



Speedi

Wings & Wheels

GreatestAutos- GreatestPlanes - GreatestRaceCars

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August / September 2021

Issue No: 57

**NEW FORMAT
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1000

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THIS MONTH:

EAA AirVenture 2021

Dayton Air Show 2021

and Much More

Photos by Gary Rosier

SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

At long last I was allowed to travel to the USA to report on aviation & auto events for Speedi Wings & Wheels Magazine. But I had to apply for special permission from the US Embassy in London for a travel exemption.

One of the events I covered was the Dayton Air Show taking place at Dayton, OH - the birthplace of aviation. It was a quick visit to minimize my exposure to Covid and the weather was poor with low cloud and some light rain.

This prevented the headline act - the USAF Thunderbirds - from flying their normal demonstration and they had to resort to their flat show. This is flown when the lower level of clouds is between 450 meters (492 yards or 1476 feet) and 1060 meters (1159 yards or 3477 feet). They then perform a show

with a limited number of figures, mostly in a horizontal plane, (i. e., without loops and barrel rolls). Still a spectacular display, nevertheless.

Here's a link to a short video of the Thunderbirds display which I shot on the day - click [here](#).



The American Airlines brand was represented by the vintage DC-3 *Flagship Detroit*. It's not an 'official' American Airlines plane, but it has a close connection with the airline.

Flagship Detroit was the 21st of 84 DC-3's delivered to American Airlines and operated between 1936 and 1947. She was restored as a flying tribute to employees and is flown

by retired American Airlines' pilots, who appear in period-uniforms. The Flagship Detroit has the honor of being the oldest flying DC-3 in the world today.

There's also a link to the video montage of the photos I shot in Dayton on pages 22 through 28 of this issue.

The journey over to the USA was certainly interesting as a direct result of the significant changes to both rail and airline schedules thanks to Covid.

Basically I had to go a 'long way' around to get to Daytona Beach without exposing myself to too many hazards by staying in hotels.

So it was a 4 hr train journey down to London from my Yorkshire home. Then the last American Airlines flight out of Heathrow, over to LAX. A long flight so plenty of time to sleep. From LAX it was a red eye flight eastwards to Atlanta, and then a morning >>>

> arrival into Daytona Beach. Plenty of time to sleep and no hotels needed. I took the view that it was better being in the 99.9% filtered air of a modern airplane than to stay in an airport hotel at Heathrow.

What was interesting and challenging too, was the testing regime and documentation now required for international travel. Quite expensive as well.

Once back in Florida I was reunited with my airplane, Goofy. It was almost 18 months since I put the plane 'to bed', as I always do before returning to the UK. This time it certainly paid off.

What a difference there was between London's normally packed Heathrow airport and LAX. Heathrow was almost deserted and the flight almost empty. At LAX it was like Covid had never happened and all my flights in the US were packed. In fact they were busier than before

as so many flights had been canceled.

One thing which was the same everywhere, in airports and on the planes alike, was the wearing of masks. Fortunately I did not come across any of the selfish people who make life difficult for ground staff and cabin crew.

Not so at the Dayton air show. Masks were nowhere to be seen and certainly there was no 'social distancing'.

So what else has been going on at Spruce Creek. Certainly it was very quiet, but than the snowbirds had all flown north a few months before.



Gaggle flight pilots were flying out for breakfast on a Saturday, just as

before but fewer in number.

But of course, I had returned to Florida to be busy, both with the magazine and with sorting out my personal matters. So there was no flying for me.



It was great to see the odd formation flight getting ready for take off, but very frustrating for me at the same time.

Just when will all this Covid madness end. Many people are not acting in a sensible way and by doing so are infecting others. US citizens are able to travel freely to the UK and Europe, but this is not the same for people from the UK and Europe who want to travel to the USA. This surely is not a fair playing field . . .

GREATEST PLANES



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Aurora Australis Lights Up the Sky

This image, taken from aboard the International Space Station, shows the aurora australis as it streams across the Earth's atmosphere as the station orbited 271 miles above the southern Indian Ocean in between Asia and Antarctica.

Named for the Roman goddess of dawn, the aurora is a captivating display of light in the night sky. The aurora borealis and aurora australis — also called the northern lights and southern lights — occur at the northern and southern poles.

Image Credit: NASA

Last Updated: Aug 13, 2021

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

Editorial

Welcome to the August / September 2021 issue of *Speedi Wings & Wheels*.

Take a look at our Content's page to find out more about what's in this issue. The magazine is published bi-monthly during the last week of February, April, June, August, October and December.



In this issue we are featuring a look at EAA AirVenture 2021 - Plus much more . . .

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

Blue Sky's and Safe Flying.

The Speedi Team

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

RENTON, Wash., Aug. 10, 2021 – The first of five Boeing [NYSE: BA] P-8A Poseidon aircraft for Norway performed its maiden flight yesterday, Aug. 9. The aircraft took off at 10:03 a.m. Pacific time and flew for 2 hours, 24 minutes, reaching a maximum altitude of 41,000 feet during the flight from Renton Municipal Airport to Boeing Field in Seattle.

8 EAA AirVenture 2021

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Dayton Air Show 2021

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22 Dayton Air Show 2021: This time it was the turn of our editor, Steve Wood, who traveled from England to visit the Dayton Air Show. Dayton OH is the birthplace of aviation so it was fitting that there was a major air show in this historic city, one of the first air shows after the Covid lock down was lifted . . .

Regular Features:

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JULY 11, 2021 Virgin Galactic Successfully Completes First Fully Crewed Spaceflight

Fourth Spaceflight Tests Private Astronaut and Research Experience First In-Flight Livestream Brings Spaceflight Experience to Audiences Around the World Virgin Galactic today announced that VSS Unity successfully reached space, completing the Company's fourth rocket-powered spaceflight.

Today's flight was the 22nd test flight of VSS Unity and the first test flight with a full crew in the cabin, including the Company's founder, Sir Richard Branson. The crew fulfilled a number of test objectives related to the cabin and customer experience, including evaluating the commercial customer cabin, the views of Earth from space, the conditions for conducting research and the effectiveness of the five-day pre-flight training program at Spaceport America.

Michael Colglazier, Chief Executive Officer of Virgin Galactic, said: "Today is a landmark achievement for the Company and a historic moment for the new commercial space industry. With each successful mission we are paving the way for the next generation of astronauts. I want to thank our talented team, including our pilots and crew, whose dedication and commitment made today possible. They are helping open the door for greater access to space – so it can be for the many and not just for the few."



VSS Unity achieved a speed of Mach 3 after being released from the mothership, VMS Eve. The vehicle reached space, at an altitude of 53.5 miles, before gliding smoothly to a runway landing at Spaceport America.

This seminal moment for Virgin Galactic and Sir Richard Branson was witnessed by audiences around the world. It gave a glimpse of the journey Virgin Galactic's Future Astronauts can expect when the Company launches commercial service following the completion of its test flight program. A recording of the livestream can be accessed on Virgin Galactic's YouTube channel.

Sir Richard Branson said: "I have dreamt about this moment since I was a child, but nothing could have prepared me for the view of Earth from space. We are at the vanguard of a new space age. As Virgin's founder, I was honoured to test the incredible customer experience as part of this remarkable crew of mission specialists and now astronauts. I can't wait to share this

experience with aspiring astronauts around the world."

Branson continued, "Our mission is to make space more accessible to all. In that spirit, and with today's successful flight of VSS Unity, I'm thrilled to announce a partnership with Omaze and Space for Humanity to inspire the next generation of dreamers. For so long, we have looked back in wonder at the space pioneers of yesterday. Now, I want the astronauts of tomorrow to look forward and make their own dreams come true."

The mission specialists in the cabin were Beth Moses, Chief Astronaut Instructor; Colin Bennett, Lead Flight Operations Engineer; Sirisha Bandla, Vice President of Government Affairs and Research Operations; and the Company's founder, Sir Richard Branson. The VSS Unity pilots were Dave Mackay and Michael Masucci, while Kelly Latimer and CJ Sturckow piloted VMS Eve

Herndon, VA, August 24, 2021 – Delta Air Lines has ordered 30 additional Airbus A321neo aircraft to help meet the airline's future fleet requirements. The newly-ordered aircraft are in addition to the airline's existing orders for 125 of the type, bringing the outstanding orders from Delta to a total of 155 A321neos.

"Adding these aircraft strengthens Delta's commitment to replacing older fleets with more sustainable, efficient jets, and offering the best customer experience in the industry," said Mahendra Nair, Delta's Senior Vice President – Fleet and TechOps Supply Chain. "Delta appreciates the extensive partnership with the Airbus team in support of our strategic growth plans, and we look forward to continuing to work together

throughout the recovery and beyond."

"As the industry looks to emerge from the pandemic, Delta is showing responsible leadership and casting a strong vote of confidence now in the A321neo," noted Christian Scherer, Chief Commercial Officer and Head of Airbus International. "With orders for 30 more of an aircraft that is in very high demand around the globe, our partners at Delta are underscoring the strategic role they see for the A321neo with its outstanding environmental performance for the airline's renowned customer service and reliability for years into the future."

Delta's A321neos will be powered by next-generation Pratt & Whitney PW1100G turbofan engines that bring significant efficiency gains

over Delta's current, already-efficient A321 aircraft. Equipped with total seating for 194 customers with 20 in First Class, 42 in Delta Comfort+ and 132 in the Main Cabin, Delta's A321neos will be deployed primarily across the airline's extensive domestic network, complementing Delta's current A321 fleet of more than 120 aircraft. The airline is slated to receive the first of its 155 A321neo aircraft early next year.

Many of Delta's A321neos will be delivered from the Airbus U.S. Manufacturing Facility in Mobile, Alabama. The airline has taken delivery of 87 U.S.-manufactured Airbus aircraft since 2016.

As of the end of July, Delta's fleet of Airbus aircraft numbered 358, including 50 A220 aircraft, 240 A320 Family members, 53 A330



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

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

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

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

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

Here's a link to Spruce Creek Airport (7FL6) web page - click [here](#)

AIRPORT SAFETY VIDEO - The airport management recommends that all Spruce Creek Fly-In residents and airport users view this very good airport safety video. Click [here](#)

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

FAX 386/761-7808 AFTER 1700 386/756-6125 (Security)

VORTAC OMN 112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg 122.2 MHz

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

INSTR APCH (Rwy 06) GPS (Private, Residence Only)

Runways: 06 / 24 - 4000 ft x 150 ft

CTAF 122.725 MHz (pilot actuated lights 3-5-7 clicks)

AWOS 121.725 MHz

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

FUEL 386 257-7791 (on field) or 129.925 MHz (forward request to Spruce Creek)

Airport Manager - Jim Stone ... 386 275-1894



IN OUR 'NEWS from the Barn' section we will be featuring news and photos from Spruce Creek Fly-in, the world's greatest aviation community. With over 1600 homes, and not all of them are hangar homes, and home to over 3000 people, there are over 650 airplanes based at Spruce Creek. But it's not all about aviation at Spruce Creek - there's golf, tennis, motorcycling and much more, as well as a Country Club and the Downwind restaurant right alongside Beech Boulevard - a major taxiway in the center of the airport. EAA Chapter 288 (Daytona Beech) meets at Keith

Phillip's hanger on the other major taxiway - Cessna Boulevard. Then there's the Gaggle Flight, which is quite something in its own right. Every Saturday morning (and sometimes on Wednesday too) members of the Gaggle Flight meet at The Big Tree which sits right in the middle of the airport. Upwards of 30 aircraft depart in flights of 3 or 4 (and sometimes more) flying out to breakfast. The arrivals back are usually spectacular, with overhead breaks the norm. Our North America editor, Steve Wood, is part of Goofy Flight - named after his GlaStar which has the

special registration N-600FY. Steve even has 'goofy' smoke on his airplane which can 'puff' or be continuous at whim. Everyone has great fun at Spruce Creek Fly-in which perhaps explains why there's a sign inside the main entrance which reads "Caution - Children And Adults At Play".



Photos by Steve Wood





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Photos by Steve Wood

Pebble Beach/Sant'Agata Bolognese, 15 August 2021

At the 70th Concours d'Elegance in Pebble Beach, California, the Lamborghini Countach, a model this year celebrating its first half century, was honored with its very own dedicated class. Eight Countachs were present at the event: six were brought by international collectors, while the other two, brought by Automobili Lamborghini and not to be judged in the Concours, were the very first and the last Countachs manufactured.

The Countach redefined the high-performance car sector and it has become an iconic representation of the style features that, still today, guide the creation of contemporary Lamborghinis. The Pebble Beach Concours is the perfect setting to celebrate the 50th anniversary of this legendary car, said Stephan Winkelmann, President and CEO of Automobili Lamborghini, who, just a few hours earlier, had unveiled the brand-new Lamborghini Countach LPI 800-4, a car directly inspired by the 1971 Countach LP 500.

We are delighted to have attracted such a rich Countach class, added Sandra Button, Chairman of the Pebble Beach Concours d'Elegance. *These cars played a key role in defining the stylistic and technical concepts of modern sports cars. It is really hard to believe that the Countach lines, which are still so cutting edge, date back 50 years!*

The Countachs present at Pebble Beach included the oldest surviving specimen, an LP 400 (chassis #1120001). The second prototype built and the first example of the LP

400 series, this is the car that — initially wearing red over black interiors — was unveiled at the Geneva Motor Show in March 1973. After being used in model development tests and featured in various magazines of the time, it was repainted in its current shade of Verde Medio (medium green) and fitted with Verde Chiaro (light green) interiors before being shown,



still in 1973, at the Paris Motor Show, the IAA in Frankfurt, and the Earls Court London Show. Sold shortly afterwards, it ended up abandoned in a barn in Switzerland for several years, before being found and purchased by Automobili Lamborghini in 2004. Ever since, it has been exhibited at the Lamborghini Museum of Technologies (MUDETEC) in Sant'Agata Bolognese.

As mentioned, it was accompanied to Pebble Beach by the last Countach manufactured, an example of the 25th Anniversary model (chassis #KLA12085), which rolled off the production line on 4th July, 1990. Also coming from the MUDETEC, this car, in metallic silver with gray leather interiors, has never been sold and always been the

property of Automobili Lamborghini.

Six Countachs owned by private collectors were entered in the Pebble Beach Concours: three LP 400s (two from 1976 and one from 1977), one LP 400 S (1981), and two examples of the LP 5000 Quattrovalvole series, one built in 1985 and the other in 1986.

First in Class went to the 1981 Countach LP 400 S (chassis #1121316) owned by Robert Bishop (FL, USA), a car representing the 82-strong third series. Originally sold in the Middle East, in the unusual color scheme of metallic green (Verde Metallizzato) over khaki (Kaki) interiors, it remained unregistered until, some years later, it was sold to a Swedish enthusiast. After being carefully restored in Italy, where it was also exhibited at the MUDETEC in Sant'Agata Bolognese, it now lives in the USA and is regularly driven.

Second place was taken by the 1976 Countach LP 400 "Periscopio" (chassis #1120192), currently owned by Mouse Motor (IL, USA); this car, one of the only 152 "Periscopio" units ever produced, is still in completely original condition, wearing its very first yellow paint. Sold new in Italy in August 1976.



The new BMW iX3

11.08.21

Model update for the BMW iX3. Availability in the EU: Autumn 2021. Orders can be placed from: Now. Base price in Germany: € 67.300 including VAT.

Detailed model update for the BMW iX3 (electric power consumption combined: 18.9 – 18.5 kWh/100 km; CO₂ optimises the car's sporting aura and the driving pleasure it offers, as well as ease of operation and the premium character of the interior. Fresh design accents underscore the close conceptual and technological links between the all-electric Sports Activity Vehicle (SAV) for the premium midsize class and the BMW iX and BMW i4.

New BMW iX3 builds on its profile as a trailblazer for a new era of electric mobility. First model to feature fifth-generation BMW eDrive technology. Advanced overall concept coherence enables unique combination of sporting prowess, exceptional efficiency, and long-distance ability with a range of up to 460 kilometres (286 miles) in the WLTP test cycle.

European premiere for the new BMW iX3 at the IAA Mobility 2021 event in Munich. Production to get underway at the BMW Brilliance Automotive joint venture's Shenyang facility in China in September 2021 – both for the local market and for export.

Front end with increased presence thanks to larger BMW kidney grille, headlights around ten millimetres

slimmer than before and newly sculpted front apron. Muscular surfacing at the rear. Striking, three-dimensional LED rear lights. Model-specific accents in BMW i Blue at the front and rear.

New BMW iX3 with standard M Sport package. New M aerodynamic wheels in 20-inch format optionally available as an alternative to the standard 19-inch aerodynamic wheels. Adaptive LED Headlights also included as standard. BMW Laserlight can be ordered as an option.

Fully digital screen grouping now with a 12.3-inch instrument cluster and an enlarged control display matching its dimensions. Newly designed control panel on the centre console for the gear selector lever, BMW Controller, Start/Stop button and the buttons for the Driving Experience Control switch and parking brake.

Sport seats in the new Sensatec perforated upholstery variant and interior trim strips in the new Aluminium Rhombicle dark finish

come as standard. BMW i Blue accents on the gear selector lever, Start/Stop button and steering wheel.

Highly integrated drive system with electric motor, transmission and power electronics in a single housing. Space-saving arrangement in the rear axle subframe, maximum output: 210 kW/286 hp, peak torque: 400 Nm (295 lb-ft). Power sent to the rear wheels, acceleration from 0 to 100 km/h (62 mph) in 6.8 seconds.

Control with Stop&Go function, automatic Speed Limit Assist and route monitoring. Also standard: Parking Assistant with Reversing Assist Camera and Reversing Assistant.

BMW Live Cockpit Professional with cloud-based navigation system BMW Maps and BMW Intelligent Personal Assistant as standard. Also standard: smartphone Integration with Apple CarPlay and Android Auto preparation, Remote Software Upgrade and other digital services from BMW Connected.



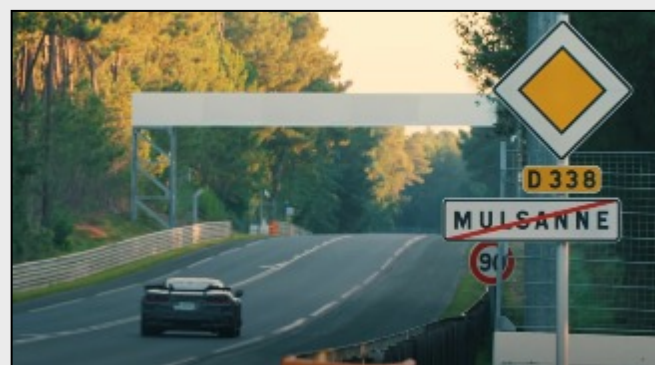
READY TO PERFORM: CHEVROLET ANNOUNCES 2023 CORVETTE Z06 REVEAL DATE

**Corvette Z06 visits legendary
European racetracks in
advance of reveal**

2021-08-20

DETROIT – Start the countdown: The all-new 2023 Chevrolet Corvette Z06 will be revealed on Oct. 26. Designed to amplify the thrill of driving, the Corvette Z06 is a supercar that performs – whether on backroads or the Autobahn or the world's most recognizable tracks like Circuit de la Sarthe.

Watch the Z06 take a road trip through Germany and France and stay tuned for more - **Click a Pick**



FERRARI STUFF OF LEGENDS, DOUBLE TRIUMPH AT 24 HOURS OF LE MANS

Le Mans 22 August 2021

The 89th edition of the 24 Hours of Le Mans, the oldest and most prestigious endurance race and the fourth round of the FIA WEC World Championship, was dominated by AF Corse's 488 GTEs, which triumphed in the LMGTE Pro and LMGTE Am classes. Alessandro Pier Guidi, James Calado and Côme Ledogar at the wheel of the #51 Ferrari won the LMGTE Pro class, while Nicklas Nielsen, François Perrodo and Alessio Rovera lorded it over the LMGTE Am class. The Iron Lynx 488 GTE, crewed by Italians Rino Mastronardi and Matteo Cressoni and the Ferrari Driver Academy's Callum Ilott, completed the podium in this category. A very special starter, Ferrari Chairman John Elkann, sent the cars on their way at 4pm on Saturday.

LMGTE Pro. The 2019 winners Alessandro Pier Guidi and James Calado claimed a brilliant victory, leading the race for most of the 24 hours. On this occasion, the pair were assisted by Côme Ledogar, who, together with Pier Guidi, recently made a name for himself at the 24 Hours of Spa-Francorchamps. This is the Frenchman's first triumph at Le Mans, while the two 2017 world champions now have two to their name. The trio battled for most

of the race against the Corvette of Garcia-Taylor-Catsburg, gaining a decisive advantage through their superior handling of the race's neutralisation phases. Once again, AF Corse's second car, crewed by Miguel Molina, Daniel Serra and Sam Bird, was unlucky. The #52 car was well in contention for the overall win before having to pit due to a suspension problem during the Spaniard's stint with 10 hours left. Then, a puncture at Tertre Rouge during Sam Bird's stint led to another long stop for the Ferrari, which then had to settle for fifth. Nevertheless, it earned important championship points in a race with twice the usual number up for grabs.



With this win, Pier Guidi and Calado move up to 124 points at the top of the standings. They lie 12 ahead of Estre and Jani, while Serra and Molina are now on 57. This is AF Corse's fourth victory in the LMGTE Pro class following their wins in 2012, 2014 and 2019. It is the Prancing Horse's 38th triumph in the 24 Hours of Le Mans, with 29 class wins and nine overall. It is also the 488 GTE's third victory in the French classic.

LMGTE Am. Nicklas Nielsen, François Perrodo and Alessio Rovera displayed clear-headedness, nerve and talent to claim AF Corse's first win in the 24 Hours of Le Mans

LMGTE Am class. They didn't allow the drive-through penalty they suffered during the 24 hours to knock them off course. As in other WEC races, the reigning champions confirmed their desire to retain their title. They were helped in this by the speed of Alessio Rovera on his debut in this marathon. Iron Lynx's 488 GTE #80 with Rino Mastronardi and Matteo Cressoni and the Ferrari Driver Academy's Callum Ilott completed the podium. On his debut in this race, the Briton grew in speed and confidence, which only experience can provide. The crew of the #60 car lined up by the Italian team, with the experienced Paolo Ruberti and Raffaele Giammaria

alongside Claudio Schiavoni, climbed several positions in the championship standings with an excellent fourth position. Ninth place went to the last Iron Lynx Ferrari, crewed by the "Iron Dames" Rahel Frey, Michelle

Gatting and Sarah Bovy, who again made it over the finish line. The second AF Corse entry, the #54 car driven by Giancarlo Fisichella (in his twelfth participation), Thomas Flohr and Francesco Castellacci, was unlucky to be kept out of the fight for the podium by a faulty axle shaft. Inception Racing's 488 GTE crewed by Iribe-Millroy-Barnicoat was also up among the leaders at various stages before being forced to sit in the pits for several laps. The other Ferraris entered in an edition that will go down in the history of the Prancing Horse retired due to accidents or problems during the race.

Mercedes-Benz prepares to go all-electric

Jul 22, 2021

Stuttgart (Germany) – Mercedes-Benz is getting ready to go all electric by the end of the decade, where market conditions allow. Shifting from electric-first to electric-only, the world’s pre-eminent luxury car company is accelerating toward an emissions-free and software-driven future. By 2022, Mercedes-Benz will have battery electric vehicles (BEV) in all segments the company serves. From 2025 onwards, all newly launched vehicle architectures will be electric-only and customers will be able to choose an all-electric alternative for every model the company makes. Mercedes-Benz intends to manage this accelerated transformation while sticking to its profitability targets.

The EV shift is picking up speed - especially in the luxury segment, where Mercedes-Benz belongs. The tipping point is getting closer and we will be ready as markets switch to electric-only by the end of this decade, said *Ola Källenius, CEO of Daimler AG and Mercedes-Benz AG*. This step marks a profound reallocation of capital. By managing this faster transformation while safeguarding our profitability targets, we will ensure the enduring success of Mercedes-Benz. Thanks to our highly qualified and motivated workforce,



I am convinced that we will be successful in this exciting new era. To facilitate this shift, Mercedes-Benz is unveiling a comprehensive plan which includes significantly accelerating R&D. In total, investments into battery electric vehicles between 2022 and 2030 will amount to over €40 billion. Accelerating and advancing the EV portfolio plan will bring forward the tipping point for EV adoption.

Technology Plan

Architectures: In 2025 Mercedes-Benz will launch three electric-only architectures:

- * MB.EA will cover all medium to large size passenger cars, establishing a scalable modular system as the electric backbone for the future EV portfolio.
- * AMG.EA will be a dedicated performance electric vehicle platform addressing technology and performance oriented Mercedes-AMG customers.
- * VAN.EA ushers in a new era for purpose made electric vans and Light Commercial Vehicles, which will contribute to emission free transportation and cities in the future.

Vertical integration: After reorganising its powertrain activities to put planning, development, purchasing and production under one roof, Mercedes-Benz will deepen the level of vertical integration in manufacturing and development, and insource electric drive technology. This step includes the acquisition of UK based electric motor company YASA. With this deal, Mercedes-Benz gains access to unique axial flux motor technology and expertise to develop next generation ultra-high performance motors. In-house electric motors, such as the eATS 2.0, are a key part of the strategy with a clear focus on efficiency and the overall cost of the entire system, including inverters and software. China, the world’s largest new energy vehicle (NEV) market, which is home to hundreds of companies and suppliers specialized in EV components and software technologies, is expected to play a key role in accelerating the Mercedes-Benz electrification strategy.



ASTON MARTIN VALKYRIE SPIDER UNCOVERS EXHILARATING FORMULA ONE EXPERIENCE ON THE ROAD

12 August 2021, Monterey, California: The new Valkyrie Spider, unveiled today at Pebble Beach Concours d’Elegance, is a thrilling next-step in the progression of the Aston Martin Valkyrie bloodline. It promises an even more intense experience. One shaped by the unbeatable sensory stimulus that comes with roof-off driving in one of the world’s most extreme hypercars. One that delivers the most comparable experience to that of an F1 car, not limited to the track.

The pursuit of open-top luxury comes with the challenge of ensuring the core experience remains true to Aston Martin and Adrian Newey’s exacting performance objectives for the original Aston Martin Valkyrie programme. As these positioned Valkyrie at the very cutting-edge of hypercar design and engineering it means the Valkyrie Spider has benefitted from unique engineering solutions born from the combined talents of Aston Martin and Red Bull Advanced Technologies (RBAT).

While the Aston Martin Valkyrie unique 1155PS hybrid V12 powertrain remains unchanged, the Valkyrie Spider has received revisions to its carbon fibre structure, plus precise recalibration of both the active aerodynamic and active chassis systems. All with an eye to maintaining optimal Valkyrie performance when driven in a roof-off condition.

Key to Valkyrie Spider’s unprecedented performance is the ultra-lightweight construction and high downforce aerodynamics package. The upper body surfaces of the teardrop-shaped cockpit and lower tub contours follow the envelope of space available between the huge full-length Venturi tunnels that run either side of the cockpit floor. Drawing huge quantities of air beneath the car to feed the rear diffuser, these tunnels are the key to generating Aston Martin Valkyrie Spider’s extraordinary levels of downforce - >1400kg at 240km/h in track mode - while keeping the upper body surfaces free from additional aerodynamic devices that would spoil the purity of the open-top styling.

By following the same exacting Valkyrie ethos, and with just a marginal weight difference to the Coupe, Valkyrie Spider remains a quintessential package of efficient and lightweight solutions. Capable of achieving a vMAX of 330km/h+ with the roof removed (350km/h+ with roof on), it’s the fastest and most extreme open-top, road-legal Aston Martin ever built. Delivering LMP1 levels of performance, Valkyrie Spider is simulated to set impressive lap times, not normally achievable in a road-going car.

The same driver focused cabin sits at the heart of Valkyrie Spider. F1-inspired low hip-to-heel height and near-central seat positioning, along with a 6-point safety harness to keep the occupants safely in the car. A centre rear-view camera system along with front and rear parking sensors will aid the driver at both high and low speeds, with displays sitting just above the Instrument Panel.

Valkyrie Spider features a bespoke, removable lightweight roof comprising of a carbon fibre central panel, latching onto the tub at the rear and to the windscreen surround at the front, along with a pair of polycarbonate roof windows, hinged on either side. On opening the doors, the roof can simply be lifted off and stowed away. Modifications to the carbon fibre tub have been made to support the

removable roof panels and the luxury open-top layout, as well as new doors. The now front-hinged dihedral doors, which are unique to Valkyrie Spider, have been redesigned to tilt forwards.

The task of implementing these changes will be completed by Aston Martin engineering team, who are also responsible for managing the test and verification process. Extensive use of powerful simulation tools means development of the Valkyrie Spider is already well underway, ahead of the build and physical testing of the first development prototypes.

Aston Martin Chief Executive Officer, Tobias Moers said: “The Aston Martin Valkyrie is the product of incredible innovation and technology, but above all it has always been about emotion. With the Valkyrie Spider we are taking that passion and emotion to the next level. The driving experience promises to be truly sensational. The sound of that 6.5-litre V12 engine revving to over 11,000rpm with the roof removed is something I cannot wait to hear.

Red Bull Racing’s Chief Technical Officer, Adrian Newey said: “Right from the very beginning of the Aston Martin Valkyrie project we were driven by exacting targets that went way beyond any previous road car and the Valkyrie Spider brings that same ethos to the open cockpit hypercar category. What you see is a simple removable roof panel, but the challenge of remaining true to the Valkyrie concept was anything but. Maintaining aerodynamic performance with the roof removed was of paramount importance, likewise keeping any unavoidable weight gains to an absolute minimum whilst maximising enjoyment for the driver.

Following unprecedented demand, the 85 examples of the Valkyrie Spider are over subscribed and allocations will begin shortly, available in both left and right-hand drive derivatives, with first deliveries scheduled for H2 2022

GONE CRUISIN'

Gary's Hot Rods & Cruisers



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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

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