

Speedi

Wings & Wheels

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August / September 2016

Issue No: 27

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AirVenture Special
151 Pages of Action

FREE!
Online
Magazine

THIS MONTH:

AirVenture 2016 - 103 Page Four Part Special Feature

and Much More

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Photo by NASA

Aurora and Manicouagan Crater

An astronaut aboard the International Space Station adjusted the camera for night imaging and captured the green veils and curtains of an aurora that spanned thousands of kilometers over Quebec, Canada.

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

Editorial

Welcome to the August / September 2016 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 AirVenture 2016 - Plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

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

Boeing's 100 year anniversary;

Rollout of the Dash 80, a prototype for the 707, draws huge crowds of Boeing workers at Renton, WA, in May 1954

Boeing photo



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Speedi

Wings & Wheels

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Cover Photo: Gary Rosier

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Boeing Celebrates Centennial with Successful Farnborough



July 14, 2016

On the eve of Boeing's centennial, the company recorded multi-billion dollar orders and commitments for services, defense platforms and commercial airplanes at a highly successful Farnborough International Airshow.

"As the birthplace of British aviation, there are few better backdrops to celebrate the accomplishments and wonders of the aerospace industry and mark our centennial than the Farnborough Airshow," said Boeing Chairman, President and CEO Dennis Muilenburg. "Throughout the show, we demonstrated and discussed our innovative and cost effective products and services and the tremendous value they provide our commercial and defense

customers," he said.

Customers announced orders and commitments during the week for a

total of 182 Boeing commercial airplanes, valued at \$26.8 billion at list prices. Boeing has now booked 321 net orders in 2016 to date. Customers also announced commercial services agreements valued at multiple billion dollars over the life of the contracts, including the largest commercial services order in Boeing history.

The UK Ministry of Defence announced a \$2.3 billion deal to secure 50 Apache AH-64E helicopters and confirmed the purchase of nine P-8A Poseidon maritime patrol aircraft for the Royal Air Force (RAF).

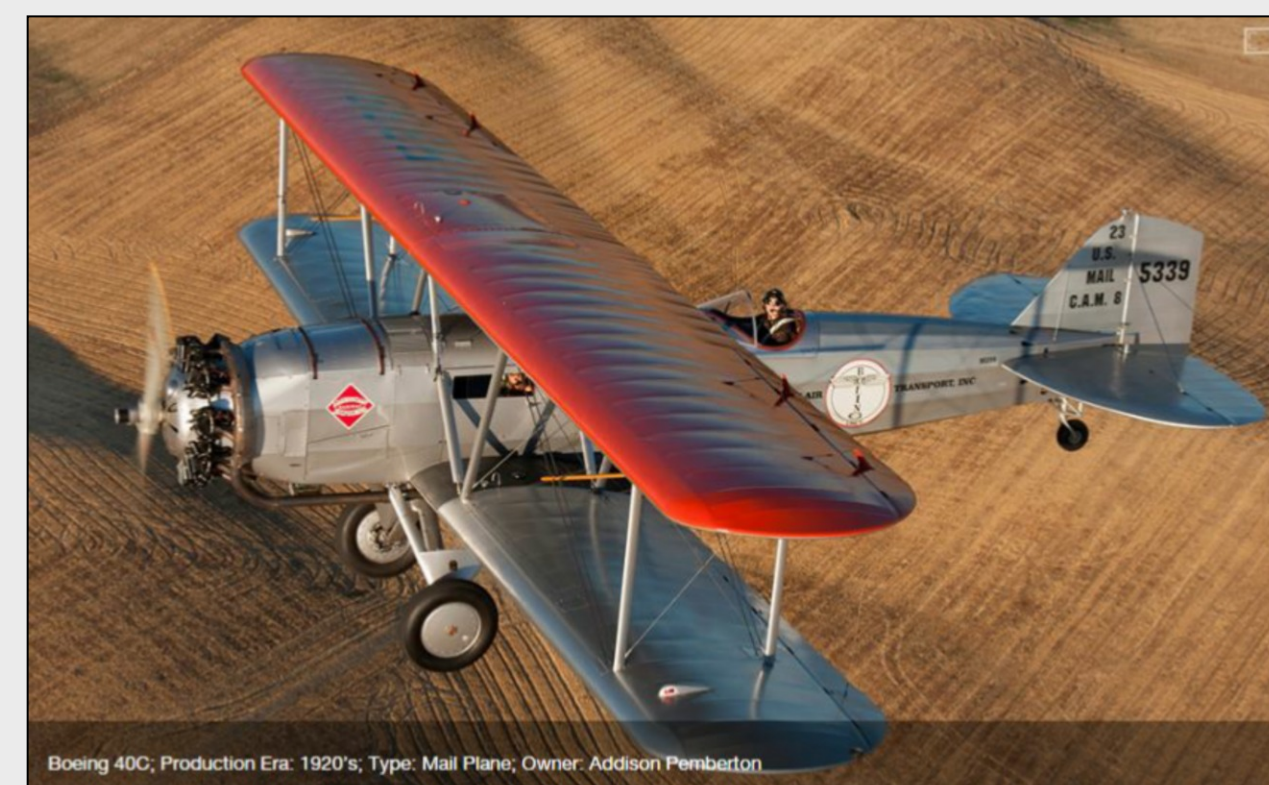
For the remainder of the show visitors can help Boeing celebrate its 100th birthday in the Boeing Centennial Experience Pavilion – the 500 square meter (5,000+ sq ft) immersive showcase of innovation

leadership past, present and future. The exhibit welcomed nearly 4,000 visitors over the first four days of the show. The free Boeing Innovations app, an interactive experience of Boeing aircraft, spacecraft and more, is available to download on iTunes and Google Play and the #Boeing100 hashtag is trending on social media in the run up to Founders Day on July 15.

The show is already transitioning to include students interested in engineering and aerospace. A group of about 100 young people from Ukraine, for example, were hosted by Boeing through the Centennial Experience and onto the 737 MAX demo aircraft.

On Friday, the show has a Futures Day, in which Boeing will host students for a raft of aerospace activities, including a meeting with Richard Pillans, a Boeing test pilot and former British Army helicopter flight commander, who will give a talk about his experiences.

Boeing flying display highlights included the ANA 787-9 Dreamliner and 737 MAX, P-8A and F/A-18F Super Hornet. As the public segment of the show begins, visitors will see historic Boeing aircraft such as the last 727 to be built (which is now an oil spill response tanker), a P-51D Mustang, B-17 Flying Fortress as well as a DC-3 on static display.



On this page and the next is a short photo montage celebrating Boeing's Centennial

Boeing 40C; Production Era: 1920's; Type: Mail Plane; Owner: Addison Pemberton





103 PAGE AIRVENTURE SPECIAL - PART I

Photos for this special feature by:

Jim (Flybum) Pratt - pages 7 to 46

Marty Stephens- pages 48 to 59

Gary Rosier - pages 69 to 108

EAA AirVenture 2016 Oshkosh, WI

By Jim Pratt -EAA
AirVenture is attended by an estimated 500,000 people and 11,000 aircraft every year. If you have never been to the event you have to know that people travel here from all over the world. Ask yourself what is so attractive that makes people want to travel from thousands of miles away to be here. People traveling by commercial airlines endure the security screenings, the missed connections, and the crowded seating. People who fly their own private aircraft have to endure both good and bad weather, poor visibility, turbulence, and crowded airspace as well of lots of flight hours while flying in the weather, not above it. Coming by car is a real test of endurance. So it must be worth it or they would not come year-after-year, right? I have friends from Connecticut who are on their 35th consecutive year of attendance. Hopefully, the photos with this article will show you some of the great attractions that make everything worthwhile.

My buddy Scott and I arrived on Monday, the first day of the event.

After getting through the security screening we grabbed a tram and headed straight for the Warbird area at the north end of the field. Had to see the Mustangs, Spitfires, P-40 Tomahawks, B-25s, AD-1,5 Skyraiders, C-47s, Avengers, Zeros, Bettys, T-6s, F-86s, Migs, Beech transports, and everything else you can imagine. As we were tripping through Fightertown, a Ford TriMotor was departing with a load of fare-paying passengers for a flight out over Lake Winnebago.

Working our way south we saw a sea of Van's RVs, hundreds of beautiful kit-built aircraft. So many, that there would not be enough time to see them all. There was also a plethora of other home built and kit built aircraft of almost every make and model. The vendors had their setups there, introducing new models and displaying the familiar.

Further on, Activities Area with classes already in session teaching welding, fabric covering, building kits, aircraft wiring, flight experiences, flight skills, drones, wood construction, composite construction, and hundreds of other

seminars. Also presentations on wartime experiences. It would take years to cover every seminar.

Moving further south, you run into the tower and administrative offices, including FAA staff who are there to answer your questions regarding the regulations. There is a plaza at the center of the airport where the very large aircraft are parked. There was a B-17, a Fedex Boeing 767 there to celebrate Boeing's 100th anniversary, a JetBlue Airbus A321, an F-15, an A-10, Navy and Coast Guard patrol aircraft, and eventually FIFI the B-29.

To the west of center are all off the aircraft vendor displays with hundreds of models to look at. Spread out in the center are the huge buildings that house vendors selling aircraft parts, avionics, tools, etc. You could spend days just in this area.

Moving right along to the south, you will encounter the Vintage Aircraft area complete with a store, membership area, and hangar. A couple of interesting planes in this area were the WW I German Albatross fighter owned by Kermit Weeks and a light aircraft that

was in flight over Pearl Harbor and was attached by Japanese Zeros on that fateful morning. It took some damage but the female flight instructor manage to escape and evade and got safely back to earth. There was also a British Spad on display there. An interesting thing about the Albatross was that it was a full-scale replica and the engine was built to scale from plans by the owners. Kermit Weeks was there to run the engine for the crowd. There were also a couple of other engines that were powered up that were of WWI vintage.

From this area, south, is a main parking area for planes flying in to the show. Some areas contained like aircraft such as Stagger Wing Beeches, Wacos, Stearman, and others. You could get lost looking at all of the displays here.

The ultralight area was next. It has its own air field and there is a lot of flying activity at that end of the field that does not interfere with the general traffic.

On our second day there I had to have my "fix", a ride in one of the Bell helicopters operating out of the airfield attached to the EAA Museum. The

ride is fifty dollars and involves a flight around the airport grounds, they only way to appreciate the full scope of the event.

Activities of Interest:

The Canadian Snowbirds performed this year. They arrived on Wednesday for practice session on Friday, and then an airshow on Saturday and Sunday. We were there on Monday – Wednesday so we did see them fly in.

Two A-10 Warthogs flew in from the Blacksnake Squadron of Fort Wayne, Indiana. On Tuesday they arrived and made several passes over the field. I never get tired of watching their maneuvers. The "hog" is one mean machine and is very active in the mid-east. Attempts to retire it due to age have been thwarted because the ground troops depend on it in places like Afghanistan and there is no substitute that is as effective for close ground support.

Coast Guard aircraft were on display in the center plaza as they celebrate their 100th anniversary of aviation. The Coast Guard does not get a lot of publicity at air shows and this even was an opportunity to show case their

capabilities in saving lives and protecting our coasts.

The Aircraft of Desert Shield were show-cased on the 25th anniversary. They included the F-15s, A-10s, F-18s, and F-16s. Also, the KC-135, EA-6B, and C-5M were there. On Friday Gen. Chuck Horner and General Gilmary Hostage were scheduled to speak. In addition the F-16 Viper Demo Team of Air Combat Command was scheduled to perform on Friday through Sunday.

The 75th anniversary of the attack on Pearl Harbor was celebrated with the famous "Tora, Tora, Toray" team air show performances. There were some ground activities associated with this event.

In summary, it is impossible to cover all of the great events that happen at AirVenture. There is just so much that you will find yourself leaving for home with "information overload" of the brain and a feeling that you missed a lot. Wouldn't it be wonderful if AirVenture were a month long and everyone could leisurely stroll through the displays and see a different air show every day and come home totally relaxed? Maybe in heaven.



HAMILTON H-47 METALPLANE
ENGINE: PRATT & WHITNEY R-1340 600 HP
CRUISING SPEED 125 MPH
LANDING SPEED 55 MPH
WINGSPAN 54' 5"
NO. PASSENGERS PILOT + 6
MAX WEIGHT 5,750 LB
EMPTY WEIGHT 3,700 LB
FUEL CAPACITY 140 GAL

THIS AIRPLANE FOR SALE
RARE
57-3118446

HAMILTON H-47 METALPLANE
ENGINE: PRATT & WHITNEY R-1340 600 HP
CRUISING SPEED 125 MPH
LANDING SPEED 55 MPH
WINGSPAN 54' 5"
NO. PASSENGERS PILOT + 6
MAX WEIGHT 5,750 LB
EMPTY WEIGHT 3,700 LB
FUEL CAPACITY 140 GAL













































































Photo by Scott Jura









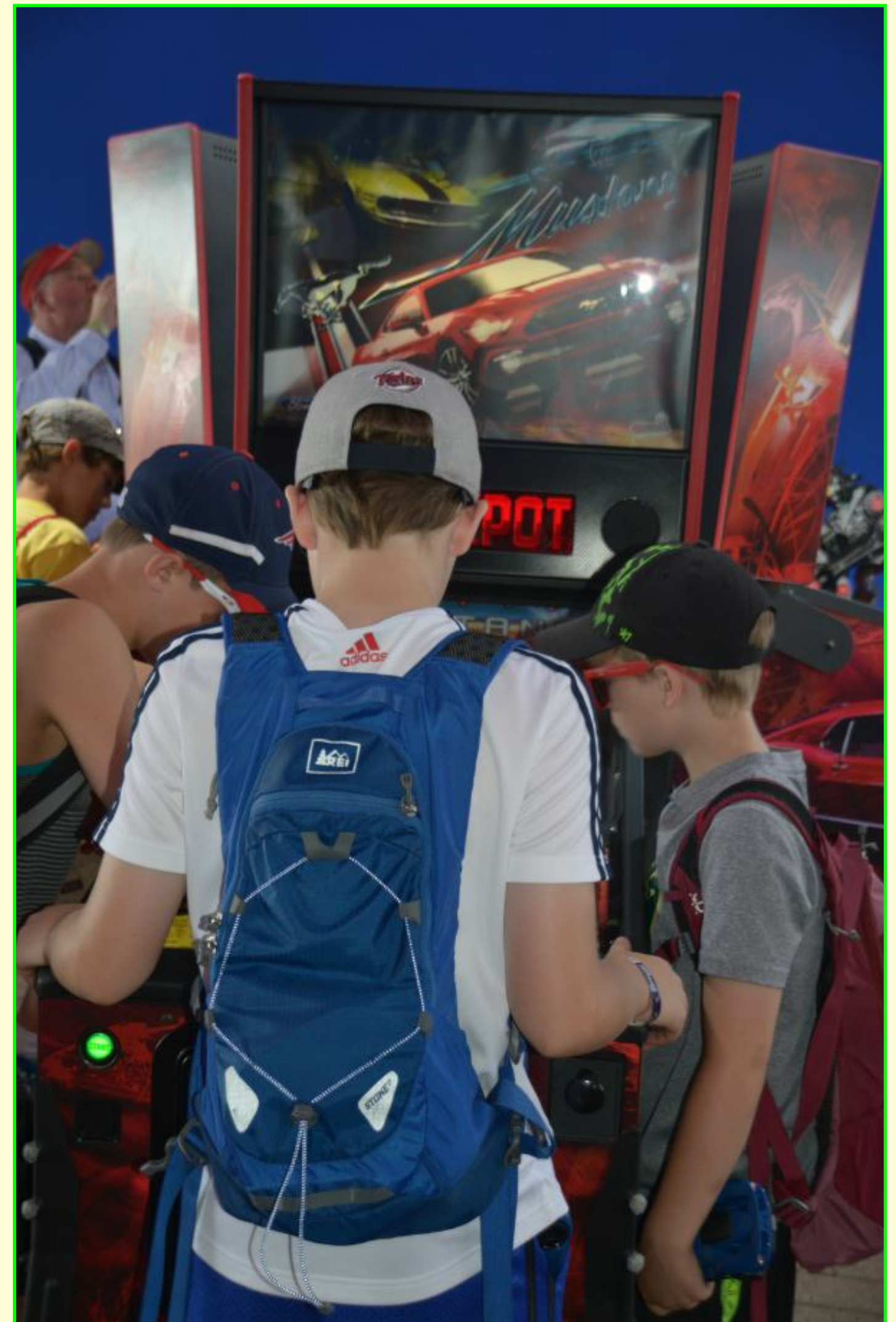




Our 'own' media representative - Gary Rosier













SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

The big news in aviation record setting is the completion of the world's first Round The World flight by an aircraft without using any fuel whatsoever.

Of course, it was the Solar Impulse all electric solar powered aircraft which set this outstanding record. Flown by the two founders of the Solar Impulse project, Bertrand Piccard and André Borschberg (photo below) the record setting flight started in Dubai on 9



March 2015 and was finally completed when Solar Impulse returned to Dubai on 26 July 2016.

There were many 'ups and downs' during this flight, which was flown in a clockwise direction from East to West.

My own world records, even though I've set the greatest number of FAI world speed records in British aviation history, pale into insignificance when one considers the true record setting achievement of the world's very first circumnavigation by a machine powered purely by solar energy.

But the flight itself is just one part of an outstanding project which has taken many many years to achieve its final success.

Coming from Egypt, Bertrand Piccard landed in Abu Dhabi on 26 July 2016 at 4:05am local time (UTC+4) completing the final leg of an endeavor that was until now considered impossible: flying around the globe in an electric airplane powered only by the sun and capable of flying many days and nights in a row without fuel. This landing brings full circle to the historic circumnavigation that began on 9 March 2015 when Si2 set off from Abu Dhabi with André Borschberg at the controls.

Taking turns in the single seater 3.8m³ cockpit, Bertrand Piccard and André Borschberg have flown Si2 around the world in 17 legs, crossing Asia, the Pacific Ocean, the



USA, the Atlantic Ocean, the Mediterranean Sea and the Middle East. A total of 19 world records were set or are still pending by the World Air Sports Federation (FAI), in particular when André Borschberg accomplished the pioneering first of flying five consecutive days and nights over the Pacific Ocean from Japan to Hawaii in the longest duration a solo airplane of any kind has ever flown and when Bertrand Piccard achieved the historic first crossing of the Atlantic Ocean in a solar airplane.

For the two Swiss pioneers, it's the accomplishment of a dream that was considered impossible by many experts and the demonstration that renewable energies and efficient technologies offer tangible solutions for sustainability. Bertrand Piccard, an explorer and medical doctor at heart, had the vision of an airplane of perpetual endurance after his non-stop round the world balloon flight in 1999, when he made the promise to circumnavigate the Earth again, but this time without any fuel. In 2004, he began bringing together the partners who provided

funds and technology for this adventure and partnered with André Borschberg.

An entrepreneur and skilled aviator, Borschberg took on the

technical challenge of developing the solar airplane and making it fly. More than taking turns at the controls of Si2 in the air, the first ever Round The World Solar Flight is also a tandem achievement on the ground while Piccard developed the project outreach to promote clean technologies, Borschberg pulled together the team that designed and constructed Si2 as well as organized the flight missions.

This fantastic RTW flight is, I'm sure, just a starter for development of a raft of aeronautical achievements.



N EWS 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](#)

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](#) Airport Info Quick List.

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

FAX 386/761-7808 AFTER 1700386/756-6125 (Security)

VORTAC OMN112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg122.2 MHz

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

INSTR APCH (Rwy 05)GPS (Private, Residence Only)

CTAF..... 122.975 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 129.7 MHz (forward request to Spruce Creek)



Spruce Creek resident Tim Plunkett flew his replica Fokker TrPlane in formation with Dinj Shefker flying his recently acquired Skybolt. Gary Rosier rode with Dinj to capture some great photos



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".

















103 PAGE AIRVENTURE SPECIAL - PART 3





































































JZ

AF 78 509

"FIFI"

A.A.F. PROJECT NO. 98220-S
U.S. ARMY B-29A-60-BX
ARMY AIR FORCES SERIAL NO. 44-62070
SERVICE THIS AIRPLANE WITH CARE! THE FUEL
IF NOT AVAILABLE T.O. 98-4-1 WILL BE
CONSIDERED FOR EMERGENCY SERVICE
AVAILABLE FOR SERVICE FUEL.









NOW GO TO PAGE 121 FOR A 10 PAGE SEAPLANE BASE FEATURE



NOSE ART & NUMBERS



In this regular Nose Art & Number feature we showcase our readers Nose Art and Special Registration Numbers. Just send in your pics, along with a bio (around 150 words) about your nose art or special registration to noseart@speedi.tv - and don't forget, spread the word.

SUPER
Chipmunk





Study of an ultra-stylish luxury-class coupé

18 August 2016: Stuttgart/Pebble Beach. Every August classic car fans from around the world converge on Pebble Beach in California for a very special beauty contest. This gathering of magnificent classic cars is the perfect place to premiere the exclusive Vision Mercedes-Maybach 6, a sensational luxury-class coupé. The 2+2-seater is a homage to the glorious age of the aero coupés and consciously carries this tradition forward into the future. The coupé reinterprets classic, emotional design principles in an extreme way, following the Mercedes design philosophy of sensual purity.

The Vision Mercedes-Maybach 6, which measures almost six metres in length, is designed as an electric car. The drive system has an output of 550 kW (750 hp). The shallow underfloor battery allows a range of over 500 kilometres according to the NEDC (over 200 miles according to EPA).

With its sensual, emotional design ("hot") and intelligent details ("cool"), the Vision Mercedes-Maybach 6 represents the ultimate in luxury. The classic aesthetic

proportions of the show car – the extremely long bonnet, the low roof line and the rearward positioning of the greenhouse – recall the aero coupés of days gone by. But this is not retro design – this is a reinterpretation of classic, aesthetic

principles.

At the same time the design is something unexpectedly new – cool, technoid and reduced. This is exemplified by the aerodynamically intelligent basic shape. Even without aids such as spoilers, the airflow hugs the contours of the vehicle body and only breaks away very late at the tail end of the vehicle. Then there is the surprisingly technoid character of the narrow lights, the partially transparent rims and the split rear window.

"Our glamorous coupé, the Vision Mercedes-Maybach 6, represents the ultimate in contemporary luxury. It is hot and cool", states Gorden Wagener, Head of Design at Daimler AG. "With its intelligent appeal and reduced, technoid look, it perfectly embodies our design philosophy of sensual purity and our pursuit of aerodynamic efficiency".

Reinterpretation of classic, aesthetic principles: the exterior design

Clearly defined contours and organically formed wings stand in contrast to the sharply drawn, extended feature line on each side which defines the upper vehicle body from the radiator grille across the entire length of the vehicle to the

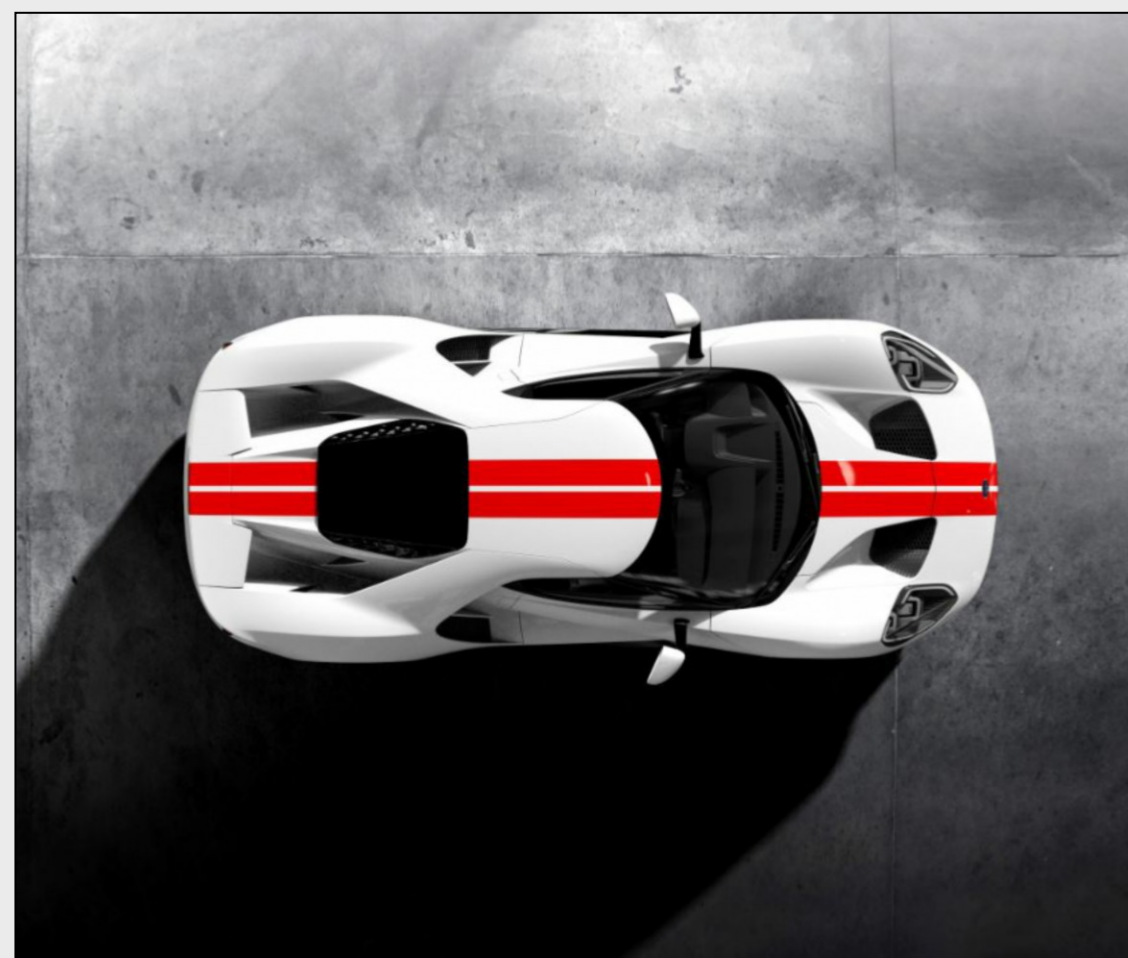
rear. Below this, the main body has a bulging, muscular look, extending across the entire flank. There is also a striking contrast between the Maybach red paintwork and the chrome strips which sit above the wheel arches and in the centre of the bonnet and boot lid.

A reinterpretation of the Mercedes-Maybach radiator grille with its fine, vertical struts accentuates the front end. The grille was inspired by a pinstriped suit. The radiator grille rests on two aerodynamically shaped supports on the outer right and left of the bumper.

The distinctive 24-inch wheels are a development of the aero rim from the Concept IAA (Intelligent Aerodynamic Automobile). A transparent shield in the vehicle colour provides a view of the aluminium spokes behind it.

A further highlight is provided by the gullwing doors, a hallmark Mercedes design element which has been brought up to date. They underline the sporty character of the vehicle's silhouette and feature innovatively designed aluminium trim. The exterior mirrors designed as cameras are supported on the wings.

The extended, round "boat tail" format of the Vision Mercedes-Maybach 6's rear recalls a luxury yacht, and narrow tail lights which emphasise the width of the vehicle are integrated in its outer edges. Above this sit the two extremely shallow rear windows ("split window"). Further distinctive features at the rear include the diffuser with aluminium frame and the air outlets behind the wheel arches.



FORD PERFORMANCE TO EXTEND PRODUCTION OF ALL-NEW FORD GT SUPERCAR AN ADDITIONAL TWO YEARS

Ford Performance will offer the all-new Ford GT for two additional production years, bringing the production commitment of the carbon fiber supercar to a total of four years

Potential customers who already applied to purchase Ford GT will only need to update their request

when the next application window reopens in early 2018. Additional production supports Ford Performance decision to race Ford GT in both IMSA and World Endurance Championship (WEC) series for four years

PEBBLE BEACH, Calif., Aug. 19, 2016 – Applicants and fans of the Ford GT can rejoice as Ford Performance is adding two more years of production for the all-new carbon fiber supercar. The announcement comes on the heels of letters sent to potential customers notifying them of their application status to purchase the car.

The additional production supports the recent decision by Ford

Performance to race Ford GT in both IMSA and World Endurance Championship (WEC) series events for four years.

"While we can't build enough Ford GTs for everyone who has applied, we are going to produce additional vehicles in an effort to satisfy more of our most loyal Ford ambassadors," says Dave Pericak, global director, Ford Performance. "We want to keep Ford GT exclusive, but at the same time we know how vital this customer is to our brand."

Year three of production will support applicants who were placed on the wait list; previously deferred applicants and those who missed the initial application window will be served by production year four. The application process for fourth-year production will reopen in early 2018. Those who already applied to own the car will only need to update their request.

"Ford GT has racing in its blood," says Raj Nair, Ford executive vice president, product development, and chief technical officer. "The road car and race car will live on, side-by-side, for the next four years – providing ample opportunity to test and prove innovative new technologies both on and off the track."



Le Mans winning D-type, and cars built in '57 were originally earmarked for export to the U.S., but disaster struck and a number were lost to the Browns Lane fire of the same year. Now, 59 years later, Jaguar will build the nine 'lost' XKSS sports

cars for a select group of established collectors and customers.

Tim Hannig, Director of Jaguar Land Rover Classic, said: "The continuation XKSS reaffirms our commitment to nurture the passion and enthusiasm for Jaguar's illustrious past by offering exceptional cars, services, parts and experiences."

All nine continuation XKSS are now sold, with first deliveries to customers planned for early 2017.

The expertise garnered by the Jaguar Classic team in producing the business's first continuation model – the Lightweight E-type launched in 2015, will be enhanced in the production process developed for the 2017 XKSS.

Lightweight E-type chassis number 15 is one of the famous 'Missing Six' produced as continuation models in 2015. Owned by Stratstone, chassis number 15 will make its racing debut this month at the Le Mans Classic Circuit de la Sarthe on Saturday 09 July.

The fascinating story of the Lightweight E-type dates back to

February 1963 and the intended 18-car 'Special GT E-type' race car project from that time. Only 12 of the 18 were built and delivered by the Browns Lane competitions department between 1963 and 1964, which gave rise to the infamous 'Missing Six'. These missing chassis numbers – 13 to 18 – were found in 2014, and so the modern-day production by Jaguar Land Rover's new Special Vehicle Operations division's Jaguar Classic, got underway.

The modern incarnation of the Lightweight E-type saw Jaguar Classic deploy modern iterations of the company's original 1960s tooling and production methods. Replete with world-leading aluminium body technology, skilled hand craftsmanship, the six-cylinder XK engine with its aluminium block, wide angle aluminium cylinder head and dry sump lubrication (derived from the Le Mans winning D-type of the 1950s), the 2015 Lightweight E-type is both original and special in every way.

The cars have been delivered as period competition vehicles, fully compliant with FIA homologation for historic motorsport purposes. All of the 'Missing Six' are built to period-exact dimensions and specifications, ensuring absolute authenticity and a modern-day build to the highest quality standards.

Journalist and television presenter Chris Harris will pilot Lightweight E-type chassis number 15 in its race debut at Le Mans Classic this weekend as part of the Jaguar Classic Challenge.

BMW 2002 Hommage celebrates the birth of the turbocharged car.

Design study pays tribute to legendary motor racing glories at the Concours d'Elegance in Pebble Beach.

Munich/Pebble Beach – August 18, 2016...At the Concours d'Elegance in Pebble Beach, the BMW Group is presenting the BMW 2002 Hommage to shine the spotlight back over its successful history with turbocharged engines. In 1973 the BMW 2002 turbo became the first series-produced vehicle in Europe to feature turbo technology. In so doing, it turned the BMW 02 into a full-blooded sports car. Looking back, the advent of BMW turbo engine technology pointed the way for both the development of the sportiest BMW sedans and milestones such as the first Formula One World Championship title for a turbocharged car – won by Nelson Piquet in 1983.

"The BMW 2002 Hommage celebrates the extraordinary feats of engineering on which BMW turbo technology is based and re-interprets them in the form of a design study," says Karim Habib, Head of Design BMW Automobiles. "With its iconic orange/black paintwork, the car has a colour scheme and livery synonymous in the minds of many motor sport fans with the triumphs of the 1970s."

The model unveiled in Pebble Beach writes the next chapter in a story begun by the BMW 2002

Hommage, which the company presented at the Concorso d'Eleganza Villa d'Este in May.

A confident statement of unadulterated driving joy.

The sporting silhouette of the BMW 2002 Hommage lies low against the road. Its compact proportions; complete with long wheelbase, short overhangs and prominent "shark nose", promise a driving experience that thrills with irresistible dynamics and agility. Aerodynamic details like the large spoilers at the front and rear team up with the profusion of air intakes and exits to optimise airflow around the car and maximise downforce in every driving situation.

Historic details with a modern twist.

A particularly striking feature of the car's flanks are the pronounced wheel arches, which frame the body like four brackets and add stature. In the process, they recall the homologated version of the BMW 2002 turbo, which needed broad extensions bolted onto its body to accommodate a significantly wider track. The Hommage car integrates this detail neatly. Sleek surfacing and precisely chiselled lines envelop the powerful wheel arches and hand them a starring role.

In perhaps the most literal reference of the original 2002, the 2002 Hommage features a unifying "waterline" to connect many of the car's formal elements. This



unbroken carbon fiber line physically wraps around the car from front to rear, while also creating a horizontal distinction between upper and lower body surfaces.

20-inch light-alloy wheels in bi-colour design round off the styling as the car meets the road. The modern looks of these lavishly milled, multi-spoke items recall the racing rims of bygone eras, while gold-coloured brake callipers bearing the M logo add an extra stamp of class.

Fronted by 50 years of BMW history.

The front end of the BMW 2002 Hommage is a confident and extravagantly dynamic affair; its styling bridges a gap of 50 years in combining the characteristic, horizontal grill graphic of the 02 series with modern elements of BMW design. In its lines and form, the bonnet references the "spear" contour stretching down the centre of the 02 models that swells slightly into a surround for the BMW logo as it approaches the kidney grille. Further precise lines lend structure and definition to the matt surface.

BENTLEY MOTORS RETURNS TO PEBBLE BEACH WITH THREE NORTH-AMERICAN DEBUTS

AUG 16, 2016

* Mulsanne Extended Wheelbase and Flying Spur V8 S make US show debuts at Monterey Auto Week

* Luxurious saloons joined by most powerful production Bentley ever – the Continental GT Speed Black Edition

* Bentayga showcases new luxury lifestyle feature, towing a Bowlus Road Chief – Limited Edition Lithium+

(Pebble Beach, 16 August 2016)

The most luxurious Bentley model ever, – the Mulsanne Extended Wheelbase, makes its US debut at the Monterey Auto Week.

The pinnacle luxury limousine is designed for those who prefer to be driven, and provides a first class air-travel experience for the road. The Mulsanne Extended Wheelbase will be appearing at the Quail: A Motorsports Gathering on Friday 19 August, and will also be in position on the Concept Lawn at The Lodge on Sunday 21 August.



The newly launched Flying Spur V8 S also makes its US debut at Pebble Beach. Taking its place between the Flying Spur V8 and flagship W12 in the range, the V8 S is tuned for power and performance, with increased engine output and revised suspension offering a more focused, precise driving experience.

The most powerful production Bentley ever, the Continental GT Speed Black Edition, will also be in attendance throughout the event. The revised Continental GT Speed raises the bar even further in terms of exclusivity and performance, delivering a top speed of 206 mph (331 km/h) and even more power and torque.

Drawing a Luxury Lifestyle

For the first time in Bentley's 97-year history a tow bar has been created as a lifestyle option for the Bentayga and will be in action at Monterey Auto Week.

A Bentayga will 'draw' a Bowlus Road Chief to Turn 10 at the Laguna

Seca circuit, where the Bentayga-Bowlus tandem will be the feature of a brand display. Bowlus Road Chief is a California-based company which specializes in hand-crafted, light-weight luxury trailers.

The Bentayga will also be partnered with the Bowlus Road Chief – Limited Edition Lithium+ trailer at the Quail

and at the British brand's Pebble Beach Signature Party on Saturday night.

Michael Winkler, President and CEO, Bentley Motors, Inc. said: "The Monterey Auto Week always sees a remarkable gathering of Bentley customers and enthusiasts, and is a great occasion to celebrate the past and present of this iconic brand. We are fast approaching our centenary in 2019, and our newest vehicles on display at Pebble Beach this year point to an extraordinary future."

Heritage on Display at Prestigious Auctions

Bentley's illustrious heritage will be on display during the various auctions at Pebble Beach and on the lawn at the Concours d'Elegance.

Several auctions held during the event feature vintage Bentley vehicles, including two with pre-auction estimates reaching more than \$1.3 million

First All-new 2017 Fiat 124 Spider Roadsters Arrive in U.S.

Fiat 124 Spider officially returns to the U.S. with its arrival at port

Iconic Italian roadster, last sold in the U.S. in 1985, will begin arriving at FIAT studios this month

2016 marks the 50th anniversary of the Fiat 124 Spider's introduction

All-new Spider is the most affordable turbo-powered convertible in America with a starting price of \$24,995 U.S. Manufacturer's Suggested Retail Price (MSRP)

Fiat 124 Spider lineup includes Classica, Lusso and Abarth models, while the first 124 units will be available as limited-production Prima Edizione Lusso

July 1, 2016, Auburn Hills, Mich. - Last sold in the United States more than 30 years ago, the iconic Fiat 124 Spider is back.

The first shipments of the all-new 2017 roadster have arrived at the Port of Baltimore and the Port of San Diego, and will be available at FIAT studios in North America this month.

"After much anticipation, the all-new Fiat 124 Spider is here in the U.S. and will start to arrive at FIAT studios next week," said Bob Broderdorf, Director of FIAT Brand North America. "Just in time for the



prime convertible season, customers will now have the opportunity to experience our Italian-designed, fun-to-drive roadster for themselves."

Nearly 50 years ago, on Nov. 2, 1966, the original Fiat 124 Spider was introduced at the Turin Auto Show. Spider sales in the U.S. began in 1968 and concluded in 1985. Today, nearly 8,000 Fiat 124 Spiders are still registered in the U.S.

The all-new 2017 Fiat 124 Spider brings classic Italian styling and proven performance to a new generation of buyers. Paying homage to the original 124 Spider, the all-new Spider delivers the ultimate Italian roadster experience with driving excitement, technology and safety combined with iconic design.

The roadster comes standard with the proven 1.4-liter MultiAir Turbo four-cylinder engine, the engine's

first application in a rear-wheel-drive vehicle. The engine delivers 160 horsepower and 184 lb.-ft. of torque on Classica and Lusso, 164 horsepower and 184 lb.-ft. of torque on Abarth, and is available with a six-speed manual transmission (26 mpg city/35 mpg highway) or a six-speed automatic transmission (25 mpg city/36 mpg highway).

The Fiat 124 Spider has a double-wishbone front suspension and rear multi-link suspension with stabilizer bars, and tuned electric-power steering system for enhanced handling and fuel efficiency. Available safety features include Blind-spot Monitoring, Rear Cross Path detection and ParkView rear backup camera. Available technology and convenience features include passive entry with keyless go, Bluetooth connectivity, heated seats, and FIAT Connect with access to Pandora, Stitcher and Aha apps.

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/>



All photos for this feature: Gary Rosier

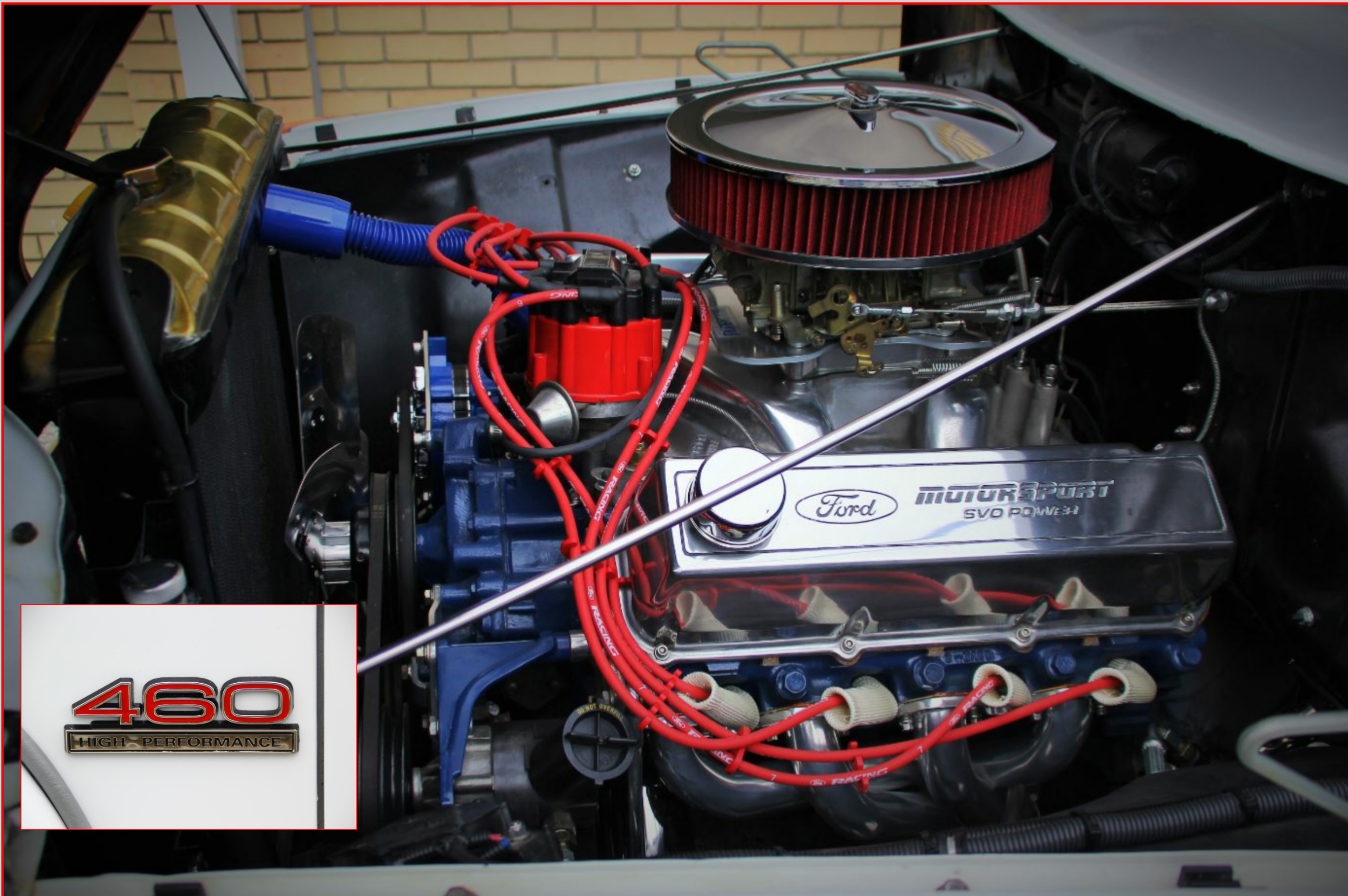












BOB'S AUTOMOTIVE



**103 PAGE AIRVENTURE
SPECIAL - PART 4**





















THAT'S IT FOLKS



Photos for this feature: Gary Rosier







































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