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June / July 2012

Issue No: 2

# Special Issue



AirVenture Cup



Monster Mustang



Concept Cars

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Editorial Team: North America Editor – Steve Wood    West Coast Contributor - Jim Pratt    UK Team - The Gremlins at Kew



## Editorial

Time has rolled around for the Second issue of *Speedi Wings & Wheels*

This issue is all about Ford, both in the air and in Ford's more traditional world of the automobile. It all started when we were invited to fly in a 1929 Ford Tri-Motor airplane. This historic plane belongs to the Experimental Aircraft Association (EAA) and is normally based at Pioneer Airport, at Oshkosh, WI. However this Spring it was visiting Florida and our North America Editor, Steve Wood, went along to find out more about why EAA was sending its plane on a special mission - to raise funds for the EAA Young Eagles program, of which the "Miracle on the Hudson" pilots Chesley "Sully" Sullenberger and Jeff Skiles are co-Chairman.

As promised, we are expanding our motorsport coverage and have some great photos of 'Ford Racing' cars in action in the Rolex 24 Hour race and the Daytona 500 NASCAR event. There's more about Ford vehicles in our "Concept Car" feature which includes classics like the Ford GT40. One of the greatest names in automobile racing history, in the USA at least, passed way recently. Carroll Shelby was this automotive legend and in this issue we have a feature about his latest performance classic - the Ford Shelby GT500. This Monster Mustang is fitted with a high performance V8 engine, producing 662 hp, making it the most powerful production V8 engine in the world.

On the aviation scene, as well as our extensive Ford Tri-Motor feature, our West Coast correspondent, Jim (Flybum) Pratt has been busy covering perhaps the greatest warbird show in the USA - Chino Airshow. We also have his report from the Golden West Fly-in event in Marysville, CA celebrating the 70th anniversary of the Marysville Army Airfield, and of Camp Beale.

Without wishing to blow our own trumpet, there are some great features in this, our second 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 will be published bi-monthly during the last week of February, April, June, August, October and December. Follow *SpeediTV* on Twitter to keep up to date when future issues are published.

Blue Sky's and Safe Flying.

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

Photo: Steve Wood

Ford Tri-Motor car  
show at Ocala, FL.





# 9 Stout by Name - Ford Tri-Motor



Photo: Jim (Flybum) Pratt

# Speedi

## Wings & Wheels

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Photo: Jim (Flybum) Pratt



Photo: Ford



Photo: Ford



## Final F-22 Raptor Delivered To The U.S. Air Force . The Fleet Consists Of 187 Operational And Eight Training Aircraft At Seven U.S. Bases

consequences – that they will be held to account and that our response will be undeterred,” said Robert J. Stevens, Lockheed Martin’s chairman and CEO. “The very existence of this airplane – your airplane – has altered the

Force’s 3rd Wing at Joint Base Elmendorf-Richardson, Alaska. In all, Lockheed Martin delivered 195 F-22s to the Air Force beginning in 1997, with eight Raptors used as test aircraft.



The 195th and last F-22 Raptor was delivered to U.S. Air Force leadership in a ceremony held Wednesday at the Lockheed Martin Aeronautics site in Marietta, GA. With this delivery, the U.S. Air Force now possesses the world’s only 5th generation stealth fighter aircraft fleet in the world.

“There is no longer any nation that wishes us ill or any adversary who wishes us harm that has any doubt that their actions will have

strategic landscape forever.”

A host of distinguished officials participated in this monumental event, including senior leaders from Lockheed Martin and the U.S. Air Force; local, state and national elected officials; and Lockheed Martin employees who helped build the F-22 Raptor fleet.

This final Raptor joins a U.S. Air Force fleet of 187 operational F-22s and will join other F-22s in the Air

F-22s are assigned to seven U.S. bases. Flight testing takes place at Edwards AFB, CA. Operational tactics development continues at Nellis AFB, NV. Pilot training takes place at Tyndall AFB, FL. Operational F-22 aircraft are assigned to Joint Base Langley-Eustis, VA; Joint Base Elmendorf-Richardson, AK; Holloman AFB, NM; and Joint Base Pearl Harbor-Hickam, HI.

Photo: Jim (Flybum) Pratt

**Reno Air Racing Association** cleared a major hurdle in May in their bid to continue the annual event this fall, winning approval of a special one-year permit and moving closer to securing the necessary \$100 million in insurance in the aftermath of last year's tragic mass-casualty crash.

The future of the 48-year-old competition has been in question since a modified World War II-era plane crashed at the event in September, killing the pilot and 10 spectators, and injuring more than 70 others on the ground.

The Reno-Tahoe Airport Authority's board of trustees voted unanimously to renew the permit for at least another year as long as organizers follow all federal safety rules. That will include any new recommendations from the National Transportation Safety Board when it completes its investigation of the crash, something that may not happen until after the races Sept. 12-16.

Besides providing proof of \$100 million in insurance, the Reno Air Racing Association must cover any increase in the airport authority's own insurance premiums under the terms of the permit.

"All risk must be borne by the Reno Air Racing Association," said Ann Morgan, the board's legal counsel.

The association's current five-year permit expires in June.

Mike Houghton, the association's chief executive, noted the racing

group must secure the insurance for the fall championships before June’s pilot training session that is mandatory for all competitors.

"We're 99 percent there," Houghton said, "We've been lining up



underwriters to take portions of the \$100 million.”

But Houghton also said “other challenges remain.”

"It is going to be a continually long and arduous task to get to September," he said. "Our hurdles, we keep leaping and just barely clearing them. ... If anytime in our history we needed community support it is this year."

Houghton said he expects the association can comply with all the NTSB's recommendations. He said the one sticking point could be the recommendation that the group "evaluate the feasibility" of pilots

wearing special flight suits to reduce the effects of gravitational forces.

If use of the so-called "G" suits proves feasible, the NTSB urged the group to make them mandatory.

Houghton said that directive is "pretty broad and pretty wide open." He said he's been talking with pilots about the pros and cons of the suits, which can cost more than \$20,000.

Houghton said he plans further discussion with the Federal Aviation Administration and its medical department about whether use of the suits at the competition is "reasonable or feasible." But he said his best guess is they do not become mandatory.

The National Championship Air Races feature planes flying wingtip-to-wingtip around an aerial track at Reno-Stead Airport sometimes at speeds above 500 mph.

Photo: Jim (Flybum) Pratt



## Swift Action Helps Alter Course of Warbird Issue

EAA members, aviators make their voices heard but must remain vigilant

Warbirds in flight over Oshkosh

Swift action by members of EAA and Warbirds of America, plus other aviation enthusiasts, is making a difference in potentially reversing a threat to warbird aircraft through a possible amendment to the House National Defense Authorization Act (H.R. 4310).

the aircraft on static display, such as in a museum. The sponsor of the amendment, Rep. Mike Turner (R-OH), has verbally committed that he does not intend to ask for its inclusion to the bill. The amendment would have precluded military aircraft from being loaned to private individuals, associations, or museums where there was any intent of flying the historic vintage warbirds, even at air shows or demonstrations of support for veterans.

While EAA members were expressing their views to their

Committee have also been valuable in conveying key information regarding warbirds and the proposed amendment in support of public response.

While a verbal commitment has been made to not to include the amendment that would impact the existing fleet of piston- and jet-powered warbirds, communications on Rep. Turner's website still voice concerns over the safety of civilians operating modern military aircraft. All involved in defending the warbird community and the civilian operation of these aircraft maintain

that the FAA establishes the certification, maintenance and training criteria necessary to safety operate these aircraft and has done so for decades. Therefore, no additional legislation is needed.

Thousands of EAA members and aviators contacted their congressional representatives after EAA and other warbird organizations reported last week that a proposed amendment to the House bill would bar the Department of Defense from loaning or gifting any U.S. military aircraft or parts to any entity except those that would put

elected officials, Rep. Sam Graves (R-MO), a longtime EAA and Warbirds of America member, reached out to House colleagues - including Rep. Turner - regarding the devastating effect the amendment could have on U.S. warbird operations. The House General Aviation Caucus and the Transportation and Infrastructure

EAA continues to work with its Warbirds of America division, the Commemorative Air Force, Classic Jet Aircraft Association, Collings Foundation and other warbird groups on the issue. This unified effort again proved the value of aviation groups being stronger together to preserve and promote GA.

Photo: Jim (Flybum) Pratt



## NetJets Inc Announces Largest Private Aviation Order in History

Purchase from Bombardier and Cessna Totals \$9.6 billion

Acquisition Marks a Long-term Investment in the Future of Private Aviation

Purchase Further Expands NetJets' State of the Art Product Offerings with the new NetJets Signature Series and Provides Advanced Service Experience for Its Owners

Columbus, OH – June 11, 2012 – In the largest aircraft purchase in private aviation history, announced it will add up to 425 new aircraft to its worldwide fleet under purchase agreements with Cessna and Bombardier. The transaction has a total value of \$9.6 billion and launches the new NetJets Signature Series of aircraft.

"This purchase demonstrates our long-term planning and represents our ongoing commitment to providing unparalleled safety and service in aircraft uniquely customized for our owners," said NetJets Chairman and CEO Jordan Hansell. "Beyond the size of this order, what makes the new NetJets Signature Series special are the latest in aircraft technology and in-cabin comfort features we will deliver for our owners. By increasing the range and endurance of our fleet, we will allow our owners to get to even more destinations worldwide. We are confident that NetJets' market leadership and strong foundation position us to make long-term investments in our business to differentiate our fleet in ways that no one else in the industry can.

The details of the order include:

- Up to 275 Bombardier Challenger aircraft, including 100 firm orders and options for 175 more. The order comprises 75 firm and 125 options of the Challenger 300 Series aircraft. Deliveries for this aircraft are scheduled to begin in 2014. The order also includes 25 firm and 50 options of the Challenger 605 aircraft, with deliveries scheduled to begin in 2015.

- Up to 150 Cessna Citation Latitudes, including 25 firm orders and options for 125 more, with deliveries beginning in 2016.

The addition of these new midsize cabin aircraft, along with the recently-ordered Embraer Phenoms and Bombardier Globals, marks the launch of a new NetJets Signature Series of aircraft as part of NetJets' 10-year business plan, which includes continuous renewal of its current fleet of more than 725 aircraft. The Signature Series planes are the first aircraft that NetJets helped design from start to finish. These aircraft are bigger, faster, quieter and offer longer range than similar aircraft of the previous generation. The purchases will provide options to expand the capabilities of NetJets' North American and European fleets. These aircraft will deliver technological features to ensure maximum safety, reliability and owner comfort, including advanced in-flight entertainment systems, quiet cabins, and customized seating, lighting and storage features.

"These new planes will further set NetJets' service experience apart

from all others," Hansell said. "We listened to our owners and developed the design specifications of these aircraft to ensure that our fleet meets their exacting needs. The NetJets Signature Series planes will offer our owners, whether flying for business or leisure, a seamless transition from the ground to the sky, coupled with the safety and service experience they expect from us."

"We are very proud that, once again, NetJets has selected Bombardier aircraft to grow and support the expansion of its fleet worldwide," said Steve Ridolfi, President, Bombardier Business Aircraft. "Our Challenger 300 Series and Challenger 605 jets are worldwide leaders in their respective segments. These aircraft are renowned for their reliability, performance and wide cabin comfort. We are convinced that the Challenger jets will complement NetJets' existing fleet perfectly. After selecting our Global aircraft last year, this new order is a fantastic endorsement of Bombardier's large cabin product portfolio."

"We are very excited to enhance our long standing relationship with NetJets by producing the Citation Latitude for them and their customers," said Scott Ernest, Cessna president and CEO. "The Latitude is a game-changer, not only for the Cessna line of products, but for the industry. It will provide sophistication, modern technology and a whole new level of cabin comfort and style. This airplane will prove each and every time why it's a standout member of the Cessna family and the entire industry."



## Unique Ford "Red Tails" Mustang to be Sold July 26 at EAA AirVenture 2012

*Proceeds of Tuskegee Airmen-inspired, 'one of one' vehicle to benefit Young Eagles*

For the fifth straight year, Ford Motor Company has created a one-of-a-kind, aviation-themed vehicle for auction to benefit the EAA Young Eagles program. The unique, "one of one" "Red Tails" Mustang will go to the highest bidder at the Young Eagles Auction during EAA AirVenture 2012, which will be held July 23-29 at Wittman Regional Airport in Oshkosh.

The "Red Tails" Mustang honors the legacy of the Tuskegee Airmen, the first African-American aviators in the U.S. Army Air Corps during World War II. It will be on display inside the Ford

Hangar during EAA AirVenture, which is saluting "The Greatest Generation in the Air" all week.

Ford's continued generous support for the EAA Young Eagles program has raised more than \$1.5 million in recent years, helping inspire and motivate our next generation of leaders, aviators, and innovators. Young Eagles, introduced in July 1992, has flown more than 1.6 million young people at no charge, making it the largest youth aviation education program in history.

Modeled after the P-51 Mustangs flown by the Tuskegee Airmen, the "Red Tails" Mustang features a polished aluminum and silver chrome finish with red and yellow accents. Under the hood, the Mustang is geared for high performance with a 5.0 liter engine, Ford Racing 2.3L Whipple Supercharger and handling pack, custom Recaro race seats including an embroidered "Red Tails" logo, unique side exhaust, quad rear exhaust, Forgiato custom wheels, and many other custom features. Before you step into the car, the



mirror lamps project "Red Tails" onto the ground!

"Ford is a long-time, committed partner of EAA and AirVenture, bringing value to those who make 'Oshkosh' the pinnacle of their aviation year," said Rod Hightower, EAA President/CEO. "These specialty vehicles allow EAA to provide support to its valuable programs and dedicated members in helping us grow the next generation of aviators."

The Young Eagles Auction is part of the EAA Gathering of Eagles, presented by Cessna Aircraft Company, on Thursday, July 26, at the EAA AirVenture Museum. The Gathering of Eagles annually draws more than 1,000 aviation industry and civic leaders in support of Young Eagles and other EAA programs that inspire young people to become the engineers, aviators, astronauts, scientists, and innovators – the aviation pioneers of tomorrow.

The "Red Tails" edition joins the four other one-of-a-kind Mustangs – AV8R, AVX10 "Dearborn Doll," SR-17 "Blackbird," and "Blue Angels" – created by the Ford Design and Engineering teams for the EAA Young Eagles Auction in recent years.

"With the distinctive Vehicle Identification Number #00051 representing the 51st 2013 Mustang built, the attention to detail and the incredibly unique paint approach, this one-of-a-kind Red Tails Edition Mustang will appeal to aviation and automotive enthusiasts and serious vehicle collectors," said Kevin Keling, Ford Corporate Events Manager.

To participate in the auction, pre-qualify by contacting Elissa Lines in the EAA Development Office at 800-236-1025 or e-mail [elines@eaa.org](mailto:elines@eaa.org) by Monday, July 23. Visit [www.airventure.org/gathering](http://www.airventure.org/gathering) for more information.

## AirVenture2012 to Host the Goodyear Blimp

The famed Goodyear blimp Spirit of Goodyear will grace the skies once again at EAA AirVenture 2012, with a scheduled arrival of Wednesday, July 25 (weather permitting).

The blimp will fly regularly the following two days before departing on Saturday, July 28. While it is moored, spectators have the chance to get a rare, up-close look of the iconic aircraft at Pioneer Airport, located near the EAA AirVenture Museum.

Additionally, five lucky attendees will be taken for a ride of a lifetime in the Spirit of Goodyear blimp as winners in Goodyear's "I Wanna Blimp Ride" Sweepstakes during AirVenture 2012. More details will be announced in the coming days.

"Goodyear is very pleased to participate in EAA AirVenture 2012," said Ed Ogden, public relations manager for the Spirit of Goodyear. "Being among thousands of aviation enthusiasts from around the world; the excitement and enthusiasm we encounter at Oshkosh is something we at Goodyear find extremely valuable."

The airship is 192 feet long and nearly 60 feet tall, and typically cruises at 30 mph between 1,000 and 3,000 feet. As with all three of the U.S.-based Goodyear blimps, Spirit of Goodyear is equipped with a lighted sign that displays high-resolution text, images, and video.

Spirit of Goodyear was christened in March 2000 and joined a long legacy of Goodyear blimps, the first of which took to the skies in 1925. This will be the blimp's fourth trip to AirVenture in six years.

"Goodyear has been a strong contributor to the aviation community for many years, and we are thrilled to welcome them back to The World's Greatest Aviation Celebration," said Rod Hightower, EAA president/CEO. "This is a rare

port side, provides high resolution for text, graphics, and video.

Naming its blimps is a very personal thing to Goodyear. Each name is a proud handle that represents something important to Goodyear or brings recognition to a proud tradition. Spirit of Goodyear was named to honor the employees of the Goodyear Tire & Rubber Company.

This airship primarily travels



opportunity to see such an iconic aircraft up close, and will provide one of countless memories to take away from this year's AirVenture."

In addition to the familiar nose-to-tail blue panel above the mid-line (equator) of Spirit of Goodyear, there is a blue panel below the mid-line. This panel is designed to improve the visibility of the day sign lights. EagleVision, the electronic sign configuration on the

throughout an area of the United States bordered by the Rocky Mountains to the west, the Atlantic Ocean to the east, the Gulf of Mexico to the south, and Canada to the north. A Goodyear blimp is not limited to the United States, however, and may occasionally visit Canada or Mexico.

Photo above (by Steve Wood) shows a Goodyear Blimp at Spruce Creek Fly-in





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## AIR SHOW NEWS - I



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SHELL



# Stout by Name - Stout by Nature



**EAA's 1929 Ford Tri-Motor**





**F**ORD MOTOR COMPANY founder Henry Ford had a similar pioneering vision for aviation as he did for the automobile.

Ford recognized the Wright brothers' genius and impact of their discoveries in transportation. Ford, joined by his son Edsel B. Ford, laid the foundation for our modern system of commercial aviation including the world's first modern airport with concrete runway and the popularization of all-metal aircraft with the Ford Tri-Motor. Here are some of the major historic events linking Ford with aviation until the end of WWII.

1903 - Henry Ford founds Ford Motor Company. Orville Wright makes first controlled, powered flight at Kitty Hawk, N.C.

1909 - Henry and Edsel Ford help Charles Van Auken build a primitive monoplane powered by a Ford Model T engine.

WWI - Ford Motor Company mass-produces the American-designed "Liberty" aircraft engine and develops engines for the Kettering "Bug,"

America's first guided missile.

1923 - Edsel Ford invests in the Stout Metal Airplane Company, formed to design and build the first commercial all-metal airplane in the United States.

1925 - Ford Airport at Dearborn, Michigan, is dedicated. It is the first modern airport in the world and begins the all-metal commercial airliner industry in the United States.

Ford buys Stout Metal Airplane Company and forms Ford's Airplane Development Division.

Ford Air Transport Service, the world's first regularly scheduled commercial airline, begins freight service from Detroit to Chicago, with later runs to Cleveland and Buffalo.

Ford builds the first of 196 Ford Tri-Motor Airplanes, which are later used by America's first commercial airlines.

Ford Motor Company sponsors annual Commercial Airplane Reliability Tours from 1925 and 1931. Manufacturer and pilot with fastest average speed were engraved on coveted Edsel B. Ford Trophy.

1926 - First Wright "Whirlwind" engine-equipped Ford 4-AT Tri-Motor comes onto the

market. It represents a tremendous technological advance over existing aircraft and enables Ford's new Airplane Manufacturing Division to become the world's largest manufacturer of commercial aircraft. First successful radio guided flight, using system developed by Ford Motor Company.

Richard Byrd makes the first flight over the North Pole in a Tri-Motor named the "Josephine Ford" in honor of Henry's granddaughter.

Ford Motor Company is the first private operator to fly the U.S. Air Mail.

Ford Motor Company is first to establish assembly line method of producing airplanes.

1927 - Charles Lindbergh becomes first person to fly solo nonstop across Atlantic. He takes Henry Ford on his first airplane ride and becomes Ford Motor Company's chief pilot.

1928 - First paved runway in the world is installed at Ford Airport.

1929 - Richard Byrd flies the Ford 4AT-B over the South Pole.

1931 - Ford builds Dearborn Inn adjacent to Ford Airport, one of the first U.S. hotels specifically built for the air traveler.

WW II (1939-45)

1942: Company halts civilian car production to produce planes, aircraft engines, jet-bomb engines and gliders.

1944: Ford builds one B-24 Liberator Bomber an hour at its Willow Run assembly plant.

Our North America Editor, Steve Wood, reports in this feature about his encounter with an historic 1929 Ford Tri-Motor.

The above information was provided by the Ford Media Office and gave me a new insight into Ford's extensive from the company's inception through to the end of WWII involvement with aviation. Yes, I had heard about the incredible job Ford carried out at its Willow Run, Detroit, aircraft factory - turning out on B-24 Liberator bomber every single hour> this was supreme example of mass production automotive engineering applied to aircraft manufacture.

It is now easy to understand why the present Ford Motor Company is heavily involved with the Experimental Aircraft Association (EAA) at its annual AirVenture event. A good marketing opportunity, yes, but the management is also following in the tradition of the company's founders.

Perhaps this came about when Ford realized that it's 100th anniversary year was 2003, the same year as the Wright Brothers Centennial of Flight celebrations.

What I also found interesting from an aviation history perspective, was that Charles Lindbergh became Ford Motor Company's first chief pilot.

Turning now to this feature about my meeting with the 1929 Ford Tri-Motor. It all started when my EAA Chapter - Chapter 288 from Daytona Beach, FL - decided that it would bid to host EAA's Ford Tri-Motor for a few days during its visit to Florida in April 2012. I thought I was going to see the Tri-Motor just for a few hours. In the end it turned into a few days as I also flew over to Ocala, right in the center of Florida for the plan's visit to EAA Chapter 812.

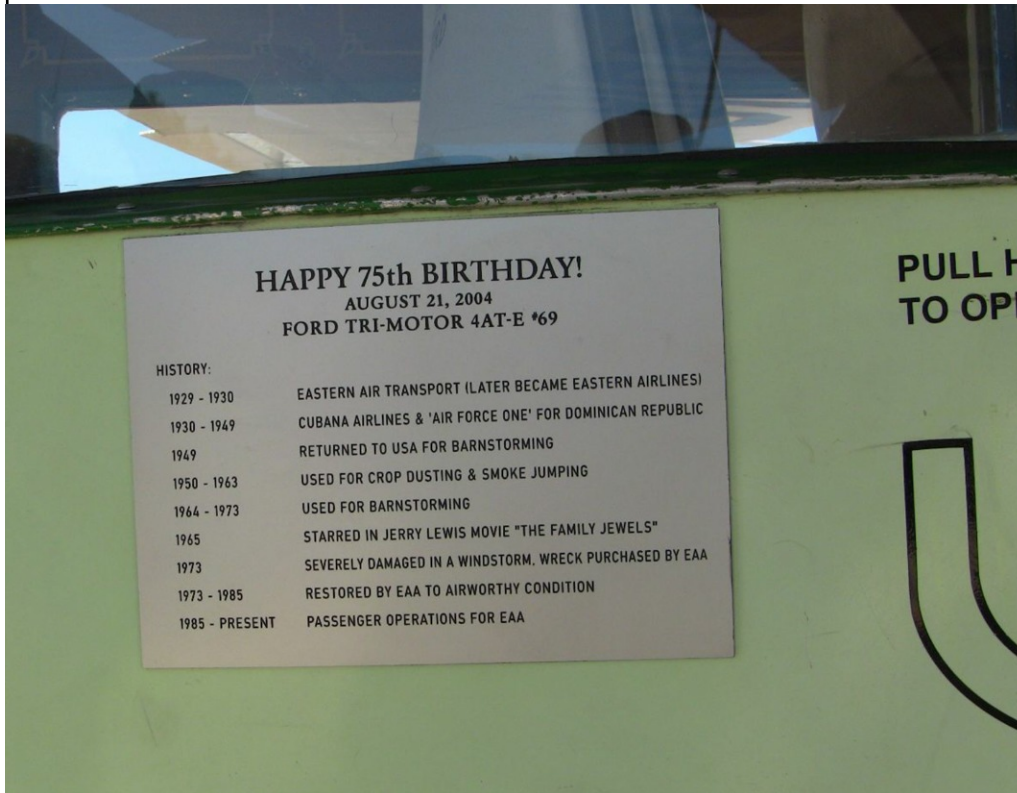
The aim behind hosting this historic airplane, is to raise money for EAA's Young Eagles program. A comprehensive hosting handbook is provided to the organizing Chapter. One aspect covers how the Chapter may get their local Ford dealer involved, along with Ford enthusiasts. Chapter 288 involved Mullinax Ford from New Smyrna Beach, which was the airport hosting the visit. They also

arranged for some local owners of vintage and classic Ford cars to come along for a photo shoot with the Tri-Motor The Ocala Chapter took this co-promotion a stage further involving Ford of Ocala, their local dealer, and also a local car club.

The weather was perfect for the Tri-Motor's visit to Central Florida. But there's always something which throws a 'spoke in the wheel', and this time it was the Tri-Motor itself. The plane was scheduled to be at New Smyrna airport for 3 ½ days. It was, but the last 1 ¼ days it decided it wanted a rest. A valve spring broke on its left engine, grounding the plane. Fortunately a local A & P was on hand to immediately diagnose the problem, remove the offending cylinder and fit a new one as soon as it was shipped in. EAA themselves did a great job in locating a replacement cylinder. The aircraft went 'tech' on the Saturday afternoon, and it was flying again on Tuesday afternoon. Sadly, a planned visit to the EAA Chapter in Gainesville had to be canceled as a result of the breakdown.

This feature, along with the accompanying mention in "News from the Barn" should give you a flavor of what went on. During the Ford Tri-Motors' visit.





EAA's Ford Tri-Motor sits ready for rides at New Smyrna Beach Municipal Airport after arriving fresh from a 100 hr inspection at Fantasy of Flight, near Kissimmee, FL on Thursday, 26 April, 2012.

Rides were \$80 per person, up in price from last year. From what the pilot said, the hike in price may have caused some to stay away, particularly families. But then gas prices have risen

substantially in the past year. As can be seen from the photo bottom left, the Tri-Motor has had an illustrious career. It was even 'Air Force One' for the Dominican Republic.







**F**ORD MOTOR COMPANY, Dearborn, Mich is proudly proclaimed on the maker's plaque on the side of the massive Tri-motor. But it was the Stout Metal Airplane Co., a division of Ford, which

was the real manufacturer of America's first all metal airliner.

The airplane which is featured in this article is Ford Tri-motor no. 146 (out of 199 manufactured between 1926 and 1933). The airplane belongs to the Experimental Aircraft Association (EAA). It's normally based at EAA's Pioneer Airport, at Oshkosh, Wisconsin. However, this Spring the

plane ventured south to enjoy the clear blue skies of sunny Florida. "Rides," in large letters, tells all.

Built in 1929, NC8407 is officially a Ford Tri-Motor 4-AT-E.



Back in 1909 Henry Ford mobilized millions of Americans and created a new market with his Model T "Tin Lizzie" automobile. After the First World War, Ford recognized the potential for mass air transportation. Ford's Tri-Motor aircraft, nicknamed "The Tin Goose," was designed to build another new market, airline travel. To overcome concerns of engine reliability, Ford

specified three engines and added features for passenger comfort, such as an enclosed cabin. Interestingly, the first three Tri-Motors built seated the pilot in an open cockpit, as many pilots of the time doubted a plane could be flown without direct "feel of the wind".

EAA's Tri-motor is now used exclusively to provide rides for the public to appreciate just >







< back in the period of The Great Depression. By modern standards, it's very much back to basics. Great for a short fun flight, but traveling across the USA in winter, or summer for that matter, at a stately cruise speed of 90 mph, would be another matter.

There's no heating or air conditioning in this cabin.

The view is great however, and ventilation is provided by vertical slits along the front edges of the large windows. It's a small airliner. Just 9 seats in the back, in two single rows. So narrow that the passengers can see out both sides of the airplane quite easily. The cockpit too, is small and it's easy to fly with your arm

outside the window, just like driving a car. There's even a small protruding windshield to allow this.

As the airplane has conventional gear, access to the cabin is easy. At the doorway the floor is just a couple

of feet off the ground. The downside to this is that the floor rises steeply up to the cockpit, until you are airborne, that is.

Interestingly, at the front of the cabin is a large altimeter, so the passengers can see just how high they are flying. It's surprising how light

and airy the cabin is, despite the large high wing configuration. Or perhaps this was just the Florida weather which gave this impression.







EAA's Tri-Motor went into service in 1929 with Eastern Air Transport, later Eastern Airlines. Capt Ernie Schnaak, now well into his 80's, used to fly for Eastern Airlines. He turned up to visit the Tri-Motor in his Eastern Airlines uniform - a nice touch.

As can be seen from the photo, top left, the view out of the windows is good, even with a massive radial engine in the way.

The photo top rights shows the center engine perched just in front of the pilot.







New Smyrna Beach airport (KEVB) kindly hosted the Ford Tri-Motor's visit to the Space Coast of Florida. There's a lot of flight training taking place at

this airport and in recent years a control tower has been built. The tower manager and staff did a great job of flitting in the Tri-Motor flights into the

airport's busy training schedule. Many thanks.

The photo was not shot with the outcome in mind - it just happened. Take a

look closely in the sky in the center of the photo. A Cessna C172 appears to be diving out of the sky right at the Tri-Motor. No doubt this pilot was

practicing an engine out procedure, or perhaps he has some sort of emergency as the start of the runway is behind the red truck.

Whatever the reason for the Cessna pilot's steep approach, it certainly provided an interesting photo.



Looking at the photo on the right you may be forgiven for thinking it's of a dual control car, rather than the cockpit of the Ford Tri-Motor.

The photo at below, left, shows the exposed control cables - which are repeated on the right side of the aircraft - rather than enclosed cables as they would be on a more modern plane.

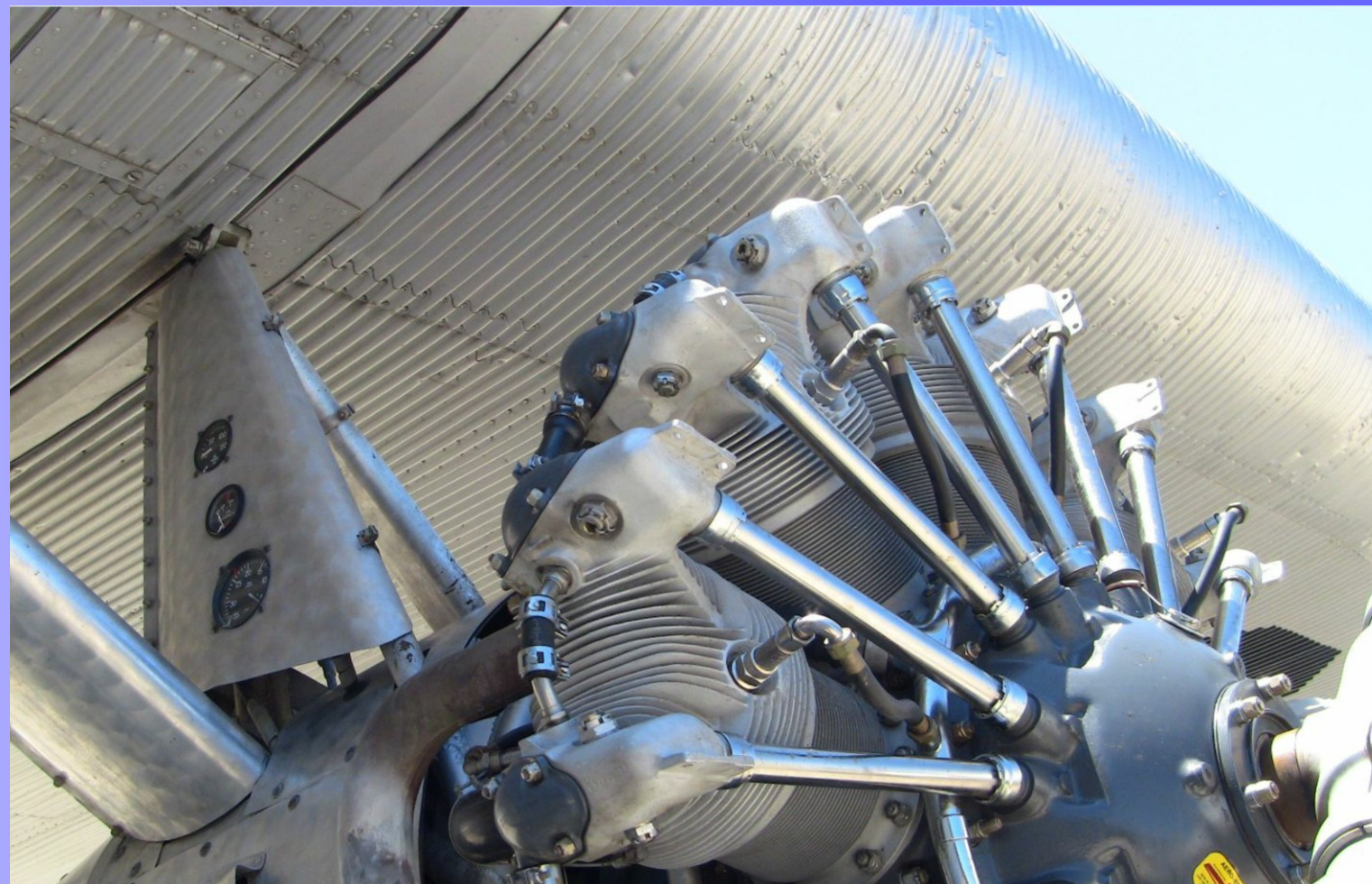
If you look closely at the instrumentation in front of the control wheels (note, I'm not calling them steering wheels) you'll see that are only engine instruments for a single engine - the nose engine.

Take a look at the photo at the bottom right. This is of the left engine. Here you

will see that there are engine instruments mounted in the engine strut cover. It's the same for the right engine.

The pilot looks out of the cockpit windows - with a flashlight at night - to see what the engines are up to. No warning lights and other 'bells and whistles' in this airplane. It's very much a 'seat of the pants' airplane to fly, and in more ways than one.

The original engines fitted to this particular Tri-Motor were rated at 300 hp each. These were upgraded to two Pratt & Whitney R985 450 hp engines., and one 550 hp engine - the most powerful Tri-Motor ever. There's a closer shot on the next page.







Pratt & Whitney Engine Data Plate

In 1930, NC8407 was leased to Cubana Airlines, where it inaugurated air service between Havana and Santiago de Cuba. The airplane was later flown by the government of the Dominican Republic. The aircraft returned to the U.S. in 1949 for barnstorming use. I

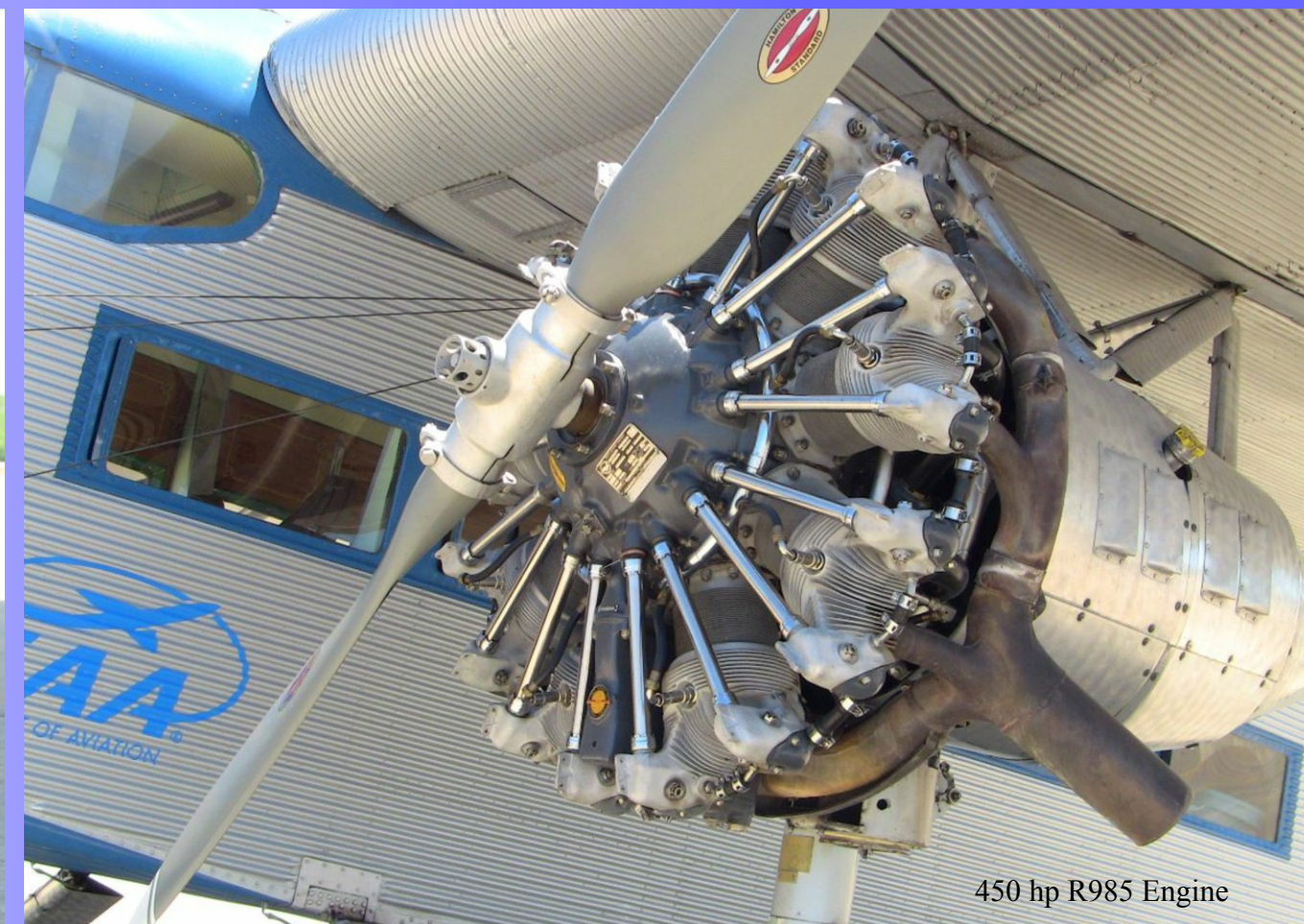
n 1950 it was moved from Miami, Florida to Phoenix, Arizona and was refitted with more powerful engines for use as a crop duster - making it the most powerful Tri-Motor ever flown. In 1955 it was moved to Idaho and fitted with two 275 gallon tanks and bomb doors for use as a borate bomber in aerial fire fighting. Then in 1958, it was further modified for use by smoke jumpers.



9 Gals of Oil in Each Engine



Modified wheels and brakes are fitted -



450 hp R985 Engine





Full Cabin - Everyone in Close Proximity



Main Photo: Jim (Flybum) Pratt

Massive Wings - No Flaps





Some historic Ford cars turned out to welcome the Tri-Motor at New Smyrna. Photos top and bottom right. Mullinax Ford brought along a new Ford Mustang.

At Ocala, a car show had been organized to greet the Tri-Motor. The cars on display included some Veteran Fords, as well as more modern Mustangs.







A quartet of late model Ford Mustangs were at Ocala on the Saturday. Two of them had 'remove before flight' tags under their hoods.

The controllers at Ocala International Airport did a great job of working with the Tri-Motor pilot.

There were a variety of different classic and vintage cars on display. As well as putting on a great show for visitors flying in the Ford Tri-Motor, the main aim of the cars show was collecting food (or funds to buy food) for homeless families in the Ocala area.

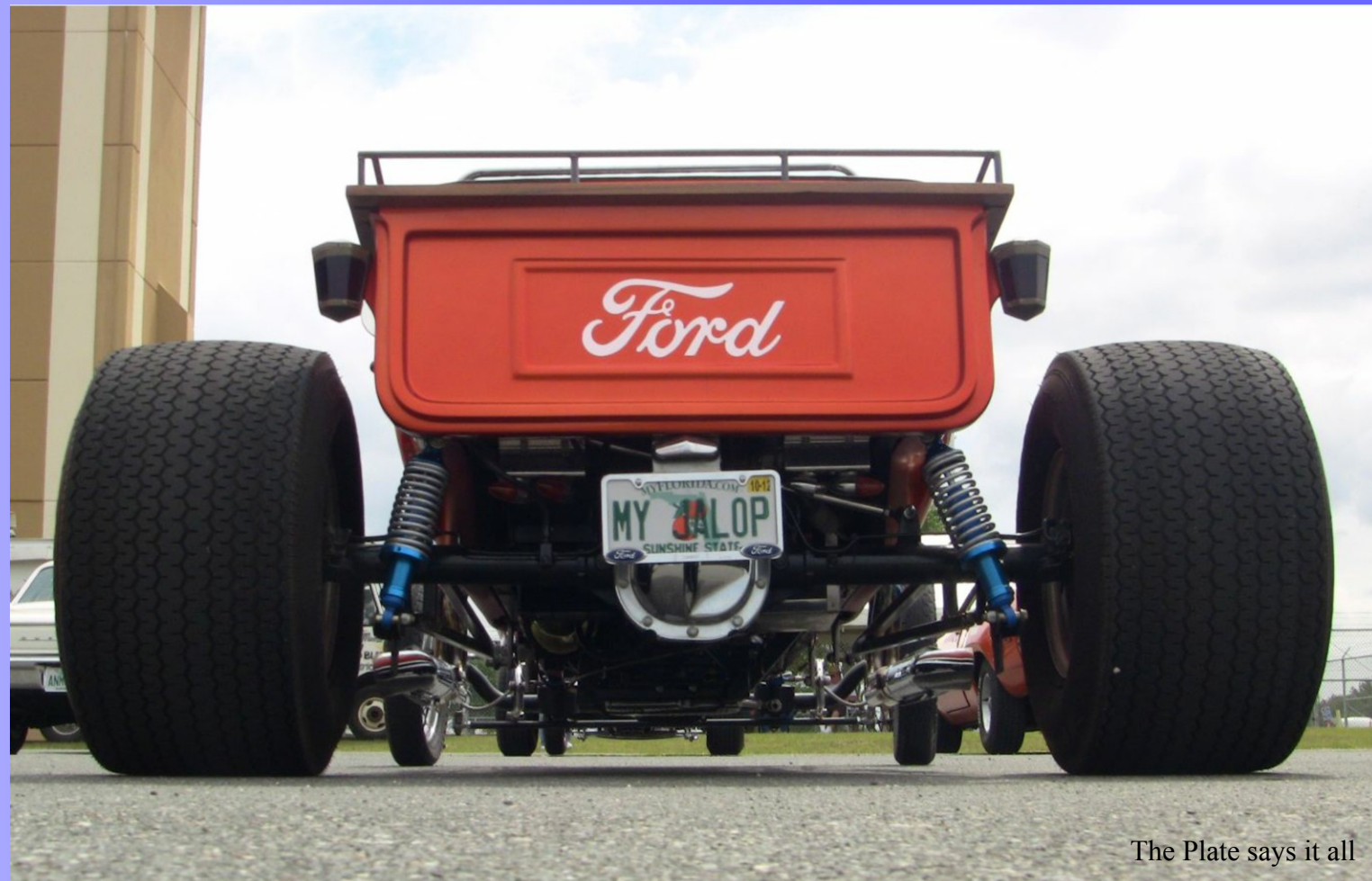
It was great to see such a great turnout of lovingly cared for motors.







Ford Engined Hot Rod



The Plate says it all



Ford Mustang



SNJ-5, The Navy version of the T6 Harvard



Jeff Michael's P-51 Mustang



The Ford Tri-Motor has Landed



When the Ford Tri-Motor landed, there was always a crowd ready to greet the deplaning passengers - photo bottom left.

As can be seen in the photo bottom left there was a good turnout of classic and vintage cars on display. The crowd certainly enjoyed themselves wandering around the rows of cars.

A number of pilots, including myself, had brought their airplanes along for the crowd to see. The photo top right shows a group gathered around my airplane, which is known as 'Goofy' from its registration N-600FY.







You may remember that the local Ford dealer at New Smyrna Beach brought along a new Ford Mustang to display. At Ocala, with its farming community, the local dealer had a Ford Truck on show - photo top left.

A vintage Ford was there too, photo left center - with 'PutPut' on the tag.

The photo bottom left shows a Hot Rod alongside a rare DeLorean DMC-12 sports car, which was built in Northern Ireland.



A Jaguar E-type turned up, complete with a mini version atop the hood - photos top and center left.

A StreetRod, complete with bears sitting on the air cleaner, was on display - photo bottom right.





Finally, here's a photo of the Ford Tri-Motor at Ocala International Airport. The pilot for this visit was Cody Welch taking time off from running his aircraft brokerage / charter company in Linden, MI.



Youtube Video Links for This Feature:

<http://www.youtube.com/watch?v=I0si8Wvwthy>

<http://www.youtube.com/watch?v=IAyQ9YTN1dI>

<http://www.youtube.com/watch?v=Ax3eYka-bl>



# SPEEDI'S BLOG

## WELCOME TO SPEEDI'S Blog

As many readers already know, *Speedi Wings & Wheels* Magazine, the free online aviation and motorsport magazine is produced bi-monthly. There's been quite a lot going on in aviation and motorsport since the first issue.

AirVenture at Oshkosh, WI is the largest general aviation event in the world. The event takes place between July 23 to July 29, 2012. We will be featuring this spectacular event in our August / September issue. Having been there myself a number of times, there is no other general aviation event like it in the world. Many of the visitors come back year after year. My preferred method of arrival is by plane, and an airplane you have built yourself. After all, AirVenture is the annual gathering of members of the EAA - Experimental Aircraft Association.

And I'm not just talking about North American members. A group from way down under - Oz, or Australia to some, regularly charter a jet to fly them over the Pacific to Wisconsin.

An even better way to arrive in your own homebuilt aircraft is to fly the

AirVenture Cup air race. There's a special feature on page 40 of this issue. They call it a race, but by comparison to the Reno Air Races, the AirVenture Cup is more of a time trial. Aviation insurers recognize this, imposing no special terms for talking part, unlike at Reno. The EAA has always supported the AirVenture Cup and has lent its name and logo to the event ever since it was started back in 1998. I've flown in the race myself a number of times and believe me it

was the best way to arrive at AirVenture. The competitors finished the race south of Fond du Lac, landed at Fond



du Lac and took off in a large formation to land en-masse at Whitman Field. The racers were then parked alongside AeroShell Square to everyone to see.

Sadly this year, perhaps in the light of the tragic event at the 2011 Reno Air Races, EAA has decided to distant itself from anything which might have the remotest element of risk. Even associated shows run by EAA Chapters. Of course, with the word "race" involved EAA >

< withdrew its support, at the last minute, from the AirVenture Cup. This caused much anger amongst the EAA community. In the end, EAA had to issue a statement which was clearly designed to protect itself from the wrath of some of its members. [Here's a link to this press release.](#) The AirVenture Cup organizers issued [this statement.](#) My own feeling, knowing the huge effort the voluntary organizing committee have put into the AirVenture Cup over the years, which has promoted EAA in a very good light, is that they have been let down badly by the new breed of EAA management.

Turning to other aviation news, this time supersonic / Concorde related. Some say that Boeing, Lockheed Martin and Gulfstream are leading the way to build the new supersonic passenger plane which will be targeted at first at the business jet market.

I'm not so sure., but it will certainly be interesting to see what happens in a few weeks time at Farnborough 2012, the bi-annual commercial aviation air show taking place in England between 9 & 15 July, 2012.

Talking of Boeing, it seems that the new windows on the B-787 are not getting as dark as some might wish. The high-tech 'dimming' windows let in too much light, or so says the Dreamliner's launch customer All Nippon



Airways. The airline is reportedly going to install blinds on the Dreamliners it already has, and is asking Boeing to find a way to

make the cabin darker on future deliveries.

On the FAI world record scene, Diabetes Formation Flight is a formation flight of two twin-engine airplanes flown by pilots with Insulin Dependent Diabetes which, pending official confirmation, set a Class C-1D world speed record from Daytona Beach, Florida to San Diego, California. The flight took place on June 26th, 2012, departing Daytona Beach International Airport in Florida at

8:57:46 AM EDT, and landing at Gillespie Field in San Diego, CA at 6:35:44 PM PDT the same day for an elapsed time of 12

hours, 37 minutes, and 58 seconds., with a speed of 270 km/h.

he airplanes flown were a Beech Baron 58 and >



# SPEEDI'S BLOG

< a Cessna Turbo C310R. Douglas Cairns was a British Royal Air Force jet pilot at the age of 25 when he was diagnosed with type 1 diabetes, and consequently lost his flying career. He was flying the Beech Baron.

Flying the Cessna C310R was another type-1 diabetic pilot, Jason Harmon, who made his first solo flight in

1988 at the age of 16, and earned his private pilot's license the following year. While in college, he was diagnosed with type 1 diabetes, ending his pursuit of a flying career as well as his ability to fly privately. He was joined in the C310R by Butch Weaver, an accomplished pilot who flies not only airplanes, but helicopters, float

planes, gliders, and hot air balloons and has a history of demonstrating that people with type 1 diabetes can accomplish anything with determination and discipline. In the early 1980's, before the



availability of portable blood glucose monitoring devices,

The aim behind these flight was to raise diabetes awareness and funds for diabetes research.

It also demonstrated that pilots with diabetes can safely fly the most challenging flights using the FAA's protocol for

private flying with insulin-dependent diabetes.

Another aim was to illustrate how advances in diabetes monitoring and management make management of diabetes in flight a straight

forward, safe, and simple part of flight operations.

Whilst I do not have type-1 diabetes myself, my wife has had this disease for over 47 years, so I

know all about the problems of living with diabetes. I also know the problems about health affecting a potential flying career as I was unfortunate to have kidney stones when I was a teenager, just before I wanted to start flying as a career. At that time in the UK kidney stones meant that there would be no >

< flying - for life. It was not until 30 years later that I was able to pass a FAA medical and qualify as a pilot - my potential flying career long gone.

I also know something about setting long distance FAI world records, having set 101 Class C1-b FAI world records myself, including a record from Freeport in the Bahamas to San Diego.

Congratulations to the pilots and the Diabetes Formation Flight.

Finally, on the motorsport scene, the annual Le Mans 24 hr race has come and

gone. Whilst Le mans is the premier 24 hr race in the world, what happens in France has a distinct bearing on what might happen at other 24 hr races elsewhere in the world - for example at the Rolex 24 hr race at Daytona Beach, Fla, USA.

Audi scored yet another victory, and made motorsport history again. With the first victory of a hybrid vehicle at the Le Mans 24 Hours, Audi - in front of 240,000 spectators.

The four Audi R18 cars from Audi Sport Team Joest were the quickest and most reliable

vehicles and after 24 hours occupied positions one, two, three and five. The two Audi R18 e-tron quattro cars embody these hybrid technologies in a particularly extreme form. They only had to relinquish the leading position to one of the two Toyota hybrid vehicles once for a few laps on Saturday night. After the early retirements of their fiercest rivals the two R18 e-tron quattro cars fought a thrilling duel for victory throughout the night until noon on Sunday during which the lead changed several times and the two diesel

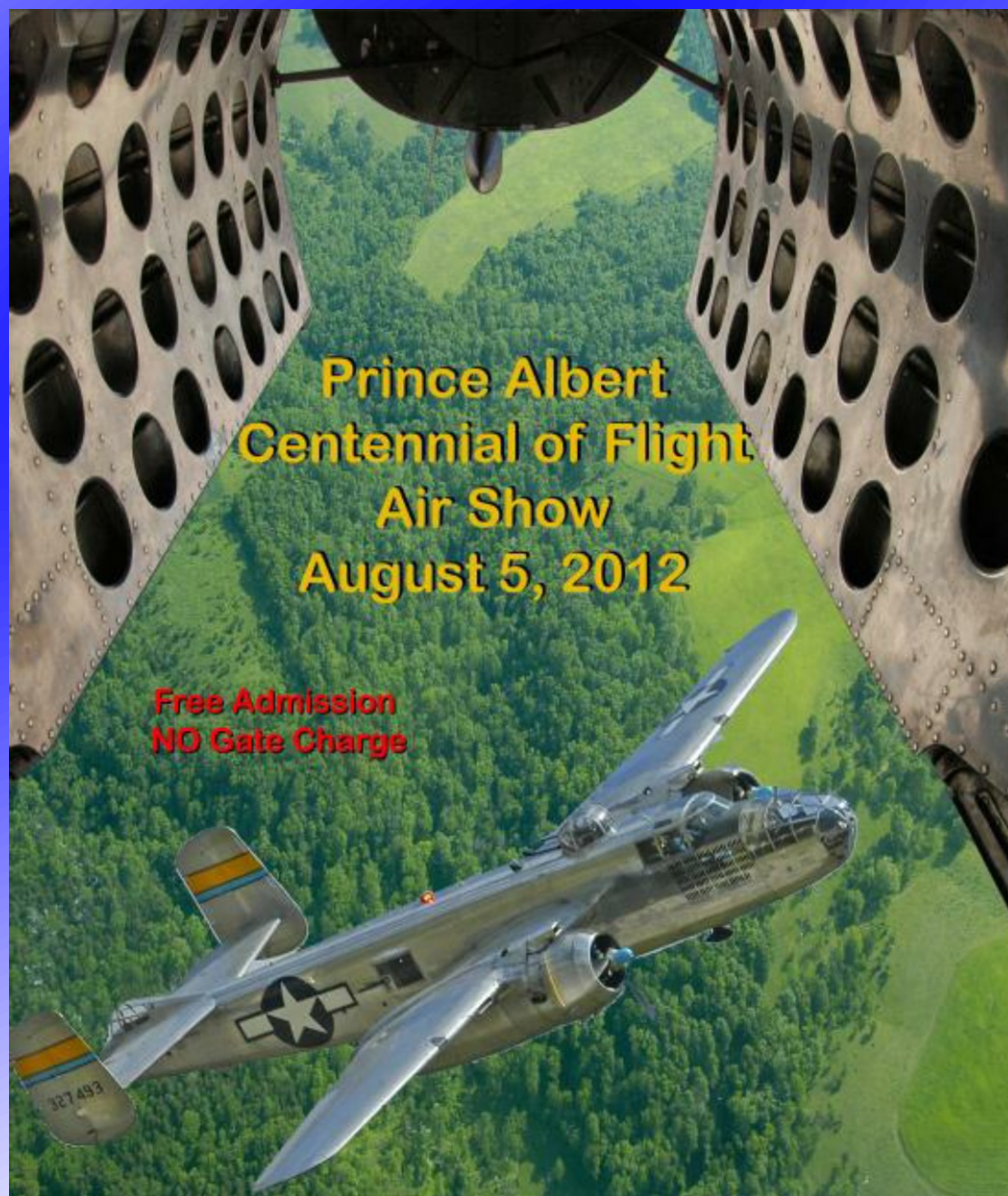
hybrid sports cars were often separated by just a few seconds. The winning car with chassis number R18-208H was nicknamed "Electra".

Hybrid technology is here to stay!





## AIR SHOW NEWS - 2



**The Canadian International Air Show**  
September 3rd, 4th & 5th, 2011







**N**EW 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](http://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 Information Quick List

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

FAX ..... 386/761-7808

AFTER 1700 .....386/756-6125 (Security)

VORTAC OMN ..... 112.6 165°R/13.9 DME

VORTAC ORL ..... 112.2 020°R/35.6 DME

FSS St. Petersburg ..... 122.2

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

INSTR APCH (Rwy 05) ..... GPS (Private, Residents Only)

CTAF..... 122.975 (pilot actuated lights 3-5-7 clicks)

AWOS..... 121.725

FUEL ..... 100LL & JET A (self serve and truck delivery)

Airport Manager:	Airport Assistant Manager:	Airport Committee Chairman:
Ken Doucette	Dick Cunneen	Bob Spillman 386 767-5814
Cell 386 872-1430	Cell 386 872-1431	Cell 305 367-0175





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".



Just part of the welcoming party



These gals dressed the part

All photos on this page: Steve Wood

**Spruce Creek Fly-in had a special visitor on Friday, May 4, 2012. The Ford Tri-Motor called by in the early evening. It attracted the crowd like bees to the honey pot . . .**



The crowd starts to gather





**Many photos were taken, both of the plane itself and posing in front of the plane. The large wing seemed to be a major attraction.**

**The weather was kind for a Ford Tri-Motor's**

**first visit to Spruce Creek. A bit of a crosswind, but that was not a problem for such a slow and stable aircraft.**

**Photo bottom left shows Tri-Motor pilot Gerry Flaugh.**

All photos on this page: Steve Wood







**The crowd had to be cleared ready for the engine start - 3 times over, but what a great sound the combined 1350 hp made.**

**Take-off was rapid, but then the plane does have a huge wing, and the Tri-Motor then came back for a low level fly-by. Great job.**



All photos on this page: Steve Wood

[Click Here for a Youtube Video of Trimotor at Spruce Creek](#)







[Click Here for a Youtube Video of the Fokker Flight](#)



Photo: Steve Wood

The other photos on this page show just a few of the many interesting airplanes flying at

Spruce Creek Fly-in. There's many more to come in future issues.

Photos by: Gary Rosier



A flight of three bi-planes (well one was a Fokker Tri-plane) put on a show for the Tri-Motor visitors. Tim Plunkett led the flight in his Tri-

Plane, Tom Clark flew Tim's Sopwith Camel, and Jeff Edward's flew his own Great Lakes.

See photo top left.



S PRUCE CREEK AIRPORT is a private airport provided for the residents of this gated community. There are two entrances to the community, staffed by Spruce Creek's own security force. Over 650 aircraft are based at Spruce Creek, ranging from Light Sport airplanes, through Homebuilts, Spam Cans and a number of biz jets. A thriving Flying Club has over 300 members. But it's not all about hangar homes, although owning a hangar home means you have access to Spruce Creek's 14 miles of taxiway. There are also golf course homes, lakeside homes, and condos. A number of real estate firms have offices at Spruce Creek the oldest established of which is [Spruce Creek Fly-in Realty](#). Set out in the next column are links to the realtors with offices at the

world's premier aviation community,

In alphabetical order:

[Country Cub Properties](#)

[Karlhaus Realty](#)

[Spruce Creek Fly-in Realty](#)

[Stirling Sotherby's](#)

The Spruce Creek Property Owners Association manages the community on behalf of the residents - [click](#) for website.

Here are some other useful links:

[Downwind Cafe](#)

[EAA Chapter 288](#)

[Spruce Creek Country Club](#)

[Spruce Creek Flying Club](#)

[Airnav airport information](#)

The photos in this feature show some of the wide variety of aircraft which have visited Spruce Creek. New photos will appear in each issue.





# **GOLDEN WEST REGIONAL FLY-IN, 2012**



World War II re-enactment using T-6s and SNJs

All photos for this feature: Jim (Flybum) Pratt



## Golden West Regional Flyin 2012 Yuba County Airport, Marysville, CA

Marysville is located 40 miles north of Sacramento, California in the middle of farm country. This year the Fly-in was celebrating the 70th anniversary of Marysville Army Airfield and the 70th anniversary of Camp Beale - the home of Beale Air Force Base. Our west coast correspondent, Jim (Flybum) Pratt went along to enjoy the celebrations. Here's his report:

### Neighbors

One of Marysville's neighbors is Beale Air Force Base, just 7 miles to the west. Last

45 miles per hour were predicted.

### Viagra

The morning brought bright sunshine and windy conditions, but not too bad. I made the short drive to the airport at around 8:00 AM and there were already people arriving. My first goal was to walk around and take photos of the ground displays before the crowd arrived and also to find breakfast. The pancakes were great, I got my ground shots over the next two hours, but the wind started picking up. Watching the wind sock made me think that someone had fed it a bottle of Viagra, because it was standing straight out and

it never went limp all day. I believe that some of the gusts must have exceeded 45 miles per hour. Several of the vendors did not setup their tents because of that. I really started wondering if there would even be an air show My sunglasses blew off the

cord around my neck and I didn't notice until it was too late to find them.

### Remarkable Job

Looking at the transient aircraft parking area was rather disheartening. The turnout was about 2/3 less than last year, most likely

because of the heavy wind forecast. For the people who braved the winds, the good news was that the wind was blowing straight down the runway for most of the day on Saturday at least. There were rumors that the air show might not happen, but it did. The performers did a remarkable job and it was



difficult to tell from their maneuvers that there was a problem. The only thing that gave it away was that the smoke trails from the aerobatic aircraft went screaming across the sky like a freight train.

### Economic Stimulus

The military section of the flight line had several T-6 Texans and SNJs, but just as last year, the P-51s, Hawker Sea Furies and P-40s were sadly lacking. My guess is that it is an economic thing and there is not enough revenue to buy the gas for these thirsty birds. We need to get this economy going again so that people can afford to put on good air shows. Come to think of it, wouldn't funding air shows be a good economic stimulus?

Maybe we could make the oil companies a deal that if they provide the gasoline we will not take away all of their silly tax breaks that they don't need.

### Sentimental Journey

In addition to the U.S Navy, the event featured aircraft that have been restored to

their original paint and markings. On display were the Chinese Nanchang CJ6-A, the Red Chinese Air Force's advanced military

trainer; North American T-6 Texans, that filled the need for a basic combat trainer during WWII and beyond; the OV-10 Bronco, a multi-purpose, light attack aircraft used for forward air controlling in Vietnam; the T-34 Mentor, another military trainer that remained in service for more than six decades, and the WWII B-17 bomber, *Sentimental Journey*, one of only 5 still flying today.

### Purple Extra

Vicki Benzing was next in line as the wind continued to howl. Vicki is another favorite of California airshow goers. Her purple Extra 300S monoplane is made of carbon fiber. Vicki is an accomplished aviatrix, having

logged well over 5,000 hours. She learned to fly in Watsonville, CA. She also races at Reno and was the "Rookie of the Year" in 2010



for the Sport Class. Vicki shows the purple Festo no mercy as she puts it through its paces holding the crowds attention as only a good performer can.

### Wind was Blowing

For the people who braved the winds, the good news was that the wind was blowing straight down the runway for most of the day on Saturday at least. There were rumors that the air >>



year, I had the good fortune of attending the Beale Air Show. They do not have one scheduled this year. I arrived from Fresno the previous night and stayed at a local hotel. The forecast for Saturday was 80 degrees, but high winds, gusting up to





>> show might not happen, but it did. The performers did a remarkable job and it was difficult to tell from their maneuvers that there was a problem. The only thing that gave it away was that the smoke trails from the aerobatic aircraft when screaming across the sky at an alarming rate.

## Ravens

The West Coast Ravens, a formation flight team made up of Van's RV-type aircraft, started off the airshow portion of the event. The Ravens have set records with the number of RVs in one formation and I believe they are up to over 30 aircraft. For this event they had a team of eight performers. It was impressive to watch them as they passed in review several times and held very tight formation despite having to contend with such heavy winds. What looked easy from the ground was probably very difficult in reality.

## Dual Performance

Ken Fowler did a solo performance in his Harmon Rocket 2. That was followed later by a dual performance with Eric Hansen in his F1 Rocket. Both men hail from

Alberta, Canada. Ken is a former military pilot and an airport manager in Alberta. Eric Hansen is a dentist but moonlights as a CFI Flight Instructor. Their airplanes look very similar (blue, white, with red stripes) and have virtually the same paint scheme so it is hard to tell them apart. They really tear

lot of "Blue Angel" type head-on passes and near misses. I never knew that a Rocket could maneuver so well and take the kind of punishment that these guys impose on their planes. I do not know if they have had to make any special mods to their aircraft so don't try this at home until you find out.

## Staff Car

The World War II buffs had some great equipment on display. There were several army jeeps, one loaded down with two 50 caliber "Ma Deuces", one shooting to the side and one to the front. There were lots of German weapons to

look at. Panzerschrecks,

MP40s, MG42s, MP44 Sturmgewehrs, Mausers, Lugers, Nazi helmets, even people dressed like German soldiers. I liked the little German staff car.

## A Regular

Bill Cornick performed with his green and white Pitts S-2, sporting a Lycoming IO-540 engine. Bill is a regular at the California airshows and never fails to "wow" the crowd. I like this act because his Pitts is so photogenic and I always manage to get a good pictures. Talking of pictures, The following page shows but a few of the pictures I shot on the day., including some cars on show.



up the sky with their fast-moving act which includes a









# Adventure of Flight



## Adventure of Flight!

**T**HE ADVENTURE OF Flight is an amazing experience, particularly when you have built or renovated the airplane you are flying. We are pleased to showcase readers airplanes as part of our regular 'Adventure of Flight' feature.

We'd like to invite readers to submit digital photos of their aircraft along with a short bio (around 150 words) about the airplane and its owner. Please send your submissions to [aof@speedity](mailto:aof@speedity) 'Adventure of Flight' will be a regular

feature so don't forget to send in your photos and *spread the word*.

Remember, this is an opportunity for the world to see *YOUR* special airplane. Don't be shy!

**Jim Wickham's FEW P-51 'Merlin' is the second one Jim has built and has an amazing non-military paint scheme. The Fighter Escort Wings 2/3 scale Mustang replica is powered by a small block Chevrolet**

**Corvette V8. The attention to detail and level of finish is testimony to the Australian builder's craftsmanship.**

Click [HERE](#) to view an in-flight video of

**Wickham's first FEW Mustang.**

**Jim Wickham is a prolific builder of some amazing aircraft. We will be featuring other examples of his craftsmanship in future issues.**





# Adventure of Flight



Ken Fardie's T-28C - 'Back Seater' is [Major General Richard V Seacord](#) - President of the Air Commando Association - who had flown a similar airplane in Vietnam.



# Adventure of Flight



**This T-28C, serial no: 146239, is owned and flown by Ken "Sawbuck" Fardie.**

**Named "Sheery Berry" after his wife, the aircraft is based at Spruce Creek Fly-in.**

**The pictures show the aircraft complete with cannon pods and rocket launchers.**





# AirVenture Cup

**T**HE AIRVENTURE CUP air races have been held yearly since 1998. Our North America Editor, Steve Wood, has flown in a number of races since 2002. Here is some of the history of this great event, along

with a montage of photos from past races.

As the World's largest Cross Country Air Race, the AirVenture Cup Air Race has good credentials, and 2012 will be the 15th running of the race. Over the

years, the race course has linked together some of aviation's most historic places. Starting originally from Kill Devil Hills, the home of the Wright Brothers, via Dayton, OH, and onto the current home of Sport Aviation, the EAA AirVenture Fly-In Convention in Oshkosh, Wisconsin.

2012 is the 3rd year the AirVenture Cup will be

run from the Mitchell, South Dakota airport, (KMHE). Since 2008, Mitchell, SD has alternated with Dayton, OH as the race start location.

The AirVenture Cup Race attempts to replicate the excitement of the Bendix Trophy Races of the 1930s with a race open to EAA Members. Only aircraft



certified under the experimental category have been able to take part in the AVC racing.

In the past the race has always been known as the EAA AirVenture Cup. Sadly this year >



Steve Wood's 'Goofy' Race #7 and Dick Key's Polen Special Race # 31 - At Mitchell, SD in 2008



Relentless at Mitchell, SD in 2008



Steve Wood's 'Goofy' Race #7 at Dayton Wright Bros Airport in 2005 - EAA's B17 *Aluminum Overcast* going 'overhead'



> EAA has been distancing itself from the race, perhaps in the light of the tragedy at last year's Reno Air Race. However, having taken part in a number of races the AVC race has always been considered by my insurance provider as an event which did not attract any greater risk than my normal flying. Only a no cost endorsement was

required to protect EAA and its staff. Not so for Reno, or any other pylon race for that matter. The problem appears to have been a question of the use of the EAA logo, which has always been in the forefront of all AVC publicity and printed material. With AirVenture getting more commercialized each year, and



Steve Wood's 'Goofy' Race #7 and Dick Keyt's Polen Special Race # 31 - At Dayton Wright Bros Airport in 2005

< a major change of EAA management in recent time, the AVC race has faced a 'branding' conflict within EAA. Thankfully these issues have been resolved and the 2012 AVC race will run as planned from Mitchell, SD.

I have flown all three routes. The long race from Kill Devil Hills, SC to Oshkosh, via Dayton, OH. From Dayton, OH to a

finish south of Fond du Lac. And from Mitchell, SD to the Fond du Lac finish.

All three routes have different characteristics. The long route always had potential weather problems between the start and Dayton. A start from Dayton worked well for a number of years. The Mitchell start was introduced so west coast >





Steve Wood's 'Goofy' at Mitchell, SD, 2008



The kids loved Steve Wood's 'Goofy' - Mitchell, SD, 2008



Steve Wood's 'Goofy' at Mitchell, SD, 2008



Race # 38 - Mark Quinn at Mitchell, SD, 2008



< participants had a shorter distance to travel every other year. Of course, east coast flyers now have a longer distance to fly to the start every other year.

One advantage of the bi-annual use of Mitchell, SD was that it opened up the event to another start location. The folks in Mitchell certainly loved the event taking place in their community. With the EAA logo removed from the AirVenture

Cup promotional material and the Sport Air Racing League now involved, the AVC has a new future.

The crowd at AirVenture certainly enjoyed the mass arrival of the racers. In most years the racers were parked alongside Aeroshell Square (now Conoco Phillips Plaza), the crowds gathering around them in droves, particularly when the afternoon air show took place. Long live the AVC . . .



Steve Wood's 'Goofy' at Mitchell, SD, 2008



Racers on the Ramp at Mitchell, SD in 2008



Steve Wood's 'Goofy' Race #7 and Dick Keyt's Polen Special Race #31 - At Mitchell, SD in 2008





Racers awaiting departure from Fond du Lac, in 2008



Racers parked at AirVenture, Oshkosh, in 2008



Racers on the Ramp at Mitchell, SD in 2008



Tony Crawford, Questair Venture Race #9, at Mitchell, SD in 2008





Racers at AirVenture, Oshkosh, in 2008 - along with the Boeing 'Dreamlifter' Aircraft



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### 2012

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## AIR SHOW NEWS - 3



**HERE KITTY, KITTY!**



***Chino Air Show, 2012***





Photo: Brenda Crawford



Here Kitty, Kitty!, shown in the photo on the previous page and the photos top right and bottom left, was one of the stars of Chino Air Show 2012.

The Grumman F7F-3P Tigercat never got the chance to prove itself in combat before the WWII ended. But the Tigercat would get a shot in Korea, but still had a short lifespan, serving only until 1954. Even so, the F7 was fast and heavily armed, outracing the single-engine F6F Hellcat by more than 70 mph. Sadly, high landing speed and weight, among other problems, kept all but a handful of F7s from carrier service. Here Kitty, Kitty!, built in 1945, is configured as a photo-recon aircraft. It's one of only five flyable F7F's in the world, and the first to race at the National Championship Air Races in Reno.

Photo top left shows The Horsemen display team having fun in their P-38 and P-51s. More photos of The Horsemen later.



**C**HINO AIR SHOW is one of the finest warbird air shows in the USA. Our west coast correspondent, Jim (Flybum) Pratt visited the 2012 show and was impressed by what he saw. Here's his report:

When the doors opened the crowd was sparse. However, the visitor numbers rapidly increased, as can be seen looking at the two 'Connie' photos.

The 'Connie' is a Lockheed EC-121T Warning Star, or as many know it a Super

Constellation. The Super Connie is one of the most beautiful planes ever built, even in its ugliest form, the "Warning Star". The other aircraft alongside the 'Connie' is a Lockheed 12A Electra Junior.

The photo center right shows the a rare Bell P63A-1BE- Kingcobra 'Pretty Polly'. Note the engine mounted aft of the pilot.

The photo bottom right shows a bevy of P-51 Mustangs, these were just a few of the Mustangs present at Chino air show, 2012.

Lockheed EC-121T Warning Star N548GF





They seem to do things differently in Chino, or at least the Police Department does. Forget golf carts to get around, what about horses? But they do have motorcycles in the background - photo top right.

Sean D Tucker did a great job of flying the Oracle biplane - photo below.

There was a former British Royal Air Force Folland Gnat on display. Although never used as a fighter by the RAF, the Gnat T.1

trainer variant was widely used. The Gnat became well known as the aircraft of the RAF's Red Arrows aerobatic team. On 14 May 1965, the last Royal Air Force Gnat T.1 to be built was delivered to the Red Arrows - photo bottom left.







Clay Lacy, a good friend of the late Bill Lear Jnr., of Lear Jet fame, put on a great display of aerobatics in a Lear Jet 24.

Registered in the Experimental Exhibition category, Lacy's 1966 Lear Jet looks menacing in its steel gray CIA colors.

Lacy really put the Lear through its paces, flying the plane as though it was a nimble fighter, and not an executive jet. But then the Lear Jet started life as an abortive Swiss ground-attack aircraft - the FFA-P16. The wing with its distinctive tip fuel tanks and landing gear of the first Lear Jets were little changed from those used by the fighter prototypes.

The original Lear Jet, the model 23, first flew in October 1963. It was followed by the Lear Jet 24 with its first flight taking place in February 1966. Lacy's plane is an early 1966 model.

Despite its fighter heritage, the Lear Jet had no afterburners. Lacy's display was all about the management of energy, just like the renowned expert Bob Hoover.





The Horsemen aerobatic display team flew a great show with a P-38 Lightning leading, flanked by two P-51 Mustangs.







'Fighter-Town USA' was there in force. Or at least the Planes of Fame fighter aircraft from Chino's own museum flight were flying.

Top left is a Curtiss P-40N Warhawk.

Top right is a North America Sabre F-86E.

The main photo shows a Vought F4U-1 Corsair





The Air Show was not just about airplanes. WWII displays were well represented. American GI's talked with their Jap

counterparts. The Russians were there too. The Control Tower crew did a great job - thanks



1939 Plymouth







The 'new build' Focke-Wulfe Fw-190 (top left) is a superb example of what can be done to recreate a WWII fighter. This was done by building a new airplane from original plans and jigs.

This photo shows the Fw-190 flying in formation with a Republic P-47G Thunderbolt. The P-47G was powered by a 2,300 h.p. Pratt and Whitney R-2800 18-cylinder radial air-cooled engine and could reach a top speed of 433 m.p.h. at an altitude of 30,000ft. The aircraft had a service ceiling of 40,000ft and a maximum climb rate of 2,750ft/min.





A stunning action photo of a North American F-86E Sabre, from the Planes of Fame collection at Chino airport.







Three Japanese 'Zero' fighters - photo above - were part of the Pacific Theatre demonstration flight. Of course this Pacific Theatre flight also included the P-28 Lightning (called the 'Fork Tailed Devil'), the Gull Wing F4U Corsair, the shark nosed P-40 Warhawk aircraft which have been featured on previous pages of this issue.

Of course there were a number of other 'era' demonstration flights. Indeed, too many aircraft to cover in a single feature.

Team RV were there too, putting on a stunning formation demonstration in a variety of formats. See photo bottom left.

The Planes of Fame museum at Chino airport is a great example of what an

aviation museum should be like. If you have not seen it, then you need to.

The Chino air show, is in my opinion, one of the best organized air shows that I have attended. From the traffic flow, to the fast pace of the air show, there is never a dull moment and you can tell that the people who put on this show are true professionals and are well managed too.







Shown in the photo, bottom right, the Fairey Firefly was designed as a fleet reconnaissance aircraft for the UK's Royal Navy, and was derived from the Fairey Fulmar. First flown on 22 December 1941, the first versions were delivered in March 1943 to RNAS Yeovilton.

The main photo shows a brace of Supermarine Spitfires. The lower of the

aircraft in the photo is a very rare Mark XIV (14) version and is more streamlined than the earlier example leading the flight. It is powered by a Rolls Royce Griffon 65 engine with a two-speed, two-stage supercharger and produces 2,220 hp. The lead Spitfire is a Mark IX (9) model. The Mark IX was originally developed as a stop-gap measure as a response to the

appearance of the Focke-Wulf Fw-190A (see photo on page 55). The Mark IX has a top speed of 409 mph at 28,000 feet, an increase of 40 miles per hour over earlier versions. Its service ceiling is 43,000 feet. It climbs at 4,000 feet per minute. In July 1942 an early Mk IX was flown against a captured Fw-190A, and the two aircraft were discovered to have very similar capabilities.





# NOSE ART & NUMBERS



In this regular Nose Art & Number feature we will be showcasing 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 registration to [noseart@speedi.tv](mailto:noseart@speedi.tv) - and spread the word.



National Championship Air Races Reno, Nevada	
2007 - Reno Air Races - Silver Sport Class	279.35 mph - 3rd Place
2008 - Reno Air Races - Silver Sport Class	282.13 mph - 1st Place
2009 - Reno Air Races - Silver Sport Class	283.72 mph - 2nd Place
2010 - Reno Air Races - Gold Sport Class	301.88 mph - 4th Place

Chick's Delight has quite a history of air racing behind it, and at the Reno Air Races too. To fly around

the pylons at 282.13 mph and achieve first place in the Silver Sport Class is no mean feat. The airplane is

a homebuilt Questair Venture flown by retired veterinarian and Spruce Creek Fly-in resident, Tony

Crawford. "The Egg", as the Questair 20 is known, is the reason for the shape of the nose art. However, it's a

super-fast 'egg' and is an aircraft that Tony loves to fly - but then he flies many types, including helicopters.

Want a good instructor? Tony's your man as he's qualified to teach in both fixed wing and helicopters.



# NOSE ART & NUMBERS



Photo Courtesy of Steve Searle Jr.



Happy Hooker and Party Girl are both Marquart MA-5 Charger airplanes. They have the same color scheme and have the registrations N-19HH and

N-19PG respectively. They flew into Spruce Creek Fly-in together for breakfast at the Downwind Cafe along with 'Mad Dog', a Stolp Starduster SA300. All three

aircraft are homebuilt bi-planes. Steve (Roscoe) Searle, Jr of [Ormond Aircraft](#) owns the Chargers. He's got an interesting sense of humor





## Great success for the Jaguar Heritage Racing team in the 2012 Mille Miglia

Brescia, 20th May 2012.

The six-car strong Jaguar Heritage Racing team arrived back in Brescia in the early hours of Sunday morning to successfully complete the 2012 Mille Miglia. The team's entries comprised three C-types, two XK 120s and a Mk VII saloon, each crew and car finishing the challenging Brescia-Rome-Brescia route without incident amongst an entry that included 32 Jaguars in total - a new record.

Little more than 48 hours earlier, the event had begun in celebratory fashion for the marque when Sir Stirling Moss and Norman Dewis took the start in a disc-brake equipped C-type, just as they did in 1952; their Mille Miglia efforts of 60 years ago representing a huge step forward in Jaguar's development of disc-brake technology for wide-scale road car use.

Today, Moss and Dewis are the oldest surviving Mille Miglia

driver/co-driver pairing. Their heroic efforts of 60-years ago were fondly acknowledged by the Brescia crowds who were treated to the sight of Moss completing a parade lap in the very C-type (XKC 005) which, later in 1952, he drove to victory at Reims to record the very first win for a disc-braked car.

Said Frank Klaas, Global Head of Communications, Jaguar Land Rover: "The Mille Miglia is always a very special event, and one that Jaguar is again proud to sponsor. This year's Mille, however, had heightened significance for Jaguar as

technology through its first competitive endurance test.

"Their efforts played a crucial part in developing disc-brakes for volume production, technology that has since saved countless lives on the road. The bravery of Moss and Dewis in 1952, and their continued enthusiasm for life in 2012, was an inspiration for the entire Jaguar Heritage Racing team on this year's Mille Miglia."

The 2012 Mille Miglia was the first competitive full team outing for the Jaguar Heritage Racing programme



it represented a great anniversary in the marque's history of building technologically innovative cars; 60 years since Sir Stirling Moss and Norman Dewis put disc-brake

which, later this year, will also see works-backed C- and D-types race competitively for the first time since 1956 at both the Nürburgring Oldtimer Grand Prix and the Goodwood Revival.



Photo: Talacrest Ltd

## Stirling Moss's Ferrari 250 GTO Becomes the World's Most Expensive Car

A 1962 Ferrari 250 GTO made for the renowned racing driver Stirling Moss has become the world's most expensive car, selling in a private transaction in May for \$35 million.

No doubt Moss wished he'd been able to keep this special car, one of 39 Ferrari GTO's produced between 1962 and 1964, but it was just one of many cars built for him to race.

It is understood that the buyer is a U.S.-based classic car collector Craig McCaw. Based in the Seattle area, McCaw was the co-founder of McCaw Cellular, which was

Purchased by AT&T for \$11.5 billion in 1993.

John Collins, from UK dealer Talacrest Ltd said in an interview.

"It's difficult to find cars at the moment," said Collins. "The Arabs have started buying because of Formula One and the Chinese have now entered the market."

The green GTO had been purchased a decade ago by the present seller for about \$8.5 million from the Japanese collector Yoshiho Matsuda. Talacrest had bought the car for \$3.5 million in 1996. "I kept on looking at it in my showroom, thinking I paid too much," said Collins.

The 250 GTO, created in 1962 to compete at the Le Mans 24-Hour and other Grand-Touring car races, is regarded by collectors as the most desirable of all classic Ferraris. Motor Trend Classic magazine placed the 250 GTO first on a list of the "Greatest Ferraris of all time" in 2010.

The ex-Moss car, with chassis number 3505, was made by the Ferrari factory in 1962 for Moss to race, whose name is scrawled on the back of the right-hand driver's seat.

The car was painted in the pale-green livery of Moss's UDT-Laystall race team. Interestingly it is a similar color to Moss's Mille Miglia Jaguar C-Type - see left.



## Hennessey Performance, Sealy, Texas - June 5, 2012



the Venom GTs power to 1244 bhp to maintain our 1 horsepower per 1

powerplant producing 1244 bhp @ 6600 rev's making it the most powerful roadster in the world. Tested 0-200 mph times of less than 16 seconds put the Venom GT several seconds quicker to the double century mark than its closest rival, the Bugatti Veyron Vitesse.

Only five Venom GTs will be built for the 2013 model year of which only two remain available. With a price of \$1.1 million US Dollars, the Venom GT is not only the most powerful roadster available on the

American Idol judge and Aerosmith frontman Steven Tyler recently took delivery of a \$1.1 million 2013 Hennessey Venom GT Spyder.

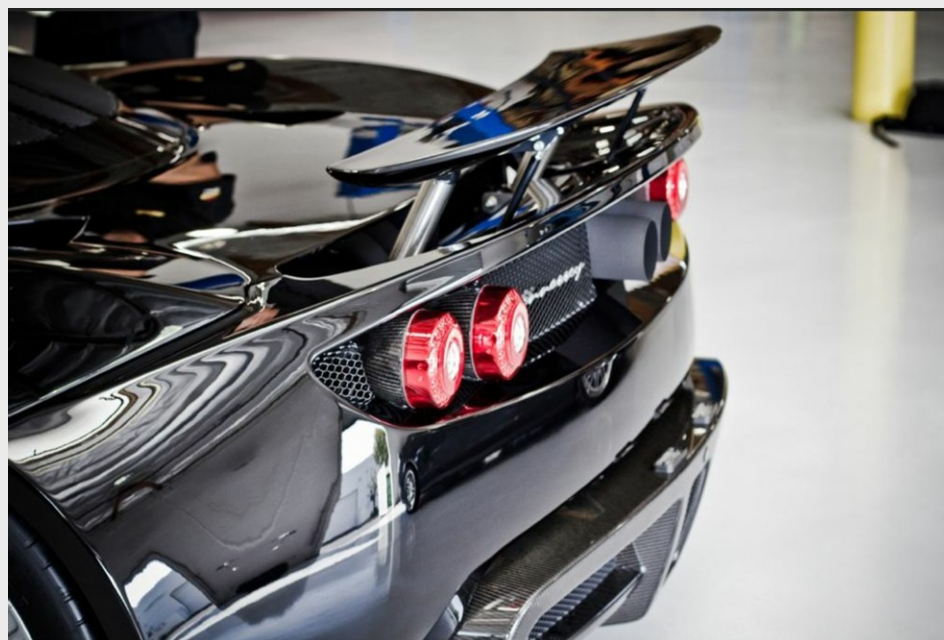
kilogram power to weight ratio".

The 2013 Hennessey Venom GT Spyder sports a Hennessey-built 7.0L (427 CID) twin turbo V8

market today, but it is also one of the rarest. To date, a total of six Venom GTs have been built and the company plans to limit production to just twenty-nine examples.

New for 2013, the team from Hennessey now offers a removable hardtop and soft-top roof for their Texas-built supercar.

"Steven came to us last year and asked if we could build his Venom GT as a roadster", said company founder, John Hennessey, who was on hand during the delivery. "We had to make a few structural changes to our integrated rollcage in order to be able to fit the removable top. This increased the weight of our vehicle by about 30 lbs to a curb weight of 2743 lbs (1244 kilograms). We decided to increase



## SRT® Viper GTS-R Unveiled; Set for Return to American Le Mans Series New two-car SRT Motorsports team plans on-track debut in summer 2012

The street legal 2013 SRT® Viper unveiled to the world at the New York International Auto Show isn't the only high-performance snake making a triumphant return in 2012.

The purpose-built, non-street legal and competition-ready SRT Viper GTS-R also was revealed as part of the Chrysler Group's announcement that a factory-backed SRT Viper Racing team will return to the American Le Mans Series (ALMS) in 2012.

"Racing has been a significant part of the illustrious history of Viper not only with wins on the track, but also in the continued development of the street cars – and our new 2013 SRT Viper models are proof of those lessons learned," said Ralph Gilles, President and CEO – Street and Racing Technology Brand and Motorsports, Chrysler Group LLC. "Now with our new team and the launch of the GTS-R, we're excited and proud to begin writing more chapters in the racing history of the Viper later this summer."

SRT Motorsports has partnered with Riley Technologies, based in Mooresville, N.C., on the design-and-build process of the new SRT Viper GTS-R.

announcements.

"I don't think it's possible to overstate the significance of the SRT Viper returning to the top level of



Two identical SRT Viper GTS-Rs will compete in the production-based GT class in the series. Four drivers currently are signed to drive including Dominik Farnbacher, from Ansbach, Germany; Marc Goossens from Geel, Belgium; Ryan Hunter-Reay from Dallas and Kuno Wittmer from Montreal. Additional driver and team announcements will be forthcoming.

Both Viper GTS-Rs will race on the proven Michelin GT tires extending the successful technical partnership.

Scott Atherton, President and CEO of the American Le Mans Series, hails the SRT Viper's return to the Series as one of 2012's top

professional sports car racing," Atherton said. "The Chrysler Group has a long, storied and very successful history of competing with the American Le Mans Series. The fact that they're coming back concurrently with the introduction of the new production car and doing it simultaneously, we would be hard-pressed to come up with a better-case scenario. What a great way for SRT Viper to come back to racing."

In 2010, the Dodge Viper Cup Series was founded using the limited-edition Dodge Viper ACR-X spec series cars. Now in its third year, the series has been renamed the SRT Viper Cup Series.



**DETROIT** – Chevrolet announced the return of a V-8 powered, rear-wheel-drive performance sedan to the U.S. lineup, the Chevrolet SS. The SS will also be Chevrolet's next NASCAR Sprint Cup racecar and will debut in its race configuration at the 2013 Daytona 500.

The limited production version of the Chevrolet SS will be a 2014 model and will arrive in dealer showrooms in late 2013. It is the first time in 17 years that Chevrolet will offer a rear-wheel-drive sedan for sale in the United States.

Chevrolet has a long history of using the SS (Super Sport) designation on high-performance models of some of its most enduring nameplates. The SS designation first



appeared in 1957 on a Corvette prototype race car built under the

guidance of Zora Arkus-Duntov with the plan to enter it in the Le Mans 24-hour race. The first production vehicle offered with an SS option was the 1961 Impala – 453 were built with the



performance upgrades which included a modified chassis and suspension, power brakes, a steering column mounted tachometer and unique wheels and tires. The latest SS model in the Chevrolet lineup is the fifth-generation Camaro, which debuted in 2010.

The Chevrolet SS will be a derivative of the award-winning global rear-wheel-drive architecture that spawns performance vehicles like Chevrolet Camaro and Holden's upcoming VF Commodore. The much anticipated Australian-built car will benefit

from significant technology advances which enhance overall performance.

"As a passionate race fan and performance enthusiast, I am

thrilled that Chevrolet will deliver a true rear-wheel-drive NASCAR racecar in the SS that is closely linked to the performance sedan that will be available for sale," said Mark Reuss, president of GM North America. "The Chevrolet SS is a great example of how GM is able to leverage its global product portfolio to deliver a unique performance experience that extends beyond the track. I am personally looking forward to driving it." he Chevrolet SS is a new rear-wheel-drive performance sedan that will join the U.S. lineup next year as a 2014 model. The SS will also be Chevrolet's next NASCAR Sprint Cup racecar and will debut in its race configuration at the 2013 Daytona 500.

**Lotus driver** Simona de Silvestro (#78 – Lotus HVM Racing) scored her best season finish in Sunday's Detroit Belle Isle Grand Prix. After starting at the back of the field because of an engine change penalty, she'd worked her way up to 13th position by the time the checker flag flew.

"I think we can be pretty happy because we finished the race," said the Swiss driver. "The guys worked really hard the whole weekend just to get the car turned around and we had a really strong race car."

Simona drove a solid race and kept up with the rest of the field. Strategy and good driving were the

keys to Lotus HVM Racing's great finish. The team engineers called for an early pitstop on lap 11, setting the stage for De Silvestro's race.

team's performance. "It was hard work for a 13th place finish," he said, "but on the good side, the crew did a really good job on the strategy



She ran as high as 11th at one point and was running 13th when the team completed their second pitstop of the day on lap 37.

Lotus HVM Racing team owner, Keith Wiggins was pleased with the

even though we had less fuel consumption than the other guys. Simona drove a really great, intelligent race. The reliability was better so that's a step forward."

Claudio Berro, Director of Lotus Racing, commented: "We are very proud of Simona's performance in the Detroit Grand Prix. She was consistent and had a strong finish. The Lotus HVM Racing team did a great job and came up with a really good strategy. We thank her and the team for all their hard work. We, at Lotus Racing, will keep working hard to give her and HVM Racing what they need to obtain good results."



Photo left shows a historic Lotus Type 49 race car



# ***MONSTER MUSTANG***



**RACING**

Photos for this Feature: Ford

**And a Tribute to Carroll Shelby**



**2013 FORD SHELBY  
GT500 Debuts As  
Most Powerful  
Production V8 in the  
World with 662  
Horsepower, Top Speed  
of 200+ MPH**

The ultimate Ford Mustang, the Shelby GT500, raises the bar high on performance with the introduction of the new 2013 model which goes on sale next year delivering 662 horsepower and a top speed of more than 200 mph.

“SVT keeps the Shelby GT500 on the cutting edge of technology and takes muscle car performance to new heights,” said Jost Capito, director of Global Performance Vehicles and Motorsport Business Development. “We encapsulated every aspect of performance in this car – whether >



< it's 0-60, top speed, racetrack or quarter-mile times. Beyond that, the daily driver also will find this car perfectly fits his or her needs.”

The 5.8-liter V8 aluminum-block engine produces 662 horsepower and 631 lb.-ft. of torque, making it the most powerful production V8 in the world.

As the long standing visible trademark of Shelby, the Cobra emblem is evident on the front and back of the car, as well as both sides, and the interior - everywhere in fact.



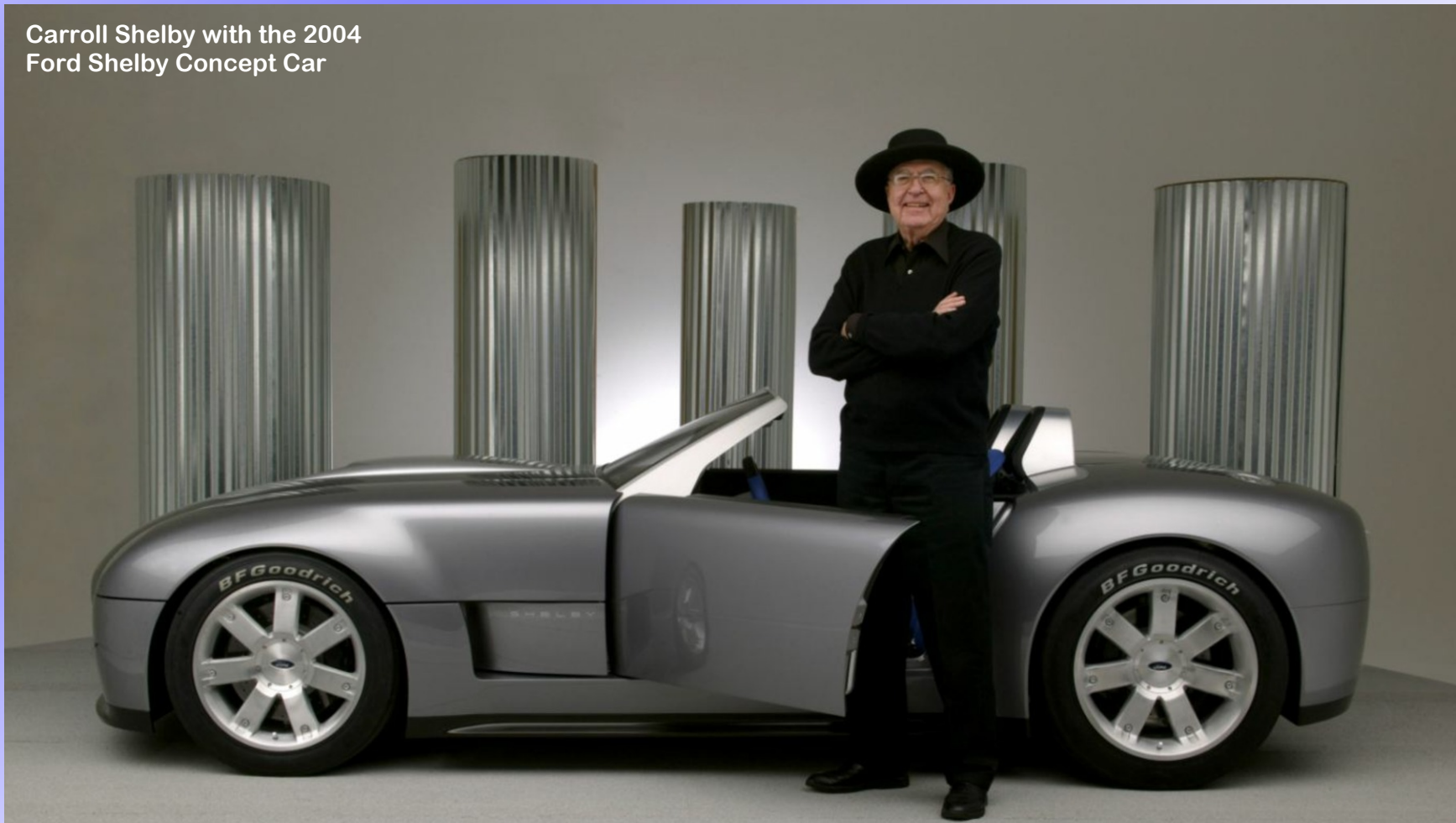




2013 Ford Shelby GT500



Carroll Shelby with the 2004  
Ford Shelby Concept Car



2013 Ford Shelby GT500

The Ford Shelby name stems from the involvement with Ford of Carroll Shelby. Over 50 years ago, after retiring from racing, he gained a license to

import a successful British Sports racing car manufactured by AC Motors of England. After installing an American Ford engine rather than its original

GT350 and Shelby GT500, and the 427 Shelby Cobra.

After a long period away from Ford, a new dawn broke in 2004 when the Ford Shelby Concept Car was shown at U.S. Car shows. Based on the Ford GT chassis this stunning car was fitted with a 6.4 Lt V-10 engine producing 645 hp. Ford claimed it was capable of reaching 267 miles per hour though it was electronically limited to 100 mph. It received overwhelmingly positive press reviews and won the "Best In Show" award at Detroit International Auto Show. Shelby later became technical advisor to the Ford GT project.

Sadly, Shelby died on May 10, 2012 at the age of 89. He'd had an illustrious career, >



2013 Ford Shelby GT500



**PHOTOS:** The photo below shows an original 1962 Shelby Cobra. The other photos show the 2005 Ford Shelby GR-1 Concept Car.



< even before he started racing during the 1950's. In WWII Shelby was a flight instructor /test pilot in the Army Air Corps.

Another interesting Ford / Shelby project was the stunning Ford Shelby GR-1 concept car. This was a was a 2.2 million dollar project which was introduced at the 2005 North American International Auto Show. Much of the GR-1 chassis and running gear was based on the Ford Shelby Cobra concept car of the previous year. The GR-1 has a strong resemblance to the Shelby Daytona.

Just two years into his driving career, Aston Martin racing manager John Wyer recruited him

to co-drive a DB3 at Sebring. Within months, the chicken farmer from Texas was bumping elbows and trading paint with the likes of Juan Manuel Fangio, Phil Hill and Paul Frère. Driving an Aston Martin DBR1 with Roy Salvadori, he won Europe's prestigious 24 Hours of Le Mans in 1959.

In January 1965 Ford hired Shelby to work on the GT40 campaign. Three cars had run the 1964 Le Mans race, but none finished. Shelby installed the more reliable 7-liter stock car engine in what would come to be known as the GT40 Mark II. In 1966 the GT40 began a domination of endurance car racing that would last for four years.





**Ford Shelby GR-1 Concept Car**

**For \$2.2 million Ford certainly created a stunning looking car**









Carroll Shelby was involved in the Ford GT-40 Le Mans project. His involvement led Ford to not only compete with, but also defeat, Ferrari in the Italian automaker's main area of expertise and notoriety, the 24 Hours of Le Mans.

In 1956, Shelby was named Sports Illustrated's 'Driver of the Year'; and a year later in 1957, he formed Carroll Shelby Sports Cars in Dallas, Texas. In June 1959, Carroll Shelby won the 24 Hours of Le Mans while co-driving an Aston Martin DBR1/300.

In 1965, Ford turned its GT-40 project over to Shelby-America. The choice immediately paid off. At its first race in Daytona, the GT-40 captured its first victory alongside the Shelby GT350.



**RACING**

Carroll Shelby shown here with the winner of the 1967 Le Mans race, a Ford GT40 Mark IV. Dan Gurney and A.J. Foyt drove this car to the second of four consecutive Ford wins at Le Mans in 1967. It was the first victory at Le Mans for an all-American driver lineup in an American-built race car. On the victory podium, Gurney popped the champagne cork and sprayed the bubbly over the surrounding people. That started a race winner's tradition which has continued ever since.





Carroll Shelby with a 2007 Ford Shelby GT



Carroll Shelby

**C**ARROLL HALL SHELBY was a motorsports legend for well over 60 years.

Born on Jan. 11, 1923, Carroll Shelby was one of

America's greatest success stories. Championship-winning racecar driver, "flying sergeant" wartime pilot, philanthropist, entrepreneur, car

manufacturer and racing team owner, he embodied the ingenuity, tenacity and grit to overcome any obstacle. He is perhaps the only person to have worked at a visible level

with all three major American automobile manufacturers.

Shelby remained active in the management of each of his companies and the

Foundation until his death, even though he endured both heart and kidney transplants in the last two decades of his life.

Carroll Shelby passed away on 10 May 2012, age 89.

Photos below show the Ford Shelby Concept Car.







[CLICK HERE TO VIEW THE FORD 2013 MUSTANG VIDEO](#)

2013 Ford Shelby GT500

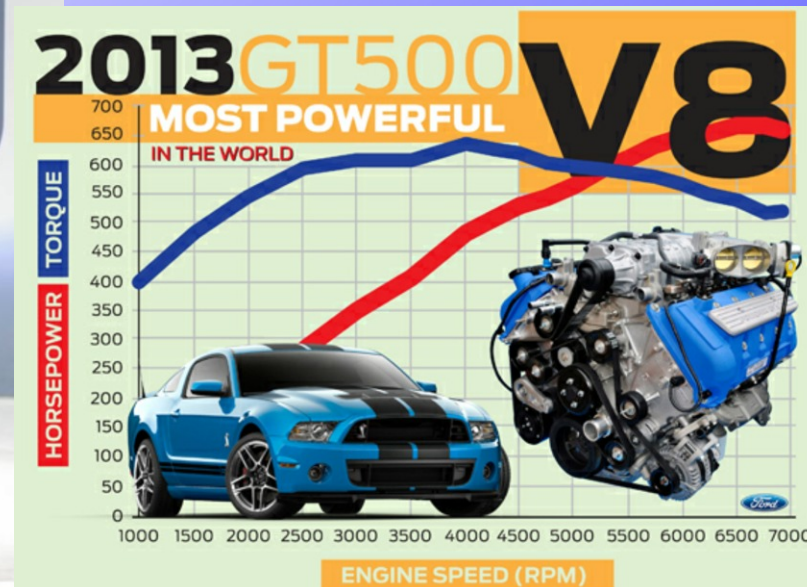


## 2013 Ford Shelby GT500 Convertible



The all-new supercharged 5.8-liter powerplant in the 2013 Ford Shelby GT500 has been officially SAE-certified as the most powerful series production V8 in the world with peak output of 662 horsepower and 631 lb.-ft. of torque. That's more power and torque than low volume

sports cars costing tens or hundreds of thousands of dollars more than the GT500, which is the most fuel-efficient vehicle in its segment. In fact the 2013 GT500 is the most fuel-efficient car with over 550 horsepower in any segment available in America.



The broad, flat torque curve of the GT500 engine makes it tractable and easy to drive whether stuck in traffic or powering out of a turn on a twisting country road. With more than enough grunt to

push the coupe to 200 mph and beyond, the chassis has been tuned to absorb the road imperfections that can cause instability at high speeds. The revised front fascia and splitter help

manage the flow of air around and under the GT500 so that it offers 33 percent more effective aero loading at 160 mph compared to the 2011 model and feels more firmly planted.

Nearly every part of the powertrain has been optimized for producing the additional horsepower, including a new supercharger, new cross-drilled block and heads, updated camshaft profiles, a new carbon fiber driveshaft and upgraded clutch, transmission and axle.

A larger, more-efficient supercharger flowing more air through the engine is key to helping produce the massive 662 horsepower. The new TVS series 2300 creates 2.3 liters of displacement and is a unique design to the 5.8-liter engine.

The entire cooling system has been significantly updated on the new 5.8-liter engine. It now includes a larger cooling fan, fan shroud with high-speed pressure-relief doors, a more efficient charge air cooler, a higher-flow intercooler pump and an intercooler heat exchanger with volume increased 36 percent.

Enthusiasts can upgrade their Performance Package with an additional Track Package for all-out performance. The option comes with an external engine oil cooler, rear differential cooler and

transmission cooler for further durability. The coolers play an essential role in preventing crucial components from overheating under high-speed conditions.

Even with the most powerful production V8 in the world, the 2013 Shelby GT500 improves on the fuel efficiency of the 2012 model with an EPA-estimated 15 mpg city, 24 mpg highway and 18 mpg combined with no gas guzzler tax. That's 5 mpg better on the highway than the 2012 Chevrolet Camaro ZL1, even with an extra 82 horsepower under the hood.





**RACING**



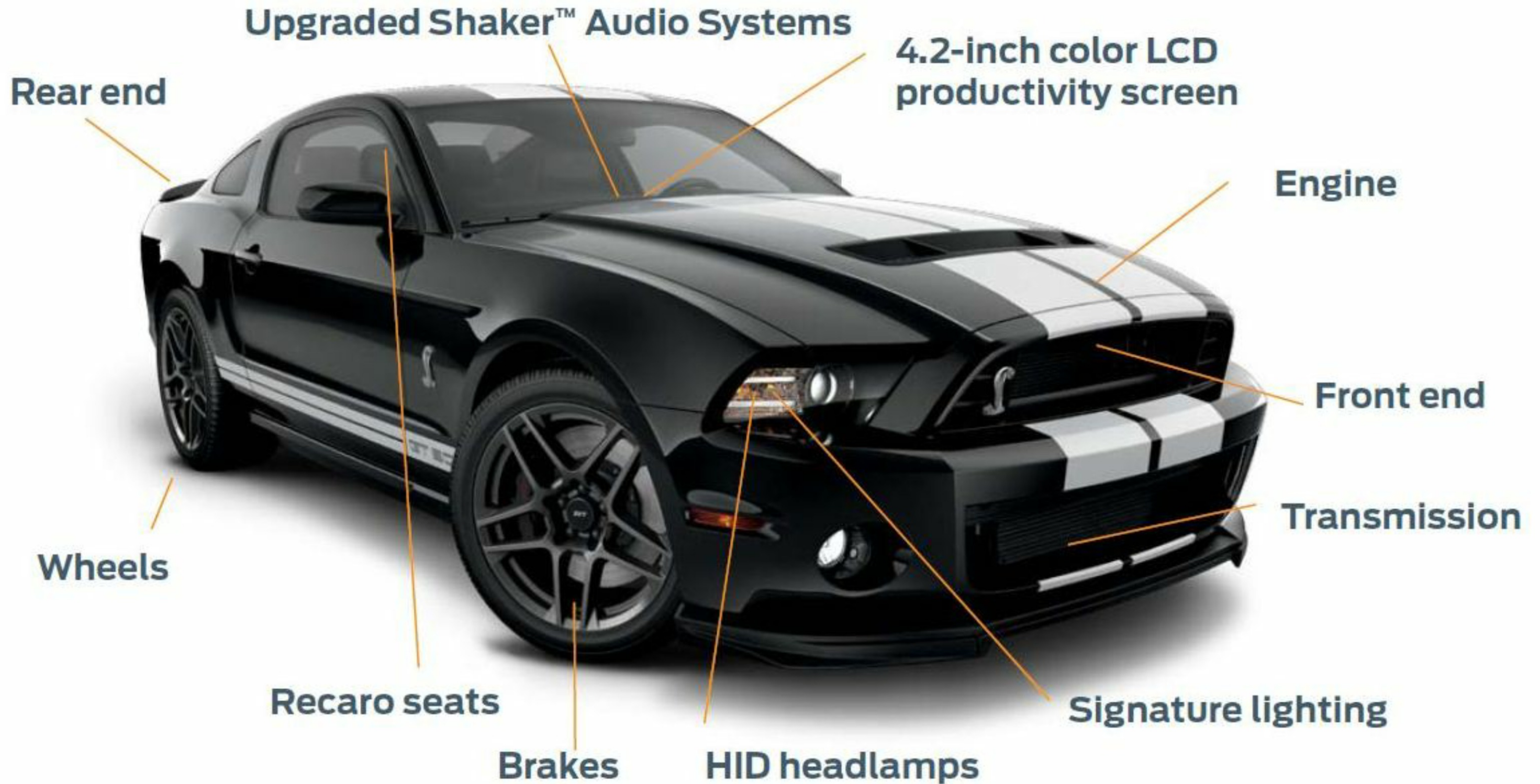
On Track at Road Atlanta





## 2013 Ford Shelby GT500

The 2013 Shelby GT500 is propelled by the most powerful engine ever in a North American production car. The new 5.8-liter supercharged V8 produces 662 horsepower and 631 lb.-ft. of torque while remaining exempt from gas-guzzler at an EPA estimated 15 mpg city, 24 mpg highway. Upgraded brakes, transmission and suspension tuning ensure that the GT500 is an outstanding all-around sports car suitable for daily driving or weekend track days.



**SVT Track Package**

**Performance Package**



# Shelby GT500 Launch Control

Factory installed launch control helps drivers achieve smooth, fast and consistent starts

Vehicle Speed  
60 mph

30mph

Time

3,000-  
4,500  
Engine RPM

Launch Control  
Traction Control

Launch Ctrl Track Use Only  
3000 - 4500 RPM  
3400  
012345.6 mi

Stability  
Control Mode

Launch Control

Steering Mode

Damping Mode

Track Track Use Only  
AdvanceTrac Sport LC On  
Standard Normal  
To View ▶  
000028.5 mi LC N

Shelby GT500 drivers can set launch control to hold engine speed from 3,000 to 4,500 rpm to suit style, and surface, tire and climate conditions for best performance. Experienced racers can also choose rpm-only mode.



## 2013 Shelby GT500 Launch Control Ensures Smooth Starts Regardless of Surface Condition

2013 Ford Shelby GT500 is the first to be equipped from the factory with launch control

SVT engineers have given Shelby GT500 drivers the ability to fine-tune the launch control settings, spinning wheels for consistent, maximum acceleration

Whether a driver is a track-day veteran or getting his first ultra-high-performance sports car, the new launch control system on the 2013 Ford Shelby GT500 will help ensure he gets smooth, consistent and fast starts every time.

Uncontrolled wheel spin is generally undesirable, whether commuting to work or racing away from the Christmas tree on a Friday night at the drag strip. Both safety and performance suffer when the wheels can't get enough grip on the road. However, properly regulated, some wheel slip can be your friend.

With launch control enabled, the driver just has to press the accelerator pedal to the floor and then smoothly and quickly release the clutch pedal just as he normally would when executing a clean start. The difference is that the electronics will automatically hold the engine steady at the desired speed and manage the rear brakes to allow the optimum amount of wheel slip for maximum traction.

Launch control won't do the driving, but it is a tool to help drivers extract consistent high performance from the most powerful production Mustang ever.





2013 Ford Shelby GT500



2013 FORD SHELBY GT500 TECHNICAL SPECIFICATIONS	
BODY	
Construction	Unitized welded steel body, aluminum hood
Production location	Flat Rock, Mich.
POWERTRAIN AND CHASSIS	
ENGINE	
Type	5.8-liter, supercharged four-valve DOHC V8 with over-rev capability
Manufacturing location	Romeo, Mich.
Configuration	Aluminum block and aluminum heads
Intake manifold	Cast-aluminum with 2.3-liter Eaton Twin Vortices Series (TVS) supercharger and high-efficiency air-to-water intercooler; maximum boost 14.0 psi
Exhaust manifold	Cast iron
Crankshaft	Forged steel
Throttle body	Dual-bore 60-mm electronic
Valvetrain	DOHC, four valves per cylinder
Valve diameter	Intake 37.0 mm, exhaust 32.0 mm
Pistons	Forged aluminum
Connecting rods	Cracked forged-steel I-beams
Ignition	Coil-on-plug
Bore x stroke	3.681 x 4.165 in./93.5 x 105.8 mm
Displacement	355 cu. in./5,812 cc
Compression ratio	9.0:1
Horsepower	662 @ 6,500 rpm
Torque	631 lb.-ft. @ 4,000 rpm
Redline	6,250 rpm continuous, 7,000 rpm over-rev
Idle speed in neutral	700 rpm
Engine control system	Copperhead PCM
Recommended fuel	93-octane; 91-octane required
Fuel capacity	16.0 gallons
Fuel injection	Electronic return-less sequential
Oil capacity	8.5 quarts base, 9.5 quarts Track Pack, 5W-50 full synthetic
Coolant capacity	14.0 quarts engine circuit, 5.4 quarts charge air cooler circuit
EMISSIONS	
Federal emissions	Tier 2 Bin 5
California emissions	LEV-II

2013 FORD SHELBY GT500 TECHNICAL SPECIFICATIONS	
DRIVETRAIN	
Layout	Rear-wheel drive, longitudinal orientation
TRANSMISSION	
Standard	Tremec TR6060 six-speed manual
Gear ratios	
First	2.66
Second	1.82
Third	1.30
Fourth	1.00
Fifth	0.77
Sixth	0.50
Final drive	3.31:1
SUSPENSION	
Front	Independent MacPherson strut with reverse-L lower control arm. Standard, twin-tube dampers, 33.2 x 5.0-mm tubular stabilizer bar; optional, Bilstein® selectable monotube dampers, 33.2 x 5.0-mm tubular stabilizer bar (34.6 x 5.5-mm on coupe)
Rear	Three-link solid axle with coil springs, Panhard rod. Standard, twin-tube dampers, 23-mm solid stabilizer bar; optional, Bilstein selectable monotube dampers, 23-mm solid stabilizer bar (25-mm on coupe)
STEERING	
Type	Electric power-assisted steering (EPAS), rack-and-pinion gear
Ratio	15.7:1
Turning diameter, curb-to-curb	37.0 ft.
BRAKES	
Type	Four-wheel power disc with four-channel anti-lock braking system (ABS), electronic brake force distribution (EBD) and traction control
Front	Brembo 15-in. vented discs, six-piston aluminum calipers
Rear	13.8-in. vented discs, single-piston calipers
TIRES AND WHEELS (TYPE, SIZE)	
Tires	Goodyear Eagle® F1 SuperCar G: 2 P265/40ZR-19 front, P285/35ZR-20 rear
Wheels	Standard 10-spoke 19 x 9.5-in. forged-aluminum wheels front, 20 x 9.5-in. rear SVT Performance Package, 16-spoke 19 x 9.5-in. forged-aluminum wheels front, 20 x 9.5-in. rear
FUEL ECONOMY	
City/highway	Estimated 15 mpg/24 mpg



One-of-one 2013 Ford Shelby GT500 racetrack durability car was auctioned off in January, with all proceeds benefiting JDRF, the world's largest charitable funder of type 1 diabetes research.

This racetrack durability car was put through its paces at historic Sebring International Raceway by the Ford SVT development team and Carroll Shelby. It was originally built in 2007 as one of the first Shelby GT500s with the body updated for the 2010 model year.

The GT500 durability car was personally piloted by Carroll Shelby during testing and led to the new production Ford Shelby GT500 Mustang, which produces 662 horsepower and 631 lb.-ft. of torque, making it the most powerful production V8 engine in the world.

Ford gave muscle car enthusiasts a rare opportunity to bid on the racetrack durability car used to develop the 2013 Shelby GT500 production Mustang. The car was auctioned at the 41st Annual Barrett-Jackson Collector Car Auction in January, 2012 in Scottsdale, Ariz.

The sale raised \$350,000 for JDRF (formerly known as the Juvenile Diabetes Research Foundation), the



**CARROLL SHELBY TALKS ABOUT HIMSELF**  
[\*\*CLICK HERE FOR VIDEO\*\*](#)

world's largest charitable funder of type 1 diabetes research. On the auction stage was Ford's President of The Americas Mark Fields, and members of SVT. The event was broadcast live on the SPEED Channel.

"This GT500 durability car represents the most recent collaboration between Ford SVT and Carroll Shelby," said Fields. "Working alongside

Carroll, our SVT team put this durability car through some of the most demanding driving conditions at Sebring International Raceway as well as others across the country. The result of those tests is the 2013 Ford Shelby GT500, the most powerful production V8 in the world." The durability car was built in 2007 – one of the first vehicles with the new 2010

body. Then, for the 2013 model, the prototype was run for 24 hours at top speeds of 150 mph at Sebring to ensure all systems function properly for customers who will replicate such grueling conditions.

The car includes a full roll cage, six-point harness seatbelts and new Recaro racing seats that were donated by Recaro North America, identical to those

used in development. The production 2013 Shelby GT500 will be available with optional SVT-designed Recaro seats.

Evidence of instrumentation from development also can be found inside the vehicle. Each member of SVT engineering who worked on the 2013 Shelby GT500 has signed the underside of the trunk lid.

"I raced on the Sebring International racetrack for many years," said Carroll Shelby. "But my ambition was always to build my own car. So it was exciting to be back to collaborate on this GT500 durability car with the SVT guys. I'm really proud to have my name on this car. They took my dreams of what a car should be and made it a reality." The JDRF is a worthy beneficiary.



# Mustang GT-R Concept Car - 2004



**CONCEPT CARS**







**F**ORD CONCEPT CARS in many ways tell the history of the Ford Motor Company.

Some of the concept cars are related to high performance and racing models, as we will see later in this feature. Others are the designers ideas of what more ordinary cars may look like in future years. Of course not all the concept cars, or their designs, will progress to production. It's certainly interesting to see the designs.

On this page with have the 2007 Airstream, which perhaps took its design cues from the Airstream caravan. It's a futuristic crossover.

The 2004 Bronco SUV Concept Car is reminiscent of the original Bronco, but for the 21st Century.

The 2001 EX Concept Vehicle promised a unique, no-compromise driving experience for the off-road enthusiast and extreme sports authority - photo bottom left.











**“The Ford Mighty F-350 TONKA, a vibrant yellow and chrome concept pickup showcased in 2002 an advanced new powertrain and a fresh design approach from the world’s truck authority. “These were the words of Ford at the time.**

**For more than 50 years, TONKA® – which means "great" in Sioux – has been synonymous with durability and lasting play value for children around the world. Now, according to Ford, the Mighty F-350 TONKA concept brings together the playfulness of the legendary child’s toy –**

**with the strength, reliability and value key to the Ford truck tradition of leadership. Of course, the concept vehicle is not just about a new design. It’s also about putting over a new message about, in Ford’s case, the global Ford brand.**

**Here is some of the message which came with the Mighty Tonka: “The truck’s vehicle’s air suspension – with sophisticated air springs replacing the conventional rear leaf and front coil springs – enables a "kneeling" function to ease entry**

**and exit and assists in loading the truck bed. As the doors are opened, the Mighty F-350 lowers five inches and the running boards deploy. The truck reverts to its raised position once the doors are closed. A camera-operated lane departure warning**

**system helps keep the driver alert by emitting a soft audible sound signal if the vehicle unintentionally drifts outside of the lane. Additional cameras mounted within the bed help the driver monitor truck-to-trailer coupling, as well as reversing.“**

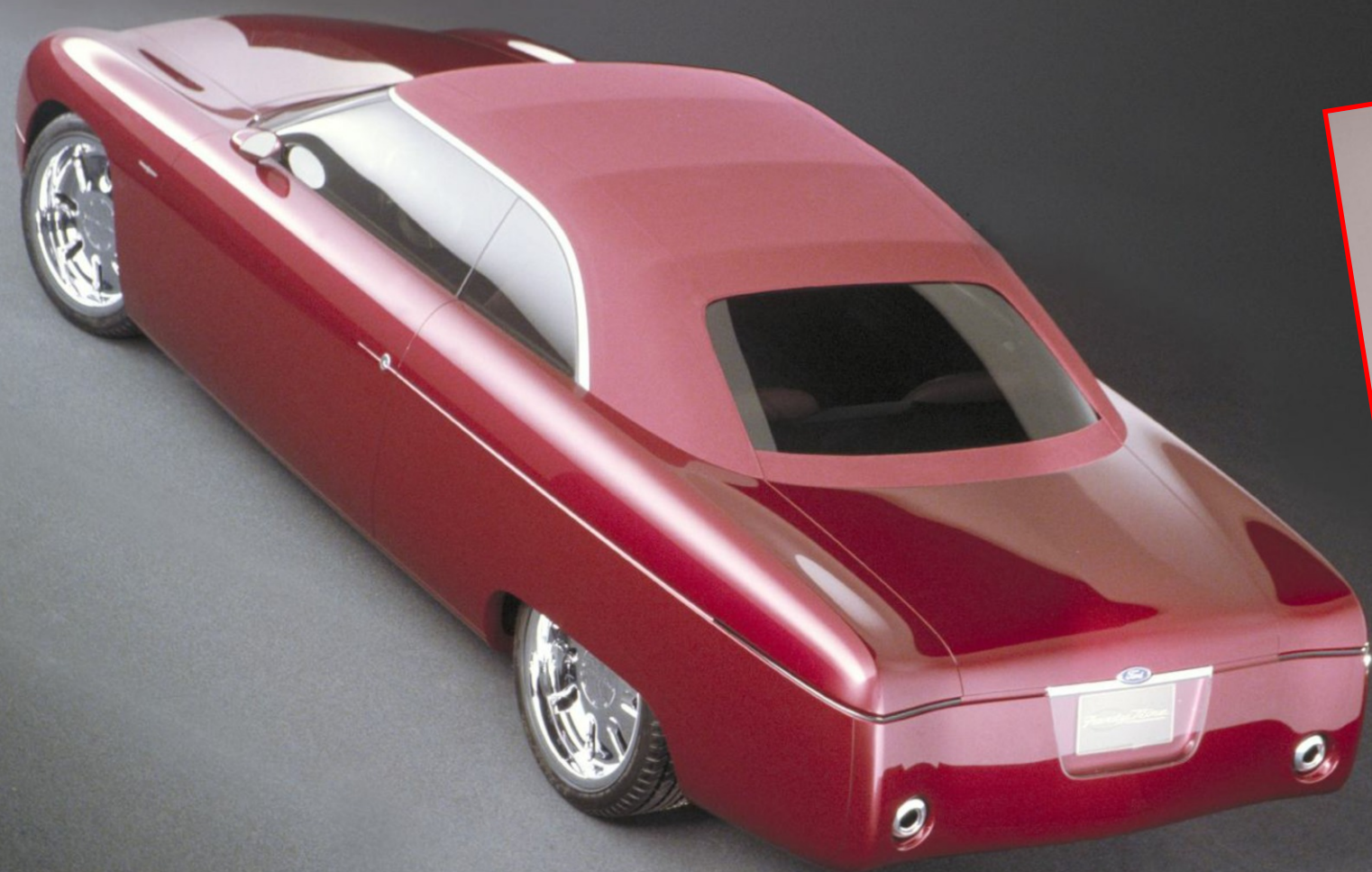


**Ford F-250 Super Chief Concept - 2006:**

**The Tri-Flex engine supercharger only engages when the engine is consuming hydrogen fuel. The unique hydrogen fuel system includes separate fuel rails and injectors**







**Ford Forty-Nine Concept**



**Ford teamed with Mattel(R) to develop the Hot Wheels Focus concept.**

**The year was 1949. After years of wartime sacrifice and sameness in durable goods, postwar America was ready for an automotive design revolution. The '49 Ford – with radically new “slab sides,” integrated body and fenders, independent front suspension and rear quarter windows that opened – served as a symbol of optimism for the future. Fifty years later, the Ford Forty-**

**Nine custom coupe concept is taking Americans for a sentimental drag race down memory lane.**

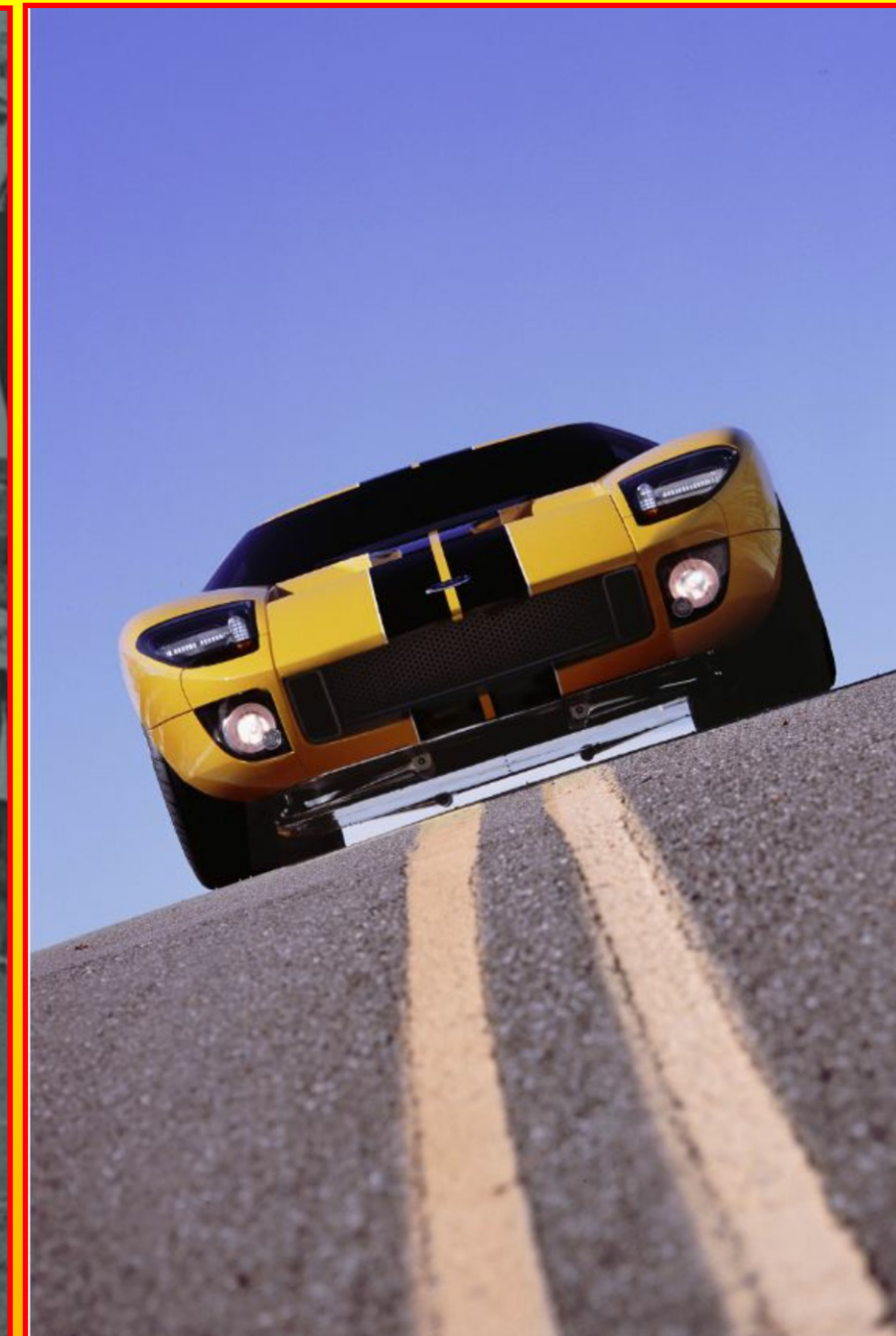
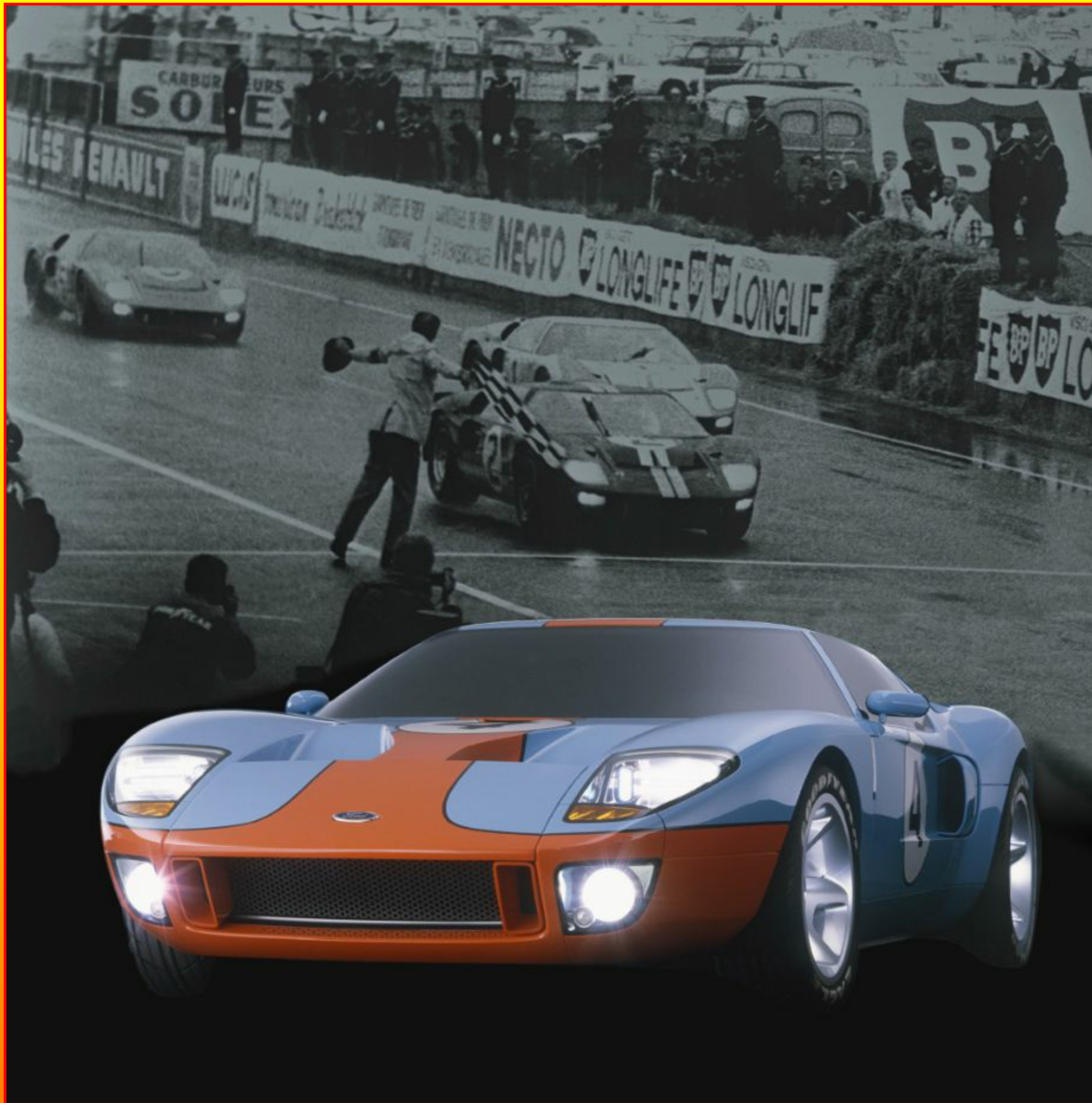
**The Hot Wheels concept put a bright orange, 180-horsepower exclamation point on Ford's fun-to-drive Focus.**

**Ford Interceptor Concept - the tag line was “American muscle with ‘Built Ford Tough’ attitude.”**



**Ford Interceptor Concept - 2007**





**The GT40 – the legendary car brought to life by Henry Ford II to change performance car history – finds new life in a modern road car that reignites Ford's hallmarks of passion, performance and speed.**

**The new high-performance**

**concept is inspired by the vehicle that roared into the hearts of car enthusiasts everywhere during the 1960's. The new GT40 joins Ford's "Living Legends" lineup of production and concept cars, including the Ford Thunderbird and Mustang, and the Forty-Nine concept.**



## 2005 Ford GT:

The all-new 2005 Ford GT is a larger, modern presentation of the original Ford GT-40 Mark I (pictured forth) that kicked off Ford's LeMans domination in the late 1960's. The prototypes (red, Gulf Blue and black cars pictured first, second and fifth) remained true to the concept car's (pictured third) reminiscent form penned by Camilo Pardo after many frustrating days of trying to design a "new" Ford GT look.







**The First Ford GT Prototype:**

**The first GT prototype, known internally as "Workhorse Number One", gets its first shake down run at the Dearborn Proving**

**Ground in late November 2002. Tom Reichenbach and Mark McGowan lead the Vehicle Engineering and Dynamics teams developing the Ford GT**

**into a world-class sports car.**

**The powerplant is an all-American V-8 from Ford's modular engine family. The MOD 5.4-liter V-8 in the GT40 concept features**

**aluminum four-valve heads, forged crankshaft, H-beam forged rods and aluminum pistons fed by a supercharger, all combining to make more than 500**

**horsepower and 500 foot-pounds of torque. These figures match or exceed those of the most powerful period GT40, a car that could handily top 200 mph on the Mulsanne straight**

**at Le Mans. Because of the supercharger and high-revving, free-breathing valvetrain, the new car produces this astounding power from an efficient 5.4-liter V-8 engine.**





**The Ford GT40 concept car casts the familiar, sleek silhouette of its namesake, yet every dimension, every curve and every line on the car is a unique reinterpretation of the original. The GT40 features a long front overhang reminiscent of 1960's-era racecars.**

**But its sweeping cowl, subtle accent lines and fiber-optic headlamps strike a distinctly contemporary pose.**

**While the original GT40s owed their chassis stiffness to a pair of beefy sills that doubled as fuel reservoirs, the new**

**concept relies on a single center tunnel for its backbone. This greatly improves entry and exit, and has the added benefit of**

**providing a structurally secure location for the fuel supply.**

**Quite a car, and now simply called the Ford GT . . .**



**D**AYTONA INTERNATIONAL SPEEDWAY has been home to many 'Ford' victories over the years.

In this feature as part of our special 'Ford' issue we are looking at just some of the recent victories for Ford engined cars.

Ford has a very successful Racing Division. In events such as NASCAR and the Rolex 24 Hours, Ford supplies the race engines and the entrant develops a chassis around the motor.

Back in 2009, Ford debut its first-ever clean-sheet NASCAR racing engine. Known internally as the FR9, the new V8 shared no parts with its predecessor and was the first modern Ford engine designed specifically for NASCAR. Unlike the last-generation race engine, which, though thoroughly modified, was based on a production Ford 351 engine block, the new FR9 makes full use of the allowable 4.500-inch bore spacing that NASCAR has dictated in its rules.

Photo: 2012 NASCAR Sprint Cup Series Daytona:

February 27, 2012, Daytona Beach, Florida, USA Matt Kenseth celebrates in Victory Lane.

Photos for this Feature: Ford







**Ford Shelby GT - Wins at Daytona 1965**





Ford Trucks have been the official NASCAR race trucks for a number of years. At least they are the same as the trucks you can buy for the road. For at least the last 15 years, a NASCAR fan couldn't tell a car without a decal. The Fords, Chevys, Dodges, Pontiacs and later the Toyotas, all looked alike, built from a similar template that was interchangeable except the nameplate. That's

changing in 2013 as NASCAR has given the manufacturers the green light to build cars that resemble the production vehicles in the showroom, harkening to the days when the winner of a race on Sunday meant increased sales in the showroom on Monday.

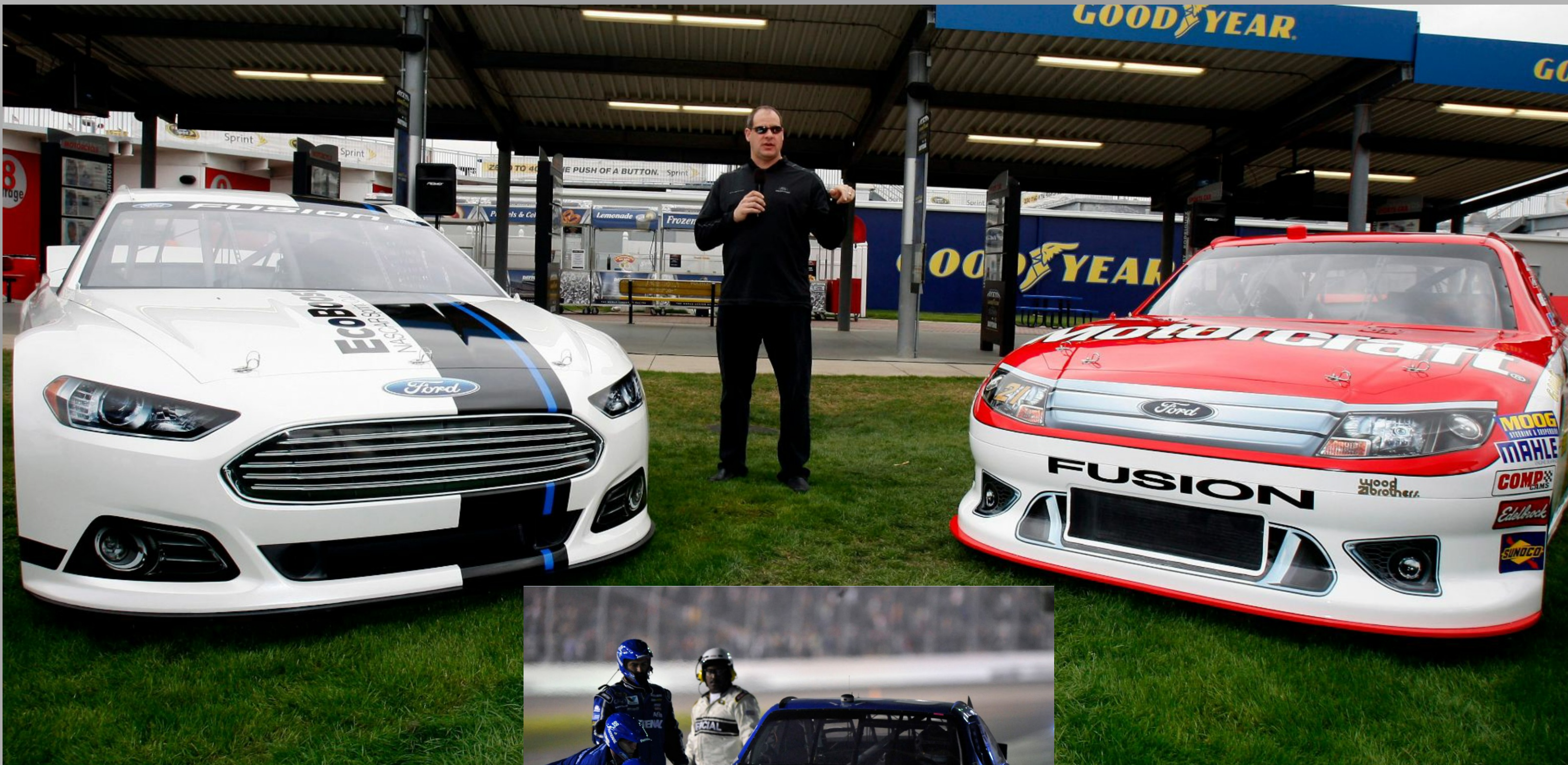
Ford was first out of the box during Speed Weeks in February with its 2013 Fusion, and Dodge displayed its 2013

Charger in early March. Take a look at the next page to see just what the difference is between the 2012 Ford Fusion NASCAR racer and the 2013 version.

It interesting that in recent years the individuality has been down to applied graphics. Just take a look at photos of cars that have been damaged in crashes and you will see that it's only the graphics that are damaged.







The main photo shows the 2013 Ford Fusion NASCAR race car on the left, compared to the 2012 Fusion on the right. It's clear to see that there is a distinctive change in

the look of the cars. The 2013 car is much akin to the Ford Fusion that people drive on the road. How this will work out in the pace of the cars is another matter.



The picture on the left shows a 2012 Ford Fusion NASCAR car which has been damaged in a bump. Looking closely it's possible to see that only the underlying bodywork

is damaged - the decals, as opposed to 'real' lights. It's amazing how realistic decals can make a race car look. But then the cars are so different from the real thing anyway.





Close up of the nose  
of the winning #17 car  
Note the graphics



Side by side action on the Daytona Banking







Three Ford Fusions in Action  
How close can they get at over 200 mph?





Was this the winning pitstop for the #60 Ford Riley car?

The 50th anniversary of the Rolex 24 Hours at Daytona sports-car endurance race was held at the Daytona International Speedway track on January 28 /29, 2012 on the 12-turn, 3.56-

mile Daytona International Speedway, a combined track made up of portions of the NASCAR tri-oval and an infield road course.

With just 30 minutes to the checkered flag, A.J.

Allmendinger had been at the wheel of Michael Shank Racing's #60 Ford Riley for more than three hours. He took over the lead with Ryan Dalziel, in the Starworks Motorsport #8

Ford Riley, closing on him each lap.

At the flag, Allmendinger won by 5.198 seconds to earn Michael Shank his first Rolex 24 at Daytona win.

Finishing second was the #8 Starworks Motorsport Ford Riley driven by Dalziel, Enzo Potolicchio, Alex Popow, Lucas Luhr and Allan McNish, with Michael Shank Racing's #6 Ford Riley in third spot.

Ford Racing engines certainly triumphed at the 50th anniversary Rolex 24 hours race at the famous Daytona International Speedway - Speed City, USA.





The #8 Riley Ford took pole position, and finished second in the race itself





The winning #60 Ford Riley in close up action



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## IT'S SHOWTIME

*AirVenture 2012* takes place at Oshkosh between 23 to 29 July, 2012

The Aeroshell Aerobatics team will be there, so will we.

We'll have our cameras there to record the event as it unfolds.

It will all be in our August / September issue - due out at the end of August 2012.

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