

Speedi

Wings & Wheels

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April / May 2018

Issue No: 37

News

Events

Features

Show Reports

Reviews



BIKE WEEK

176 PAGES FULL OF ACTION

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FREE!
Online
Magazine

THIS MONTH:

Bike Week

Gatornationals

Sun 'n Fun

and Much More

Dragon Aurora over Norway

Image Credit & Copyright: Marco Bastoniragon

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Editorial

Welcome to the April / May 2018 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 the Sun 'n Fun Air Show - 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*

March 16, 2018 - Seattle, WA

The 737 MAX 7 completed a successful first flight. The airplane is seen here during its flight.

7 *Sun 'n Fun 2018 - 42 pages*



7 Sun 'n Fun 2018: Lakeland in Florida is the annual venue for Sun 'n Fun, the second largest general aviation air show in the world. Gary Rosier and Marty Stephens went along to enjoy the fun in the sun . . .

68 Gatornationals: The annual NHRA Gatornationals from Gainesville, Florida is where everyone interested in drag racing gathers in March. Gary Rosier was there to experience the ear splitting stacato . . .

137 Bike Week 2018: Daytona Beach, Florida is where bikers flock in their thousands for the annual Bike Week motorcycle event. Local guy, Gary Rosier, went into town to see the wild rides . . .

Regular Features:

5 AvNews: Snippets of aviation related news

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

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

101 AutoNews: Top titbits of Auto News

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

158 SpeediCity: Fun and action from Daytona Beach

68 Gatornationals



Photo: Gary Rosier

Cover Photo: Gary Rosier

137 Bike Week



Photo: Gary Rosier

American Airlines Expands Boeing 787 Fleet

Friday, April 6, 2018

Boeing order adds 47 replacement aircraft and simplifies overall fleet strategy

FORT WORTH, Texas – American Airlines today announced an order for 47 new Boeing 787 widebody aircraft consisting of 22 787-8s scheduled to begin arriving in 2020 and 25 787-9s scheduled to begin arriving in 2023. The 787-8s will replace American’s Boeing 767-300s, while later 787-9 deliveries will replace Airbus A330-300s and older 777-200 widebody aircraft. The entire order of new 787s will be powered with General Electric’s GEnx-1B engines.

American currently operates a fleet of 35 787s to destinations such as Tokyo, São Paulo and Paris. American will operate 89 787s once all aircraft under its previous order and the order announced today are delivered.

As part of the strategy to simplify

its fleet, American agreed with Airbus today to terminate its order for 22 A350s, which was originally placed by US Airways.

“We have two excellent partners in Boeing and Airbus and our relationship with both manufacturers goes back many years. Both offer specific aircraft that provide us with the right lift on specific missions across our global network,” said President Robert Isom. “This was a difficult decision between the Boeing 787 and the Airbus A350 and A330neo and we thank both manufacturers for their aggressive efforts to earn more of American’s business. In the end, our goal to simplify our fleet made the 787 a more compelling choice.”

When compared to the aircraft they will replace, the 787 will provide the airline with improved fuel efficiency, lower maintenance costs, greater range, and an enhanced customer experience. Notably, the 787 earns American’s highest overall customer satisfaction scores among widebodies, as well as in the areas of seat comfort, carry-on storage space and in-flight entertainment.



“Today’s announcement is influenced by our goal to simplify our fleet and reduce the number of aircraft types we operate. Our prior plan would have had us operating five widebody aircraft types, and with today’s announcement we will soon reduce that to three,” Chief Financial Officer Derek Kerr said. “These new replacement aircraft are consistent with our previous plans for the size of our widebody fleet.”

“We see significant advantages to carrying common fleet types, including creating less friction in our operation when aircraft swaps are necessary, reducing inventory needs, and creating a more consistent service for customers and team members.”

As part of today’s order, American has also reached an agreement with Boeing to defer the delivery of 40 737 MAX aircraft previously scheduled to arrive between 2020 and 2022. The revised delivery schedule will better align with planned retirements of other narrowbody aircraft.

About American Airlines Group American Airlines and American Eagle offer an average of nearly 6,700 flights per day to nearly 350 destinations in more than 50 countries. American has hubs in Charlotte, Chicago, Dallas/Fort Worth, Los Angeles, Miami, New York, Philadelphia, Phoenix, and Washington, D.C. American is a founding member of the oneworld® alliance, whose members and members-elect serve nearly 1,000 destinations with 14,250 daily flights to 150 countries.

Ultra Long Range A350 XWB completes first flight

Toulouse - 23 April 2018

Singapore Airlines to resume world’s longest commercial flights

The Ultra Long Range version of the A350 XWB, MSN 216, has successfully completed its first flight. The latest variant of the best-selling A350 XWB Family will be able to fly further than any other commercial airliner and will enter service with launch operator Singapore Airlines in second half 2018.

The aircraft powered by Rolls-Royce Trent XWB engines has embarked on a short flight test programme to certify the changes over the standard A350-900 that will extend its range capability to 9,700 nautical miles. These changes include a modified fuel system that increases fuel carrying capacity by 24,000 litres, without the need for

additional fuel tanks. The test phase will also measure enhanced performance from aerodynamic improvements, including extended winglets.

With a maximum take-off weight (MTOW) of 280 tonnes, the Ultra Long Range A350 XWB is capable of flying over 20 hours non-stop, combining the highest levels of passenger and crew comfort with unbeatable economics for such distances.

Altogether, Singapore Airlines has ordered seven A350-900 Ultra Long Range aircraft, which it will use on non-stop flights between Singapore and the US, including the world’s longest commercial service between Singapore and New York.

The A350 XWB is an all new family of widebody long-haul airliners shaping the future of air



travel. The A350 XWB features the latest aerodynamic design, carbon fibre fuselage and wings, plus new fuel-efficient Rolls-Royce engines. Together, these latest technologies translate into unrivalled levels of operational efficiency, with a 25 per cent reduction in fuel burn and emissions, and significantly lower maintenance costs. The A350 XWB features an Airspace by Airbus cabin offering absolute well-being on board with the quietest twin-aisle cabin and new air systems.

At the end of March 2018, Airbus has recorded a total of 854 firm orders for the A350 XWB from 45 customers worldwide, already making it one of the most successful widebody aircraft ever.

RAF'S LEGENDARY DAMBUSTERS SQUADRON REFORMS TO FLY F-35 JETS

18 April 2018

The squadron immortalised by the Dambusters raid of World War II has been reformed to fly the UK's new F-35 fighter jets, the Defence Secretary has announced.

dams and disrupt industrial production in the Ruhr Valley of Germany, the new 617 Squadron will be the first to fly the UK's brand new, state-of-the-art F-35 fighter jets – the most advanced and dynamic fighter aircraft in the RAF's 100-year history.

"The 617 Squadron name was made famous by 'The Dambusters', who played such a vital role in the

Wing Commander Guy Gibson hand-picked his bomber crews for the original 617-Squadron, who then went on to deploy the iconic 'bouncing bomb' which had to be dropped above the water at an exact height of 60 feet and a speed of 220mph. The crews successfully managed to breach the Mohne and Eder dams.

TODAY'S 617 SQUADRON

Today's 617 Squadron, currently training with the UK's 15 F-35B Lightning jets in America, will move to the UK with a number of aircraft to their new home at RAF Marham this Summer. Like their predecessors, they will be operating at the forefront of aircraft technology.



Gavin Williamson announced the new 617 Squadron after an event in Washington DC to mark the centenary of the RAF, which was attended by Chief of the Air Staff, Air Chief Marshal Sir Stephen Hillier.

The naming of the new 617 Squadron follows the 75th anniversary of the original formation of the squadron, commonly referred to as the 'Dambusters'.

Originally set up for the highly-specialised mission to knock out

Second World War. So it is fitting that by flying the world's most advanced fighter jets, our new squadron will be ensuring that the legend of world-leading air power lives on. The F-35B Lightning will defend our nation and ensure that Britain remains a pioneer in innovation, with a unique ability to adapt to this increasingly dangerous world."

Gavin Williamson

Defence Secretary

THE DAMBUSTERS

"This is a most momentous day for the UK Lightning Force as we celebrate the reformation of 617 Squadron. Manned by highly capable Royal Air Force and Royal Navy personnel and equipped with the truly remarkable F-35B Lightning, 617 Squadron will once again provide potent, flexible Air Power for the nation."

Air Commodore David Bradshaw

Lightning Force Commander

Remembering the F-117 Nighthawk

22 April 2018

WASHINGTON (AFNS) -- It's been 10 years since the F-117 Nighthawk retired, an aircraft so secret Nevada folklore labeled it a UFO.

The Nighthawk pilots were known by the call sign "Bandit," each earning their number with their first solo flight. Some of the maintainers were also given a call sign, said Wayne Paddock, a former F-117 maintainer currently stationed at Holloman Air Force Base, New Mexico.

"The people who maintained the coatings on the aircraft, radar absorbent material were classified as material application and repair specialists (MARS). MARS morphed into Martians," Paddock said "MARS was a shred out from the structural repair/corrosion control career field."

The technology for the F-117 was developed in the 1970s as a capability for attacking high value targets without being detected by enemy radar. It had up to 5,000 pounds of assorted internal stores, two engines and could travel up to 684 mph.

It was the first airplane designed and built as a low-observable, stable and therefore precise platform, said Yancy Mailes, director of the history and museums program for Air Force Materiel Command at Wright-Patterson AFB, Ohio, and a former F-117 maintainer.

"It was the marriage of the GBU-27 to the F-117 that had a laser designator in its nose that made it such a precise, deadly platform," Mailes said. "It was best demonstrated during Operation Desert Storm when pilots snuck into Iraq and dropped weapons down the elevator shaft of a central communications building in Iraq."

The first Nighthawk flew June 18, 1981, and the original F-117A unit, the 4450th Tactical Group (renamed the 37th Tactical Fighter Wing in October 1989), achieved initial operating capability in October 1983. The Nighthawk originally saw combat during Operation Just Cause in 1989, when two F-117s from the 37th TFW attacked military targets in Panama. The aircraft was also in action during Operation Desert Shield.

Retired Col. Jack Forsythe, remembers being excited when he initially flew a Nighthawk while stationed at Holloman AFB in 1995.

"It was a unique experience," he said. "It's probably the same feeling that a lot of our (single seat) F-22 (Raptor) and F-35 (Lightning II) pilots feel today."

After 25 years of service, the Nighthawk retired April 22, 2008. Forsythe led the four-ship formation to Palmdale, California, where Lockheed Martin staff said their farewells.

"We lowered the bomb doors of each aircraft and people signed their names to the doors," Forsythe said. "It was really just kind of neat; they had designed it, built it and maintained it for these 25 years, so it really hit home – the industry and Air Force partnership that made the Nighthawk great. I think the four of us were just really struck by that and have some really great memories of that flight."

The American flag was painted on the entire underside of his F-117 by the maintainers to help celebrate American airpower.



















































LT. COM R.M. VORI
L. REID AMM



EXPERIMENTAL
U.S. AIRCRAFT
NO. 107-1000

Blue
Angels





















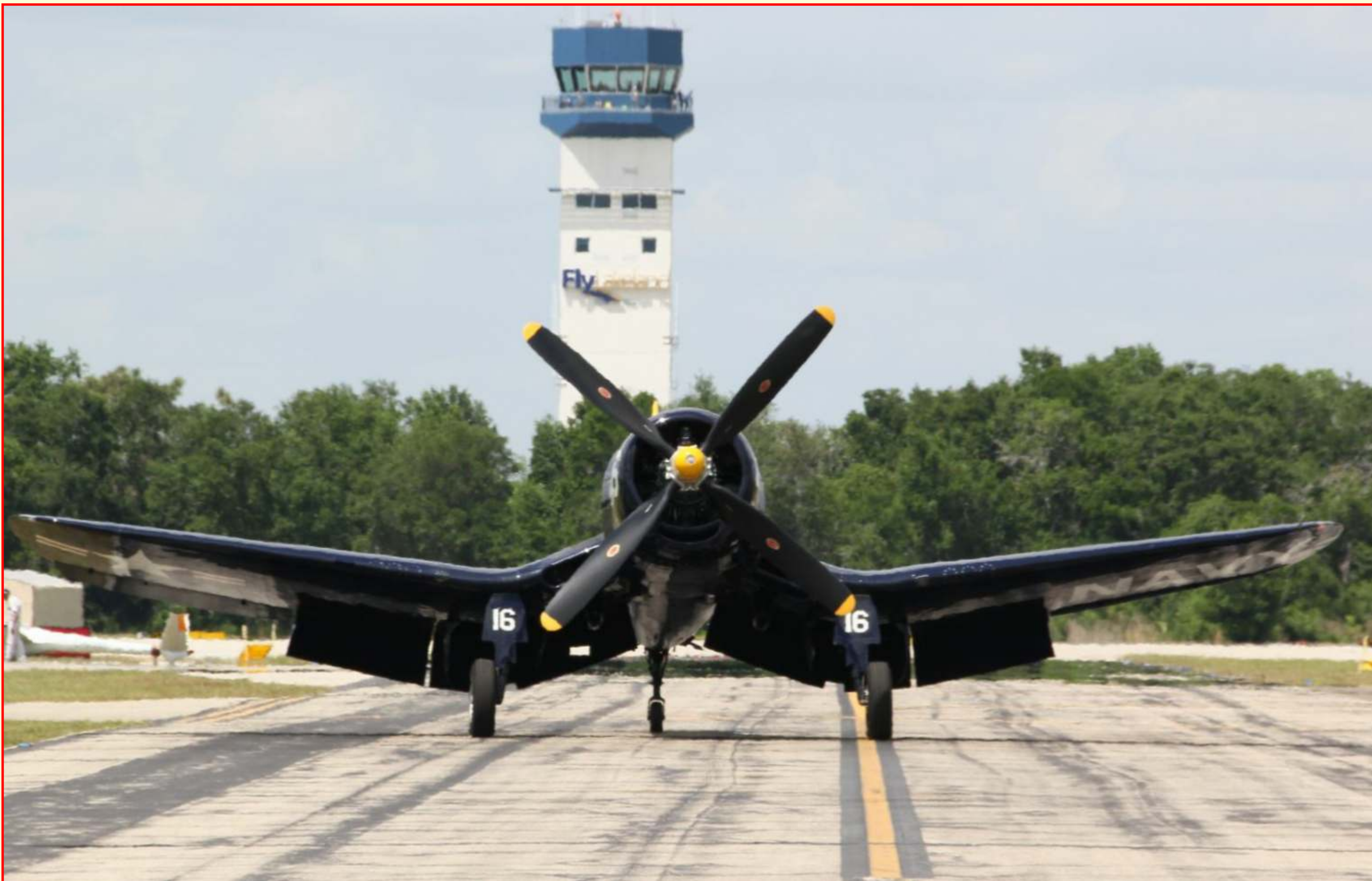
















SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

April has been a sad month over the years I have lived at the world's largest fly-in community. Friend after friend has been lost in flying accidents, often two in a single accident.

It all seems to happen around Easter - Easter Saturday to be precise. But then April 1 has been a bad day too.

I suppose it's living in a close knit flying community - almost like a military air base - which brings things like this home in a poignant way. To see your friends take-off never to return is what it must be like in conflicts.

Some accidents have been the result of mechanical failure,



some due to pilot error or incapacity. Other friends have simply 'gone west' through illness. Whatever the cause the tragedy is still the same.

RIP all those from Spruce Creek Fly-in who have, as we say so often nowadays in our community, "made a lateral move to heaven".

The big news today in the general aviation community in the USA is how, at the very last moment, a sneaky move by the House Transportation Committee chairman Rep. Bill Shuster, R-Pa, introduced a last-minute amendment to the FAA funding bill.

EAA Chairman Jack Pelton responded quickly to the amendment, calling on EAA members that afternoon to contact their congressional representatives immediately, to oppose the plan. "This is a devious, backroom



maneuver after public and congressional opinion showed to be solidly against ATC privatization and caused the withdrawal of the original bill," said Pelton. "This is reckless, punitive policymaking that circumvents any public input. We believe that was exactly the intent of this amendment at this time".

AOPA and NBAA responded immediately in the same vein.

So it looks like 'shady politics' is only just starting in the airlines attempt to wrest control of the FAA air traffic control system which, as has been seen to have >

> disastrous results in other parts of the world. The UK, Europe and New Zealand are examples I know of personally.

Fortunately the three main GA organizations in the USA are the most well resourced and switched on aviation organizations in the world. But of course, devious politicians can sometimes exploit loopholes which can be extremely difficult to plug. Keep up the opposition at all times!

As I mentioned earlier, April 1 has been a bad day for aviation at Spruce Creek. Back on April 1 in 1918 WWI was in its closing stages, not least thanks to the use of aviation by the Allied Forces, despite the Germans having the early lead in the air.



The Royal Air Force was formed on April 1, 1918 with the



amalgamation of the Royal Flying Corps (RFC) and the Royal Naval Air Service (RNAS). The RAF stood alongside the navy and army as a separate British military service, with its own ministry. On June 16, 1918 the RAF became the world's first independent air force. It provided a bombing force of nine squadrons

with one squadron of Camels for escort work.

Of course it was in WWII that the RAF really came into its own, so far as media attention is concerned. The Battle of Britain saw to that.

With the Typhoon, and the very latest F-35, the RAF is exceptionally well placed for its role in the 21st Century.





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](#)

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

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

FAX 386/761-7808 AFTER 1700386/756-6125 (Security)

VORTAC OMN112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg122.2 MHz

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

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

CTAF..... 122.925 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 - Joe Friend: 386 872-1430



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

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

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



Photos by Gary Rosier

Spot Landing Contest 2018

































Classified?

Pilot Name	Type	N #	CONTEST #	1 ST LOG	2 ND LOG	3 RD LOG	TOTAL SCORE
Dave Baldwin	SX 300	55X	1	0			
Larry Traskos	C 180	2055D	2	0	0	0	0
Dennis Powell	RV 12	1127 LM	3	100	25	0	125
Charlie Bricker	DKKOW	4558J	4				
Ted CHANG	RV 9A	103LF	5	25	25	0	50
Alan W. KIN	BE 33	117M	6	0	0		
Jeff Edwards	Great Lakes	161BL	7	75	50	50	175
Lynn O'Donnell	Stinson	8599K	8	25	0	0	25
Johnny MAJUR	C 172	738HV	9				
JOHN MAJUR	C 172	738HV	10				
			11				
Tate Lanier	PA 17	4675H	12				
			13				
Mike Kelly	RV 8	9969D	14	0	0	0	0
Dick Brucknell	C 182	794N	15				
MU DORR	C 172	800MD	16	100	75	75	250
Jack Dittmars	PerustAR	111EK	17				
Bill O'Brien	BE F33	305WW	18				
Ben Tache	Citabria	2500Z	19	100	100	0	200
	Stinson		20				
	Stinson		21				
			22				
			23				
			24				



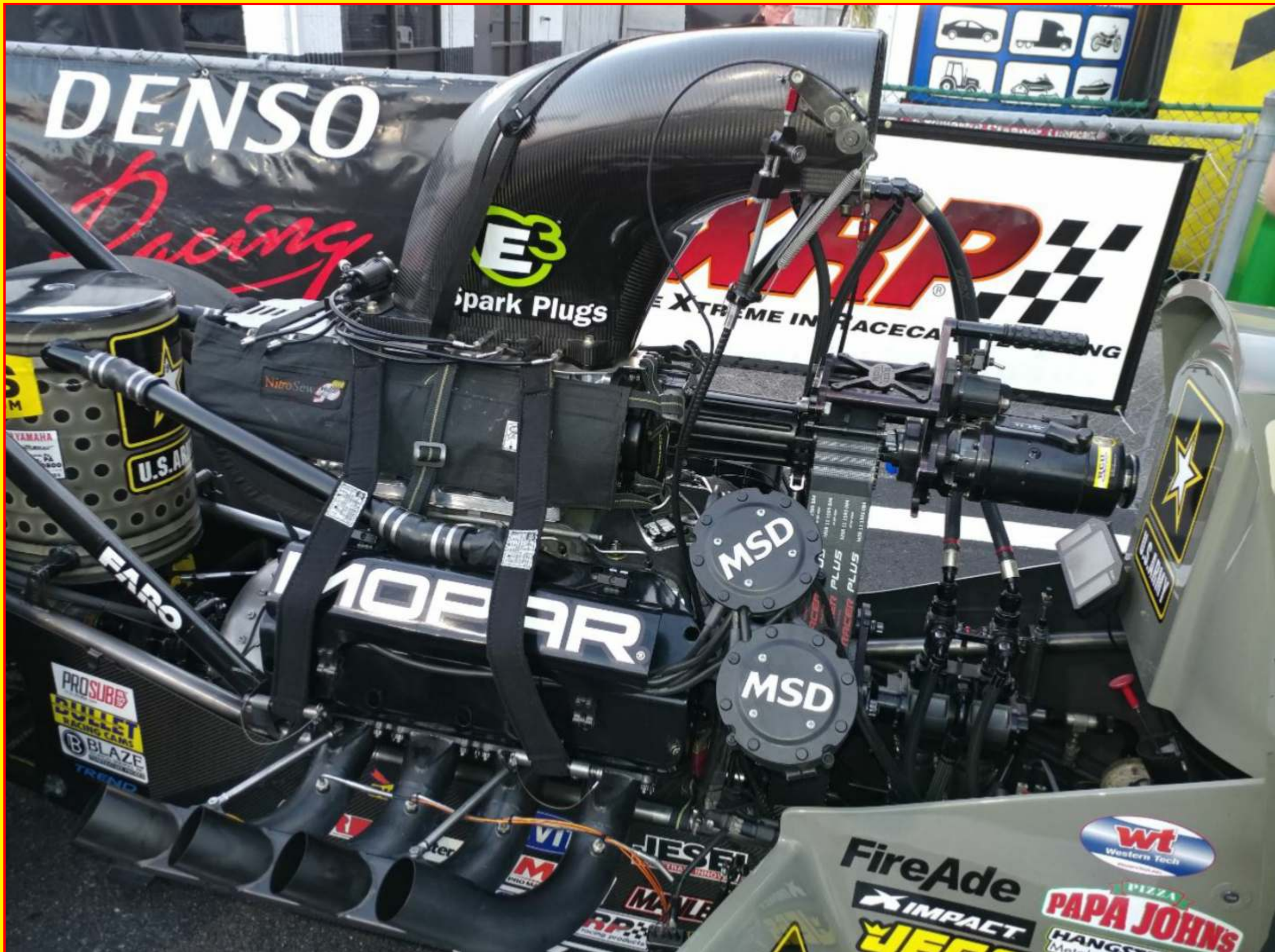


















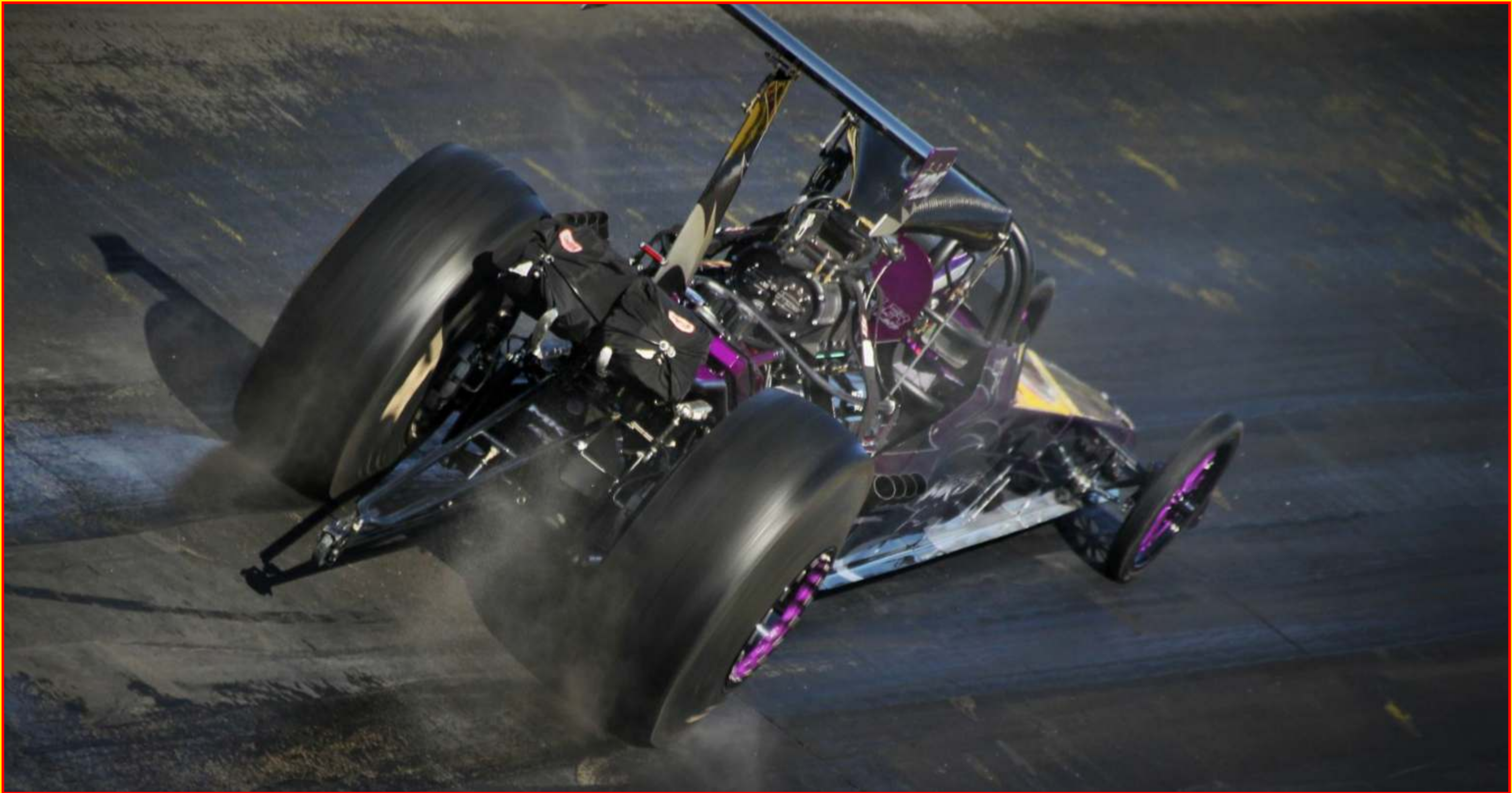
































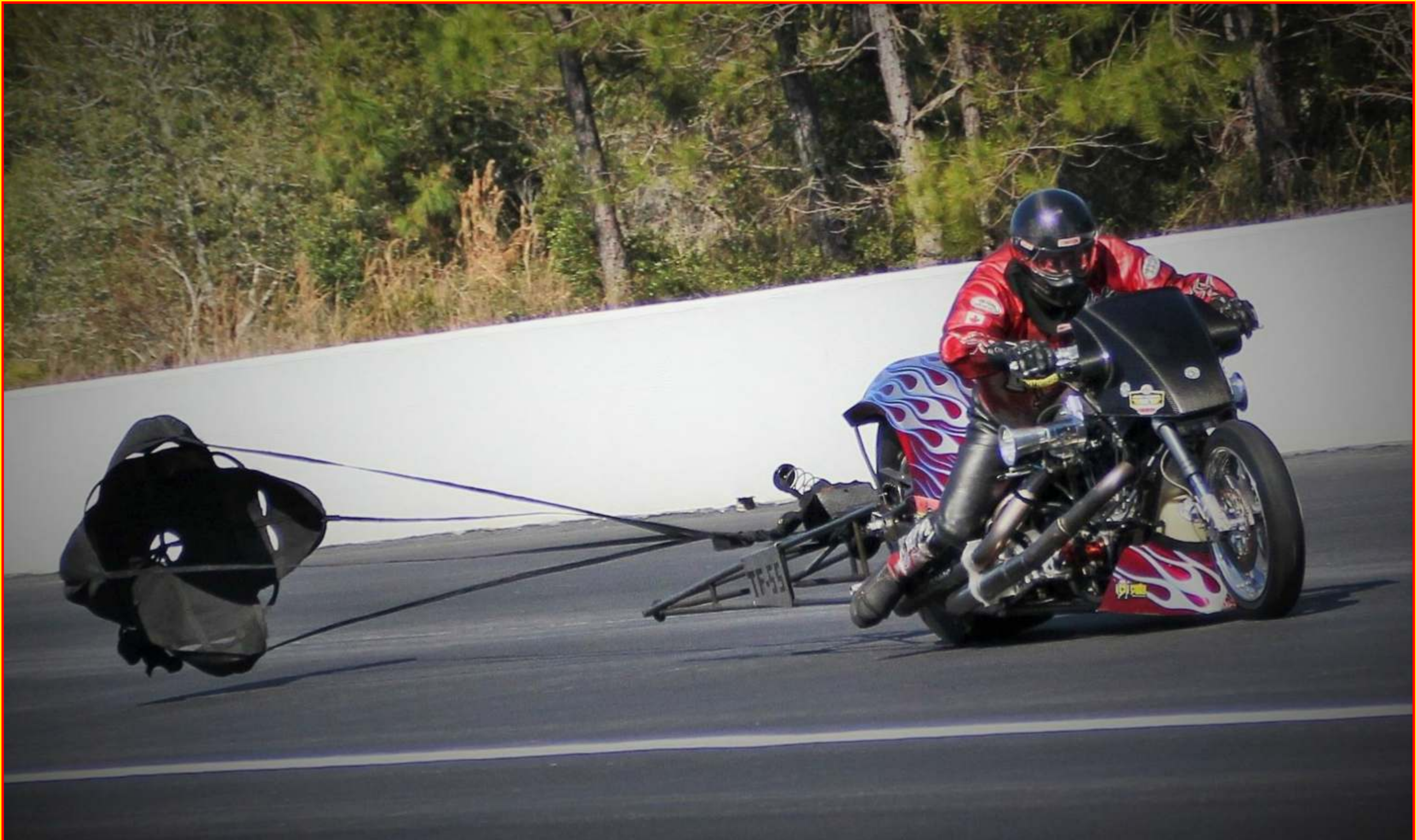














STRIPES EARNED: NEW GRAPHICS ADD VISUAL MUSCLE TO 200MPH JAGUAR F-TYPE SVR

05 March 2018

Accentuating the F-TYPE SVR's lift and drag-reducing aerodynamics package of front bumper and splitter, flat underfloor, carbon fibre active rear wing and rear venturi are a contrast grille surround, mirror caps and aero winglets. Bonnet and

All feature lightweight 20-inch Forged Maelstrom wheels and colour-matched brake calipers (Red or Black). Carbon Ceramic Matrix (CCM) brakes are available as an option, but feature yellow calipers.



New Jaguar F-TYPE SVR buyers can now specify a personalisation package for the 200mph all-weather supercar, adding distinctive racing-inspired visual touches at no extra cost.

Special Vehicle Operations' Jaguar designers led by Director of Design, Ian Callum, and the SV Bespoke vehicle personalisation team, have created a Graphic Pack which adds visual muscle to the exhilarating All-Wheel Drive F-TYPE SVR.

sill decals with '575' graphics signify the 5.0-litre Supercharged V8's outstanding 575PS power output, with carbon bonnet louvres and side ingots reinforcing the high-performance theme.

The F-TYPE SVR Graphic Pack is available in six unique colourways. White with red accents, black with gold accents, grey with Ultra Blue, red and black, Ultra Blue and Corris Grey, and Indus Silver and black.

Inside, the Graphic Pack adds illuminated '575' tread plates and a commissioning plaque that's only fitted to cars specified with the Graphic Pack.

The Graphic Pack is a no-cost option in all markets*

* Excludes North America, where specification differs and the pack is chargeable.

FIRST YEAR'S SERVICE FOR SMALLEST ROLLS-ROYCE

19 April 2018, Goodwood

In the Spring of 2017, Rolls-Royce Motor Cars unveiled a seminal new concept in luxury, crafted for one very special customer, St Richard's Hospital Pediatric Day Surgery Unit in the marque's home town of Chichester, West Sussex.

The appropriately-named Rolls-Royce SRH was hand-built to allow children awaiting surgery to drive themselves to the operating theatre, through the Pediatric Unit corridors which are lined with 'traffic signs'. The experience of 'self-drive to theatre' has been proven to reduce child patient stress.

Twelve months later, Rolls-Royce Motor Cars welcomed the return of its smallest automotive family member to the Home of Rolls-Royce at Goodwood for its first

year's service. The car has performed faultlessly, with no 'failures to proceed' and was given a clean bill of health by Technicians in the company's Analysis Centre. An average of one child per day has driven to the operating theatre in the

drive all by themselves. We've also noticed that Dads especially love to admire the engineering and design specification and often ask for a turn! The whole experience of being in hospital for those children, and their loved ones, is enhanced by

having the opportunity to drive such a special car."

Andrew Ball, Head of Corporate Relations, Heritage and Philanthropy, Rolls-Royce Motor Cars, said, "We are delighted that the Rolls-Royce SRH has delivered



Rolls-Royce SRH.

Sue Nicholls, Pediatric Matron, St Richard's Hospital, said, "We've received fantastic feedback from families who've expressed how excited their children have been at the prospect of coming onto the Day Surgery unit to drive our mini Rolls-Royce motor car. Rather than being anxious about their upcoming procedure, our young patients are positively distracted by the fun experience of negotiating the corridors to theatre in a car they can

successfully on its promise – making a positive impact on children and their parents during their time in hospital. This project showcased the world-class skills and technology that exist in the Bespoke Manufacturing Team and across every area at the Home of Rolls-Royce at Goodwood. Equally, it has clearly demonstrated that our team of highly skilled men and women are passionate about making a valuable contribution to our local community."

World premiere of the Mercedes-Benz 300 SEL 6.3 in 1968: "One of the fastest and most spirited series production cars on the world market"

29. March 2018
Stuttgart

Mercedes-Benz caused a sensation at the Geneva Motor Show in March 1968 with the 300 SEL 6.3 (W 109). Because the Stuttgart brand's V8-powered top-of-the-range luxury model delivered the performance of a sports car: acceleration from 0 to 100 km/h in 6.5 seconds, and a top speed of 220 km/h, was outstanding at the time. Not to mention the extensive standard equipment and the inimitable comfort of a Mercedes-Benz. The 300 SEL 6.3 continues to fascinate with its high level of perfection. It has long been amongst the most coveted of collector's items bearing the Mercedes star.

Stuttgart. Good "6.3s" are rare, this one is in outstanding condition. Test drive with a Mercedes-Benz 300 SEL 6.3: it impressively demonstrates all the qualities of this power saloon, a dream car when it premiered in 1968. Today the 300 SEL 6.3 is regarded as a dream classic, precisely because of these strengths. The V8 signals its readiness with a soft growl when the key is turned. 184 kW (250 hp) at 4,000 rpm encounter a kerb weight of 1,780 kilograms – an excellent combination. A gentle nudge of the

accelerator delivers the power, and within seconds the saloon is in its element on the clear country road. It seems to look forward to every bend, then accelerates effortlessly out of it and glides powerfully along



An idea by Erich Waxenberger

The 300 SEL 6.3 originated as an idea by Mercedes-Benz test engineer Erich Waxenberger. In the 1960s he recognised the potential of the V8 engine in the Model 600 for the W 109

the next straight. The large steering wheel with its slim rim feels slightly unfamiliar at first, but thanks to servo assistance it makes steering the "6.3" a highly pleasurable experience. The saloon not only impresses with its power and perfect controllability, but also with outstanding comfort, generous spaciousness and a pleasant ambience. No wonder that the 300 SEL 6.3, which rounded off the W 109 series as the flagship model in 1968, set new standards at the time. It is regarded as the progenitor of all high-performance Mercedes-Benz saloon models.

The Mercedes-Benz 300 SEL 6.3 celebrated its premiere at the Geneva Motor Show in March 1968. The press information summarised its attributes: "This model is probably unrivalled in its combination of maximum comfort and extraordinary performance. It meets the wishes of customers who expect above-average power and performance." The saloon closed the gap between the 300 SEL and the

600 (W 100), from which the V8 engine of the 300 SEL 6.3 was adopted. The new model was claimed to occupy a peak position in the international line-up.

series. Initially without the knowledge of the head of passenger car development, Rudolf Uhlenhaut, he constructed a test car. Uhlenhaut could not be kept in the dark for long, however: sitting in his office, he heard the subdued growl of the prototype's engine as it passed by, and immediately summoned Waxenberger for a report – whereupon he consented to further development work. Those who knew Uhlenhaut could imagine him smiling discreetly as he signed the official development order.

Powerful luxury: the Mercedes-Benz 300 SEL 6.3 in the top W 109 series. No wonder that, with its performance figures at sports car level, it is regarded as the progenitor of the luxurious and comfortable high-performance saloons and as the founder of a successful tradition that continues to this day. A total of 6,526 units were produced up to 1972. This comparatively large volume for the time marked the entry of Mercedes-Benz into the power saloon segment.

The new BMW M2 Competition.

18/04/2018

With the new BMW M2 Competition (combined fuel consumption with six-speed manual gearbox: 10,0 – 9,9 l/100 km; combined CO₂ emissions: 228 – 225 g/km*; combined with optional M Double Clutch Transmission (M DCT): 9,2 l/100 km; combined CO₂ emissions: 210 – 209 g/km*), BMW M GmbH is setting fresh benchmarks in the compact high-performance sports car segment and adding marked refinement to the character of the BMW M2 Coupé.

New engine with 410 HP. The centrepiece of the new BMW M2 Competition is its new engine, based on the power unit from the BMW M3 and BMW M4. The double-charged six-cylinder in-line engine with M TwinPower Turbo technology delivers 410 HP between 5,250 and 7,000 rpm. The engine's peak torque of 550 Nm is on tap between 2,350 and 5,200 rpm. The power unit boasts an insatiable appetite for revs for a turbocharged engine and offers exceptionally linear power delivery across a broad rev range. A dual exhaust system with electronic flap control provides the distinctive M sound, while the M TwinPower Turbo technology delivers outstanding efficiency. In relevant EU countries, the BMW M2 Competition also boasts an Otto particulate filter (OPF) to further reduce fine dust pollution.

The new BMW M2 Competition completes a standard sprint, from a standstill to 100 km/h, in 4.2 seconds

(with M DCT, 4.4 seconds with six-speed manual gearbox). The top speed is electronically limited to 250 km/h. The car can be combined with the M Driver's Package to raise the top speed to 280 km/h – 10 km/h more than with the BMW M2 Coupé. The consumption figures are also noteworthy: with six-speed manual gearbox, the combined fuel consumption is 10,0 – 9,9 l/100 km, the combined CO₂ emissions are



228 – 225 g/km*. With the optional M Double Clutch Transmission (M DCT), these numbers decrease to only 9,2 l/100 km 210 – 209 CO₂ emissions g/km combined.*

The cleverly designed oil supply system for the engine is taken directly from motorsport, while the cooling system from the BMW M4 with Competition Package is also used with some adjustments. The BMW M2 Competition includes race-ready variants of the oil supply and cooling systems that have been tested by many years' experience in motor racing. An enlarged BMW kidney and a new front skirt with increased air flow are exterior signs that point to the use of this improved cooling system. The kidney is finished in high-gloss Shadow Line black paint as standard. This is also the case for the side gills on the front wings, and for the redesigned quartet of tailpipes in the twin exhaust system,

with two electrically adjustable valves. The dark M Competition Badge graces the rear end of the car. The design of the new double-arm wing mirrors improves the aerodynamics and they are typically characteristic of the new BMW M2 Competition.

BMW M engineers have also adjusted the driving dynamics of the BMW M2 Competition to take the increased

performance into account. The striking CFRP high-precision strut from the BMW M3/M4 is immediately noticeable in the engine compartment. This improves front section rigidity and increases steering precision. The characteristic curves for the electromechanical power steering, the Active M Differential and the Dynamic Steering Control (DSC)

system have also been adjusted.

The double-charged six-cylinder in-line engine, based on the power unit from the M3 and M4, offers the best of both worlds: It guarantees a unique appetite for revs for a turbocharged engine, offers exceptionally linear power delivery across a broad rev range and possesses a distinctive engine sound. M TwinPower Turbo technology provides unbeatable torque, available across a wide rev band. The engine also boasts outstanding efficiency.

The engine in the compact coupé delivers 410 HP between 5,250 and 7,000 rpm; peak torque of 550 Nm is on tap between 2,350 and 5,200 rpm. This allows the new BMW M2 Competition to complete a standard sprint, from a standstill to 100 km/h, in 4.2 seconds (with M DCT, 4.4 seconds with six-speed manual gearbox).

Road Werks - Putting a legendary factory racer onto the public highway.

18/04/2018

Amid the bustle and hubbub of a popular Riviera restaurant, a baritone burble rises through the floor, vibrating up high, elegant heels and tapered table legs to resonate around the rims of thin-stemmed wine glasses.



Angry pops and crackles from the street outside are followed by a final ear-splitting bark that sees food spill from silver forks and a waiter, weaving through the startled diners, drop an unopened bottle of Biondi Santi onto unforgiving terracotta tiles.

Claudio Roddaro bought 917-037 in 2016 Or at least, this is how we like to think it plays out whenever Claudio Roddaro pops out for dinner. For this affable young amateur racer has realised the 24-carat fantasy harboured by most of us diehard Porsche fanatics, by not only owning a genuine 917, but by making it road-legal.

Monaco resident Claudio bought 917-037 in 2016. An avid collector, and driver, of rare Porsche racers, he immediately set about getting it registered for road use. Now this is not an easy thing to achieve with a 40-something Le Mans sports prototype. But, crucially, there was a precedent. In fact, there were two. A pair of genuine 917s had previously been road-registered, one, chassis

number 917-021, a long time ago, and only briefly. The other the famous no. 030 car, owned almost from new by the late Count Rossi,

the Italian nobleman who masterminded Martini's famous sponsorship tie-in with Porsche. Via a highly suspect loophole, this all-silver, leather-trimmed Behemoth has remained road-legal ever since it was retired from racing duties in the early 1970s. And it was this car that would come to Claudio's rescue.

In order to get his 917K approved for road use, Claudio had to prove that it was identical to the Rossi car. This was no easy feat, however. The unfinished 037 chassis was acquired by Germany coachbuilder Baur in the late 1970s and the car remained unbuilt for decades. It was eventually sold to a US collector who instigated its assembly in the hands of Carl Thompson at Gunnar Racing in Long Beach. In April 2004, more than thirty years after its life began, 917-037 made its rather overdue public debut at the Rennsport Reunion in Daytona.

917-037: the final build Throughout its life, however, Porsche had remained aware of the car's whereabouts and was able to

furnish the owners with a chassis plate upon request, authenticating 037 as a genuine 917. This would make it the final build, and because it was made up of around 95 percent original Porsche parts, also the most original 917 in existence – an assertion helped enormously by the fact that it was never raced in period, and therefore never crashed.

Back in Monaco, after two months of painstaking bureaucratic

procedure, mountains of paperwork sourced and sorted, endless hoops jumped through, the job was finally done. Claudio's 917K, resplendent in authentic Martini racing livery and period sponsor decals, now also sported a very fetching pair of number plates.

Its 4.9-litre air-cooled flat-twelve engine was, and still is, good for in the region of 600bhp, serious stuff even among today's lofty supercar hierarchy. But this is a car that weighs just 600kg, well under half the weight of a current 911 GT3. And that, of course, means achieving the hallowed 1000bhp/tonne. On the road. In a car almost half a century old.

Rumbling around the busy streets of Monte Carlo and hollering up the hillsides that fringe the French and Italian Rivas, there are supercars and hypercars aplenty, the ubiquitous playthings of competitive playboys. But it's nice to think that, now, whenever the Claudio gets peckish, the competition is moot.

NEW BENTLEY CONTINENTAL GT3 PRIMED FOR MONZA RACE DEBUT

* *Bentley Team M-Sport begin Blancpain GT Series Endurance Cup title defence*

* *Three-hour Monza event kicks off team's European campaign*

* *First-generation Continental GT3 also competes, fighting for Pro/Am honours with Team Parker Racing*

17 April 2018, Crewe – Bentley's new, second-generation Continental GT3 will make its competitive debut at Monza in Italy this weekend (April 20-22) when Bentley Team M-Sport begins the defence of its Blancpain GT Series Endurance Cup Teams' title.

Following an extensive testing schedule, the outfit's two new-for-2018 Continental GT3s will line up at the historic grand prix circuit in northern Milan for the first of this season's five European rounds.

Guy Smith (GB), Steven Kane (GB) and Jules Gounon (FR), who made their first appearance together as a trio at Bathurst in February, are paired in the #7 entry while the #8 crew comprising Andy Soucek (ES), Maxime Soulet (BE) and Vincent Abril (MC) embarks on a second season eager to go one better than the runners-up position achieved in 2017's Endurance Cup Drivers' standings.

The six Bentley Boys are joined on Monza's entry list by another

official Bentley customer outfit, Team Parker Racing, which makes its Blancpain GT Series Endurance Cup return with the first-generation Continental GT3 after a year away. Reigning British GT champion Seb Morris (GB) – who claimed the crown with Team Parker Racing – leads a Pro/Am driver line-up also featuring Derek Pierce (GB) and 2017 European Le Mans Series GTE title winner, Rob Smith (GB).

Bentley's Director of Motorsport, Brian Gush: "It's been a long time coming, and a lot of hard work has gone in behind the scenes, but our second-generation Continental GT3 will contest its very first event at Monza this weekend. There's clearly a lot of excitement surrounding the new car and it's shown promise in testing but we have to stay focused: there are 26 Pro Cup entries and 10 manufacturers in the Blancpain GT Series, all of which are capable of scoring podiums. 2018 remains very much a development year for the second-generation Continental GT3 ahead of its full customer roll-out in 2018.

"Our engineering team will be supporting Team Parker Racing at Monza, as well as during the season as a whole. The first-generation car remains a competitive proposition, as we have seen from recent wins in the Pirelli World Challenge."

Bentley Motorsport's weekend activities begin on Thursday 19 April with a media and VIP guest event at Bentley's Milan dealership. Friday then sees a 'bronze' test reserved for amateur drivers ahead of Saturday's practice and pre-qualifying sessions. Qualifying and the race itself both take place on Sunday.

Live coverage of both qualifying and the race will be shown live on Blancpain GT Series' website and Facebook page, as well as on TV across Europe.

In addition to the five Blancpain GT Series Endurance Cup rounds in Europe, Bentley Team M-Sport will also campaign the new Continental GT3 in this year's remaining Intercontinental GT Challenge events at Spa-Francorchamps, Suzuka and Laguna Seca.



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/>



































































































































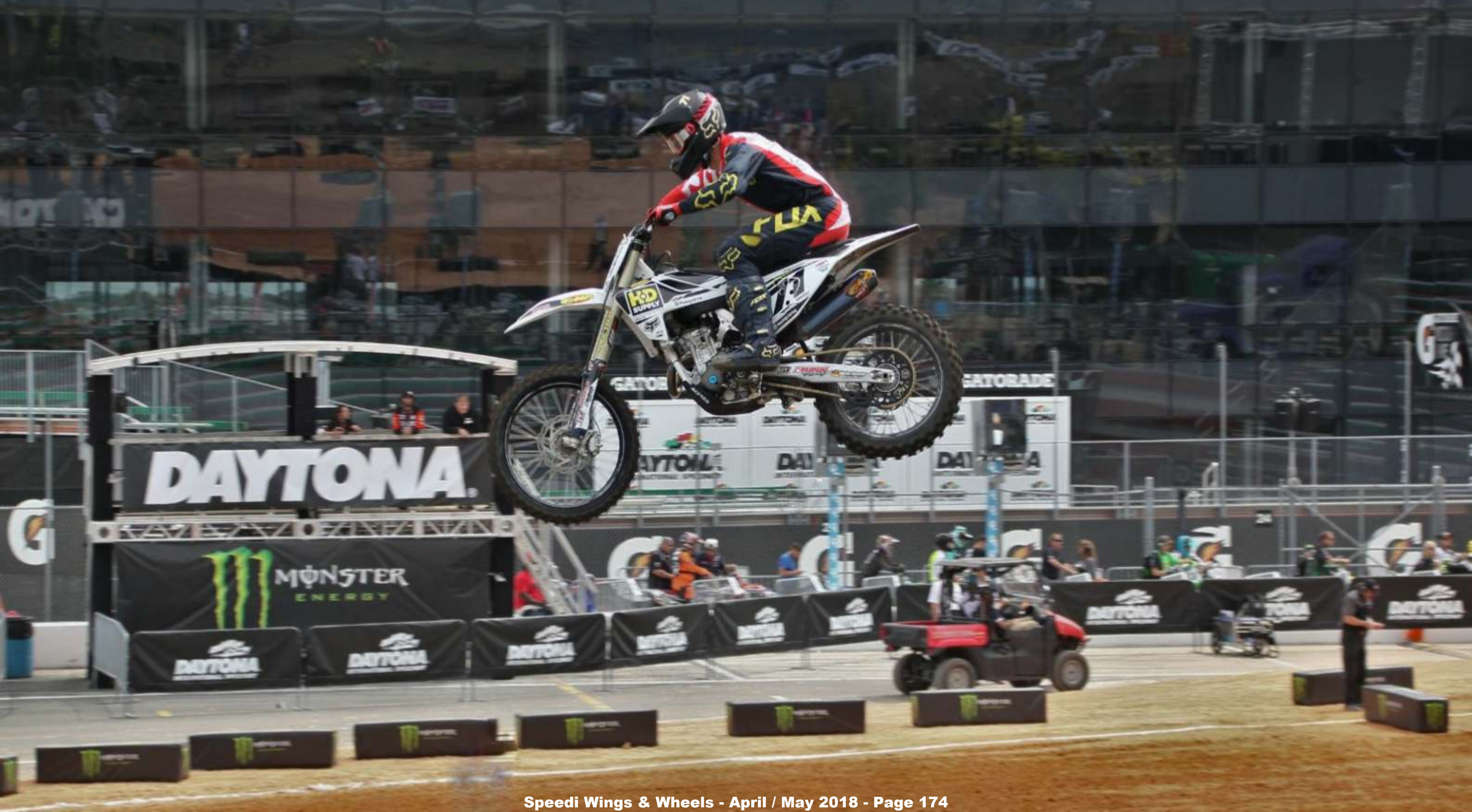








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