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August / September 2020

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IN THIS ISSUE:

Hot Rods for Heroes

Labors' of Love

NSRA Louisville

and Much More

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Wings & Wheels

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August 18, 2020

In this image, the versatile Canadarm2 robotic arm is poised to grapple and remove the HTV-9 resupply craft from the Harmony module. Station Commander and NASA astronaut Chris Cassidy will command the Canadarm2 to release the HTV-9. The HTV-9 arrived at the station on May 25, 2020, delivering four tons of new science experiments, station hardware, crew supplies and fuel.

Image Credit: NASA

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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 August / September 2020 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.



Airbus Corporate Jets wins first A321LR order for two aircraft

Sadly there's no EAA AirVenture this year thanks to Covid-19, but we still hope you enjoy the magazine . . .

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*

7 Labors' of Love - 27 pages



34 Hot Rods for Heroes



Cover Photo: Gary Rosier

95 NSRA Louisville



Speedi

Wings & Wheels

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34 Hot Roads for Heroes: Daytona Cars & Coffee. This event took place at ONE DAYTONA which is a lifestyle and entertainment center located across from the iconic Daytona International Speedway in Daytona Beach, Florida. Gary Rosier, our resident Daytona Beach correspondent, was there for his caffeine intake . . .

95 NSRA Louisville: The Street Rod Nationals is the world's largest Street Rod gathering. It is hosted, annually, by the NSRA. Every year that it has been held in its current location, in Louisville, Kentucky, the event has topped more than 10,000 cars. Gary Rosier is a street rod fan and was there to see the action, despite Covid-19 . . .

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US Department of the Air Force-Boeing X-37B Team Wins Collier Trophy for Aerospace Excellence

ARLINGTON, Va., Aug. 13, 2020

The U.S. Department of the Air Force and Boeing [NYSE: BA] X-37B autonomous spaceplane is receiving the prestigious Robert J. Collier Trophy for the greatest American achievements in aeronautics and astronautics of 2019. The X-37B set a new 780-day on-orbit endurance record and completed an overflight of the United States, using Federal Aviation Administration airspace, before making a pinpoint landing at NASA's Kennedy Space Center.

The National Aeronautic Association is awarding the 2019 Collier to the X-37B for advancing the performance, efficiency and safety of air and space vehicles.

Designed and built by Boeing, operated in partnership with the U.S. Space Force, and managed by the U.S. Department of the Air Force Rapid Capabilities Office, the X-37B is a reliable, reusable, uncrewed space test platform designed to carry experiments to orbit and return them to Earth for evaluation.

"Underscoring the importance of space to the nation, the Collier Trophy celebrates the record-setting mission of the X-37B," said Secretary of the Air Force Barbara Barrett. "Most Americans use space daily for navigation, information, and communication. Sophisticated



and uncrewed, the X-37B advances reusable spaceplane technologies and operates experiments in space that are returned for further examination on Earth."

In addition, Boeing facilitates the integration of experiments into the X-37B system and helps identify future reusable-platform experiment opportunities for each mission. X-37B is the 33rd Boeing effort to receive a Collier.

"We are truly honored that the women and men of the X-37B team are being recognized with the Collier Trophy," said Boeing Defense, Space & Security President and CEO Leanne Caret. "Not only have they earned a place among our industry's legends through their commitment to innovation and performance, but their accomplishments will influence the next generation of space and aerospace development for the benefit of all humanity."

In 2019, the spaceplane broke its

own on-orbit endurance record of 718 days. The program has logged more than 2,865 days and travelled more than 1 billion miles on-orbit in total. Originally designed for missions of 270 days, the X-37B has set endurance records during each of its five previous flights. Its first mission launched in 2010.

This is the ninth Collier Trophy shared by the U.S Department of the Air Force and its forerunners, and Boeing and its legacy companies. Prior shared wins include iconic air and space achievements like the B-52, X-15, Global Positioning System and the C-17 Globemaster III.

First awarded in 1911, the trophy's past recipients include Orville Wright; the Apollo 11 lunar landing team; the International Space Station, built by Boeing for NASA; the F/A-18E/F Super Hornet, built by Boeing for the U.S. Navy; and the Boeing 787, 777 and 747 commercial airplanes.

Boeing and Etihad Broaden Sustainability Alliance by Testing Innovations on ecoDemonstrator 787

SEATTLE, July 20, 2020

* Partnership marks first use of a 787-10 on ecoDemonstrator program

* Test bed will evaluate ways to reduce emissions and noise while flying on sustainable fuel

Boeing [NYSE:BA] and Etihad Airways will use a 787-10 Dreamliner to test ways to reduce emissions and noise as part of the aerospace company's ecoDemonstrator program before the airline accepts delivery of the airplane this fall. The collaboration, which includes extensive sound measurement testing with industry partners, builds on a strategic sustainability alliance Boeing and Etihad formed in November 2019.

"This is the latest program under Etihad's industry-leading strategic partnership with Boeing, focusing on innovating real-world solutions to the key sustainability challenges facing the aviation industry," Etihad Aviation Group Chief Executive Officer Tony Douglas said. "The ecoDemonstrator program is founded on innovation and sustainability — and these are core values for Etihad Airways, Abu Dhabi and the United Arab Emirates. Etihad and Boeing see a great opportunity to collaborate and share knowledge to minimize the impact of aviation on the environment."



The ecoDemonstrator program utilizes commercial aircraft to test technologies that can make aviation safer and more sustainable now and into the future. The 2020 program, which will begin testing in August, is the first to use a Boeing 787-10.

"Industry collaboration is a key aspect of Boeing's ecoDemonstrator program that enables us to accelerate innovation," said Stan Deal, Boeing Commercial Airplanes president and CEO. "We're proud to broaden our sustainability partnership with Etihad Airways by testing promising technologies that can reduce emissions, help commercial aviation meet our climate goals, and allow the industry to grow in a responsible manner that respects our planet and its natural resources."

Boeing and Etihad will work with industry-leading partners, including NASA and Safran Landing Systems, to conduct aircraft noise measurements from sensors on the

airplane and the ground. The data will be used to validate aircraft noise prediction processes and the sound reduction potential of aircraft designs, including landing gear, that are modified for quieter operations.

In addition, a flight will be conducted during which pilots, air traffic controllers and an airline's operations center will simultaneously share digital information to optimize routing efficiency and enhance safety by reducing workload and radio frequency congestion.

Test flights will be flown on a blend of sustainable fuel, which significantly lowers aviation's environmental footprint. The testing program is expected to last about four weeks before Etihad enters its Boeing 787-10 into service.

Vistara receives its first A321neo aircraft with flat-bed business class

New Delhi, July 24, 2020 Vistara, a joint venture between TATA group and Singapore Airlines Limited (SIA), took delivery of its first Airbus A321neo aircraft in New Delhi today. The aircraft, arriving from Airbus' final assembly lines in Hamburg, Germany, features India's most advanced aircraft cabin in the sky with fully flat beds in business class.

Overall, Vistara's A321neo features a three-class layout with 12 seats in business class, 24 in premium economy and 152 in economy class. The aircraft is the first of six A321neo for the airline, on lease by Air Lease Corporation and part of the 50 A320neo Family aircraft order signed in 2018.

All Vistara A321neo will be powered by latest-generation CFM-Leap 1A engines. These aircraft will be supported by Airbus' Flight Hour Services Tailored Support Package (FHS-TSP) programme to optimise and secure Vistara fleet operations. The aircraft will complement Vistara's current Airbus fleet of 32 A320 Family aircraft.

"We are excited to welcome our first A321neo aircraft, the latest addition in our growing fleet. The new aircraft ensures operational enhancement, cost efficiency as well

as reduction in carbon footprint for us while enabling extra payload capacity, greater fuel efficiency and higher range. The new cabin products on our A321 aircraft truly complement our promise of providing a premium and world-class flying experience to travellers from and to India. All of these aspects perfectly align with our international growth strategy," said Leslie Thng, Chief Executive Officer, Vistara.

"In these challenging times, differentiation through efficiency,



The A321neo is the largest member of the Airbus' benchmark A320 Family, seating up to 240 passengers, depending on cabin configuration. It incorporates the latest technologies, including latest-generation engines, aerodynamic advances and cabin innovations, delivering 20 percent fuel savings. The aircraft offers significant environmental benefits as at least 20 percent reduced emissions and a nearly 50 percent smaller noise footprint compared to previous generation aircraft. To date, the orderbook for the A320neo Family stands at 7,445 aircraft.

About Vistara (TATA SIA Airlines Limited) TATA SIA Airlines Limited, known by the brand name Vistara, is a joint venture between Tata Sons Limited and Singapore Airlines Limited (SIA) with Tata Sons holding the majority stake of 51% in the company and SIA holding the remaining 49%. Vistara brings

product and customer mindset is what truly matters, and we are proud to see our A321neo as an essential cornerstone in meeting Vistara's strategic objectives for the future," says Christian Scherer, Chief Commercial Officer, Airbus. "Providing a competitive edge through India's best in class business cabin as well as significant advantages in terms of operations, efficiency and environment are a truly wise way for a growing airline going forward."

together Tata's and SIA's legendary hospitality and renowned service excellence to offer the finest full-service flying experience in India. Vistara commenced its commercial operations on January 9, 2015 with an aim to set new standards in the aviation industry in India and it today connects destinations across India and abroad. The airline has a fleet of 41 aircraft including 34 Airbus A320, 06 Boeing B737-800NG and 01 Boeing B787-9 Dreamliner aircraft, and has flown more than 20 million customers since starting operations in 2015.

Airbus delivers first of 16 advanced law enforcement H125 helicopters to U.S. Customs and Border Protection

Columbus, Miss., August 19, 2020 – Airbus Helicopters, Inc. (AHI) has delivered the first of 16 new H125 helicopters uniquely configured for U.S. Customs and Border Protection (CBP) Air and Marine Operations (AMO). AMO collaborated with AHI as part of a long-term fleet upgrade initiative, and the resulting configuration has led to one of the most advanced, high-tech law enforcement helicopters ever developed.

"Our mission is to safeguard the nation by anticipating and confronting security threats," said Steve Boyer, Deputy Executive Assistant Commissioner for AMO. "Airbus Helicopters' continued commitment to designing, manufacturing, and delivering quality products will enable AMO personnel to successfully and safely carry out this mission."

The first helicopter for the new configuration was tested and delivered from Airbus Helicopters, Inc.'s facility in Grand Prairie, Texas. The remaining aircraft are being built in Columbus, Miss, where a workforce made up of 40 percent U.S. veterans also produces the UH-72A Lakota for the U.S. Army and has delivered more than 450 single-engine H125 aircraft for the North American market.

Following a rigorous analysis of its mission needs and next generation aerospace technology, AMO



developed a set of requirements for the new helicopters, which Airbus put in place through nearly 30 Supplemental Type Certificates (STCs). The series of STCs are tied together through a primary all-encompassing STC that ensures all of the systems interact properly with one another and with the basic aircraft.

Airbus and AMO have a longstanding relationship of more than 30 years, during which Airbus has delivered more than 100 helicopters from the H120 and H125 family. This new acquisition was made possible through a partnership with Davenport Aviation, an SBA-certified woman-owned small business and HUBZone contractor specializing in the supply of aerospace equipment to federal, state and local government agencies.

"We are honored to partner with Airbus Helicopters and U.S. Customs and Border Protection to

support this fleet upgrade for enhanced law enforcement capabilities through the procurement of 16 new H125 helicopters from our GSA contract," said Leah Simoes, Owner and Chairwoman of Davenport Aviation. "Throughout this project, we have been very appreciative of the support we have received from Airbus and CBP of our WOSB, HUBZone Certified small business."

Known for its power, versatility and excellent performance in hot and high conditions, the H125 features dual hydraulics, dual channel engine FADEC, a crash resistant fuel system, and advanced glass-panel cockpit displays. The H125 is the single most popular law enforcement helicopter in the U.S., accounting for nearly half of all helicopters delivered for that mission in North America over the last decade.

Labors' of Love

Feature by Steve Wood, North America Editor

This feature is about two T-34 Mentor aircraft which a retired US Air Force pilot and a retired US Navy pilot, both who are good friends of mine, have recently restored. The Navy pilot is a Vietnam veteran, twice over, and was awarded the Silver Star during his first session - more about him on page 30.

Both planes are T-34 A45 models (built originally for the US Air Force and certified in the acrobatic category). They are serial no: 53-8285 which is Greg Rhyne's Air Force painted plane and serial no: 53-4134 which is JayBee Souder's 1953 Navy painted plane.

The first section of this feature relates to the T-34 which Greg Rhyne has spent the last 5 years restoring in great detail. Greg served in the US Air Force as a T-38 Talon instructor and then became an operational F-16 driver. After he retired from the military his life became perhaps a little boring earning a living as a Delta pilot - but something many people can only aspire too.

I have been fortunate to fly with Greg in a number of different planes as we spent time together involved in mentoring pilots on the safety aspects of formation flying.

Here's Greg's story about his *Labor of Love*:

A project such as this requires a lot of help and a lot of expertise. A lot of planning is required. Documentation is critical. A lot of time is required. I was lucky to find an airplane with good bones. I was lucky to be in a very active General Aviation area with lots of talent and expertise. Many factors came together to finish this project. I have a beautiful classic airplane to enjoy for many years ahead.

Photo right: Greg's newly restored T-34 being admired on the ramp at Spruce Creek Fly-in.







The more the front/rear cockpits were disassembled, the more issues were discovered that needed to be corrected. Eventually a new plan was put together that would include the complete disassembly of the entire front/rear cockpits.

I became the project manager for the project. The local A&P mechanic, the local avionics shop, and other fabricators all contributed to the project. The project lasted for over 5 years. The first maintenance flight occurred on November 2, 2020.

Photo below: Cockpits disassembled, new wiring/upgrades in-progress



Photo above: Original front instrument panel/cockpit





Photo above: New sub-panel pieces designed, fabricated, painted, laser engraved

Photo below: New instrument panels designed, fabricated, painted, laser engraved, assembled





Photo above: Front cockpit near completion

Photo left: Cockpit assembly continues. Lots of small details to deal with

For the paint job, I used the expertise of a paint scheme company to put my ideas on paper for review. As a start point, I took parts of the paint scheme from the original T-34A that hangs in the USAF Museum at Wright Patterson AFB. This airplane has a red nose, red wing tips, and red tips on the tail surfaces. Additional components of the paint scheme are from aircraft that flew as a trainer in the USAF and later flew as part of the Civil Air Patrol. I used a paint shop in central Florida, close enough to drive over for an occasional check on progress. The shop did an excellent job.

Photo below: Aircraft stripped, acid etched, alodined, ready for epoxy primer





















The second part of this feature is about a T-34 painted in U.S. Navy colors.

Not only is the airplane painted in Navy gray, but it bears the insignia of VF-143, the world famous Pukin' Dogs squadron - more about this later.

Pictured in the photo above is my good friend Jaybee Souder getting ready to fly his early model T-34 A with its newly installed 'big' engine - quite a difference from its original low horsepower power plant.

The second part of this feature on Navy Commander J B Souder- on page 30 - tells a very interesting and heroic story about his naval aviation career.











JayBee's plane as #2 with Steve Wood leading in 'Goofy'

This photo was taken before JayBee repainted his plane and installed the 'big' engine



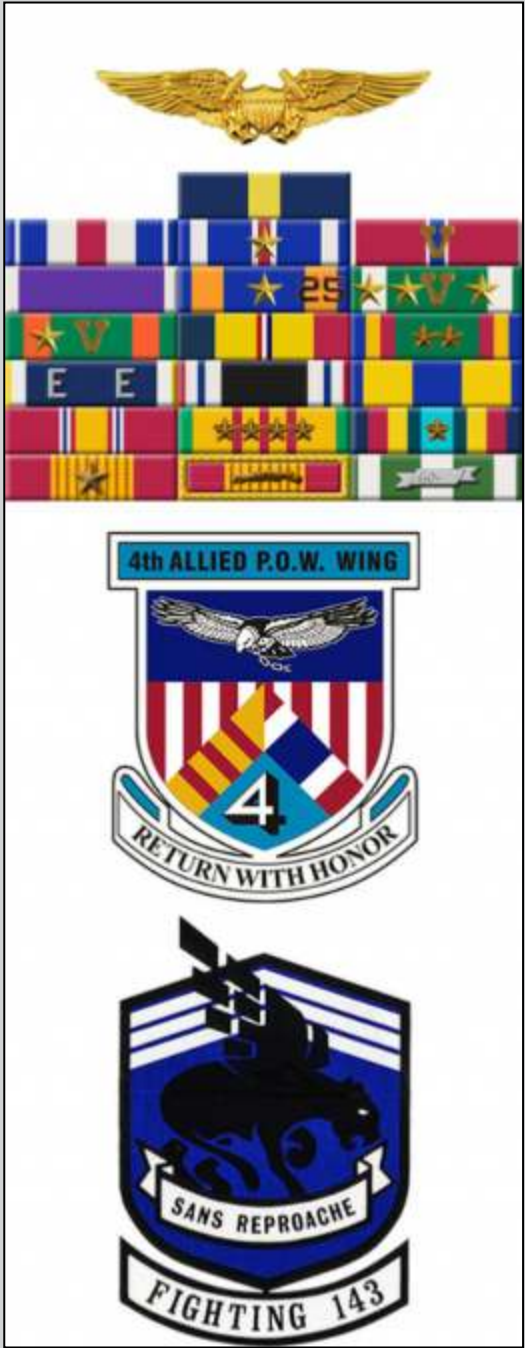




James B. Souder
Commander O-5, U.S. Navy

His Silver Star Citation reads:

For conspicuous gallantry and intrepidity in action while serving in FIGHTER SQUADRON ONE-HUNDRED FORTY-THREE embarked on USS CONSTELLATION (CVA-64), flying a mission in support of combat operations in Southeast Asia against North Vietnamese forces on 26 October 1967. Lieutenant Souder was the Radar Intercept Officer in the lead aircraft of a flight of two F-4B Phantoms on a MIG CAP mission tasked to support a major coordinated strike against the Van Dien army barracks and vehicle storage and repair facility. Following a series of calls from his air-controller regarding enemy aircraft and authorization to engage with missiles, Lieutenant Souder disputed the conflicting information and elected to visually identify the intended target, disregarding the clearance-to-fire authorization. His keen insight and intuition resulted in narrowly avoiding the tragic downing of two friendly aircraft and the fatality of four crew members. Again Lieutenant Souder was warned of a suspected enemy aircraft in the area. Remaining fiercely focused amidst the chaos in the confused aftermath of the near disaster, he re-imposed air-discipline in the flight. Quickly acquiring and evaluating the new target he realized that a maximum performance snap-up intercept profile would be required to overcome the 18,000 foot altitude advantage and flight-path lead-angle of the bogie. Lieutenant Souder assumed tactical control of the intercept and directed his pilot to select afterburners, for a maximum performance climb, and fly the aircraft at the extreme limits of its performance capabilities. Throughout the high "G", turning and climbing maneuver, Lieutenant Souder provided his pilot with continuous steering corrections and provided his wingman with a steady stream of azimuth, range, elevation and overtake in formation as a back up. By his exceptional leadership, courageous actions, and total devotion to duty, Lieutenant Souder reflected great credit upon himself and upheld the highest traditions of the United States Naval Service.



On a personal note, Steve Wood comments: "It's been a privilege and honor to have JayBee fly with me, both as my right seater and also as a formation member of Goofy Flight".



The photo top left shows, as described by JayBee: “the Pukin’ Dogs of 1967 onboard USS Constellation en route to the Tonkin Gulf and another crack at the Vietnamese. We departed the USA on April 19th so this was most likely May 10th to May 18th. Somewhere in there one guy in this photo made Rear Admiral and two made Vice Admiral. Bill Lawrence - short guy in khakis behind flag - spent 5+ years in Hanoi and was later VADM and the Superintendent of the U.S. Naval Academy.”

JayBee entered Aviation Officer Candidate School in December 1962 and was commissioned an Ensign in the U.S. Navy on May 17, 1963. Ensign Souder finished half of Student Naval Aviator flight training before being terminated for defective visual acuity. He then served a nine-

month tour of duty with the Defense Intelligence Agency in Washington, D.C., before returning to NAS Pensacola and entering Naval Flight Officer training in January 1965. After completing NFO and Radar Intercept Officer training, Souder completed a course in Naval Law at the U.S. Naval Justice School in Newport, Rhode Island, and then began indoctrination training in the F-4 Phantom II with Fighter Squadron 121 at NAS Miramar, California. In September 1965, Souder was next assigned to Fighter Squadron 143 from

March 1966 to November 1967, where he flew 201 combat missions in Southeast Asia off the aircraft carriers USS Ranger (CV-61) and USS Constellation (CV-64). LT Souder was credited with the destruction of an enemy MiG-21 fighter in aerial combat on October 26, 1967.

Continued on page 32:

Photos bottom left and top right show JayBee with the F-4B in the Gulf of Tonkin, an aircraft he just loved to fly.

Photo bottom right shows the various ‘patches’ of his beloved VF-143 squadron.



Continued from page 31:

He next served as an instructor in the Radar Intercept Officer training course for a year before leaving the Navy in January 1969 and becoming a civilian pilot. Souder re-entered the Navy on July 1, 1970, and after completing refresher training in the F-4, he served with Fighter Squadron 51 as it transitioned from the F-8 Crusader to the F-4. LCDR Souder deployed to the Western Pacific with VF-51 onboard USS Coral Sea (CV-43) in November 1971. He flew another 134 combat missions before being shot down by a MiG-21 on April 27, 1972. He was immediately captured and taken as a Prisoner of War by the North Vietnamese. After spending 335 days in captivity, he was released during Operation Homecoming on March 28, 1973. After repatriation, Souder returned to NAS Pensacola and served on the staff of the Commander of Training Air Wing Six. He was promoted to Commander and screened to command his own squadron in 1978, but a serious automobile accident forced him to forgo the command opportunity and he was assigned as the Air Intercept Officer and then Executive Officer at the Fleet Combat Training Center Pacific from 1979 to 1982. He next served as Weapons Officer onboard the USS Nimitz (CV-68) from 1982 to 1984, making two cruises to the Mediterranean Sea. His final assignment was as a Training Specialist at the Naval Training Equipment Center in Orlando, Florida, from 1984 until his retirement from the Navy on October 1, 1985. After retirement, CDR Souder flew as a co-pilot on DC-9 and MD-80 aircraft for Transtar Airlines for 8 months, flew as a pilot on DC-9s for Orion Air for one year, and was a first officer flying Boeing 737s for America West Airlines for 10 years. He accumulated over 2,600 flying hours as a NFO in the Navy, and an additional 8,500 flying hours as a civilian pilot.



Here are some notes JayBee made for a P.O.W network publication:

The happiest day of my life-was when we got on that big beautiful Air Force C-141 Medevac and took off from Hanoi. Although the forty of us released that day were all "new guys" to the Hanoi Hilton, we were still almost overcome with (emotion) having attained our freedom. I think we all had one particular feeling and

I think for the first time, experiencing the emotions which we felt that day, we could finally realize that the "old guys" were free. The "old guys" - those are the gallant men who have served their country as none other before them have served.

The greatest inspiration I experienced in Hanoi came to me my first day there.

I was extremely tired, hungry, thirsty and aching all over from that long truck trip north. The interrogators had begun their work. I looked to myself for strength but found I had little to offer. I wondered how I would sustain myself during the long months and possibly years ahead. Then the thought came to me, "You are in the presence of the greatest men in the world." I thought of Captain Bill Lawrence, under whom I'd served in

1967, and Captain Jim Stockdale and Jerry Denton and Colonel Robbie Reisner and the many others who had endured the pain and hardships of POW life for so long. Then my job became a very easy one compared to theirs. I never lost sight of that fact and it sustained me throughout.

Photo this page, courtesy of John D Shaw:

INTO THE STORM by John Shaw-

JayBee's VMF-143 Phantom and VMF-142 F-4 flying in formation over USS Contellation. Over 20 Naval F-4 veterans participated in signing prints of this scene in 2012.

To order this print:

http://www.libertystudios.us/painting/into_the_storm/

**LONG AWAITED DEBRIEF:
AN NFO MEETS THE MAN
WHO SHOT HIM DOWN**

An article in Naval Aviation News -
December 2005 - By John Sherwood:

On 27 April 1972, two Navy F-4
Phantoms from Fighter Squadron
(VF) 51 based on board Coral
Sea (CVA 43) were intercepting a
MiG deep in North Vietnamese
territory near the town of Bai
Thuong. As the flight proceeded on
the eighty-five mile vector to
intercept, Lieutenant Commander
James B. “J. B.” Souder, the radar
intercept officer (RIO) in Dash-2,
suspected the Phantoms might be
flying into trap. By the time a Navy
air controller warned the flight of a
trailing MiG, it was too late: an
Atoll missile was already in the air
and heading toward Souder’s aircraft.
He and his pilot, Lieutenant Al
Molinare, spent the remainder of the
war in the notorious Hanoi Hilton.
“With 335 combat missions and one
MiG intercept under my belt at the
time, I thought I was the best RIO on
the planet,” Souder explained. For
years after the event, he said, “I was
haunted by the fact that another
aviator shot me down.” Souder
yearned to “meet the man who shot
me down, compliment him on his
performance, and have him tell me
exactly how he did it.” In early 2000,
an Army veteran from the war and a
travel agent named Doug Reese
tracked down this person and
arranged a face-to-face meeting
between the former foes. That June,
Souder traveled to the country where
he had been imprisoned for eleven
months.

Although seeing the Hanoi Hilton and
the new Vietnam proved to be a
“catharsis” for Souder, he was not
able to meet with the man he most
wanted to see: Colonel Hoang Quoc
Dzung of the Vietnamese People’s
Air Force. At the last minute, the
Vietnamese government had rejected
Souder’s request to meet Colonel
Dzung, the man who shot him down.

Discouraged, but not deterred, Souder
returned to the United States
determined to reschedule a meeting.

The events of 9/11 and the global war
on terrorism have transformed
American relations with Vietnam. A
country that once was a bitter enemy
is now emerging as an important
trading partner and potential ally.

In January 2005, the Vietnamese
government finally granted Dzung
and Souder permission to meet.
Dzung now chairs the Department of
Branches of Service (Air Force, Air
Defense Force, Navy, Marines, and
Artillery) of the Vietnamese Defense
Academy, and is one of the country’s
top defense intellectuals.

The two former adversaries finally
met on 15 January 2005 in the Hotel
Metropole in downtown Hanoi. To
Souder, Dzung proved to be “a
fighter pilot to the core,” and J. B.
immediately took a liking to the
Vietnamese fighter jock. The two
men shook hands and, over the next
four hours, attempted to reconstruct
their historic encounter.

During the month of April 1972,
Souder had flown 49 missions with
ten different pilots and was flying
his third flight of the day when his
aircraft was shot down. The flight’s
primary mission was a bombing
run against a target in Hanoi, but bad
weather forced it to divert to point 30
miles north of Vinh instead. After
dropping bombs on some trucks on
Route 1A, the flight established a
MiG combat air patrol and waited for
controllers on Long Beach (CGN 9),
known as Red Crown, to vector them
toward any MiGs in the air.

As the flight was beginning to run
low on fuel, Red Crown announced
that a MiG-21 had just taken off
from Phuc Yen, an airfield 90 miles
away. Although the flight had agreed
beforehand to return to the carrier if
either plane’s fuel state dropped
below 7,200 pounds, the flight lead
elected to take on the intercept.

Souder knew that “trying to find a
tiny target like a MiG far away, under
a solid layer of clouds, and over
rough terrain would be difficult.” He
also “suspected that a second MiG
might try to surprise the flight from
behind.”

In the meantime, Dzung, a MiG21
pilot stationed at Phuc Yen airfield,
took off with his wingman, Cao Son
Khao. It was a classic trap. While the
Phantoms searched for the MiG in
front of them, Dzung’s flight snuck
up from behind with the help of
ground based radar controllers.
Dzung spotted the American F-4s as
the two planes were passing over Bai
Thuong airfield. Traveling at over
600 knots, he made a 12 G dive,
nearly passing out in the process.
When he regained his situational
awareness, it was Souder’s plane
that he saw through his windscreen
as he launched the Atoll missile.
Souder was checking his 5
o’clock position when the Atoll
exploded below his aircraft,
disabling both engines. “We were
thrust forward in our straps, and it
felt like you’re coming out of
afterburner when you’re
supersonic.” When the pilot’s
attempts to regain controlled flight
of the stricken aircraft failed, the
two men were forced to eject, landing
near Bai Thuong. Souder did not
“refute anything Dzung said,” but he
was “extremely surprised with some
of the details.” Souder saw a second
missile pass by his plane, but Dzung
insists that his flight fired only one
missile. Although he did not deny the
possibility of its existence, Dzung
also knew nothing about the MiG
Souder’s flight was originally
vectored to intercept or who flew it.
At one point in the meeting, Souder
asked Dzung what rank he was on 27
April. When Dzung responded, “first
lieutenant,” J. B. slowly shook his
finger at him and said, “That’s no
way to treat a superior officer.”
Everyone present, including Dzung,
cracked up over the silly joke.

The legacy of the Vietnam War
remains significant for both nations,
but both are committed to forging
ahead as partners on the global stage.
At the conclusion of their meeting,
Souder and Dzung toasted one
another as warriors. As Dzung
prepared to leave, he walked over to
Souder, hugged him, and said in
perfect English, “J. B., we are now
friends for life.”

*John Sherwood is a historian with the
Naval Historical Center’s
Contemporary History Branch. More
information on Souder and
Dzung’s fateful encounter can be
found in his book, Afterburner:
Naval Aviators and the Vietnam War
(New York: New York University
Press, 2004).*



Here’s a link to the original article:
[Click here](#)



Photo above: F-4B’s from VF-51 Screaming Eagles



Above and below, Hoang Quoc Dzung, left, and
James B. Souder met in January 2005





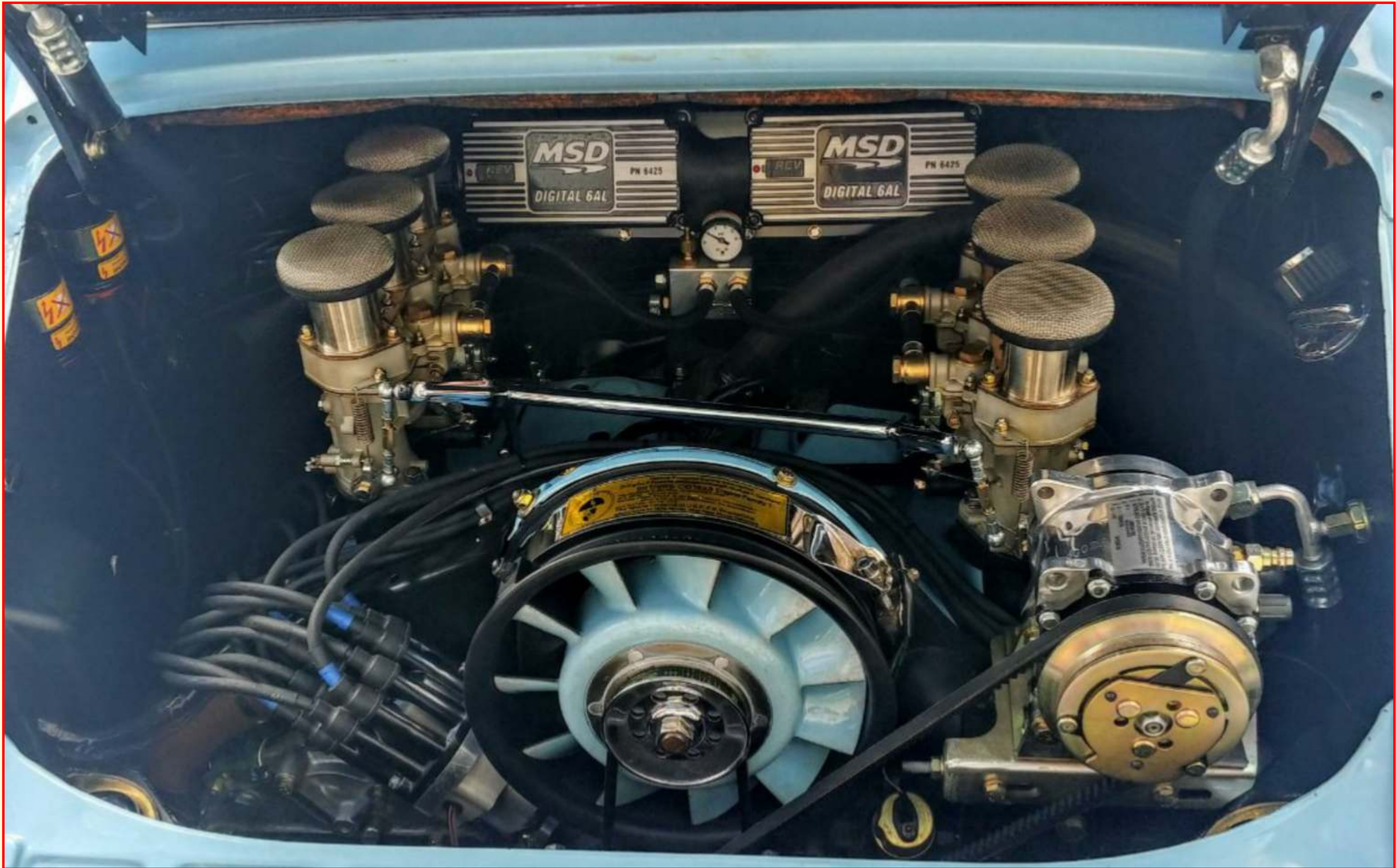
All photos for this feature: Gary Rosier





































































SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

It's another 2 months on from our last issue and almost 6 months since Covid-19 started to affect the aviation industry.

Whilst in Europe there is now some airline traffic. Between Europe, including the UK, and the USA traffic has been dramatically reduced. This is no doubt due to the blanket ban imposed by President Trump on anyone other than US Citizens entering the USA if they have been in Europe in the previous 14 days. As a result I have been unable to get over to Florida to fly my airplane.

This started me thinking as normally I would spend half my time in Florida, 2 months over there and 2 months back in the UK. I've been doing this for the past 20 years I have been involved with Spruce Creek Fly-in, the world's

largest aviation community.

During this time I have met some very interesting and accomplished people who have decided to make their home at Spruce Creek.

It started with a retired rocket engineer who retired from Lockheed Martin in California and brought his vintage Johnson Rocket airplane with him. This then led me to view from the air, and much closer than has been possible since 9/11, a Shuttle Launch. What a spectacular thing to see.



As a result, when I landed back at Spruce Creek this led to a chance meeting with an

aviation legend - Bill Lear Jnr. - who was to become a good friend. His aviation stories were something else. Buying a surplus P-38 Lightning



when just a teenager, for example. His book - [Fly Fast, Sin Boldly](#) - which he gave to me, duly autographed, is something I treasure. Indeed, I was part of a 3-ship tribute flight following his death, on the wedding anniversary with his last, and British, wife Brenda.

Airline pilots friends are common place at Spruce Creek, but there are some that stand out from the crowd.

Sam Wells, a Delta pilot from 1961, used to entertain residents with his guitar solos. When he passed I arranged a 12-ship missing man flight for him - photo top right:



Most of my 'special' aviation friends are still alive. Ed Dunn, a 95 year old WWII B-29 pilot, for example. Ed built his 7th plane, a GlaStar like Goofy, which he still flies. He was a huge help in getting Goofy ready to fly back in 2003.

Then there's a fellow Brit who I met at Spruce Creek - Air Marshal Sir Ian Macfadyen. He was a former F-4 Phantom pilot who commanded the RAF Phantom squadron in the Falkland Islands, as soon as its runway was usable after the end of the war. I arranged a 19-ship formation flight for him at Spruce Creek when he visited there.

Much of my time at Spruce Creek has been spent formation flying and we have put together some amazing

flights. Having a smoke system on Goofy, as a high wing airplane, is unique anywhere.



Of course there have been many more 'interesting' pilots who I have met and some are now close friends.

One special friend, who sadly passed away in March, just after I left for England, is much missed. Unfortunately he became ill just before I left and went into hospital so I did not get chance to say goodbye.

He was Jack Ditmars, a world famous NHRA drag racing legend. The photo below shows Jack



in his record setting *Lil Screamer*.

Jack & I became close friends after I took him under my wing to mentor him in formation flying. Greg Rhyne, who's T-34 is featured in this issue, worked with me to support 2 Aerostar pilots (Dinjer Shefki, a fellow Brit) was the other pilot. We created 'Racer Flight' as a tribute to Jack. Seeing the 2 large Aerostars' in formation was something special.



Jack - always having fun!

And now I find I have another 'legend' as a good friend. JayBee Souder who's story is told on pages 30 to 33.



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



Photos by Gary Rosier

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".





Ted Chang - New RV-10 first flight















































All photos for this feature: Gary Rosier





































































Q BY ASTON MARTIN CREATES NEW 007 LIMITED EDITION SPORTS CARS TO CELEBRATE NO TIME TO DIE

Exclusive new 007 Edition sports cars celebrate release of 25th James Bond film, No Time To Die

Brand's bespoke division – Q by Aston Martin – creates two exclusive new models

The Vantage 007 Edition pays homage to The Living Daylights Aston Martin V8, and the DBS Superleggera 007 Edition showcases sumptuous No Time To Die specification

17 August 2020, Gaydon, UK: Aston Martin is celebrating the release of the 25th James Bond film, with two exclusive 007 special editions inspired by the cars featured in No Time to Die. This new collaboration between Aston Martin and EON Productions, the company that produces the James Bond films with Metro Goldwyn Mayer Studios, delivers exciting new 007 editions of the Aston Martin Vantage and DBS Superleggera.

No Time To Die will be released around the world in November 2020 and will feature no fewer than four iconic Aston Martin sports cars: the iconic DB5; the classic Aston Martin V8; the brand's latest super GT, DBS Superleggera; and the exceptional Aston Martin Valhalla – the company's forthcoming mid-engined hypercar.

The two special editions that celebrate the release of No Time To

Die, each of which is being offered in limited numbers to buyers around the world from today, have been carefully designed and crafted by the experts in Aston Martin's bespoke division: Q by Aston Martin. Aspiring to offer the ultimate in bespoke personalisation services, Q by Aston Martin delivers both carefully curated special editions such as these, as well as the opportunity for individual owners to embark on the creation of utterly individual sports cars via the Q by Aston Martin – Commission service.

The first of the two models is the Vantage 007 Edition, inspired by the original Aston Martin V8 which made its 007 debut in The Living Daylights in 1987 and also features in No Time to Die. The movie sees James Bond uncover the car from his personal lock-up in London.

Building on the formidable sporting style and aggressive performance of the regular Vantage, the new car features unique exterior styling treatments led by a bespoke mesh grille with chrome bezel that references the look of the brand's classic V8. Further styling details include a dashed yellow diffuser inspired by the hazard stripes on the film car's rockets. The Vantage 007 Edition can even be delivered with a set of The Living Daylights inspired limited edition skis and ski rack – referencing the 'winterised' V8 saloon from the film.

The car will be delivered in authentic Cumberland Grey exterior paint colour, whilst the interior will be presented in obsidian black leather and dark chrome with 007 branding applied on the centre console of cars equipped with a

manual gearbox. The sun visors of all the cars will carry another subtle film reference in the shape of an embroidered radio station frequency – 96.60 (FM) – which 007 buffs will know was the Russian police frequency Bond used to aid his escape in The Living Daylights.

The seats themselves feature unique heritage fluting reminiscent of that seen in the V8, along with carbon fibre seat backs and, in a particularly detailed nod to the 1980s film, the outline of cello 'f holes' inspired by the memorable cello chase scene featuring James Bond (Timothy Dalton) and Kara Milovy (Maryam D'Abo).

The driver can indulge themselves further with a laser-etched gadget plaque that references the various weapons and devices seen on the original film car. These included a rocket motor, missiles, lasers, a targeting display and ski outriggers. Cross hairs etched onto the car's paddle shift gear levers allude to the missile guidance system seen in the film, too. Available as a manual or automatic, the Vantage 007 Edition also boasts a side strake Vantage badge and is limited to 100 units globally.

Aston Martin Vice-President and Chief Creative Officer, Marek Reichman, said: "Creating a 007 Edition is always an exciting challenge as we work to develop and style a car that embodies the legend of James Bond. It is an honour to apply carefully judged 007-inspired styling to our sports cars, which gives our customers the opportunity to own a unique piece of both cinematic and automotive history."



To celebrate the James Bond debut of the range-topping Aston Martin DBS Superleggera, a second unique 007 Edition has been created.

Strictly limited to just 25 production cars available worldwide and featuring the same specification as the muscular DBS Superleggera featured in the upcoming film, the car has a suitably menacing road presence.

The 715bhp provided by the DBS Superleggera's 5.2-litre V12 twin-turbocharged engine is befitting of

the car's range-topping status while its torque peak, at 900Nm, is not only substantial in its own right but, as things currently stand, the greatest torque figure for any roadgoing Aston Martin yet produced.

To this potent mix, the DBS Superleggera

featured in black tinted carbon fibre. Also unique to the 007 Edition are visually striking Gloss Black diamond-turned Y-Spoke 21" wheels. This special edition also features a 007 fender badge, finished in chrome with a black enamel infill and Stainless Steel Silver 007 foil applied to the rear spoiler blade.

Inside, the cockpit of this DBS Superleggera is a dark, brooding, leather-clad environment with flashes of red detailing the outline of the seats. Subtle 007 branding can be found on the door cards, armrest buckle badge and on the rear sub-woofer cover. The car is



007 Edition adds a raft of styling and design enhancements that further elevate its appeal. The car sports special Ceramic Grey exterior paint with the roof, mirror caps, splitter, diffuser and rear Aeroblade IITM

finished with a sill plaque that recognises it is one of just 25 DBS Superleggera 007 Editions.

The DBS Superleggera 007 Edition with a recommended retail price from RRP £279,025 and the Vantage 007 Edition with a recommended retail price from RRP £161,000 are on sale separately now. First deliveries will begin in Q1 2021.



JAGUAR CLASSIC WILL CELEBRATE 60 YEARS OF E-TYPE IN 2021 WITH ANNIVERSARY TRIBUTE EDITION

(MAHWAH, N.J.)– August 12, 2020 – Jaguar Classic will create six matched pairs of E-type cars to celebrate the iconic sports car's 60th anniversary in 2021: the E-type 60 Collection.

Each pair of E-type 60 Edition cars pay tribute to two of the oldest and most famous Jaguar E-type sports cars: '9600 HP' and '77 RW', which played pivotal roles in the unveiling of the car at its world debut in Geneva, Switzerland in March 1961.

An Opalescent Gunmetal Grey 3.8-liter Fixed-Head Coupe registered '9600 HP' was one of the first two E-type cars unveiled to specially-invited guests at the Parc des Eaux Vives. Driven 'flat out' to Switzerland from Coventry the night before the launch, public relations manager Bob Berry arrived with minutes to spare for demonstration drives.

With an outstanding reaction to the E-type resulting in overwhelming demand for drives with Berry, legendary Jaguar Test and Development Engineer Norman Dewis was told to 'drop everything' and drive a British Racing Green 3.8-liter roadster registered '77 RW' overnight from Coventry to Geneva. Both cars were also used for media road tests, which proved the car's sensational performance – including its 150mph top speed – matched its



jet aircraft-inspired lines honed in a wind tunnel by aerodynamicist Malcolm Sayer.

Every E-type 60 Edition built by the team at the Jaguar Classic Works facility in Warwickshire will be an existing 1960s 3.8-liter E-type fully-restored to exclusive 60th anniversary tribute specification.

Each E-type 60 Collection pair will include one Flat Out Grey '9600 HP' coupe and one Drop Everything Green '77 RW' roadster, with unique paint formulations exclusively reserved for these cars. Each E-type 60 Edition will feature a number of 60th anniversary commemorative design details created in conjunction with Jaguar Design Director Julian Thomson.

Synonymous with the revolutionary zeitgeist of the Swinging Sixties, E-type sports cars were owned by celebrities including Steve McQueen, Brigitte Bardot, Frank Sinatra, George Harrison, Tony

Curtis and Britt Ekland. And, thanks to the beauty of its sculptural forms, its functionality and its impact on design, an E-type became only the third car to join The Museum of Modern Art's design collection in 1996.

"The Jaguar E-type is a genuine icon, as sensational today as the moment it was unveiled in 1961. It is a testament to the E-type's advanced design and engineering that it can still be enjoyed and admired as passionately almost 60 years on. The E-type 60 Collection is a lasting tribute for E-type admirers, honoring the car's legacy and the achievements of the team that created it – many of whom have descendants working for Jaguar Classic today, expertly restoring, maintaining and future-proofing enjoyment for generations to come." DAN PINK DIRECTOR OF JAGUAR CLASSIC

The Range Rover celebrates 50 years of pioneering innovation

(MAHWAH, N.J.) – July 14, 2020 – The Range Rover celebrates 50 years of pioneering innovation, peerless refinement and unparalleled all-terrain capability with a choice of three new special editions and available enhanced Cabin Air Ionization technology for 2021 model year.

"In the world of luxury vehicles, the Range Rover has always stood apart as peerless and enduring," said Prof Gerry McGovern OBE, Land Rover Chief Creative Officer. "It's unique and pioneering sensibilities together with an unrivaled engineering approach have been the intrinsic values which our customers have admired since the first of the breed was revealed in 1970."

The legendary profile, floating roof and clamshell hood are hallmarks of its peerless design while the interior combines the finest materials and latest technologies to deliver the level of refinement customers expect from the flagship of the Range Rover family.

Customers can specify select Range Rover models with one of two design packs. With the Black Exterior Pack key elements,

including the hood and tailgate lettering, grille mesh and inner grille surround, are finished in Narvik Black, while the Shadow Exterior Pack sees the same components finished in Shadow Atlas.

The introduction of a trio of new special edition models for 2021 gives customers more choice than ever before, with the Range Rover Autobiography Fifty Edition, HSE Westminster Edition and SVAutobiography Dynamic Black



Edition models each providing a unique take on the elegant SUV.

Autobiography Fifty Edition

To celebrate 50 years of Range Rover, the limited run of 50th Anniversary "Fifty" special edition models will be restricted to just 1,970 vehicles, in recognition of the year the original Range Rover was launched.

Building on the luxuriously-appointed Autobiography, the Range Rover Autobiography Fifty Edition features a number of bespoke exterior and interior design enhancements. These include Auric Atlas grille surround, bumper and

side vent accents, tailgate finisher and Autobiography badge all finished in unique Auric Atlas. Two 22-inch wheels are available on the 50th Anniversary model, both featuring a distinctive forged, five-split spoke design, one with an exclusive Gloss Black with Diamond Turned finish.

The badging features a "Fifty" script created personally by Chief Creative Officer, Prof. Gerry McGovern OBE, which will appear both on the exterior of the vehicle and throughout the interior via the unique "1 of 1970" center console commissioning plaque, headrests, dashboard and illuminated treadplates.

The Range Rover Autobiography Fifty Edition will be available in standard and long wheelbase body designs with customers able to choose from Metallic and Premium Metallic colors; Carpathian Grey, Rossello Red, Aruba and Santorini Black. In extremely limited numbers, Land Rover Special Vehicle Operations will also offer the Autobiography Fifty Edition in one of three Heritage exterior solid paints reproduced from the original Range Rover paint palette; Tuscan Blue, Bahama Gold and Davos White.



NEW BENTAYGA SPEED - THE ULTIMATE BENTAYGA

(Crewe, 12th August 2020) Bentley Motors is announcing today full details of the new Bentayga Speed – the pinnacle of the Bentayga family – effortless performance, yet no compromise on luxury. Hand-built at Crewe, the Bentayga Speed combines the W12 powertrain and many of the models luxurious features as standard, including the Mulliner Driving Specification.

Building on a long tradition of Speed models that was born with the Continental GT in 2007, the new Bentayga Speed maintains the performance credentials proved by its predecessor, which claimed the production SUV record at the gruelling Pikes Peak International Hill Climb in 2018.

The new Bentayga Speed builds on the completely refreshed design of the new Bentayga, adopting the same Bentley design DNA now prevalent across the entire model range. Introducing the very latest onboard technology and an even more cossetting cabin, the new model

is significantly revised both inside and out.

Bentley's Chairman and Chief Executive, Adrian Hallmark, comments:

"The new Bentayga has already raised the benchmark for luxury SUVs, against which all others are measured.

Ahead of the launch of the new Bentayga Hybrid – the world's only definitive luxury hybrid - in the coming months, it's important that we still recognise the customer desire for absolute performance. The new Bentayga Speed remains the fastest SUV in the world, but more than that, it's also the most luxurious version of the new Bentayga – the best of both worlds, the pinnacle."

Power, Performance and Agility

The new Bentayga Speed takes the Bentayga's extraordinary abilities to new levels, utilising the 6.0-litre W12 twin-turbocharged engine that delivers peak power of 635 PS (626 bhp). Effortless acceleration is always guaranteed thanks to 900 Nm (664 lb.ft) of torque, available as a plateau from 1,500 rpm to 5,000 rpm. The assembly of the W12 powertrain takes the skilled engine builders approximately ten per cent of the total hours required for the manufacture of the Bentayga Speed.

With exceptional performance, comfort and handling, maximum speed is also increased to 190 mph (306 km/h), while the 0-62 mph (0-100 km/h) sprint is delivered in 3.9 seconds.

Efficiency is also an important aspect of such a powerful engine; to achieve effective cylinder deactivation with the complex layout of the W12, the engine control unit deactivates one complete bank of six cylinders as required. Switching between A and B Bank using information from the inlet and exhaust sensors, minimises cylinder and catalytic converter cool down and avoids spikes in exhaust emissions. This not only benefits CO2 emissions but realises significant economy gains under part-throttle cruising conditions.

In 5th to 8th gears, when the driver releases the throttle (at motorway cruising speed, for example) the car will open the torque converter, dropping the engine to idle and simply allowing the car to roll or 'sail'. When the throttle is reapplied, or the car starts going downhill and detects an increase in speed, the transmission is re-engaged.

To use this power appropriately the Bentayga Speed is equipped with four on-road Drive Dynamics modes: Comfort at one extreme, Sport at the other and with Bentley mode – the balanced recommendation of Bentley's chassis team in Crewe – alongside a Custom mode for customers who opt to create their own driving set-up.

Uniquely in the Speed, the Sport mode has been recalibrated to enhance response from the W12 engine and the eight-speed automatic transmission, together with the air suspension system and Bentley Dynamic Ride. The effect is a more dynamic and engaging drive.

Extreme performance wherever you choose to go: The new MINI John Cooper Works Countryman

22.07.20

Fresh design features and refined equipment emphasise the exclusive racing character of the top athlete even more intensively - 4-cylinder turbo engine with 225 kW/306 hp, 8-speed Steptronic Sport transmission, ALL4 all-wheel drive and suspension technology designed using the race track expertise of John Cooper Works guarantee outstanding driving fun and inspiring versatility - market launch from November 2020.

Munich. Irresistible character matured on the race track. The new MINI John Cooper Works Countryman (combined fuel consumption: 7.3 - 6.9 l/100 km; combined CO₂ emissions: 166 - 156 g/km, preliminary figures) brings its qualities to bear both on the road and on unpaved terrain. The outstanding power of its 225 kW/306 hp 4-cylinder turbocharged engine is transferred to the road via an 8-speed Steptronic Sport transmission and ALL4 all-wheel drive as standard - a combination that guarantees extreme performance on all types of surface.

The extreme driving pleasure package is rounded off by suspension technology featuring the John Cooper Works racing know-how. Modified design, refined equipment and additional options

bring out the sporty and exclusive character of the new MINI John Cooper Works Countryman to the full.

Engine power meets versatility: The new high-performance athlete for the premium compact segment occupies the top position in both disciplines of the British premium brand's model range. It offers unbridled power and plenty of room for experiencing the thrill of racing in everyday driving. In addition, the expressive exterior has now been refined and fresh accents have been added to the high-quality interior. The new MINI John Cooper Works Countryman will be launched in November 2020.

With four doors and a large tailgate, five full-size seats, a variable-use interior and a luggage compartment volume that can be expanded up to 1 390 litres, the new MINI John Cooper Works Countryman can not only master daily transport tasks in city traffic, but also meet all comfort demands on longer journeys. The most powerful engine ever used in a standard MINI, the intelligently

controlled all-wheel drive and the differential lock on the front wheels integrated into the 8-speed Steptronic transmission ensure superior performance at all times.

Equipped with specific modifications to the basic engine, advanced MINI TwinPower Turbo technology and an independent cooling system, the drive unit impresses not only with its maximum output of 225 kW/306 hp, but also with its maximum torque of 450 Nm. The spontaneous power delivery, which is sustained into high load ranges, enables the new MINI John Cooper Works Countryman to accelerate from 0 to 100 km/h in 5.1 seconds (preliminary figure). Speed burst manoeuvres are accompanied by the striking sound of the model-specific sport exhaust system. The tailpipes with an enlarged diameter of 95 mm are real eye-catchers, too.

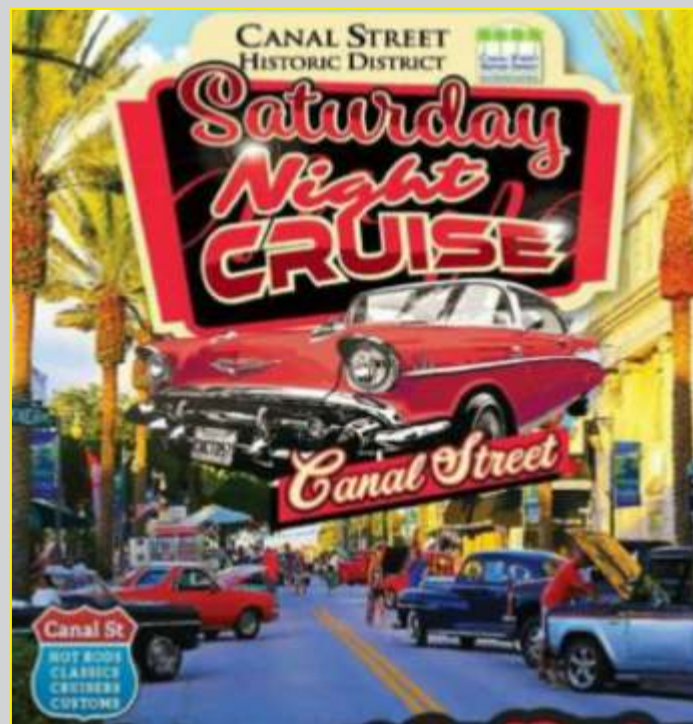


GONE CRUISIN'

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/>





























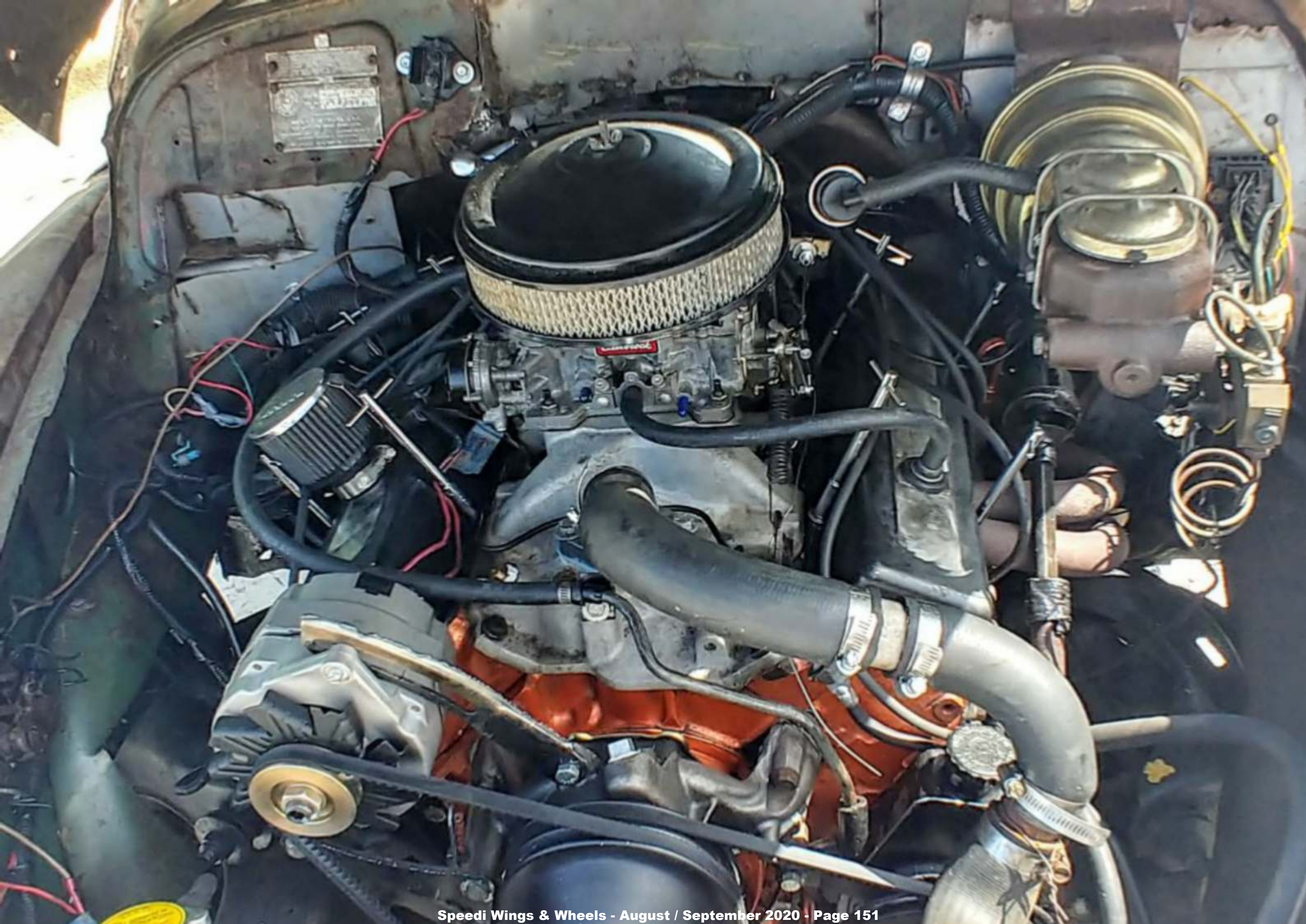




























































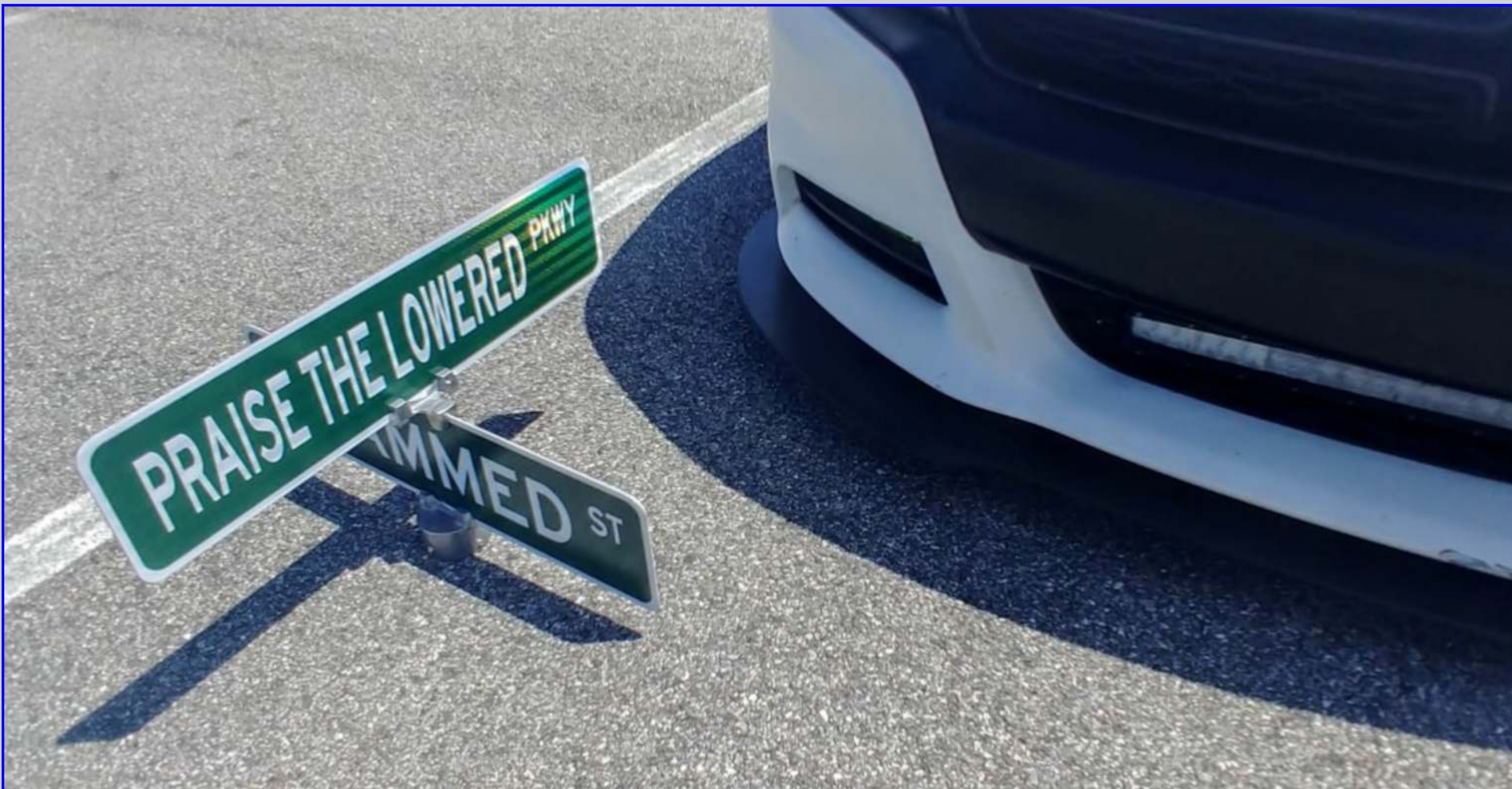


















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THE NEXT ISSUE OF SPEEDI WINGS & WHEELS FEATURES A LOOK BACK AT
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MUCH MORE AVIATION AND MOTORSPORT ACTION

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