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June / July 2020

Issue No: 50

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Magazine

THIS MONTH

Gatornationals 2020

Spruce Creek Fly-in Special

The Red Baron

and Much More

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A SpaceX Falcon 9 rocket carrying the company's Crew Dragon spacecraft launched from Launch Complex 39A on NASA's SpaceX Demo-2 mission to the International Space Station with NASA astronauts Robert Behnken and Douglas Hurley onboard, at 3:22 p.m. EDT on Saturday, May 30, 2020, at NASA's Kennedy Space Center in Florida. The Demo-2 mission is the first launch with astronauts of the SpaceX Crew Dragon spacecraft and Falcon 9 rocket to the station as part of the agency's Commercial Crew Program. The test flight serves as an end-to-end demonstration of SpaceX's crew transportation system. A new era of human spaceflight is set to begin as American astronauts once again launch on an American rocket from American soil to low-Earth orbit for the first time since the conclusion of the Space Shuttle Program in 2011.

Image Credit: NASA/Bill Ingalls

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

Editorial

Welcome to the June / July 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.

In this issue we are featuring the Gatornationals drag races - 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
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Speedi

Wings & Wheels

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EASA certifies electric aircraft, first type certification for fully electric plane world-wide

COLOGNE, June 10, 2020 - The European Union Aviation Safety Agency announced the certification of an electric airplane, the Pipistrel Velis Electro, the first type certification world-wide of a fully electric aircraft and an important milestone in the quest for environmentally sustainable aviation.

“This is an exciting breakthrough,” said EASA Executive Director Patrick Ky. “This is the first electric aircraft EASA has certified but it will certainly not be the last, as the aviation industry pursues new technologies to reduce noise and emissions and to improve the sustainability of aviation.”

The Velis Electro is a two-seater aircraft intended primarily for pilot training. Slovenia-based Pipistrel is a leading small aircraft designer and manufacturer, specialised in energy-efficient and affordable high-performance aircraft. The Velis Electro (Model Virus SW 128) joins a product line-up of similar, but conventionally powered, aircraft.

The certification, completed in less than three years, was only possible in that time-frame due to close cooperation between Pipistrel and EASA, with the common goal of

ensuring the aircraft met the high standard of safety needed for certification. The project also brought important learnings that will support future certifications of electrically powered engines and aircraft.

The aircraft is powered by the first certified electrical engine, the E-811-268MVLC, certified by EASA



for Pipistrel on May 18, 2020.

“The type certification of the Pipistrel Velis Electro is the first step towards the commercial use of electric aircraft, which is needed to make emission-free aviation feasible. It is considerably quieter than other aeroplanes and produces no combustion gases at all,” said Ivo Boscarol, founder and CEO of Pipistrel Aircraft. “It provides optimism, also to other electric aircraft designers, that the type certification of electric engines and aeroplanes is possible.”

The certification project developed in two streams, firstly the typical certification activities related to the aircraft and in parallel a coordinated

flight test program using a fleet of (non-certified) Alpha-Electros under EASA permit to fly.

Having the ability to operate a similar aircraft meant the EASA team, which included members from the launch National Aviation Authorities (France’s DGAC FR and Switzerland’s FOCA), had access to operational data necessary for the certification activity, while highlighting the operational needs to enable electric aviation.

Dominique Roland, Head of the General Aviation Department at EASA said: “For EASA, the type certification of this aircraft marks a significant dual milestone: on May 18, 2020 we type certified its engine as the first

electric engine – now we have followed up with the first type certification of a plane flying that engine. This was a truly groundbreaking project which has yielded many learnings for the future certification of electric engines and aircraft, undoubtedly a growth area in coming years in line with the aims of environmental protection.

During the course of these projects EASA gained first-hand experience in electric flight, learning more about batteries and their management systems, as well as electrical engine power units. This information has been used to develop the E&HPS Special Condition to further enable electric flight.



EAA Brings Aviation Community Together for EAA Spirit of Aviation Week™ on July 21-25

June 4, 2020 – The Experimental Aircraft Association is showcasing the whole spectrum of flight this summer in a virtual way, as Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community.

The five-day event will include streamed and on-demand content, encompassing nearly every subset of aviation, with a focus on educational, informational, and entertaining content. EAA's special interest groups will also be heavily involved, bringing highlights that include homebuilts, warbirds, vintage, aerobatics, ultralights, and much more.

"Nothing can replace the Oshkosh experience in-person during AirVenture week, as that event personi-

fies the common passion we have for flight, in all its wonderful ways," said Jack J. Pelton, EAA's CEO and chairman of the board. "As unfortunate as it was that the cancellation of AirVenture 2020 took away that personal experience, countless people and groups have stepped forward to ask what they could do to virtually create something from Oshkosh that brings us together as aviators and aviation enthusiasts. We're going to incorporate as many of them as possible during a full five-day event."

Among the highlights already planned for Spirit of Aviation Week are:

1. Presentations, forums, and discussions with notable leaders in aviation
2. Historical and archival content that highlights aviation legends
3. Homebuilding workshops, discussions, and educational tips
4. Content centered on pilot proficiency and learning to fly

5. A virtual exhibit space that showcases products, show specials, videos, and services available from the hundreds of AirVenture exhibitors

6. Features from air show performers to military and space programs

7. Stories from those in EAA's community through Hangar Flying segments

EAAtogether.org will be the exclusive home of the entire five-day event. The schedule is expected to launch in the coming weeks before the virtual opening day, under the theme and hashtag #EAAtogether.

"The people of EAA make The Spirit of Aviation and that's what we're celebrating these five days," Pelton said. "All we're missing are tents and campfire aroma, but perhaps that's something you and your EAA chapter can add wherever you are with your local aviation family."

Introducing the all-new Diamond Aircraft 5 Seat DA50 RG with retractable gear

24 June 2020 - The award-winning all carbon fiber DA50 RG with retractable gear, an extra-large luxurious cabin and excellent payload, powered by a 300hp Continental CD-300 jet fuel engine, will please private pilots and air charter companies alike.

With one of the widest, most comfortable cabins in its class, the DA50 RG spoils both pilots and passengers with everything known from the twin-engine DA62: generous front seats with adjustable backrests, a 60/40 split folding three seat second row bench, easy access through the large gull wing doors and cargo door and exceptional leg, shoulder and head room. Luxury features abound throughout, including premium interiors in several styles, colors and materials, LED interior lighting and many optional features, such as removable right-hand control stick, oxygen system, electric air conditioning, TKS de-icing system, Garmin GCU 476 keypad or a built-in tablet mount.

Liqun Zhang, CEO Diamond Aircraft Austria: "We are very excited to be presenting the DA50 RG to the market. She is offering so

much – space, efficiency, luxury, comfort, safety and retractable gear on a single piston aircraft that will make everyone really stand out. Plus, the extra benefits of operating a jet fuel powered aircraft - much lower emissions compared to leaded and even low leaded aviation fuels and saving many gallons of fuel and money due to excellent fuel efficiency. We are convinced that our all-new DA50 RG will be the new star on the piston single market for private pilots needing more seats



Diamond Aircraft for introducing this fuel-efficient engine and up-to-date airplane that perfectly fits the renowned Diamond jet-fuel aircraft portfolio."

The DA50 RG comes with a standard installed Garmin G1000 NXi flight deck with standard 3-axis GFC700 Automated Flight Control System combined with simple single lever power controls, offering great control and situational awareness reducing pilot workload.

The sleek all carbon composite airframe incorporates advanced aerodynamics with the latest in passive safety technology for high performance, great efficiency and superior occupant protection. Further enhancing the dynamic and elegant lines, are the extensive choices of available colors and paint designs.

Diamond Aircraft has developed several features for the DA50 RG to ensure the best flight performance, such as specially designed hinged double slotted flaps for high lift and superior slow speed behavior as well as many drag reduction features. State-of-the-art brakes and wheels ensure the highest performance with minimum landing distance.

EASA TC is well on its way for late Summer 2020. FAA certification will start right after and is expected end of 2021.

and space and charter operators looking for a low-cost alternative." "Continental's CD-300 engine and valuable partnership with Diamond on the DA50 RG reinforces the global demand for jet-fueled piston aircraft in general aviation", said Robert Stoppek, President & CEO of Continental Aerospace Technologies™. "The luxurious and modern carbon fiber constructed DA50 RG paired with the 300 horsepower Jet-A engine is redefining the expectations for GA aircraft. Congratulations to



FAA ADMINISTRATOR DICKSON 'VISITS' ERAU

MAKES GUEST APPEARANCE DURING SCHOOL'S AVIATION OUTLOOK

In an hour-long Aviation Outlook webinar, Federal Aviation Administration (FAA) Administrator Steve Dickson addressed students looking toward the future of the aerospace industry, and he promoted opportunity.

"I am excited for you," he said. "Be ready. There is a generational shift as aviators and others do not work past the current cycle, and that will create opportunities."

Emphasizing the value of adaptability and lifelong learning, Dickson outlined the FAA's priorities as it looks toward the future, as well as the industry's recovery from the Covid-19 public health emergency. He predicts the next five years will prove to be the most eventful in aviation since the dawn of the Jet Engine Age, with new urban air mobility solutions and certification of electric aircraft making the industry more complex.

Dickson spoke from the perspective of a U.S. Air Force Academy graduate and fighter pilot who also

enjoyed a 27-year career with Delta Airlines, before he became the country's 18th FAA administrator, last year.

"I love to fly," he said. "It's not like work. It's a passion and nothing is better than being around airplanes."

Despite starting his new job during unexpected turbulence — he could not have prepared to see a thriving industry suddenly experience a 95% decline in air traffic at some airports and the need to direct international flights to just 11 airports — Dickson believes in the inherent resilience of aviation. Additionally, one of his mentors, former Delta CEO Richard Anderson, was a prime mover in the Delta-Northwest merger that created the world's largest airline during the 2007 financial crisis.

Dickson sees the FAA as "45,000 new teammates who support the most dynamic, safe, diverse and innovative aviation system in the world." Eleven Embry-Riddle students are on that team through August, working virtually as interns — the most of any individual university.

Those teammates, however, had to find new ways to collaborate during the crisis, forcing Dickson to rethink his attitude toward working remotely.

"I was skeptical about its effectiveness, but now our organization has 6,000 Zoom meetings per day," he said. "I now see telework as another tool in our toolbox."

Looking again more broadly at the industry, Dickson predicts that air

transportation demand will return, but full recovery could take two to four years, with leisure travel outpacing business travel. Carriers that rely on business travel for most of their revenue could see an even slower recovery.

Increasing commercial space launches, though, provide a bright spot on the horizon. The FAA works with companies such as SpaceX, Boeing, United Launch Alliance and Virgin Orbit at 12 commercially licensed spaceports around the country.

"By next year, I anticipate we will handle one commercial space launch a week," Dickson said.

The FAA administrator also touched on evolving strategies to integrate unmanned aircraft systems (UAS), or drones, and advance evidence-based pilot training and assessment. The FAA will be part of a technical training panel at the 40th ICAO Assembly in September, as well, and he expressed appreciation for Embry-Riddle's rulemaking recommendations to modernize part 147 aviation maintenance certification and airmen certification standards.

In all aspects of the industry, safety is a recurring theme. Safety management systems are moving to other certificate-holders beyond airlines, including manufacturers, helicopter air tours and airports, according to Dickson.

"Properly implemented, this will benefit proactive mitigation and create organization-wide safety culture."









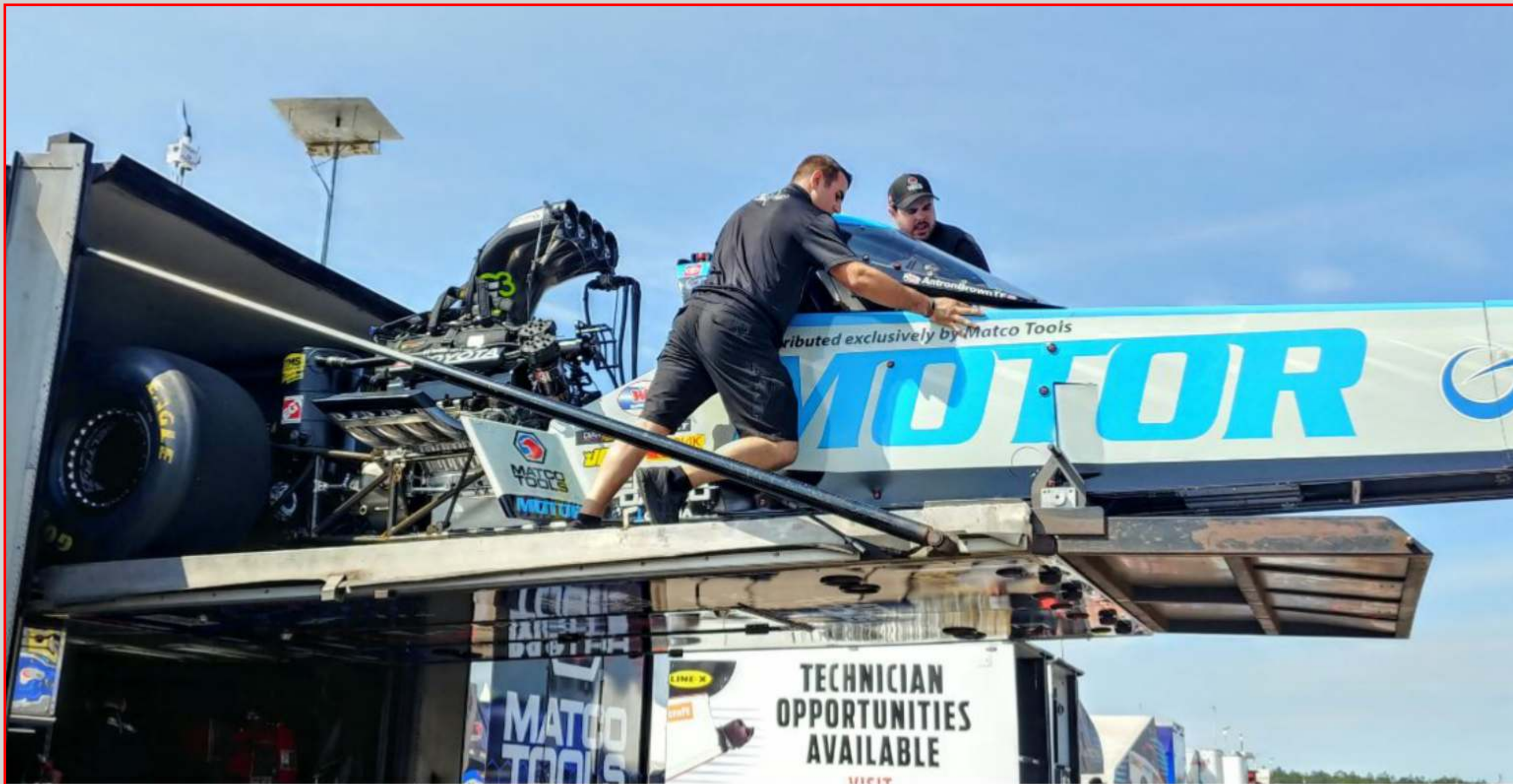


























































SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

Covid-19 is having a major effect on the aviation industry, worldwide. This not only affects the airlines, but also general aviation.

We have all seen the huge number of grounded airliners, with the devastating knock-on effect to flight crews and other airline employees. But general aviation was grounded in England until May 15, and presently is still grounded in Northern Ireland, Scotland and Wales as each area has different restrictions to England itself. What a mess . . .

Looking at flight radar displays since the end of March, when our last issue was published, it has been clear that GA flying in mainland Europe has continued, as it has in the USA - but not in the UK.

The big problem is that we just do not know how

the spread of the Covid-19 virus will play out. Certainly if the USA is anything to go by then opening up things will cause many, many more problems.

That's enough about the doom and gloom for the future. In this issue we have a 56 page photo montage of activity at the world's largest flying community, Spruce Creek Fly-in near Daytona Beach, Florida.

This is where my personal airplane is based, but as I am over in the UK and international travel has been banned to the USA it will just have to stay grounded in its hangar until the crisis is over.

Anyway, many of my pilot friends at Spruce Creek have been able to keep flying during the lock down period, perhaps because most of them have their planes at their home, so do not have to travel outside the community to go flying.

One of the annual features about flying at Spruce Creek is the Gaggle Flight calendar. Goofy Flight, which I lead with my airplane N600FY, aka GOOFY, has featured every year since the plane was first flown in 2003. This year due to Covid-19 there may well not be a Goofy Flight in the calendar.

Here are some calendar shots from past years. From top to bottom: 2014, 2016, 2019:



Of course to get a good photo of a formation flight requires the flight to fly in a steady formation with a photo ship - usually a twin engined Baron - for the Gaggle calendar. Then there must be a good photographer. The photo below shows the action during a 2012 Goofy Flight photo shoot:



Just to give an idea of how this works, here are some photos showing me flying off the Baron and the rest of the flight flying off me. It's a challenge in a straight & level flight - photo below.



But during the inevitable bank when a reposition is required it gets even more 'interesting' as the photo below shows.



One of the biggest challenges with Goofy Flight is that each airplane is a different type, sometimes including low wing planes. But with a thorough flight brief these challenges can be overcome as safety is paramount at all times.

Another problem is a lack of performance as it's almost impossible to fly formation flat out. Some surplus of speed is required for the wing men to keep up on the outside of a turn.

A recent joint formation by the Patrouille de France and the Red Arrows over Paris highlighted this aspect when the left wing aircraft of the Pdf had to

drop back in trail on the outside of the turn - see photo below.



But of course, the lead pilot should have allowed for this.

I have been a part of some large formation flights. A 17 ship flight, for example, when Air Marshall Sir Ian Macfadyen visited Spruce Creek. Such flights are very, very challenging. The most fun can often be had with just a simple 3 or 4 ship flight like the one pictured below. Here retired US Navy Commander 'Jaybee' Souder is flying his T-34 as #2 off Goofy.





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 - Jim Stone ... 386 275-1894



NEWS FROM THE BARN

Spruce Creek Fly-in
The World's Greatest Aviation Community

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*".



Photos by Gary Rosier













NOW FOR SOME MORE PHOTOS FROM SPRUCE CREEK FLY-IN . . .



Photos by Gary Rosier







































































KILROY
WAS HERE









































JAGUAR I-PACE ELECTRIC TAXIS ON WORLD'S FIRST WIRELESS HIGH-POWERED CHARGING RANK

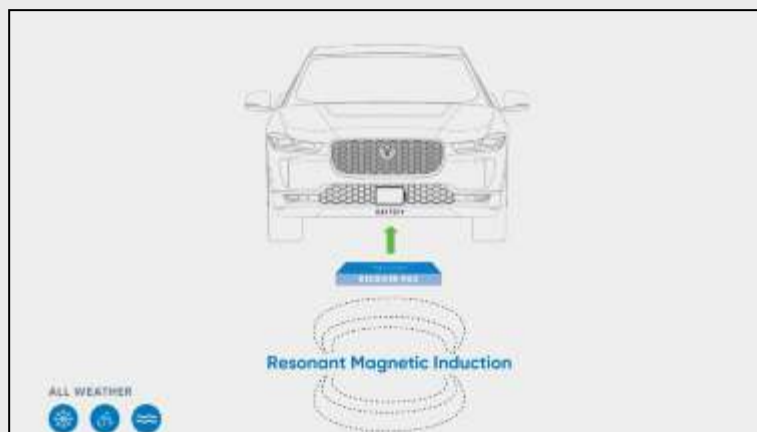
Thursday 25th June 2020, Whitley, UK – Jaguar Land Rover has agreed to support the City of Oslo with the world's first high-powered wireless taxis.

In a programme known as 'ElectriCity', the global vehicle manufacturer will join Nordic taxi operator Cabonline (NorgesTaxi AS), the region's largest charge point operator Fortum Recharge, US technology developer Momentum Dynamics and the City of Oslo to build wireless, high-powered charging infrastructure for taxis in the Norwegian capital.

The project will be the first wireless high-powered charging system for electric taxis in the world and by providing a charging infrastructure model that can be implemented almost anywhere, it will help the rapid adoption of electric vehicles globally.

Fortum Recharge, who will be supporting the installation and electrification of the project, identified the need for a more efficient charging experience for taxi drivers in Oslo and enlisted the support of Momentum Dynamics in integrating the wireless charging infrastructure.

Jaguar Land Rover will provide 25 Jaguar I-PACE models to Cabonline, the largest taxi network in the Nordics. The brand's performance SUV has been designed to enable Momentum Dynamic's wireless charging technology, making it the ideal vehicle to drive the initiative. A team of engineers and technicians from both Momentum Dynamics and Jaguar Land Rover were engaged to help in testing the solution, and Cabonline signed up to operate the fleet as part of Oslo's ElectriCity programme.



For usage efficiency, Taxi drivers need a charging system that does not take them off route during their working hours. Multiple charging plates rated at 50-75 kilowatts each, are installed in the ground in series at pick-up-drop-off points. This allows each equipped taxi to charge while queuing for the next fare. The system, which uses no cables and situated below ground, requires no physical connection between charger and vehicle, engages automatically and provides on average 6-8 minutes of energy per each charge up to 50kW.

The taxi then receives multiple charges throughout the day on its return to the rank, maintaining a high battery state of charge and the ability to remain in 24/7 service without driving range restrictions.

The Oslo ElectriCity partnership is part of Jaguar Land Rover's ambition to make societies healthier and safer, whilst reducing emissions. Delivered through relentless innovation to adapt its products and services to the rapidly changing world, the company's focus is on achieving Destination Zero, a future of zero emissions, zero accidents and zero congestion.

PROF SIR RALF SPETH, JAGUAR LAND ROVER CHIEF EXECUTIVE, SAID:

"We're extremely proud of our track record in electrification and we're committed to making electric vehicles easier to own and use. The taxi industry is the ideal test bed for wireless charging,

and indeed for high-mileage electric mobility across the board.

The inherently safe, energy efficient and high-powered wireless charging platform will prove critical for electric fleets, as the infrastructure is more effective than refuelling a conventional vehicle.

We're delighted to be part of ElectriCity and to continue to lead the field in electric vehicle technology. This is a great step forward to reaching our Destination Zero mission."

RANGE ROVER MARKS 50 YEARS OF ALL-TERRAIN INNOVATION AND LUXURY WITH EXCLUSIVE NEW LIMITED EDITION

Whitley, UK, 17 June 2020 – Range Rover today celebrates 50 years of pioneering innovation, peerless refinement and unparalleled all-terrain capability with the introduction of the new Range Rover Fifty.

The original luxury SUV has defined the market since 17 June 1970 and, five decades on, the Range Rover has evolved to become a family of desirable and capable luxury vehicles. Its compelling blend of design, refinement and engineering innovation has ensured its place as the benchmark for all luxury SUVs.

Over its 50 year lifespan, the Range Rover has achieved many world firsts and completed numerous impressive feats. It was the first SUV to feature a permanent 4WD system when it was launched, and in 1989 was the world's first 4x4 to be fitted with ABS anti-lock brakes. Later in 1992 it became the world's first 4x4 to be fitted with electronic traction control (ETC) and automatic electronic air suspension – ensuring the refined driving feel Range Rover is so famous for, both on and off-road. In 2012, the latest generation Range Rover became the world's first SUV to feature an all-aluminium lightweight construction, making it lighter, stronger and more efficient.



With its clamshell bonnet, distinctive floating roof, split tailgate and trademark front fender vents, the Range Rover of today can still trace its roots back to the 1970 original. In its golden anniversary year it is now the most efficient, connected, luxurious and capable yet.

Building on the luxuriously appointed Autobiography, the Range Rover Fifty features a number of bespoke exterior accents in Auric Atlas as well as two unique 22-inch wheel designs. The badging features a 'Fifty' script created personally by Prof Gerry McGovern OBE, Land Rover's Chief Creative Officer, which will appear on the exterior of the vehicle and throughout the interior on the unique "1 of 1970" centre console commissioning plaque, headrests, dashboard and illuminated treadplates.

RANGE ROVER HISTORICAL OVERVIEW

Today marks 50 years since the first Range Rover was revealed, but the story goes back even further. During the mid 1960s, in a bid to revolutionise the growing 4x4 leisure market, the Rover car company's engineering chief for

new vehicle projects, Charles Spencer 'Spen' King (nephew of the founders of Land Rover), hatched a plan to combine the comfort and on-road ability of a Rover saloon with the off-road ability of a Land Rover.

Development of the first 100-inch station wagon prototype began during the late 1960s, with the first model being released to the world's media to critical acclaim in 1970. Its blend of ability – motorway cruising, off-roading, and even towing in style and comfort – ensured its instant popularity. The original Classic model was cited as an 'exemplary work of industrial design' when it became the first vehicle to be displayed at the world famous Louvre Museum in Paris in 1971.

The first generation Range Rover (1970-1996) was originally only available as a two door when it went on sale in 1970. During its 26 year lifespan the Classic continued to evolve with the introduction of the four-door model in 1981 and an automatic gearbox in 1982. The first diesel Range Rover arrived in 1986.



Clever Climate Control in the Open Air

06/23/2020

Too cold? Too warm? Humans can be sensitive to temperature fluctuation. Now Porsche's automatic climate control system in the latest generation of Porsche 911 intelligently ensures a sense of comfort.

Porsche engineers have intelligently refined it once again for the latest generation of Porsche 911 Cabriolets. The challenge: while the interior temperature sensor is a central control variable in a closed vehicle, many additional influences are added when driving in the open air. This is why the new cabriolet control system slowly suppresses this sensor as the soft-top is opened.

The complex automatic climate control system now processes around 350 signals in half-second intervals in coordination with twenty external and twenty internal interfaces. Sensors continuously

record parameters, such as outlet, outside, and coolant temperatures as well as engine speed, insolation, and vehicle speed. The interfaces relevant to the climate control unit include the control units for the engine, soft-top, doors, and seats.

The climate control system uses this data stream to continuously calculate the optimum air temperature, air outlet volume, and air distribution in the open-top interior.

This clever convertible control is particularly noticeable at low



speeds. Even in the searing summer heat of the city, 911 Cabriolet drivers are surrounded by a pleasant freshness. During top-down excursions in the winter, the Porsche system overrides the conventional comfort formula of "warm feet, cool head." Instead, the automatic climate control system distributes more warm air via the center air vents for the driver and front passenger. The result: occupants enjoy a cozy veil of heat without having the unpleasant sensation of air being blown in their faces. Blissfully warm hands on the steering wheel; heavy winter jackets head for the luggage compartment. In changing weather conditions, common in spring or fall, the automatic climate control reacts to practically every cloud in the sky with a control adjustment. And it does all of this without any manual intervention. What's left for the occupants to do? Just to remember their sunscreen and sunglasses and, if it rains, to close the top—and enjoy the drive.

With the electric exhaust gas turbocharger Mercedes-AMG is increasing efficiency and performance: Innovative detailed solution for drive system electrification

17 June 2020 Affalterbach

The future of Mercedes-AMG is turning electric and as part of this combines high efficiency with additional driving dynamics. To implement this combination to optimum effect, the developers in Affalterbach are working intensively on innovative technologies which will take performance to a new level. The next vehicle generation will see the deployment of the electric exhaust gas turbocharger.

Mercedes-AMG is pressing ahead with electrification through innovative developments and as part of this is also benefiting from motorsport know-how. The latest achievement which is already in the final stages of development is the electric exhaust gas turbocharger, which in future will be used for the first time in a series production model from Affalterbach. Developed in partnership with Garrett Motion, this technology comes straight from Formula 1 and resolves the conflicting goals between a small, fast-reacting turbocharger which achieves relatively low peak performance and a large turbocharger with a high

peak performance but which on the other hand can suffer from turbo lag.

Exhaust gas turbocharger with integrated electric motor: agility redefined

The highlight of this innovative turbocharging system is a slim electric motor, measuring about 4 centimetres, which is integrated directly on the charger shaft between the turbine wheel on the exhaust side and the compressor wheel on the fresh air side. This electronically controlled electric motor drives the compressor wheel before this



accepts the exhaust gas flow. The electrification of the turbocharger significantly improves immediate response from idle speed and across the entire engine speed range. The so-called turbo lag – the delayed response of a conventional turbocharger – is eliminated by the electric motor. The result is that the combustion engine responds even more spontaneously to accelerator pedal input, and the entire driving feel is significantly more dynamic and agile. In addition, electrification of the turbocharger enables higher

torque at low engine speeds, which also enhances agility and optimises acceleration capability from a standstill. Even when the driver takes their foot off the accelerator or applies the brakes, the technology of the electric turbocharger is able to maintain the boost pressure at all times, so that a continuous direct response is guaranteed.

The turbocharger achieves speeds of up to 170,000 rpm, which enables a very high rate of air flow. It can be operated via a 48-volt on-board electrical system. The turbocharger, electric motor and power electronics are connected to the combustion engine's cooling circuit to create an optimum temperature environment at all times.

"We have clearly defined our goals for an electrified future. In order to reach them, we are relying on discrete and highly innovative components as well as

assemblies. With this move we are strategically supplementing our modular technology and tailoring it to our performance requirements. In a first step this includes the electrified turbocharger - an example of the transfer of Formula 1 technology to the road, something with which we will take turbocharged combustion engines to a previously unattainable level of agility", explains Tobias Moers, Chairman of the Board of Management of Mercedes-AMG GmbH.

THE PERFECT SUMMER GRAND TOURER: THE CONTINENTAL GT CONVERTIBLE

(Crewe, 10 June 2020) Elegant, sophisticated and refined, the Continental GT Convertible is the pinnacle of open-top luxury motoring, and 2020 marks the first summer that all of Bentley's key global markets (The Americas, Europe, UK, China, Middle East and Asia Pacific) will receive deliveries of the newest V8 version of Bentley's convertible Grand Tourer.

Beautiful with roof open or closed, the Continental GT Convertible's flowing, elegant exterior styling is accented with muscular proportions and sharp, sculptural lines. The convertible roof sweeps open to reveal an exquisite handcrafted interior, making this the perfect car for the upcoming summer months.

The convertible roof can be deployed or stowed in just 19 seconds, with the car travelling at speeds of up to 30 mph (50 km/h). An entirely new combination of roof insulating materials and operating mechanism (a 'Z-fold'), combined with sealing system improvements and acoustic treatments, have created a Convertible Grand Tourer that is as quiet inside the cabin as the previous generation Continental GT Coupe, with a three-decibel (50%) reduction in overall noise levels

compared to its predecessor at typical cruising speeds. Laminated acoustic glass for the windscreen and side windows gives a -9 dbA (88%) improvement at an audio frequency of 3.15 KHz – the typical frequency of passing car noise, and a key part of the audio spectrum to be minimised for maximum comfort.

With its combination of new insulating materials and an elegant operating mechanism, the roof is the only example of its kind in the world to feature a full tonneau cover.



A Beautifully Flowing Design

Bentley Head of Interior Design, Darren Day, comments:

"A convertible Bentley is the ultimate romantic Grand Tourer. With the soft top lowered one becomes further connected with the elements and surroundings during the journey.

"From the driver's seat a fully panoramic view around the car is achieved. The hood stows with no

interruptions in the smooth surfaces, under a precise leather-trimmed tonneau cover. This is the area where we can showcase the craftsmanship and skill of our leather trimmers with finely sewn and detailed panels that cover the complex mechanism allowing the hood to stow so efficiently."

The Continental GT Convertible is also equipped to keep its occupants comfortable whatever the weather, even with the roof down. The seats feature integrated neck warmers inspired by Bentley's iconic Bulls-

Eye vents, which blow warm air across the neck and shoulders. Three-mode heated seats, a heated hand-stitched steering wheel and even heated arm rests provide warm, soft-touch leather surfaces at every touch-point. Together with an optional, removable wind break that reduces turbulent airflow in the front cabin, all-season open-top grand touring is

made possible by these luxurious comfort features.

Contemporary roof materials and colour range

Customers can choose from seven exterior roof colours, including for the first time a contemporary interpretation of traditional British tweed. Additionally, with eight interior roof liner finishes, up to 56 individual combinations can be chosen to suit a customer's specification.

CLIENT HANDOVER CEREMONIES RESUME AT REOPENED HOME OF ROLLS-ROYCE

09.06.2020 - Goodwood, UK

The Home of Rolls-Royce is once again welcoming clients to collect their new motor car in person, following the reopening of the Goodwood-based Global Centre of Luxury Manufacturing Excellence.

The resumption of customer handovers restores a much-needed element of normality for the marque, which is currently operating a single manufacturing shift under rigorous health and hygiene regimes. Measures have been put in place across the Goodwood site, including additional security and handwashing facilities, one-way systems for foot traffic and modified seating arrangements in café and other public areas. All staff are issued with facemasks, which must be worn at all times in production areas.

In tandem with building 'the best car in the world' Rolls-Royce is also pleased to continue producing face visor and protective gown kits for frontline healthcare workers, as it has done since the earliest days of the pandemic response.

Having shut down operations voluntarily on 23 March 2020 to

protect the workforce, Rolls-Royce Motor Cars became the first UK automotive manufacturer to restart production when it reopened on 4 May 2020. Client collections have resumed as lockdown restrictions are eased in the UK and elsewhere, and the number of patrons choosing to receive the keys to their new motor car in person at Goodwood is steadily returning.

Earlier this week a client took delivery of a magnificent new Rolls-Royce Wraith, finished in Red Velvet Sparkle with a Saddlery Tan and contrasting Anthracite interior



–the first time this combination has been commissioned in a Wraith – together with matching steering-wheel and door umbrellas. The car also boasts carefully curated Bespoke Black Badge elements including 21" Carbon Alloy Composite Wheels, Black Badge Treadplates and Dark Chrome Spirit of Ecstasy and Grille.

The handover ceremony was conducted with the customary courtesies, sympathetically finessed where required, to comply with the marque's strict hygiene and social

distancing policies. During the visit, the client took the opportunity to meet associates from the production line and specialist departments responsible for hand-building his car – just some of the 90 pairs of hands typically involved in creating a Rolls-Royce.

Torsten Müller-Ötvö, Chief Executive Officer, Rolls-Royce Motor Cars, said, "It is a tremendous pleasure to welcome our discerning patrons to the Home of Rolls-Royce once again. That this has been possible so soon after reopening, while maintaining both our tradition

of hospitality and our critical new operational measures, is a tribute to the conscientiousness and commitment of the entire Rolls-Royce family. We have worked incredibly hard to remain in touch with our customers during this crisis. The fact that so many are choosing to collect their new car in person, even in

these circumstances, underlines how close and valuable these relationships have become." He added, "We have to accept that the comprehensive safety and hygiene measures we have put in place at the Home of Rolls-Royce will be our 'new normal' for some time to come. Handover ceremonies are a much-enjoyed moment of familiarity; they are both celebratory and uplifting, and remind us of our true purpose as a company. We look forward to many more such occasions in the weeks and months ahead."

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/>



Classic Car
MUSEUM OF ST. AUGUSTINE
4730 US 1 South
St. Augustine, FL 32086
Hours: Mon.-Sat. 10am-6pm
Sunday: By Appointment Only

All photos for this feature: Gary Rosier





















































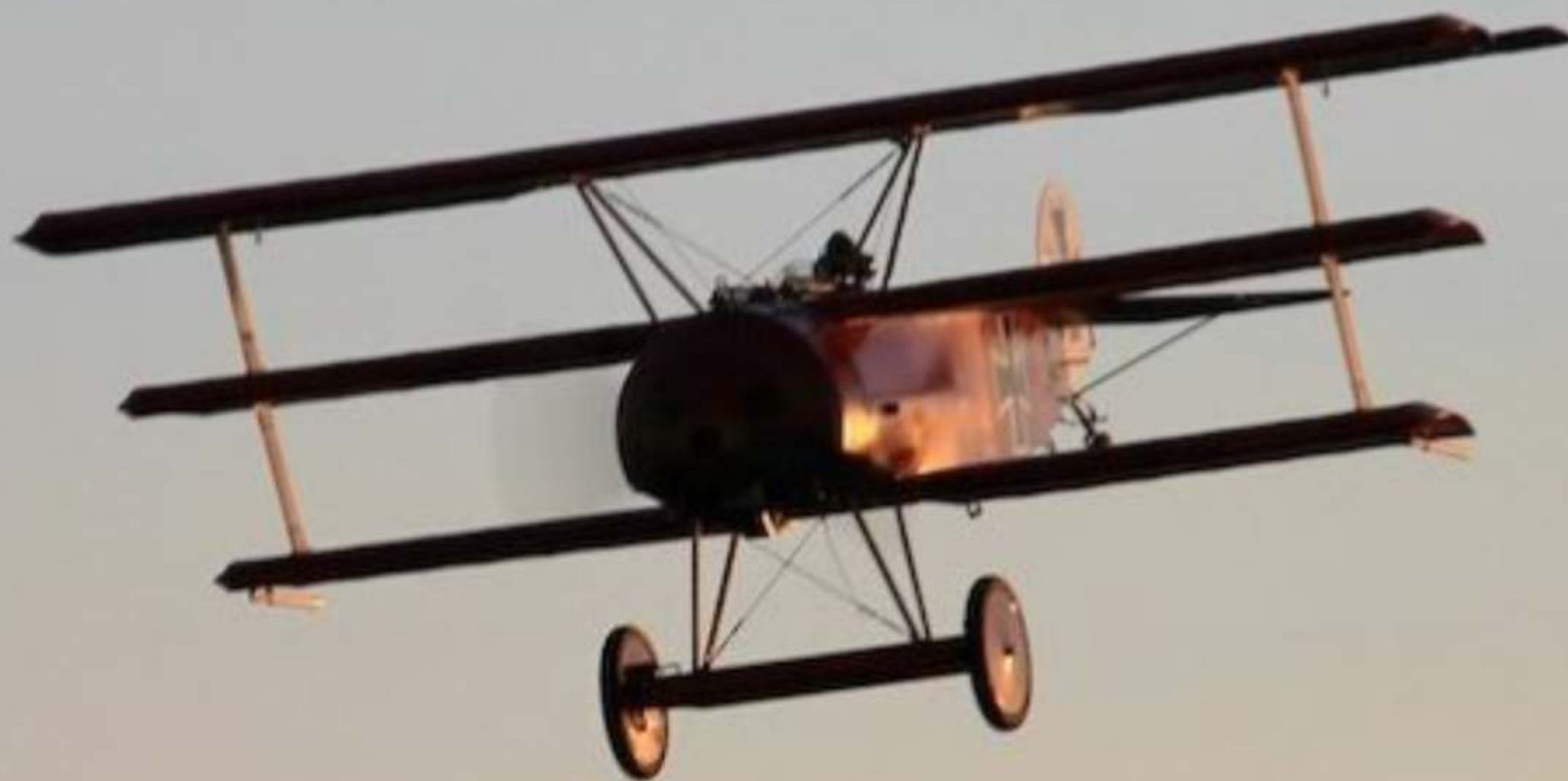












THE RED BARON

Photos by Gary Roasier - The Red Baron owned by Tim Plunkett





















DAYTONA FLEA MARKET
06.13.20



























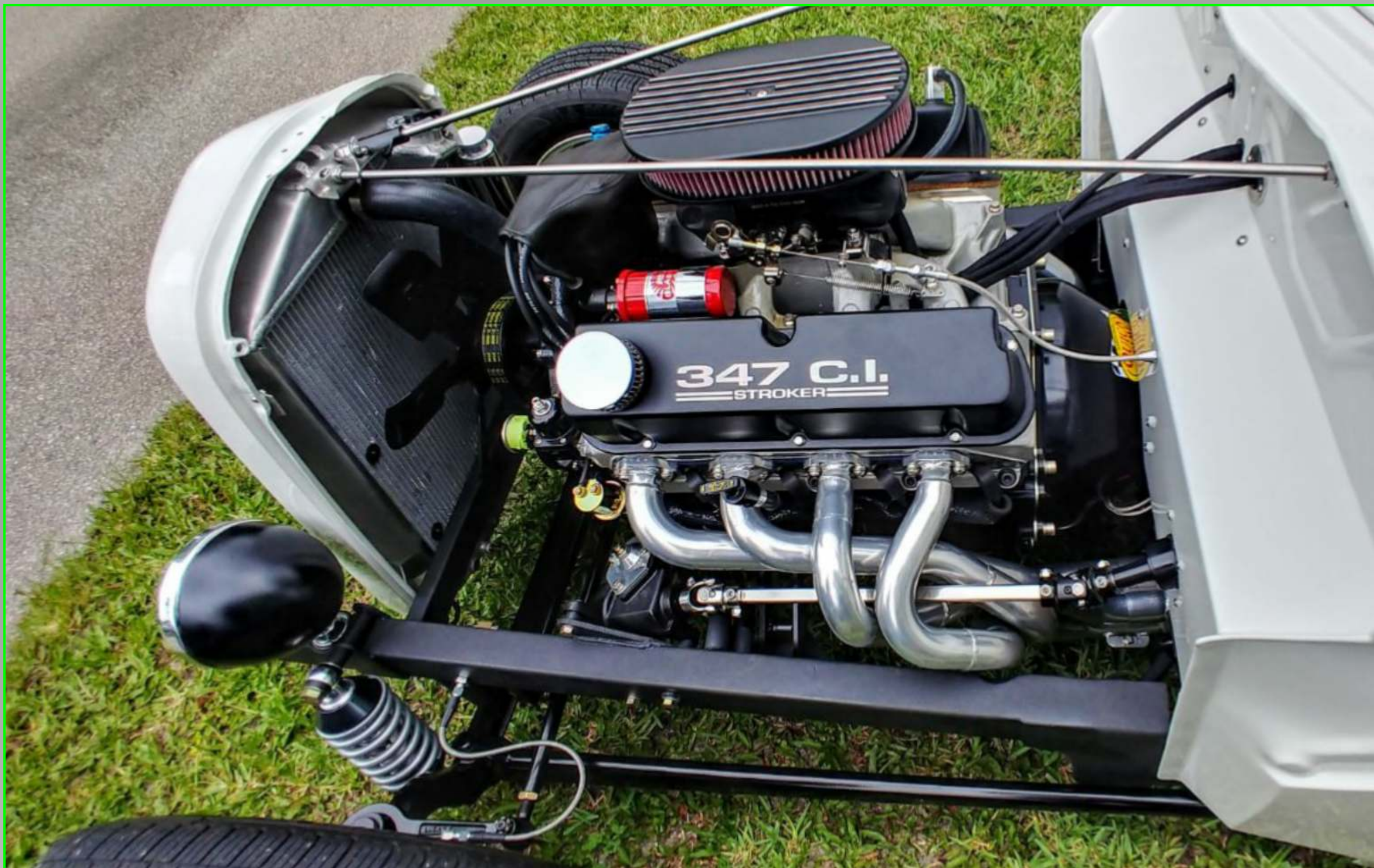






































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