Speedi
Wings & Wheels

www.speedi.tv

October / November 2013

Issue No: 10

NATIONAL CHAMPIONSHIP
AIR RACES
RENO · NEVADA
PRESENTED BY BREITLING

Best viewed as Full Size Single Page

MASSIVE 142 PAGE ISSUE



RENO RACES - PART 2



PIN UP PICS



BIKETOBERFEST ' 13

FREE! Online Magazine

THIS MONTH: Biketoberfest '13 Disney Dream Cruise Pin Up Pics Reno Air Races x 2 and Much More

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Speedi
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NASA snaps infrared images of Saturn and its rings, using the Cassini spacecraft

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Magazine

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Editorial

Photo Courtesy of Aribus - A321-Delta Sharklets 1

Delta Air Lines' firm order for 40 Airbus jetliners – announced 4 September 2013 – includes 30 A321ceo (current engine option) aircraft and 10 A330-300s



Welcome to the October / November 2013 issue of *Speedi Wings & Wheels.*

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.

In this issue we are featuring the 50th anniversary of Reno Air Races, Biketoberfest '13, Disney Dream Cruise, plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

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

October / November 2013 - Issue No: 10

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Cover Photo: Jim (Flybum) Pratt

Speedi Wings & Wheels

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Beechcraft Sets San Diego-Orlando Speed Record with Multi-Mission King Air 350ER

Company reports special mission 2013 bookings more than double previous year's bookings

LAS VEGAS (Oct. 23, 2013) – Beechcraft Corporation today was officially recognized by the National Aeronautic Association (NAA) for a speed record set by its Beechcraft King Air 350ER. NAA President Jonathan Gaffney awarded the company with the official certificate at the 2013 NBAA Business Aviation Convention & Exhibition.

The King Air 350ER demonstrator aircraft set the record for "Speed Over a Recognized Course" during an Oct. 28, 2012, flight at 331.08 miles per hour for a 1,863.97-nautical mile route from San Diego, Calif., to Orlando, Fla. It is a new world record, sanctioned by both the NAA and the Federation Aeronautique International (FAI) in Switzerland.

"This recognition signifies not only the speed of this aircraft, it also solidifies the high performance reputation and the multitude of capabilities of the King Air 350ER as we continue our growth in the worldwide special mission market," said Dan Keady, senior vice president, Special Missions. "Through three quarters of this year, Beechcraft special mission bookings have more than doubled the number of special mission aircraft ordered for the entirety of 2012."

A King Air 350ER demonstrator is on static display at NBAA this week. It is a standard extended-range airplane, which is capable of more than 12 hours endurance or more than 2,500 nautical mile range. The demonstrator has been fitted with a surveillance mission console, high density seating for military transport missions, and two medical sleds and a medical storage cabinet for air ambulance missions. All of these installations are certified by the Federal Aviation Administration and European Aviation Safety Agency, and available for immediate delivery on new aircraft from the factory or as a custom fit after delivery.



Boeing Finalizes Agreement for Kennedy Space Center Facility

CST-100 spacecraft will be built in former NASA shuttle hangar

CAPE CANAVERAL, Fla., Oct. 22, 2013 – Boeing [NYSE: BA] has finalized an agreement with Space Florida to use a processing facility at NASA's Kennedy Space Center to build the Crew Space Transportation (CST)-100 spacecraft, an important step toward restoring the United States' ability to launch humans into space.

"The resources and expertise on the Space Coast are essential to our plans and this agreement solidifies our partnership with the state of Florida," said John Mulholland, Boeing vice president and program manager, Commercial Programs. "Boeing is committed to providing the most innovative, safest and cost-effective commercial space transportation system to NASA and other commercial customers, and adding the capabilities of the processing facility to our portfolio plays a big part in our plans."

Renamed the Commercial Crew and Cargo Processing Facility (C3PF), the former space shuttle hangar known as Orbiter Processing Facility-3 is being modernized by Space Florida to meet requirements for building the CST-100 capsule.

"Boeing and Space Florida continue our partnership in repurposing excess NASA facilities for future use by Boeing's Commercial Crew Program," said Frank Dibello, president and CEO, Space Florida. "With phase one complete, we look forward to finishing the next phase of facility modification."



Space Florida is the state's independent agency for aerospace development. Phase one of the C3PF renovation was completed in February; phase two began in September with improvements including technology upgrades to the environmental and electrical systems and reflooring the facility. Boeing expects to move into C3PF in spring 2014.



Boeing's Commercial Crew Program is on track for an expected 2016 test launch time frame, with work continuing in Houston, Huntington Beach, Calif., and Florida. In partnership with NASA, Boeing is continuing to develop the CST-100 with the successful completion of water-recovery tests. The company recently unveiled the full-scale CST-100 mock-up to the world in Houston.

Boeing's CST-100 spacecraft will shuttle astronauts to low-Earth-orbit locations such as the International Space Station and expandable space habitats being developed by Bigelow Aerospace. The CST-100 is designed to accommodate up to six crew members or a mix of crew and cargo.

Visit www.beyondearth.com for more information about the future of human space exploration.

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By Steve Wood - Staff Writer

AV NEWS

Snippets of Aviation News

www.speedi.tv

Forty-Nine RVs Set New Formation Flight Record

A new world record 49 airplanes - and all of them homebuilt Van's RVs - flies in a large diamond formation over Arrowhead Stadium on Sunday, October 13.

The formation flies with pink smoke on for Breast Cancer Awareness month.



October 16, 2013 - A group of 49 Van's RV homebuilt aircraft from 17 states and the District of Columbia set a new unofficial Guinness World Record for a civilian formation flight Sunday when it overflew Arrowhead Stadium before the Kansas City Chiefs-Oakland Raiders NFL game.

The standing record of 37 aircraft was set at EAA AirVenture Oshkosh 2009.

The group, called the KC Flight Formation Team, had most of the participating aircraft equipped with smoke oil systems pouring out pink smoke in honor of Breast Cancer Awareness Month. The effort also helped to raise a reported $30,000 for the University of Kansas Cancer Center and its surgery center at Indian Creek.

"The Guinness book of world records is really going to be cool, but what brought everybody to town was breast cancer," said pilot Phillip Lamb, EAA 723074, of KC Flight Formation. "I think the big goal is to raise awareness and obviously money,"

The group's Facebook page is replete with several submitted fan videos showing the splendid flyover from several angles. Comments describing the flyover included "amazing," "incredible," "awesome," and several others.

The group staged at Lee's Summit Municipal Airport, and flew a practice flight on Saturday. The opportunity to even make the flight is due to the federal budget sequester and elimination of military flyovers.

The formation flies with pink smoke on for Breast Cancer Awareness month.

Actor, Pilot Harrison Ford Accepts Humanitarian Honor at NBAA2013

October 22, 2013

Harrison Ford may be best known for his iconic portrayals of movie heroes such Han Solo and Indiana Jones, but it was his invaluable and often unsung work as a general aviation advocate and humanitarian pilot that were in the spotlight this morning at the NBAA Business Aviation Convention & Exhibition (NBAA2013) as Ford accepted NBAA's 2013 Al Ueltschi Award for Humanitarian Leadership.

"I am humbled – and not just a little embarrassed – by this award and this attention," said Ford, with obvious emotion, in a ceremony that capped the Opening General Session at NBAA2013. "I have done what I've been able to do, and upon receipt of this high honor I promise to redouble my efforts... to try to make myself available for more of the good missions that can provide service to people in need."



Ford regularly operates a variety of fixed-wing aircraft and rotorcraft in support of humanitarian efforts such as the Cessna Citation Special Olympics Airlift and Corporate Angel Network flights, as well as aerial search-and-rescue operations.

In 2010, he joined with hundreds of other general aviation pilots participating in relief missions for victims of a devastating earthquake that struck Haiti, flying doctors and equipment to remote communities in his Cessna Caravan turboprop single.

In accepting NBAA's Al Ueltschi Award for Humanitarian Leadership, Ford noted the importance of calling attention to similar efforts by thousands of other general aviation pilots, including business aviation pilots. "The attention that could be paid to the good works... can only help to improve the understanding of the value of general aviation," he said.

Created in 2006, the Al Ueltschi Award for Humanitarian Leadership is named for the late Albert L. Ueltschi, in recognition for his lifetime of dedication to philanthropic causes, most notably in the development of international non-profit organization ORBIS dedicated to preventing blindness and saving sight.

Past recipients of this award include FedEx Express and its founder, Frederick W. Smith (2012); former U.S. Senate majority leader, surgeon and humanitarian pilot Bill Frist (2011); the donors and volunteers in the business aviation community who responded to the humanitarian crisis in Haiti (2010); the Civil Air Patrol (2009); Corporate Angel Network (2008); Veterans Airlift Command (2007); and Cessna Aircraft Company, in recognition of the Cessna Citation Special Olympics Airlift (2006).

Embry-Riddle Flight Students Gain Hiring Advantage with New SkyWest Airlines Pilot Cadet Program

SkyWest Representatives to Meet with Students at Campus Career Expos in October

October 1, 2013

Embry-Riddle Flight Students Gain Hiring Advantage with New SkyWest Airlines Pilot Cadet Program

Embry-Riddle Aeronautical University and SkyWest Airlines are partnering on a new program that will give Embry-Riddle students a substantial boost toward becoming a SkyWest first officer.

Under the agreement, Aeronautical Science (professional pilot) students who have achieved a Certified Flight Instructor rating are eligible to apply for the SkyWest Pilot Cadet Program through the Career Services offices at Embry-Riddle's residential campuses in Daytona Beach, Fla., and Prescott, Ariz.

After undergoing an initial interview and a day of orientation at the airline's training facility in Salt Lake City, students judged acceptable will receive a conditional offer of employment.

Students enrolled in the Pilot Cadet Program must then maintain a minimum grade point average, complete Embry-Riddle's advanced jet training courses and attain the FAA ratings of Commercial Pilot/Instrument and Multi-Engine as well as Certified Flight Instructor/Instrument. Each cadet will be individually mentored by SkyWest pilots, many of them Embry-Riddle alumni, and may have the opportunity to participate in SkyWest recruiting events and outreach programs.

Unlike an internship, the Pilot Cadet Program allows students to remain at their Embry-Riddle campus to complete their degree program and flight training, and they stay enrolled in the Cadet Program for as long as it takes them to meet SkyWest's Airline Transport Pilot standards.

"Given Embry-Riddle's comprehensive flight education curriculum and the quality of its students and flight instructors, we're pleased to partner with them in providing an enhanced career path for the next generation of exceptional pilots," said Klen Brooks, SkyWest's vice president of Flight Operations.

The chair of the Flight Department at Embry-Riddle's Daytona Beach Campus, Ken Byrnes, considers the new program ideal for both SkyWest and students.

"It gives students real-world skills and the reassurance of a career offer while also supplying a pipeline of highly qualified professionals for the airline," he said.

Jerry Kidrick, Flight chair at the Prescott Campus, added, "SkyWest is well respected for its outstanding executive leadership, skilled workforce and solid operational performance, so we know our students will have valuable experiences that will greatly enrich their education and their careers."

Embry-Riddle has similar agreements with other airlines — American Eagle/American, Cape Air/JetBlue and ExpressJet/Delta — in which its students start flying for smaller airlines associated with large carriers.

SkyWest personnel will participate in the Industry/Career Expo at the Prescott Campus on Thursday, Oct. 3, from 9 a.m. to 3 p.m. in the Activity Center. Representatives from SkyWest and other regional airlines will discuss their pilot-hiring programs with Prescott students Wednesday, Oct. 2, at 8 p.m. in the auditorium of the Davis Learning Center. For more information, students should contact Merrie Heath at (928) 777-3901 or merrie.heath@erau.edu.

High School Students Get Jump on Future with Embry-Riddle STEM Partnership, Meet Potential Employers at NBAA's Careers in Business Aviation Day

October 23, 2013

High School Students Get Jump on Future with Embry-Riddle STEM Partnership-Meet Potential Employers at NBAAs Careers in Business Aviation Day

As industry leaders from around the world gathered in Las Vegas for the 2013 National Business Aviation Association (NBAA) Convention and Exhibition, they were joined on Thursday, Oct. 24, for Careers in Business Aviation Day by an ambitious and special group of local high school students ready to stake their claim as the future of aviation.

More than 70 students from Clark County's Rancho High School are part of this elite group who, thanks to a partnership with Embry-Riddle Aeronautical University's Worldwide Campus, will graduate from high school with up to 24 college credits, highly valuable skills and university-level experience in aerospace and aviation education.

Rancho High School is home to Embry-Riddle Worldwide's only STEM (Science, Technology, Engineering and Math) program in Nevada. In its first year, the program currently has 74 students who are studying introduction to engineering, computing for engineering, graphical communications and general aeronautics and applications. By participating in the program, students can earn college credits while in high school. Classes are taught by high school faculty trained by Embry-Riddle professionals. Worldwide supports six additional STEM programs at schools in Arizona.

"Embry-Riddle is committed to incorporating quality STEM curriculum into high schools around the country," said Embry-Riddle Worldwide Chancellor Dr. John Watret, who along with other university officials visited Rancho High School this week. "We are excited to support a passion for aviation and aerospace among these students who aspire to be a part of the next generation of industry pioneers and leaders."



Students from Rancho also represent the highest percentage of any high school at the university's residential campus in Prescott, Ariz., and largest incoming freshman class from any single high school.

"At Rancho High School, and particularly in our Aviation Academy, we believe in focusing on STEM-related skills and careers," said Rancho High School Principal Dr. James Kuzma. "An education emphasizing science, technology, engineering and math is critical for students of the 21st Century. Our partnership with Embry-Riddle allows our students to explore STEM-related courses with more rigor and more depth than might otherwise be available through a strictly high-school level course," Dr. Kuzma added. "More importantly, students are able to earn a significant amount of college credit through Embry-Riddle, giving them an edge over their peers."

The impact of this relationship between high school students and the university expands beyond the classroom and into the workforce.

The Nevada Governor's Workforce Investment Board established industry sector councils, including the Aerospace and Defense Sector Council, to bring together key professionals for the purpose of addressing the delivery of industry-specific training and workforce development initiatives in support of the state's economic development goals. The Nevada Aerospace and Defense Sector Council is chaired by Embry-Riddle Worldwide's Dr. Ken Witcher, Dean of the College of Aeronautics, and membership includes Dr. Kuzma and Dr. Bobby McMasters, Associate Dean of the College of Business, who offer their experience with quality aerospace education to support the council's mission of providing a highly qualified and diverse workforce to assist with growing the aerospace and defense industry within Nevada.

Photo Courtesy of Reno Air Races - www.airrace.org



Photos pages 9 through 33 - Jim (Flybum) Pratt

Reno Air Races celebrated 50 years of the fastest motorsport on the planet this year. In this issue of Speedi Wings & Wheels we take a dual look at this classic event through the lenses of our east and west coast correspondents. Both went along to enjoy the fun, and we hope you too will enjoy their photos.

Over the next 25 pages we are featuring photos from our west coast photographer, Jim 'Flybum' Pratt who hails from California. Jim has been to Reno many times and is an old hand at getting out to the pylons to shoot the fast paced action.

Here's Jim's report on this years event:

Head for the Races!

Reno, Nevada is home to the Reno Championship Air Races, The races are held at Stead Airport, about 7 miles north of downtown Reno just off of Highway 395. Book you hotel well in advance, the town fills up for this event.

The Race Classes:

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.**


Classic Fighters
Racing
MUSTANG, CORSAIR, SEA
N64CL
64
CLAY LACY AVIATION
1970 National Champion

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**
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 ground display of military and civilian aircraft. The action at Reno begins at 8:00 AM every morning, Thursday through Sunday, with the first races being Biplanes and Formula Ones. Then the T-6, Sport, Jet, and Unlimited classes do their thing. There is never a dull moment as races are interspersed with air show acts. Once again, the military performers were conspicuously absent, this time because of the federal budget freeze and once again the Patriot Team saved the day by flying their L-39 Albatrosses. These guys get better every year and are at the point where they could compete with the military teams who are probably pretty rusty by now.

Ground displays - lots of civilian jets including the L-29, L-39, some Iskras, and many 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. You also get some great photo opportunities that you would not get with just a General Admission ticket. When all things are considered, the races are well worth the price of the admission.

Journalists get access to all the prime areas and also can go to the pylons for some really great photo ops. It can get hot and tiring, but the action is great. Further restrictions have cut the number of journalists allowed on the buses this year so there is no guarantee of a seat for a particular pylon and race. Also journalists are now limited to the number of times they can visit the pylons. People line up for the buses hours ahead of time just to get a seat, taking away from their productive time - such is life. A typical race day at Reno follows a schedule like 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 Aerobatic Act
9:25 - 9:50 25 Unlimited Heat
9:50 - 10:15 25 Jet Heat
10:15 - 10:30 15 Aerobatic Act
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 Open
12:00 - 12:25 25 Unlimited Heat (Silver 3B)
12:55 - 13:05 10 Clay Lacy
13:05 - 13:30 25 T-6 Race
13:30 - 14:10 40 Patriot Jet Team
14:15 - 14:25 10 Aerobatic Act
14:25 - 14:50 25 Jet Race
14:10 - 14:35 25 Sport Heat
14:35 – 15:05 Open
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 fun, followed by more races, then more aerobatics both by civilian and military performers. As mentioned earlier, the ground displays can keep you occupied if nothing else is going on. There's 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 after losing an aileron.

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.

The Patriot Jet Team did a fine job of filling in for the usual military flight demonstration teams. They get better and better with each passing season and I enjoy watching them.

Clay Lacy turns a Lear 25 Jet into a military fighter with his flying ability. The plane is painted a sinister military gray. Lacy is said to hold the record of having the highest number of recorded flight hours of any active pilot.



The Races:

Photographing the races can be a real challenge. Most photo/journalists 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 air racers and their positions in the race. In any case, it is 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 *Voodoo*, a P-51D Mustang. Steve is a well known test pilot from Chino, CA and is active in keeping the planes flying at the Chino Air Museum. Voodoo was clocked at 482 mph.

Jet Class:
Pete Zaccagnino from Park City, Utah flying *Just Lucky* an L-29 Delfin. The L-29 was clocked at 510 mph.

T-6 Class:
Dennis Buenh from Carson City, NV flying *Midnight Miss II*, a AT6 Texan. The T-6 was clocked at 246 mph.

Sport Class:
Jeff LaVelle, flying *Race 39*, a Glasair III. 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 and lives in Mukilteo, WA. The Glasair was clocked at 394 mph.



Tim Cone, a rookie last year flying a RV-8 named Claribelle, stepped up a notch to fly a Lancair Legacy owned and built by Jim Coelho. Tim's speed was 276 mph.

Formula 1 Class:
Vito Wypraechtiger from Bern, Switzerland flying *Scarlet Screamer* a Cassutt III-M. Vito's speed was 240 mph.

Biplane Class:
Tom Aberle from Fallbrook, CA flying *Phantom,* a Modified Mong Sport. Tom's speed was 254 mph.

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 leading 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. Race reports at: http://Reports.AirRace.org.


JC
MARINES
JC


49
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NAVY


25
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50

Honda is a sponsor of Gene McNeeley's T-6, Race 90, Based at Spruce Creek Fly-in, in the 2013 races it was flown by Gene's son, Greg.




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8


5
5


66
AERO REFUELLERS
SURVIVAL
AUSTRALIA






69
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The journalists' bus is 'attacked'
by a posse of T-6 planes


HONDA
47










44
44



Pin Up Pics





New Smyrna Beach airport was the venue for the 2nd Annual Gasket Goons Hot Rod Show Off.

Gary Rosier, a hot rod fan himself, went along to snap some shots.

Enjoy . . .

All photos for this feature: Gary Rosier


GASKET GOONS
2nd Annual Hot Rod Show Off
Saturday, October 19, 2013 10am - 4pm
600 Skyline Drive (NSB Airport) - New Smyrna Beach
Free car show!
Pin Up Contest
Live Music
Best Rod * Best Rat Rod * Coolest Chopper
Goons Pick * People's Choice * Biggest Car Club
For more info or vendor info email gasketgoons@yahoo.com


FORD
4EVR COOL
SO-CAL SPEED SHOP
Coca-Cola


The Wanderer


GAS HOUSE
1942
War Horse
CHEVY
RACING IN THE RAW
SUMMIT
NHRA


TRUCK
XEBRA
PALM BEACH
KING OF BEERS
The Great
ican Lager

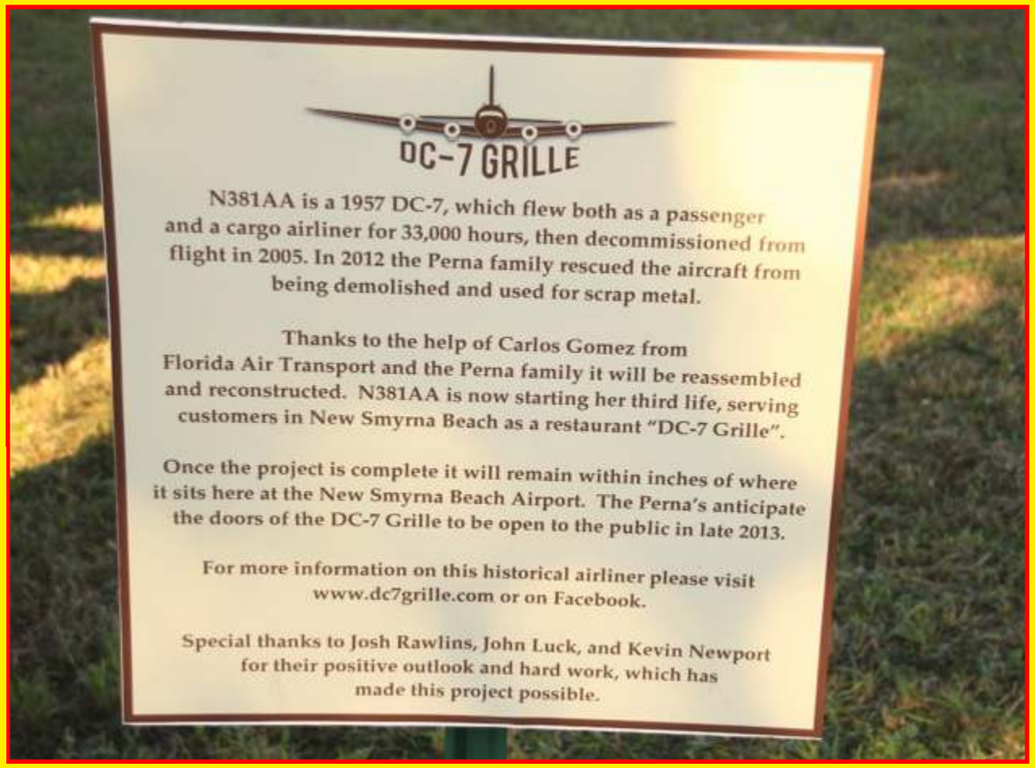

Nash-T Attitude







N381AA, the last production passenger DC-7 ever produced in 1956, flew many thousands of hours both as a passenger and a cargo aircraft. Now being converted into an atmosphere restaurant, it was purchased by the Perna family in 2012. Chef Anthony Perna plans to provide traditional classic dinners at a reasonable price. The goal of the DC-7 Grille is to preserve the airliner into history and provide New Smyrna Beach with a fun family atmosphere restaurant with good quality food.





Until next year . . .



A SECOND LOOK . . .



IN THIS SECOND part to our 50th anniversary coverage of the Reno Air Races, our east coast correspondent, Gary Rosier, takes his first ever look at this speed spectacle.

All photos for this feature - Gary Rosier

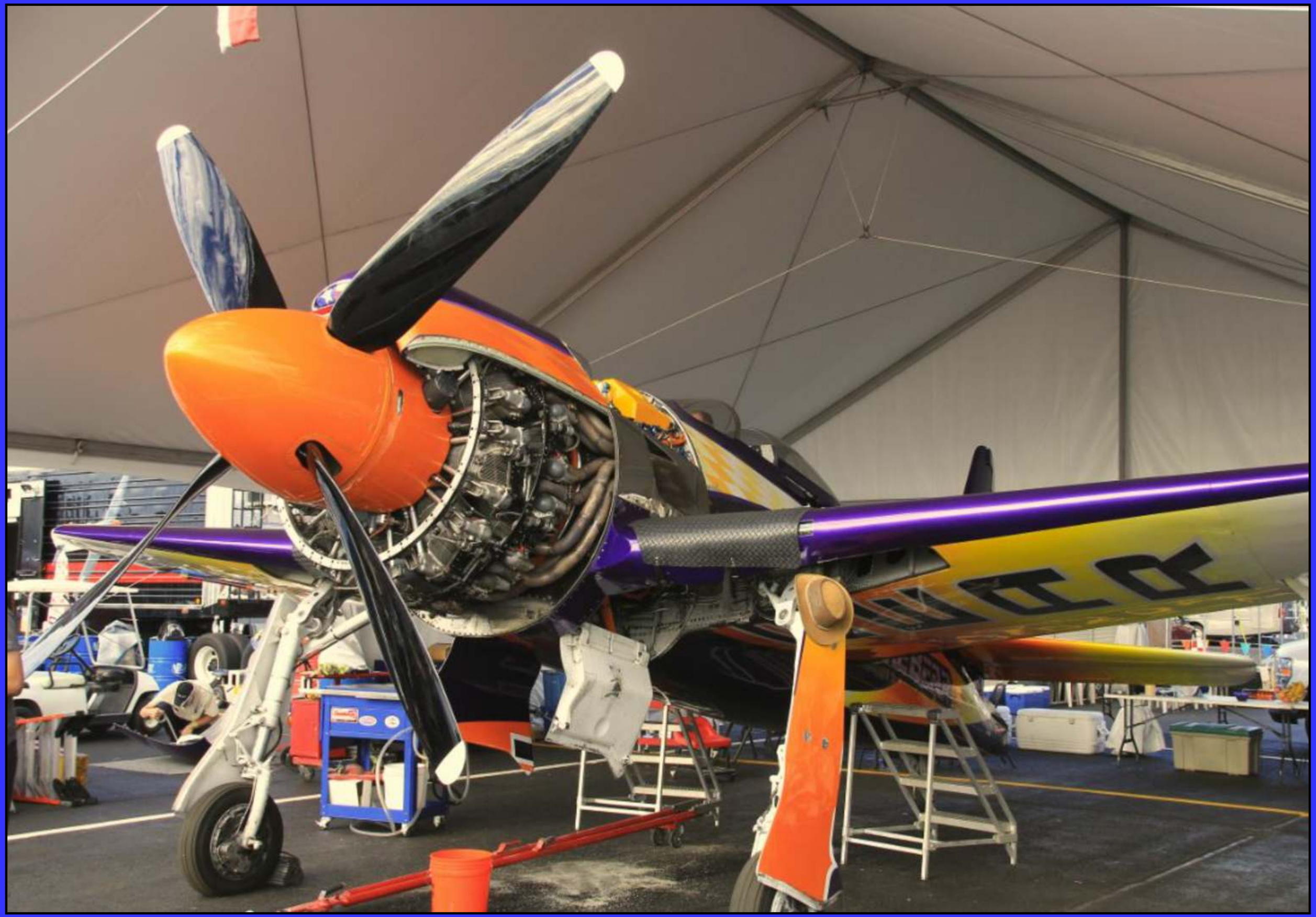
The Patriots Jet Team - www.patriotsjetteam.com/+

The Patriots are the civilian version of the U.S. Air Force Thunderbirds, U.S. Navy Blue Angels and Royal Canadian Air Force Snowbirds. Due to the Government sequestration The Patriots were the jet display team at Reno 2103.

The full 6-ship display by The Patriots Jet Team








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REALITY
CZECH








DEVICECLOUDNETWORKS


MAXIMUM AIR RACING
SAWBONES


Precious Metal Air Racing Fan Page
CHAMPION

Jim Pietz flew an aerobatic routine in a Beechcraft F33C Bonanza.



T-6 race action

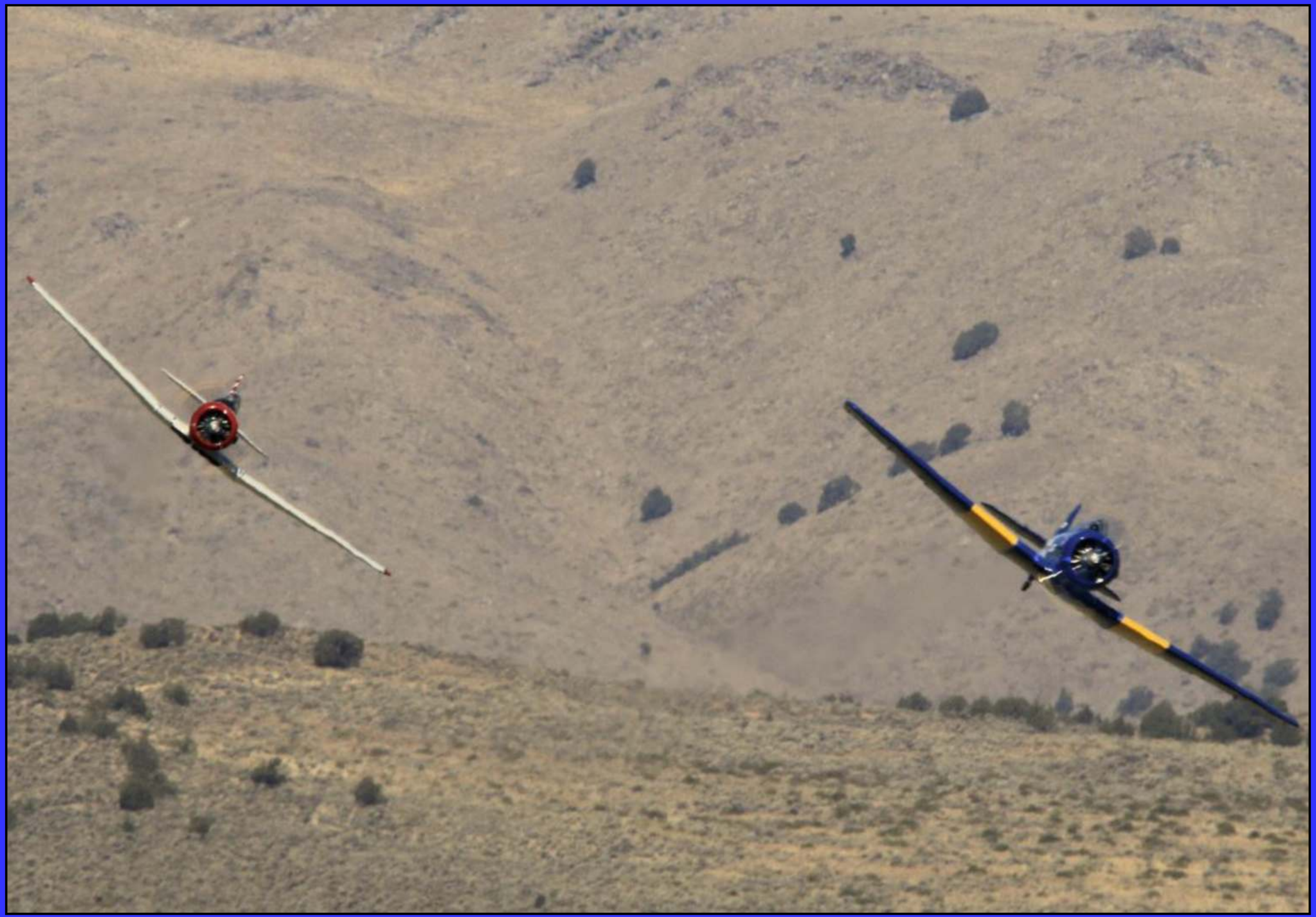

BEAR


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BCOL 1114






SUN AIR PARTS


MIDNIGHT
EXPRESS
Bob Johnstock
94

SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

In this issue, rather than my normal blog format I am writing less than usual. Instead, on the following 12 ½ pages there's a pictorial story about my recent visit to the UK's National Railway Museum in York. The reason for visit was to enjoy a rare historic event associated with my passion of speed.

Mallard, an A4 Pacific Class steam locomotive, set the world speed record for steam traction back in 1938 - on 3 July 1938 to be precise. This record still stands today. The record speed, 125.88 mph, may not seem that fast by present day electric train standards, but back before WWII locomotives just did not travel that fast - 100 mph was rarely achieved and only by specialized classes of locomotives, like the A4 Pacific.

I'll be including some of the history behind the record setting run on the photo pages.

For the benefit of readers from Canada and the USA, I will also be including some photos and history behind two A4 Pacific





locomotives - Dominion of Canada and Dwight D Eisenhower - which now belong to major rail museums in Canada and the USA respectively.

As 2013 was the 75th anniversary year of Mallard's speed record, and by some inane good luck, it was possible to bring Dominion of Canada and Dwight D Eisenhower over the Atlantic especially for this event. This was quite an achievement in its own right.

The National Railway Museum is located in York, a historic cathedral city and county seat of England's largest County - Yorkshire, which is also known as *God's Own County* due to its scenic beauty. As a Yorkshireman, or Tyke as we are often known, I'm very proud of my Yorkshire heritage.

As the first person in the UK to set over 100 aviation world speed records - see www.worldrecordpilot.org - I was obviously the first Yorkshireman to do so. Captain James Cook. The renowned 18th Century navigator and explorer, started his voyages of discovery from the Yorkshire port of Whitby.

Yorkshire is very much in the news at present. First off it's hosting the 'Grand Depart' of the world famous Tour de France cycle race. Indeed, the 190 km first stage is finishing on Saturday, 5 July 2014, just a mile down the road from my home in Harrogate. Now *this finish* will show speed of a very different sort!

Yorkshiremen are also known for sometimes doing 'daft' things for charity. Supposedly the two Yorkshire stages of the Tour de France will also include the county's pensioners in homemade comedy vehicles.

It is said that a third of Yorkshire's population are affable pensioners who accidentally travel using baths, desks, etc which have been re-purposed as vehicles.

A spokesman for Visit Yorkshire is alleged to have said: "You can't visit God's Own County without witnessing a cloth cap-clad 76-year-old crashing a makeshift gyrocopter into a river, and we're delighted the Tour is honouring that tradition."

Already entered into the Yorkshire comedy legs of the Tour de France, called T'Tour, are a mine cart, a double-decker wheelchair, a tractor-tyre unicycle, and a grandfather clock rocket sled, and more.

Seriously, Yorkshire has just been hailed the best place to visit in Europe, ahead of Barcelona, Venice, Berlin, St Petersburg and London. Yorkshire also came third in Lonely Planet's list of top 10 world regions for 2014.

For more information on Lonely Planet's accolade click here.

On 3 July 1938, the A4 class locomotive Mallard raced down Stoke Bank, near Grantham, Lincolnshire at 126mph to set a new steam locomotive world speed record. That record still stands.

In 2013, The National Railway Museum in the UK has been marking the 75th anniversary of Mallard's achievement with the Mallard 75 series of commemorative events, including spectacular opportunities to see the world's fastest locomotive united with its five surviving sister locomotives.

Only six of the 35 A4 locomotives built survive in the world. The NRM temporarily repatriated Dwight D Eisenhower and Dominion of Canada from their home museums in the US and Canada for the celebrations.

To celebrate the milestone achievement, Mallard was reunited with its surviving sister locos - Dominion of Canada, the Dwight D Eisenhower, the Union of South Africa, the Sir Nigel Gresley and the Bittern - in the Great Hall turntable of the National Railway Museum.

Mallard in steam

Photo: National Railway Museum

Mallard **- the famous world speed record holder and the reason why *The Great Gathering* was convened on the 75th anniversary of Mallard's record breaking run.**

Modelled in a wind tunnel, the A4s' swooping art deco lines were inspired by Bugatti

LNER's prime objective was simply to build a fleet of luxury express trains for its high-speed East Coast Mainline service, and one of the most long-standing speed records in history happened virtually by chance.

Mallard is thought to have been plucked from the pack because it was one of the newest locomotives - it was released into traffic for the first time on 3 March 1938 - and was fitted with a new performance exhaust, which its designer, Gresley, wanted to test on the engine's home turf - the East Coast Mainline near Grantham, Lincolnshire.

Three of the six A4 Pacific locomotives on display. In the center is Mallard, with Dominion of Canada on the right and Bittern on the left

The other three A4's on display. From left to right: Sir Nigel Gresley - Union of South Africa - Dwight D Eisenhower

Mallard (left) and Dominion of Canada (right)



Dwight D Eisenhower



Bittern

Sir Nigel Gresley **- named after the designer of the A4 Pacific class and Chief Mechanical Engineer of the London & North Eastern Railway - LNER - the company for which the A4 class was built to ply its London to Edinburgh high speed route.**



In the summer of 2012 the A4 Pacific Dwight D Eisenhower came back to its home country, for the first time in almost half a century, to help to celebrate the 75th anniversary of Mallard breaking the world speed record in style.

It was loaned to the National Railway Museum by its present owners, the US Railway Museum in Green Bay, Wisconsin, for two years in return for a cosmetic restoration by UK-based experts.

The work took 1,000 man-hours, 65 litres of body filler, 55 litres of paint and 50 litres of white spirit.

The locomotive's birthday, on September the 4th, marked 76 years since it rolled out of Doncaster Works, in Yorkshire, which is where all the A4 Pacific class locos were built.

Dwight D Eisenhower is just one of a original fleet of 35 A4 class locos – the glamorous, streamlined "racehorses" of the railway world.

A4 Pacific - Dwight D Eisenhower



Dominion of Canada has been repainted during its return visit to the UK from British Railways Green livery into its 1937 as-new form – Garter Blue, with a valanced single chimney, complete with Canadian bell and chime whistle, and replica cabside crests.

The locomotive was built in Doncaster works in May 1937 as Works Number 1854. She was originally to be named Buzzard but received Woodcock instead and was renamed Dominion of Canada in June 1937. Locomotive 4489 underwent trials, the only one of the 'Coronation' A4s so treated, and left in works grey lined in white. She had apple green painted coupled wheels. At this point she wore the name Woodcock, but this was removed before final painting and release to traffic.

The Canadian Pacific Railway issue whistle was fitted on 15 July 1937 for the unveiling and naming. The CPR-type bell fitted was steam operated and was actually used. Locomotive 4489 achieved 109.5 mph (176 km/h) down Stoke Bank in 1937, the location where Mallard set its speed record.

Dominion of Canada was donated to the Canadian Railroad Historical Association (CRHA) by British Rail.

Its sister locomotive, Mallard, set the official world speed record for steam locomotives when it reached 125.88 mph on July 3 on Stoke Bank south of Grantham, hauling six coaches and a dynamometer car. The highest speed was recorded at milepost 90¼, between Little Bytham and Essendine. It broke Nazi Germany's DRG Class 05 No. 002's 1936 record of 124.5 mph. On the footplate were driver Joseph Duddington and fireman Thomas Bray.

Watch this BBC video about Mallard - click here



Mallard from a different angle


Visitors waiting to climb aboard Mallard

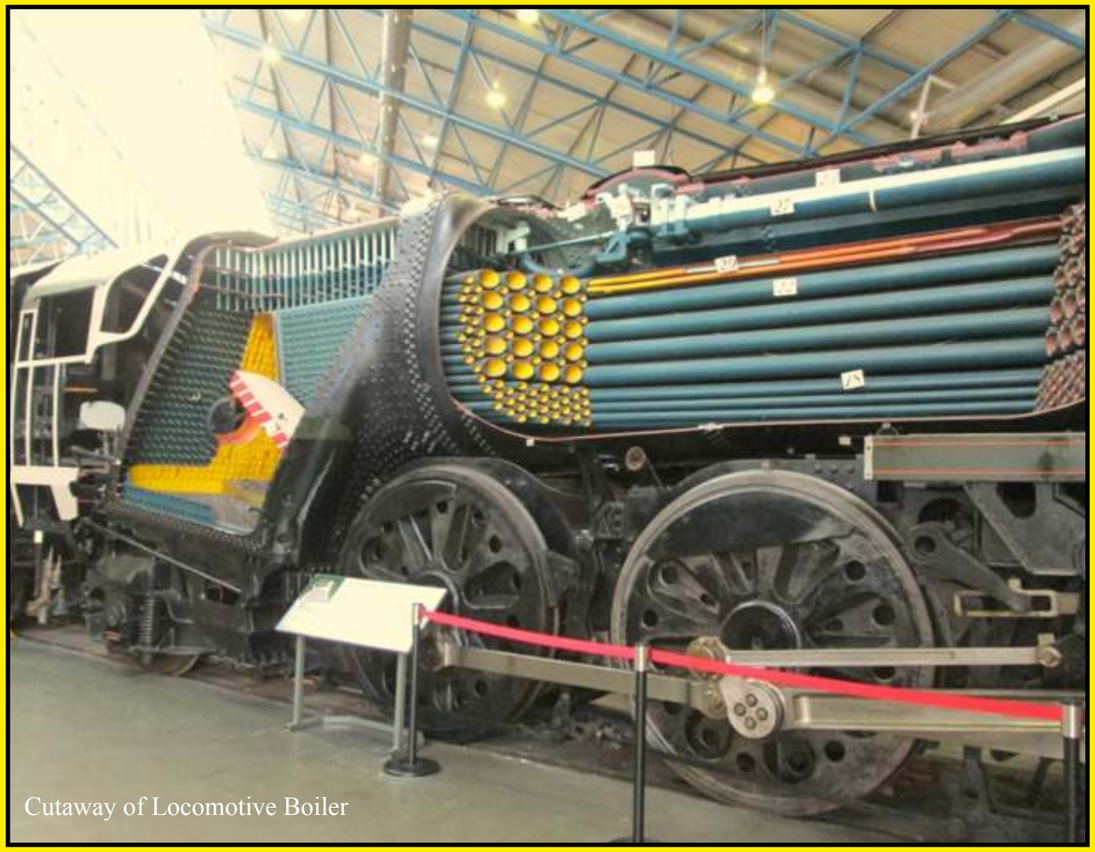

Gladstone - depicting a Royal Train loco.





Evening Star - the very last steam locomotive built in the UK





Cutaway of Locomotive Boiler

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PRESENTED BY SIKORSKY AIRCRAFT

PRESENTED BY PRATT & WHITNEY

XTREME FLIGHT

SATURDAY, NOVEMBER 2, 2013
MELBOURNE, FLORIDA

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VALIANT AIR COMMAND WARBIRD MUSEUM

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VETERAN'S DAY

November 9, 10 & 11 • 9AM to 5PM

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Free And All Florida Residents

I.D. Required For Free Admission

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VISITFLORIDA

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

Ercoupe Encore

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 *"Caut ion - Children And Adults At Play"*.



All photos for this feature - Gary Rosier

A group of Ercoupes visited Spruce Creek Fly-in during the weekend of 5 October, 2013.

Our local photographer, Gary Rosier, was there to record this interesting event . . .


N415CB
CPO Joe Gray
US NAVY RET.
1948-1973




N415G




N933PS


588BJ

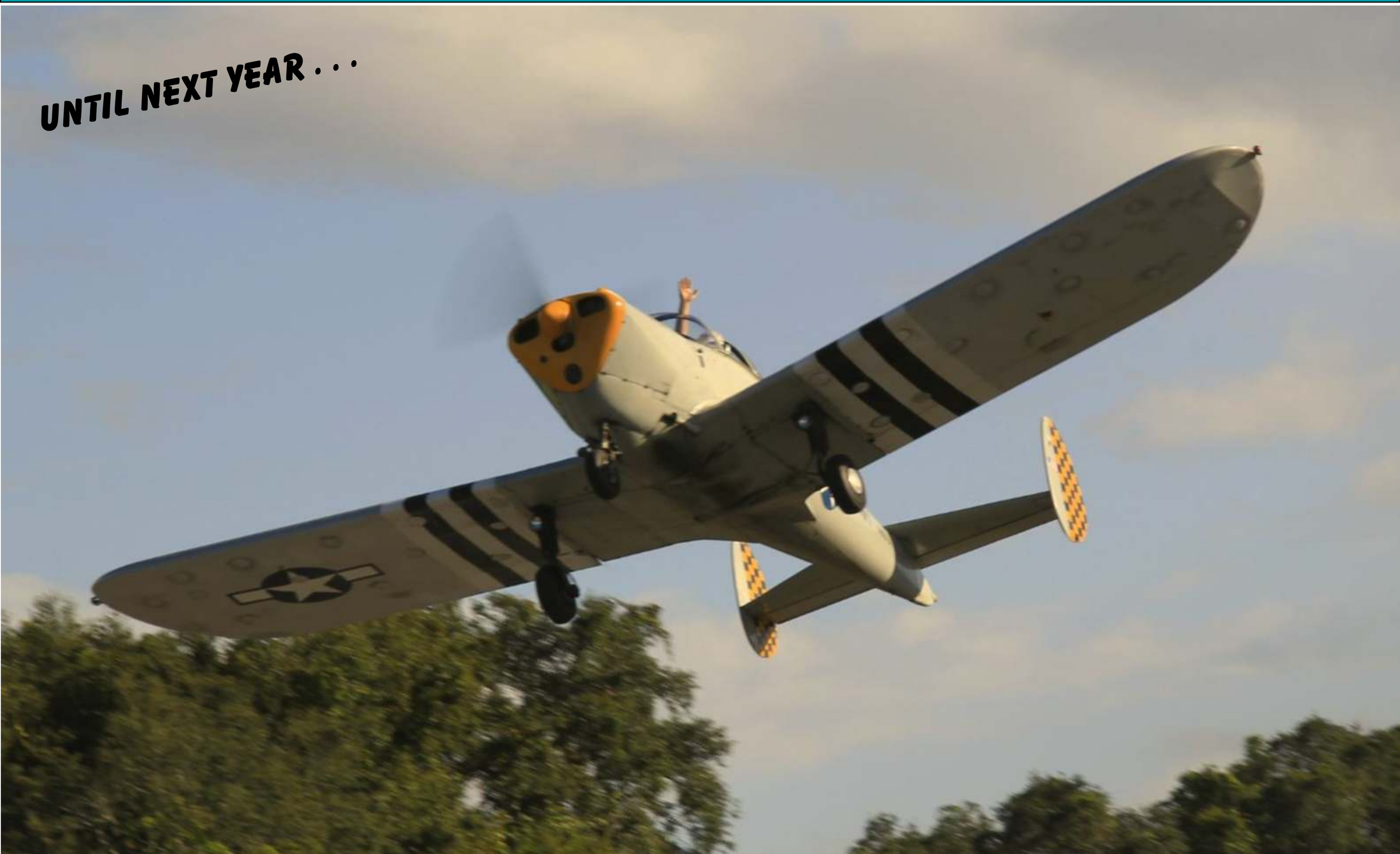








UNTIL NEXT YEAR . . .



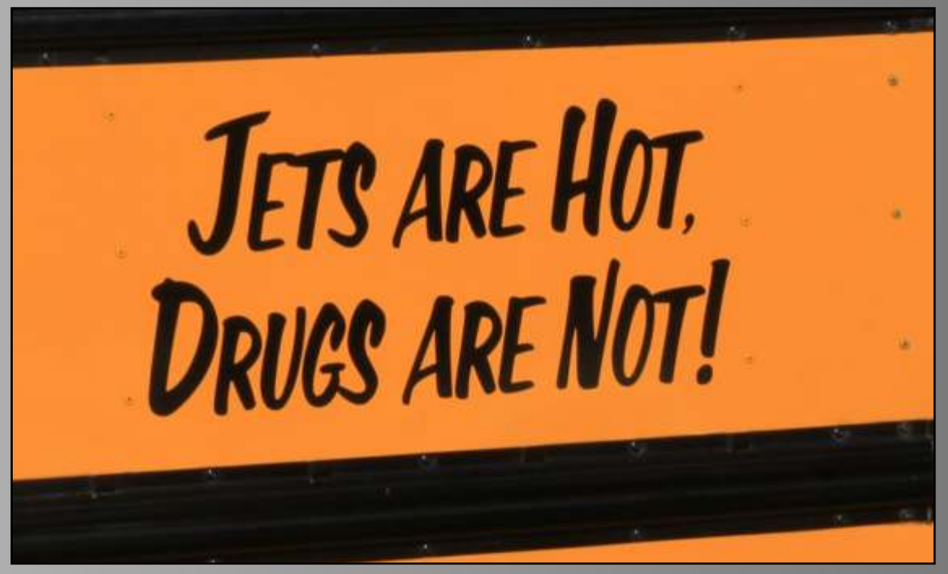
NOSE ART & NUMBERS



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







NOSE ART & NUMBERS



AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

Sealy, Texas-

McLaren's new P1 hybrid supercar is an astounding machine, both in its total output of 903 horsepower and its staggering $1,150,000 window sticker. But consider that a blood relative can approach its performance for a mere fraction of its price: McLaren's very own 12C fortified with Hennessey's HPE700 upgrade that endows the twin-turbo 3.8-liter V-8 with 14 percent more power.

"The Hennessey McLaren HPE700 broadens our reach in performance tuning to European supercars. Both midrange power and torque are bumped, but the real hair-on-fire ride begins from 4000 rpm to the 8500-rpm redline," says John Hennessey, president and founder of Hennessey Performance.



For $19,500, the HPE700 package increases the McLaren's output to 704 horsepower at 7,500 rpm and 538 lb-ft of torque at 5800 rpm, enabling a 0-60 sprint of 2.8 seconds and a scorched-earth quarter-mile time of 10.3 seconds at 137 mph. The extra power comes from an ECU software upgrade that increases peak boost from 21 to 23 psi. Charge cooling from the standard water-to-air heat exchangers is further enhanced by HPE's heat exchanger upgrade whose cooling effect increases sequentially as boost levels rise. In stock form, the McLaren and arch-nemesis Ferrari 458 Italia are a near dead heat in any standard acceleration test, but the HPE700 upgrade puts the carbon-chassis British heartthrob car-lengths ahead in the quarter mile.

It's fair to say that David T., owner of the first McLaren HPE700 who's owned everything from a Ferrari 430 GT1 race car to a Porsche Carrera GT, was highly impressed-possibly even gobsmacked, as the Brits like to say-with the extra power: "I gave you an extremely fast car, and was given back a starship with advanced trans-warp drive. For the first time in my life (and I really mean the first time), I might actually have achieved fast enough, and that is a place I never thought I'd reach After all, why would anyone mess with the square root of exhilaration?"

The HPE700 upgrade also includes a throatier-sounding stainless steel exhaust system (ensconced deep within the McLaren's extensive heat shielding), high-flow air filters and aluminum serial-numbered Hennessey plaques for both the engine compartment and interior, while Hennessey exterior badges announce the extra power in a tasteful, subtle way. Each HPE700 McLaren is thoroughly dyno-tuned and road-tested, and is backed by a 1-year/12,000-mile limited warranty.

It's a beautiful car that assaults each and every sense. The sounds are deeper, more burly than you'd expect from 3.8 liters, the capsule-like cockpit is redolent with fine leather, and the composite bodywork—while not chiseled to the point of inflicting flesh wounds, like the Lamborghini Aventador's for example—looks powerfully coiled and ready to spring. The mere act of getting into an MP4-12C is full of specialness and ceremony; swipe the underside of the intake channel cut into the door (it pivots up and forward), negotiate the formidable carbon-fiber sill and settle into an exotically sculpted bucket that clings remora-like to your backside. And how cool is that airbrake that pops into full-downforce mode above 60 mph when you get hard into the brakes? We can't wait to sample more thrust in this already formidable rocket.

BENTLEY CONTINENTAL GT3 POISED TO MAKE RACE DEBUT

*** Continental GT3 to make race debut in Abu Dhabi in December**
*** Gulf 12 Hours to mark the return of Bentley to motorsport**
*** Development testing continues after successful first 3000 km**

(Crewe, 26th September 2013)
Bentley's new Continental GT3 race car makes its competitive debut at the 2013 Gulf 12 Hours in Abu Dhabi on 13th December 2013. The two-part endurance race test at the stunning Yas Marina circuit marks Bentley's return to motorsport ten years after its dominant win at the 24 Hours of Le Mans in 2003. Since then, the return of Bentley to the racetrack has been eagerly awaited, and now the Continental GT3 is set to show the performance capabilities of Bentley's renowned Continental GT in its most extreme form.



Since the GT3's dynamic debut at the Goodwood Festival of Speed in July, Bentley's new race car has begun an intensive programme of performance, setup and durability testing at tracks across Europe. The car has run exactly according to the expectations of a Bentley, having proven to be both reliable and fast in all conditions. Bentley's Director of Motorsport, Brian Gush, comments: "The car has performed extremely well so far, and has matched or exceeded our simulations in every respect. With 3000 km of testing completed already, the team is very pleased with progress and we're gaining confidence in our package. We're all looking forward to the Gulf 12 Hours in December and can't wait to run the car against the competition for the first time in its first test race."

Powered by a race-prepared and dry-sump version of Bentley's powerful but efficient road-going 4.0-litre twin-turbo V8 producing up to 600 bhp in unrestricted race configuration, and with the instantly-recognisable shape of the Continental GT, the GT3 is a true member of the Continental family. Alongside its racing ambitions, the GT3 retains luxury Grand Tourer roots, with its steering wheel, carbon racing seat and leather door-pulls all trimmed and stitched by hand by the craftsmen and women at the Bentley factory in Crewe.

Following highly successful teamwork in the design stage, testing and development is being run by a specialist team comprising engineers both from Bentley and the Continental GT3 Technical Partner, M-Sport Ltd. Managed from a dedicated motorsport facility base at the Bentley factory, the car is being run by M-Sport in preparation for a full entry in the 2014 FIA Blancpain Series as Team M-Sport Bentley.

The first GT3 car has been built by the Bentley Motorsport team in conjunction with M-Sport. The Bentley GT3 team is led by Bentley Motorsport Chief Designer Graham Humphrys and M-Sport's Chief Engineer, Christian Loriaux. M-Sport was originally formed in 1979, and in 1994 M-Sport won national rally titles in Italy, Portugal, the Middle East and Britain, the latter with founder Malcolm Wilson himself behind the wheel. Since 1996, M-Sport has run Ford's WRC campaigns, including winning two FIA World Rally Championships in 2006 and 2007.

Land Rover Completes World's First Hybrid Expedition Along Silk Trail From Solihull To Mumbai.

*** Three Range Rover Diesel Hybrid prototypes complete 10,472 miles along the Silk Trail from Solihull, home of Land Rover, to Mumbai, home of Jaguar Land Rover's owners, TATA**

*** Journey covered 53 days, 13 countries and two continents putting the Range Rover Hybrid prototypes through their final extreme engineering sign-off test**

*** Tested to the limits in temperatures from -10 degrees to 43 degrees Celsius at altitudes of 5500 metres and over every type of terrain**

*** First foreign-registered cars to drive China's Xinjiang-Tibet highway**

*** Land Rover's first ever production hybrid to go on sale in first quarter 2014 (selected markets only)**

Mumbai, 14 October 2013. Three Range Rover Diesel Hybrid prototypes have completed the ultimate engineering sign-off test by traversing 13 countries over 53 days from Solihull, UK, to Mumbai, India. It is the world's first ever hybrid expedition along the Silk Trail and one of the boldest driving adventures ever pursued by Land Rover.

Hostile conditions on the route included asphalt roads riddled with vast and deep potholes, dusty desert trails in 43°C heat and numerous miles of mud and gravel tracks and cattle trails. In addition, river crossings, passes clinging to the edges of mountains partly blocked by rock falls, the thin air of extremely high altitudes and the dense and erratic traffic of Chinese and Indian roads all added to the test of man and machine.

The Silk Trail 2013 expedition was the final validation test for the Range Rover Hybrid before it is signed-off for production. From the home of the Legend in Solihull, UK, it blazed a trail through France, Belgium, Germany, Poland, Ukraine, Russia, Kazakhstan, Uzbekistan, Kyrgyzstan, China (including Tibet), Nepal and India. For much of this distance the expedition followed the legendary Silk Road trading routes that first connected Asia with Europe more than 2,500 years ago. Overnight halts were made in hotels, hostels and tents at many of the same staging posts visited all those years ago by Silk Road merchants, missionaries and mercenaries.

Where the north and south Silk Roads split, near the remote city of Kashgar in north-western China, the expedition pioneered a mountainous route never previously completed by a vehicle from outside the country and never previously seen in its entirety by any westerner - the Xinjiang-Tibet highway, which put the new Range Rover Hybrid through its paces at heights of over 5,300 metres above sea level.

Seven consecutive days were spent at altitudes between 11,000 and 17,648 feet (3,350 and 5,379 metres). At such great heights, oxygen content in the air is reduced from the 21 percent found at sea-level to as little as 10 percent, making movement more difficult for humans and internal combustion engines. The Range Rover convoy continued to make good progress, benefitting from the electric motor's instant torque at 0 rpm and despite being laden with heavy loads including luggage, camping gear, food, medical equipment, and aerodynamically-unfriendly roof-racks carrying spare wheels, tyres and jerry cans of fuel.

Negotiating tracks so sticky with mud that they were impassable to other types of vehicle, the Range Rover's hybrid engine combination - with a 35kW electric motor supporting the TDV6 3.0 litre turbo-diesel engine - returned excellent fuel consumption for a vehicle so spacious and powerful. Throughout the epic journey the Range Rover Hybrids typically returned 36 to 37 mpg.

Land Rover development engineers closely monitored data loggers fitted to each car, sending back more than 300 gigabytes of detailed technical records to their engineering team at Gaydon in the UK. The purpose of the expedition was not to test the reliability of mechanical components, which are already proven, but to fine-tune the calibration of engine and transmission software to ensure perfectly seamless performance in all terrains and extreme temperatures and altitudes.

Technical setbacks reflected the roughness of the road surfaces: 15 punctures among the expedition's three Range Rover Hybrids and four support vehicles, four wheels damaged by deep potholes, and four windscreens cracked by stones thrown-up on loose surfaces.



Peter Richings, Jaguar Land Rover Hybrids and Electrification Director who took part in the final leg from Jaipur to Mumbai commented: "The world's first diesel hybrid expedition along the Silk Trail pioneered an ambitious route across Europe and Asia that would have been impassable to most other types of vehicle - but no matter how hostile the conditions, the Range Rover Hybrid prototypes took it all in their stride.

"In developing the hybrid-powered Range Rover, our objective was to gain hybrid's fuel economy and carbon emissions advantages without compromising the Range Rover's go-anywhere capabilities, its cabin space or its refinement. The success of this remarkable expedition clearly demonstrates we have achieved that." See photo below:

Some more record setting news from Land Rover:



Whitley, UK; 25th October: This coming week, Land Rover will attempt to set the fastest recorded time for a land vehicle crossing of the 'Empty Quarter' - one of the harshest and most challenging desert environments on the planet, using a standard production New Range Rover Sport.

In the days running up to the challenge last minute checks are being made, with the challenge vehicle being prepped at the start line in Wadi Adda Wasir, Saudi Arabia. The route will run from there towards the finish line on the border of the United Arab Emirates, a distance of over 1000km - further than the length of France.

The driver will be Moi Torrallardona, a 47 year-old Spanish off-road racer with extensive experience of the Dakar Rally, in which he competed for ten successive years with a best finish of 6th overall. See photo below:

AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

Woodcliff Lake, N.J. – October 24, 2013 - BMW today announced the introduction of an entirely new model series with the introduction of the all-new BMW 2 Series Coupe. This new take on The Ultimate Driving MachineTM will arrive in the US in the first quarter of 2014 as the 228i and the M235i. The BMW M235i, the first M Performance Automobile offered in the US, includes an impressive list of performance enhancing features. This successor to the successful 1 Series Coupe will continue the decades-long tradition of premium sub-compact coupes with impeccable driving dynamics when it makes its world debut at the North American International Auto Show in January 2014. The 2014 BMW 2 Series Coupe will be offered at a Manufacturer's Suggested Retail Price of $33,025 for the 228i and $44,025 for the M235i, including $925 destination and handling.



The BMW 2 Series Coupe

* BMW celebrates the premiere of another new model series – The BMW 2 Series Coupe which raises the bar in the premium sub-compact segment in terms of dynamic ability, aesthetic appeal and emotional allure; a distinctive vehicle concept unique in its segment, with a two-door body in classic three-box design typical of BMW Coupes, four seats, rear-wheel drive and a pair of engines and chassis set-up focused squarely on sporting ability; market launch from March 2014, line-up to include a BMW M Performance Automobile – the BMW M235i Coupe.

* Newly designed Coupe series with significantly larger dimensions than its predecessor, the BMW 1 Series Coupe; length increased by 2.8 inches (72 mm) to 174.5 inches (4,432 mm), width by 1.3 inches (32 mm) to 69.8 inches (1,774 mm), wheelbase by 1.3 inches (30 mm) to 105.9 inches (2,690 mm), front track width by 1.6 inches (41 mm) to 59.9 inches (1,521 mm) and rear track width by 1.7 inches (43 mm) to 61.3 inches (1,556 mm); improved interior space, including 0. 7 inches (19 mm) of extra front headroom and 0.8 inches (21 mm) of additional rear legroom. Trunk capacity increases by 0.7 cu.ft. (20 liters) to 13.8 cu.ft. (390 liters), based on EU measures. Optimized aerodynamic details result in a low Cd of just 0.29 for the 228i Coupe.

* Engines with BMW TwinPower Turbo technology deliver segment-leading figures in terms of both sporting ability and efficiency. The BMW 228i Coupe is the first sub-compact BMW model to be powered by the 240 hp version of the 2.0-liter four-cylinder engine. The range-topping, the BMW M235i, is the most powerful gasoline-driven BMW M Performance Automobile. It has a unique M Performance 3.0-liter inline six-cylinder with TwinPower technology delivering 322 hp and 332 lb-ft of torque. It features M-specific chassis tuning which, for the US will include standard M Adaptive suspensi

on, M Sport Braking system, variable sport steering and Michelin Pilot Super Sports tires. Even the exhaust has been specifically tuned for the M235i.

* Efficiency is further increased by the extensive use of BMW EfficientDynamics technology, including Air Curtains and the Auto Start/Stop function in conjunction with both manual and automatic transmissions; ECO PRO mode is activated via the standard Driving Experience Control switch and includes a coasting function in conjunction with the 8-speed automatic transmission.

Oct 24, 2013 | Dearborn, Mich.

Fighting Above Its Weight Class – Hollywood Hot Rods Ford Mustang GT Convertible Goes Supercar Style for SEMA

• Hollywood Hot Rods builds a custom 2014 Ford Mustang convertible with supercar style and performance for SEMA

• All bodywork modifications are executed in hand-formed aluminum including the custom lift-off roof

Like a middleweight who decides to challenge a heavyweight in the ring, Hollywood Hot Rods decided to take on the supercars with its 2014 Ford Mustang GT convertible at SEMA 2013. While the classic style and proportions of Mustang say performance even in stock form, the team at Hollywood Hot Rods wanted to create something truly unique with this project car.



"We really wanted to take the customization of this Mustang to the next level," said Troy Ladd, owner of Hollywood Hot Rods. "Instead of simply adding accessories and a custom paint job, we wanted to really change the car.

"So we decided to redesign some key elements of the car, like the roof and rear section; to create a completely new and bold design that propels Mustang into supercar status while retaining classic Mustang DNA."

More than 150 hours of went into reshaping the entire rear section of the Mustang project car in metal. Another 250 hours of hand-forming went into crafting the aluminum lift-off roof. All body modifications including the front splitter, side scoops, skirts and diffuser are custom fabricated in aluminum.

This Hollywood Hot Rods Mustang has the mechanical credentials to back up its looks, with a Ford Racing Whipple supercharger and Banks Power water-methanol injection system bringing the 5.0-liter V8 to an estimated 750 horsepower. Underneath, a Cortex Racing X-treme grip track suspension system keeps the tires planted so all that power can be put to use.

"We used extreme body modifications, serious race car handling, huge horsepower and a full custom interior to create an American supercar," added Ladd.

Exterior:
• Handmade lift-off aluminum hard top
• Completely redesigned tail section
• One-off handmade aluminum body accessories, front grille, air splitter, rear wing.

Engine:
• 5.0-liter V8 with Ford Racing Whipple supercharger
• Banks Power water-methanol injection system

Suspension:
• Cortex Racing, X-treme grip track suspension including rear Watts linkage and torque arm
• JRI coilover dampers at all four corners
• StopTech six-piston brakes

GONE CRUISIN'

Gary's Hot Rods & Cruisers







All photos for this feature: Gary Rosier



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/





A Dream Cars Weekend was held throughout Disney's Coronado Springs Resort property over the Labor Day weekend at the end of September, 2013. Collector and specialty cars of all generations were parked among the palms trees. There were themed nightly parties with live entertainment, and various automotive events took place to entertain visitors. In addition to the show vehicles on display, the 86,000 square foot Dream Builders Marketplace was housed inside Disney's Coronado Springs Resort.




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All photos for this feature - Gary Rosier - unless otherwise stated



The 21st Annual Biketoberfest® took place in Daytona Beach, Florida on October 17-20, 2013. Thousands of riders rolled into the Daytona Beach area for an extended weekend of sun, beaches, entertainment and bikes, bikes and more bikes! Popular annual activities included motorcycle shows and rallies, live music, racing at Daytona International Speedway, scenic rides, and top manufacturers showcasing their latest and greatest models.

Our local correspondent, Gary Rosier, went along to enjoy the fun for the second year running.

This year the theme for Gary's photos is the female biker, either riding alone or with a partner - but of course there are bikes featured as well . . .

On the way to have fun at Biketoberfest . . .


Eddie Trotta's
thunder cycle design



Photo: Biketoberfest



Photo: Biketoberfest







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IS a passenger in the sidecar




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Look closely and you can see there's 3 on this bike!










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Photo: Gary Rosier

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