

# Speedi

## Wings & Wheels

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June / July 2022

Issue No: 62

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**NEW FORMAT  
VIDEO LINKS**

Photo: Gary Rosier

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**THIS MONTH: CAF Warbirds Jeep Beach '22 Up Up & Away and Much More**

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# SPEEDI'S BLOG

**W**ELCOME TO SPEEDI'S Blog.

The terrible turmoil in Ukraine continues and who knows when the suffering will end, and for what purpose?

But for many life goes on more or less as normal, albeit with prices increasing rapidly. Fuel prices is a classic example. I'm just wondering if Russia is manipulating the oil market for its own ends?

Airlines and airports in Europe are in crisis - with too many passengers for a reduced workforce to cope with. Many flights have been canceled, holiday plans destroyed for what appears to be a total lack for pre-planning by both airlines and airports.

It's certainly going to be a 'roller coaster' summer. Let's hope things calm down everywhere . . .

One thing is very certain and that is that spending on defense will increase dramatically.



A quick web search shows the wide range of military vehicles now being produced by the likes of Iveco in Italy - see photo above. They even have their own defence division.



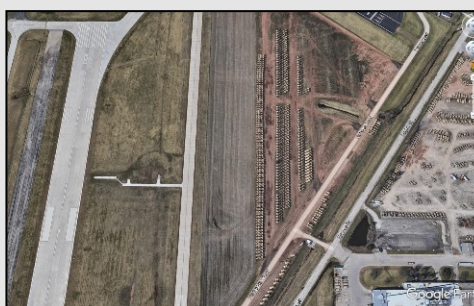
In the USA, Oshkosh Defense is a major player in the military vehicle field - see photo above.

You may have caught the link between the name Oshkosh and the home of the Experimental Aircraft Association (EAA) at Wittman Regional

Airport, in Oshkosh, Wisconsin.

This airport is home to the largest aviation event in the world - EAA AirVenture - and is a place I have flown into in Goofy a number of times.

To the east of the main north / south runway at Wittman Field there are usually lines and lines of Oshkosh military vehicles, as can be seen on Google Earth satellite images as in the photo



above.

Enough about military vehicles, and more about AirVenture which is upcoming on 25 July.

AirVenture was where my ill fated round the world flight in Goofy started from back in August 2006.

Little did I know that shortly after leaving Oshkosh I would end up with an unforeseen forced landing in a soy bean field, thanks to a major engine failure. All this could have been avoided if the engine builder (not myself) had initially not installed a camshaft pulley incorrectly - and then had not skimped on replacing all the valves when he rebuilt the engine after the first engine failure at Fond du Lac, south of Oshkosh.

The engine lasted just a few hours after the rebuild and then blew itself apart some 3 miles south of the airport at Portsmouth, Ohio.

Seeing that there was no way I could make the runway, which was on a plateau with many trees in the way, I thought I'd have an easy landing on a grass field in between

2 houses. It was only at the last minute I noticed the barbed wire fence across my path - phew!

Fortunately I had enough energy left, despite the dead engine, to pull up and clear the fence. The GlaStar is such a forgiving airplane that I landed squarely on the landing gear without a green mark on the plane, despite soy bean plants coming half way up the fuselage.



The GlaStar's folding wings then came in

handy. Just get an off-road crane to lift the



plane out of the field and on to a trailer for its journey to Hillsboro, Ohio. There I was very fortunate to meet the local EAA Chapter and the Highland County Pilots' Association.

Thanks to their generous assistance I was able to fit a new engine within a month, changing it from a Subaru auto engine to a Lycoming IO-320 aircraft engine. Many thanks guys . . .

It's amazing to think this visit to Oshkosh was almost 16 years ago. No round the world flight but it started me off on a different slant setting my 101 FAI World Aviation Records & 377 British National Records - see my website - link [here](#)





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May 20, 2022

### Starliner Launches to Space Station

A United Launch Alliance Atlas V rocket with Boeing's CST-100 Starliner spacecraft aboard launched from Space Launch Complex 41, Thursday, May 19, 2022, at Cape Canaveral Space Force Station in Florida.

Boeing's Orbital Flight Test-2 (OFT-2) is Starliner's second uncrewed flight test and will dock to the International Space Station as part of NASA's Commercial Crew Program. OFT-2 launched at 6:54 p.m. EDT, and will serve as an end-to-end test of the system's capabilities.

Image Credit: NASA/Joel Kowsky

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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 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 back at the Up, Up & Away Balloon Festival - 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*

ILA-Berlin, 23 June 2022 – The NATO Eurofighter and Tornado Management Agency (NETMA) has signed a landmark contract for the acquisition of 20 latest generation Eurofighter jets. Known as the Halcon programme, the order will cover the delivery of a fleet of E-Scan (Electronically Scanned) radar equipped fighter aircraft consisting of 16 single-seaters and 4 twin-seaters to replace the F-18 fleet operated by the Spanish Air Force on the Canary Islands.

This contract will see the Spanish Eurofighter fleet grow to 90 aircraft. With the first delivery due in 2026, these new aircraft will enhance and position the Spanish Air Force fighter fleet among its NATO allies with the most modern fighter jet developed in Europe, as well as securing industrial activity through to 2030.



# 8 *Up, Up & Away*

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# Speedi Wings & Wheels

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**8 Up, Up & Away:** There was a spectacular event taking place at the Lakeland Linder airport and the Sun 'n Fun campus. This was the Up, Up & Away Balloon Festival. Our local correspondent, Gary Rosier, went along hoping for a ride. Strong winds prevented his flight but he still took some great photos . . .

**13 Jeep Beach 2022:** Another spectacular Daytona Beach event which takes place annually at the Daytona International Speedway is Jeep Beach. Gary Rosier went along to snap the action of the 2022 event . . .

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## Boeing Teams with Canadian Industry to Offer P-8A Poseidon

OTTAWA, Ontario, June 1, 2022 – Boeing [NYSE: BA] and several Canadian industry partners announced today their intent to collaborate to provide the capability and sustainability of the proven P-8A Poseidon for the Canadian Multi-Mission Aircraft (CMA) requirement.

Team Poseidon, consisting of CAE, GE Aviation Canada, IMP Aerospace & Defence, KF Aerospace, Honeywell Aerospace Canada and Raytheon Canada, forms the cornerstone of a Canadian P-8 industrial footprint. The team builds on 81 Canadian suppliers to the platform and to more than 550 Canadian suppliers across all provinces contributing to Boeing's annual CAD \$5.3 billion in economic benefit to Canada, supporting more than 20,000 Canadian jobs.

The Boeing P-8A is a proven military off-the-shelf solution with nearly 150 aircraft delivered to five nations to date. The P-8 will improve Canada's capability to defend its northern and maritime borders while ensuring interoperability with NORAD and NATO allies. As a leading platform for reducing the environmental impact of military aircraft, the P-8 can operate on a 50% blend of sustainable aviation

fuel today with aspirations to move toward 100% with investment in new technology.

"As a dedicated partner of Canadian industry for more than a century, Boeing is proud to bring together a world-class team of companies in support of our P-8 offering to Canada," said Heidi Grant, president, Business Development, Boeing Defense, Space & Security and Government Services. "Together, we will bolster Canada's aerospace and defense industry through a 100% Industrial and Technical Benefits commitment if



awarded the CMA contract."

The P-8A Poseidon offers advanced anti-submarine warfare, anti-surface warfare, intelligence, surveillance and reconnaissance, and search and rescue capability, and is the only in-service, in-production multi-mission aircraft that meets all CMA requirements. The P-8 also has the added distinction of strengthening the connection between national security and environmental stewardship.

"The P-8A Poseidon offers a unique opportunity for the Royal

Canadian Air Force today in that all of the development costs have been paid by other P-8 customers," said Sean Liedman, director of International Business Development for Mobility & Surveillance aircraft, Boeing Defense, Space & Security. "By its non-developmental nature, P-8 offers an affordable solution that will defend and protect Canadian security for future generations. With Canada at the forefront of cleaning and greening, it's fitting that Team Poseidon is elevating long-term environmental sustainability as an integral part of national defence."

Having executed more than 450,000 collective mishap free flight-hours, the P-8A Poseidon has proven its capability to operate around the globe in the harshest flight regimes including extended operations in extreme cold weather and icing environments.

Current Boeing P-8 customers include the US Navy, Indian Navy, Royal Australian Air Force, Royal Air Force, Royal Norwegian Air Force, Royal New Zealand Air Force, Republic of Korea Navy and Germany Navy.

Built on the proven 737 Next-Generation airframe, P-8's 86% commonality with more than 4,000 in-service 737NGs delivers lower life-cycle sustainment costs due to large economies of scale.

## Cyprus orders six H145Ms for its National Guard

24 June 2022

Nicosia – The Government of Cyprus has signed a contract with Airbus Helicopters for the purchase of six H145Ms with an option for another six aircraft. The five-bladed helicopters will be operated by the Cypriot National Guard.

"The implementation of this agreement will provide the National Guard with a cost-effective and high-performance helicopter solution that satisfies the operational requirements set by the General Staff and addresses many of the future challenges of light attack helicopter fleets. Able to operate in very demanding environments, the H145M will enhance the National Guard's day and night capabilities in delivering rapid response, fire power and precision, providing effective combat support, and acquiring critical information," said Andreas P. Louka, Permanent Secretary of the Ministry of Defence of the Republic of Cyprus.

"The helicopter solution conceived by the National Guard/Air Force Command would not have materialised without Airbus' strong commitment to customer focus and satisfaction. For this reason, I thank Airbus Helicopters for their excellent cooperation and commitment to this project and I am deeply satisfied because this contract marks the initiation of a long-term relationship with Airbus, a corporation with a reputation in

safety, reliability and highest production standards," he added.

"We would like to thank the Government of Cyprus for the trust they are placing in the H145M which is becoming the reference multi-role light attack helicopter on the market," said Olivier Michalon, Executive Vice President Global Business at Airbus Helicopters. "Operators can use it for tactical air transport, deployment of crisis response forces, fire support, armed reconnaissance as well as the evacuation of wounded or the liberation of hostages. There are now five different customers for the H145M in Europe, adding to the interoperability of armed forces on the continent," he added. "We see a strong interest for the H145M across the world and we have several ongoing campaigns, which is very promising for this aircraft."

The H145M is a multi-role light utility military helicopter. Derived from the civil H145, the latest version of the H145M features a new, innovative five-bladed rotor that increases the helicopter's payload by 150 kg. The design of the new bearingless main rotor also simplifies maintenance operations.

Equipped with the Airbus HForce weapons system the H145M can be operated as a light attack helicopter. The weapons range includes guns, rockets and missiles are currently being integrated. Combined with



Manned-Unmanned Teaming capabilities and integration into networked combat, its bandwidth makes it the most performant helicopter in its class.

The H145 was developed as a civil model for day and night operations and in the most adverse conditions. It is used by armed forces, police and rescue teams all over the world. It is powered by two powerful Safran Helicopter Engines Arriel 2E turbines, controlled by the FADEC (full authority digital engine control) system. In addition, the helicopter is equipped with the Helionix digital avionics suite and thus offers not only innovative flight data management but also a powerful 4-axis autopilot, which considerably reduces the pilots' workload in their missions. Its particularly low noise emissions make the H145 the quietest helicopter in its class.

The H145M is already in service in Hungary (20), Germany (15), Serbia (9), Thailand (5) and Luxembourg (2). The US Army operates a fleet of more than 460 locally built civil helicopters of the H145 family under the name UH-72 Lakota.



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Photos for this feature by Gary Rosier



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**N**EW 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](http://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*

































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## 40 YEARS OF TURBO BENTLEYS CELEBRATED AT GOODWOOD

23 JUN 22 - GOODWOOD FESTIVAL OF SPEED

### An Inspired Suggestion

By the late 1970s Bentley sales were dropping; customers in major markets such as the US were simply unaware of the marque' heritage or ethos. It was against this gloomy backdrop that Chairman David Plastow issued an intriguing challenge to chief engineer John Hollings; "et' have some fun" He proposed they turbocharge the 6.75-litre V8 that had been the company' sole powertrain since 1959.

It was an inspired suggestion: in its naturally aspirated form the big 90-degree V8 produced 200PS (198.5bhp), but the design – by engineer Jack Phillips – had the potential to handle far more power, with a short stroke and over-square cylinder dimensions. A conventional two-plane crankshaft offered perfect primary and secondary balance and the block was made of silicon-aluminium alloy. The pistons were aluminium, the five-bearing forged steel crankshaft featured six counterbalance weights and the combustion chamber was a modified hemisphere, with central spark plug and two overhead valves.

When turbocharged, the 6.75-litre V8' power output leapt to 300 bhp, endowing the Mulsanne Turbo with acceleration faster than that of a contemporary Ferrari. In 1985 the company introduced its successor,



the Turbo R, which featured significant improvements to handling and roadholding. A new chapter in Bentley' history had begun.

### A Parade of Bentleys

The ten Bentleys assembled at Goodwood to mark the occasion were as follows:

- 1991 Turbo R
- 2001 Arnage Red Label
- 2003 Continental R Mulliner Final Series
- 2010 Brooklands
- 2010 Mulsanne
- 2011 Continental Supersports
- 2014 Continental GT V8 S
- 2022 Continental GTC S

- 2022 Flying Spur S
- 2022 Continental GT Mulliner

### Forty Years of Bentley Turbocharging

Today the advantages of turbocharging have seen its universal adoption from city cars to supercars. But it was a bold step in 1982 for Bentley to adopt the technology and one that paid off handsomely. In the words of automotive historian Eric Dymock, it was a decision that 'ecaptured Bentley' soul' That soul can be experienced today in Bentleys W12, 4.0 V8 and V6 hybrid models; the tidal wave of torque that is integral to Bentley' appeal owes much to the turbocharger.



**Goodwood Festival of Speed: Mercedes-AMG ONE, Vision AMG and VISION EQXX lead showcase of Mercedes-Benz technological achievement through motorsport Goodwood Festival of Speed: Mercedes-AMG ONE, Vision AMG and VISION EQXX lead showcase of Mercedes-Benz technological achievement through motorsport**

Jun 24, 2022 - Goodwood

The hybrid hypercar made its dynamic debut joined by a trend-

setting design study and the most efficient Mercedes-Benz ever built and a roster of sporting icons past and present in celebration of 55 years of AMG

The cutting-edge Mercedes-AMG ONE hypercar with E PERFORMANCE hybrid drive (fuel consumption weighted, combined: 8.7 l/100 km; combined weighted CO2 emissions: 198 g/km; combined weighted electrical consumption: 32 kWh/100 km)[1] made its dynamic public debut at the Goodwood Festival of Speed as part of an incredible 55 years of AMG celebration. Joined by the ultimate in performance luxury from AMG, including the new AMG

GT Track Series and GT 63 S E PERFORMANCE (fuel consumption weighted, combined WLTP: 7.9 l/100 km; CO2 emissions weighted, combined WLTP: 180 g/km; power consumption weighted, combined WLTP: 12.0 kWh/100 km)[2], the AMG ONE will be seen in action for the first time as it makes its way up the iconic Goodwood hill climb.

With the extraordinary Vision AMG design study, Mercedes-AMG offers a glimpse of the all-electric future of Driving Performance. Also making the trip up the famous hill were the VISION EQXX. The most efficient Mercedes ever built made its Goodwood appearance hot on the heels of a road trip of 1,202 kilometres from Stuttgart to Silverstone and Brixworth on a single battery charge – the second such trip in less than three months. These extremes of Mercedes modern-day performance and efficiency stood side-by-side at Goodwood with a roster of past sporting icons in celebration of 55 years of AMG and of Mercedes technological achievement through motorsport.



## HERE'S HOW TO ACCELERATE A BUSINESS: 2,000 PS, WILD-STYLED FORD PRO ELECTRIC SUPERVAN PACKS A HIGH-VOLTAGE PUNCH

GOODWOOD, UK, June 23, 2022 – Ford today opened the first electrified chapter in its legendary Supervan series with the global unveiling of the ultra-high-performance Ford Pro Electric SuperVan at the 2022 Goodwood Festival of Speed in the UK.

The Ford Pro Electric SuperVan fully utilises the potential of electric performance and enhanced connectivity to achieve the highest performance of any Ford van ever and underscore the company's huge commitment to electrification.

Four electric motors, a 50 kWh liquid-cooled battery and a bespoke control system produce approximately 2,000 PS for sub two-second 0-100 km/h acceleration. Performance from a purpose-built, track-ready chassis including components from the recently unveiled E-Transit Custom 1 – the first fully electric version of Europe's best-selling van 2,3 – is complemented by Ford's SYNC in-cab touchscreen technology 4 from road-going Ford models, as well as additional functionality to control the Electric SuperVan's unique capabilities.

The enhanced connectivity keeps

the driver informed and enables real-time data transmission for remote vehicle management and optimised performance, just like the integrated services that can accelerate the productivity of over 125,000 Ford Pro customers across Europe. Selectable drive modes and regenerative braking technologies similar to those on Ford production electric vehicles also feature.

The striking, all-electric demonstrator vehicle was developed in secret by Ford Performance and electrified rally and racing specialists STARD in Austria, with



“Ford Pro is all about accelerating productivity for our customers – so why not create a new Electric SuperVan that proves the power of electrification and connectivity,” said Hans Schep, general manager, Ford Pro, Europe. “This incredible demonstrator vehicle takes E-Transit Custom's advanced engineering and distinctive

exterior design by the Ford Design team in Cologne, Germany.

“We're bringing SuperVan into the 21st century with 2,000 PS of all-electric power for unmatched excitement and unmistakable styling inspired by the new E-Transit Custom. But performance isn't all about horsepower – the Electric SuperVan's processing power means engineers can use real-time vehicle data to optimise its performance, just like on a top-level racing car,” said Mark Rushbrook, global director, Ford Performance Motorsports.

Ford's first SuperVan was revealed in 1971 and featured a mid-mounted engine taken from the Le Mans-winning Ford GT40 to create a Transit Mk. 1 unlike any other. The formula was taken further for SuperVan 2; a glassfibre version of the Transit Mk. 2 body was draped over the monocoque and 590 PS Cosworth V8 of Ford's C100 racing car. This vehicle was later reborn as the facelifted Transit Mk. 3 lookalike SuperVan 3, powered by a screaming 650 PS Cosworth HB engine shared with Formula 1 cars of the era.

look to a whole new level, and is high-speed proof of the power of Ford Pro's connected services ecosystem.”

The Ford Pro Electric SuperVan is revealed today at the Goodwood Festival of Speed, where the Next-Gen Ford Ranger Raptor performance pick-up is also making its dynamic debut. 5 Championship-winning racing driver and electric motorsport specialist Romain Dumas will be in the Electric SuperVan's cockpit to demonstrate its capability on Goodwood's famous hillclimb.

## Global quest for Porsche Penske Motorsport with the new 963

24/06/2022

The Porsche Penske Motorsport team sends the new Porsche 963 to hunt for overall victories in the world's greatest endurance races. From 2023, two of the hybrid LMDh-spec prototypes will be fielded in both the FIA World Endurance Championship and the IMSA WeatherTech SportsCar Championship.

The racing vehicle that was unveiled on Friday 24 June at Goodwood in England and flies the typical Porsche motor racing colours: white, red and black. In the cockpits of the 500 kW (680 PS) racers, experienced and championship winning prototype

drivers are paired with seasoned specialists from Porsche's works driver squad. Porsche Penske Motorsport prepares for these missions at two locations: The branch in Mannheim (Germany) is responsible for the FIA World Endurance Championship, with the IMSA WeatherTech SportsCar Championship vehicles prepared in Mooresville, North Carolina, USA.

“After 7,889 test kilometres during the first half of 2022, we're on a very good path but there is still work to be done before the start of next

season,” outlines Thomas Laudenbach, Vice President Motorsport. “Our new Porsche 963 should continue the legacy of legendary models such as the 917, 935, 956, 962 and the 919 Hybrid. I'm positive that we'll be well-positioned when it comes to technology and we've also created the relevant team structures to set us up for wins in the thrilling competition between many manufacturers and different concepts.”

The official race debut of the

Porsche Penske Motorsport Team,” acclaims Urs Kuratle, Director Factory Motorsport LMDh. “We'll have powerful driver crews in the four factory cars. The collaboration with our long-standing tyre partner Michelin and the chassis manufacturer Multimatic works flawlessly. The Porsche 963 should be homologated this autumn. Until then, we want to make further progress with test drives and gain additional insights. We can hardly wait for our first outing.”

The drivers selected for the races in the World Endurance Championship and the IMSA WeatherTech SportsCar Championship include the experienced works drivers Kévin Estre (France), Michael Christensen (Denmark), André Lotterer (Germany), Laurens Vanthoor (Belgium), Matt

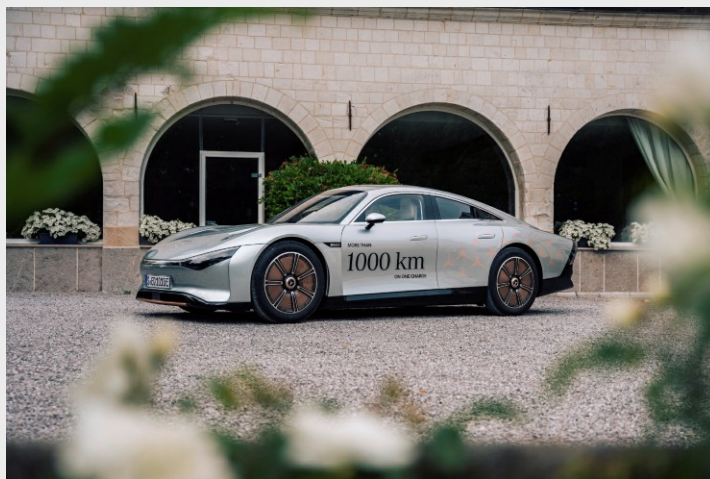


Porsche 963 is planned to take place in January 2023 at the 24 Hours of Daytona in the USA. In the meantime, the FIA WEC has opened the door for testing as part of the upcoming world championship races this year. Porsche Penske Motorsport is aiming for a non-competitive dress rehearsal at the final round of the season in Bahrain this November.

“Over the past few months, our people at Porsche Motorsport and Team Penske have grown into an efficient and committed squad – the

Campbell (Australia), Mathieu Jaminet (France) as well as the accomplished sportscar drivers Dane Cameron (USA) and Felipe Nasr (Brazil). In the initial development phase, Frédéric Makowiecki played a key role: during the rollout at Weissach in January, the Frenchman drove the first metres in the Porsche 963 and also turned the first laps in the simulator. Other driver announcements, including those for the endurance races at Daytona, Sebring and Road Atlanta (Petit Le Mans), will be made at a later date.





Strasbourg then cruised across northern France at highway speeds to Calais, where it boarded the Eurotunnel. Continuing its journey in the UK, it took the M25 around London then stopped off at Mercedes-Benz Grand Prix in

Brackley.

Waiting to greet it there were the Formula 1 and Formula E experts who helped develop its advanced drivetrain. The VISION EQXX then carried on to Silverstone, where it was welcomed by special guest driver Nyck de Vries. The Dutchman, who races for the Mercedes-EQ Formula E team, opted not to go easy on the research vehicle, taking it up to its maximum speed limit of 140 km/h on the iconic British race track. Making the most of the occasion, he completed 11 laps, using the last of the charge on the pit lane. Throughout the road trip, the VISION EQXX took advantage of its innovative thermal management system to achieve an average consumption of 8.3 kWh/100 km in the face of heavy traffic and summer temperatures.

As well as proving the effectiveness of Mercedes-Benz electric efficiency technologies in a wide range of real-life traffic scenarios, the VISION EQXX's long-distance journeys on public roads provide R&D experts with valuable data for the ongoing development programme.

"The journey continues –even further, even more efficient! Yet again, the VISION EQXX has proven that it can easily cover more than 1,000 km on a single battery charge, this time faced with a whole different set of real-world conditions. As Mercedes-Benz strives to go all-electric by 2030 wherever market conditions allow, it is important to show to the world what can be achieved in real terms through a combination of cutting-edge technology, teamwork and determination," says Markus Schäfer, Member of the Board of Management of Mercedes-Benz Group AG, Chief Technology Officer responsible for Development and Procurement.

[Once is not enough VISION EQXX proves real-world capability across a wide range of conditions](#)

The proof of success for the VISION EQXX came in April this year. A record-breaking maiden road trip saw it cover 1,008 kilometres from Stuttgart to Cassis on the French Mediterranean coast. With temperatures ranging from a chilly 3 to a more springlike 18 degrees Celsius, it completed that journey with energy consumption of 8.7 kWh/100 km and a remaining range on arrival around 140 kilometres.

But once is not enough. To demonstrate true real-world capability and to take the development process to the next level, the engineering team are running a series of road trips to test the technology underpinning the VISION EQXX under different conditions

## VISION EQXX breaks own efficiency record on 1,202 km summer road trip from Stuttgart (Germany) to Silverstone (UK) on a single battery charge

23 June 2022

[The journey continues: the most efficient Mercedes-Benz ever built demonstrates even greater efficiency of 8.3 kWh/100 km and impressive thermal management on another long-distance drive.](#)

Stuttgart/Brixworth. The Mercedes-Benz VISION EQXX beats its own efficiency record in real-world driving with another 1,000 km+ journey on a single battery charge.

Following its record-breaking maiden drive from Stuttgart to Cassis (France) in April, the research vehicle set the bar even higher, with a 1,202-kilometre road trip from Stuttgart to Silverstone in the UK. After negotiating an autobahn closure and demanding cross-country diversion near Stuttgart, the VISION EQXX crossed the French border near



## SHAPING THE FUTURE AT BMW GROUP PLANT MUNICH

20.05.2022

**The BMW Group celebrated its 100th anniversary with a centenary event at its main plant. The nerve centre of the company will continue to play a prominent role in the future with its transformation into the BMW iFACTORY.**

The BMW Group celebrated its 100th anniversary with a centenary event at its main plant. The nerve centre of the company will continue to play a prominent role in the future with its transformation into the BMW iFACTORY.

It all began on 20 May 1922: an extraordinary general meeting of Bayerische Motoren Werke AG approved the sale of the engine manufacturing business, the aluminium foundry and its company name to Bayerische Flugzeugwerke AG. Since then, BMW's headquarters have been located on Lerchenauer Strasse in Munich, in

the heart of the Milbertshofen district. A historic moment both for the BMW Group and for the city of Munich.

The centenary event underlines the importance of the main plant. "Our roots are in Munich. This plant is where it all began. And this is where the future will be too," said Milan Nedeljković, Member of the Board of Management for Production at BMW AG. Oliver Zipse, Chairman of the Board of Management of BMW AG, emphasised how all stakeholders work so closely together: "When I see what we are achieving together here at the main plant in Munich – around 7,000 employees, the company, the works council, the city and the local residents – it gives us self-confidence and optimism. We have been ploughing our own furrow at BMW for over 100 years." The Mayor of Munich, Dieter Reiter, was one of the many guests invited. He spoke of a "strong commitment to Munich as a business location"

Its location in the heart of the Bavarian capital is one of the factors

that make the main plant so special. "This is a high-tech production site," Milan Nedeljković emphasised. "Around 900 top-quality BMW vehicles leave this plant every day. Five different models with all drive types. This is not only testament to our high flexibility, but also the enormous experience and expertise of the people who work here. They are the driving force behind everything that happens here."

The plant in Munich has always been symbolic of transformation –built to shape tomorrow. The production facility has successfully stood for continuous change for 100 years. The first BMW motorbike, the R 32 model, was manufactured here between 1923 and 1929. The factory had now made the leap from being an aircraft and built-in engine manufacturer to a road vehicle supplier. In 1952, automobile production started at the Munich plant with series production of the BMW 501. The Motocoupé was successful and guaranteed secure jobs in Munich. The BMW Group's most successful model to date rolled off the production line at the main plant in 1975: the BMW 3 Series.



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Photos by Gary Rosier



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# GONE CRUISIN'

Gary's Hot Rods & Cruisers



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



All photos for this feature: Gary Rosier

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