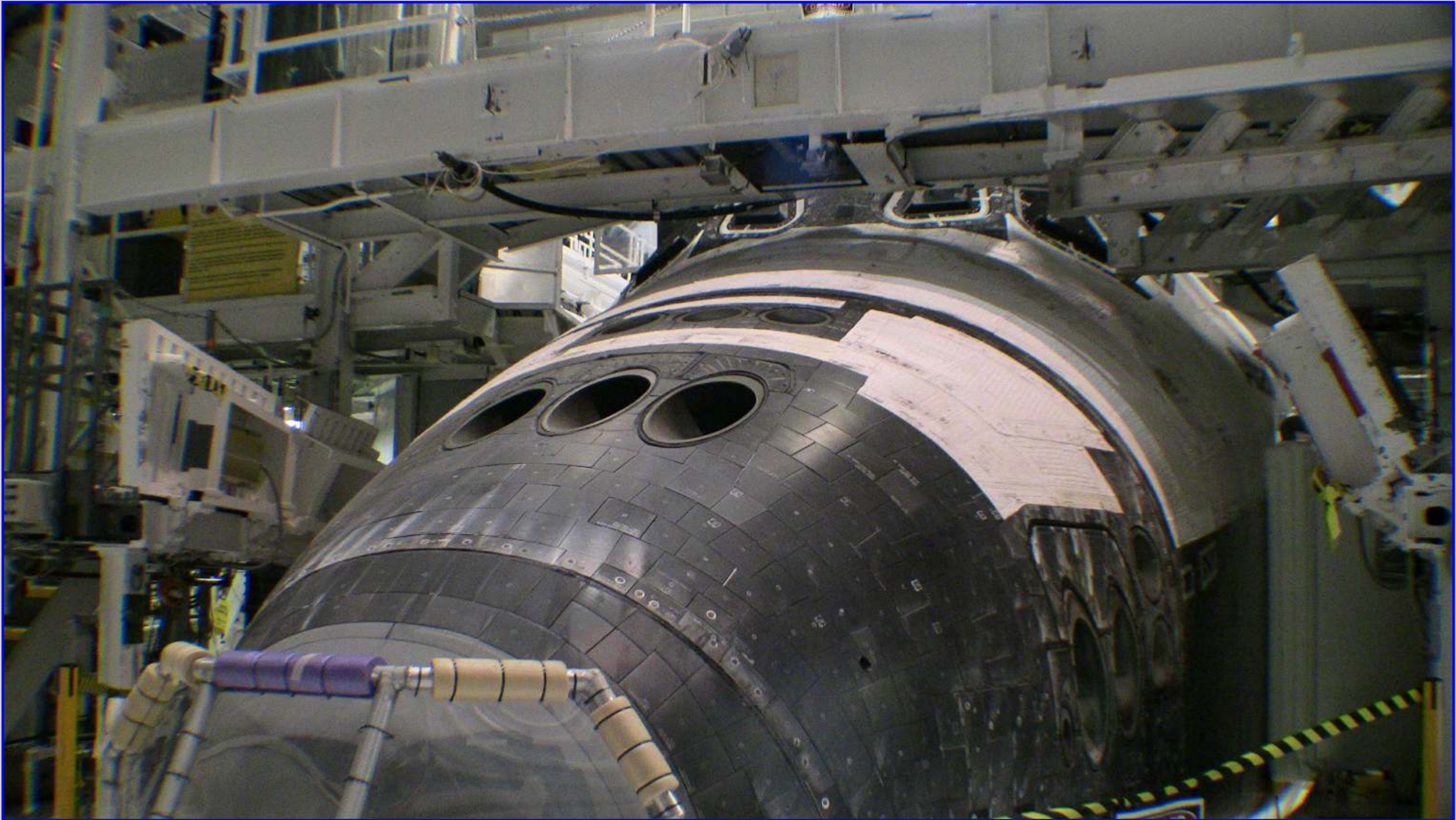




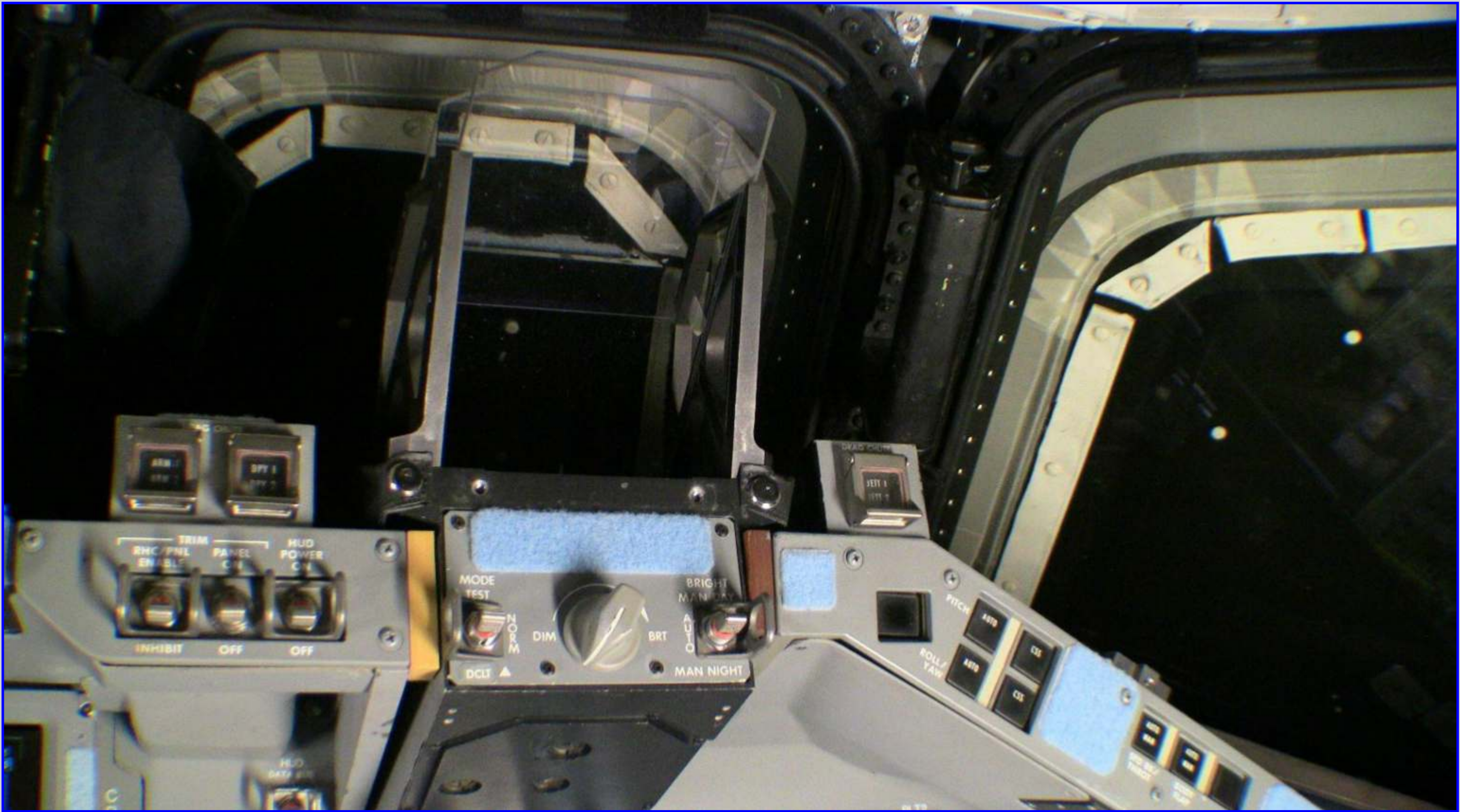


The opportunity of a lifetime - a chance to sit in the Commander's seat of the last Space Shuttle after it has been into Space for the final time . . .





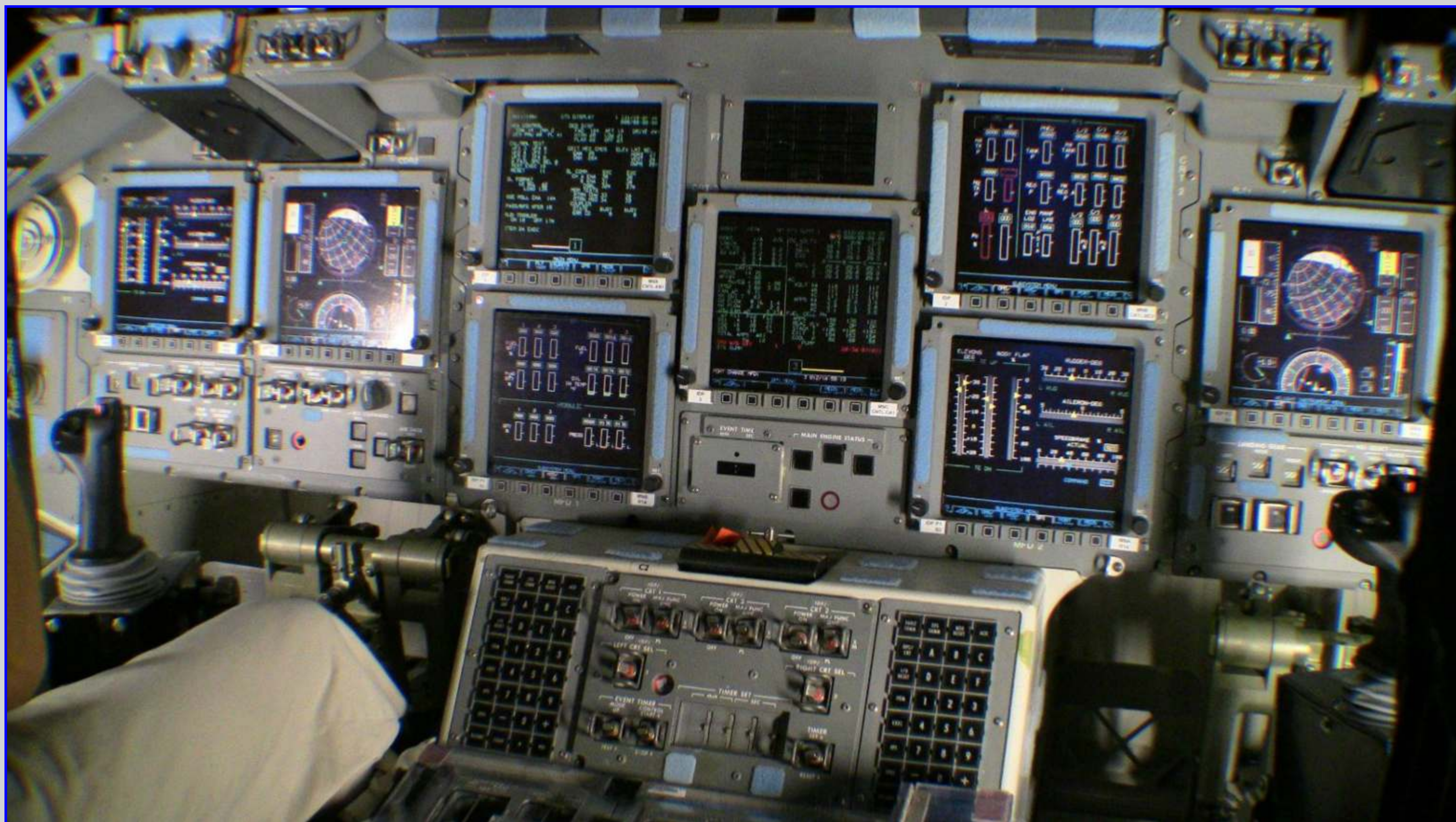




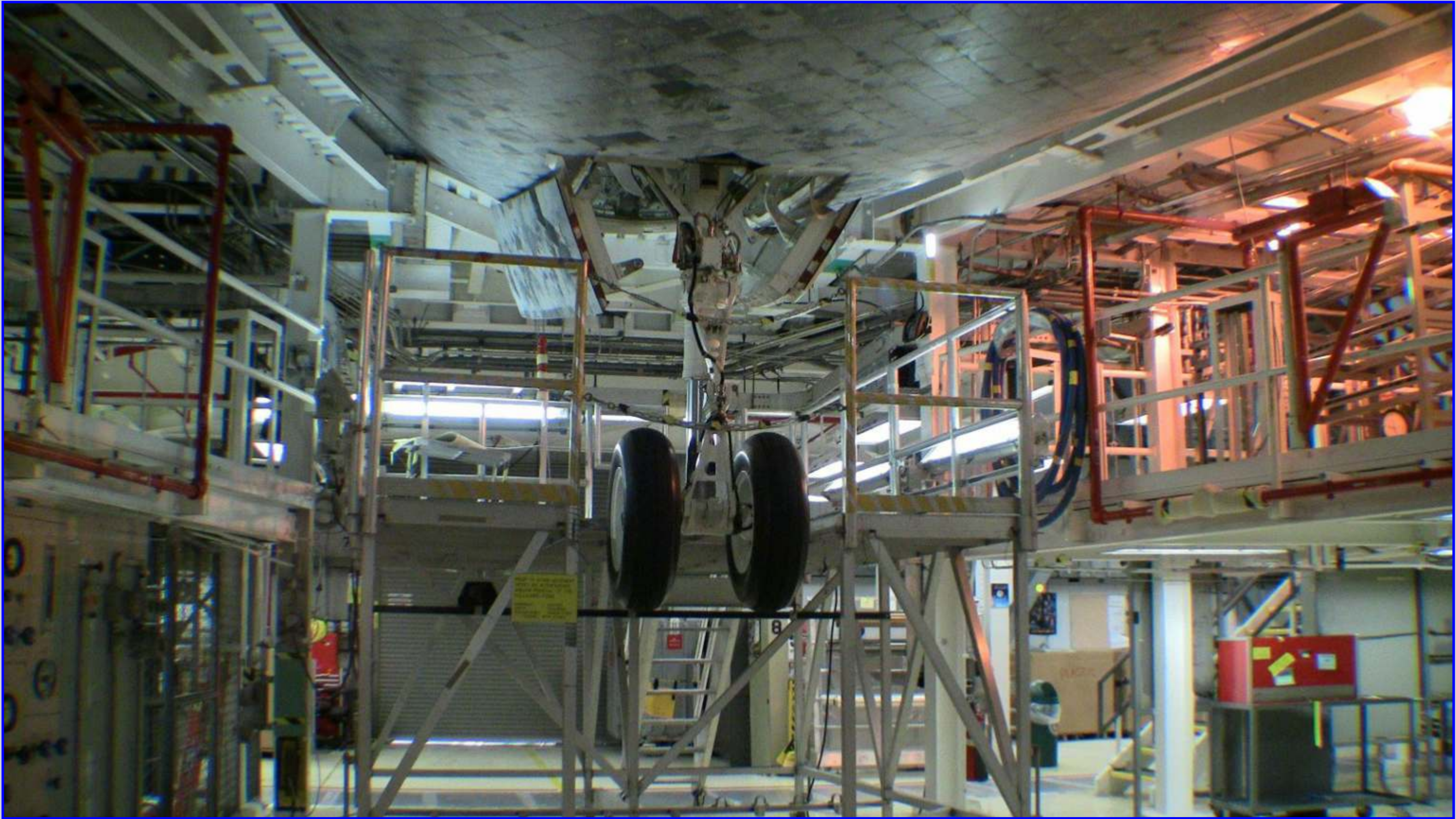


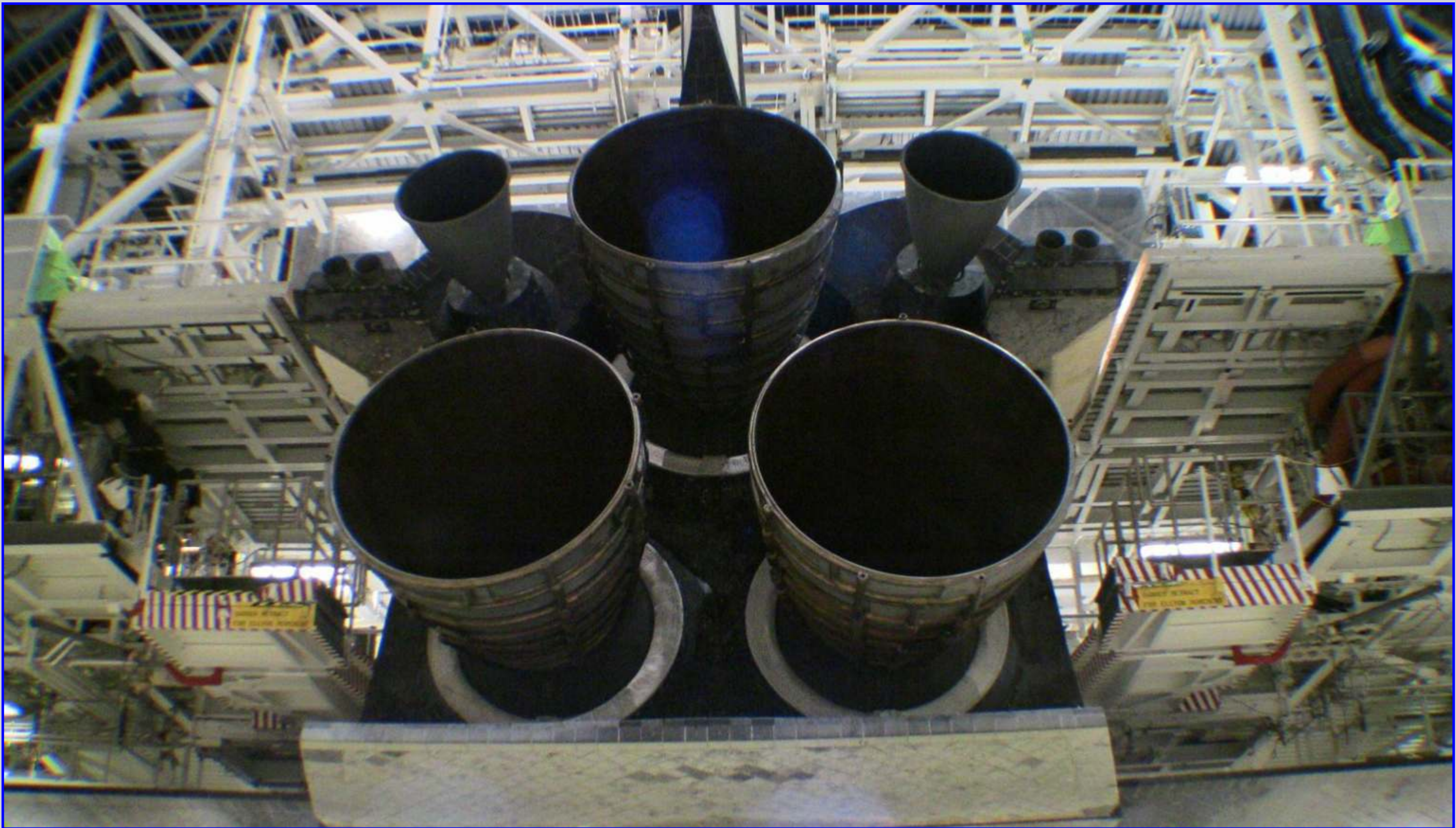




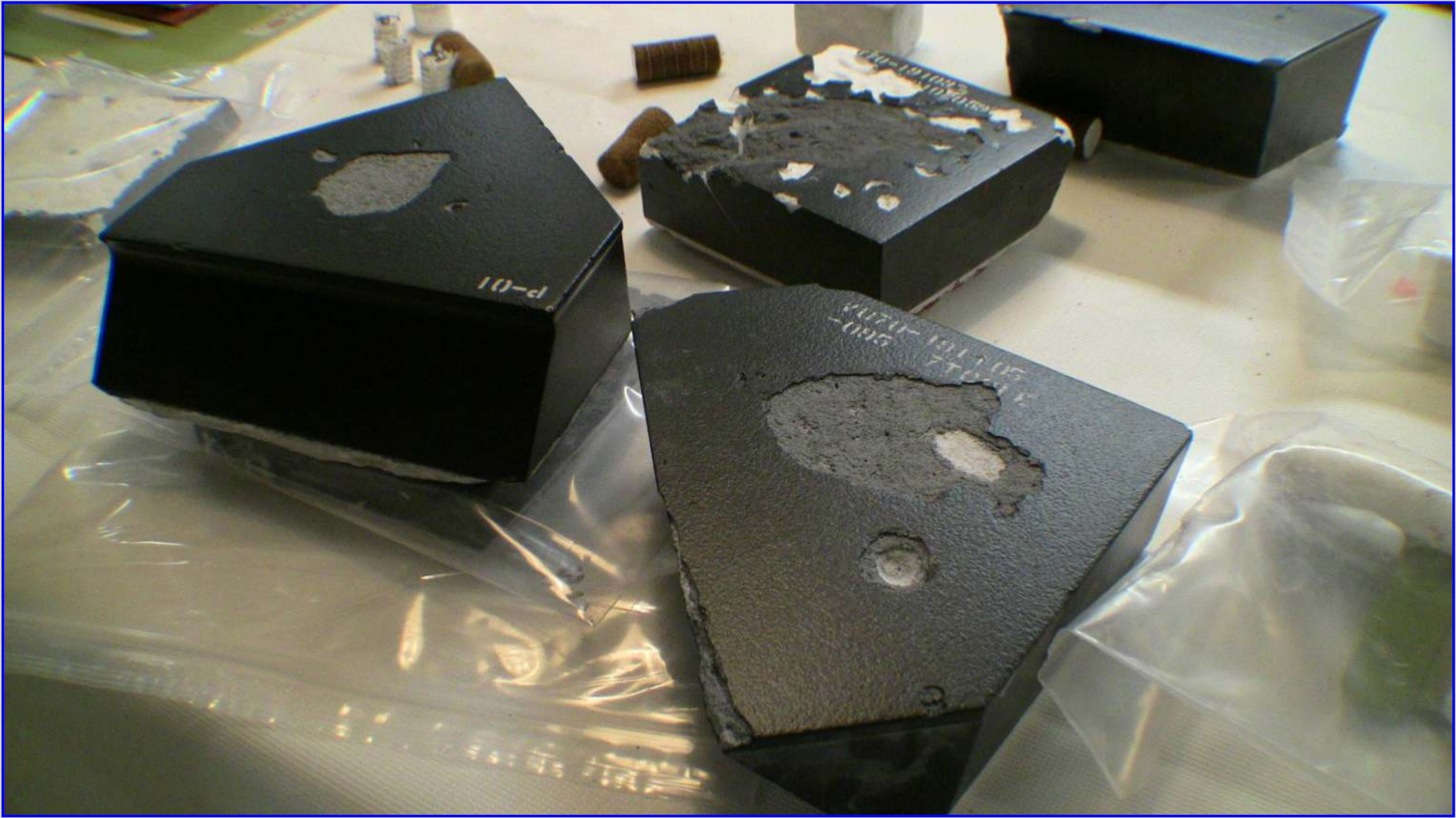












Orbiter Processing Facility

**Space Shuttle
Orbiter Processing Team**

Bay 2



21 August 2019, Whitley, UK:

The Land Rover Discovery has celebrated its 30 th anniversary by playing the role of mobile laboratory on a pioneering drive across sub-Saharan Africa as part of the latest Land Rover Bursary.

The Mobile Malaria Project team crossed four countries in a specially converted version of Land Rover's most versatile full-sized SUV. They successfully tested the latest portable genetic sequencing technology in remote off-grid locations for the first time – even generating data for their partners while driving.

Driving a Discovery developed by Land Rover Special Vehicle Operations and led by Dr George Busby, the team worked with local scientists to extract and analyse DNA in remote locations, generating useful genetic data within hours. Scientists usually have to wait weeks for data after obtaining, preparing and dispatching samples to overseas laboratories for analysis.

The 2018 Land Rover Bursary, awarded in partnership with the Royal Geographical Society (with IBG), supported the team of three Oxford University researchers on a 7,350km (4,567 mile) trip across Namibia, Zambia, Tanzania and Kenya.

Dr Steve Iley, Jaguar Land Rover's Chief Medical Officer, said: *"Malaria affects millions of people all over the world every year. At Jaguar Land Rover we're passionate about using our technology to help experts in their field make a real difference and the Land Rover Bursary is a great example of this. We're really proud the unique Discovery developed by our Special Vehicle Operations team has helped prove that remote DNA sequencing is possible even in hard-to-reach locations."*

The one-off Discovery was equipped as a mobile genetic sequencing laboratory, making full-use of its 1,137-litre load space with a fridge/freezer to safely store scientific supplies, a bespoke load space configuration system to hold the team's equipment and an on-board expedition battery. A purpose-built dual sun awning, rescue kit, winch, sand/mud tracks, roof rack and LED night driving lamps completed the list of modifications. In addition, the scientific legwork was done by a series of compact genetic sequencing machines, MinIONS.

Project leader Dr George Busby, said: *"The Discovery was the perfect tool for the job. It took the different terrains in its stride and carried all our kit with*



ease and performed as a mobile laboratory. Without the support of the Land Rover Bursary we simply wouldn't have been able to make this important step of proving the viability of remote DNA sequencing in the field of malaria prevention."

Malaria is the third-biggest killing infectious disease in the world and 90 per cent of cases occur in Africa. The distribution of drug resistance in the parasites that cause malaria and insecticide resistance in the mosquitoes that transmit it, varies across the continent, and genetic analysis is one way of providing important information on where resistance lies for local control programmes. Identifying and understanding the most effective insecticides against local mosquito populations, and the most successful treatments against the parasites they carry, are crucial for future efforts to control the spread of malaria.

Wednesday 14 August 2019,

UK: Jaguar is spearheading a campaign for the Oxford English Dictionary (OED) and Oxford Dictionaries (OxfordDictionaries.com) to change their official online definitions of the word 'car'.

The I-PACE, Jaguar's all-electric performance SUV, is the 2019 World Car of the Year and European Car of the Year. However, strictly speaking, the zero-emission vehicle isn't defined as a car.

The OED, the principal historical dictionary of the English language, defines a 'car' in its online dictionary as: 'a road vehicle powered by a motor (usually an internal combustion engine) designed to carry a driver and a small number of passengers, and usually having two front and two rear wheels, esp. for private, commercial, or leisure use.'

Whereas the current definition of a 'car' on Oxford Dictionaries.com, a collection of dictionary websites produced by Oxford University Press (OUP), the publishing house of the University of Oxford, is: 'A road vehicle, typically with four wheels, powered by an internal combustion engine and able to carry a small number of people.'

To remedy the situation, Jaguar has submitted a formal application to the OED and OxfordDictionaries.com to have the definitions updated to include additional powertrains, including electric vehicles (EV).

"A lot of time and thought is put into the name of any new vehicle or technology to ensure it is consumer friendly, so it's surprising to see that the definition of the car is a little outdated. We are therefore inviting the Oxford English Dictionary and the Oxford Dictionaries to update its online classification to reflect the shift from traditional internal

combustion engines towards more sustainable powertrains."

DAVID BROWNE
HEAD OF JAGUAR LAND
ROVER'S NAMING COMMITTEE

The Oxford English Dictionary is widely regarded as the accepted authority on the English language. It is an unsurpassed guide to the meaning, history, and pronunciation of 600,000 words - past and present - from across the English-speaking world.

Jaguar unveiled the I-PACE, its first all-electric vehicle, last year to deliver sustainable sports car performance, next-generation artificial intelligence (AI) technology and five-seat SUV practicality.

Featuring a state-of-the-art 90kWh lithium-ion battery, two Jaguar-designed motors and a bespoke aluminium structure, the I-PACE is capable of 0-60mph in 4.5 seconds and a range of up to 292 miles (WLTP).

While both the Oxford English Dictionary and Oxford Dictionaries review the application, Jaguar is encouraging people to get behind the campaign by asking how the word 'car' should be defined. Contact Jaguar on Twitter, Facebook and Instagram using #RedefineTheCar with your thoughts.





ROLLS-ROYCE MOTOR CARS PRESENTS BESPOKE CULLINAN IN FUX ORANGE TO FAMED COLLECTOR

19.08.2019

Car collector Michael Fux today received his twelfth Bespoke Rolls-Royce commission, and it was another stunning reveal. Unveiled at 'The Quail, A Motorsports Gathering', Rolls-Royce Motor Cars debuted the spectacularly colorful commission, 'Cullinan in Fux Orange,' marking the tenth time the brand has developed and reserved a color carrying the name of the prolific patron of Bespoke

Unveiled at 'The Quail, A Motorsports Gathering', Rolls-Royce Motor Cars debuted the spectacularly colorful commission, 'Cullinan in Fux Orange,' marking the tenth time the brand has developed and reserved a color carrying the name of the prolific patron of Bespoke. Unveiled by Torsten Müller-Ötvös, Chief Executive, Rolls-Royce Motor Cars, the commission was the highlight of

the Rolls-Royce celebration at The Quail and Monterey Car Week, one of the hallmark annual gatherings for global luxury collectors worldwide

"Michael is a true patron of our Rolls-Royce Bespoke artistry. He has continually brought us color challenges ranging from exterior finishes to perfect color matching for a variety of materials throughout his creations. For more than a decade, my team has never failed to deliver for him and the brand. He has created a collection of Rolls-Royce Motor Cars that will grace the lawn of Pebble Beach and Concours around the world for the next century." Torsten Müller-Ötvös, Chief Executive, Rolls-Royce Motor Cars.

Working with the Bespoke design and color development team at the Home of Rolls-Royce, Goodwood, Mr. Fux challenged the designers to match the exterior color to a vibrant orange ladies wrap that caught his eye in South Florida. He purchased the wrap and had it delivered to the Rolls-Royce Bespoke Collective. Working together for nearly a year, the teams delivered the perfect surface application of more than seven layers of finish polished by hand for multiple hours in the Surface Finish Center. The exterior even features black Cullinan wheels and pinstripe wheel centers in the bright 'Fux Orange.'

The interior is decked in hand-crafted Arctic White leather with offsetting Orange stitching and Orange Rolls-Royce 'RRs' on the headrests. Arctic White is carried over to the luxurious box grain leather fascia, steering wheel control stems and carpets. The designers brought color contrast with 'Fux Orange' finished fascia veneer, rear-view mirror and lambswool floor mats. The contrast of white and color showcased the artisanship with exacting standards for the Rolls-Royce craftspeople.

Mr. Fux's Rolls-Royce cars are the highlight of his collection including more than 150 of the world's most unique and colorful motor cars. Arriving in the United States a young Cuban immigrant, Mr. Fux built a series of successful businesses in the bedding and linen industry. Today, he strives to give something back to the communities he has worked in. Since establishing Te Michael Fux Foundation in 2006, he has donated millions of dollars to enrich the lives of children stricken with serious illnesses. In addition to building the Fux Family Center at the Miami Children's Hospital, Mr. Fux and his wife Gloria hold multiple events each year to sustain the center and entertain the children. The colorful collection of cars are used at fundraisers to raise money to benefit those in need.

Rolls-Royce Motor Cars has dozens of colors reserved for numerous clients around the globe. Among the Rolls-Royce Motor Cars he has commissioned, Mr. Fux now 'owns' ten Bespoke colors, more than any other patron of the brand.

EXP 100 GT DYNAMIC IMAGERY RELEASED TO MARK BENTLEY'S CENTENARY CELEBRATIONS AT MONTEREY CAR WEEK

The Home of Bentley celebrates 100 years through a showcase of British craftsmanship and design

(20 August 2019, Monterey, Calif.) Bentley is releasing new dynamic images of its visionary EXP 100 GT concept car to celebrate a stunning presence at Monterey Car Week 2019, which was crowned with a Bentley taking the coveted 'Best of Show' prize at the pinnacle Pebble Beach Concours d'Elegance.

Alongside the new images, that also include stunning location shots taken on the Monterey Peninsula, Bentley has launched a new and dedicated app for Apple devices. The 'Bentley 100 AR' app uses a printable QR code to provide an augmented reality experience of the EXP 100 GT, allowing users to explore the exterior and interior of the concept car. Users can even interact with a virtual version of the car in full scale, by using the app at selected Bentley retailers.

This year saw the biggest and most successful Bentley presence at Monterey Car Week in its history, as part of the marque's extensive centenary celebrations. The Home of Bentley in Monterey – a private residence in Pebble Beach that transforms to be a 'home away from home' – featured a display of current product including the all-new Continental GT V8 as well as

the Bentayga portfolio of Design Series, Speed, V8 and Hybrid. Alongside the model range and customer test drive programme was a Bentley boutique and a dedicated 'Crewe in America' showcase of design and handcraftsmanship skills provided by a team of Bentley colleagues that joined direct from Crewe, England.

The EXP 100 GT made its Americas debut at The Quail – A Motorsports Gathering, on Friday – the first act of a trilogy of appearances that included Saturday at the Home of Bentley and a star showing alongside the Concept Lawn at the Concours d'Elegance on Sunday.

Saturday daytime saw a dedicated Centenary Parade take place at the iconic Laguna Seca raceway. Led by a three-car echelon of the 1929 4½-litre Team Blower, record-breaking Pikes Peak Continental GT and new Continental GT V8 Convertible, the 21-car field also comprised heritage pre-war Bentleys that had completed the W.O. Bentley Tour up the California coastline earlier in the week.

Bentley's pinnacle Signature Party took place on Saturday evening, with more than 400 VIP guests attending over the course of the evening at The Beach & Tennis Club in Pebble Beach. Bentley Chairman and CEO Adrian Hallmark and Americas CEO and President Christophe Georges together introduced the all-new Flying Spur luxury sedan for its Americas debut, and displayed the cars of the W.O. Bentley tour arrived in style to form a guard of honour for the evening.

Bentley was a featured marque at Sunday's Pebble Beach Concours d'Elegance, where almost 60 Bentleys filled six individual classes across the show field. Highlights included the bringing together of the three most famous Speed Six models – Old Numbers 1, 2 and 3 – and three of just four Team Blowers ever built. The crowning moment came at the end of the day, when The Hon. Sir Michael Kadoorie's exquisite 1931 8 Litre Gurney Nutting Sports Tourer was awarded the prestigious 'Best of Show' award, handed to the car that the judging panel deems to be the finest at the Concours.



CHEVROLET INTRODUCES FIRST-EVER MID-ENGINE CORVETTE

2020 Stingray is the fastest, most powerful entry Corvette

2019-07-18

TUSTIN, Calif. — Today, Chevrolet fulfills the long-term promise of the iconic Corvette with the introduction of the 2020 Stingray, the brand's first-ever production mid-engine Corvette. The sum of everything that came before it, the 2020 Stingray is re-imagined to bring customers new levels of performance, technology, craftsmanship and luxury.

From front- to mid-engine, in under three seconds

“Corvette has always represented the pinnacle of innovation and boundary-pushing at GM. The traditional front-engine vehicle reached its limits of performance, necessitating the new layout,” said GM President Mark Reuss. “In terms of comfort and fun, it still looks and feels like a Corvette, but drives better than any vehicle in Corvette history. Customers are going to be thrilled with our focus on details and performance across the board.”

Design inspired by racing and aeronautics

The 2020 Stingray's exterior has a bold, futuristic expression with mid-engine exotic proportions, but it is still unmistakably Corvette. It's lean and muscular, with an athletic sculptural shape conveying a sense of motion and power from every angle.

“As America's most iconic performance nameplate, redesigning the Corvette Stingray from the ground up presented the team a historic opportunity, something Chevrolet designers have desired for over 60 years,” said Michael



Simcoe, vice president of Global Design, General Motors. “It is now the best of America, a new arrival in the mid-engine sports car class. We know Corvette can stand tall with the best the world has to offer.”

A supercar level of craftsmanship, premium materials and attention to detail were critical in designing every component of the Stingray. The new location of the engine is truly the focal point for the car's design. It's the heart of this next generation Corvette and it sits like a jewel in a showcase, visible through

the large rear hatch window. The added attention to detail optimized the appearance of every wire, tube, bolt and fastener, similar to those found in modern track and all-road motorcycle design

True to its aeronautical and racing roots, the 2020 Stingray's canopy-forward stance was inspired by F22s, F35s and other modern fighter jets and Formula One racing. Other classic Corvette signatures adapted to the Stingray include a distinctive face that communicates the purpose of the vehicle's mission, a classic

horizontal crease, aggressive front fenders and familiar positioning of the dual-element headlamps.

Engineered to be a true supercar for every day

Corvette's structure is built around its backbone: the center tunnel. This enables a light, stiff structure to serve as the foundation for the suspension system to perform in an

optimized manner. By removing unwanted body compliance, Corvette customers will experience the ultimate in ride performance with outstanding lateral grip capabilities. The car has a solid, connected-to-the-road feel with minimal vibrations at high speeds or on long road trips.

“Our mission was to develop a new type of sports car, combining the successful attributes of Corvette with the performance and driving experience of mid-engine supercars,” said Tadge Juechter,



LIFELONG FORD FAN BUILDS DREAM £77,000 TRANSIT CUSTOM CAMPERVAN

Transit Custom converted into a £77,000 campervan to owner's exact specifications

* Conversion by Ford-accredited conversion partners MS-RT and Wellhouse Leisure

* Ford to release its own Transit campervan this autumn

BRENTWOOD, Essex, 23 July, 2019

Ford fan Steve North has taken delivery of a specially-commissioned dream Transit motorhome, crafted by the van manufacturer's sporting and luxury converters.

What started life as a standard long-wheelbase Ford Transit Custom has been extensively converted and customised in a collaboration between two Ford Qualified Vehicle Modifiers (QVMs) to become a unique fully-fitted campervan.

The racy MS-RT exterior styling and luxury inside from Wellhouse is the latest in a long line of Fords for Steve, who has had a lifelong love for the Blue Oval.

Aged 11, Steve would rush from school to his local tuning station in Stillington, N Yorks, where he would clean carburettors and tune Ford engines under the watchful eye of the owner, his best mate's dad.

As soon as he had his driver's licence, Steve bought a Ford Escort Mk 1 and since then he has driven many Fords, from Cortinas to Sierras and various Escorts.

He also built an Escort Mk 2 Rally car, which was a Group 4 BDG 2.0-litre from what was originally an 'S' registered shell. After entering it in a couple of rallies and sprints, he decided to sell it and set his sights on a campervan.

Commissioning the ultimate campervan

Steve, who lives in York, wanted a van that combined the style and performance of an MS-RT Transit

Custom with the comfort and luxury of a Wellhouse campervan.

In conjunction with Ford QVM-accredited converter Wellhouse, Steve selected the exact specification he wanted. This included a full kitchen, luxurious seating area and an extendable roof for an attic bedroom. The bespoke campervan was also fitted with xenon headlights, satellite navigation, adaptive cruise control, Starlit Alcantara roof and Alcantara dashboard.

With the interior fitout being handled by Wellhouse, Steve approached QVM-accredited partner MS-RT to providing some serious visual style. MS-RT's new Transit Custom package was adapted for the campervan specification, with a full body kit and anthracite 18-inch wheels backed up by a twin exhaust system and some bold graphics.

Inside, the Wellhouse seating package was given a stylish MS-RT white leather finish with blue stitching and seat belts.

Powered by a 2.0-litre EcoBlue 170PS diesel engine, and driven through a six-speed automatic gearbox, the final price for this unique vehicle ran to £77,000.

“I wanted an MS-RT Transit campervan built to my own specifications and my expectations are pretty high,” said Steve.

“I'm hoping to have some good times out exploring some Ford shows and motorbike shows – once my trailer has been built to carry my classic bikes – and I'm looking forward to travelling around the country seeking out new adventures.”

GONE CRUISIN'

Gary's Hot Rods & Cruisers



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



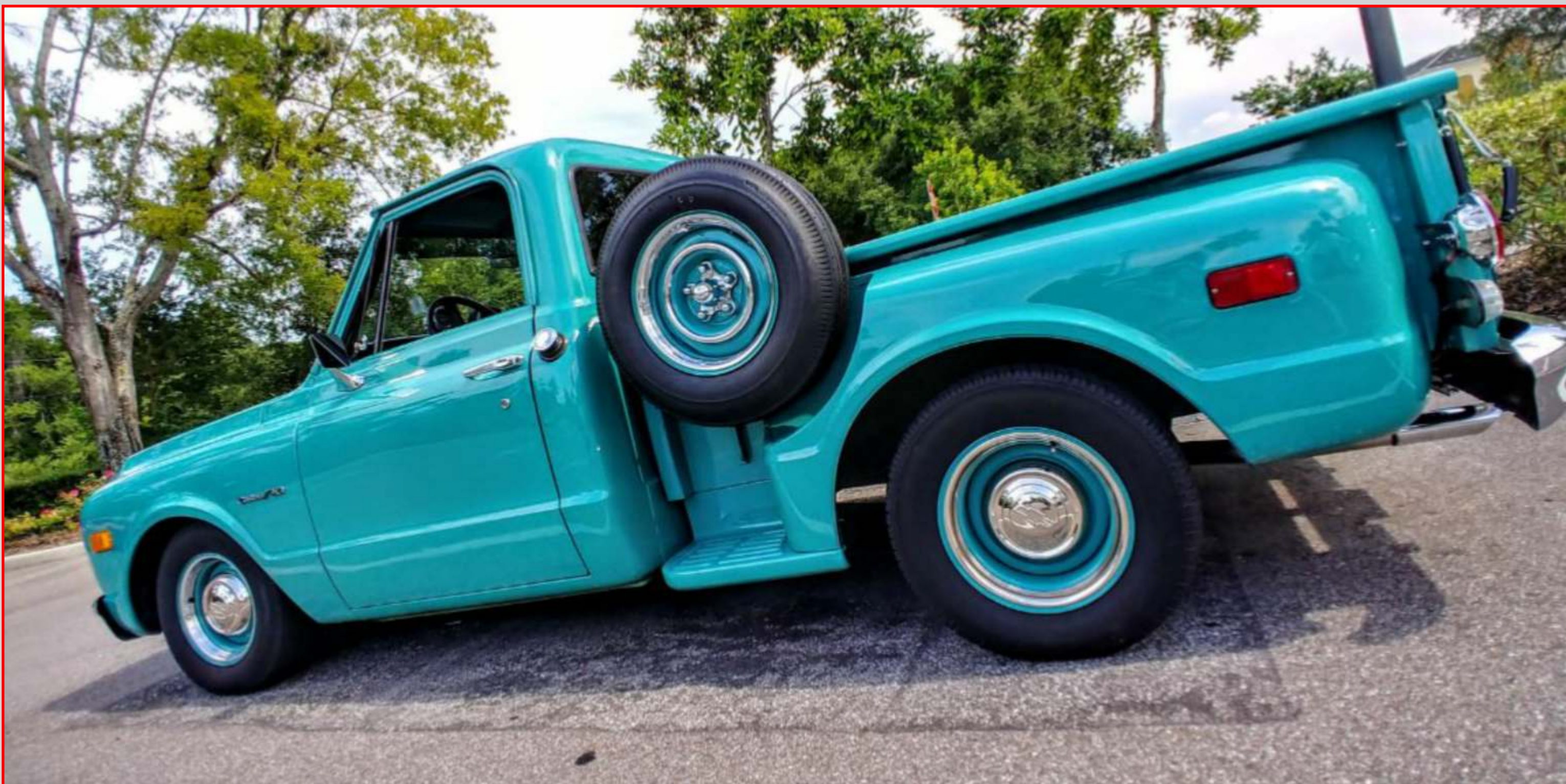










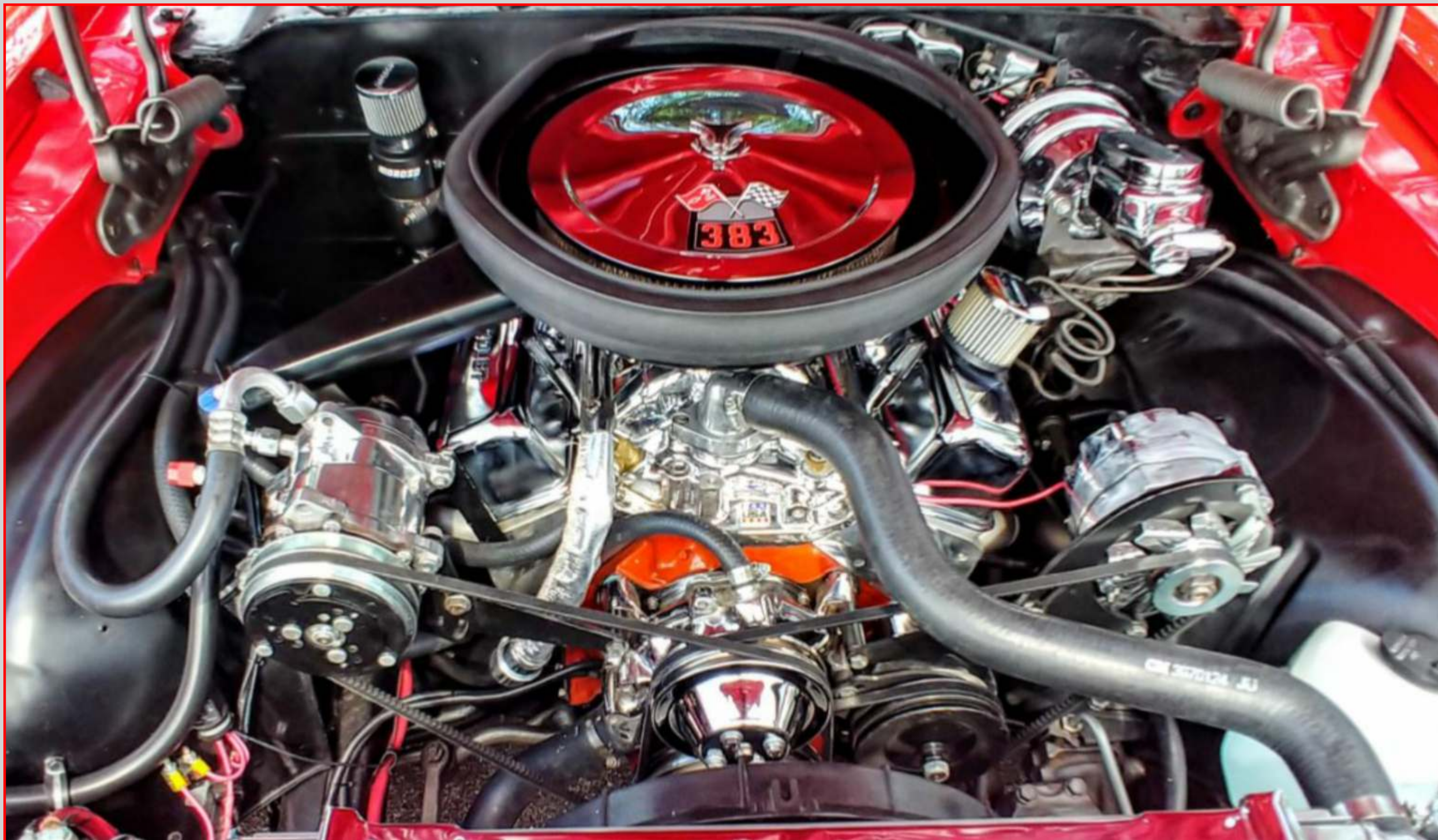






















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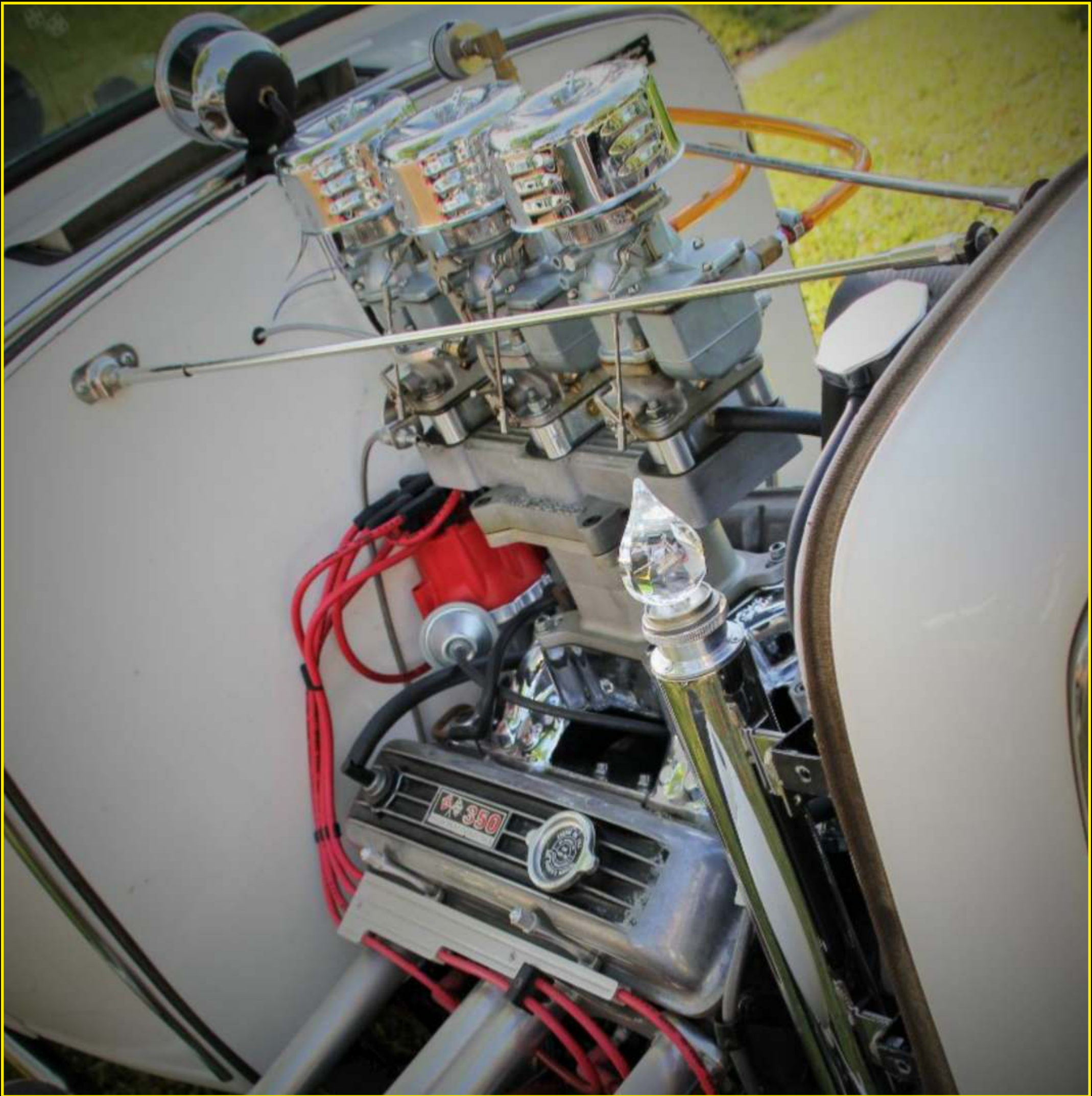




















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