

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 2 NUMBER 3

MAY/JUNE 2003

\$5



Diamondbacks behind the wheel

Womack, Gonzalez, Grace: what's in the garage?

plus... • Bulletproof: Lincoln Ballistic Protection and BMW High Security

• Stewart Warner performance gauges • Bridgestone performance tires

• Talbo Lago replica • T-Rex three-wheelers

• Shootout: full-size dually pickups duke it out at Westworld

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ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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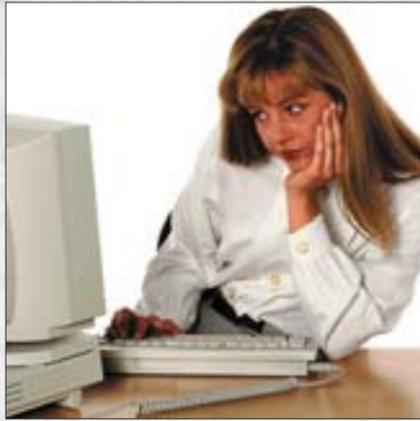
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COVER PHOTOS: Joe Sage; Arizona Diamondbacks.
RIGHT: Dick Reed, Ford, Dan J. Gardner, Tim Sharp, Joe Sage





1. What percentage of new cars sold in 2002 were some variation of a silver color?
 - (a) 10 percent
 - (b) 19 percent
 - (c) 28 percent
 - (d) 37 percent
2. In a recent survey of Generation Y (people born between 1977 and 1994), which was their favorite brand car?
 - (a) Kia
 - (b) Volkswagen
 - (c) Saturn
 - (d) Hyundai
3. Singer and actor Chris Isaak can afford to choose, but he stays faithful to what car?
 - (a) 1967 Ford
 - (b) 1964 Chevy Nova
 - (c) 1963 Dodge Dart convertible
 - (d) 1964 Volkswagen minibus
4. Which car does Bill Ford, Chairman of Ford, drive as his personal car?
 - (a) Jaguar S-Type R
 - (b) Volvo S60 R
 - (c) SVT Ford Mustang convertible
 - (d) Lincoln LS

5. Which manufacturer is the first to offer a six-speed automatic transmission on front transverse-mounted cars?
 - (a) Ford
 - (b) Toyota
 - (c) Volkswagen
 - (d) Honda

6. Dave Smith Motors in Kellogg Idaho sells more vehicles on the Internet than any other dealer in the US. How many vehicles did they sell each month on the web for the first six months of last year?
 - (a) 95 vehicles per month
 - (b) 152 vehicles per month
 - (c) 271 vehicles per month
 - (d) 365 vehicles per month

7. The Honda Insight gas-electric hybrid gets the best fuel economy according to the 2003 Fuel Economy Guide. What are its city/highway mpg ratings?
 - (a) 64 city/70 highway
 - (b) 61 city/68 highway
 - (c) 60 city/66 highway
 - (d) 59 city/64 highway

8. Which gasoline-powered car was the most fuel efficient in the 2003 U.S. Department of Energy Fuel Economy Guide?
 - (a) Toyota Echo (manual transmission)
 - (b) Ford Focus (manual transmission)
 - (c) Honda Civic (manual transmission)
 - (d) MINI Cooper (manual transmission)

9. How many hotels in North America have earned AAA's coveted five-diamond award for 2003?
 - (a) 77 hotels
 - (b) 138 hotels
 - (c) 216 hotels
 - (d) 307 hotels

10. Which car does Bill Ford, Chairman of Ford, drive as his personal car?
 - (a) Jaguar S-Type R
 - (b) Volvo S60 R
 - (c) SVT Ford Mustang convertible
 - (d) Lincoln LS

11. What percentage of new cars sold in 2002 were some variation of a silver color?
 - (a) 10 percent
 - (b) 19 percent
 - (c) 28 percent
 - (d) 37 percent

(answers below)

CAR QUIZ ANSWERS

1. ANSWER: (c) According to Jim Hall of BASF Corp., 28 percent of the cars sold in 2002 had some variation of a silver paint. White was second, at 17 percent. Black weighed in at 15 percent and blue 10 percent.
2. ANSWER: (a) According to a J.D. Power and Associates survey, Kia was the most popular brand of people born between 1977 and 1994, followed by VW, Saturn, Hyundai and Pontiac. Gen Y now represents 28 percent of the US population.
3. ANSWER: (b) Singer and actor Chris Isaak has driven his faithful 1964 Chevy Nova for more than 15 years. It's his only car.
4. ANSWER: (c) Ford's CEO Bill Ford has reportedly been driving a blue SVT Ford Mustang convertible since fall.
5. ANSWER: (c) Volkswagen is the first manufacturer to offer a six-speed automatic transmission on a car with a transverse-mounted engine (the most common for front wheel drive). One of their first cars with a six-speed automatic is the Volkswagen New Beetle Convertible.
6. ANSWER: (d) Dave Smith Motors in Kellogg, Idaho, sold an average 365 vehicles on the web each month.
7. ANSWER: (b) The Honda Insight electric-gas hybrid with a five-speed manual transmission gets a fuel economy rating of 61 mpg for city driving and 68 mpg on the highway according to the 2003 Fuel Economy Guide. All the numbers are available at www.fueleconomy.gov.
8. ANSWER: (a) The Toyota Echo with a manual transmission has the best fuel economy for a gasoline-powered car, according to the 2003 Fuel Economy Guide. It is rated at 35/43 mpg (city/highway). Other gas-powered cars are rated as follows: Mini Cooper 28/37, Ford Focus 27/36 and Honda Civic 32/38. There were many cars with better fuel economy, but they were either gasoline hybrids or diesels.
9. ANSWER: (A) The list of AAA five-diamond award winners has only 77 hotels on it. Only 53 restaurants have earned the five-diamond rating out of the 42,000 properties that are evaluated by AAA each year.

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AUTO UPDATE



■ The BMW Z8 Alpine is enticing enough, but then throw in training at their Performance Center.

BMW Z8 EXITS THIS YEAR

The \$132,000 BMW Z8 sports car was statistically a winner, but turned out to be a slow seller in a market filled with fast exotic cars. As the Z8 exits, BMW plans to leave the US market laced with up to 450 special edition models wearing the Alpina roadster badge, the first Alpina model for the US market. It is equipped with a 4.8-liter version of the BMW V8, along with a five-speed "switch-tronic" automatic transmission with controls mounted on the steering wheel. The 375-hp engine is tuned for more low-end power and torque than the original 5.0-liter version. The price is \$137,595 including not only a \$695 destination charge but also a term at the BMW Performance Center driving school in South Carolina.

"FP" FOR HONDA ACCORD, ACURA RSX

With the success of the Civic FP (Factory Performance), Honda plans to add FP upgrades to both the Accord and Acura RSX. The Accord gets upgraded shocks, shift knob, rear spoiler, 17-inch alloy wheels and tires, aerodynamic underbody kit and high-performance springs that lower the vehicle about one inch.

The RSX will get similar upgrades, plus high performance brake pads and slotted brake rotors. Neither car gets a modified engine. The Accord V6 is rated at 240 hp

and the RSX four-cylinder at 200 hp. The parts packages run just under \$5,000 with an estimated six-hour installation labor extra. Both packages will be covered by factory warranties.

MERCEDES SMART FOR US MARKET

Mercedes-Benz appears to be set to bring a line of super small Smart cars to the United States market by the end of 2004. The first car will be a four-door four-seater measuring about 156 inches long. While that's the largest Smart car ever built, it is only about a foot longer than the Mini Cooper. In addition, there are tentative plans for a Smart two-seat coupe and a roadster. The current Smart, which sells well in Germany and Italy, was developed under a partnership with Mitsubishi and uses the underpinnings for the Mitsubishi Colt. It will likely come in an all-wheel-drive version. Currently, in Europe, Smart prices convert to \$9,500 to \$13,000 US. Concepts will debut at the Frankfurt auto show in September and the Detroit show in January 2004.

CADILLAC ADDS A WAGON

Cadillac's new crossover, the SRX, debuts this summer. The sleek 195-inch long vehicle is designed to compete with the slightly smaller Lexus RX 330 and BMW X5. It comes with either a new 3.6 liter, 260-hp V-6 or the new version of



■ The SRX brings Cadillac into another niche, the new crossover category, but with punch.

Cadillac's famous Northstar 4.6-liter 315-hp V-8 both with a new five-speed automatic transmission with manual and sport modes. Both versions have four-wheel independent suspension and come with a choice of rear-wheel-drive or all-wheel drive. Options include a 6.5 square foot targa-like sunroof, ride control system and optional power-folding third row seat. Base prices range from \$35,000 for the V-6 engine to \$44,000 for the V-8.

DODGE BUILDS THE VIPER OF TRUCKS

Dodge has officially introduced the most powerful full-size pickup ever mass-produced. As an exercise in excess, the SRT-10 Ram is powered by the same V-10 engine that powers the famous Viper sports car. With 8.3-liters, 500 hp and 525 lb.ft. of torque, Dodge says the limited edition truck is capable of accelerating from 0 to 60 mph in a mere 5.0 seconds and has a top speed in excess of 150 mph. The 2004 SRT-10 also has a 500-watt sound system.

ACURA LUXURY-PERFORMANCE ENTRY

Acura has just introduced an all-new TSX sport sedan that falls between the hot-selling RSX sports coupe and Acura's top-selling 3.2 TL luxury performance sedan. Designed to compete with premium sport sedans from Europe and Japan, the TSX has a 2.4-liter DOHC, I-VTEC four-cylinder engine generating 200 hp at 6800 rpm. It has a drive-by-wire electronic throttle control system and a choice of 6-speed manual transmission or 5-speed Sequential SportShift™ automatic transmission. Similar in size to the Honda Accord and BMW 3 series, the TSX boasts a long list of standard features including high intensity discharge headlights, Vehicle Stability Assist, leather seating and all the other luxury features common



■ The Porsche Carrera GT is one of the most anticipated supercars of these past couple of years.

to this style car. A navigation system with voice recognition is optional. The TSX should be at dealers now.

PORSCHE CARRERA GT GOES ON SALE

Even if you have \$350,000-400,000 and a deep, burning desire to own the fastest Porsche ever, it's still not easy to get your hands on the new Porsche Carrera GT. Current plans call for a production run of 1000 to 1300, and Porsche North America says they have 1000 "serious prospects." Of course, many of you are already on that list. A Porsche first, a 5.7-liter V-10 engine rated at 603 hp and 427 lb.ft of torque, powers the Carrera GT from 0 to 62 mph in just 3.9 seconds and then on to 124 mph in total 9.9 seconds. Top speed of the 3036-pound two-seater is listed at 205 mph.

2003.5 MAZDASPEED PROTEGE

Due to the popularity of the original MazdaSpeed Protege, Mazda has introduced a new and improved 2003.5 version. Updated exterior and interior components highlight the new model, giving it an edgier look to go with its 170-hp turbocharged engine. Quantities are being increased from the original 1,750 to 2,750 for the 2003.5 version. Colors of the first 1,750 will be Titanium Grey Metallic or Blazing Yellow Mica. The remaining 1,000 will be in Laser Blue Mica or Sunlight Silver Metallic. Exterior upgrades include a racing-inspired front air dam, rear skirt, larger and lighter rear spoiler, new Dark Hyper Silver wheel finish and an oval exhaust tip. The popular 450-watt AM/FM/CD/MP3 Kenwood Audio System

with a liquid gel 3-D screen, glass-mounted antenna, wireless remote control and self-hiding/removable faceplate also remains standard on the new model. The Protege has a price tag of \$20,480.

MERCEDES HAS PARTS FOR CLASSICS

Authorized Mercedes-Benz dealers are offering more than 40,000 parts for classic Mercedes vehicles, going back as far as their very first vehicle—the 1886 Patent Motor Car. Peter Spieth, general manager of the Mercedes-Benz Classic Center USA, said, "Because of the durability and value retention for which Mercedes-Benz is famous, Mercedes-Benz owners continue to maintain vehicles well after production. Naturally, we want to help them wherever possible." The program was started in 1993 in Fellbach, Germany and has now been expanded to the US.

FORD'S SUPERCOOLER TECHNOLOGY

Ford has patented a new SuperCooler technology that cleverly provides an extra burst of power for its SVT Lightening concept truck. The SuperCooler system uses the vehicle's air conditioning to chill a small storage tank of coolant to about 30 degrees Fahrenheit. On demand, the SuperCooler switches the supercharged engine's intercooler air flow from its normal circulation and dumps the chilled coolant into the intercooler, dropping the air temperature by as much as 20 percent, resulting in a denser air charge. When the driver depresses the accelerator to

KEEP RIGHT >>

the floor, the system will provide as much as 50 transient horsepower more for short bursts of 30-45 seconds. The system takes about 2 minutes to regenerate under normal driving conditions. The system gives an effect similar to that of an aftermarket nitrous oxide system, except that this is completely self-contained, environmentally friendly and regenerative. According to John Coletti, director of Ford's Special Vehicle Team, the system is already part of the Mustang Cobra and upcoming GT sports car. It's applicable for any engine with a supercharger or turbocharger with an intercooler and air conditioning.

SMALL VOLKSWAGEN SUV BY 2006

Volkswagen plans to get into the smaller sport utility market to compete with vehicles like the Toyota RAV4 and Honda CR-V, Ford Escape and others. Code-named "Marrakesh," this VW will be based on the upcoming fifth-generation Golf platform with suspension changes and the addition of the VW 4Motion all-

wheel-drive system with a central locking Haldex clutch. The VW is being developed jointly with next-generation Audi A3. Power possibilities include the 2.8-liter V-6, the 1.8-liter turbo four and possibly a 1.9-liter turbo diesel.

FORD TO SELL FIRST SUV HYBRID

Ford still has plans to sell a gas/electric hybrid version of the Escape SUV later this year. Powered by a four-cylinder gasoline engine with the assistance of an electric motor, the Escape is expected to get from 35 to 40 mpg for city driving and 30 mpg on the highway. Even though the extra batteries, controllers and electric motors are expected to cost Ford from \$1,000 to \$5,000 additional per vehicle, the selling price is expected to be only slightly above the current \$19,000 to \$27,000 Escape sticker price. That means Ford will probably take a loss on each vehicle to supplement the introduction of the new technology. Honda and Toyota also took a loss on their first hybrid cars.



■ Already selling like mad, the Escape is adding a hybrid.

GM TO BUILD HYBRIDS FOR ARMY

General Motors has unveiled its diesel-electric hybrid truck with a fuel cell power generator designed for potential use by the Army. The prototype Silverado truck uses the new Duramax V-8 diesel engine mated to a heavy-duty Allison transmission and an electric motor. There is also a fuel cell auxiliary power unit that lets the truck run on electric power only, which allows it to move without giving off noise or heat, for stealth and protection from heat-seeking missiles. The Army buys about 30,000 trucks every year. Chrysler is also developing a hybrid truck based on its Ram contractor special, due later this year.

MERCEDES PROGRESSES ON SUPERCAR

Originally shown in Detroit in 1999 as a concept, the Mercedes-Benz Vision SLR will debut in production clothing at the Frankfurt auto show in September. Plans call for the \$300,000 supercar to have gullwing-style doors and a 557-hp supercharged 5.4-liter V-8 capable of 0 to 60-mph acceleration times of about 4 seconds and a top speed in excess of 200 mph. Plans call for production to be limited to only 500 cars built in Woking, England by McLaren. It will go on sale in the United States in the fall of 2004.

FOR ROLLS, IT'S THE LITTLE THINGS

In addition to the ultimate in elegance, Rolls-Royce believes it's many of the little things that set their Phantom apart from other luxury cars, including: 1) The hood ornament lifts out of and lowers into the radiator grille with a button on the ignition key; 2) the RR logos on the wheels remain vertical when the vehicle is moving; 3) umbrellas can be stored in

tubes inside the coach doors; and 4) a button by the rear window automatically closes the rear doors.

BENTLEY CLAIMS FASTEST 4 SEATER

This fall, the new owners of the legendary Bentley marque will begin selling what could be arguably be called the best-looking coupe in the world, and they claim it's the fastest. The large, sleek Continental GT has amazing performance: 0 to 60 mph in only 4.7 seconds and a top speed in excess of 190 mph. The propulsion comes from a 6.0-liter W12 engine (552 hp and 479 lb.ft. of torque) with twin turbochargers. The transmission is a paddle-operated sequential six-speed automatic, and the car has four-wheel drive, when appropriate, with a normal rear-wheel-drive orientation. Of course, the GT is loaded with real wood, soft leathers and plenty of room for four six-footers. In addition to the sleek traditional coupe styling, the GT also has a pillarless hardtop. Pricing will be \$150,000, and the company claims more than 3,000 deposits have already been taken.

COMING TO AMERICA: AUDI A3

Audi plans to bring the A3 two-door hatchback and Avant wagon to the US in the summer of 2005. The smaller A3 will be built on the same platform as the fifth-generation Volkswagen Golf, which debuts at the Frankfurt auto show this fall. The A3 has four-wheel independent suspension and new electromechanical steering. The engines for North America are likely to be the same 1.8-liter turbocharged in-line four used in the VW Golf and a 240-horsepower 3.2-liter V-6. Transmission options include a choice of six-speed manual, a six-speed automatic or a new Direct Shift Gear-



■ As the line between hatchbacks and crossovers blurs in the US, Audi is finally willing to bring us the Euro-popular A3 and soon S3.



■ The Bentley Continental GT is big, heavy...and fast. It also presents a full complement of comforts.

box. The front wheel drive A3 will also have the quattro all-wheel drive option. The A3 will be available later in a high performance S version.

AVANTI BRINGS BACK STUDEBAKER

Avanti announced at the Chicago auto show in April that it will produce an extreme utility vehicle—the Studebaker XUV. The big, wide off-roader has a strong resemblance to the new Hummer H2, but is two feet longer. The XUV has unique features like sliding rear doors and a power sliding rear roof. It's built on a Ford F-250 platform and comes with a choice of a Ford 6.0-liter Power Stroke turbo diesel V-8 or Ford 6.8-liter gasoline V-10. Other mechanicals include a five-speed automatic transmission and four-wheel disc brakes. Options on the \$75,000 off-roader include GPS navigation, rear seat TV/DVD player, third row seating and more. Avanti plans to sell about 160 of the Studebakers annually starting in August.

General Motors has filed a suit to block the production of the Studebaker claiming it "knocks off" the look of the Hummer H2 and will confuse the public.

BMW 5 SERIES DUE

The all-new midsize BMW 5 Series will use an innovative lightweight construction with an aluminum/steel body and an all-aluminum suspension and chassis. The

slightly larger four-door sedan will have more room for passengers and luggage, along with elegant new styling. Technical innovations include the world's first Active Front Steering system that electronically determines the degree to which the front wheels turn based on the steering input from the driver. Optional Adaptive Headlights utilize two bi-xenon headlights that are controlled in real time as a function of the steering wheel angle, yaw rate and road speed to perfectly illuminate the road ahead in a bend. The car also features an Active Cruise Control system and Adaptive Brakelights that intensifies the brightness of the taillights and the brakelights when the ABS system is activated during hard braking.

CADILLAC XLR HIGH-PO LIGHTING

The Cadillac XLR luxury roadster, debuting this spring, brings with it a new state-of-the-art lighting system. The headlights are a new high-intensity discharge (HID) bi-functional system housed in a very small package. It employs a solenoid-driven shutter controlling both the high and low beam functions through a single projector lens. The small package, which is provided by Guide Corporation, allowed designers to harmonize the lighting with the XLR's unique styling. The taillamps use 22 high-output LEDs to generate more and faster light. The taillamps incorporate the side marker, stop and turn function lights into one. ■

Auto Update includes a summary of auto news from industry sources, trade journals and consumer magazines compiled for *Arizona Driver* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

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D'backs behind the wheel

By Jill Amadio - Photos by Dick Reed and Joe Sage

H2 Hummer photos: Dick Reed



■ Take one Hummer H2 in black, add chrome details sparingly, mix in tastefully detailed high-end personal electronics, upsize the wheels just a bit (in chrome, of course), and you're ready to stand out from the pack.

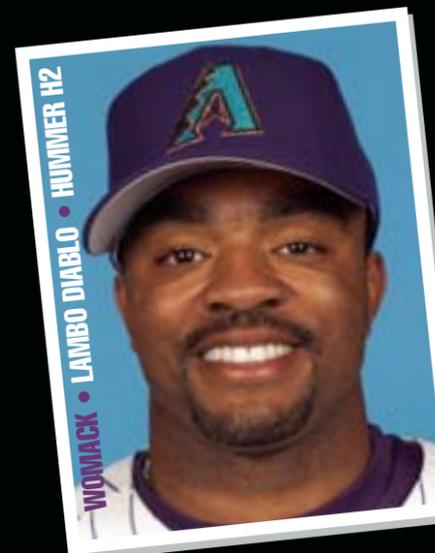
■ Take one Lamborghini Diablo Roadster as is, select a D'backs-compatible paint job, upgrade the wheels, and you're ready to steal home.

You're knocking down a decent MLB salary. You're wearing a World Series Championship ring. The ring is on your finger, your hand is on the wheel. Well, that wheel just naturally has to be connected to something pretty special.

Bristling with the biggest SUV bullies on the block, the Arizona Diamondbacks' parking lot is largely home to a herd of menacing Hummer H2s and their like. Sending out the unmistakable signal: Don't mess with me, buddy, on or off the field, the H2s are owned by eight of the ballplayers and tower over most every other car and sport utility in their private parking lot.

Tony Womack

Almost hidden and slotted between the high, squared-off shoulders of all those Hummers you'll see one vehicle like no other. It is a flamboyant blue



Courtesy Arizona Diamondbacks

scuro1999 Lamborghini Diablo Roadster, belonging to the sport's record-breaking stolen-base master Tony Womack, who dropped fifteen bunts last year and is on track to break 300 career stolen bases this season. For one of the fastest men in baseball, this ride is just right. Sitting low



Lamborghini photos: Joe Sage

to the ground, breezing just above the asphalt, the wicked-looking roadster is a familiar sight as Tony cruises along the highway between Phoenix and Tucson during spring training.

The roadster wears a custom license plate that sums up Tony's philosophy and identity but could make him an easy target for the highway patrol; in the interests of protecting his privacy, however, we're not publishing the license number. If you're a fan and you see it, you'll figure it out.

We found ourselves unexpectedly driving behind this magnificent machine while returning from a photo shoot in Tucson and can report that Womack was a perfect gentleman on the road, driving most circumspectly, keeping to a decent speed and always making sure to tuck back into the right hand lane—with a signal—after passing uphill eighteen-wheelers. This base stealing champ clearly knows the value of signals and timing.

Isn't it tempting to unleash that awesome power? "Sure," said Tony, "but I



KEEP RIGHT >>



Lamborghini photos: Joe Sage

around 210 mph, Lambos can leap from zero to 60 mph in a smidgeon under four seconds. That's fast.

"It sure is," agrees Womack. "But nothing like drag racing. Now, that's something I want to get into when I've finished with baseball. Imagine sitting there with all that power throbbing under your hands, waiting for the start signal, and holding that baby back! Man. That's excitement. That's moving. Can't you just feel what it'd be like?"



>> cont'd

already know what it can do. I take it out to some remote place if I want to let loose, but never on a highway. That'd be foolish." Lamborghini is known to hide a built-in radar detector in most of its models. Mario Andretti owns a 2000 model and remarked a couple of years ago that he was most grateful to the engineers for this thoughtful addition.

Meticulous about every aspect of his roadster, Tony might spend weeks searching for just the right wheels, for instance, for his Lambo. "I wanted to get bigger wheels. The wheels that came with the car are pretty neat, chrome, but they're only 18-inch and I wanted to go bigger, to 19-inch." But then he wondered if the larger wheels might affect the car's engineering. "I didn't want anything that would compromise the performance," he said. Ultimately, his Diablo is sporting a brand new set of Maya chromes and Pirelli red-letter P-Zeroes at 19" and 20".

Lamborghini's rise from tractor vendor to supercar factory has been given solid financial footing with its acquisition by Audi. The successor to the Countach, the Diablo (now succeeded by the Murciélago) is a state-of-the-art four-wheel-drive two-seater built specifically for the US market. The mid-engined roadster has a removable roof that can be stored over the engine cover. Take the cover off one of these magnificent Italian-designed machines, and there's reading material on the 5.7-liter block describing the firing order of the car's twelve cylinders. Pumping out 530 horsepower at 7,100 rpm for a top speed of



Courtesy Arizona Diamondbacks

Sort of like stealing second base, perhaps? Speaking of which, this personalized license plate will be kept confidential also.

One thing's for sure. Racing is in the Diablo's blood. Its giant-sized disc brakes bring the driver quickly to a halt, and the suspension system is also racing-special, inherited from Lamborghini's racing efforts, with cockpit-adjustable stabilizer bars similar to those in an Indy 500 racer. The price, ranging between \$239,000 and \$333,500, may be high but buyers receive a leather jacket, a hat, driving/running shoes, a competition racing suit, gloves, sunglasses, a car cover, and luggage.

With little room for anything but two elegantly slender people in the front seats, and maybe a couple of golf clubs in the Diablo's five feet of cargo space, Tony gets behind the wheel of his Hummer when it's time for carrying passengers, like his wife and their two children.

Like many who cherish their vehicles and enjoy customizing them, Tony takes just as much care choosing extra neat touches for his H2 as his Diablo. In fact, the H2 has been subject to many custom details (moreso than some of the other players' H2s). This time, chrome plays an important role. Womack's Hummer has a chrome brush guard and subtle chroming of the recessed Hummer badging on the bumper. The hitch loop has been tastefully chromed, as have the door handles, roof rack bars and logo ends, door sill plate logos, hinges, and mirror brackets. All in all, the selective use of the shiny metal sets Tony's Hummer apart, but not so it's too obtrusive. Just enough to know someone cared enough to make it very special.

Word has it that Shaquille O'Neal chromed the skidplate on the underbody of his H2, which Tony thinks is going a bit too far.

This Hummer has high-end personal audi and video, from a Diamond Audio Technology powered sound system pumping the tunes through speakers lightly trimmed in purple neon in the rear cargo area, to upsized Kenwood DVD screens for the kids in back.

Tony has plus-sized his chrome wheels and tires, but not too much—more could affect performance. "It's all about balance," he said, "keeping everything balanced."

Womack's life off the field is not only balanced, it is generous, like all the other Diamondback players who give their time and resources to the less fortunate. An enthusiastic proponent of literacy, Tony established the Cover-to-Cover Reading Competition that encourages grade school kids to read and be rewarded with attendance at Diamondback games as his guest. He's spent the last three years at the opening day of the Phoenix Open signing autographs for kids.

Luis Gonzalez

Outselling every other high-end SUV on the market, the 2003 H2 is much more luxurious, although narrower, than its predecessor... but still commands respect. "It's so huge, yet much easier to drive, and looks a lot better than the earlier model," said outfielder Luis Gonzalez, who tucks his lanky 6'2" frame into an Escalade when he's not behind the wheel of his H2. "I like the vertical liftgate, that's real practical. It's kind of sporty, too, and rides real good. But, when all is said and done, it's still a truck. But a neat one, plus you can take this thing anywhere and keep on going."

Priced around \$50,000, this year's Hummers have high-end features includ-



Photo: Joe Sage

Just one shy of a starting lineup, at press time eight of the D'backs had a personal H2 Hummer.

ing GPS and telephones, tubular steps that come down low for easier entrance, split folding seats, and sumptuous backrests. Then there's the steering wheel controls for the stereo, air conditioning and heater, and trip computer, plus OnStar, and front and rear trailer-hitch receivers.

Along with all these advantages, there's yet one more: many Hummer owners, especially lawyers, doctors, and other professionals, are buying H2s as a tax write-off due to a detail in the tax laws. Back in the mid-1980s Congress said that luxury vehicles cannot be written off as business vehicles unless they had a gross weight of 6,000 lbs or more. The H2 weighs around 6,300 lbs.

Although interior room is spacious and Gonzo loves driving the Hummer, he rents a much larger vehicle when he takes his family, who reside in Scottsdale, on vacation. "We get a rock-band bus," he said. "Man, they are fitted out so great. With all the kids and the babysitters, and my wife and I, it makes a whole lot more sense to

have that big bus when we go to Las Vegas and other places. We can really relax, put the kids to sleep in real comfortable little beds, and just have a great time while

we're on the road. We can all watch TV, or play cards, and just kick back."

The father of five-year old triplets, Megan, Jacob, and Alyssa, Luis said his wife Christine prefers driving their 2003 Escalade. "It's more comfortable to handle than the Hummer," he said, "but she gets a kick out of riding in that monster sometimes."

Luis and Christine established the highly popular Kids Going Gonzo for School local program, and he also participates in



Courtesy Arizona Diamondbacks

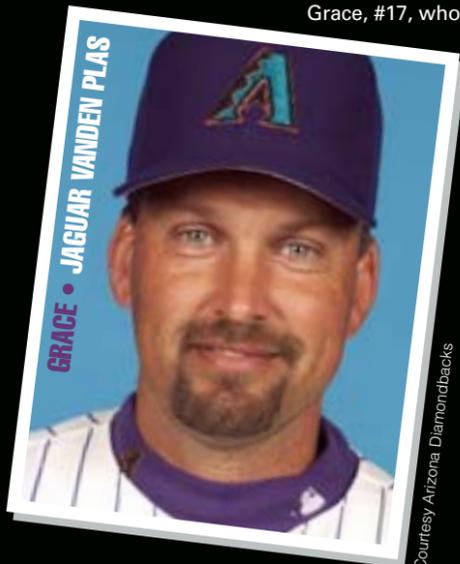
Arizona Quest for Kids, a scholarship program designed to keep students in Arizona rather than study in other states. What would he drive if he didn't have the triplets? "How about something real small, like a Volkswagen GTI?" he quipped.

KEEP RIGHT >>

>> cont'd

Mark Grace

One of the players who confesses to being a non-H2 owner is first baseman Mark Grace, #17, who



Courtesy Arizona Diamondbacks

is as laid back as they come once he's away from the ballpark. A resident of Paradise Valley with his wife Tanya and son

Jackson, he claims he lives a quiet life. The three-time All-Star and four-time Rawlings Gold Glove Award winner said he has no desire to get behind the wheel of a hotshot car. "I'm kind of a conservative guy and I like a conservative car. Nothing fancy. I'm no speed demon, although I do enjoy my car's V8 engine and 294 horsepower—which is more than enough for me. The sedate XJ8 Jaguar Vanden Plas suits me fine. I've driven Jags for twelve years; I just keep getting the newest model." Grace said he prefers the sedan to the coupe; it fits his 6'2" frame better because of its 118-inch wheelbase, giving him space to stretch.

"For long drives with the family, we take our Escalade," he said. "I'm from Fullerton, in Southern California, and when we're back there we love to go to the mountains and the beach, and our SUV is great for that." Any special customizing on the Vanden Plas? "Nope," he said. "It's just a regular Jag." The 2003 XJ8 Vanden Plas costs close to \$70,000 and has all the



Courtesy Arizona Diamondbacks

luxury features Jaguar can throw into the mix, including front and rear heated seats, Connolly leather trim everywhere, lambswool footwell rugs, walnut writing trays that fold down from the front seatbacks, and the 4.0-liter AJ-V8 teamed with a four-speed automatic transmission.

Off the field, Mark plays golf and supports charities through the Mark Grace Foundation, whose marquée event is an annual golf tournament in Scottsdale, just before spring training begins. It benefits the Arizona Leukemia Society.

Psychologists maintain that Americans have a need to express themselves both intellectually and emotionally, and that this quality is as necessary as food, water and shelter. Judging from the Diamondbacks' stable of Hummer and performance cars, the players are feeling just fine. ■

International award-winning journalist **JILL AMADIO** has covered the automotive and motorsports scene for 20 years. The author of six books, her latest is a biography, "Günther Rall: Luftwaffe Ace and NATO General." She writes a monthly column for *Entrepreneur* magazine, and also writes for *AMI Auto World*, and *www.thecarconnection.com*. She has written for *Road & Track* and *Conde Nast Publications*, and her syndicated car column has appeared in the *Washington Times*, *Houston Chronicle* and 124 other newspapers. She was the first female syndicated automotive columnist for Gannett Newspapers. For five years Jill worked with the Skoal Bandit Indy Car, NASCAR, Can Am and drag racing programs as a publicist.

EQUIPMENT : BRIDGESTONE POTENZA RE750

Bridgestone Potenza RE750

ultra-high performance tire



Bridgestone/Firestone has added another Potenza street tire to its impressive line of ultra-high performance tires—the Potenza RE750® with UNI-T technology.

"Not only does this tire live up to the Potenza name, but it also takes performance straight to the top," said Mark Emkes, Chairman, CEO and President of BFNT.

The Potenza RE750, which features a unidirectional tread pattern, has been engineered to reduce road noise, even as the tread wears. Designed to complement the style and complex systems of today's finest performance cars, the tire features improved wear for performance applications. The Potenza RE750 delivers rapid response, sure-footed traction, and outstanding wet and dry handling, to cover you in desert heat or monsoon storms.

The Potenza RE750 employs UNI-T (an acronym for Ultimate Network of Intelligent Tire Technologies), a combination of advanced technologies that work together to create the most advanced tire available. Bridgestone tires featuring UNI-T offer drivers precise handling, reduced noise, a smooth ride and outstanding control. The tire's Rim Guard®, a raised rubber edge, acts like a bumper to protect wheels from curb damage.

The Bridgestone Potenza RE750 is available in a wide range of sizes and comes with the Platinum Pact 3-Year Limited Warranty, which provides replacement at no charge (excluding taxes and disposal fees) if the tire should become unusable due to defects in materials or workmanship for up to three years from date of purchase or four years from date of manufacture, whichever occurs first.

The tire also comes with a 30-Day Test Drive, which allows a consumer to receive a full refund or exchange if he or she is not pleased with the tire for any reason within 30 days of purchase. (Tires received as original equipment are not covered by the 30-day test drive. On all warranties, certain restrictions and limitations may apply, so consumers need to check with their retailers for complete details and conditions.) ■

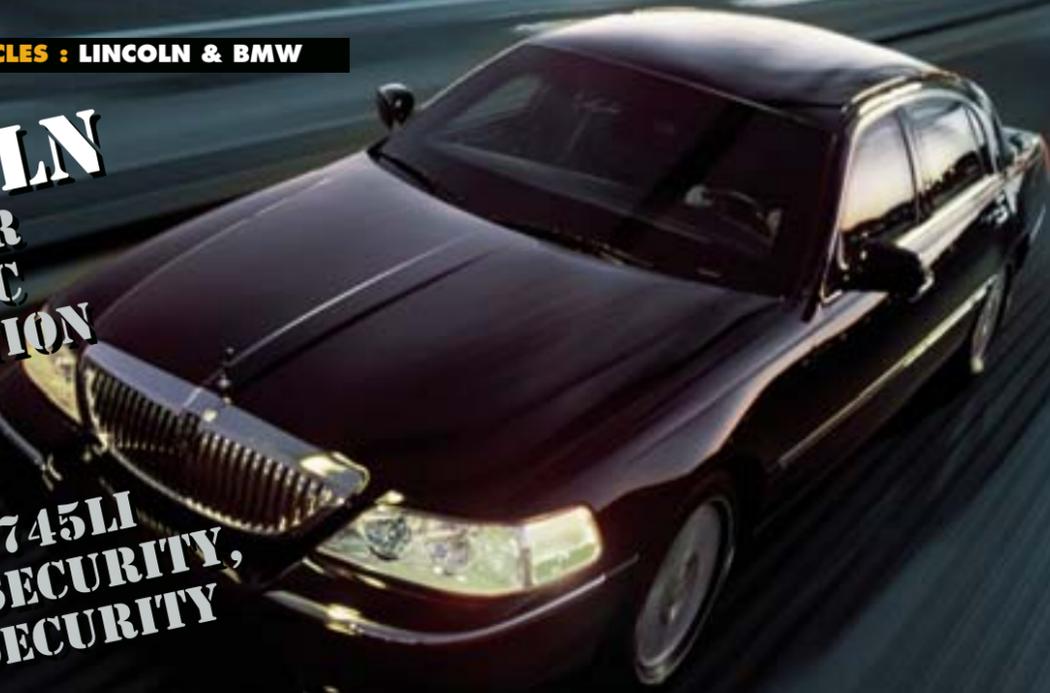


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LINCOLN
TOWN CAR
BALLISTIC
PROTECTION
SERIES
BMW
760Li, 745Li
HIGH SECURITY,
330i SECURITY



If you'd like homeland security to extend right down to your own road time, and don't expect the feds to take care of it for you, you'll be glad to know there are new options available. Lincoln on the domestic front and BMW on the import side are bringing you security that extends well beyond mundane seatbelts and airbags.

Lincoln Town Car BPS

Lincoln enters the rapidly growing armored vehicle market with the Lincoln Town Car Ballistic Protection Series. Scheduled for production by midyear, the BPS is intended to provide a high level of armored protection at a competitive price.

Lincoln claims new industry benchmarks in protection, affordability, driving dynamics, and noise, vibration and harshness. The BPS has been engineered and tested to provide protection from powerful handgun and high-power rifle rounds; original equipment manufacturers (OEM) in the US commercial armored vehicle industry have in the past generally offered just handgun-level protection.

"About 300 OEM tests will be performed on Town Car BPS, including crash tests, which will make it one of the most thoroughly tested armored vehicles in the world," said Lauren Schafer, director, Lincoln Special Engineering Operations. "Additionally, we've conducted extensive

■ The unmistakable style and luxury of Lincoln come with an extremely high level of personal protection in the Lincoln Town Car Ballistic Protection Series, available by mid-year.

ballistic testing at independent labs to validate the ballistic performance of our materials."

The global market for armored vehicles has grown rapidly in recent years. Although the US currently accounts for a relatively small percentage of the global market, demand is growing. Prospective customers include corporate executives, political dignitaries, government agencies, private citizens and leasing agencies. But nearly all protection vehicles in the marketplace today have been up-fitted on an aftermarket basis often bringing compromises in quality, vehicle dynamics and customer satisfaction.

Protection and evasion

There is an increasing need to neutralize bigger, faster, heavier rounds, which arrive with more power and impact with more energy. Within this class of ballistic threat are two main categories: bigger bullets that travel fast—and smaller, piercing bullets that travel even faster. The Lincoln BPS is equipped to stop them both, in addition to the many handgun levels more commonly addressed.

Advanced materials enable Lincoln to not only achieve a higher level of ballistic protection, but also to limit vehicle weight. The result is a durable and well-balanced

chassis that can also move. "When under attack, passengers must escape the field of fire as quickly as possible. This is where Lincoln Town Car BPS excels with V-8 power and specially tuned, heavy-duty springs and shocks," said Schafer.

The Lincoln Town Car BPS claims North America's highest standard level of OEM ballistic protection, including:

Advanced ceramics: advanced, defense-inspired ceramic composite technology for many vertical surfaces employs an acutely hard strike face to break up bullets and disperse their energy.

Ballistic steel: lightweight bullet-resistant plates help fortify the advanced ceramic technology.

Ballistic transparencies: attackers tend to shoot at what they can see. The BPS is equipped with thick ballistic transparencies—nearly twice the standard thickness specified by most.

Interwoven aramid fiber: a thick ballistic blanket helps provide limited blast protection from underneath.

Run-flat inserts: these polymer wheel inserts allow 30-mph speeds for up to 30 miles even when tire pressure is completely compromised.

Modified fuel tank: optional to reduce leakage after a ballistic event.

■ The BMW 760Li and soon also the 745Li High Security editions offer protection at a level known as B6/B7, while the 330i Security offers a more civilian-oriented B4 level. Both packages, as well as the Lincoln, keep their abilities quiet.

BMW 760Li, 745Li and 330i

The new-generation BMW 7 Series made another world debut at the Geneva Auto Show, in the guise of the BMW 760Li High Security. Based on their top-of-the-line 760Li 12-cylinder, this fourth generation of BMW security vehicles complying with bullet-proof standard B6/B7 meets the most demanding requirements. And from September 2003 the 8-cylinder BMW 745Li will also be available as a High Security model. BMW also presented the 330i Security, complying with the B4 bullet-proof standard.

The BMW 760Li High Security meets the requirements of the German Federal Crime Office for security vehicles used by the German Government (B6/B7). It is engineered to withstand even attacks with explosives or bullets of armor-breaking 7.62x54R API calibre often used by terrorist organizations. To meet this supreme standard, the 760Li High Security had elaborate tests conducted by a German bullet and firing inspection authority. BMW states that these tests revealed no need for any improvements or modifications.

Benefits of factory fitting

Integrated steel armoring of the passenger cell forms the actual "shell" of BMW's High Security and Security cars. In the

760Li High Security, this shell is made up for the first time of two layers of special steel, a hard outer and a particularly tough inner layer. As with the Lincoln, BMW claims a distinct contrast to production cars retrofitted with security features, stating that special features on BMW's Security cars are integrated in the car right from the beginning, ensuring optimum protection of areas and cavities such as the A- and B-pillars, often hardly reached in retrofit jobs, and aiming for optimum security on potential weak points such as body joints and seams, door seams, cable openings or the transition from metal to glass elements.

Despite an increase in weight by up to one ton, BMW Security cars are intended to drive just as dynamically as a standard BMW. The 12-cylinder power unit and the final drive in the 760Li High Security are modified to give the High Security 7 Series virtually the same powerful and fast acceleration as the basic model. An admitted trade-off is a reduction of top speed to 130 mph. BMW tests all Security cars on the Nürburgring race track.

Protection with discretion

Great effort has been taken to ensure that both the Lincoln and BMW vehicles outwardly appear like their standard

counterparts. On the Lincoln, this includes ride height, special window cavities to accommodate thick ballistic transparencies, and exterior badges and trim that are no different from the base car. "The first line of defense for anyone at risk is discretion," said John Jraiche, operations manager, Lincoln Special Engineering Operations. BMW similarly claims their High Security and Security cars hardly differ at first sight from their everyday cousins. BMW also states that their customers receive absolute discretion when buying such vehicles. BMW also

provides its own pool of approximately 40 High Security and 100 Security cars made available to the customer at short notice and at nearly any location if their own vehicle requires service.

To keep Security cars from going to the wrong people—either new or pre-owned—BMW offers purchasers a buy-back option covering Security vehicles up to 7 years old. Following a thorough technical inspection at BMW's Dingolfing Plant, where all BMW High Security cars are built in the first place, these vehicles then go into BMW's car pool or are sold as pre-owned Security cars to select customers.

Do you feel safer already?

The highest high security vehicles are primarily used to protect leaders of the state and other representatives of government as well as high-ranking industrialists, mainly in industrialized countries in the West, in the Middle East, and in the countries of the former Soviet Union and eastern bloc. But B4 security vehicles also offer protection against relatively more routine attempts at theft, robbery or carjacking. Vehicles of this type are often purchased for private use, for example in Latin and South America—and now in the US. ■





Phoenix International Raceway's Race Shop in the Arizona Center includes their downtown ticket office, where you can choose and purchase tickets in person with live staff help. The PIR Race Shop is located on the

second floor of the Arizona Center, at 455 N. 3rd Street in downtown Phoenix. Enthusiast merchandise includes collectibles, racewear, souvenirs and other motorsports merchandise, as well as tickets during the following times. The Race Shop is open Monday-Thursday 10am-9pm, Friday and Saturday 10am-10pm, and Sunday 11am-5pm. The ticket office is open Monday-Friday from 9am-5:30pm.

Call or stop by now about tickets for the inaugural NASCAR Doubleheader weekend, October 4-5, featuring the NASCAR

Winston West and Featherlite Southwest Series cars; and NASCAR Weekend, October 30-November 3, including the NASCAR Featherlite Southwest Series, Craftsman Truck Series, Busch Series and the Winston Cup Series.

After 5:30 or on weekends, you can purchase tickets by phone or online:

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1-800-pitshop (748-7467)
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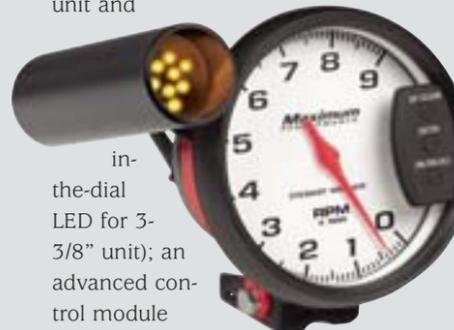
Information is derived from a variety of sources and may not be final or accurate; check all info. Listings do not necessarily represent any specific affiliation with nor endorsement by Arizona Driver magazine.

New performance products: Memory tachs with shift-lights, ultra-shift light™, air/fuel ratio gauges, programmable speedometers, ultra-alert light™ & gauge pods

Maxima Technologies, the group enterprise that produces Stewart Warner, Datcon and AST brand instruments, has introduced an all-new line of Stewart Warner Performance brand competition tachometers, gauges and accessories collectively identified as the Maximum Performance Series™.

Memory Tach with Shift-Light

New Memory Tachs with Shift-Lights come in two sizes—5" and 3-3/8"—and three popular styles: silver, white or black, in vertical or horizontal graphic formats (white with vertical format shown here). Units feature advanced SMT, microprocessor-driven electronics for better reliability and easy programming; LED shift-lights (shift-tube for 5" unit and



in-the-dial LED for 3-3/8" unit); an advanced control module recessed below the bezel for added protection; advanced, optimized lighting derived from engineered light pipes (backlighting for dial and perimeter lighting for pointers); rugged, engineered-resin cases; a unique "face-forward"™ design that maximizes dial viewing area and angles; and robust, styled, 3-dimensional, racing-red pointers. Of particular note, 5" units can be easily installed in either standard 3-3/8" dash openings or on dash boards using rugged, good-looking mounting straps.

Ultra-Shift Light™

New Ultra-Shift Light™ offers a fully self-contained, stand-alone, programmable shift-alert solution for today's racers. Units feature



advanced electronics that support a wide range of applications for 1-12 cylinder engines/1-6 pulses per revolution, with no plug-in modules or pills required. Additional features include peak RPM recall; a built-in tach that can be turned on or off; easy push-button programming (located on the back of the shift-tube); and long-life, super-bright, fast-responding, cool-running LEDs that are arranged to project specific light patterns that optimize driver interfaces and awareness. The Ultra-Shift Light™ is packaged in a rugged yet lightweight aluminum tube that provides a smooth, automotive finish with no visible fasteners and a sealed front to protect the unit against moisture- and dust-intrusion.



Programmable Speedometers

Stewart Warner Performance 3-3/8" Programmable Speedometers are available in three popular styles—silver, white or black—in 120, 160 and 200 MPH ranges (black 160 shown here). Units can be easily programmed using a standard remote-mount, push-button control module and

a "measured-mile" set-up. Two trip odometers are provided (totallizing/trip). Odometer information is displayed on a six-digit LCD display. Other features include a rugged engineered resin case; robust, balanced, easy-to-see racing-red pointers with a unique 3-dimensional shape; more viewable dial space and better viewing angles that provide an optimal user interface; and various mounting options (bracket or strap).

Air/Fuel Ratio Gauges

New Stewart Warner Performance Air/Fuel Ratio gauges are available in three styles—silver, white or black. Of particular note, units feature an advanced lighting scheme that includes backlighting for dial graphics and a high-resolution, 20-LED bar-graph with green LEDs for RICH, amber LEDs for STOICH and red LEDs for LEAN. As a result, the Air/Fuel Ratio Gauge provides the ideal nighttime racing solution. Units work with most factory and aftermarket oxygen sensors. Standard equipment includes red and green boots, as well as mounting hardware.



Gauge Pods

The initial offering of Stewart Warner Performance Gauge Pods covers the 30 most popular trucks and cars. Several pod configurations are available: Single and Dual, Full-Pillar and Cluster Bezels. Made from UV-resistant ABS, pods can be easily painted to match vehicle interiors. Each pod has been specially designed to ensure a good fit and easy installation, and to contain Stewart Warner Performance Instruments. ■



Talbo Lago

Love is in the air and in the details



by Dan J. Gardner
Photos by the author



SPECIFICATIONS AS TESTED

Price\$118,000
 EngineFord 5.0 liter HO, 230 hp
 Trans5-sp manual or AOD auto
 Curb weight:2960 lbs
 Wheelbase100 inches
 Overall length170 inches
 Overall height53 inches
 Overall width70 inches
 Weight distribution.....50/50 front/rear
 Ground clearance5 inches
Specifications based on 2000 model.

MANUFACTURER:

TLC Carrossiers, Inc.
 3601 Prospect Ave.
 West Palm Beach, FL 33404
 561-844-5411 • www.tlccar.com

equipped with: there are no clear indicators as to what gear you're actually in. As such, we found ourselves fumbling around on more than one occasion. The suspension feels very American indeed, and although responsive, is still biased for comfort. Steering has plenty of boost, so parking lot maneuvers are easy.

Since the manufacture of our test car, significant changes have included a switch to the Lincoln LS powertrain, putting out at least 250 horsepower. Suspending the upgraded engine are new coil-overs, which replace the prior fiberglass leaf springs at all four corners. When you order one of the fewer than ten cars built per year, you won't be buying from one of the big manufacturers with all their quality control. On the other hand, you'll know that you're getting a rare jewel of an automobile that's much more than just a piece of art to be put on display.

All in all, a man of detail and refinement like Jay Gatsby would be proud to own this Talbo. Then again, the boy-racer in any of us would get a thrill out of the low slung view out over the hood and the giddyup thrust of the motor. ■

DAN J. GARDNER can be found in Hermosa Beach, Calif. carving coastal roads with aplomb with F. Scott Fitzgerald stowed safely in the glovebox. He enjoyed a stint at *Car and Driver*, assisting with track testing, copy editing, and reader relations, and now contributes his words and photography to *Sport Compact Car*, *Auto and Parts News*, *Sports Car International*, *Bimmer*, *Benzo*, *Velocity* and *Arizona Driver*. In addition, Dan does public relations consulting at the OEM and aftermarket level.

“The batmobile” ... “a car that would suit Jay Gatsby,” ... or simply “beautiful.”
 If this were a TV quiz show, the category would be, “Things we overheard while driving the Talbo.”

Let there be no mistake: this is a car that graces the road with such presence that behind every staring eye is only one thing...love. This is a car that inspires more than mere lust, and anyone who gets behind the wheel will tell you that it's not some short-lived fling, either. There's

true substance here, and for a short while, our eyes and the Talbo's glistening grill were locked in a love affair.

What we laid our eyes and hands on was a stunning replica of the late '30s Talbot Lago, the aerodynamic French coupe that dropped jaws decades ago. The company that builds this fabulous recreation is TLC Carrossiers of West Palm Beach, Florida. Under the meticulous eye of owner George Balaschak, each car is painstakingly hand-built. So what makes this more than just another kitcar or “replicar”?

The answer, in short, is that a kitcar requires the owner to be the engineer, where this vehicle has all the engineering already invested into it. It's a car that's

meant to be driven every day. It's a car with fit and finish and gap tolerances similar to a Rolls-Royce. It's a car with a one-year warranty. In fact, the only reason the car might be confused by some with a kitcar is its fiberglass body (although, even under the harshest scrutiny, one would be hard-pressed to discern it from aluminum).

When you first take in the exterior, you'll notice the knockout curves and copious use of hand-formed and -polished stainless steel trim. The split front window and fishbowl-like side windows showcase the interior, where you'll find Connolly leather hides and hand-carved Honduras mahogany trim. We get a better look inside through the activation

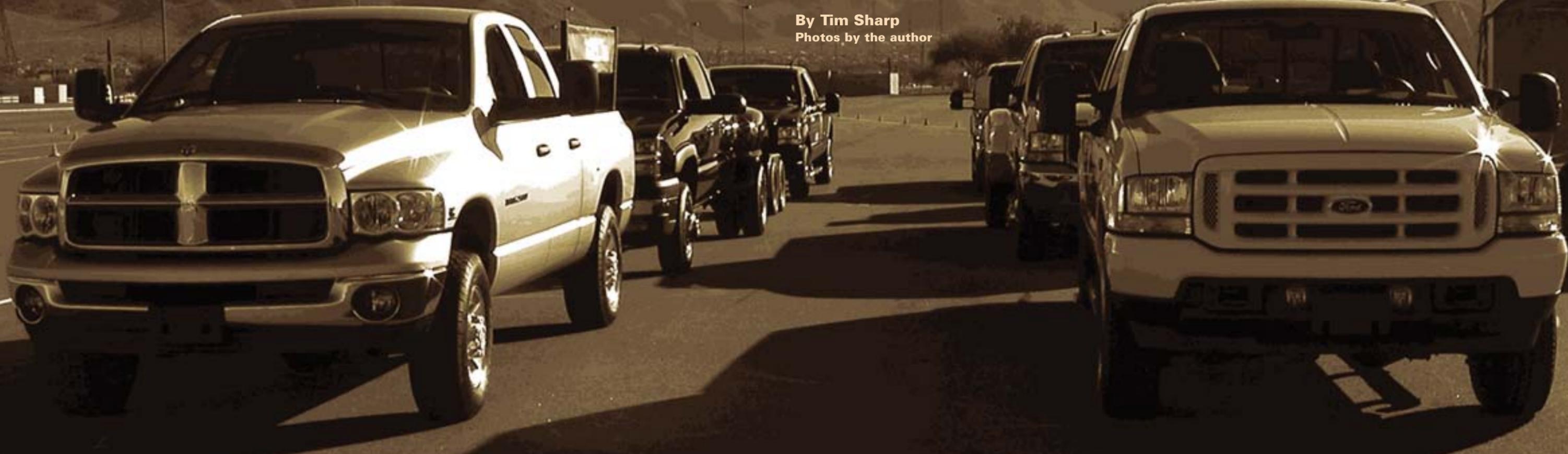
of a unique door handle mechanism: a push on the circular part of the metal handle, and the elongated section pops effortlessly from its flush-with-the-body home, then a slight downward crank unlatches reverse-hinging doors.

More wood, leather, and beautiful brushed aluminum beckon you to climb in. From behind the leather-wrapped four-spoke steel wheel, you take in the jewel-like chrome-bezeled gauges. All have white faces and black needles. The speedo and tach are fitted with needles employing pointy arrows at one end and half moons at the other. Symmetry abounds, and most major functions are controlled through six push/pull and twist/turn metal knobs set in three-by-three formation on the dash.



BIG IRON SHOOTOUT IN SCOTTSDALE

By Tim Sharp
Photos by the author



THE SHOWDOWN WAS IMMINENT IN THE SLEEPY WESTWORLD VILLAGE IN SCOTTSDALE, ARIZONA. THE WIND WHIPPED TUMBLEWEEDS ACROSS THE ROAD. HORSES PRANCED RESTLESS IN THEIR STALLS. THE BIG GUNS WERE BEING LOCKED, LOADED AND READIED FOR A CLASSIC SHOOTOUT.

Only one question remained as the combatants prepared for battle. Which big gun would become the weapon of choice for Arizona's contemporary cowboys? A Colt? A Remington? A Smith & Wesson? Actually, none of the above. Today's cowboy requires a larger weapon which packs much more power. The ideal

implement for such a desert duel? Appropriately, that big iron is known simply as "The Dually."

Ford, Dodge and Chevrolet are the purveyors of big irons for the modern cowboy. Their duallies pack more punch than a double barrel shotgun; however they combust diesel rather than gun powder. The dually is also a might larger than your traditional side-arm. In point of fact, you do not tote these big irons on your hip, you sit inside them.

What are these strange contraptions? Well, they are tire smoking, turbocharged pickup trucks with a massive set of dual wheels mounted to their rear axles. In Arizona, they are as common as a Mercedes in Malibu, and every cowpoke worth his salt owns one.

As the weapons of choice have changed, so has the form of the modern shootout. Cowboys no longer stare each

other down on a dusty back alley. They eyeball each other as they sit side by side on a long strip of asphalt. The tarmac is separated by a set of drag race staging lights. When the bottom lights turns green, the cowboy pulls the trigger with his throttle foot and the dually tires start smoking. While no blood is shed, the end result is the same. Somebody wins and somebody loses. That's what shootouts are all about.

Today we witness a modern day shootout between Ford, Chevrolet and Dodge dually diesel pickups. With our Stetsons pulled down to shade the afternoon sun, let's light up the engines and let the battle begin!

What do you know about diesel dually pickups? Noisy, stinky, lethargic leviathans that move slower than maple syrup down a Vermont tree truck in the dead of

winter, right? Wrong! Today's dually diesels are virtually odorless, they accelerate like a jackrabbit, and they are as quiet inside as some European luxury sedans. In addition, they offer climate control, advanced audio systems and sumptuous leather interiors.

How could this have transpired without your knowledge? Easy. Diesel pickup technology has been evolving by leaps and bounds over the past decade. If you have not driven a new dually diesel pickup, you should drive one. They are powerful, smooth, quiet, and they ride most comfortably.

However, do not sprint out your front door to test-drive a new diesel dually at your local truck dealer just yet. First, perhaps you should read this article and learn more about the major players in the diesel dually pickup truck market. Specifically, the diesel dually pickup players are: the Ford F-250/F-350 Powerstroke, the

Chevrolet 2500/3500 Duramax and the Dodge 2500/3500 Cummins turbo diesels.

FORD F-250 AND F-350 POWERSTROKE DIESEL PICKUPS

For 2003, Ford introduces a brand new generation of Powerstroke turbo diesel engine and a new five-speed automatic transmission, the Torqshift, to go with the new powerplants. The new Powerstroke/Torqshift package is a potent combination which has the competition concerned.

International builds the new six-liter V-8 Powerstroke diesel engine for Ford. While slightly smaller in displacement than the former Powerstroke engine it replaces, the new diesel provides more power and more torque than its predecessor. In fact, the new Ford Powerstroke diesel provides best-in-class horsepower of 325 ponies and best-in-class torque of 560 lb.-ft.

This new 32-valve V-8 Ford diesel has some technological advancements which

make it a standout. The Powerstroke has a new Electronic Variable Response Turbocharger (EVRT) which acts like a small turbo for quick acceleration off the line, then it "adjusts" to become a large turbocharger once it gets going.

Like its two competitors, Ford has also adopted a "pilot injection system" for its diesel engines. This system makes the engines run smoother and quieter. Previous diesel engines injected the entire fuel load into the cylinders in one big shot. With pilot injection, 4%-5% of the fuel is first injected into the combustion chamber before the major shot of fuel is induced. With pilot injection, the primary combustion becomes less dramatic, less harsh. In short, pilot injection makes the new diesel engines quieter and more vibration free.

It would be easy to credit the new

KEEP RIGHT >>



>> BIG IRON - cont'd

■ The trucks took on 6000-pound trailers for one-on-one drag racing. 10,000 pound trailers were hooked up also, for dyno simulation of onramp acceleration, passing exposure and grade towing.

Powerstroke diesel engine with Ford's enhanced acceleration and towing power; however much of the credit also goes to Ford's new Torqshift 5-speed automatic transmission, which is much improved for 2003. With one more gear than last year's transmission, the Torqshift utilizes the new Powerstroke diesel's power and torque to best advantage. Moreover, the Torqshift transmission's new "Tow/Haul" feature helps improve acceleration and provides exceptional engine-braking for hauling large trailers down hill.

Despite its best-in-class horsepower and torque numbers, the Ford will still have to deliver when it comes to our diesel dually shootout. How will it do against the Chevrolet and Dodge dually pickup trucks? Read on and find out!

CHEVROLET 2500/3500 SILVERADO DURAMAX DIESEL PICKUPS

For the last couple of years, the Chevrolet 2500 and 3500 Silverado Duramax diesel dually pickups have had a slight advantage over Ford and Dodge.

First, the Isuzu-built Duramax diesel had a technological edge over the previous generation Ford and Dodge diesel engines. With pilot injection and four valves per cylinder, the Duramax diesel was smoother, quieter and had slightly more horsepower than Ford or Dodge. In addition, Chevy was first into the market with a 5-speed automatic transmission. However, Ford and Dodge have moved quickly to close the technology gap, and Chevrolet is now in a dog fight for dually diesel market share.

As unlikely as it seems, with 300 horsepower and 520 ft. lbs. of torque, Chevrolet is low man on the totem pole when compared to the new Ford Powerstroke (325 hp and 560 lb.ft. of torque) and the Dodge High Output Cummins turbo diesel engines (305 hp and 555 lb. ft. of torque).

The good news for Chevy is that the Dodge H.O. Cummins turbo diesel engine is only available in the Dodge 2500/3500 Ram trucks with a 6-speed ZF manual transmission. Currently, Dodge only offers a 4-speed automatic and said transmission just cannot handle the power or torque of the new Cummins H.O. diesel power plant.

Since Chevrolet sells the vast majority of their diesel dually pickups with automatics, they must only be concerned about Ford for the moment. Of course, the new Ford Powerstroke F-250 and F-350 diesel pickups pose a major problem for Chevrolet. Ford has held about 60% of the diesel pickup market share for the past five years, and now Ford has the new 5-speed Torqshift automatic to compete with Chevrolet's 5-speed Allison automatic.

While Ford and Dodge have been upping the ante in the diesel torque and power war, this year Chevrolet has seemingly been concentrating on driver comfort, driving enhancements and styling on the new Silverado 2500 and 3500 dually pickups.

While not available in a dually version, Chevrolet also recently introduced their Quadrateer four-wheel-steering diesel

pickup truck. For those cowboys who have just a two horse trailer, this could be a terrific truck. However, it is not as well suited to fifth wheel trailer towing as a dually.

This year, Chevrolet is also offering a dual-zone HVAC system, steering wheel audio controls, improved passenger-sensing air bags and bolder new front end styling. Of course, none of the above will help the Chevrolet perform better in our shootout. However, Chevrolet has always had strong performing dually pickup trucks so maybe they will do just fine. Shortly, we will find out.

DODGE QUAD CAB 3500 DUALLY

Since the introduction of the Ram 1500 Quadcab half-ton pickup over one year ago, a number of customers have been waiting for the debut of the heavy duty Ram 2500 and 3500 Cummins turbocharged diesel to arrive. The aggressive "big rig styling" of the Ram pickup has been especially popular in California, Arizona, Texas and the Southwest. Dodge was overdue for a restyle and the new design seems to be a hit with many consumers.

The new Ram 2500 and 3500 Cummins Diesel dually pickups also have a much improved engine. Like Ford and Chevrolet, the Cummins diesel is turbocharged, has four valves per cylinder and uses pilot injection for smoother, quieter running. However, unlike the Ford and



■ Ford, GM and Dodge have been trying to leapfrog each other at an intense pace lately, pushing horsepower and torque to phenomenal new limits, while developing more efficient engines to perform relatively economically, and evolving—or correcting—transmission designs to handle all the torque.

Chevrolet the 5.9 liter Cummins diesel is a straight six rather than a V-8.

The Cummins High Output turbo diesel engine is second only to the Ford in torque (555 lb.ft. for the Cummins vs. 560 lb.-ft. for the Powerstroke) and it puts out more horsepower than the Chevrolet Duramax (300 hp for the Chevy vs. 305 hp for the Cummins High Output diesel). Unfortunately, the Cummins H.O. diesel engine is currently only available with a 6-speed manual transmission; hp Dodge does offer a detuned 250 hp Cummins diesel version with a 4-speed automatic.

Since about 80% of the diesel dually pickups in America are sold with automatic transmissions (hey, cowboys use cell phones too!), Dodge is currently at a disadvantage versus Ford and Chevrolet.

How will the Dodge do in our performance shootout? Perhaps not so well, as we will be comparing the Ford, Chevy and Dodge with automatics. However, shed no tears for Dodge. Their new 345 horsepower Hemi V-8 engine is the most potent and popular gasoline powerplant on the market. Dodge is spiriting more than their share of the full-sized pickup buyers away from Ford and Chevy with their gasoline Hemi V-8 pickups.

One puzzling question remains, however, "Why does the gas-powered Hemi V-8 pickup have a new 5-speed automatic transmission while their diesel dually has only a 4-speed?" Only the Dodge product development guys know the answer to this one.

SCOTTSDALE DIESEL DUALLY SHOOTOUT

Since Ford considered themselves to be the new "top gun" in town with their new Powerstroke turbo diesel engine, it is natural that they would be the ones to invite a few of the media to compare their new products to the Chevy and Dodge turbo diesel pickups.

For starters, the automotive writers were encouraged to participate in one-on-one drag races where 6,000 pound trailers were attached to the back of the



dually diesel pickups. In virtually all cases, the Dodge lost because its detuned diesel and 4-speed automatic combo was no match for the new 5-speed automatic Ford and Chevy diesel pickups. In a few instances, the Chevy won the eighth-of-a-mile drag race. (This was usually due to a slower reaction time by some of the media drivers). However, in the majority of the races, the Ford Powerstroke was victorious.

Next, Ford brought the media to a portable "chassis dynamometer" for more head-to-head performance tests. Having already established that the detuned

diesel Dodge dually (4-speed automatic version) would not be a factor, the Ford Powerstroke went up against the Chevy Duramax diesel for top gun honors.

Each dually pickup got its chance to get strapped onto the chassis dyno rollers for a bank of four tests. The tests were:

1. 0-60 MPH Unloaded: This would establish a truck's ability to get up to speed on an onramp, for example, when the truck was not towing a trailer.

2. 0-60 Loaded: Integrating a computer with the dynamometer, this would

KEEP RIGHT >>



>> BIG IRON - cont'd

show how quickly the diesel trucks could get up that same onramp towing a simulated 10,000 pound trailer.

3. 50-75 MPH Passing Exposure

Test: Again towing a simulated 10,000 pound trailer, this test showed how much distance it took to pass a slower vehicle traveling at a speed of 50 MPH; hence the 50 to 75 MPH passing test.

4. 3%-10% Grade Towing Test: Once again towing a simulated 10,000 pound trailer and starting at 25 MPH at the bottom of the undulating grade, what speed would each truck reach at the crest of the half mile long hill? The significance of this test: getting back up to towing speed when your momentum has been slowed.

Both the Chevy and the Ford ran 3.73 rear differential gears. Both the Chevy and Ford ran their 5-speed automatics in the "tow/haul modes" for optimal towing performance. In addition, the tests were graphed in "real time" on the dynamometer video screen so that media participants could listen for the shift points and watch the RPMs of each diesel truck as the shifts occurred.

Of course, no two chassis dynamometer test runs are ever identical. Altitude, temperature and other factors will vary from day to day and city to city. However, since both the Chevy and the Ford were run in Scottsdale on this given day and at virtually the same time, give or take five minutes, this was a fair heads-up comparison.

	Chevy Duramax	Ford Powerstroke
1. 0-60 Unloaded	10.31 sec.....	9.98 sec.
2. 0-60 Loaded (with trailer)	22.11 sec.....	20.15 sec.
3. 50-75 Passing Exposure (with trailer)331 mile.....	.271 mile
4. 3%-10% Grade Test (with trailer): Speed at hill crest, start at 25 MP	56 MPH.....	63 MPH

We will keep you in suspense no longer. Here (see box, above) are the results from the chassis dynamometer tests run shortly after noon on December 6, 2003.

SHOOTOUT CONCLUSION

For this year, Ford gets top gun honors in our Scottsdale diesel dually shootout. However, the big winner of the Big Three's competition in the diesel dually arena is you, the consumer. Whether you are partial to a Ford, a Chevrolet or a Dodge diesel dually pickup, they all are more powerful, cleaner, quieter and more comfortable than previous diesel duallies. In fact, as a single class of vehicles, diesel dually pickups have made more progress in the last decade than any vehicles on the market.

Besides having better performance and more comfort, diesel dually pickups are more solid, environmentally cleaner and more durable than previous models. Through the expanded use of hydroformed box frames, today's dually pickups will also last longer and develop fewer squeaks and rattles. With four full-sized doors and plush leather interiors, you will wonder if you are riding in a

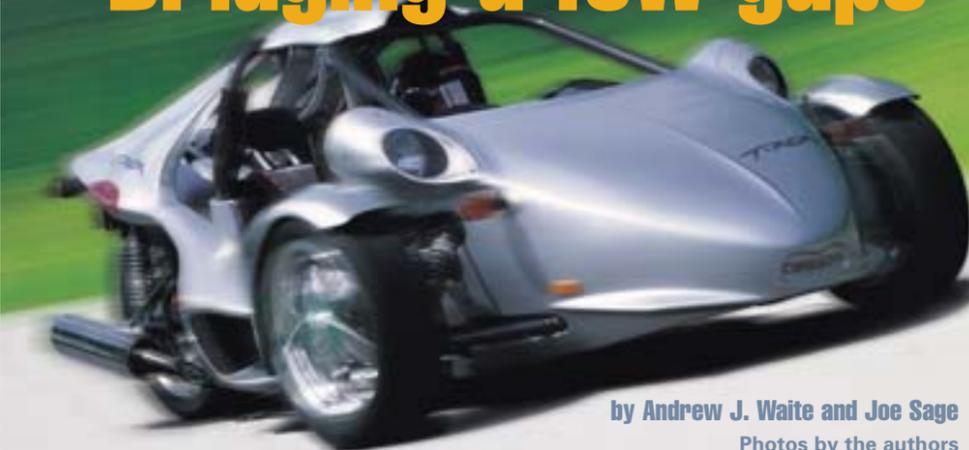
dually pickup or an upscale SUV. State-of-the-art CD audio systems, home link garage door openers, automatic swing-down entry steps and side impact air bags are other optional features you may now order on your dually.

Ford, Chevrolet and Dodge dually pickup trucks have changed considerably over the last decade. They are substantially different from the dually diesel pickups of a decade ago. No, "They don't build them like they used to." They build them a whole lot better! ■

With a Bachelor of Science from USC and a minor in Business Communication, **TIM SHARP** became a professional road racer of 25 years. He has ten SCCA and IMSA racing championships, set 30 lap records, and is a former Bondurant and Skip Barber race driving instructor. He has been a works driver for VW, McKnight, Autodynamics, Porsche, Ralt, Toyota/TRD and TOM's/Toyota. He and his son Spencer currently race a Factory Five NASA Spec Roadster, which posted seven class wins in seven races in 2002.

Sharp's latest project? Restoring a 1956 Chris-Craft speed boat which he and his wife Kristin recently purchased while at the Monterey Historic races. Is it powered by the original 6-cylinder Grey Marine engine? No way... the Sharps have a Chevy 350 ready to drop into the little mahogany woody once the hull restoration is complete!

Bridging a few gaps



by Andrew J. Waite and Joe Sage
Photos by the authors



Campagna Moto Sports was down from Québec for Arizona Bike Week recently. They called to see if we'd like a look at their three-wheeled vehicle, the T-Rex. Sure, we'd seen it in *Biker Boyz*, but this was up close and hands-on.

The specs show a power-to-weight ratio that beats anything on four wheels. As for beating two, the T-Rex offers side-by-side camaraderie and three-wheeled stability.

The experience is a spectacular ride that crosses between a Formula Ford and a race bike, without the liabilities of a two-wheeler. Their first T-Rex is based on Kawasaki sport bike components, but Campagna has responded to a huge market segment with a second V-Twin version.

The platforms are similar: a single rear-wheel-drive tandem two-seater with the front end of a Formula Ford race car. The rides differ along with the choice of motor and transmission. The Kawasaki-based vehicle has a full roll cage and side-by-side bucket seats. The V-Twin T/R has more of a bad boy biker look, with twin roll hoops and the meaty look and sound of a custom twin.

Let's talk about ride... YEEEhaaa! The first version is based on the much-revered 4-cylinder Kawasaki 1200 engine in a 900-lb. chassis and delivers performance close to any FF or junior series open wheel race car. The ride is smooth till you "pour on the coals," then this thing gets up and moves. The center of gravity is race-car low and delivers positive Gs (racetrack!) out to 1.9. The front end and driver

controls are a hybrid bike-race car setup.

Both versions run a Carrera adjustable front suspension and steering rack hooked to an adjustable pedal and a Kawasaki-donated binnacle and dials, simplifying electrics and connections. The sequential box utilizes a typical center console-mounted 6-speed shifter with reverse. Safety features include deep bucket seats, complete roll bar and three-point harness. This means the driver and passenger ride inside the tub with only the top half of the torso above the tub.

The T/R is a response to the fact that V-Twin aficionados—although understanding and appreciating the engineering, performance and excitement of the Kawa' powered original, may have trouble putting something in the garage that doesn't sound like a V-Twin. This move has just more than doubled their market share.

So here is a really astute crossover that disguises safety in a bad boy look, delivers a Maranello-Milwaukee hybrid road experience and draws an instant crowd.

Prices for the T-Rex and T-Rex T/R begin at \$43,000 and offer options such as paniers, tonneau and convertible covers for inclement weather. Inclement weather? Well, after all, these guys are from Québec, but they are currently planning the relocation of their North American headquarters to either Arizona or Las Vegas, based on the essential nature of our climate and roads to the riders of Arizona and the Southwest. ■

THE INSIDE TRACK: BRIEFS & RUMORS

■ **Nissan** showed a roadster version of the new 350Z sports car at the New York International Auto Show in April. The



convertible features a one-latch power-operated cloth top with glass rear window. It goes on sale this summer as a 2004 model. The price has not been announced. The coupe starts at \$27,000.

■ **Jeep** plans to build a pickup called the Scrambler, on a stretched version of the current Wrangler chassis, with a 4-foot pickup bed behind a two-passenger compartment. It will be available in two lengths and with a choice of four- and six-cylinder engines. The Scrambler will go on sale in July 2004.

■ **Cadillac** has hinted that the next generation DeVille may be converted to rear-wheel drive when the new version debuts as a 2007 model. Previously Cadillac said the DeVille would be the only Cadillac to maintain front-wheel drive.

■ Photos of the full-size 2005 **Chrysler** 300 (below) show a taller, boxier sedan without the flowing cab-forward design



that distinguished the previous generation. Some think the front end resembles the famous Bentley. The new full-size Chrysler models are rear drive and incorporate some of the same architecture and parts of the previous generation Mercedes-Benz E Class sedan.

■ The **Acura** 3.5 RL became the first luxury sedan to offer XM Satellite Radio and the Acura Navigation System with Voice Recognition as standard equipment. XM Satellite Radio lets RL drivers choose from over 100 coast-to-coast digital channels, many of which are commercial-free. The Acura flagship also has the OnStar® communication system and a six-disc dash-mounted CD changer standard.

■ **Ford** Motor Co. will soon start a new letter-based badging scheme. As models are replaced, sport-utility names will start with an "E" as in Explorer, Expedition, Escape and Excursion. Minivans and cars will start with "F" as in Focus and the upcoming Freestyle and Five Hundred. Mustang, Thunderbird and F-series trucks will keep their names.

■ Coming to **Mercedes-Benz** during the 2005 model year is the ultimate luxury performance sports car, the SL600. Starting with all the creature comforts and state-of-the-art high-tech gadgets, the SL600 then gets an infusion of power from the 6.0-liter twin turbo V-12 engine producing 500 hp. It promises a massive rush of adrenaline for about \$135,000.

■ **General Motors** plans to offer three affordable rear-wheel drive sport cars starting in 2006. The Buick version will be based on the Bengal concept first shown in 2001. The Pontiac will be based on the Solstice concept from last year, and the Saturn

will be based on the Sky concept, also from 2002. The three cars will use components from GM's new Delta front-wheel platform, currently used on the Saturn Ion and upcoming Chevrolet Cavalier and Pontiac Sunfire.

■ **Bridgestone** is giving away a new Ferrari Modena and two other high-end vehicles in a nationwide Drive a Dream Sweepstakes. Of course, all the vehicles are equipped with appropriate Bridgestone tires. For details and to enter go to any Bridgestone Tire dealer.

■ **Saab** has three variants planned from the new 9-3 sedan including a new 9-3



convertible later in 2003. Other products include a mid-size wagon and a crossover (probably in 2005) based on the upcoming Cadillac SRX.

■ The next generation **Lexus** RX 300 is larger, stronger and more powerful. Now called the Lexus RX 330 name reflects the new larger 3.3-liters engine size. New optional features including swiveling headlights, power liftgate, four-wheel air suspension, adaptive cruise control, rain sensing wipers and rear-facing backup camera. It's due out later this year as a 2004 model.

■ **Alpine Electronics** of America has introduced a new in-dash 16 GB hard drive system capable of storing more than 3,000 MP3, WMA or .WAV digital music files (songs) for playback in the car. The new HAD-5460 system features Alpine's new Quick Search functionality, allowing users to easily find the track they are

looking for, and Mobile Multimedia Driver desktop software for acquiring, organizing and managing music collections. The system will be available this summer.

■ **Chevrolet** is adding a high performance SS version of the TrailBlazer SUV. The engine will be a 6.0-liter, 345-horsepower V-8 powering the rear wheels. Other Chevrolet truck SS models will include a standard cab Silverado SS to join the extended cab model. There will also be a Tahoe SS.

■ **Infiniti** is on a major roll, pumping out one exciting car after the other. The roll continued on the auto show circuit with the introduction of the Infiniti Triant concept (shown), which is essentially a



muscular 2+2 version of the new FX45 crossover complete with gullwing style doors. The Triant mimics the sportiness, all-wheel drive and luxury appointments of the FX45 with more of a coupe styling.

■ The redesigned **Mercedes-Benz** CLK convertible went on sale in Europe this spring. The new design is typically evolutionary, but some new high-tech features are unique. The redesigned cloth top can be raised or lowered by pushing one button inside the car, or by remote control. It also features a standard rain sensor that will automatically close the top if it rains. There are also sensor-controlled roll bars behind the rear seat that deploy automatically in an accident.

■ **MINI Cooper** owners can increase the power of their turbocharged "S" model cars with a factory-warrantied upgrade that boosts horsepower from 163 hp to 200 hp. The kit debuted at the Geneva show in March and will be available this spring in the US through designated MINI installers as

a retrofit to existing models or as an option on new cars. No prices were announced.

■ The new mid-engine **Lamborghini** Gallardo debuted at the Geneva Auto Show. The slightly smaller Lamborghini (right), designed to compete with the Ferrari Modena, has all-wheel drive, a 5.0-liter V-10 engine rated at 500 horsepower and a six-speed manual transmission with either a traditional shifter or steering wheel shift paddles. The two-seat Gallardo goes on sale in May with an estimated MSRP of \$160,000.



■ **Nissan** is about to get a tough-looking, full-size sport utility vehicle called the Armada. It debuted at the New York Auto Show in April and will arrive at dealerships this fall. The Armada is based on Nissan's upcoming full-size Titan pickup. Both the V-8 powered Titan and Armada

will be built at Nissan's \$1.4 billion plant in Canton, Mississippi.

■ **Mercedes-Benz**, not waiting to have the 500 horsepower supercharged V-8 in the brand new SL55 AMG (shown) eclipsed by some other manufacturer, is now putting the finishing touches on a 6.5-liter turbocharged V-12 engine for the new CL65 AMG coupe. Engine specs have not been announced, but the same



engine is rated at 600 hp with 723 lb.ft. of torque in the Maybach ultra luxury sedan.

■ **Mercedes-Benz** will leapfrog the competition this fall when they plan to

introduce a new seven-speed automatic transmission, lighter and more compact than the current five-speed automatic. It's expected to debut this fall in the S500 sedan attached to a 5.0-liter 3-6-hp V-8.

■ For max performance on a budget, the 2003 **Caterham** Seven Superlight R is a best buy. Sold in the US as a kit car, the Superlight R rides just three inches off the ground and weighs only 1080 pounds. It has no doors or windshield. The kit sells for \$29,950 without an engine. With a modified 204-hp 2.0-liter Ford Zetec engine, Caterham claims it will accelerate from 0 to 60 in 3.8 seconds and that it is equally impressive in corners.

■ **Mercury** will drop the Marauder from their product line after the 2004 model year. The full-size sedan hasn't sold well, nor has it met the performance levels many expected. This will kill plans to offer a supercharged version of the SVT Mustang Cobra V-8 engine and a ZF six-speed automatic in the Marauder. Plans do call for silver to be added as a second color choice in addition to the original black before its demise.

■ The **BMW** design team is working on a restyled version of the brand new 7 Series, which just came to market last year. Negative reaction to the new 7 Series has the design chief and his crew developing new front and rear bodywork with an improved trunk lid line, along with the elimination of the 'eyebrow' headlights. Look for the new style to debut as early as the Tokyo auto show or the Detroit show next January. ■

Briefs & Rumors is a summary of auto news from industry sources, trade journals and consumer magazines compiled for *Arizona Driver* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

Arizona

ATTRACTIONS & EVENTS

Chiricahua State Park

HCR 2, Box 6500 • Willcox AZ 85643
520-824-3560

Grand Canyon National Park

PO Box 129 • Grand Canyon AZ 86023
923-638-7888 Visitor Info Recorded Message

Lake Havasu State Park

699 London Bridge Dr. • Lake Havasu AZ 86403
928-855-2784

Organ Pipe Cactus National Monument

10 Organ Pipe Drive • Ajo AZ 85321-9626
520-387-6849 Visitor Information

Petrified Forest National Park

PO Box 2217
Petrified Forest National Park AZ 86028
928-524-66228 Visitor Information

Saguaro National Park

3693 South Old Spanish Trail
520-733-5153 Visitor Info Rincon Mtn District

Sport Compact Drag Racing

Every Thursday at Firebird Raceway
www.dragracing.com/phx

Wupatki National Monument

Flagstaff Area National Monuments
6400 N. Hwy 89 • Flagstaff AZ 86004
928-679-2365 Visitor Information
928-526-1157 Visitor Information, HQ

Nevada

ATTRACTIONS & EVENTS

Las Vegas Tourism Bureau

6120 W. Tropicana Ave. • Las Vegas NV
www.lasvegastourism.com

MOTOR MUSEUMS

Imperial Palace Auto Collections

Fifth floor parking facility of Imperial Palace.
702-794-3174
www.imperialpalace.com/auto.html

National Automobile Museum

The Harrah Collection
10 Lake Street South • Reno NV 89501
775-333-9300 • www.automuseum.org

California

ATTRACTIONS & EVENTS

Palm Desert Visitor Information Center

72-990 Highway 111 • Palm Desert CA 92260
800-873-2428 • www.palm-desert.org

MOTOR MUSEUMS

Petersen Automotive Museum

6060 Wilshire Blvd. (at Fairfax) • LA CA 90036
323-930-CARS • www.petersen.org

Colorado

ATTRACTIONS & EVENTS

Colorado Activity Centers, Inc.

737 N. Tenthmile Drive - Suite 35
PO Box 129 • Frisco CO 80443
800-777-8642 • 970-668-5259
www.coloradoinfo.com

MOTOR MUSEUMS

Shelby American Collection

5020 Chaparral Court
PO Box 19228 • Boulder CO 80308-2228
www.shelbyamericancollection.org
303-516-9565

New Mexico

ATTRACTIONS & EVENTS

New Mexico Department of Tourism

800-733-6396 x 0643 • www.newmexico.org

Santa Fe Chamber of Commerce

PO Box 1928 • Santa Fe NM 87504
8380 Cerrillos Rd. Suite 302 • Santa Fe NM 87507
505-983-7317 • www.santafechamber.com

RESORTS / LODGING

Inn on La Loma Plaza

315 Ranchitos Road • Box 4159 • Taos NM 87571
800-530-3040 • www.VacationTaos.com

Inn on the Alameda

303 East Alameda • Santa Fe NM 87501
505-984-21221 • www.innonthealameda.com

Information is derived from a variety of sources and may not be final or accurate; check all info. Listings do not necessarily represent any specific affiliation with nor endorsement by Arizona Driver magazine.

Utah

ATTRACTIONS & EVENTS

San Juan County Tourism

117 S. Main Street • Monticello UT 84535
800-574-4386 • www.southeastutah.org

Southern Utah Scenic Tours

PO Box 1113 • Cedar City UT 84720
888-404-8687 • www.utahscenictours.com

RESORTS / LODGING

Desert Rose Inn & Cabins

701 W. Highway 191 • Bluff UT 84512
888-475-7673 • www.DesertRoseInn.com

Mexico

RESORTS / LODGING

Puerto Peñasco Mexico Online

Beachfront home rentals in Rocky Point.
623-935-0507 • www.puerto-penasco.com

ATTRACTIONS & EVENTS

Baja California State Tourism Office

Blvd. Diaz Ordaz s/n
Edificio Plaza Patria Nivel 3
CP 22400 Tijuana BC
(66) 81-9492

Chihuahua State Tourism Office

Calle Libertad No. 1300
Edificio Agustin Melgar, 1er Piso
CP 31000 Chihuahua, Chihuahua
(14) 29-3421

Sinaloa State Tourism Office

Av. Camarón Sabalo esq. Tiburon
Edificio Banrural 4 Piso
CP 82100 Mazatlán, Sinaloa
(69) 16-5160

Sonora State Tourism Office

Centro de Gobierno
Edificio Estatal Norte 3er Nivel
Comonfort y Paseo Río
CP 83280 Hermosillo, Sonora
(62) 17-0076

UPCOMING FEATURES

Mobility programs from Ford and GM



Ford and General Motors are well along with comprehensive new programs for the disabled, providing flexibility and independence while developing standards of universal design.

Kia Sorento in the heat of the Valley and the snow of the Grand Canyon

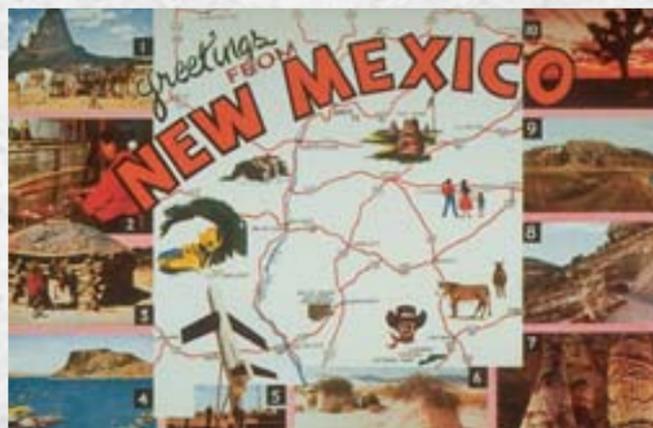


Our editorial staff spends a week with this top-value vehicle around town, while Larry Edsall takes it on a snowy high country adventure to the South Rim of the Grand Canyon.

Road test: the new Jaguar XJ8, Vanden Plas and supercharged XJR



Jaguar takes us for a hands-on tour of Arizona in a trio of the most technologically advanced Jags ever built: the brand new for 2004 aluminum XJ8, the XJ Vanden Plas, and the XJR.



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