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Wings & Wheels

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February / March 2022

Issue No: 60



MASSIVE 60TH ISSUE...

**NEW FORMAT
VIDEO LINKS**

FREE!
Online
Magazine

THIS MONTH: Daytona 500 Pre-Race Mecum Auction Kissimmee Palatka Fly-in Next Gen Testing ROAR / Rolex 24 World Karting

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SPEEDI'S BLOG

WELCOME TO SPEEDI'S Blog.

Hydrogen is the latest 'buzz word' when it comes to carbon free power, both in the automotive world and now in commercial airliners.

Airbus are working with CFM (the jet engine company) to progress development of hydrogen as a power source for future airliners. For more information see page 7 of this issue which outlines the plans for their A380 based ZEROe demonstration aircraft.



Of course hydrogen was a lift source for airships back in the early 1900's when there were a number of explosions in airships as a result of

hydrogen being used as an un-contained gas as opposed to a compressed gas like liquid hydrogen, which is safer.

Car manufacturers, such as Mercedes Benz, have found that the cost of producing hydrogen powered fuel cell cars is just far too expensive compared to using battery packs.

Now it's a different matter where low weight is important - in aircraft or trucks, for example. Quick recharging is also easier to do with a hydrogen power source.

With a fuel cell truck, you stop at a gas station and fill the tank of your electric vehicle with hydrogen. That hydrogen is converted into electricity by the fuel cells as you drive. The electricity generated onboard using fuel cell technology powers the electric driveline. Hydrogen batteries and fuel cells are not only

promising options for trucks and buses on long-distance routes. Other areas with potential include construction equipment and different marine- and industrial applications would also benefit greatly from fuel cell electric vehicles.

In Europe Volvo and Mercedes Trucks are collaborating on trucks which use a hydrogen powered fuel cell to make clean electricity on-board the vehicle from a stored supply of liquid hydrogen

In the USA Toyota and Kenworth are working together on a viable heavy duty hydrogen powered truck. Buses are also another potential use for hydrogen fuel cells. The Hydrogen Council estimates there will be 50,000 hydrogen-powered buses and 350,000 hydrogen-powered trucks on the world's roads by 2030.

Hyzon is a new name >>

>> in the global bus and truck field. They have a large number of zero emission hydrogen powered vehicles out on the roads.



It will also be most interesting to see how the Airbus A380 ZEROe project works out.

On the Covid front, England has scrapped all testing and quarantine requirements for fully vaccinated travelers on flights to the Country.

The USA still requires a simple lateral flow test for all arrivals into the Country, and unlike previously it now has to be carried out, supervised by a testing facility, the day before light boarding as opposed to the previous 3 days before requirement.

As a result flights to and from London to the USA

are full at the moment, particularly as there has just been a 2 week school vacation period in the UK.

Turning to Speedi Wings & Wheels Magazine - this issue is the 60th bi-monthly publication since the magazine was started 10 years ago.



The above cover is from the very first issue back in April / May 2012.

There's been a wealth of aviation and motorsport subjects covered in this time period.

Why not take a look at some of the subjects we have covered.

Here are some of the other issue covers, all of which can be found on our website - www.speedi.tv via the back issues tab:





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Hubble Views a Cosmic Interaction

This image from the NASA/ESA Hubble Space Telescope feels incredibly three-dimensional for a piece of deep-space imagery. The image shows Arp 282, an interacting galaxy pair composed of the Seyfert galaxy NGC 169 (bottom) and the galaxy IC 1559 (top).

The Important Details:

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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 February / March 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, our massive 60th issue, we are featuring the Rolex 24 hr race from Daytona Beach - Plus much more . . .

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

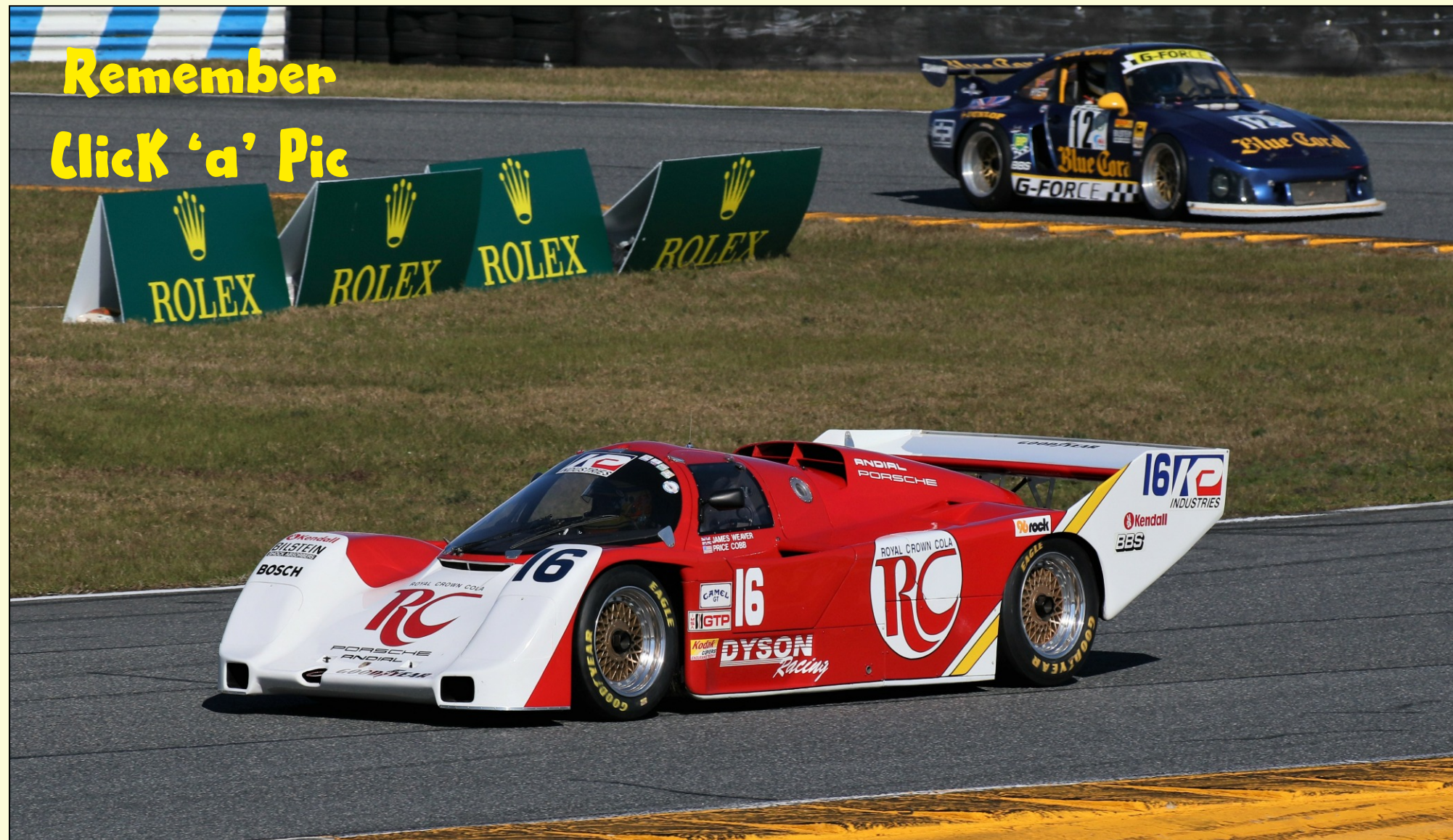
Blue Sky's and Safe Flying.

The Speedi Team

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

Toulouse/Washington, 22 February 2022 – Airbus has signed a partnership agreement with CFM International, a 50/50 joint company between GE and Safran Aircraft Engines, to collaborate on a hydrogen demonstration programme that will take flight around the middle of this decade.

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Remember
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Speedi Wings & Wheels

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Boeing Buys Two Million Gallons of Sustainable Aviation Fuel for its Commercial Operations

SEATTLE, Feb. 7, 2022 - Boeing today announced a supply agreement for two million gallons (7.5 million liters) of blended sustainable aviation fuel (SAF) with EPIC Fuels to power its Commercial Airplanes operations in Washington state and South Carolina through 2022. The agreement is the largest announced SAF procurement by an airframer and further demonstrates Boeing's commitment to decarbonizing aviation.

"SAF is a safe, proven, immediate solution that will help achieve our industry's long-term commitment to net zero carbon emissions by 2050," says Sheila Remes, Boeing vice president of Environmental Sustainability. "Boeing has been a pioneer in making sustainable aviation fuels a reality. Through this agreement we will reduce our carbon footprint and have SAF available for customer deliveries as well as our own operations."

Sustainably produced jet fuel, which reduces CO2 emissions by as much as 80% over the fuel's life cycle with the potential to reach 100% in the future, is widely recognized as offering the most immediate and greatest potential to decarbonize aviation over the next

20 to 30 years. Made from several feedstocks, sustainable aviation fuel is certified for commercial use and can be blended with traditional jet fuel without modifications to airplanes, engines or fueling infrastructure. Approximately a year ago, Boeing committed to deliver its commercial airplanes capable and certified to fly on 100% SAF by 2030.

The purchase agreement with EPIC Fuels includes a SAF product made from inedible agricultural waste, blending 30% neat SAF with 70%



conventional jet fuel. The purchase will enable broader use of SAF for Boeing commercial production, test, ferry, Dreamlifter and customer flights at facilities in Everett, Renton and Seattle in Washington state and North Charleston, South Carolina. EPIC Fuels will also continue to supply customized blends from 50/50% up to 100% SAF for the Boeing ecoDemonstrator program, which accelerates innovation by taking promising technologies out of the lab and testing them in the air to solve real-world challenges for

airlines and passengers. SAF is currently approved for a 50/50 blend with conventional jet fuel for commercial flights.

"Our focus on environmental stewardship and safety is well known in the industry," expressed Kyle O'Leary, VP and COO of EPIC Fuels, an independent aviation fuel supplier with primary operations throughout the U.S. and Canada. "EPIC and Boeing have been partners for decades and we are honored to be a part of this procurement. Working together, we are making sustainability more attainable for our customers."

The purchase builds on Boeing's long-term industry leadership and investment to develop SAF around the world, partnering with airlines, fuel companies, governments and research institutions to expand SAF supply and reduce its cost. Boeing began SAF test flights in 2008, helped gain approval for commercial use in 2011 and enabled airplane delivery flights with SAF starting in 2012. The 2018 Boeing ecoDemonstrator conducted the industry's first 100 percent SAF commercial airplane test flight on a 777 Freighter in partnership with FedEx. In 2019, Boeing began offering customers the option to power commercial delivery flights with SAF to demonstrate commitment to reducing CO2 and further spur the use of cleaner fuels.

A new era of hydrogen-powered flight is on the horizon

To get there by 2035, new propulsion technologies will need to be tested at record speeds. There is no time to spare: the future needs to start now.

Introducing the ZEROe demonstrator

The ZEROe demonstrator is a giant leap forward in our mission to bring zero-emission aviation to reality. Discover how the hydrogen combustion technology will work on the A380 test platform.

In 2015, one of the most powerful engines ever developed for an Airbus aircraft was approaching the final stages of development. But before it could be fitted to the A350-1000 aircraft for which it was destined, the engine needed to be flight and ground tested – a common practice for new technologies before entry-into-service.



That is why, on a pleasant autumn day, the aircraft equipped with the development engine took off from Airbus' facilities in Toulouse. The test flight lasted 4 hours and 14 minutes, and analysed the performance of a wide range of power settings at altitudes of up to 35,000 feet.

But it was not the A350-1000 used for the test flight: it was the A380 MSN1 – the first-ever A380 to roll off the production line.

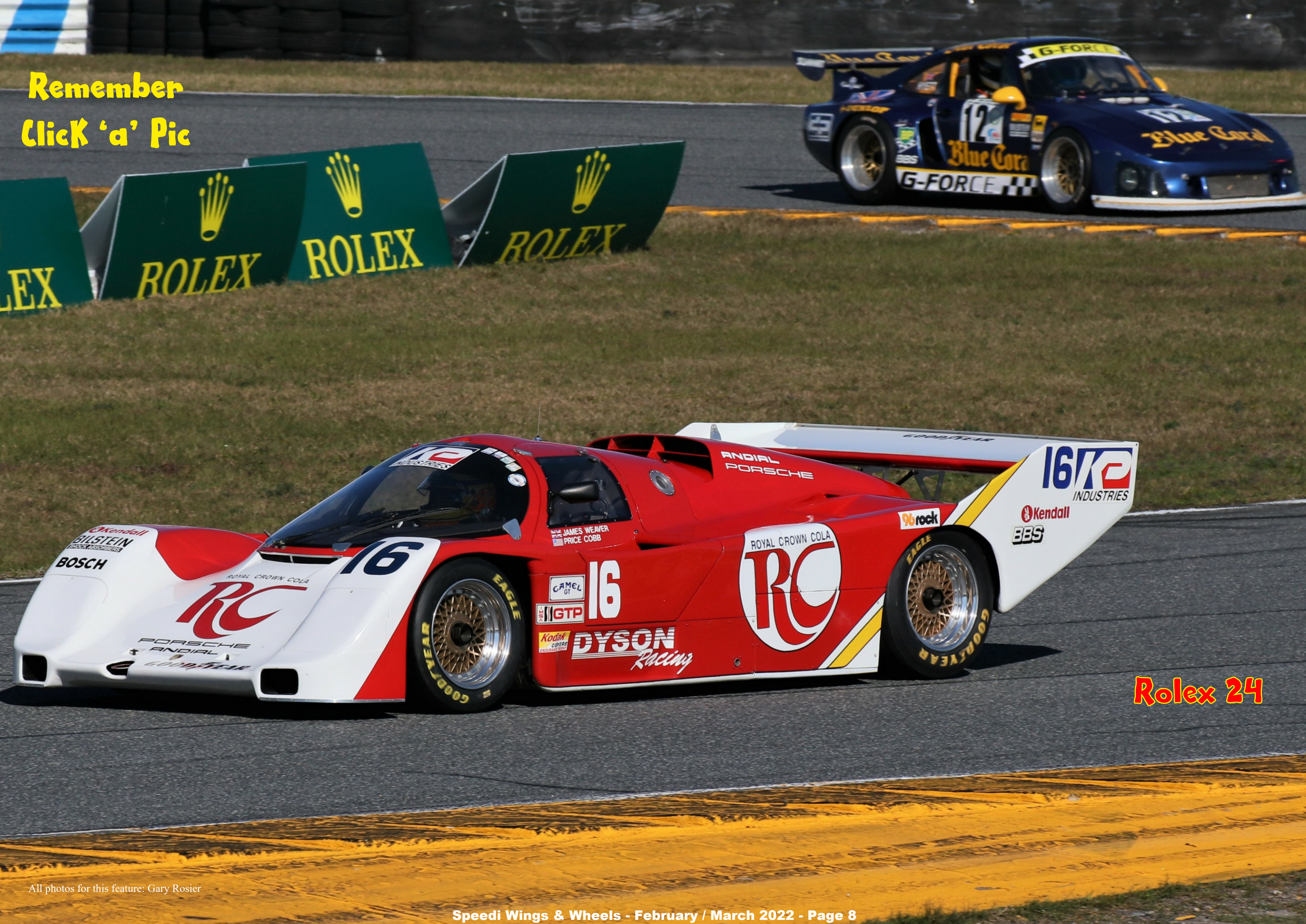
The A380 is the world's largest and most spacious passenger jet ever built – a size that makes it ideally suited to the role of test platform.

Today, the A380 MSN1 test aircraft is earmarked for a new role: to take the lead on testing the technologies that will be vital to bringing the world's first zero-emission aircraft to market by 2035.

"The A380 MSN1 is an excellent flight laboratory platform for new hydrogen technologies," says Mathias Andriamisaina, Airbus ZEROe Demonstrator Leader. "It's a safe and reliable platform that is highly versatile to test a wide range of zero-emission technologies. In addition, the platform can comfortably accommodate the large flight test instrumentation that will be needed to analyse the performance of the hydrogen in the hydrogen-propulsion system."



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Rolex 24



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Rolex 24



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ROAR before the Rolex 24

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ROAR before the Rolex 24

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All photos for this feature: Gary Rosier

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Next Gen Testing

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Next Gen Testing



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

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

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

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

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

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

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

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

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

VORTAC OMN 112.6 MHz 165°R/13.9 DME

VORTAC ORL 112.2 MHz 020°R/35.6 DME

FSS St. Petersburg 122.2 MHz

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

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

Runways: 06 / 24 - 4000 ft x 150 ft

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

AWOS 121.725 MHz

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

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

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



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

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

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



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Ted Chang - 5 Ship RV Formation

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Ted Chang - 5 Ship RV Formation



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Ted Chang - 5 Ship RV Formation





Ted Chang - 5 Ship RV Formation



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NEWS FROM THE BARN

SPRUCE CREEK FLY-IN
THE WORLD'S GREATEST AVIATION COMMUNITY

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Ted Chang - 5 Ship RV Formation





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Ted Chang - 5 Ship RV Formation



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Ted Chang - 5 Ship RV Formation



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All photos for this feature: Gary Rosier

Mecum Kissimmee 2022

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Mecum Kissimmee 2022



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Mecum Kissimmee 2022

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All photos for this feature: Gary Rosier

Daytona Flea Market 01.22

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Daytona Flea Market 01.22

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Daytona Flea Market 01.22

ASTON MARTIN CONTINUES TO LEAD THE WAY WITH OFFICIAL SAFETY CAR OF FORMULA 1®

24 February 2022 - Gaydon, UK: British ultra-luxury car brand, Aston Martin, will continue to supply Official Safety and Medical cars to the FIA Formula One® World Championship during the upcoming 2022 season. As F1® prepares for the start of a new era with bold, new technical regulations, Aston Martin is putting the final touches to the Vantage Safety Car and DBX Medical Car.

The Aston Martin cars will support 12 of this year's F1® races, starting with the long-awaited return of Formula 1® to Albert Park in Melbourne. Both the specially prepared Vantage and DBX will run in the new 2022 Aston Martin Racing Green that was showcased at the launch of the Aston Martin Aramco Cognizant Formula One™ Team's challenger, the AMR22 on 10 February.

The Aston Martin Vantage Safety Car of 2021 inspired the Vantage F1® Edition, the fastest, most track-focused Vantage to date and the ultimate expression of performance and dynamism.

Driven by the FIA's appointed driver, the vastly experienced Bernd Mayländer, the Official F1® Safety Car Vantage is one-of-a-kind, developed purely for this role by the engineering team at Aston Martin's

Headquarters in Gaydon, UK, in collaboration with the FIA, the governing body of world motorsport.

Using the learning from the Vantages that compete in GT competition across the globe, including the 24 Hours of Le Mans, the Vantage Safety Car has been adapted for the ultimate speed and handling to perform its important role in F1®. An additional FIA safety car livery, bodyside mounted radio antennas, an LED rear number plate and a bespoke, roof-mounted LED light-bar, developed by Aston



Martin, mark it out as the leader of the pack.

Inside the Vantage, the driver and passenger have access to the FIA's Marshalling System, which displays lights corresponding to any warning flags being shown, just as inside the F1® cars themselves, and the car is well covered by cameras inside and out to provide live TV footage.

The DBX Medical Car enjoys an output of 550PS and 700NM of torque which launches DBX from 0 to 62mph in just 4.5 seconds, reaching a top speed of 181mph, which will bring Dr Ian Roberts, the

FIA Medical Rescue Coordinator, to the scene of an accident as quickly as possible.

Having the Aston Martin DBX deployed on the best race circuits in the world provides invaluable data for the vehicle dynamics experts at Aston Martin. Information gathered during F1® race weekends has enhanced the evolution of the new DBX 707, the world's fastest luxury SUV.

Similarly, the Aston Martin DBX Official Medical car has been uniquely modified to be on a race track at the same time of some of the fastest cars in the world. The Medical car has to carry a lot of equipment, from fire extinguishers to a defibrillator and a large medical kit bag and the DBX provides more than ample boot space for this. Like the Vantage, the DBX has been fitted with FIA-approved racing seats equipped with a 6-point safety harness, the marshalling system and even TV screens so the Doctor can see exactly what is happening in the race as he sits, ready to go in the pit lane.

Tobias Moers, Chief Executive Officer of Aston Martin Lagonda said "It is a continuing source of pride for myself and the whole company to see our cars playing a crucial role in Formula 1. Vantage and DBX will feature at 12 Grand Prix this year and, as much as I hope they won't be called upon too often in the races, I think we all know they will be busy again as F1 enters this new era. We're excited to be part of the show!"

The new BMW M8 Competition Coupé, the new BMW M8 Competition Cabriolet, the new BMW M8 Competition Gran Coupé

26.01.2022 - The BMW M8 Competition Coupé, the BMW M8 Competition Cabriolet and the BMW M8 Competition Gran Coupé are characterised by outstanding performance, fascinating luxury and a confident appearance. In spring 2022, BMW M GmbH will sharpen the profile of its high-performance sports cars in the luxury segment by means of targeted design modifications and optimised operation.

The new edition of the BMW M8, which is available in three body versions, is particularly popular with additions to the range of exterior colours and the M alloy wheels. Additional possibilities for individualising the appearance are provided by the M lights Shadow Line, which are available for the first time for the luxurious high-performance sports cars. Full leather Merino/Alcantara in the new Black/Sakhir Orange colour variant provides fresh impulses in the interior. In addition, the operating comfort is increased by the 12.3-inch touch display of the BMW iDrive operating system.

Fresh impetus for the presence of BMW M GmbH in the luxury segment.

The BMW M8 Competition Coupé, the BMW M8 Competition Cabriolet and the BMW M8 Competition Gran Coupé together mark the top



position in the model range of BMW M GmbH, which has a strong presence in the luxury segment with this model series. With their independent body concepts, the three top models each embody an individual expression of M of typical performance in the prestigious competitive environment of luxury sports cars.

Their central common feature is the drive and chassis technology designed for an extremely emotional driving experience. Power for outstanding performance is provided by a V8 engine with M TwinPower Turbo technology, which mobilizes a maximum output of 460 kW/625 hp and a maximum torque of 750 Nm. Due to its typical M high-speed character, the engine develops high drive torque over wide load ranges, which is optimally placed on the road via an 8-speed M Steptronic transmission with Drivelogic and the M xDrive all-wheel drive system. Their precise coordination enables exciting sporty driving manoeuvres,

such as accelerating from a standstill to 100 km/h in just 3.2 seconds (BMW M8 Competition Coupé and BMW M8 Competition Gran Coupé) or 3.3 seconds (BMW M8 Competition Cabriolet).

A chassis technology developed with racing know-how and tailored to each model guarantees the characteristic harmony of dynamics, agility and precision in driving behaviour of BMW M Automobile in every situation. The experience gained during the development of the BMW M8 GTE racing car was also used.

VISION EQXX – taking electric range and efficiency to an entirely new level



Jan 3, 2022 - Stuttgart

The road trip reimaged with a new technology blueprint for series production

Range and efficiency are set to define the electric era. Outstanding range will make electric cars suitable for every journey and will speed adoption. Exceptional efficiency will create a virtuous circle of battery size and weight reduction, allowing us to go further with less. Mercedes-Benz is determined to lead the way. We are already leading the charts of real-world range with the EQS with 245 kW (electrical consumption WLTP combined: 19.8-15.7 kWh/100 km; CO2 emissions: 0 g/km)[1], as evidenced by the recent Edmunds test where an EQS 450+ travelled 422 miles on one charge, 77 miles further than any other car previously tested.

But Mercedes-Benz is not resting. Driven by the idea of zero impact on our planet and a highly responsible use of green energy, we inspired our

engineers to go above and beyond. They are working intensively to take range and efficiency to a whole new level. The VISION EQXX is the

result of a mission we set ourselves to break through technological barriers across the board and to lift energy efficiency to new heights. It demonstrates the gains that are possible through rethinking the fundamentals from the ground up. This includes advances across all elements of its cutting-edge electric drivetrain as well as the use of lightweight engineering and sustainable materials. Complete with a barrage of innovative and intelligent efficiency measures, including advanced software, VISION EQXX allows us to explore new frontiers of efficiency.

“The Mercedes-Benz VISION EQXX is how we imagine the future of electric cars. Just one-and-a-half years ago, we started this project leading to the most efficient Mercedes-Benz ever built – with an outstanding energy consumption of less than 10 kWh per 100 kilometres. It has a range of more than 1,000 kilometres[2] on a single charge using a battery that would fit even into a compact vehicle. The VISION EQXX is an advanced car in so many dimensions – and it even looks stunning and futuristic. With that, it underlines where our entire company is headed: We will build the world’s most desirable electric cars.” Ola Källenius, Chairman of the Board of Management of Daimler AG and Mercedes-Benz AG

By ripping up the automotive engineering rule book, Mercedes-Benz has built a software-driven electric car that re-imagines the road trip for the electric era. At the same time, it presents a highly progressive interpretation of the fundamental Mercedes-Benz principles of modern luxury and Sensual Purity. Rather than simply increasing the size of the battery, the cross-functional, international team focused on maximising long-distance efficiency. They pulled out all the stops in drivetrain efficiency, energy density, aerodynamics and lightweight design.

“The technology programme behind the VISION EQXX will define and enable future Mercedes-Benz models and features,” says Markus Schäfer, Member of the Board of Management of Daimler AG and Mercedes-Benz AG, Chief Technology Officer responsible for Development and Procurement. “As a halo car, the VISION EQXX firmly establishes Mercedes-Benz as the brand that pairs luxury with technology in the automotive world and beyond. And the way we developed it is as revolutionary as the vehicle itself. VISION EQXX has seen the best minds from our R&D centres work together with engineers from our Formula 1 and Formula E programmes. They are proving that innovations from motorsport – where powertrains are already highly electrified – have immediate relevance for road car development. We are challenging current development processes with innovative spirit and outside-the-box thinking. This truly is the way forward.”

FLYING SPUR ELECTRIFIES IN BEVERLY HILLS

FLYING SPUR HYBRID

(Crewe, 28 January 2022) Over six days in January, a combined fleet of nine Flying Spur Hybrids covered 10,500 miles over six days, of which 3,000 miles were on electric power – equivalent to driving across the United States from coast to coast. Compared to a Flying Spur V8, each car saved three gallons of fuel each day.

Almost 100 media guests and experts from around the globe had the opportunity to experience the new Flying Spur Hybrid in sunny California – and drove an impressive number of miles on battery power alone. From chic Beverly Hills, through the beautiful scenery of the Ojai mountains to the coastal splendour of Santa Barbara, the fleet of Flying Spur Hybrids amassed data – downloaded every day from the car’s built-in statistics - showing that 30 per cent of their usage was with the engine off.

Over a varied 194 mile route of 50 per cent highway, 44 per cent country roads and 6 per cent urban driving, the Flying Spur Hybrid’s Intelligent Navigation System calculated the best possible use of battery energy for maximum efficiency, deliberately retaining charge for when it would be needed most – in urban environments, on slower roads and in traffic.

In a recent Bentley research study, 70 per cent of customers identified



the top purchase reason of a hybrid was due to environmental friendliness, with 98 per cent driving daily in EV mode and 83 per cent also charging their vehicle daily.

However, customers still want the ability of grand touring, using electric drive during the week with the security of an internal combustion powertrain for the weekend, making a hybrid a perfect solution. The uptake of Bentley’s new Hybrid models is already reflected in last year’s sales figures, with one in every five Bentaygas sold being a hybrid.

In November 2021, an engineering prototype Flying Spur Hybrid travelled more than 450 miles across Iceland on a single tank of second generation biofuel and a battery recharged with geothermally-sourced electricity, proving genuine real world grand touring ability whilst achieving an 80 per cent CO2 reduction on wheel-to-wheel basis vs. ordinary gasoline. This combination of extensive range with the added benefit of electrified driving in the city, and the ability to add another 400+ miles of range in a matter of minutes by refuelling, is the key factor behind Bentley’s commitment to hybrids as part of its Beyond100 journey to full electrification.

The Flying Spur Hybrid demonstrates that hybridisation does not compromise luxury or performance. With an unperceivable blend between the internal combustion engine and electric motor, refined serenity is on offer regardless of driving mode or style.

The new powertrain combines a 2.9-litre V6 petrol engine with an advanced electric motor, delivering a total of 536 bhp (544 PS) and 750 Nm (553 lb.ft) of torque - an additional 95 bhp in comparison to the Bentayga Hybrid.

The advanced electronic motor is located between the transmission and the engine and provides up to 134 bhp (136 PS) and 400 Nm (295 lb.ft) of torque. The permanent magnet synchronous motor delivers full torque instantly for silent acceleration from standing start.

The E-motor is powered by a 18.9 kWh lithium ion battery and can be charged to 100 per cent in as little as two and a half hours (region specific). The power electronics convert the energy stored from the high voltage battery to supply the E-Motor or supplement the existing 12v vehicle electrical infrastructure.

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11TH ANNUAL FLY-IN AND CLASSIC CAR SHOW

SATURDAY, FEBRUARY 5,



2022

9AM-4PM



**\$10 Entry
Fee per
Vehicle**

ALL PROCEEDS FROM
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- **SKYDIVE PALATKA ACTIVELY
JUMPING THROUGHOUT THE DAY**

RAIN DATE: FEBRUARY 12TH - FOR INFORMATION CALL (386)329-0148

FIND US ON THE WEB AT WWW.PALATKAKAYLARKIN.COM

EVENT LOCATION: 4015 REID ST., PALATKA, FL 32177



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Palatka Fly-in 2022

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Palatka Fly-in 2022

GONE CRUISIN'

Gary's Hot Rods & Cruisers



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



All photos for this feature: Gary Rosier

Day of the Duels Car Show

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Day of the Duels Car Show

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 Daytona Mustang Club
Daytona Beach, Florida
Daytona
Mustang Club

Day of the Duels Car Show

World Karting Championship

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World Karting Championship

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Daytona 500 Pre-Race

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Daytona 500 Pre-Race

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Daytona 500 Pre-Race

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All photos for this feature: Gary Rosier



Legends on the Beach

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Legends on the Beach

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