Speedi

Wings & Wheels

GreatestAutos- GreatestPlanes - GreatestRaceCars

www.speedi.tv

December 2021 / January 2022

Issue No: 59

NEW FORMAT VIDEO LINKS



Best viewed as Full Size Single Page

Cover photo - the 2020 version of the Holmes *Jetmobile* - see the 2021 flame throwing version in the Toy Parade feature starting on page 8

Photo by Larry Traskos

FREE! Online Magazine

THIS MONTH: SEMA 2021 Sport Aviation Showcase Spruce Creek Toy Parade Turkey Rod Run and Much More

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SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

It's been another 'roller coaster year' in aviation thanks to Covid 19. Just when we all thought things were starting to get better along comes the Omicron variant. Let's hope this latest variant is just a temporary 'blip' and the New Year will bring better times . . .

Looking back at my year it looked very bleak to start with as I was unvaccinated. Then suddenly vaccines were available and eventually I was double jabbed. Once this had happened I found that by getting special permission I could enter the USA to continue reporting on aviation & motorsport happenings.

Eventually I had a booster shot and then in November the US opened its doors to visitors from the UK and Europe. This meant that I was able to catch up on my flying, although it was quite difficult to find airplane seats for my journey to / from the US, as I fly standby. So many routes across the Atlantic had reduced schedules and most flights within the US were fully booked.

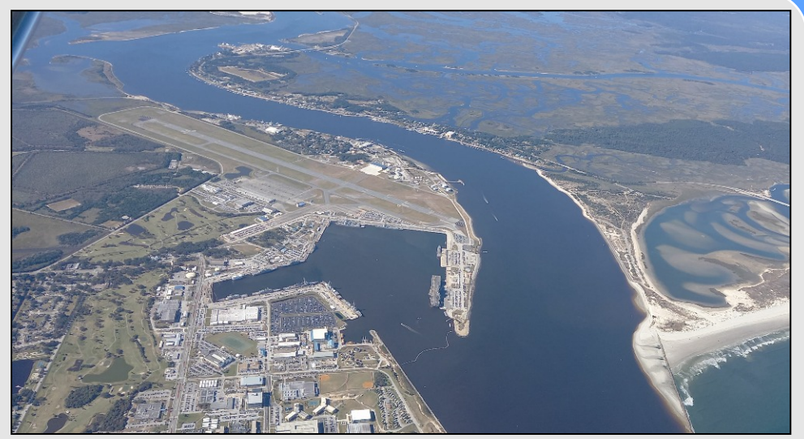


There was, however, a newcomer to the UK / US route - Jet Blue. As they are now offering a business class product, with lie-flat beds at a reasonable price they could well take hold where newcomers like Norwegian left off.

On my last trip to Daytona Beach, rather than staying overnight in New York, I decided to take a side trip to Niagara Falls - which I had flown over in Goofy on one of my record setting flights. Interestingly there was a Jet Blue A320 parked on the ramp in a special paint scheme - which was supporting the Fire Department of New York. It turns out that >>



>> back in 2013 JetBlue rolled out its newest unique aircraft design, unveiling its "Blue Bravest" aircraft painted in the colors of the New York City Fire Department (FDNY). The Airbus A320 was adorned with the FDNY shield and has flown throughout JetBlue's route network for the past 8 years.



As can be seen by the photo I shot in November, the weather at Niagara Falls International airport was far from ideal, and certainly very different to the weather in Florida when I arrived there.

Catching upon my flying meant that I was flying Goofy each and every day. CAVOK conditions allowed me to fly up to one of my favorite airport, Jekyll Island in Georgia, more than once during my 3 week stay.

On the way to Jekyll I overfly the Mayport Naval Station with it's single runway and protected harbor. On my last over-flight there was a different ship in port. Previously all I had seen were destroyers. This time there was what appeared to be an aircraft carrier. In the past Mayport has hosted carriers such as the *USS John F Kennedy*.

Whatever the carrier was, you could see the size difference compared to the destroyers. It did not have an angled deck, but then newer designs do not need the traditional deck layout as they have VTOL aircraft on board, such as the F-35. It could have been the *USS Iwo Jima* before it moved its home port from Mayport to NS Norfolk earlier this month.

Back to Jekyll Island. It's a great little airport and the team at Red Bug Motors are fellow pilots, even offering visiting pilot's a 'Red Bug' to see the island - with a generous 2 hr time limit.

As can be seen from the photo below, there's a nice airport FBO building used by Red Bug as their base . . .



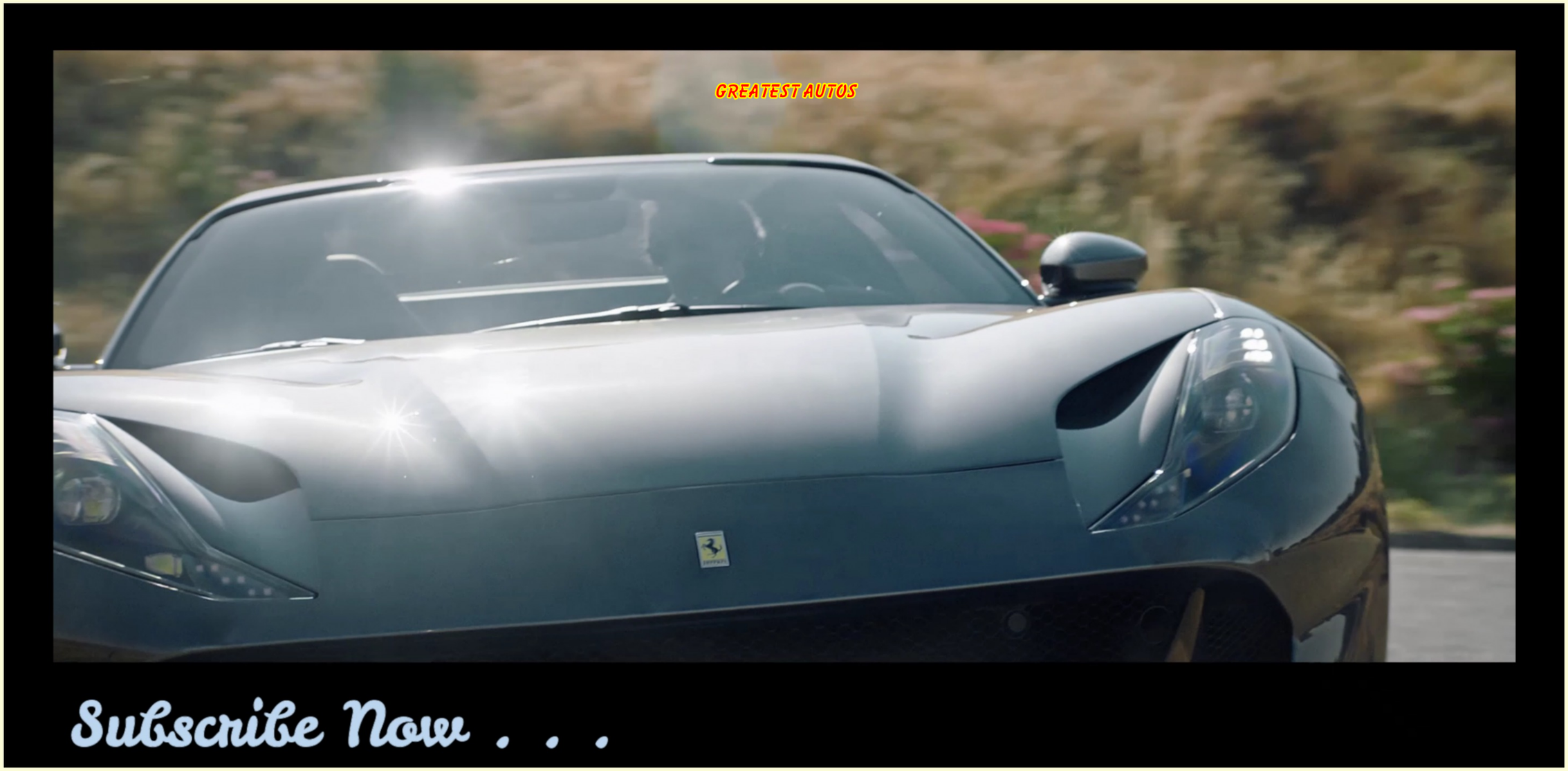


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James Webb Telescope Rolls to the Pad Aboard an Ariane 5 Rocket

Arianespace's Ariane 5 rocket with NASA's James Webb Space Telescope onboard, is rolled out to the launch pad, Thursday, Dec. 23, 2021, at Europe's Spaceport, the Guiana Space Center in Kourou, French Guiana. The James Webb Space Telescope is a large infrared telescope with a 21.3 foot (6.5 meter) primary mirror. The observatory will study every phase of cosmic history—from within our solar system to the most distant observable galaxies in the early universe.

Image Credit: NASA/Bill Ingalls

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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 December 2021 / January 2022 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 the Spruce Creek Toy Parade 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

Boeing Announces UPS Purchase of 19 767 Freighters

Dec. 21, 2021 -- Boeing [NYSE:BA] today announced an order for 19 767 Freighters from UPS highlighting the 767 Freighter's outstanding operational efficiency and payload capability to serve its customers at a time of robust air cargo demand.

December 2021 / January 2022 - Issue No: 59

Speedi
Wings & Wheels
GreatestAutos- GreatestPlanes - GreatestRaceCars

CONTENTS

8 Spruce Creek Toy Parade - 2021





SEMA 2021



8 Spruce Creek Toy Parade 2021: The Spruce Creek Toy Parade 2020 was canceled so the 2021 event was keenly supported by the residents of Spruce Creek Fly-in. Gary Rosier went along to cover the action . . .

31 SEMA 2021: The SEMA event took place in Las Vegas and attrracted the attention of Gary Rosier for his regular 'Gone Cruisin' feature . . .

37 Daytona Turkey Rod Run 2021: Gary Rosier was there, as ever, to cover as part of our regular Speedi City feature, the 48th annual Turkey Rod Run from the Daytona International Speedway . . .

Regular Features:

2 Speedi's Blog: Steve Wood looks at 'what's hot and what's not' in the world of aviation

7 AvNews: Snippets of aviation related news

18 News from the Barn: Photo News of the events & happenings' at Spruce Creek Fly-in.

28 AutoNews: Top titbits of Auto News

31 Gone Cruisin': Hot Rods & Cruisers and more . . .

37 SpeediCity: Fun and action from Daytona Beach

NASA's Webb Telescope Launches to See First Galaxies, Distant Worlds

NASA's James Webb Space Telescope launched Dec. 25 at 7:20 a.m. EST on an Ariane 5 rocket from Europe's Spaceport in French Guiana, on the northeastern coast of South America. Webb, a partnership with the European Space Agency and the Canadian Space Agency, will explore every phase of cosmic history – from within our solar system to the most distant observable galaxies in the early universe.

"The James Webb Space Telescope represents the ambition that NASA and our partners maintain to propel us forward into the future," said NASA Administrator Bill Nelson. "The promise of Webb is not what we know we will discover; it's what we don't yet understand or can't yet fathom about our universe. I can't wait to see what it uncovers!"

Ground teams began receiving telemetry data from Webb about five minutes after launch. The Arianespace Ariane 5 rocket performed as expected, separating from the observatory 27 minutes into the flight. The observatory was released at an altitude of approximately 870 miles (1,400 kilometers). Approximately 30 minutes after launch, Webb unfolded its solar array, and mission managers confirmed that the solar array was providing power to the observatory. After solar array deployment, mission operators will establish a communications link with the observatory via the Malindi ground station in Kenya, and ground control at the Space Telescope Science Institute in Baltimore will send the first commands to the spacecraft.

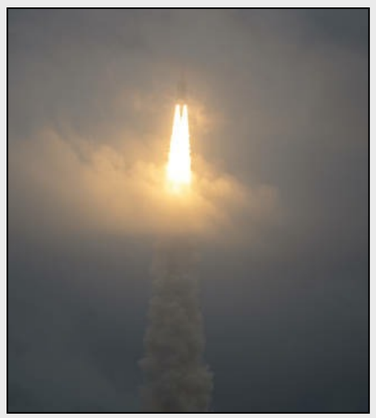
Engineers and ground controllers will conduct the first of three mid-course correction burns about 12 hours and 30 minutes after launch, firing Webb's thrusters to maneuver the spacecraft on an optimal trajectory toward its destination in orbit about 1 million miles from Earth.

"I want to congratulate the team on this incredible achievement – Webb's launch marks a significant moment not only for NASA, but for thousands of people worldwide who dedicated their time and talent to this mission over the years," said Thomas Zurbuchen, associate administrator for the Science Mission Directorate at NASA Headquarters in Washington. "Webb's scientific promise is now closer than it ever has been. We are poised on the edge of a truly exciting time of discovery, of things we've never before seen or imagined."

The world's largest and most complex space science observatory will now begin six months of commissioning in space. At the end of commissioning, Webb will deliver its first images. Webb carries four state-of-the-art science instruments with highly sensitive infrared detectors of unprecedented resolution. Webb will study infrared light from celestial objects with much greater clarity than ever before. The premier mission is the scientific successor to NASA's iconic Hubble and Spitzer space telescopes, built to complement and further the scientific discoveries of these and other missions.

"The launch of the Webb Space Telescope is a pivotal moment – this is just the beginning for the Webb mission," said Gregory L. Robinson, Webb's program director at NASA Headquarters. "Now we will watch Webb's highly anticipated and critical 29 days on the edge. When the spacecraft unfurls in space, Webb will undergo the most difficult and complex deployment sequence ever attempted in space. Once commissioning is complete, we will see awe-inspiring images that will capture our imagination."

The telescope's revolutionary technology will explore every phase of cosmic history – from within our solar system to the most distant observable galaxies in the early universe, to everything in between. Webb will reveal new and unexpected discoveries and help humanity understand the origins of the universe and our place in it.



Facing Record Enrollments, Embry-Riddle Enhances Flight Training through Virtual Reality

With 2,500 students currently enrolled in **Aeronautical Science** programs between Embry-Riddle Aeronautical University' two residential campuses —marking the highest figure of the past 20 years —instructors are looking to virtual reality to make flight instruction more efficient and effective.

Here' how it works: Incoming flight students work exclusively in virtual environments for the first four weeks of their instruction. Through simulators, they get to know the flight deck, the controls, get a feel for takeoffs and landings. After those four weeks, they transition to hands-on work with real aircraft.

"By the time they get to the airplane, they already know procedures,"said Chief Flight Instructor Ivan Grau, during last week' **Aviation Outlook** webinar event. "hey are already fully developed, and now they'e just practicing."

Eventually, Grau believes, this training method should even lead to reduced flight time and costs for students.



"A lot of people don' realize that flight instruction is probably one of the last bastions of one-on-one training that you'e going to get,"added Mike Wiggins, professor of Aeronautical Science. "he wonderful thing is, as a professor, you walk away knowing you had a chance to make a difference in their lives."

Two longtime instructors at Embry-Riddle —Wiggins has trained generations of pilots over his 44 years at the university, as has Grau, for the past 31 years —the two alumni reflected on their careers, the aviation industry and the future of flight training.

"One of the things I never take for granted is the resiliency of the aviation industry,"said moderator Dr. Alan Stolzer, dean of the **College of Aviation**, citing the Covid-19 pandemic as one of the major events of the past few decades that fundamentally changed the way airlines do business.

Grau and Wiggins agreed.

"As pilots, we always mitigate circumstances,"Grau said, citing the many health and safety protocols that Embry-Riddle implemented early in the pandemic, allowing students to continue their flight training.

"The future is bright,"Wiggins added. "here' not a better time to enter the industry than right now."



Exceptionally high demand for Embry-Riddle' flight training relates to the quality of the program as well as the global shortage of pilots and aviation maintenance technicians. The Boeing Company' **Pilot & Technician Outlook 2020-2039** projects that 763,000 new civil aviation pilots and 739,000 new maintenance technicians will be needed to fly and maintain the world fleet within about the next 20 years.

The key to success, according to Wiggins, for both staff members and aspiring aviators alike: Give them the tools and knowledge to succeed, set expectations, and then "et out of their way."

A two-time former chair of the **Aeronautical Science Department**, Wiggins would know. He has also led the Faculty Senate and the Center for Teaching and Learning Excellence on the **Daytona Beach Campus**, published various research and held other leadership positions during his tenure.

"I can look back and smile,"he said. "hen a student comes back and says, 'hanks for helping me'—that makes it all worthwhile, all worthwhile."

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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

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



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Including Steve's
Christmas Message

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AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

Sant'gata Bolognese,

9 November 2021



1,500 Lamborghinis took to the streets around the world in support Movember' cause, marking the largest gathering in the history of the House of Sant'gata. The cars, with hoods decorated with stickers in the shape of a moustache, the movement' symbol, paraded through the streets of cities on five continents, including New York, Sydney, London, Bangkok, Rome, and Cape Town. Customers from all over the world, invited to take part in the Bull Run organized by 92 Lamborghini dealers, supported the cause to raise funds and spread awareness on the important issue of prevention in men' health. The largest gatherings were held in North America, with a total of 600 cars participating in 22 states, and in the UK, where the British dealers brought 200 customers with their Lamborghinis to Blenheim Palace in Oxfordshire.



Movember

Movember is the leading charity changing the face of men' health on a global scale, focusing on mental health and suicide prevention, prostate and testicular cancer. The charity raises funds to deliver innovative, breakthrough research and support programs that enable men to live happier, healthier and longer lives. Committed to disrupting the status quo, millions have joined the movement, helping fund over 1,250 projects around the world. In addition to tackling key health issues faced by men, Movember is working to encourage men to stay healthy in all areas of their life, with a focus on men staying socially connected and becoming more open to discussing their health and significant moments in their lives. The charity' vision is to have an everlasting impact on the face of men' health.



FIRST ASTON MARTIN VALKYRIE CUSTOMER CAR COMPLETE

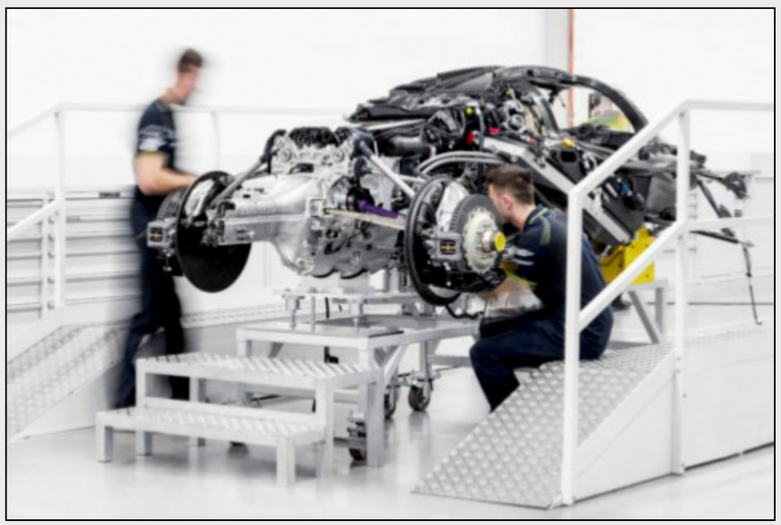
- **Valkyrie is now in full production at Aston Martin' Gaydon Headquarter**
- **Era defining hypercar, is first true F1® car for the road**
- **First customer car completed and awaiting delivery**



04 November 2021 - Gaydon, UK:

The first customers will soon receive their game-changing Aston Martin Valkyrie hypercars. The ultra-luxury British car manufacturer announced today that the highly anticipated Valkyrie coupe has entered full production and the first customer car is now complete, with deliveries planned in the coming weeks.

Aston Martin Chief Executive Officer, Tobias Moers commented: "t is an immensely proud moment for us to complete our first ever hypercar. The Aston Martin Valkyrie programme has tested everyone who has worked on it to the limit but the commitment to the dream has produced a truly incredible car, an F1® car for the road. The Valkyrie is born out of the steadfast dedication of a large group of highly skilled engineers and technicians who have worked tirelessly to get Valkyrie to the production stage. I' sure our customers will be delighted with what they have achieved."



Like all Aston Martin sports cars, Valkyrie is being built at the marque' UK Headquarters in Gaydon. A dedicated project delivery team manages the build right through to delivery in a specially commissioned Valkyrie production area. A team of highly skilled technicians are hand-building each of the 150 cars, with each Valkyrie taking over 2000 man hours to create.

Before each Valkyrie is delivered, it is track-tested at the Aston Martin high performance facility at the home of British Motor Racing, Silverstone where much of the development of the hypercar has taken place.

Boasting a hybrid V12 powertrain developing a maximum power of 1,155PS, the Aston Martin Valkyrie incorporates concepts and technologies taken directly from Formula One® and is set to be the era defining hypercar.

AutoNews

Top Titbits of Auto News

By Steve Wood - Staff Writer

www.speedi.tv

STEVE JENNY HAS TESTED AROUND 90 PERCENT OF ALL BUGATTI VEHICLES SOLD, DRIVING MORE THAN 350,000 KILOMETERS IN THE PROCESS. A DREAM JOB WITH ENORMOUS RESPONSIBILITY.

Focused entirely on the task at hand, he drives down the track, sensing every vibration and detecting the most minute audible and tactile inputs. steve jenny is a test driver at bugatti and in charge of final delivery, responsible for ensuring the world's greatest hyper sports cars are delivered in perfect condition. a dream job, of course. but one that also requires a lot of discipline and focus. every drive must be reproducible and comparable, with around two vehicles per week put through the meticulous process, each of them with a different configuration. no car has been like any other in the past 17 years, but he must ensure they feel like a bugatti. as an expert for quality assurance, steve jenny pays attention to the smallest detail, checking 90 percent of all bugatti vehicles handcrafted in molsheim to this day, and driving more than 350,000 kilometers in the veyron, chiron1 and divo2. to him, it's more of a passion than it is a job.

Raised in Alsace, the Frenchman has always had performance engineering in his blood. After getting his driver's license, he built a rally car and even took part in a rally as a co-driver before he went on to become a precision mechanic and measurement technician. Steve Jenny, then sought further education and becomes a quality inspector with a keen eye on precision and quality. At renowned supply companies like Mahle and BBS, he developed motorsport components designed to withstand the most brutal wear, G forces and temperatures.

A Test Drive takes five Hours



Initially, Steve Jenny checks which region the car will be delivered to – and the homologation set-up – followed by the configuration the customer selected. Were all the bespoke touches and options the customer wanted included? Next, the quality controller tests all electric functions of the car. Only if this check is successful, Steve Jenny starts the W16-engine and slowly drives the car out of the Atelier. Then follows one of four defined driving routes: summer, transition, winter and analysis. "It's like Antonio Vivaldi's Four Seasons. Every tour has its own special moments, but they all fit together perfectly," he explains.

The test drive takes up to five hours and usually covers a distance of about 300 kilometers across the Alsace region. During the driving dynamics inspection over the next few hours, Steve Jenny checks pedal weights and responsiveness, steering feel and listens intently for any unusual sounds. At the 80-kilometer mark, he tackles a rough cobblestone road, delivering a stern test for measuring comfort and noise from the suspension.

"You have to feel the car with every fiber of your body and interpret its responses correctly. Technical expertise is helpful in this effort, but experience is paramount," he says. The winding roads of the Vosges mountains are ideal for this drive.

For acceleration and high-speed testing, Steve drives every Bugatti on the closed runway of Colmar airport, pushing his cars nearer to the limits they were designed for. There, the hyper sports cars undergo various function tests at speeds exceeding 300 km/h: launch control, airbrake deployment, rapid lane change, heavy braking at 200 km/h, full braking and an ESP-check. These tests are critical in delivering confidence for Bugatti drivers all over the world, who wish to travel faster than any other production car is capable of.

"With such an individual and handcrafted vehicle, everything must be perfect. Our aim is to correct even the smallest cause for criticism before shipping the car. Only then will our customers be happy," says Steve Jenny.

As another year ends, BMW sends holiday greetings.

22.12.2021

Starting on 22 December, millions of BMW vehicles worldwide will be wishing their owners "Merry Christmas" and "Happy New Year" with a festive animation.

Festive Animation, available until 26 December. Christmassy images will illuminate the Control Displays, a festive melody will play and an ambient light show will create an atmospheric feel in the interior.

On New Year's Eve, a second animation will mark the turn of the year

already transmitting the New Year's message to over 2.6 million BMW vehicles. To display the festive animations, the vehicles need to have the appropriate optional equipment and a BMW iDrive with Operating System 7 or Operating System 8, and have a production date after 07/2020.



Munich.

BMW is surprising its customers in their BMW this holiday season with two festive animations for Christmas and the new year. Festive music will play with atmospheric ambient lighting accompanying the festive message inside the car. An app icon with a Christmas hat on the BMW Control Display will appear from 22 December once the vehicle has been started, signalling the approaching festive season. Clicking the icon will start the BMW Happy Holiday

From 31 December onwards, another app symbol in the Control Display with a stylised firework will celebrate the new year. There is also a New Year's message from BMW, also with festive music and an ambient light show in the vehicle. The driver can play both animations as often as they like during the festive season by clicking on the app icon.More and more customers around the world will see the personalised festive greetings in their BMW with each passing year. This year, 48 BMW markets are

A NEW ICONA IS BORN

Ferrari' new limited-edition Ferrari Daytona SP3 takes its inspiration from the legendary Sports Prototypes of the 60s

WORDS –ROSS BROWN

Host to some of the most extreme racing thoroughbreds Ferrari have ever produced, the Finali Mondiali is always a feast of high-performance racing at the Mugello Circuit in the hills of Tuscany. This weekend the event also played host to the launch of the Ferrari Daytona SP3, a limited-edition Targa which, despite being fresh from the Maranello factory gates, comes with a fully established racing pedigree that dates back to Ferrari's golden years of racing, the 1960s.



FROM THE OUTSET, THE MID-ENGINE FERRARI DAYTONA SP3 LOOKS BORN FOR THE TRACK. THE 6.5 LITRE NATURALLY ASPIRATED V12 POWERPLANT THAT SITS RIGHT BEHIND THE DRIVER' HEAD IS THE MOST POWERFUL ICE BUILT BY FERRARI TO DATE, DELIVERING A MASSIVE 840 CV, CAPABLE OF CATAPULTING THE CAR FROM ZERO TO 100KM/H IN 2.85S AND ZERO TO 200KM/H IN 7.4S. TOP SPEED? 340KM/H.



The Ferrari Daytona SP3 is the second addition to the Icona Series, a programme designed to celebrate Ferrari history by reinterpreting the timeless styling of the marque' most iconic cars to radically modern effect, using the most innovative materials and technologies available today.

The Monza SP1 and SP2 were the first incarnations of the programme back in 2018, however while those cars invoke the seductive images of the 1950s Ferrari barchettas, the new Ferrari Daytona SP3 draws on the spirit of the Sports Prototypes of the 1960s, a decade now considered the golden era of closed wheel racing and an enduring reference point for generations of engineers and designers.

Although there are several iconic Ferraris that have clearly influenced the Ferrari Daytona SP3's design, including the 350 Can Am and 512s, it is perhaps the 330 P3 which has the strongest claim to not just the design, but the name itself.

The badge "errari Daytona SP3" is a direct nod to the now legendary 1967 victory at the 24 Hours of Daytona, when Ferrari pulled off one of the most spectacular feats in its racing history with three Prancing Horses shooting past the chequered flag almost side-by-side for a 1-2-3 finish on Ford' home turf. In first place a 330 P3/P4, in second a 330 P4 and in third a 412 P.

It's this racing pedigree which, when combined with Ferrari's host of technological advancements, makes the new Ferrari Daytona SP3 such a worthy and welcome addition to the Icona series.

THE POWER OF TEN

26 November 2021

The 12C and the Artura – side by side, but separated by 10 years of restless innovation



McLaren entered an exciting new era in 2021 with the unveiling of the Artura High-Performance Hybrid supercar, but this year also marks another milestone: the 10th anniversary of the 12C, the first supercar of the McLaren Automotive era. To celebrate this incredible pace of progress over the past decade, we brought the two together at the McLaren Technology Centre.

In 2011, the 12C represented a radical step-change versus supercar rivals, and carbon fibre was the key. Unlike heavier aluminium competitors, carbon fibre formed the 12C' entire passenger cell, and was produced in one piece with the use of pioneering Resin Transfer Moulding technology. Christened the 'onoCell' it made the 12C stiffer, stronger and lighter than other supercars.

The 12C was also at the vanguard of modern high-performance turbocharging: its new M838T V8 engine produced a class-leading 625PS, but really it felt stronger, partly because of the torque (again, a class-leading 600Nm from 3000rpm), and partly because there was so little mass to accelerate. Yet despite its phenomenal punch, the 12C had the lowest C02-per-horsepower of any car on sale in 2011. ProActive Chassis Control was the icing on the cake, allowing the 12C to simultaneously engage the driver with sublime steering and nimble dynamics, while glossing over bumps like a limousine. The world had never seen anything like it.

McLaren evolved the successful 12C into later Super Series models, and as a company it made giant leaps when it introduced the Ultimate Series P1™and Speedtail models, with their pioneering hybrid drivetrains. Today, this decade of experience is painstakingly distilled into the new Artura, McLaren' first series-production High-Performance Hybrid supercar.

Naturally, the Artura' foundations are carbon fibre, but this time the MonoCell is updated to the very latest McLaren Carbon Lightweight Architecture (MCLA). Now the monocoque is designed for electrical architecture as well as turbo engines, and is constructed in-house at the new McLaren Composites Technology Centre near Sheffield in the north of England. Thanks to MCLA, which is even stronger and stiffer than a MonoCell, the Artura weighs just 59kg more than a 12C, even though its hybrid components (including the lithium-ion battery and e-motor) weigh 130kg combined –in itself an impressively low figure. In fact, at its lightest weight of 1498kg (DIN), an Artura' kerb weight is comparable to supercars that can' offer the exceptional performance and efficiency gains of hybrid technology, further compounding its advantage.

The potential of this super-strong, lightweight structure is unleashed by an all-new M630 twin-turbocharged V6, boosted to a crushing 680PS and 720Nm torque by the state-of-the-art hybrid system. That's enough to propel the Artura to a whole new realm of performance, with 0-124mph gone in a mere 8.3 seconds – a full half-second faster than the 12C. Crucially, Artura also builds on the inherent efficiency of its predecessor: it can run for up to 30km (19 miles) on electric power alone, returns over 50mpg and emits just 129g/km CO2 on the tough new WLTP test cycle (awaiting validation).

In so many ways, the Artura is radically more advanced than the 12C, but parallels between the two remain striking: in 2011, the 12C raised the bar; a decade on, the Artura changes the game.

GONE CRUISIN'

Gary's Hot Rods & Cruisers







Welcome to Gone Cruisin', our regular feature on the cruisin' scene brought to you by Gary Rosier. Primarily from in and around Central Florida, but we'll be including interesting events around the USA. More pics from Gary at http://www.carsplaneslandscapes.com/

In this issue, Gary travels to Las Vegas to visit the SEMA (Specialty Equipment Market Association) convention. Not open to the public this event showcases some wild vehicles and aftermarket automotive products . . .

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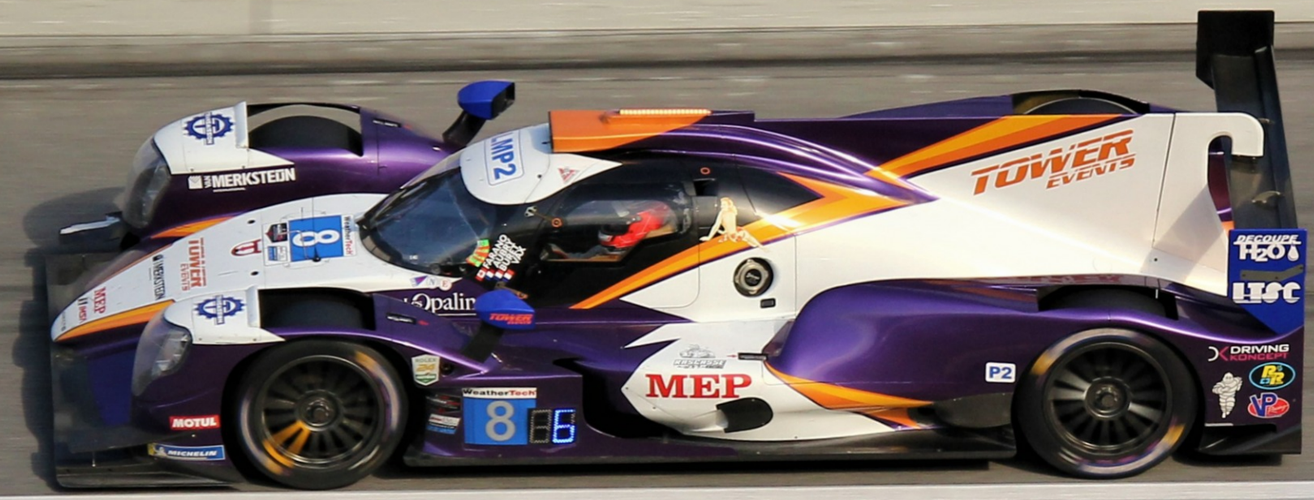
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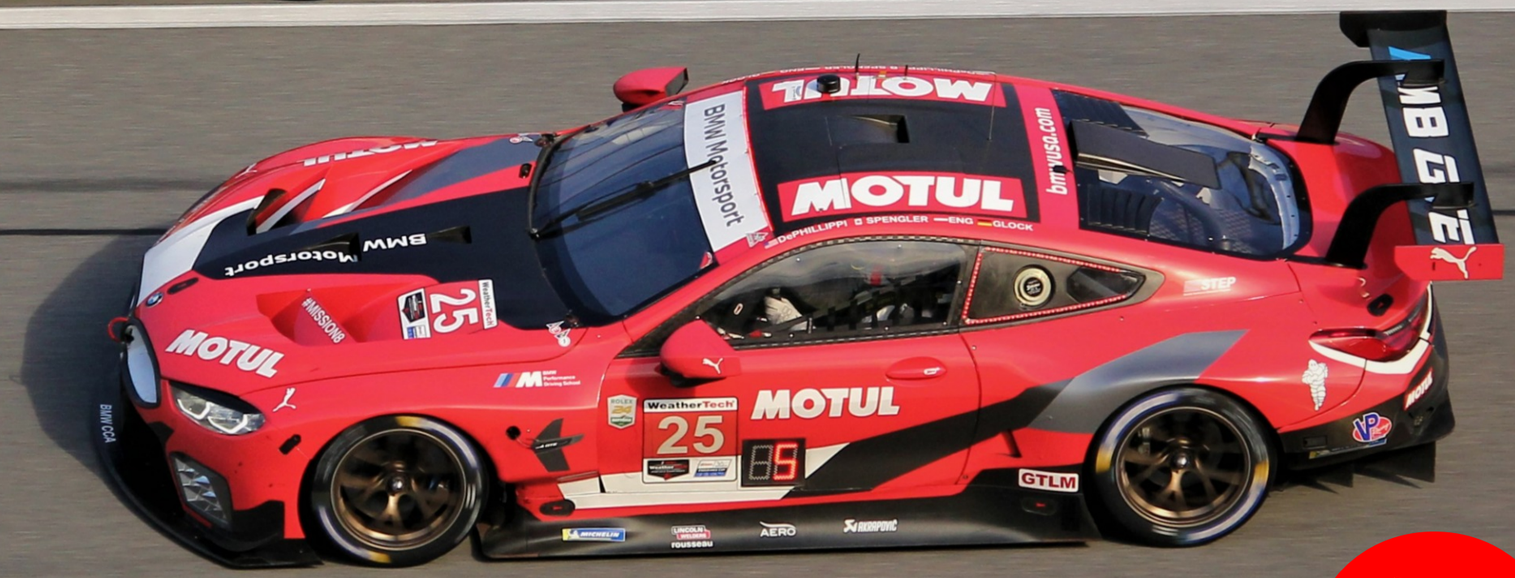
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