Speedi
Wings & Wheels

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October / November 2012

Issue No: 4



Castle Concours



BIKETOBERFEST



Space Adventure

MASSIVE 110 PAGES

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Reno Air Races

FREE! Online Magazine

THIS MONTH: Biketoberfest Castle Concours Gone Cruisin' Reno Air Races Space Adventure and Much More

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Photo Jim (Flybum) Pratt

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

NASA Image - Shuttle Carrier Aircraft and Space Shuttle Enterprise over New York City

Speedi Wings & Wheels

Editorial

Welcome to the October / November 2012 issue of *Speedi Wings & Wheels.*

In this issue we feature the 2012 National Championship Air Races at Reno, the last pylon racing event in the world. But there's much more to read about in this, our 4th bumper 110 page issue of Speedi Wings & Wheels Magazine.

From the air show scene, we are featuring The California Capital Airshow at Mather Airport, near Sacramento, California, and also from California, the Watsonville Fly-in and Air Show.

Our North America Editor, Steve Wood, had the opportunity of a lifetime when he visited the Space Shuttle Atlantis. There's a feature about Biketoberfest at Daytona Beach, and even a visit to a special Concours d'Elegance at Windsor Castle in England.

It is interesting to see that other magazines are now following our lead in adopting a 'full screen' format, which the HD computer screen size favors.

Take a look at our 'Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December. Follow *SpeediTV* on Twitter to keep up to date when future issues are published.

Blue Sky's and Safe Flying.

The Speedi Team

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Antarctica's Tallest Peak

NASA's DC-8 flying laboratory passes Antarctica's tallest peak, Mount Vinson, on Oct. 22, 2012, during a flight over the continent to measure changes in the massive ice sheet and sea ice. The flight is part of NASA's Operation IceBridge, a multi-year airborne campaign to monitor changes in Earth's polar ice caps in both the Antarctic and Arctic. IceBridge science flights from Punta Arenas, Chile, began on Oct. 12 and continue through early November. Mount Vinson is located in the Sentinel Range of the Ellsworth Mountains in Antarctica. NASA Photo.

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Photo: NASA

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Photo: USAF

94 Castle Concours



Photo: Bentley Motors

Cover Photo: Jim (Flybum) Pratt

Speedi Wings & Wheels

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Hightower Resigns as EAA President/CEO

Oshkosh, WI - October 22, 2012

The Board of Directors accepted the resignation of President and CEO Rod Hightower today. Hightower will be returning to St. Louis to reunite with his family.



"Maura and I have five children ranging in age from pre-school to college freshman," Hightower said. "When I accepted the position two years ago I believed that we could as a family relocate to the Oshkosh area. But our family and school involvement have increased as our children advance in the schools they, and we as their parents, love. It would simply be too great a hardship on my family to move them to the Oshkosh area."

Jack Pelton, recently retired Chairman, president and CEO of Cessna Aircraft, has been elected Chairman of the Board of Directors of EAA. In his role as EAA Chair, Pelton will guide the organization through the leadership transition.

“I will be working closely with the EAA Board of Directors to ensure a seamless transition to a new leader," Pelton said. "The directors of EAA and I thank Rod for his service. We understand how difficult it is to relocate a family of school-age children."

"EAA, as does all of aviation, faces many challenges with the continuing economic slump and the decrease in personal aviation participation. As an association, Rod and the senior team have put the organization on a solid path to our future, while honoring our legacy and focusing on the mission our founder, Paul H. Poberezny, established 60 years ago. The EAA mission is to welcome all members no matter what they fly, celebrate our volunteers and enjoy the World's Greatest Aviation Celebration," Pelton added.

Editorial Comment:

This news came as a big surprise to many EAA members, myself included.

There have been sweeping changes to the staff at EAA headquarters since Hightower arrived.

In addition there were changes made to how AirVenture was run, something which Jack Pelton, the new Chairman of the EAA Board accepted was wrong, and which displeased many EAA members.

Of course, EAA is now much more than a membership organization for aviation enthusiasts, such has been the success of the organization which founder Paul Poberezny started from his home in 1953. He retired as president of the EAA in 1989. The organization now has approximately 170,000 members in more than 100 countries - photo: Jim (Flybum) Pratt

Oshkosh, WI - October 24, 2012

The EAA board of directors created a new chairman of the board position and on Sunday elected Jack Pelton to fill that role. Jack is the first formally elected non-executive chairman in the history of EAA.

The chairman's term is three years with the board's option to reelect the person for a second three-year term. Six years is the maximum any one person can serve as chair.

Jack is also acting as president and CEO of EAA while a replacement for Rod Hightower is found. Hightower resigned that position on Monday.

Jack is the retired chairman, president, and CEO of Cessna Aircraft. He is a lifelong EAA’er with extensive flying experience in all types of airplanes from experimentals to warbirds to business jets.

Jack grew up in an aviation family in Southern California. His father, who flew in the U.S. Army Air Forces during World War II, was active in EAA Chapter 1 at Flabob Airport in Riverside, California. Among the airplanes his family owned was a Cessna 140A, the final version of the popular taildragger that had the single strut and tapered wing. Jack's mother was also a certificated pilot.

Jack began his aviation career at Douglas Aircraft. At Cessna he quickly rose from the head of engineering to the top job.

Jack and his wife, Rose, live in Wichita, Kansas, and have their hangar at Stearman Field on the northeast side of town. In that hangar is a Ryan PT-22, the airplane Jack's dad learned to fly in. The Peltons also own and restored a Cessna 195 that once belonged to Duane Wallace, the nephew of Clyde Cessna, who built the company into the largest producer of general aviation airplanes in the world.



Jack also owns and flies a Stearman and has a turbo Cessna 206 for traveling. Rose is learning to fly in the couple's Cessna 162 Skycatcher LSA.

In his interim role as president and CEO of EAA, Jack will be spending time in Oshkosh ensuring a smooth transition to the new leadership. The EAA board of directors has set no timetable for hiring the new CEO.

"I have committed my time to help ensure a smooth and effective leadership transition, no matter how long it takes to find the right person," Jack said. "EAA is very important to me, and its success is vital to all of personal aviation. I am fortunate to have the time in retirement to help out and I am happy to do my part."

Photo: EAA

Daytona Beach, FL, October 18, 2012

Embry-Riddle Holds Grand Opening for Jim W. Henderson Administration & Welcome Center

Additional Major Construction Ongoing Over Next Decade



The Henderson Center grand opening took place on October 26.

Construction activity at Embry-Riddle's rapidly expanding Daytona Beach campus has become the norm, but the grand opening of the Jim W. Henderson Administration & Welcome Center on Oct. 26 was special – it marked the return to campus of senior leadership displaced by a 2006 tornado that destroyed the previous administration building.

"It's exciting to be back on campus, to actively engage with our students, faculty and staff and be energized by their enthusiasm and ideas," said Embry-Riddle President Dr. John P. Johnson. "There's really no substitute for daily interaction and this striking new building puts us back where we belong."

The $13 million, 37,000-square-foot structure holds office and meeting spaces for Dr. Johnson, the Cabinet and the Board of Trustees. It is named for Embry-Riddle board chairman Jim Henderson, currently the chairman and CEO of Assured Partners Inc. in Lake Mary, Fla.

As a dual-purpose building, the sleek and swooping Henderson Center with its outdoor reflection pools and fountains is an impressive introduction to Embry-Riddle for all visitors to campus, whether prospective students and their parents, members of the local community or the nation's leading aviation and aerospace professionals.

In the airy atrium that soars more than 50 feet high, visitors can touch three interactive kiosks to view a map of the campus and learn about Embry-Riddle degree programs, research, astronaut alumni, leadership and history, all displayed on 70-inch screens. For university and community events, a large hall and the atrium seat 350. At a later date a sculpture of a bronze eagle with a 7-foot wingspan, titled Sky King, will be installed in the atrium, a generous donation from longtime benefactor Dr. Helen Wessel.

The Henderson Center is the product of architects Gresham, Smith and Partners; general contractor Elkins Constructors Inc.; and around 40 subcontractors, mostly from Volusia County. "Over the course of construction we employed approximately 300 people," said Chris Hardesty, Embry-Riddle's director of planning and construction management. "We considered it a top priority to support the local economy."

Embry-Riddle will keep the local construction industry busy for the next decade or so. Currently under construction is a $39 million College of Arts & Sciences building scheduled for completion in January 2014. The 140,000-square-foot structure will be the largest building on campus and its rooftop observatory will boast the largest university-owned telescope in Florida. Next year's construction projects are a Student Union building; a second engineering building; an athletic complex between the baseball and softball fields; a loop road (Aerospace Boulevard); and Greek housing.

Photos: Embry Riddle



Daytona Beach, FL, October 23, 2012

Daytona Beach International Airport to Display Embry-Riddle Jet Dragster

Larsen Motorsports, owners and operators of the Embry-Riddle Jet Racing Teams, announced today that the award-winning race car originally driven by Elaine Larsen and currently driven by rookie Marisha Falk will be displayed at Daytona Beach International Airport for a year, starting in January 2013.

The nationally recognized car will have a highly visible position in the airline ticketing lobby, where Embry-Riddle's weather-information kiosk can also be found.

"We want to continue to share this beautiful vehicle with everyone who visits Daytona Beach," said Elaine Larsen, co-owner of Larsen Motorsports. "As the world center of motorsports, Daytona is known for its NASCAR heritage, the speed-record racing held decades ago on the ocean shore and now the organized road races at our famous speedway."

The car to be displayed will be retired as a display/backup car by Larsen Motorsports after its final race in the Snowbird Nationals in Bradenton, Fla., on Saturday, Dec. 1. It will return to Larsen Motorsports for a month-long major overhaul before heading to its new location at the Daytona Beach airport.

"We're retiring the car because we're debuting a new car for Embry-Riddle on Thanksgiving weekend," said Chris Larsen, co-owner of Larsen Motorsports. "The car on display at the airport will not be disabled, except for removing the fluids and disconnecting the battery. Its design and technology are still the state-of-the art in our sport, so we could put the car back into service in a day."



"Our partnership with Larsen Motorsports demonstrates clear value to our students and faculty," said Dr. Rod Casto, Embry-Riddle's Associate Vice President for Research Development and Innovation. "From internships for aerospace engineering students to shared research resources with our Jet Propulsion Lab, Larsen Motorsports is a model for the type of industry/university partnerships that will flourish as we continue to develop the Research Park."

About Larsen Motorsports

Larsen Motorsports is a multi-team national professional racing organization specializing in turbine-powered high-performance vehicles based at the developing Embry-Riddle Research and Technology Park in Daytona Beach, Fla. The Larsen Motorsports High Performance Research & Development Center is open to the public Tuesday through Thursday each week for visitors to tour the fabrication, final assembly and turbine engine labs. Specialized appointments or tour arrangements for large groups can be coordinated by contacting the facility at info@lmsjets.com.

Phote: Elaine Larsen

Reno Air Races



THE 2012 NATIONAL Championship Air Races at Reno were an unqualified success. Particularly so after last year's tragedy.

Our West Coast correspondent, Jum (Flybum) Pratt was at Reno for both events. Here's his report from an upbeat Stead airport:

The Race is On!

Reno, Nevada is home to the Reno Championship Air Races, which are held every year in mid-September and extend over a 5-day period. Last year, the air races suffered a terrible tragedy when Galloping Ghost, a highly modified P-51D suffered a mechanical failure that caused the plane to crash into the VIP seating area, killing 11 people and injuring 55 others on Friday of the event week. It was the last Unlimited Race of the day and everything had gone well up to that point. I witnessed the tragedy from the No. 2 Pylon along with 40 other journalists. It was a horrible sight and none of us will ever forget it. In riding out to the same pylon this year I had feelings of remorse, remembering the bus ride from the pylon to the press building after the accident. The same feeling of sadness and remorse that I felt then, I felt again. The accident caused the races to be immediately cancelled and we all headed for home wondering what the future of the races would be. Undoubtedly there would be lawsuits and publicity of the best and the worst kind. The FAA would have to play a major part in investigating the accident and deciding the future of the races.

The future looked doubtful.

During year, after the accident, one could follow the fans on the internet, mainly on Facebook, and it was quite obvious that the biggest majority of people favored the race continuing. >>

All photos for this feature by Jim (Flybum) Pratt

>> People were reasonable in their assessments for the most part and felt, although the accident was tragic, it wasn't a good renough eason to shut down the races. After all, the races had been going on for more than 40 years and, although there have been fatalities, there had never been an accident like this before. Even if the FAA and everyone else concerned agreed that the races should continue, there was the big question of where the money would come from for the insurance premium for the event. The good news is that reason prevailed and the decision was made to allow the races to continue with certain stipulations as to providing increased safety. Having attended this year's races, I can tell you that whatever all of the changes were, they did not diminish the races in any way that I could tell. Maybe it was because there were already a lot of safety considerations built into the system and even with that it was possible, and still is possible, to have a tragedy. Most race goers understand that and are willing to take the risk.

And Now On To the Races!

There are six classes of aircraft as defined by the Reno Air Race Association. They are:

* **Biplanes** defined as small aerobatic aircraft like the Pitts Special, the Mong, and the Smith Miniplane, racing on a 3.11-mile course at speeds reaching 250 mph.
* **Formula One** defined as being built according to strict technical specifications. The fastest Formula One aircraft reach almost 250 mph on the 3.11 mile racing course at Reno.
* **Sport** defined as high performance, commercially available kit-built aircraft, reaching speeds of over 400 mph on the 6.39-mile course at Reno.
* **AT-6** defined as "stock" T-6 Texan, Harvard, and SNJ aircraft. The fastest T-6 post race speeds in the 210-220 mph range on the 4.99 mile course at Reno.
* **Jet** defined as racing between jets with non-afterburning engines, racing on a 8.355 mile course, reaching speeds of over 500 mph.
* **Unlimited** defined as being open to any piston-driven aircraft with an empty weight greater than 4500 pounds, generally including stock or modified WWII fighters like the North American P-51 Mustang, Grumman F8F Bearcat, Russian Yak 9, and Hawker Sea Fury. Speeds in the Unlimited Gold Race on Sunday reach 500 mph on the 8.355-mile course.

The Race Course

The race course is configured differently for each class with the Unlimited and Jet Classes having the longest courses. Some modifications were made to the courses this year to take out some of the "high Gs" making the turns more gradual for safety's sake.

This is how the courses are setup:

Unlimited Course 8.4333 miles

>>


BiPlane Class - Mong



Jet Class



Formula One Class


Jet Class



Sport Class



Unlimited Class



AT-6 Class



Unlimited Class

>>

Jet Course	8.4703 miles
Sport Course	6.9992 miles
T-6 Course	5.0593 miles
Biplane Course	3.1761miles
IFM Course	3.1875 miles

Race qualifications take place on Wednesday of race week. Competition racing awards are granted in the Medallion, Bronze, Silver, and Gold Categories. The Unlimited Gold Award is considered the most prestigious. The race rules are complicated and it is not my intention to present them here. If you are interested in the details, go to the official race website at www.airrace.org It contains detailed information on every aspect of the race.

Included in the event is a great airshow and a ground display of military and civilian aircraft. The action at Sread airport begins at 8:00 am every morning, Thursday through Sunday, with the first races being Biplanes and Formula Ones. There is never a dull moment as races are interspersed with air show acts and military demonstrations. This year the show was missing any of the military flight demonstration teams such as the Blue Angels, Thunderbirds, or the Canadian Snow Birds. I imagine that the reason was because the races had not been decided in time to book one of these teams. But there were military flight demonstrations of the F-18, U2, F-15, and F-22. The Patriots performed flying their L-39 Albatrosses and they were great.

Ground displays included C-130 and the C-17 military transports, an F-18, F-15s, F-22s, lots of civilian jets including the L-29, L-39, and an Iskra, and lots of antique aircraft. The ground display was as large as it is at most airshows. If you add a trip to the Pits at an additional charge there is a lot to see. You are allowed to walk up and down the many rows of race planes and you can get some great photos there. The race crews are friendly and, if time permits, they are happy to answer questions. When all things are considered, the races are well worth the price of the admission. As a journalist, I get access to all of these areas and also can go to the pylons for some really great photo ops. The only problem is, if I opt to go to the pylons, we are transported there by bus and you have to spend a half a day out there, be it morning or afternoon. It can get hot and tiring, but the action is great.







Patriots Display Team

A typical race day at Reno follows a schedule similar to this:

Saturday 15 September
8:00 - 8:25 25 Biplane Race (Silver)
8:25 - 8:50 25 Formula 1 Race (Silver)
8:50 - 9:15 25 Sport Heat (3C)
9:15 - 9:25 10 Kent Pietsch (Comedy/ David Martin
9:25 - 9:50 25 Unlimited Heat (Bronze 3C)
9:50 - 10:15 25 Jet Heat (3B)
10:15 - 10:30 15 Jim Peitz
10:30 - 10:55 25 T-6 Heat (Gold 2A)
10:55 - 11:20 25 Sport Heat (3B) (Pietsch Truck 2 Passes)
11:30 – 11:50 Welcoming Ceremony
11:50 - 12:00 10 David Martin
12:00 - 12:25 25 Unlimited Heat (Silver 3B)
12:25 - 12:50 25 F/A-18E Flight Demo/Legacy Flight
12:55 - 13:05 10 Clay Lacy
13:05 - 13:30 25 T-6 Race (Bronze Medal) (Stage Early)
13:30 - 14:10 40 Patriot Jet Team (Pietsch DS/T/O Early)
14:15 - 14:25 10 David Martin
14:25 - 14:50 25 Jet Race (Gold) (Stage Early) Patriots Dep
14:10 - 14:35 25 Sport Heat (3A)
14:35 – 15:05 30 F-22 Flight Demo/Heritage Flight
15:15 - 15:40 25 Unlimited Heat (Gold 3A) (Stage Early)
15:40 - 16:05 25 Jet Heat (3A)

As you can see, things begin at 8:00 AM sharp and continue with solid entertainment until 16:30 in the afternoon. A series of races, followed by aerobatic entertainment, followed by more races, then more aerobatic entertainment both by civilian and military performers. As mentioned earlier, the ground displays can keep you occupied if nothing else is going on. There is never a dull moment and the events come off like clockwork so you might want to come early to look at the ground display area.

Air Show Performances

Kent Pietsch entertained the crowd with his yellow Interstate Cadet, Jelly Belly. His routine includes playing a character who has never flown an airplane before and ends up at the controls of Jelly Belly. People are amazed at his antics as he attempts to get the aircraft under control.

Jim Pietz flies an aerobatic routine in a Beechcraft F33C Bonanza of all things. The first time I saw it at the show I thought I was imagining things but he really puts it through its paces. I did not get a chance to find out if the plane has been modified to withstand the high G forces that he puts on the bird, but he is not apologetic about how he flies it.


Kent Pietsch


Jim Pietz

The F-22 flight demonstration is something to see. That plane does a lot of unnatural maneuvers that you wouldn't think that a plane could do. If you have seen the Russian's Mig 29 Cobra maneuver it is nothing compared to what the F-22 does. It kind of reminds me of playing with airplanes as a kid and doing maneuvers that could never possibly be done in a real airplane, except that the F-22 pilot does them with the real thing. I can't imagine the forces put on the pilots body as he does his routine. For photos of this amazing aircraft see pages 22 through 26.

Not to be outdone by the Air Force, the Navy fielded an F-18 Super Hornet demonstration team from VFA-122 out of NAS Lemoore, CA. They flew their own routines and then did a Heritage Flight. Not quite as maneuverable as the F-22, it still can do a heck of a lot and is also built to withstand the punishment of carrier landings at sea and costs much less than the F-22, being an older technology. The F-18 will be around for a long time.



F-18 Super Hornet

F-18, Main Photo and Bottom Right

Heritage Flight Photo Bottom Left







The Races

Photographing the races can be a real challenge. Most photo/journalist are stationed at Pylon 2 or Pylon 8 or they can be found wondering around the Pits and the fans area. The two pylons mentioned are used for every race regardless of the race course configuration for that race class.

The real action is at the pylons.

The races are started with a starter aircraft taking off from the runway followed by the racers for that particular race. It takes several minutes for them all to join up and to be aligned to begin the race. Normally they circle the airport area and then go out over the mountains and then return in formation. The starter aircraft coaches them into position and if he is satisfied at the right point he calls out "Gentlemen, you have a race."

Then all hell breaks loose and the planes come tearing down the shoot and onto the race course. The planes come tearing by the pylons at speeds of up to 500 mph. The photographers are shooting up memory cards like soldiers in a bonsai charge as the planes go by. The problem is that it gets so busy, and some of the courses are eight to nine miles in length so it is hard to keep track of the racers and their positions in the race. In any case, it's quite a thrill to be there.

The racers normally fly six to eight laps and as they come down to the finish line on the last lap the planes pull up into a steep climb to indicate they are finished and also to gain altitude so that they can cool the engines down before landing. Any emergencies that occur during the race also cause the aircraft to pull up and out of the race, declaring a mayday, and then picking a convenient runway to get back on the ground. A safety plane circling overhead monitors the course for such emergencies.

And the Final Gold Winners Are:

Unlimited Class

Steve Hinton from Chino, CA flying *Strega*, a P-51D Mustang clocked at 477.523 mph. Steve is a well known test pilot from Chino, CA and is active in keeping the planes flying at the Chino Air Museum.

Jet Class

Rick Vandam from Reno, NV flying *American Spirit* an L-39 clocked at 490.629 mph. Rick is a pilot and instructor and former Nevada Air National Guard pilot. Check out his Reno Jet Class video here.

T-6 Class

Nick Macy from Tulelake, CA flying *Six Cat*, a T6G Texan clocked at 247.317 mph. Nick is an Ag pilot. I will bet that flying the pylons is like every day work for him.

Sport Class

Jeff LaVelle from Mukilteo, WA flying *Race 39*, a Glasair III clocked at 393.552 which is a new speed record. Jeff's aircraft is powered by a TIO-540 engine developed by Grant Semanskee of Snohomish, WA. Jeff flies year around for business and pleasure.

Congratulations to Tim Cone, flying Claribelle – Race 18, a stock RV-8, in his first air race ever. Tim is a fellow member of EAA Chapter 376. He did a fine job. Tim is a corporate pilot from Fresno, CA.

Formula 1 Class

Steve Senegal from San Bruno, CA flying *Endeavor*, a David Hoover AR6 clocked at 253.817. Steve makes his living as a pilot.

Biplane Class

Tom Aberle from Fallbrook, CA flying *Phantom* a Modified Mong Sport clocked at 246.454. Tom is owner of Aberle Custom Aircraft. They are located in Fallbrook, CA.

The winners listed here are the final winners of the Gold races. Over the four days of racing there were many more winners of the individual races that led up to the Gold races. All of the pilots did a wonderful job of observing safety regulations and avoiding any serious incidences. They all contributed to the air racing experience and are to be congratulated on a fine performance.

Photos of the racers are show on this page and pages through to page 20:



A T-6 Race



T-6 Action

Unlimited Class Winner - Steve Hinton from Chino, CA flying *Strega*, a P-51D Mustang

T-6 Class Winner Nick Macy from Tulelake, CA flying *Six Cat*, a T6G Texan

Sport Class Winner Jeff LaVelle from Mukilteo, WA flying *Race 39*, a Glasair III





Unlimited Class Race Action - Corsair Style


SAWBONES
71
NAVY


T-6 Racers

Unlimited Class - Grumman F7F Tigercat “Here Kitty, Kitty”







The stunning F-22 Raptor was represented by two aircraft from the Air Combat Command F-22 Demonstration Team at Langley Air Force Base. Photo above.

The F-22 Raptor is the U. S. Air Force's' newest fighter aircraft. Its combination of stealth, supercruise, maneuverability, and integrated avionics, coupled with improved supportability, represents an exponential leap in warfighting capabilities.

Being a state of the art airplane computers play a major part in the aircraft's operational systems. The photo right shows a technician working on a laptop computer alongside a F-22.

During the display at Reno, the F-22 joined forces with a historic fighter from WWII for a heritage fly-past. See photo top right.

The photos on the following four pages give a flavor of what it was like seeing the F-22 being displayed at Reno.

Here's a link to a great video of the F-22 Raptor in action - click here.






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DANGER
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DANGER
DANGER

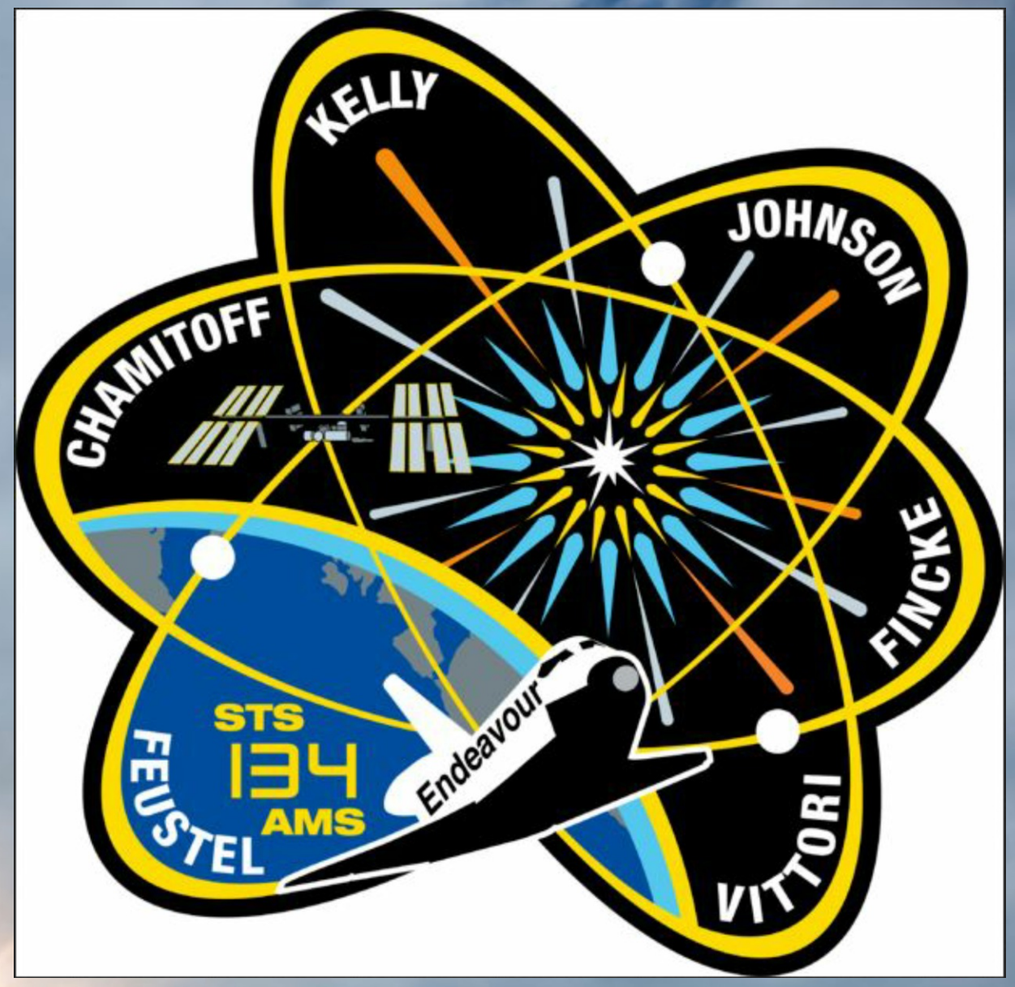
Unlimited Class - YAK3U “Steadfast”- Pilot Will Whiteside Having Fun



Space Adventure







The Space Shuttle program is now over. Endeavour and Atlantis flew the final two missions, STS 134 and STS 135 respectively. Our North America editor, Steve Wood, was on hand for both launches and we will be featuring the highlights ftom these final launches of the Orbiter program in our next issue.

When Atlantic landed after the last mission, we thought that would be it for interesting Space Shuttle events to cover. That was far from the case and recently there have been two great media events which Steve was able to cover. First was the final ever flight of an orbiter aboard the Shuttle Carrier Aircraft (SCA). The second event was an *up close and personal* visit *inside* Atlantis.

We hope you enjoy our photos of both events. All photos for this feature by Steve Wood, unless otherwise notated.

STS 134 Endeavour Launch - photo: NASA





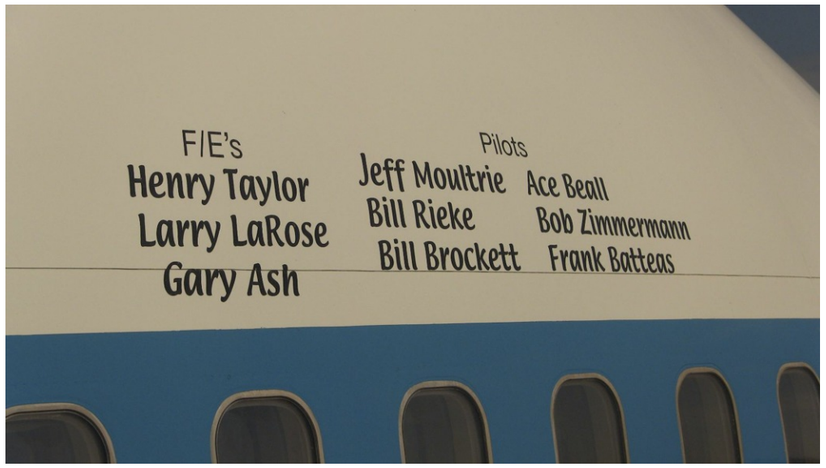
The photo above shows the Shuttle Carrier Aircraft (SCA) arriving at the Shuttle Landing Facility (SLF) to collect Endeavour for its final flight to Los Angeles.

The photo left shows the Captain's position on the NASA B747 N905NA. Note the speed restriction of 250 Kts in the Ferry Flight configuration - down from 320 kts.

Some NASA humor was evident on one of the main shuttle attach points - it reads "Attach Orbiter Here - NOTE: Black Side Down"

Photos: Steve Wood







N905NA, is a Boeing 747-100 originally manufactured in 1970 for American Airlines. NASA purchased the plane in 1974 and modified it to carry the Space Shuttles in 1976.

It is registered as an "Experimental Exhibition" aircraft which allowed NASA to modify the aircraft.

It's not often that you see a stripped out 747 interior, but the photo below shows what it's like - including the strengthening to carry weight of the shuttle.

N905NA still retains a few of its 1970's first class seats - photo bottom right.

Photo right is of Chief Pilot Jeff Moultrie.

All photos: Steve Wood















Of course it was the mating of Endeavour to the SCA which was the important event. This took most of the day with engineers spending hours peering into the holes where the ball sockets were to fit. Eventually they got it right - two photos top right.

The SCA was inched slowly forward under the hoisted shuttle and then the shuttle lowered, ever so slowly, down onto the waiting aircraft - photos above and bottom left.

Eventually the mating was complete. The photo bottom right shows the modified empennage of the SCA, along with the transit fairing over the shuttle's engines.

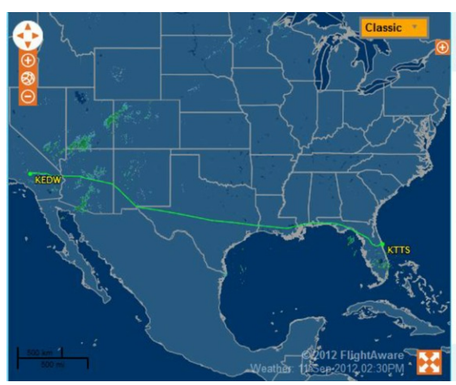
All photos: Steve Wood









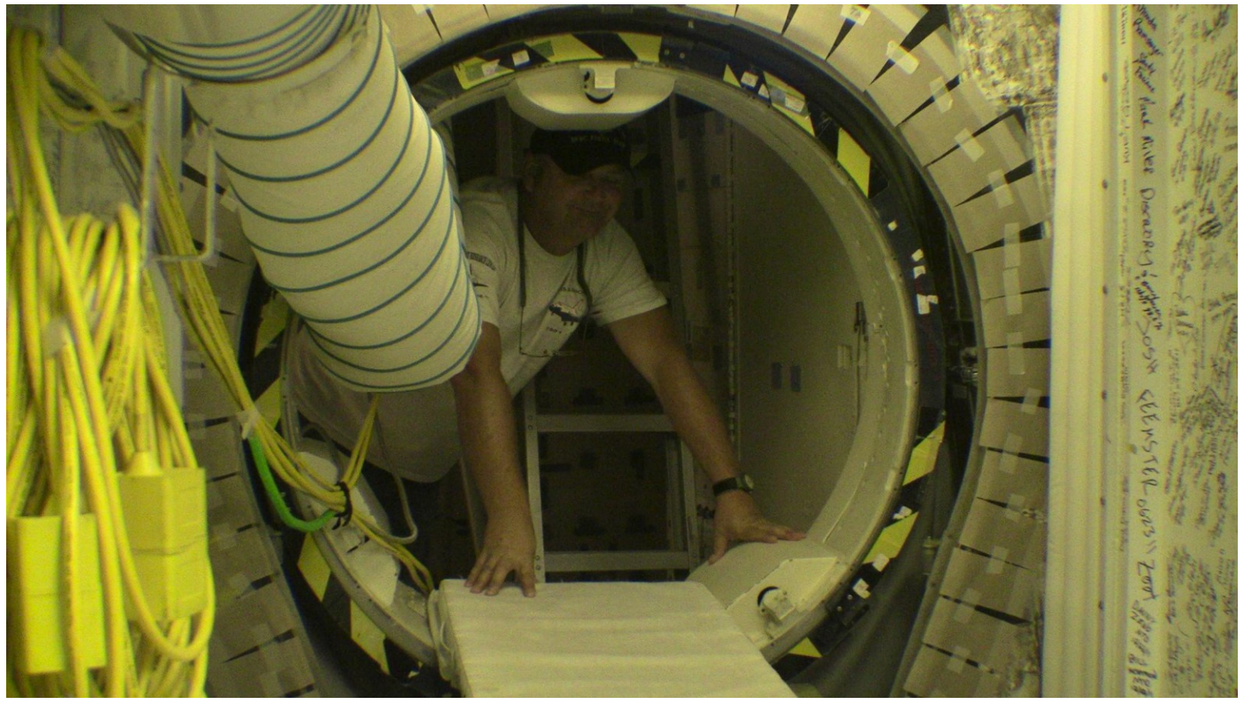




When the SCA arrived from Edwards AFB its flight plan was publicly available - see photo left. For the flight with Endeavour on-board the actual route was classified.

The three main photos (Gary Rosier) show the SCA departing the SLF, and on its flnal fly-past over the Space Center.

Just before the mating took place, selected media were allowed up close to the shuttle in the VAB. But there's more - see next pages >



Perhaps the greatest opportunity for our North America editor, Steve Wood, was the chance to get inside an orbiter. And not just any orbiter. To get inside Atlantis, the very last orbiter into Space was a real thrill.

But it was more than that. Only four media were allowed in the orbiter at any one time, with only two on the flight deck, and then for only 7.5 minutes.

So to sign the White Room walls - inset photo left, climb through the main hatch, photo above, and then >

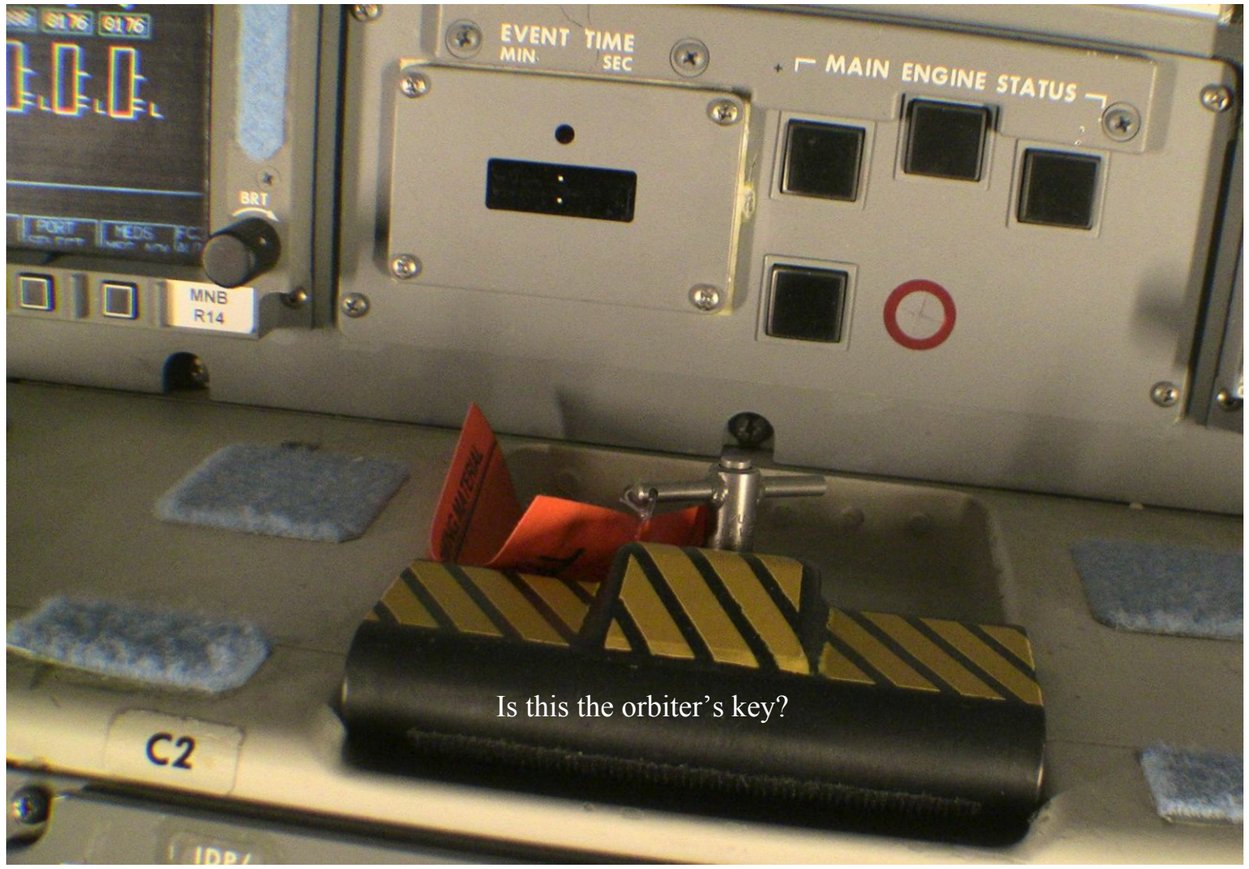




Cargo bay hatch



Crew seats



Is this the orbiter's key?


Co-pilot's position

> sit on the crew seats, with the access hatch to the cargo bay in the background, was an incredible feeling.

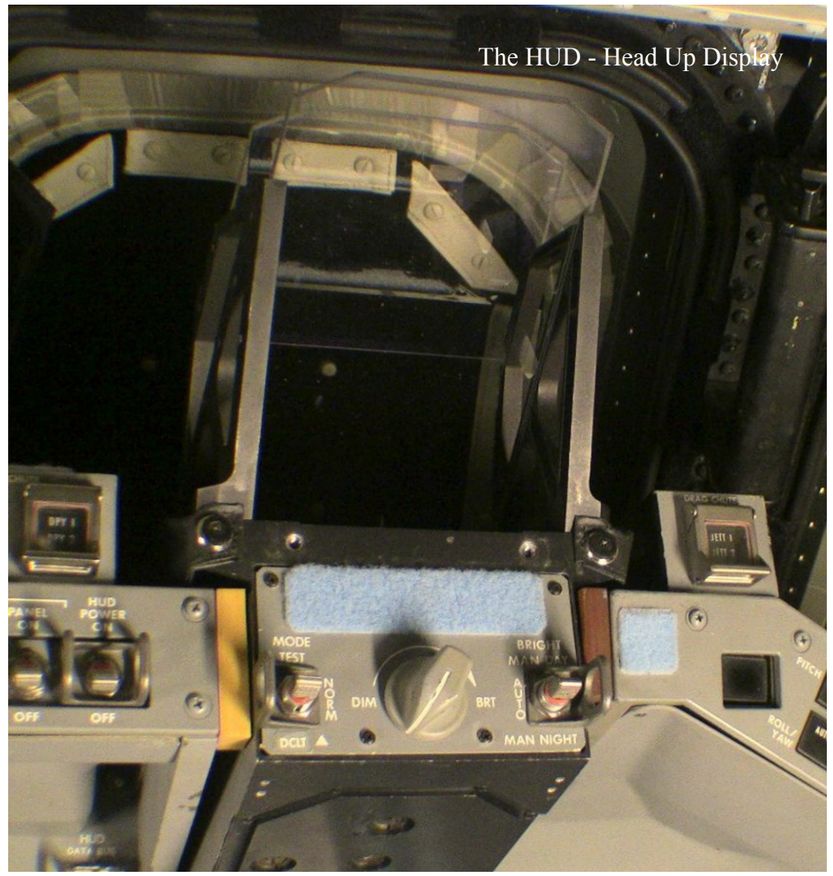
To then climb the ladder into the cockpit was something else - a dream come true.

A foam mattress was placed between the pilot and co-pilot seats, over a bank of switches. To get into the Commanders seat you had to kneel on this mat, grasp two hand holds (with strict instructions not to touch the HUD) and pull yourself into position.

To place one's feet on the rudder pedals, handle the Commander's control stick, and take in the vast array of instrumentation was a pilots dream. Now imagine the astronauts in their full flight gear climbing into the seats when the shuttle was vertical. well . . . It might be easier in zero gravity.

It was all too much . . .

Photos: Steve Wood



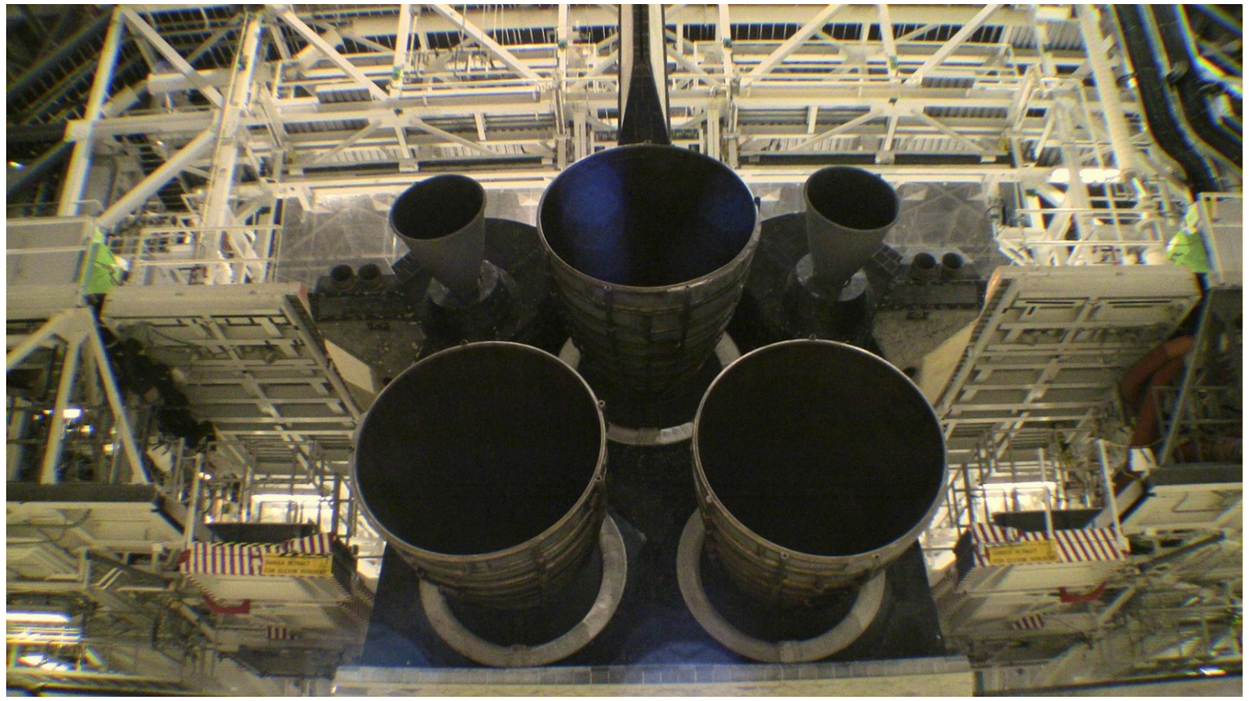
The HUD - Head Up Display

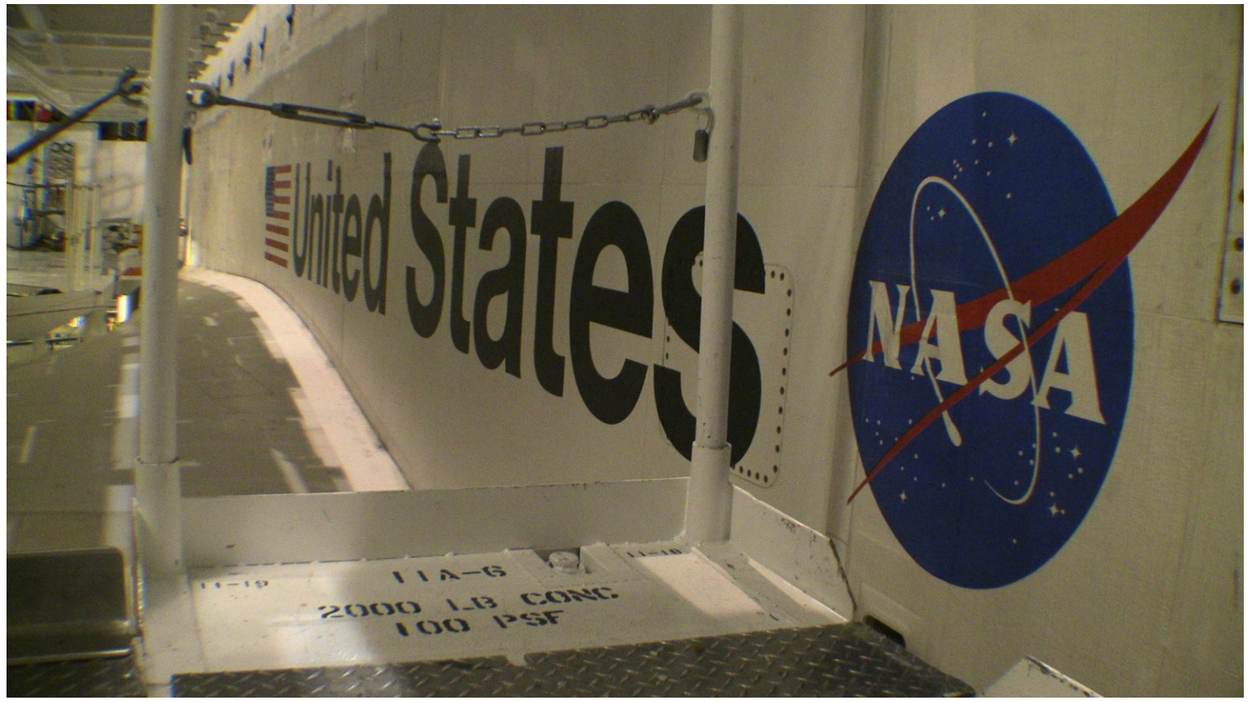

Co-pilot's control stick



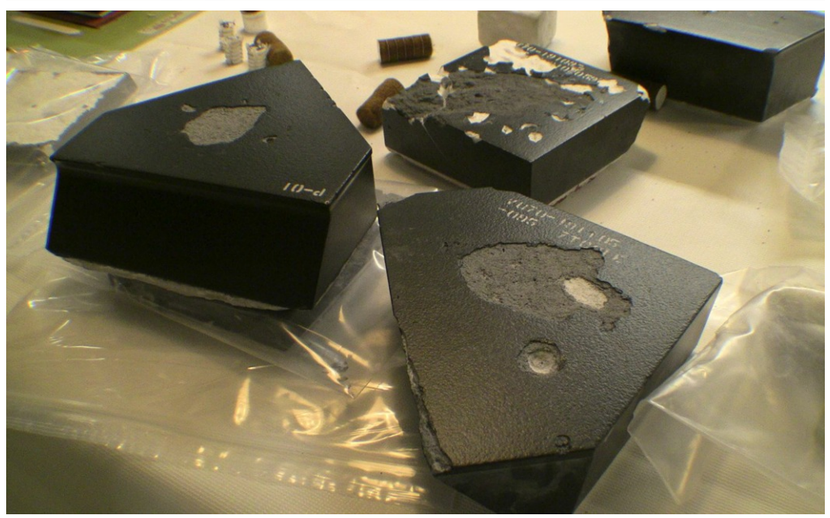
Steve in the Commander's seat

What instrumentation!











More photos of Atlantis

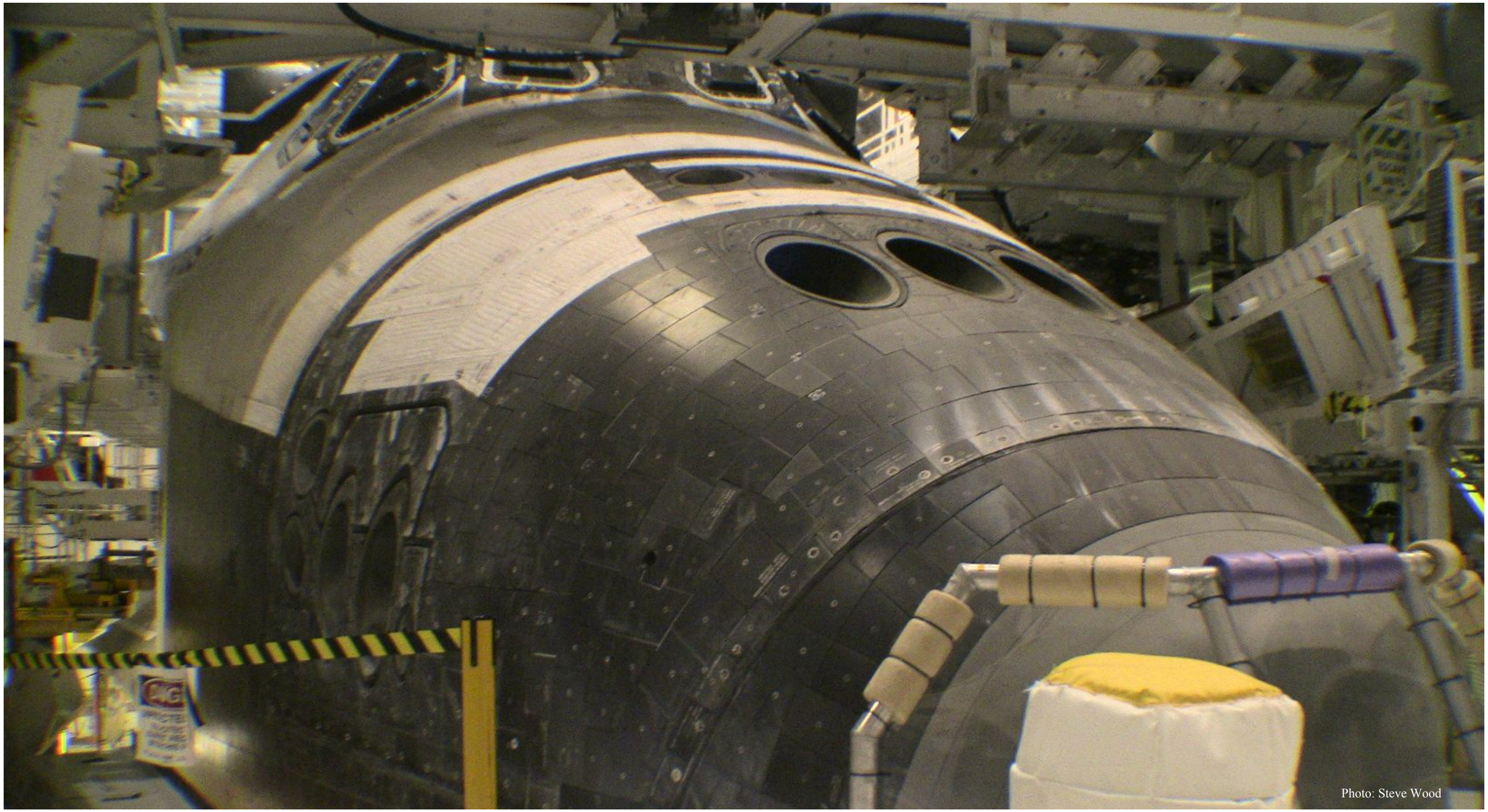
Most are self evident, but the photo bottom left is of actual tiles taken off Atlantis.

The White Room photo, left, shows that the entire room is an artifact which will be saved for posterity.

All photos: Steve Wood






Photo: Steve Wood

The photo above shows the 'business end' of Atlantis. Imagine the heat stress on these tiles when the orbiter renters Earth's atmosphere. It was a great opportunity to be able to wander round the outside on Atlantis, at a variety of different levels, and of course to go inside too.

Atlantis will be on show suspended in mid-air inside a new building at the KSC visitor center. Nobody will be allowed inside Atlantis once it rolls out of the Orbiter Processing Facility 2 on its way to its new home.

It was a unique opportunity to be one of the last people ever to set foot inside the very last Space Shuttle to have flown in Space, and a memory to be cherished forever.

We hope you have enjoyed these photos of the recent special events at the Kennedy Space Center which our North America Editor, Steve Wood was privileged to attend.

Steve shot a lot of video material too. The arrival of the SCA can be viewed here.

Steve's visit inside Atlantis can be viewed here.

California Dreaming



All photos for this feature: Jim (Flybum) Pratt



UPS was well represented at the California Capital Air Show at Mather Airport, in Sacramento, California. Our West Coast correspondent, Jim (Flybum) Pratt was there. Here's his report:

The weather was expected to be mostly sunny with highs in the nineties. That turned out to be the case. Both my neighbor and I had forgotten to put on sun tan lotion until later in the day and we both paid for it dearly over the following week with sun burned faces and chapped lips.

As was last year, the ground displays at the air show were primarily military with civilian aircraft mixed in. The traffic flow both in, and later, out of the base was amazingly efficient. Of course we arrived early which might have helped. Because of the military aircraft on display, there was a security check station and they did examine our bags. This year's theme was to honor the courage and sacrifice of our veterans. At one point during the show they asked all veterans to stand up and be recognized. That was impressive.

This year the displays were numerous including FedEx and UPS transport aircraft. They were open for review and it was interesting to see the interiors and cockpits. The military transports included a C-5A Galaxy and a C-17 transport. Both were open to the public. It is hard to believe that those behemoths can fly.

Beale AFB brought in a U-2 Spy Plane. They did a flight demonstration later in the day and had a pilot there to answer questions about its mission. It made me think back to my days aboard the U.S.S. Ranger many years ago when a U-2 was brought aboard for some testing to determine if they could be flown off of an aircraft carrier. The test were successful. If you find this hard to believe do a search on the internet. You will find articles about it there. They also had the new King Air intelligence aircraft on display. Made me think back to the great airshow that they had put on last year.

Military fighters were plentiful. The Spitfire Mark 16 with its huge 5-bladed prop was on display. I understand that it is great aircraft but it has lost some of the romantic look of the original Spitfire as it has a bubble canopy and looks more streamlined.

The Glorious Mark 16 Spitfire



The Mark 16 Spitfire in flight

Once again, the air show started out with the P-38 *Honey Bunny* putting on a dazzling performance. Starting the show off with that bird really gets everyone's attention.

Here the P-38 is in a heritage flight formation with a F-16.



The next act was a formation flight of Chinese Yaks flown by the Red Star Precision Warbird Team. Their aerobatics are smooth formation transitions and are impressive.



One of the newer acts to perform was the West Coast Ravens who flew several different formations some with their entire 16 plane gaggle and some with less. They all fly Van's kit-built RV aircraft and they do it with great precision. Some of their members appeared on an episode of *Myth Busters* last season, testing whether geese flying in formation gain efficiency from the formations that they fly. The team proved that they do.









And last, but not least, the famous Air Force Thunderbirds took to the skies. What a way to top off a day at the air show.









SPEEDI'S BLOG

Welcome to Speedi's Blog

Come the end of October, when the clocks change from summer time to winter time and the nights get longer, the hurricane season is winding down. Not so this year as hurricane Sandy paid a glancing visit to the Florida coast. Thankfully no major damage was done. But it certainly affected one the major cruisin' - Dream Cruise - shows taking place in Speed City USA - Daytona Beach, Fl. Thankfully the Wings & Waves airshow, held at Daytona Beach in mid-October escaped has some goof weather. We will have a full report



on this spectacular event in our next issue.

The Canadian Snowbirds and the USAF Thunderbirds were there having fun.



Talking of the Thunderbirds - I was able to get up close to the team and their F-16s when Daytona International Speedway invited media to Daytona airport to meet the Thunderbirds during a promotion to publicize the team's visit to open the 55th running of the Daytona 500 NASCAR race next February. There is a full report on my meeting with the team on page 62 of this issue.

Another big event in Daytona this October was the annual Biketoberfest. This started off as a mini Bike Week (for which Daytona Beach is world famous and is held every March). It's now almost as big as Bike Week itself. There's a pictorial report on this biking extravaganza on



page 100 of this issue.

As well as having fun in Daytona itself, I been back and forth to the Kennedy Space Center quite a few times since the last issue of Speedi Wings & Wheels was published. I thought when Atlantis landed for the last time, back in July last year, that this was to be the end of my visits to the KSC. Things certainly changed after the last Shuttle flight. For, example pilots are now able to request a



fly-past down the long 15001 ft runway at the Shuttle Landing Facility (SLF). I took a formation flight of 4 aircraft down recently and was granted permission to fly above the long, long runway at just 100 ft. What a temptation to land when you are flying so low, but there was a NASA security chopper flying nearby at 250 ft, just by coincidence. It was strange flying along and looking *up* at this chopper. The Vehicle Assembly Building (VAB) certainly looked huge from such a low height.

But it was my totally unexpected visits to see the Space Shuttles Endeavour and Atlantis at close quarters which really provided the opportunity of a lifetime. Not many people have been fortunate enough to walk around underneath a shuttle which has been into space. To be able to do this with Endeavour inside the VAB was a special



experience. But it was my visit to view Atlantis, the very last Shuttle to fly into space, which was the truly the opportunity of a lifetime.

The invitation from NASA was to visit the Orbiter Processing Facility (OPF) for a close up look at Atlantis as it was being readied for its final journey and display at the KSC Visitors Center. The number of media invited was strictly limited but I managed to secure a place on the wait list. Then lo and behold a message came through to say that I'd been moved up to the visit list. I was allocated a time slot, which I thought a little strange, but then NASA does some strange things from time to time. For example, now that the Space Shuttle program has ended it is now more difficult for me, as a foreign media representative, to access the Press Center at KSC than for the Shuttle launches - go figure that one out.

Not expecting anything >

SPEEDI'S BLOG

> special when I arrived at the Press Center I was surprised and excited to be told that we were to not only see Atlantis close up in the OPF, but also get a chance to go inside the very last Space Shuttle to fly in space.



Inside the OPF various items were marked with orange "Artifacts" labels. The famous White Room through which we had to pass to gain access to Atlantis was one such artifact. It will no doubt, be going to a museum somewhere where visitors will see the signatures of people who have passed through the room over the years - mine included.



To get into the cockpit of Atlantis was a dream come true. We were allocated a strict time limit for our period in the cockpit, and only two people could be there at once. After spending a few minutes gazing in awe at the comprehensive instrumentation I asked, rather tongue in cheek, if I could sit in the Commanders seat.

To my amazement a protective mat was produced to place over the bank of switches between the two seats. I was told to kneel on this mat and I was shown two hand holds to use to pull myself over into the seat - with a strict DO



NOT TOUCH THE HUD command.

There are more photos of this memorable visit to Atlantis on pages 32 through 37 of this issue, including a link to a short video I shot whilst inside Atlantis. Of course the subsequent look outside Atlantis, including being able to handle actual heat tiles which had flown into space, was somewhat of an anticlimax.

Back to flying now. Every year the Spruce Creek Gaggle Flight produces a calendar of the various formations which make up the Gaggle Flight. October was the month for the photo shoots, which is a challenging activity for the photographer and the photo plane pilot and safety pilot. The



calendar has been produced for many years now, and we have included some of the most memorable shots in our "New from the Barn" feature on pages 50 through 56 of this issue.

Now to speed which, as a multiple FAI World Speed Record holder myself, I'm particularly interested in. The Reno Air Races is a classic airplane speed event. It's a pylon race and something unique in aviation history. It looked as though the race was to be no more following last year's tragic event when Galloping Ghost went out of control into the crowd.

Thankfully, the authorities saw sense and the race was allowed to continue, albeit with a number of safety changes. Racing is dangerous, wether it's in the air or on the ground. Spectators must understand this but of course with lawyers chasing huge fees from claims made it was the insurance aspect which nearly put a stop to the race, even after the authorities had given the go ahead. Thankfully the tourism authorities in Nevada stepped in and approved a $600,000 sponsorship to allow the National Championship Air Races to continue.



Whilst I'm not against fair compensation for injuries and losses sustained, the fee chasing lawyers have a lot to answer for, particularly in the aviation world. They nearly killed off general aviation with claims for any spurious incident against aircraft manufacturers. Eventually the authorities stepped in to restrict claims. Perhaps this is needed in a number of fields now.



The Reno Air Races are our feature item in this issue, which of course you will have noticed if you have read the magazine from the start to this point. Our sincere thanks to our West Coast correspondent, Jim (Flybum) Pratt for going back to Reno after witnessing the trauma of last year and providing such spectacular photos.

NEWS FROM THE Barn is a regular feature about the happenings at the largest (and greatest) fly-in community in the world - Spruce Creek Fly-in. Situated on the Space Coast of Florida, just 7 miles south of the famous Speed City of Daytona Beach, Spruce Creek is a very special place. Our North America editor, Steve Wood, has lived there for since 2001, so he should know. We hope you enjoy this regular feature about a very special aviation community.

Spruce Creek Airport Information - Courtesy of the Spruce Creek POA Website - www.scpoa.com

The Spruce Creek Airport is the heart of the Spruce Creek Fly-In Community. The Airport is a private airport owned and operated by the Spruce Creek Property Owners Association (SCPOA). The Spruce Creek Airport Authority Committee through the SCPOA Board of Directors has the authority and the responsibility to oversee the operation of the Spruce Creek Airport. The SCPOA employs a full time, 24-7 security staff. The Airport runways, taxiways and aircraft parking areas are regularly patrolled and are under continuous video surveillance by the Security staff 24 hour a day.

All flying activities at the Spruce Creek Airport are regulated by the FAA and by the recommended procedures published in the Aeronautical Information Manual (AIM). In addition, a limited number of local rules and procedures have been established to promote a safe and enjoyable airport. All resident, tenants and invitees are encouraged to cooperate and abide by these procedures.

SPRUCE CREEK AIRCRAFT ARRIVAL & DEPARTURE PACKAGE - The airport management provides information to assist all pilots operating in and out of the Spruce Creek Air, viewed or printed with Adobe Reader. Download PDF

AIRPORT SAFETY VIDEO – The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click Here.

Airport 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

Photos for this feature by Steve Wood, unless otherwise notated

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"*.

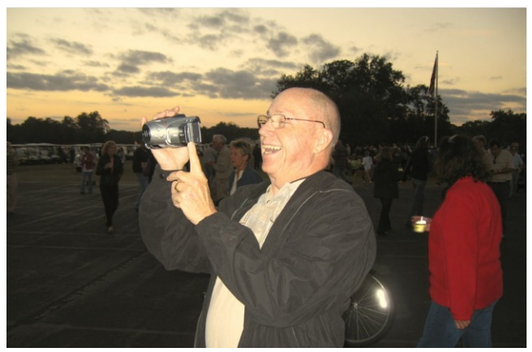












BOB ROOFMAN TERRY is well known to everyone at Spruce Creek Fly-in.

As it's the Gaggle Flight calendar time this means that Roofman, and his trusty pilot Mike Kelly (not forgetting Gene Ledda as safety pilot) have been busy attempting to pull together the Gaggle Flight pilots into a resemblance of order to shoot the calendar photos.

In this issue of *News from the Barn* we are featuring some of the past Gaggle Flight calendar photos, together with some behind the scenes pics showing Roofman in action in his open air perch in Mike Kelly's Baron. The pilots at Spruce Creek are big kids having fun. Roofman is no exception and over the years he has had great fun not only flying, but shooting pics of other flyers.

As the caption in the photo above says - "Mr Bob is on the Job" - and that's certainly the case with Bob Roofman Terry. This photo was taken by Steve Wood at Valkaria air show back in 2007.

The two photos at the top left of this page show Roofman's former life. The left photo was shot back in 1963, shortly after he'd passed his check ride. Here he's taking his mother for a flight in a C170.

The photo on the right shows Capt. Robert Terry having fun in his former day job in a Boeing B737-300.

The photo bottom left shows Roofman about to have fun in his Great Lakes biplane back in 2005. (photo Steve Wood).

Always smiling, and with a camera in his hand, the photo bottom right shows Roofman relaxing at the annual Spruce Creek bonfire at the Big Tree. (photo Steve Wood)

The photos on the following pages show just a few of Roofman's classic Gaggle Flight calendar shots. At the end of this feature are photos by Gary Rosier showing the view of a calendar shoot in progress looking back at the photo ship.

A trio of P-51s from Spruce Creek



One of Roofman's more unusual calendar shots. A Ximango motor glider leads, a Super Decathlon and a Cessna 152 Aerobat are flying wing, Steve Wood's GlaStar is in the slot and a Varga Kachina is stinger.

Roofman in his 'office' in Mike Kelly's Baron





This is how it starts for Rooman before he coaxes the pilots into position

Getting better . . .



Goofy Flight lined up for the 'shot of the day'



Goofy Flight



Whiskey Flight



A celebration of life for pilot Reudean Ravlin took place at Spruce Creek on 29 September.



White Flight



Whiskey Flight Missing Man

All photos: Gary Rosier

Adventure of Flight



The 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*' photo 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@speeditv '*Adventure of Flight*' will be a regular feature so don't forget to send in your photos and remember to *spread the word.*

Remember, this is an opportunity for the world to see *YOUR* special airplane.

Don't be shy, send in your photo *NOW!*





7/8 Nieuport 11

By Lee Thomas

I decided to build another aircraft in 2002. Having previously built a Pober Junior Ace (SN 004) which I flew to Oshkosh in 1996, and as an A&P Mechanic, it was no surprise that I would take on another project. After some time studying possible designs I settled upon the Graham Lee 7/8 scale Nieuport 11 (Circa 1917). I was looking for an aircraft that I would scratch build and was VW powered. I was always a VW fan from another life of racecars and dune buggies. But that story is for another time.

The project spanned the next 3 years and the aircraft now has 80 hours on it. The Graham Lee designs are very faithful replicas with regard to outside dimensions and configuration. It was Graham's goal to offer light weight airplanes which were fun to own and fly, scaled to suit smaller engines including VW for power, and incorporated light weight yet strong construction techniques.

The construction is entirely (even the wing ribs) of aluminum tubing with the clusters secured with aluminum sheet gussets and aluminum blind (AVEX) rivets. Being a riveted sheet metal or steel tube and fabric fan, I was a little concerned about this construction. However I am pleased to say I was quite impressed with the resulting strength, rigidity, and durability of this type of construction. This thing is very light and tough as nails. It is an excellent design.

I covered the aircraft with Polyfibre Lite fabric and finished it with the Polyfibre products. I chose "Ivory" for the main color to represent the color of doped linen of the day. This is bordered with black to simulate the edge taping used at the time to hide the stitching.

I installed a J3 nose tank of 13 gallons and feed the updraft carb by gravity. The engine I ended up with is a 65 hp Lycoming O-145, with a Sensenich 70-38 wood prop. It climbs at 500-600 fpm and cruises at 65-70 kts, with a stall speed of only 34 kts it routinely gets out and back in well under 1000 ft. Rollouts are usually under 500 ft in grass. This is a short coupled aircraft making for sensitivity to rudder inputs on asphalt. Takeoffs are a piece o cake with the tail up quickly and good rudder control. Landings on asphalt are a bit exciting for the first 5 seconds after touchdown, but quite doable.

Not all aspects of the design turned out to be desirable. The gear location in 1917 was too far forward by today's design standards. It was difficult to keep it going in a straight line until I moved the main gear back 6". Most builders of this design have done the same. The original small flying rudder is quite a bit smaller than today's standards as well. Many have stayed with the original small rudder; however I was not comfortable with occasionally not having enough authority. I increased the rudder to match that of the later Nieuport models (N-24, N-26) but retained to flying type (no vertical fin). This was great but in turbulence I didn't like the loads on that tall rudder with no top hinge. The final design improvement was to fully incorporate the N-24 vertical tail with the fin and big rudder and now with a top hinge point.

Photo © Speedi Wings & Wheels

Adventure of Flight



December 2006, I squeezed the first rivet of my RV-7. The plan was a simple Day/night VFR fun machine & cruiser. In November 2010, Vans kit #72908 received her airworthiness certification. We call her “Aurora” after the Roman Goddess of Dawn. First flight was weather delayed.

Aurora is equipped with a Lycoming IO-360 overhauled by Stendec Systems in Colorado. We added 9 to1 pistons, Superior cold sump, Airflow Performance FI, Emag/Pmag and a Vetterman 4 pipe. This combo is putting out 195hp which is harnessed by a Whirlwind 200RV C/S prop(American Propeller supplied). The simple panel consists of a Dynon FlightDek 180, Avmap GPS, Icom200, Garmin320 and a Navaid A/P. Seats by CAD. In search for better efficiency, I installed a James Aircraft cooling plenum and extended cowl. The 3 color base coat /clear coat paint was done by my good friend “Corky”. Total weight came in at 1095lbs complete after paint.

Brian Carroll

Townsend, Montana







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 special registration to noseart@speedi.tv - and don't forget, spread the word.

NOSE ART & NUMBERS











Are Go

USAF Photo

THE USAF AIR Demonstration Team, the Thunderbirds, visited Daytona Beach, Fla in October 2012 to perform at the Embry Riddle Aeronautical University's Wings & Waves Air Show.

But there was more to this visit for the Thunderbirds. They were also in Daytona to promote their 2013 appearance at the premier NASCAR event, the Daytona 500, in February 2013.

Photo right, courtesy of the Thunderbirds, shows the 2012 pilots with the Harley J. Earl trophy awarded to the Daytona 500's winner. Earl was a pivotal General Motors designer - he designed the Corvette and the Firebird 1 concept car which sits atop the trophy.

Here's a pictorial view of the first part of the Thunderbirds visit to Daytona., including some 'behind the scenes' pics. A full feature on Wings & Waves will be in our December 2012 / January 2013 issue. Photos, Steve Wood, unless otherwise notated.

The Daytona Connection

The Daytona 500 Harley J. Earl Trophy
with the Firebird 1 Concept Car atop


HELLMANN'S




UNITED STATES AIR FORCE



Back from a successful practice flight




Maj J. R. Williams
Lead Solo
DAYTONA



Opposing Solo - Capt. Blaine Jones



Lead Solo - Maj. J. R. Williams
Note the upside down ’5’ on his flight suit as he flies a lot of the time inverted.



The solo pair in action

USAF Photo

There’s a lot of hard work going on behind the scenes.

Here the ground crew get to work immediately a jet returns.

Note the crew member climbing into the engine intake - a few seconds later he disappears completely as he inspects the engine for FOD damage. That must be one ‘hot’ job.

Photo: Gary Rosier

Watsonville Fly-In & Air Show 2012

Watsonville, California is located in the Pajaro Valley and offers a year-around climate of cloudy mornings and sunny afternoons with temperatures averaging 60 to 70 degrees. Its population is 51,199 according to the 2010 census. It is a very important agricultural area and is known for growing strawberries, apples, lettuce, and a host of other vegetables. It is directly south of Santa Cruz, just slightly inland from the Pacific Ocean hence the regular Marine Layer.

Our West Coast Contributor, Jim (Flybum) Pratt just loves going to this interesting annual air show - here's his report:

Once a year, the community



comes alive with a terrific fly-in and airshow and I rarely have missed this event. Flying into the



airshow can be tricky if you try to do it on the morning of the show because generally there will be low fog and overcast that starts burning off at around 10:00 AM. Many of the aircraft arrive on Friday afternoon to avoid this problem. The aircraft on display at the show include military, production civil aircraft, kit/plans built planes, antiques, and privately-owned war birds. There's something for everyone.

Naturally the airshow opened with the aerobatic performers taking to the sky and then a parachute jump from a helicopter and the national anthem as the performers circled the jumper.

Eddie Andrenie

Many of the performers at this show are regulars every year. The most notable being Eddie Andreini who has performed at 46 of the 47 Watsonville shows. Eddie is a heavy equipment contractor from Half Moon Bay, California just a few miles south of San Francisco on the coast. He flies a highly modified silver and blue Super Stearman that really turns and burns. He performs double outside loops. triple snap rolls, square loops and torque rolls, maneuvers that you normally don't see being done with a Stearman. Eddie also owns a P-51 and a Yak-9 and performs in these aircraft also. Poor guy, he must really get bored on the off-season.

There's more photos of Eddie's stunning aerobatics later in this report - page 52.





Vicki Benzing

Another regular at Watsonville and many other California Airshows is Vicki Benzing who just happens to be from Watsonville. She is a 5,000 hour pilot and took much of her training from Amelia Reid, a legendary flight instructor from San Jose, California. Vicki's airplane is a highly modified Extra 300 powered by a Lycon customized experimental AE0540 engine. Vicki competes in aerobatic competition in the Advanced category and won third place in the 2008 Northwest Regional Championships. When you see her fly you will wonder how she didn't get first place. She really works that Extra 300 and the crowd loves her. Both the plane and pilot are very photogenic.



All photos for this feature - Jim (Flybum) Pratt

John Collver

Speaking of photogenic, John Collver's SNJ, *War Dog*, never seems to take a bad picture. I am not sure if it is the color combination or what but it always looks great. John has over 14,000 hours of flight time and has done over 1,000 performances. He flew for Northrop/Grumman supporting the military for over a decade. John's routine is smooth and



relaxing to watch, but also very exciting. The sound of the SNJ's prop breaking the sound barrier gives the SNJ a very throaty, macho sound as it obeys John's every command, almost making aerobatics look easy.

The Navy SNJ (or North American T-6 Texan for the Air Force guys) was the mainstay of single engine advanced training during WWII and into the 1950's.



Bill Stein

Bill flies a Edge 540 and has logged over 3,500 hours of aerobatic and formation flight. He has been performing at airshows across the country since 1995. He has a Commercial Pilot Certificate, multi-engine and instrument ratings. At one time he flew with the Red Baron Stearman Squadron. He coached the "Stars of Tomorrow" team which performed at many airshows. His flying is precise and he keeps you on the edge of your seat.







West Coast Ravens

The West Coast Ravens put on a great formation flight demonstration at the show. The Ravens are made up of a group of pilots from all over the West Coast who fly their homebuilt RV aircraft in formation at airshows and various other events. For the Watsonville show they fielded eight aircraft flying two flights of four aircraft each. They are really amazing to watch because of the very tight formations that they fly and their ability to switch from one formation type to another, making the transition in a very smooth and precise manner. The flight leader for the second flight was none other than Tim Cone, a member of our EAA chapter in Fresno. Tim is a corporate pilot flying for Harris Ranch in the San Joaquin Valley. He will also be flying his RV-8 in the Reno National Championship Air Races for the first time at this year's event.

Some of the West Coast Ravens appeared on the TV show "Myth Busters" several months ago. The myth they participated in was to prove that geese achieve a greater efficiency by flying the formations that they fly. The myth was proved to be true as the RVs did find greater fuel efficiency and greater airspeed by flying in a V formation. What was amazing is that even the plane at the head of the V benefited. Tim Cone participated with Carrie, the shows hostess, in the back seat. He said he didn't mind at all. Photos on next page >

Jerod Flohr

Jerod is the new kid on the block and I mean new. He flew his first airshow demonstration here at Watsonville at this flyin. He hails from Stanton, Texas and is just a baby at age 26, but you could never tell it by his flying.

Wayne Handley issued Jerod his 500 ft airshow waiver in May of this year. He definitely looked like a very experienced performer during his first official airshow. He flies an Extra 300L and is currently looking for a sponsor.







West Coast Ravens - RV Flight Team



T-6 Texan Flight



The Fastest Tug in the World?



West Coast Ravens - RVFlight Team

Military

According to the airshow website there was supposed to be an F-18, a Harrier, and a C-17 in attendance. On Saturday, the day I attended, none of these aircraft were present. I'm not sure why.

Warbirds

The Warbirds Section did not disappoint. There were several P-51 Mustangs, even more T-6 Texans and SNJs, a P-40, several Yaks including Eddie Andrenies Yak-9, a Marine CH46E Sea Knight helicopter, and a T-34 Mentor. The Mustangs and the P-40 took to the skies early in the afternoon and put on a great show with numerous passes. As the old saying goes, "There is nothing like the sound of Mustangs in the afternoon." I think every pilot should be issued his own Mustang!











Eddie Andrenie

















Watsonville was not just about warbirds, although there were plenty of those about.

Whilst there are two warbirds shown on this page, the remainder of the photos show a collection of the other planes which were there.

From the overcast conditions of the morning through to the clear blue sky of the afternoon, it was a great day out for everyone.










N368JJ
N23KP
N9560


22
SX A


113521


GQ U
463702
Grim Reaper


VF T
474008


473129
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22

AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

FRANKLIN, Tenn. - The team behind the radical Nissan DeltaWing has declared it has 'unfinished business'... after being unceremoniously shoved out of the famous Le Mans 24 Hours in June, the fans' favorite will return to finish what it started at the event's little brother, Petit Le Mans.

The pioneering, dart-shaped Nissan DeltaWing, which captured the hearts of 240,000 Le Mans 24 Hour fans three months ago, will race again at next month's American Le Mans Series (ALMS) finale at Road Atlanta on October 17-20.

Led by Nissan Americas Vice-Chairman, Bill Krueger, the announcement took place today at Nissan's North American headquarters in Nashville, Tennessee.

Designed and built with the aim of completing the famous Le Mans 24 Hours using half the fuel and half the tires of contemporary sports prototypes, Nissan DeltaWing was forced to retire from the French endurance classic after six hours, following contact with another car.

The plight of Japanese NISMO racing driver, Satoshi Motoyama, who tried heroically to repair the impact damage by the side of the Le Mans circuit for 90 minutes before having to admit defeat, garnered massive support for the team from fans, whose demands for it to return to the racetrack will now be satisfied.

Existing race commitments mean that all three of the Nissan DeltaWing Le Mans drivers - Motoyama, Marino Franchitti and Michael Krumm - are unavailable for the prestigious Petit Le Mans ALMS race. Nissan's original GT Academy champion, Spaniard Lucas Ordonez is set to race the car at Road Atlanta, along with American Le Mans Series 2011 PC class champion Gunnar Jeannette.

Darren Cox, General Manager, Nissan in Europe, said: "Le Mans was a huge success for us - the car did everything we wanted it to do and more, proving that the pioneering technology we were testing in the world's most public laboratory works and is a viable option for the future sustainability of motorsport.

"The only thing that didn't go our way was the way the race ended for us, which was entirely out of our control. Because we'd proven the technology worked, it was hard to be too disappointed, but we were blown away by the level of support and goodwill that came our way from the fans so now we feel we owe it to them to race again.

"I'm very proud that Lucas will get his chance in the car - the GT Academy is a major innovation in motorsport that is making the elitist sport of motor racing genuinely accessible to everyone, including those who do not have access to big budgets and sponsorship. Lucas is living proof that the innovation works."

"We're thrilled to welcome Gunnar to the Nissan DeltaWing team. He is a former American Le Mans Series champion and knows Road Atlanta like the back of his hand so he is the perfect addition to the squad."

The team believes that the 1,000-mile, 10-hour Petit Le Mans race is the perfect event for Nissan DeltaWing to not only give fans the race finish they desire, but also demonstrate its prowess on a more traditional track, as opposed to the high-speed Le Mans circuit, which also utilizes public roads.

The announcement comes as it is revealed that, as part of the ALMS merger with the other major sportscar series, GRAND-AM Road Racing, provision will be made for Nissan DeltaWing within the regulations of the resulting new championship, scheduled to start in 2014.

The Nissan DeltaWing team comprises a group of key partners including American motorsport entrepreneur Don Panoz; project patron and Indy 500 team owner, Chip Ganassi; designer Ben Bowlby; tire supplier, Michelin; Dan Gurney's All-American Racers organization; and Duncan Dayton's Highcroft Racing team.

Panoz, who was behind the 'Project 56' organization under whose banner the DeltaWing started its journey to Le Mans, said: "Petit Le Mans has built up a reputation as one of the largest sportscar races in the world. Every section of the Nissan organization has supported this car and I think the fans will love getting to see what Racer magazine called a 'gamechanger.'

"The DeltaWing can race in the 2013 American Le Mans Series and it is part of the merger agreement for ALMS and GRAND-AM. Safety and performance standards have to be achieved, but it needs to be reviewed. For 2014, the new series would incorporate Daytona prototypes, Le Mans prototypes, and maybe even a DeltaWing."

Meanwhile, Nissan DeltaWing's visionary creator, Ben Bowlby, said: "At Petit Le Mans, we will get the chance to show the US fans just how cool this car is but also the chance to prove that it works on a much tighter, twistier road course, rather than the flat-out, 300kmh, Le Mans-style racetrack. It's important for us to gain in lap experience, testing and driver feedback and really validate the whole concept."



Nissan became a founding partner in the DeltaWing project in March this year and the team then faced a major challenge to get the experimental Nissan DeltaWing car and its specially-developed 1.6-liter DIG-T Nissan engine, ready for the grueling Le Mans 24 Hours.

The project provided a test bed for Nissan to develop future innovations that can be filtered into the Company's global motorsport programs as well as future road products. This will continue to be the case at Petit Le Mans, with new technology being trialed during the race and further development work being carried out by partner, Michelin, on its bespoke tires, specially built for the Nissan DeltaWing.

Based on fuel consumption and tire wear data taken during more than six hours of running at Le Mans, the car was on course to achieve its goal of completing the 24 Hours using half the fuel and half the tires of its fellow entrants.

Data taken from a standard LMP2 car at Le Mans indicated that it used 2,350 liters of fuel and changed tires every 300 miles, chewing through nine sets. And, while the LMP2 car had a fuel consumption level of 5mpg, Nissan DeltaWing was running at 10.7 mpg.

Leading innovation in motorsport is nothing new for Nissan - its GT Academy has proven to be a genuine stepping stone from games console sofa to a real motor racing career. Ordonez was the inaugural winner in 2008; three years later, he made his Le Mans 24 Hours debut, scoring a podium in an LMP2 class dominated by Nissan engine power. The Spaniard was among a handful of drivers who tested Nissan DeltaWing during its rapid development process earlier this year.

Cadillac CTS-*V* Coupe Race Car

The Cadillac CTS-*V* Coupe race car was developed in a very aggressive timeline of less than eight months. The resulting product is a road racing athlete. The underlying difference between it and the road car is a body mass index of 3,200 lbs.; the road car is 4,222 lbs. Under



the hood lies a 6.2L V-8 that is restricted, per SCCA World Challenge rules, to deliver 460 horsepower. Zero-to-60 time is an estimated 3.1 seconds.

The engine was developed by GM with build and track service provided by Katech Engine Development. Power is put down by a six-speed sequential gearbox that delivers the torque to a limited-slip rear differential. The combination of Pirelli 18-inch racing tires, specified by the series, and Brembo brakes, similar to those found on the production CTS-*V,* enhance the vehicle's handling and braking capabilities in racing conditions.

The production coupe is a classic 2+2 layout bolstered with advanced technology, such as a rear-view camera system and a performance-oriented suspension system coupled to rear-wheel or all-wheel drive.

The CTS Coupe emerged as a proposal inside Cadillac's dedicated design studio, where designers develop and evolve the brand's Art and Science design philosophy. It is powered by a 3.6L direct-injected V-6 rated at 304 horsepower (227 kW). The high-performance CTS-*V* Coupe receives the same 556-horsepower (415 kW) 6.2L supercharged V-8 found in the landmark CTS-*V* Sport Sedan.

The wedge shape of the CTS Coupe lends itself perfectly to the aero demands of high-speed road racing. The addition of a rear Swan Neck supported deck-lid spoiler helps balance the horsepower on the Pirelli tires in the turns. Stopping the racer are Brembo brakes, similar to those on the production car.

Cadillac CTS-*V* Coupe Race Car Details:

- Cadillac CTS-*V* Coupe body produced at Lansing Grand River (Mich.)
- 6.2L, 90-degree V-8 with aluminum block and heads, 520 hp @5400 rpm (restricted per SCCA), torque 477 lb.-ft., developed by GM Powertrain, built by Katech Engine Development
- Sequential six-speed transmission, no lift shift
- Limited-slip differential with 3.0 final drive
- Brembo brakes, six-pot front with 355 mm rotor, four pot rear with 328 mm rotor
- BBS 12 x 18-in. aluminum rear wheels with 11 x 18-in. fronts
- Pirelli racing tires, front 305/645 x 18, rear 315/675 x 18, series spec
- Three-way adjustable shocks
- Front independent SLA, race modified; rear race-modified independent multi-link
- Curb weight 3,200 lbs. with mandated competition ballast, 50/50 weight distribution
- Steering, variable power-assisted rack-and-pinion
- Chassis, reinforced production unibody with race-designed safety cage
- Pratt & Miller-developed side impact-reducing crush box
- Pratt & Miller-designed cool seat
- Two rear-view cameras with dash readout

For more information about the Cadillac Racing Team visit their website at http://www.cadillac.com/v-series-racing.html

McLaren P1



McLaren Automotive will use its first ever international motor show appearance to preview its next generation ultimate supercar – the McLaren P1 – which takes much of its technological and spiritual inspiration from the company's Racing division. The McLaren P1 has one simple goal: to be the best driver's car in the world on road and track.

At the Paris Motor Show, Mondial de l'Automobile 2012, the McLaren P1 is previewed as a design study. Next year a production version, which the company aims to put on sale within 12 months, will be revealed.

'The McLaren P1 will be the result of 50 years of racing and road car heritage,' says McLaren Automotive Executive Chairman Ron Dennis. 'Twenty years ago we raised the supercar performance bar with the McLaren F1 and our goal with the McLaren P1 is to redefine it once again.'

'Our aim is not necessarily to be the fastest in absolute top speed but to be the quickest and most rewarding series production road car on a circuit,' says McLaren Automotive Managing Director Antony Sheriff. 'It is the true test of a supercar's all round ability and a much more important technical statement. Our goal is to make the McLaren P1 the most exciting, most capable, most technologically advanced and most dynamically accomplished supercar ever made.'

When the McLaren P1 goes into production later next year, it will sit above the 12C and 12C Spider, in terms of both price and performance.



AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

Successful test drive on the Nürburgring-Nordschleife

The Porsche 918 Spyder prototype achieves a lap time of seven minutes and 14 seconds



Atlanta. In test runs on the Nürburgring Nordschleife, ihe Porsche 918 Spyder prototype achieved a best time of just 7 minutes and 14 seconds around the 12.8 mile track. The plug-in hybrid super car has surpassed expectations and proven its dynamic driving potential nearly one year before the start of series production.

"With the time of 7:14 minutes, the 918 Spyder prototype is already proving to be a fully sustainable concept after just a few months on the road," said Dr. Frank Walliser, head of the 918 Spyder project.



The lap time of the Porsche 918 Spyder prototype is one of the best ever recorded for a street-legal vehicle with standard tires. It is particularly impressive as it was achieved from a standing start.

The 795-horsepower plug-in hybrid super sports car was equipped with production-intent Michelin street tires and the optional "Weissach" feature package, which includes measures to improve driving dynamics.

DEARBORN, Mich., Oct. 26, 2012 – Ford's new Police Interceptor sedan and utility vehicle were best-in-class at this year's series of performance tests conducted by the Los Angeles County Sheriff's Department (LASD).

The entire portfolio of new Police Interceptor vehicles, which launched earlier this year, passed the extreme testing conducted by the LASD and proved to the public and law enforcement industry that Ford delivers purpose-built, pursuit-rated Police Interceptor vehicles.

"Yet again, Ford's fleet of Police Interceptor vehicles stood up to the competition and proved why they are the choice of so many government agencies with their combination of capability and value," said Lisa Teed, Ford Marketing manager for Police Interceptor. "The LASD testing proves the performance and durability of Ford's latest generation of police vehicles."

Leading the competition

The annual test to validate pursuit performance on police vehicles is conducted by the LASD with the support of the Los Angeles Police Department. To match real-world patrol conditions, emphasis is placed on a semi-continuous run of 32 high-speed pursuit laps at the 1.46-mile track at Auto Club Speedway in Fontana, Calif., to test for brake and tire durability, powertrain robustness and high vehicle temperature driveability. The Ford Police Interceptor sedan and utility vehicle boasted top marks in braking, 0-100 mph acceleration and lap times, and earned positive comments from the officers testing the vehicles.

Highlights of the annual testing include:

The EcoBoost® Police Interceptor sedan achieved the quickest acceleration time. It also set a new all-time single-lap record and had the fastest average lap time on the city pursuit course



The Police Interceptor sedan 3.7-liter engine achieved the fastest naturally aspirated V6 engine acceleration, the shortest overall stopping distance, and the second-fastest lap time in city pursuit, just behind the Police Interceptor 3.5-liter V6 EcoBoost sedan

The Police Interceptor utility was the best-in-class utility vehicle with faster acceleration, shorter stopping distance and faster lap times than the Chevrolet Tahoe police vehicle

"Setting the all-time record on the city pursuit test is significant," said Bill Gubing, Police Interceptor chief engineer. "However, the real engineering excellence is designing a portfolio of Police Interceptors for an industry that demands superior durability, braking power and handling.

"City pursuit is a test that simulates real-world police driving in an urban environment," he added. "We designed a purpose-built vehicle for all day every day, by managing power and optimizing the all-wheel drive to give the driver more control in handling tight situations."

The LASD test proves Ford has built a utility police vehicle that meets muster for handling and control. The Police Interceptor utility vehicle's driving dynamics are similar to the sedan's, and it provides greater fuel economy than previous V8 Police Interceptors while also providing more space, more versatility, command seating and ease of driving.

GONE CRUISIN'

Gary's Hot Rods & Cruisers







Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA.

More pics from Gary at http://www.carsplaneslandscapes.com/

All Photos for This Feature: Gary Rosier unless otherwise notated

GONE CRUISIN'

Gary's Hot Rods & Cruisers







Welcome to the first section of photos in this issue of Gary's *Gone Cruisin'* which were taken at the Sonic Drive-in at Holly Hill, North Daytona Beach, Fla. (Sonic has two locations- in Daytona Beach - Holly Hill and South Daytona), Sonic is an iconic Drive-in with curbside speakers, fast service, and carhops on skates!

Founded in 1953 as a hamburger and root beer stand in Shawnee, Oklahoma by Troy Smith, it was originally named "Top Hat Drive In". It was designed to allow friendly skating car hops to deliver food directly to customer's cars. DELIVER they certainly did as the word "SONIC" is defined as "At the speed of sound" or as Troy originally said "Service at the Speed of Sound!" It was Troy's belief that going the extra mile would, and still does, set the tone which sets SONIC apart from all other restaurants.

The show is set for every second Tuesday of the month in Holly Hill. Complete with mascots and girls dressed up in period costumes, they take your order and quickly skate back to your car, delivering food that is delicious and as varied as the cars that came to the show.

Come they did too, well over 100 cars at each of the last two months events, spilling out over into the Publix parking lot (Thanks Publix for being such a gracious "host"). The Car cruise-in runs from 4-8pm but many cars were already there by 2:30. This, on a weather threatening night too. (Have we had enough rain yet - it's rained at some point for the past two months here in Fl!).

"Carhops" was coined for the girls who used to roller skate out and "hop" onto the early cars running boards as they came into the lot. While there are no running boards today per see, there's not a hot rodder anywhere who doesn't dig the girls running around their cars in big pleated skirts al la the 1950's all over again. Back to when Troy, the up and coming entrepreneur who started it all, said originally in 1953 – "Every one of our guests was worth a mint" – indeed, each guest is provided with a mint as a gesture and reminder of their importance in the core values of Sonic's day to day business model.

This event aytSonic in Holly Hill truly was a "MINT" of a show, cars of all types are welcomed.

You owe it to yourself to stop by and check it out – it ROCKED!








MIAMI
POLICE
9




PICK SOMETHING YOUR OWN SIZE


SONIC
America's Drive-In
Breakfast
SONIC
HAPPY HOUR
2 TO 5
Drive-Thru
1830


STACKED
YOU SIP.
KIDS LEARN.
PICK SOMETHING





The two photos above are from the Sonic car show.

The lower photos, and those on the following three pages were taken by Tim Wilson at a car show in the downtown area of the historic city of Sanford, Fl, on the southern shores of Lake Monroe, at the head of navigation of the St John's river, just to the north of Orlando.

There are usually cruisin' events at Sanford on most Saturdays.
















SS

Castle Concours

Bentley Motors Sponsored the Inaugural Windsor Castle Concours d'Elegance

Bentley Motors was the main sponsor of the inaugural Windsor Castle Concours d'Elegance – a unique gathering of 60 of the world's rarest and



most desirable cars – which took place in the beautiful grounds of the Castle between 7-9 September 2012.
Royal Warrant Holders and manufacturers of Her Majesty Queen Elizabeth II's State Limousine, Bentley supported exhibitors throughout the Concours event by hosting the Pegasus Club, a VIP reception and dining area with a Bentley theme inside the Castle walls.



The company's latest flagship, the award-winning, hand-built Bentley Mulsanne also played a prominent role chauffeuring owners and their guests throughout the event.

A significant number of cars taking part in the Concours, including six remarkable Bentleys such as the staggeringly beautiful Embiricos and W.O. Bentley's masterpiece the 8 Litre saloon, were sourced from private or manufacturer collections as well as overseas museums and have been seldom shown in public; clearly underlining the special nature of this opening Concours.

The Concours, the first event of its kind at Windsor Castle, celebrated the 60th Diamond Jubilee anniversary of HM Queen Elizabeth II. As a tribute to the Jubilee, there were just 60 special cars invited to the Concours.

The Windsor Castle Concours of Elegance and its sponsors supported several key charitable organizations dedicated to helping children and their carers facing life threatening or limiting illnesses including The Royal Marsden Cancer Charity and East Anglia's Children's Hospices.



1931 Bentley 4½ Litre Supercharged

There's a Bentley video of the event available here.

Photos (all from Bentley Motors) continue on following five pages >>



Bentley Mulsanne



1930 Bentley Speed-Six


GK 8449
DUU 618
GX 6163
GP 4831

A very rare 4¼-Litre Derby Bentley featuring a unique aerodynamic body made by coachbuilders Pourtout Carrossier, originally built for wealthy Greek racing driver André Embiricos

This car is particularly special as it has Le Mans history.



1929 4.5 Litre Birkin Blower

The number 9 car featured above, UU5872, is an original Birkin car known as 'Birkin Blower No.2'. This car made an appearance at the 1930 Le Mans, where it set the lap record.

Adding the supercharger increased power from 110 bhp to 240 bhp - ideal for racing.




BENTLEY
7
MICHELIN
BENTLEY
BENTLEY
BENTLEY
OU 5872





Windsor Castle was a superb backdrop for a Classic Car Concours, and the weather was perfect too.

For VIP guests, Bentley hosted the Pegasus Club, a reception and dining area with a Bentley theme inside the Castle walls.

Whilst the main display area was restricted to 60 of the rarest cars, including the 1931 8 Litre - photo top right, and the 1929 Birkin Blower Bentley - photo bottom left, many other fabulous cars attended as can be seen in the photo bottom right.









More motorsport news & photos from Daytona Beach, Speed City USA.

Biketoberfest 2012

A 10 page pictorial look at some of the bikes and characters visiting Daytona Beach and the surrounding area during Biketoberfest in mid-October 2012.

Photos by Gary Rosier - www.carsplaneslandscapes.com



On the way to the fun . . .





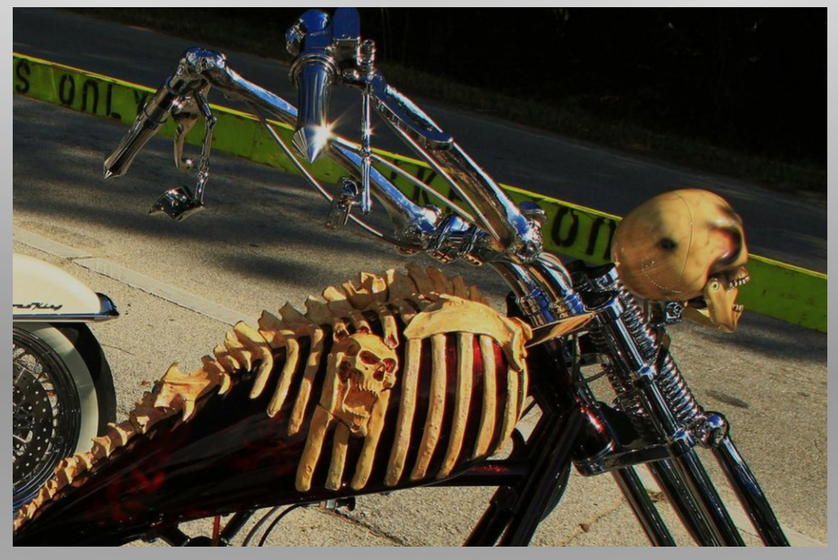



DENYS
Hukill










Cabbage Patch


LEO
QUALITY
BELTS · BUCKLES
BOOTS · CHAPS · HATS




IRON ASS






OUTFITTERS
APPAREL
SUNGLASSES
FLAGS... MORE





See Ya All Next Year . . .



Speedi
Wings & Wheels

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Wings & Waves 2012
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Photo: Steve (Speedi) Wood