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June / July 2021

Issue No: 56

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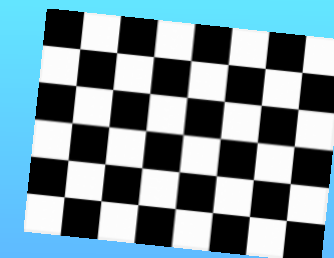
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Magazine

THIS MONTH: Daytona Truck Meet 2020 Revisited New Smyrna Beach Canal Street Classic Cruise Car Show and Much More

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SPEEDI'S BLOG



WELCOME TO SPEEDI'S Blog.

We are now over 18 months into the Covid-19 situation and ever since March 26 2020 all Europeans have been banned from traveling to the USA, except those with a special 'National Interest Exemption'.

On the other hand US travelers who are fully vaccinated can enter many parts of Europe without having to quarantine. Then, of course, they are allowed back into the USA without any restrictions.

There needs to be some clarity and account taken of the benefits of being fully vaccinated when dealing with International travel.

Internally, the US aviation industry is back to normal with normal flight schedules operating and with virtually full flights. In the UK in particular,

airlines are suffering greatly with the majority of their fleets still being grounded.

If the vaccines are as effective as the manufacturers suggest then there needs to be an international effort to get air travel moving again for those who are fully vaccinated.



British Airways, Virgin Atlantic, United, Delta, American Airlines and Jetblue, along with trade association Airlines for America, all co-signed an open letter to the US & UK transportation Secretaries urging the early reopening of flights between the two countries. This was in early June, ahead of the G7 Summit when U.S.

President Biden visited the UK. No news as yet!

There's a huge amount at stake - this market was worth \$273bn / £196bn in 2019, with some 22 million passengers traveling between the countries.

Of course this has affected me personally as I have been unable to return to Spruce Creek where my record setting aircraft is based. As a journalist I am allowed to travel if I have a genuine purpose for the travel. But with air shows and other aviation events

being canceled throughout the US I had no reason to travel. However with Sun 'n Fun opening up at the end of March - with record attendances - and other air events doing likewise then now I have a reason to travel.

Having said all that, I was not willing to even consider traveling >>

>> before I had been fully vaccinated.

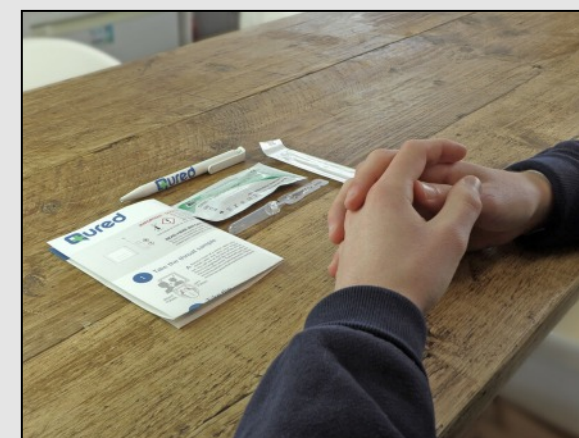
Even being allowed to travel is not the end of the story as there are many 'hoops' to jump through with regard to Covid-19.

The US requires each arriving passenger to have a simple rapid Antigen Covid test. On the other hand, the UK requires this as a means of being allowed to board any flight heading for the UK, plus a lot more. Then there's the 'traffic light system' which the UK has concocted to complicate all international travel.

Travel from a 'red' country is only possible by UK citizens who then have to pre-book and pay for an expensive stay in an airport hotel for 10 days. Travel from an 'amber' country, such as the USA, means that there is a 10 day quarantine period at your home or destination. 'Green'

country travelers do not need to quarantine.

There's there's a testing regime which is almost too complicated to describe here.



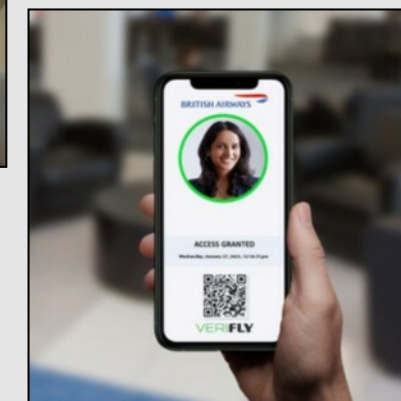
What is happening is that a multitude of commercial operations have sprung up offering testing - which in some cases can cost more than the flights.

It's encouraging to see that British Airways has got together with a number of testing companies and are offering discounts to encourage future travel.

There are also a number of 'apps' being offered to simplify the collation of data for the benefit of the airlines. British

Airways and American Airlines use the Verifly app. Delta and Virgin Atlantic use Delta's Fly Delta app. Other airlines are using IATA's Travel Pass app.

I shall be seeing how 2 of these apps work out as I plan to fly American out of the UK and Delta inbound to the UK.



Covid testing is not cheap, even with the airline discounts, particularly for a family. But it is the only way that governments will let travel start again.

What also needs to happen is that incoming travelers do not get stuck in lengthy lines awaiting clearance of their pre arranged tests!

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Hubble Captures a Captivating Spiral

This image shows the spiral galaxy NGC 5037, in the constellation of Virgo. First documented by William Herschel in 1785, the galaxy lies about 150 million light-years away from Earth. Despite this distance, we can see the delicate structures of gas and dust within the galaxy in extraordinary detail. This detail is possible using Hubble's Wide Field Camera 3 (WFC3), whose combined exposures created this image.

WFC3 is a very versatile camera, as it can collect ultraviolet, visible, and infrared light, thereby providing a wealth of information about the objects it observes. WFC3 was installed on Hubble by astronauts in 2009, during Servicing Mission 4 (SM4). SM4 was Hubble's final Space Shuttle servicing mission, expected to prolong Hubble's life for at least another five years. Twelve years later, both Hubble and WFC3 remain very active and scientifically productive.

Text credit: European Space Agency (ESA)

Image credit: ESA/Hubble & NASA, D. Rosario; Acknowledgment: L. Shatz

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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 June / July 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 back at the massive Daytona Truck Meet in 2020 - 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's 737-10, the largest airplane in the 737 MAX family, completed a successful first flight on June 18, 2021. The airplane took off from Renton Field in Renton, Washington, at 10:07 a.m. and landed at 12:38 p.m. at Boeing Field in Seattle.

8 Daytona Truck Meet - 2020 - Revisited



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8 Daytona Truck Meet 2020 -

Revisited: Here's a video link look back to the massive Daytona Truck Meet in 2020. Gary Rosier had planned to attend the 2021 event but a conflict of schedules changed our plans. This video montage from the 2020 event shows many more photos than we were able to publish in our previous format of individual photos . . .

27 New Smyrna Beach Canal Street

Classic Cruise Car Show: New Smyrna Beach held their regular monthly classic cruise car show packing out Canal Strret with vehicles. Our East Coast correspondent, Gary Rosier, was there for the action . . .

New Smyrna Beach Canal Street Classic Cruise Car Show



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SEATTLE, June 18, 2021

Boeing's 737-10, the largest airplane in the 737 MAX family, today completed a successful first flight.

The airplane took off from Renton Field in Renton, Washington, at 10:07 a.m. and landed at 12:38 p.m. at Boeing Field in Seattle.

"The airplane performed beautifully," said 737 Chief Pilot Capt. Jennifer Henderson. "The profile we flew allowed us to test the airplane's systems, flight controls and handling qualities, all of which checked out exactly as we expected."

Today's flight was the start of a comprehensive test program for the 737-10. Boeing will work closely with regulators to certify the airplane prior to its scheduled entry into service in 2023.

"The 737-10 is an important part of our customers' fleet plans, giving them more capacity, greater fuel efficiency and the best per-seat economics of any single-aisle airplane," said Stan Deal, president and CEO of Boeing Commercial Airplanes. "Our team is committed to delivering an airplane with the highest quality and reliability."

The 737-10 can carry up to 230 passengers. It also incorporates environmental improvements, cutting carbon emissions by 14 percent and reducing noise by 50 percent compared to today's Next-Generation 737s.



Photo courtesy of Boeing - [click on photos for flight video](#)

Photo top shows take off from Renton Field

Photo bottom shows landing at Boeing Field



French aeronautical players to fly 100 percent alternative fuel on single aisle aircraft end of 2021

Toulouse, Paris, 10 June 2021

Airbus, Safran, Dassault Aviation, ONERA and Ministry of Transport are jointly launching an in-flight study, at the end of 2021, to analyse the compatibility of unblended sustainable aviation fuel (SAF) with single-aisle aircraft and commercial aircraft engine and fuel systems, as well as with helicopter engines. This flight will be made with the support of the "Plan de relance aéronautique" (the French government's aviation recovery plan) managed by Jean Baptiste Djebbari, French Transport Minister.

Known as VOLCAN (VOL avec Carburants Alternatifs Nouveaux), this project is the first time that in-flight emissions will be measured using 100% SAF in a single-aisle aircraft.

Airbus is responsible for characterising and analysing the impact of 100% SAF on-ground and in-flight emissions using an A320neo test aircraft powered by a CFM LEAP-1A engine. Safran will focus on compatibility studies related to the fuel system and engine adaptation for commercial

the material and equipment compatibility studies and verify 100% SAF biocontamination susceptibility.

The various SAFs used for the VOLCAN project will be provided by TotalEnergies.

Moreover, this study will support



and helicopter aircraft and their optimisation for various types of 100% SAF fuels. ONERA will support Airbus and Safran in analysing the compatibility of the fuel with aircraft systems and will be in charge of preparing, analysing and interpreting test results for the impact of 100% SAF on emissions and contrail formation. In addition, Dassault Aviation will contribute to

efforts currently underway at Airbus and Safran to ensure the aviation sector is ready for the large-scale deployment and use of SAF as part of the wider initiative to decarbonise the industry. It will also contribute to the ultimate goal of achieving 100% SAF certification in single-aisle commercial aircraft and the new generation of business jets.

**Remember
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DAYTONA TRUCK MEET

Photos by Gary Rosier



We had hoped to bring you pics of the 2021 Daytona Truck show, but due to a variety of reasons, mainly a conflict if Gary Rosier's schedule, this has not been possible.

But in place we are showing you links to a video montage of the full set of pics from the 2020 show, rather than the limited number we published in the June / July 2020 issue of Speedi Wings & Wheels.

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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 OMN112.6 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



Photos for this feature: Gary Rosier

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".



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Craig Cousins new RV



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296 GTB: THE DEFINITION OF DRIVING PLEASURE

Maranello, 24 June 2021 - The 296 GTB, the most recent evolution of the Maranello's mid-rear-engined 2-seater sports berlinetta, was presented today through a digital event broadcast on the Ferrari web and social channels. The 296 GTB redefines the idea of fun behind the wheel to guarantee pure thrills not only when you are looking for maximum performance, but also in everyday driving.

The car represents a real revolution for Ferrari as it introduces a new engine that joins the award-winning 8 and 12 cylinder engines, namely a 663 hp 120° turbo V6 coupled to an electric motor capable of delivering an additional 122 kW. (167 cv). This is the first 6-cylinder in history for a road car with the Prancing Horse logo: its 830 hp overall give unparalleled performance, showing off an innovative, exciting and one-of-a-kind sound.

From the name of the car that combines total displacement (2,992 l) and number of cylinders, followed by the initials GTB (Gran Turismo Berlinetta) typical of the best Ferrari sports tradition, we wanted to underline the epochal importance that the new V6 engine, the true beating heart of the 296 GTB and the forefather of a new era which

nevertheless has its roots in Ferrari's incomparable over seventy years of experience in the world of racing.

After all, the first Ferrari equipped with a V6 (then in a 65° configuration and a total displacement of 1500 cm³) dates back to 1957 and is the Dino 156 F2 single-seater. In the following year, two other V6s with increased displacement were presented on some front-engined Sport Prototypes, the 196 S and 296 S, as



well as on the Formula 1 single-seater that in 1958 led Mike Hawthorn to victory in the Drivers' title of the World Championship. Formula 1, namely the 246 F1.

The first Ferrari to use a mid-rear V6 was the 246 SP in 1961, which among other things won the Targa Florio that year and the next. Also in 1961, Ferrari won its first Constructors' title in the Formula 1 World Championship with the 156 F1, which was fitted with a 120° V6

engine. The centrally positioned turbos were first installed by Ferrari on the 126 CK in 1981 and then on the 126 C2 of 1982, the first turbo car to win the Formula 1 Constructors' World Championship which was followed by the success of 1983 with the 126 C3. Finally, the V6 turbo hybrid architecture has been fitted to all Formula 1 single-seaters since 2014.

The 296 GTB's *plug-in* electrical system (PHEV) guarantees extremely high usability, zero pedal response and 25 km of *full-electric range*. The compactness of the car and the introduction of innovative dynamic control systems, as well as aerodynamics refined in all its parts, allow it to immediately make the driver perceive agility and response to commands. The sporty and sinuous design and compact dimensions visually underline the great modernity of the 296 GTB, which finds valid references in cars such as the 250 LM of 1963, a perfect combination of simplicity and functionality.

The 296 GTB, like the SF90 Stradale, is also available in the Assetto Fiorano version for those who wish to further increase its performance, especially on the track, thanks to weight reduction and aerodynamic modifications.

Sant'Agata Bolognese - June 24, 2021

Automobili Lamborghini has renewed its partnership with Bologna Guglielmo Marconi Airport for the seventh time, delivering a new follow-me car, a Hurac EVO, which will guide arriving and departing aircraft to and from the parking apron and taxiway until January 7, 2022

The Hurac EVO follow-me car, a super sports car with an aspirated 640 HP, 5.2-liter V10 engine, features a livery specially designed by Lamborghini Centro Stile. The checkered design in Arancione Matt, reminiscent of the operating vehicles in aircraft maneuvering areas, emerges from a base of Verde Turbine Matt. The exterior is completed with the writing Follow Me in Our Beautiful

Country highlighted by the Italian flag. The car is also equipped with flashing warning lights and a radio connected to the airport control tower.



ASTON MARTIN VALKYRIE AMR PRO: THE ULTIMATE NO RULES HYPERCAR

28 June 2021, Gaydon, UK: First came the revolutionary Aston Martin Valkyrie road car. Now comes the radical evolution, in the sensational form of the new Valkyrie AMR Pro: a machine which takes a car designed to win the Le Mans 24 Hours as its starting point, then pushes further to explore extremes of performance unconstrained by racing regulations or registration for road use.

In 2019, Aston Martin, Adrian Newey, Red Bull Advanced Technologies (RBAT) and engineering partner Multimatic worked intensively on an Aston Martin Valkyrie race car design, aimed at winning the 24H Le Mans race in the new Hypercar class. That well advanced design has now formed the basis of the radical new Valkyrie AMR Pro.

Continuing the technology partnership with Red Bull Advanced Technologies (RBAT), the Valkyrie AMR Pro is a car of unprecedented potency and mind-blowing capabilities. It uses a unique version of the Valkyrie chassis which is 380mm longer in wheelbase and 96mm wider in track at the front; 115mm at the rear. Valkyrie AMR Pro also features an aggressive aerodynamic package which adds an additional 266mm in length, and thanks to mastery of underbody and overwing airflow, generates extraordinary levels of downforce. Comfortably delivering twice the amount of downforce than the

Valkyrie road car, the Valkyrie AMR Pro will achieve lateral acceleration of more than 3G.

In the pursuit of the lightest weight and fastest lap times, Valkyrie AMR Pro relies solely on a modified version of the sensational Cosworth-



built 6.5-litre naturally aspirated V12 engine. Revving to 11,000rpm, this masterpiece of internal combustion is on-target to develop 1000bhp. Weight savings will come from deletion of the battery-electric hybrid system, plus a host of other weight saving measures, including ultra-lightweight carbon fibre bodywork, carbon suspension wishbones and Perspex windscreen and side windows. Together with an aerodynamic efficiency that exceeds Le Mans Hypercar regulations, the Valkyrie AMR Pro promises track performance approaching that of a Formula 1® car.

More details of the Valkyrie AMR Pro's specification and performance will be released later this year, but with a target lap time around the 8.5-mile 24H Le Mans circuit of 3 minutes 20 seconds – blistering performance that would see Valkyrie AMR Pro battling with the

front running LMP1 cars for the outright win in the world's greatest endurance race.

Aston Martin Chief Executive Officer, Tobias Moers said: "The entire Aston Martin Valkyrie programme has been an extraordinary adventure in engineering. As an expression of the passion and expertise that can be found within Aston Martin and its closest technical partners, Valkyrie AMR Pro is a project beyond compare, a true 'no rules' track-only version. The Valkyrie AMR Pro is testament to Aston Martin's commitment to pure performance and this performance DNA will be

evident in our future product portfolio. Nothing else looks like it, nothing else sounds like it, and I am absolutely certain nothing else will drive like it!"

To complement the track-only Valkyrie AMR Pro, customers will receive the opportunity to attend a bespoke track day experience, hosted by Aston Martin at a selection of International FIA Circuits around the world. The experience will include track and pit lane access, support from the Aston Martin Valkyrie Instructor team, as well as FIA exclusive racewear and a VIP hosted dinner. Track days will be open to all Aston Martin Valkyrie customers.

All cars will be left-hand drive, with a production run of 40 cars plus two prototypes. First deliveries are scheduled to commence in Q4 2021.

CONTINENTAL GT3 PIKES PEAK – TECHNICAL DETAILS REVEALED

(Crewe, 4 June 2021) Bentley's Continental GT3 Pikes Peak racer is now in final preparations for the world's most demanding and famous hill climb competition, having completed three dynamic test sessions and renewable fuel engine development.

The most extreme road-going Bentley ever built, the car represents another strand of Bentley's ambitious and transformational Beyond100 programme, which will see the brand become the world's leading sustainable luxury mobility company.

For its assault on Pikes Peak on 27 June, the car will run on renewable fuel, initiating a research and development programme that aims to offer renewable fuels to Bentley customers in parallel to Bentley's electrification programme. This two-strand strategy is set to maximise the pace of Bentley's progress towards outright carbon neutrality, as part of its Beyond100 journey.

Continental GT3 Pikes Peak – Technical Details

With the start line at 9,300 ft, the course climbs to 14,100 ft - where the air is a third less dense than at sea level. This environment means that the

Continental GT3 Pikes Peak features modifications to its aerodynamics package, its chassis and its engine, turning it into the most extreme iteration of a Continental GT – or indeed any Bentley road car – ever.

The engine – based on Bentley's race-proven version of its 4.0-litre twin-turbo V8 road car engine – has been thoroughly reworked to generate more than 750 bhp and 1,000 Nm at sea level for testing – and the engine will run even higher power levels for the race itself. New pistons and conrods are installed to turn additional boost pressure (over 2.2 bar) into power, having to handle an increased dynamic pressure ratio. The carbon fibre intake manifold is thicker and reinforced versus the standard item, for the same reason. Custom, one-off Inconel exhaust manifolds have been 3D-printed via laser sintering by Akrapovič, and lead to larger turbos paired with external wastegates, venting into very short exhausts and dedicated screamer pipes that exit behind the front wheels.



The engine runs on 98RON Renewable Racing Fuel. The fuel is a dedicated blend of advanced biofuels specifically designed for motorsport, and is a technological stepping stone to sustainably-created eFuel with a greenhouse gas reduction of up to 85 per cent.

The high performance engine places additional demands on the cooling system, and for Pikes Peak the engineering team have developed a secondary cooling system that's installed at the back of the car. Air scoops replace the rear windows, and channel air through a secondary radiator that exhausts through ducts in the boot lid. The system runs via a dedicated secondary water pump. The aerodynamic modifications sees a 30 per cent increase in overall downforce at sea level, while maintaining the standard car's aerodynamic front / rear balance – validated during the first track sessions. The biggest rear wing ever fitted to a Bentley dominates the rear of the car, sitting above a highly efficient rear diffuser that surrounds the transaxle gearbox. To maintain the aerodynamic balance front-to-rear, these devices are paired with a

comprehensive front-end aerodynamic package comprising a two-plane front splitter flanked by separate dive planes. The majority of these parts were made with carbon nylon filament using rapid prototype, additive manufacturing techniques at the Bentley factory in Crewe.

Everyday testing of BMW i Hydrogen NEXT with hydrogen fuel cell drive train begins

16.06.2021

Munich. The BMW Group is beginning to test near-standard vehicles with a hydrogen fuel cell drive train in everyday conditions on European roads. Prototypes of the BMW i Hydrogen NEXT will examine how effectively the CO₂-

free drive train, model-specific chassis technology and vehicle electronics systems work together under real-life conditions. The BMW i Hydrogen NEXT is a pure electric vehicle that uses hydrogen as fuel by converting it into electricity in a fuel cell. The recently launched testing programme

will pave the way for the BMW Group to present a small-series model with this sustainable drive technology, developed on the basis of the BMW X5, in late 2022. Extensive field testing of these vehicles will provide practical experience in the use of this sustainable drive technology.

Hydrogen fuel cell technology has the long-term potential to supplement internal combustion engines, plug-in hybrid systems and battery-electric vehicles within the BMW Group's flexible drive train strategy. It could become an attractive alternative to battery-

electric drive trains – especially for customers who do not have their own access to electric charging infrastructure or who frequently drive long distances. “Hydrogen fuel cell technology can be an attractive option for sustainable drive trains – especially in larger vehicle classes,” according to Frank Weber, member of the Board of Management of BMW AG responsible for Development. “That is why road testing of near-standard vehicles with a hydrogen fuel cell drive train



is an important milestone in our research and development efforts.”

Like the fuel tank of a conventional combustion-engine model, the hydrogen tank of the BMW i Hydrogen NEXT can also be filled within three to four minutes with a fuel that ensures a range of several hundred kilometres in all weather conditions.

Field testing focused on efficiency, safety, convenience, reliability – and driving pleasure.

A central element of the BMW i Hydrogen NEXT road tests now underway is fine-tuning the software

that controls all driving and operating functions. The fuel cell system, hydrogen tanks, performance buffer battery and central vehicle control unit have all previously been tested individually and together in hundreds of test runs conducted on test benches. This functional testing is now being followed with field testing on the roads. The intensive programme, which is conducted under everyday conditions, with thousands of kilometres driven in real traffic

situations, helps development engineers validate the efficiency, safety, convenience and reliability of all components. At the same time, the test series is designed to ensure the characteristic driving pleasure of BMW models – even with locally emission-

free mobility using pioneering hydrogen fuel cell technology.

The BMW i Hydrogen NEXT uses fuel cells from the product development cooperation with the Toyota Motor Corporation. The individual cells come from Toyota, while the fuel cell stack and complete drive system are original BMW Group developments. The cooperation established in 2013 seeks to optimise the everyday practicality and scalability of hydrogen fuel cell technology for use in each company's respective production vehicles through the intensive exchange of experience

Highly exclusive 13th special edition boat from Mercedes-AMG and Cigarette Racing celebrates world debut

Affalterbach/Miami - 28.06.2021

Mercedes-AMG and Cigarette Racing presented the all-new Cigarette 41' Nighthawk AMG Black Series special edition boat, alongside the breathtaking new on-road performance benchmark, the Mercedes-AMG GT Black Series (fuel consumption combined: 12.8 l/100 km; CO₂ emissions combined: 292 g/km)[1]. As the 13th boat jointly developed in this longstanding partnership, this boat is the latest in an impressive line of highly exclusive special edition performance boats. The new Cigarette 41' Nighthawk AMG Black Series promises direct and unfiltered performance, combined with iconic design and luxurious features, with exclusivity and craftsmanship unlike any other performance boat in its segment.

The 41' Nighthawk AMG Black Series Edition draws on Cigarette's advanced engineering, utilizing cutting-edge elements such as a unique twin-step hull design to deliver its remarkable on-water performance. A low center of gravity, which improves handling, and light overall weight, which

improves speed, have been achieved using a completely carbon-fiber deck and an all carbon-fiber hardtop design. Intelligent use of composite materials and proprietary construction techniques improve structural integrity, delivering enhanced ride comfort and composed handling characteristics in even the most demanding conditions.

The striking design of the 41' Nighthawk AMG Edition is the result of the close collaboration between the Cigarette Racing Team, the Mercedes-AMG design team and Gorden Wagener, Chief Design Officer Daimler Group. Mercedes-AMG embodies the pinnacle of Performance Luxury on the road,



and the Cigarette 41' Nighthawk AMG Black Series promises outstanding on water performance, exciting driving pleasure and ultimate quality and craftsmanship down to the finest detail. The new Cigarette 41' Nighthawk AMG Black Series perfectly translates the shared philosophies between AMG

and Cigarette, resulting in a truly remarkable special edition boat. With its dramatic proportions, benchmark-setting power and striking design, the new Nighthawk AMG Black Series delivers Mercedes-AMG's legendary performance from its awe-inspiring Black Series model, creating an equally compelling role model on the water.

High performance on water

Like the AMG GT Black Series, this special edition boat also sets new standards in performance within its segment. For example, the new 41' Nighthawk AMG Edition is the first in its model range to feature five racing-grade outboard engines.

These five 4.6-liter V8 Mercury Racing 450R outboard engines create an industry-leading 450 peak propshaft horsepower each, and are controlled via an advanced shadowing throttle system, which allows only two levers to be used to control all five engines simultaneously.

The combined 2,250 output accelerates this new special edition boat to a remarkable top speed of more than 90 MPH. This is an achievement of particularly high significance for a boat in this large center console segment, which can comfortably hold more than ten people and still feature exceptional luxury amenities.

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