

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 13 NUMBER 1
JANUARY-FEBRUARY 2014

EXHIBIT :
AUTOMOTIVE ARTIFACTS :
THE FINE ART PHOTOGRAPHY
OF BRENDA PRIDDY

VEHICLE EVENTS

ACTIVE LIFESTYLE VEHICLE AWARDS
FORD RAPTOR AT WILDHORSE MOTORSPORTS PARK

VEHICLE DRIVES

NEW 2015 SUBARU WRX | ROLLS-ROYCE WRAITH
NEW 2014 RAM PICKUP LINEUP | RAM PROMASTER VANS
VW TOUAREG TDI | KIA CADENZA | CAMARO 2SS CONVERTIBLE
FORD ESCAPE TITANIUM | TOYOTA VENZA | LEXUS IS 350 F SPORT

MOTORSPORTS

CHEVROLET RACING AND JAMIE MCMURRAY

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SILVER AUCTIONS NOVEMBER
INAUGURAL ARIZONA CONCOURS D'ELEGANCE INFO
JANUARY ARIZONA AUCTION WEEK PREVIEW
GOODGUYS SW NATIONALS | TORQUE MEET TOUR
FORD WOUNDED WARRIORS TOUR
TEENS: FORD DRIVING SKILLS FOR LIFE
SEMA SHOW LAS VEGAS



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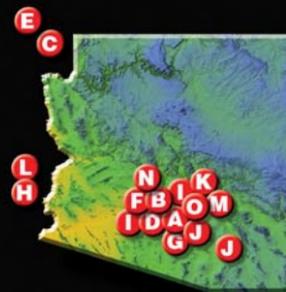
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COVER: This "Goddess" hood ornament on a 1934 Buick shines like the day it was new, in this fine art photograph by famed automotive "spy" photographer Brenda Priddy. For information on her exhibit at the Chandler Center for the Arts, from January 31 through March 8, see our feature on page 62.



© RM Auctions

Joe Sage [4]

Penny McDivitt / Berge Ford

The chromed Goddess on our cover—a hood ornament on a classic 1934 Buick—speaks to the elegance known in the automotive world some 80 years ago. The photo is from an upcoming exhibit at the Chandler Center for the Arts, where well-known (but usually well concealed) automotive spy photographer **Brenda Priddy** will show the world another side of her craft. An endless variety of these classics—as well as muscle cars, hot rods, customs, antiques, European sports cars and more—pass through our state during January, as the world famous series of events collectively known as Arizona auction week unfolds. Many of the same vehicles can be seen here at such events as those presented here by **Larry Edsall**, who covers Silver Auctions' November event—as Silver recognizes Arizona is a great place for auctions at other times, too—and of seemingly divergent car shows Good Guys Southwest Nationals and the Torque Meet Tour.

A different flavor of dazzle meets the eye in the innovative and unpredictable world of the SEMA Show in Las Vegas, which Edsall also covers.

We also bring you highlights and a few favorites from the recent Los Angeles Auto Show, where the thrills are all about revealing what's coming down the pike in next year's models and beyond. And we cover a variety of local road time in vehicles ranging from Kia to Rolls-Royce, plus trips to California for the launches of 2014 Ram pickups and new Ram ProMaster vans, as well as the curve-gobbling 2015 Subaru WRX.

Jennifer Johnson brings us news of three different consumer events with Ford behind them: Driving Skills for Life, for teens; Raptor Roundup, for hard core off-road pickup enthusiasts; and Wounded Warriors High Five Tour, for everyone who is grateful to our veterans.

Enjoy the ride.

Joe Sage,
Publisher/ Executive Editor

Photo: Brenda Priddy



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A Fork in the Road

Tales of Food, Pleasure & Discovery on the Road

Edited by James Oseland
Publisher: Lonely Planet
334 pages, paperback: \$15.99
ISBN: 978-1-74321-844-0

A Fork in the Road: Tales of Food, Pleasure & Discovery on the Road is Lonely Planet's collection of 34 original stories by some of the world's most acclaimed chefs, food writers and novelists—focusing on how travel and eating combine to shape and inspire our lives. Edited by James Oseland, editor-in-chief of *Saveur* magazine and a judge on *Top Chef Masters*, *A Fork in the Road* brings together foodie faves and literary luminaries including Carla Hall, Marcus Samuelsson, Michael Pollan, Curtis Stone, Gael Greene, Rita Mae Brown, Neil Perry, Francine Prose, Jane and Michael Stern, David Mas Masumoto, Fuchsia Dunlop, Frances Mayes and Madhur Jaffrey among many others.

James Oseland says of the essays in the book: "Each of them says something ineffable about how we process and remember tastes and sensations, and about how they alter our view of the world. The stories encompass a vast mosaic of experience, from bitter to sweet to everything in between, and an equally vast range of voices. Some are rough, some are intensely refined. But they all have one thing in common: they chronicle food and eating in a deeply personal way."

A Fork in the Road is just that. It's Marcus Samuelsson's epiphany after a meal of fugu that there was more to learn about "fine dining" than he thought. Or it's Carla Hall's first attempt at chicken pot pie transforming her approach to cooking. It's David Kamp's childhood memories of a New England boarding house's summer meals or Martin Yan watching his mother at the stove, as a child in Guangzhou, China. It's Alan Richman's search for koshary, the national dish of Egypt, during the Arab Spring, or André Aciman's redemptive last meal in Tuscany after a disastrous trip.

It's the life-changing moments that inspire you to seek your own culinary adventure.

Great Escapes

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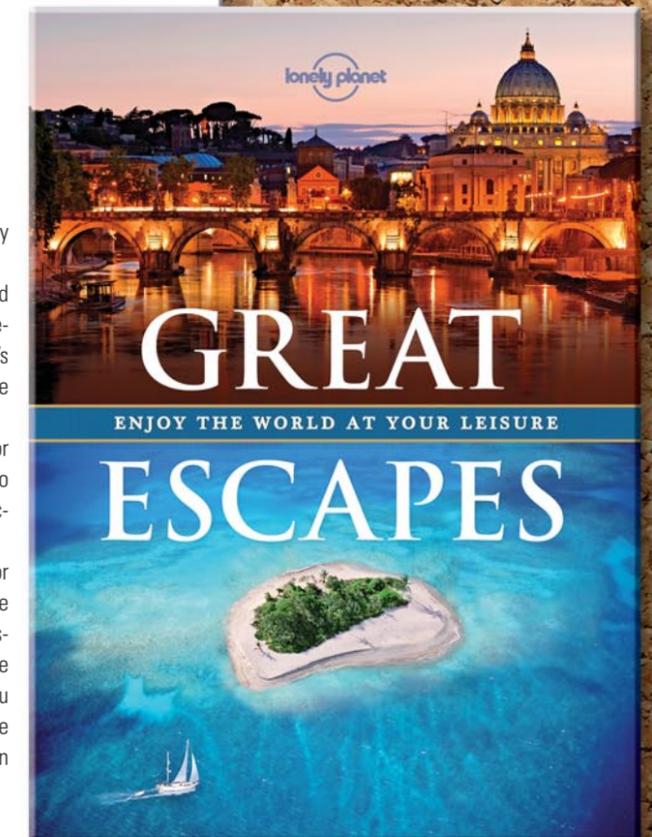
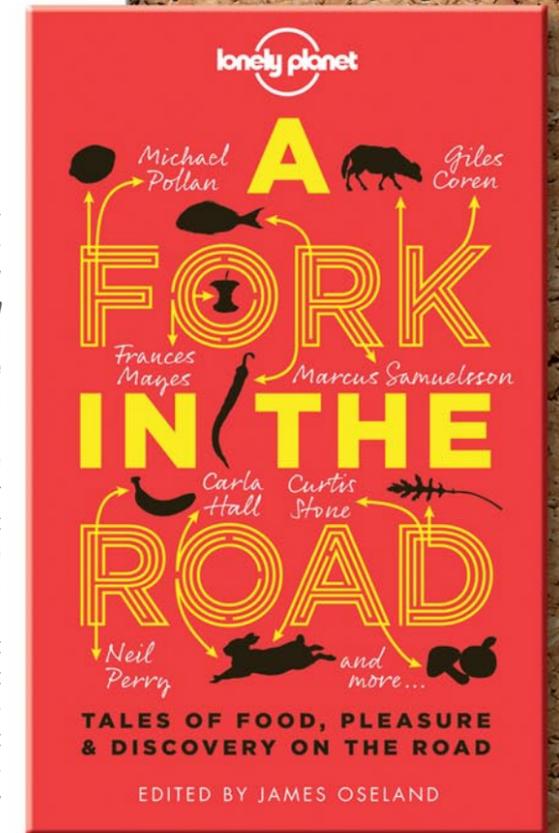
Publisher: Lonely Planet
320 pages, 9"x12", hardcover: \$39.99
ISBN: 978-1-74321-707-8

Are you dreaming of the perfect escape? Do you yearn for a beach paradise, luxury hideaway, or cultural thrill?

Lonely Planet's *Great Escapes* showcases 75 gorgeous getaways around the world from spa bliss in Bali to embracing Québec City in the winter. These irresistible experiences are organized by theme and include thrilling new ways to discover the world's greatest cities, relax on a beach vacation, venture into the great outdoors or explore food, music, art and romance.

The background stories, expert content and stunning photography set the scene for readers to immerse themselves in something out-of-the-ordinary. Each section also includes practical information for planning, essential experiences, detours and recommended reading lists to further inspire.

As reads the introduction: "These escapes can be discombobulating riots of color if you want it, or they can be the complete absence of the things that stimulate the mind. A break to make you think, or a break to make you stop. Whatever your pleasure, whatever form it takes, an escape is a chance to reassess your life, to recharge your batteries, to so completely divorce yourself from normality that by the time you return to the nine-to-five grind you've forgotten all your passwords. This is the chance to have an experience that will alter the way you look at the world, and perhaps even the way you look at yourself." ■



Raptors Take Flight

Ford hosts off-road enthusiasts at Wild Horse Pass Motorsports Park

By Jennifer Johnson
Photos by Randall Bohl

Ford Motor Company catered to a crowd of off-road enthusiasts at its "Raptor Round-up" ride and drive event, held in late October at the newly transformed Wild Horse Pass Motorsports Park—formerly known as Firebird Raceway—located on the Gila River Indian Community in Chandler.

Adrenaline junkies were given the ability to mix it up on an off-road course, with the guidance of a professional driver in the passenger seat of a Ford F-150 Raptor SVT, the ultimate factory-built high-performance off-road pickup truck.

Danyail Coyle brought her family of five from Gilbert to check out the Raptor course. Danyail and her husband Justin gave the course a spin

with their three kids, ranging in age from 10 to 4. "My mom totally did a better job than my dad driving the truck," said Hannah Coyle, 10. "She actually caught air on the jumps!"

Each test drive lasted about 15 minutes and was provided free of charge courtesy of Ford and its Arizona-based dealerships. The all-day event also included food trucks, vendors, music, a Ford Raptor simulator, and Roush performance display.

Ford Raptor owners were given a special hour on the track for owners only, which allowed them to drive their own vehicles on the dirt course. That hour proved popular, as Raptor sales had set records over the past year, up 14 percent in 2013.

Raptor is also one of the fastest-turning vehi-

cles in the automotive industry, with only a 15-day supply on dealer lots. Day supply is a common industry measurement of retail customer sales demand—the lower the figure, the less time a vehicle remains on a dealer lot before it's sold. A 60-day supply is considered average for the auto industry. With Raptor sales expected to remain strong in 2014, Ford is increasing production from three trucks per hour to five.

"What's helping drive Raptor sales is that Raptor delivers unmatched off-road performance to our customers," said Doug Scott, Ford truck group marketing manager. "Raptor is also proof of our commitment to offer a truck for every customer and continuously improving them to meet

our customers' evolving needs." The 2014 Ford F-150 SVT Raptor Special Edition is the latest variant. Following the 2013 Ford F-150 SVT Raptor, which added available segment-exclusive HID headlights and industry-first factory forged-aluminum conventional wheels that can be upgraded to beadlocks, the 2014 Raptor Special Edition adds interior and exterior upgrades to further differentiate it to luxury truck buyers looking for uncompromising off-road performance.

"Ford's Phoenix Region has always been a top seller of the Raptor. The trucks really do fly off the showroom floors," said Brian Wayne, sales operations manager for Ford's Phoenix Region. "We like to bring this event to Phoenix to show our appreciation to our customers and have some fun at the same time."

Since launching as a 2010 model, the Ford F-150 SVT Raptor has set the benchmark for low- and high-speed off-road performance through aggressive all-terrain tires, industry-exclusive internal triple-bypass FOX Racing Shox dampers, skid plates and standard hill descent control. ■



Danyail Coyle, ready to tackle the Raptor course (above). Mom totally rocked it, say the Coyle kids (at right; photos: Ford Motor Company).



VORE Racing (the Vegas Off-Road Experience) helped host the event—supervised from high above Wild Horse Pass Motorsports Park in the VORE helicopter—with plenty of family features and adventures. Participants enjoyed food and vendor booths galore, while Ford provided a popular Raptor off-road simulator.



Phoenix International Raceway celebrating 50th anniversary

Phoenix International Raceway's 50th Anniversary will see many of the greatest drivers to ever turn a lap on PIR's one-mile oval, along with other personalities from the track's history, return for race weekends and other events throughout the year. "The 2014 season will truly be a magical one for Phoenix International Raceway as we celebrate our golden anniversary," said PIR president Bryan R. Sperber. "(This) year is all about our fans, our community and our shared passion for racing, and we are looking forward to a year-long celebration that recognizes our history and those that helped to create it." An interactive, three-dimensional race weekend exhibit entitled Memory Lane will showcase the past 50 years of racing at PIR, with photos, artifacts and race memorabilia from drivers, as well as classic cars with ties to the track, some of which actually raced at PIR. Plans also include commemorative publications and broadcast content; a year-long fan engagement program focused on the most influential people in the history of Phoenix International Raceway as decided by a blue-ribbon panel of industry insiders, media and local officials; and world-class race weekend events and entertainment. Phoenix International Raceway staged its first professional race on March 22, 1964 when, in front of a crowd of 7,000 spectators, AJ Foyt led every lap on his way to victory in the Phoenix 100. The race track has evolved many times over the ensuing 50 years and has hosted races for virtually every major sanctioning body in American motor sports, including USAC, CART, Indy Car, Motocross and NASCAR. ▼



2015 Ford Mustang



FIRST MUSTANG AT BARRETT-JACKSON

▲ The first retail unit of the all-new 2015 Ford Mustang—revealed in December after intense anticipation—will be sold at no reserve during Barrett-Jackson's Scottsdale auction on Saturday, January 18. Proceeds will benefit JDRF, the country's leading global organization funding type 1 diabetes research. Since the Mustang has always symbolized freedom, it is fitting that Ford will auction this car to help people affected by diabetes to achieve more independence, too. The winning bidder can personalize his or her car with any available Mustang GT options. Known since its 1964 introduction as "the car designed to be designed by you," with a range of powertrains, body styles and other features, the 2015 Mustang follows this line of thought, with three engine options and new technology features. The auction winner can spec either a manual or automatic transmission, and any interior, exterior and stripe color combination offered on the new Ford Mustang GT. Keep an eye on Lot number 3010.

BARRETT-JACKSON EXPANDS TV REACH

FOX Sports has expanded its viewership reach for Barrett-Jackson's Arizona auction to include five channels within its family of networks, bringing the total to 36 hours of live, high-definition auction

coverage over six consecutive days, starting with FOX Sports 2 on Tuesday, January 14. The Barrett-Jackson and FOX partnership and expanded coverage are highlighted by the event's first-ever appearance on FOX, starting Saturday, January 18 at 3pm. Barrett-Jackson's 43rd annual Scottsdale auction (January 12-19) will be seen on FOX, the FOX Business Network, FOX Sports 1, FOX Sports 2 and the National Geographic Channel. This will be televised to the largest television audience in collector car auction history.

GM BAILOUT SPARED 1.2M JOBS

The US government bailout of General Motors spared 1.2 million jobs in 2009 and preserved \$39.4 billion in personal and social insurance tax collections in 2009 and 2010, according to a Center for Automotive Research study released in December. "Any complete cost-benefit assessment of the federal assistance to GM in its restructuring must consider the total net returns to the public investment," researchers Sean McAlinden and Debra Maranger Menk wrote in "The Effect on the US Economy of the Successful Restructuring of General Motors." The infusion of money into GM and Chrysler by the administrations of Presidents George W Bush and Barack Obama avoided loss to the US of \$105.3

billion in transfer payments and personal and social insurance tax collections. Additionally, 2.6 million jobs were saved in 2009 alone and \$284.4 billion in personal income was preserved over 2009-2010. "If the US government had refused to assist (GM and Chrysler)... in a financial crisis of unprecedented proportions, then the whole US economy was operating without a safety net, with the exception, of course, of the banking system," McAlinden and Maranger Menk conclude. The center independently funded the new study as a follow up to a November 2008 analysis.

AUDI R18 E-TRON QUATTRO US TEST

In early December, only a week after the World Championship winning Audi R18 e-tron quattro race car's last run in a race, its successor was ready to hit the track. Tests of the new LMP1 sports car, kept under wraps until then, began on the US race track at Sebring, Florida. Audi Sport in Ingolstadt and Neckarsulm has developed a fundamentally new Le Mans prototype that corresponds to the Technical Regulations for 2014 and is designed for maximum efficiency. The development started in 2012 and roll-out took place in early fall 2013. The next-generation Audi

KEEP RIGHT >>



R18 e-tron quattro was being tested on the track where all new Audi Le Mans prototypes have had to prove their worth: at Sebring. Audi had already won the manufacturers' and drivers' classifications in the FIA World Endurance Championship (WEC) for the second time in succession and the Le Mans 24 Hours for the twelfth time during 2013. The new LMP1 race car is the most efficient race car ever built by Audi Sport and contains technical innovations with relevance for future production models. The name remains unchanged but the car has been redeveloped from scratch. In the 2014 season, Audi is aiming to achieve the hat-trick in the FIA World Endurance Championship (WEC) and another success in the Le Mans 24 Hours. New technical regs dictated many changes in powertrain, body dimensions, safety and aerodynamics. Key details on the new Audi R18 include a further developed V6 TDI mid-engine powering the rear wheels, an e-tron quattro hybrid system at the front axle (ERS-K or Energy Recovery System Kinetic, a system to store kinetic energy), an optimized fly-wheel energy storage system, and a hybrid system with an electric turbo-charger in its internal combustion engine (ERS-H or Energy Recovery System Heat, a system that stores energy converted from heat).

2015 MERCEDES-BENZ C-CLASS

▲ The all-new Mercedes-Benz C-Class ups the ante once again for their entry in the premium mid-range class. Lightweight design elements have eliminated up to 220 pounds, while enhanced aerodynamics and new, frugal engines add to fuel economy boosts. Tech systems are updated and expanded, while a new optionally air-sprung suspension is aimed at enhanced comfort and handling, both. New C-Class styling will be quickly recognizable from the rear and is also evolutionarily developed in the front, notably in the lighting fixtures. C-Class is the brand's top seller: the preceding model, launched in 2007, has sold over 2.4 million copies. The US market receives two C-Class models: a C300 4MATIC with 2.0L in-line four-cylinder turbo (estimated at 235 hp and 275 lb-ft of torque); and a C400 4MATIC with 3.0L V6 turbo (329 hp and 354 lb-ft of torque). The 2015 C-Class will have a 3-inch-longer wheelbase, and will be 3.7 inches longer and 1.6 inches wider overall. This upsizing benefits the rear passengers and increases trunk capacity to 17 cubic feet.

USING YOUR INSURANCE CAN COST YOU

In Arizona, car insurance premiums rise by an average of 44 percent after a single claim, according to a new report from

insuranceQuotes.com. That represents the sixth-steepest hike rate in the US. Nationally, premiums go up by an average of 38 percent after one claim and 86 percent after two claims. In Arizona, a driver with two claims pays an average of 118 percent more for car insurance than a claim-free driver. The hike is steepest in Massachusetts, where just one claim leads to an average premium increase of 67 percent. California (62) and New Jersey (59) are not far behind. "The biggest lesson for consumers is not to file a claim unless absolutely necessary," said Laura Adams, a senior analyst at insuranceQuotes.com. "Making a claim for a few hundred dollars doesn't make sense if your premium is going to skyrocket as a result." The full study, as well as a helpful *Should I Make a Claim?* calculator, is available at insurancequotes.com.

PORSCHE ACHIEVES 12 ALMS WINS

The American Le Mans Series (ALMS), started in March, 1999 at Sebring, and ended in late 2013 at Road Atlanta. Porsche—with 12 ALMS Manufacturer and 14 Driver Championships, via its independent Porsche customer teams—has taken this opportunity to address what they hope to accomplish going for-



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ward. "We have certainly ramped up our operation both at the shop and at the track in the last decade and a half, to meet the growing needs of our successful customer teams. The fierce competition in the ALMS forced us all to get better," said Owen Hayes, Porsche Motorsport North America's director of racing operations. "Personally, the RS Spyders were near and dear to my heart, but we are looking forward to our factory effort behind the two new 911 RSRs in the United SportsCar Championship." Porsche Cars North America is celebrating 15 years of American Le Mans Series success in a one-minute-15-second video easy searched on YouTube, with glimpses of Porsche's ALMS 116 class wins—by far the most by a manufacturer in series history, including the Porsche RS Spyder prototypes and the Porsche 911 GT3 R/RS/RSR championships.

NEW BENTLEY CONTINENTAL GT3 TEAM

▲ Launched at Goodwood in July 2013, the new 1300 kg Bentley Continental GT3 race car features a 4.0 liter V8 twin turbo V8 developing an unrestricted 600 bhp. The new race car is based on the road-going Continental and has received an aerodynamic package of enhancements while retaining its recognizable form. Bentley's test race debut of the all-new

Continental GT3 racecar with Team M-Sport achieved fourth place finish in the Gulf 12 Hours of Abu Dhabi, in December. The team completed the first six-hour session in third, maintaining that position in the second half until the final two hours, when a close fight with the Ferrari 458 GT3 of Kessel Racing was ultimately won by the more established car. The closing minutes included damage to the underfloor, coasting to the finish line. Bentley's Director of Motorsport, Brian Gush, comments: "In running an all-new car for the first time, our main goal today was to finish the race and be consistent. We've achieved this, and then to finish fourth in a race with such established competition is extremely encouraging. We leave Abu Dhabi with confidence that we will have a reliable and competitive package for 2014, when the hard work really starts." With the car running well throughout the 12-hour event, the team is delighted with its endurance reliability. Equally impressive is the performance of the three new Bentley Boys who each drove four hour-long stints in the desert heat. The trio of British racers—Guy Smith, Steven Kane and Andy Meyrick—were delighted with the first-race performance of the car. The team will now analyze the huge amount of data collected over the course of the race, and contin-

ue to develop the car in preparation for a full season of racing in the 2014 Blancpain Endurance Series, beginning at Monza on April 12.

100,000 VW-AUDI TDI CLEAN DIESELS

Volkswagen Group of America sold over 100,000 TDI clean diesel Volkswagen and Audi vehicles in 2013—a first for one calendar year. Today's clean diesel engines produce more torque, up to 30 percent better fuel economy and 12 to 30 percent lower CO₂ emissions than comparable gasoline engines—great performance and fuel economy with no driver behavior change (except pulling up to a different pump). Over 75 percent of diesel cars and SUVs sold in the US are VWs and Audis. Since the first diesel Rabbit in 1977, Volkswagen has sold over one million diesel cars and SUVs in America. TDI models now account for 24 percent of VW sales. The VW and Audi brands together currently offer 12 different clean diesel models in the US, with Audi recently adding Q5, A6, A7 and A8 TDI models to join the Audi Q7 SUV and this coming summer introducing its most fuel-efficient model, the all-new A3 TDI sedan. VW offers TDI in seven models, six of which get 40 MPG or more highway—the Beetle, Beetle Convertible, Golf, Jetta, Jetta SportWagen, Passat and Touareg. ■

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Lower photo courtesy Barrett-Jackson



Barrett-Jackson

43rd Annual Collector Car Auction Event : Sunday-Sunday, January 12-19, 2014
WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

Hundreds of cars will cross the block here, for a full week, including a group of exceptional vehicles representing 85 years of automotive history, world-renowned as the Salon Collection. An advance purchase All-Week Pass is \$100 for an adult, \$75 for senior, military or student with ID (gate prices are \$175 and \$125 respectively). Daily tickets are available, with prices varying day to day, as well as full day to evening, from \$6 to \$40 per single day, advance purchase (or \$10 to \$60 at the gate), with special rates for seniors, military, students and kids. Last year, Barrett-Jackson sold more than 1,300 vehicles for nearly \$109 million dollars, with some \$5 million of that total going to charities. • Barrett-Jackson hosts annual auctions in Scottsdale, Palm Beach, Reno/Lake Tahoe, and Las Vegas. www.barrett-jackson.com

▼ SOMETHING TO KEEP AN EYE ON:

The first retail unit of the all-new 2015 Ford Mustang will be sold on Saturday, January 18, at no reserve, with proceeds to benefit JDRF (see *Auto News Update* section). • We also like this 1963 Chevrolet Corvette "Asteroid" in Asteroid Fure paint over Metallic White interior, with a 352 cu.in. V8 and 4-speed manual. Original owner Bob Nordskog was a well-known boat racer and entrepreneur who built this as a dual purpose show/race car. The car was delivered to Barris Kustoms in 1963 with 10 miles on the odometer for its radical body transformation, Nordskog's boat competition center built the motor, and Nordskog's brother-in-law Don Ferrara built the very trick custom interior. The car won the top award at several major car shows.



Lower photo courtesy Bonhams



Bonhams

3rd Annual Scottsdale Auction : Thursday, January 16, 2014 (viewing Tues-Weds, January 14-15)
Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

The third annual Bonhams Scottsdale Auction returns to the Westin Kierland Resort & Spa, and anticipation is running high. Last year's sale saw several world records made with some rare and remarkable cars on offer from international collections representing Bugatti, Ferrari, Lamborghini, Mercedes-Benz and more. Select consignments are currently invited; early consignments include the ex-William Fisk "Bill" Harrah (just three owners from new) 1910 Thomas Flyer Model 6-40 Touring; the only Figoni et Falaschi-bodied Bentley ever Built, 1947 Bentley MK VI Coupe; and a matching numbers, factory 6C and torque-tube, 1966 Ferrari 275 GTB/6C. • Bonhams—since 1793—hosts a wide variety of auctions of many types, worldwide, throughout the year. www.bonhams.com

▼ SOMETHING TO KEEP AN EYE ON:

This factory 6C, torque-tube, long nose 1966 Ferrari 275 GTB/6C has coachwork by Scaglietti (body no. B0355) and design by Pininfarina. Chassis no. 08327 and engine no. 08327, the car features a 305-hp 3285cc SOHC V12 engine with 6 Weber carbs, 5-speed manual transaxle, 4-wheel independent suspension and 4-wheel discs. This is a very genuine, low mileage, matching numbers example, expertly restored in the original color combination, Celeste Blue metallic with black leather interior, with Borrani wire wheels and equipped with instruments in kilometers for European delivery. Provenance has been researched by Marcel Massini and it is certified by Ferrari Classiche. The car comes complete with books and tools and is estimated at \$2.2 to \$2.6 million.

Gooding & Company

7th Annual Scottsdale Auction : Friday-Saturday, January 17-18, 2014 (viewing Weds-Sat, January 15-18)
Fashion Square - E Camelback Rd and N 68th St - Scottsdale

Gooding & Company appeals to the top end of the classic car collecting hobby by trying to offer "best-of-category" vehicles. General admission to the viewing and auction is \$40 per person. An auction catalog for \$100 admits two to the viewing and auction. Children under 12 attend for free. For bidders, \$200 includes a catalog, admission for two to the viewing and auction with reserved seats (as available). Last year, Gooding sold 101 vehicles for \$52.5 million, including a 1958 Ferrari 250 GT long-wheelbase California Spider for \$8.25 million, a record for classic car auctions in Arizona. A dozen cars sold for a million dollars or more, with seven at \$2-million-plus. • Gooding & Company is the official auction of Pebble Beach Concours and has an auction during Amelia Island. www.goodingco.com

▼ SOMETHING TO KEEP AN EYE ON:

The first and most successful McLaren F1 GTR Longtail racer, a 1997 model, has an estimated sale value of \$5 to \$7 million. Competition McLarens rarely appear for public sale. Finished in stunning white, blue and red FINA livery, this car had wins at Hockenheim and Helsinki, and several other podium finishes. Campaigned by the Works BMW Motorsport Team, it was raced by star drivers JJ Lehto and Steve Soper. With limited owners from new, this GTR Longtail will arrive at auction having been restored by McLaren and maintained by Lanzante Ltd. Other factory race and road cars at auction include a 1985 Ferrari 288 GTO (est \$1.25-\$1.6m), a 1973 Alpine A110 1800 (\$300,000-400,000) and a 1980 BMW M1 (\$400,000-500,000).



Lower photo: Patrick Ermen ©2013 courtesy of RM Auctions



RM Auctions

15th Annual Automobiles of Arizona : Friday, January 17, 2014 (preview Thurs-Fri, January 16-17)
Arizona Biltmore - N 24th St and E Camelback Rd - Phoenix

RM once again opens its calendar in Arizona for 2014, expanded to a two-day event for the second year in a row. Over 120 entries include a 1929 Bentley 4½-Litre Tourer, estimated at \$1,800,000-2,200,000; the famed "Siata-Ford", a 1953 Siata 208S Spyder (\$1,300,000-1,600,000); a 1935 Hispano-Suiza J12 Cabriolet deVille with Rippon Brothers coachwork (\$1,000,000-1,300,000); and a recently restored 1956 Turin International Automobile Salon Mercedes-Benz 300 SL Gullwing (\$1,100,000-1,400,000). A preview is open to the general public. The auction is limited to registered bidders and consignors only. Bidder registration is \$200 and includes the official auction catalog and admission for two to the preview and auction. • RM Auctions is the official auction of Amelia Island Concours and hosts auctions worldwide. www.rmauctions.com

▼ SOMETHING TO KEEP AN EYE ON:

Headlining this year's sale is a highly prized 1958 Ferrari 250 GT LWB California Spider by Scaglietti, #1055 GT, estimated at \$7,000,000 - \$9,000,000. The eleventh of only 50 built, this matching numbers, factory covered headlamp example was imported new through famed Luigi Chinetti Motors and sold at Fawcett Motors in Lubbock, Texas in 1959. In its only race, it placed first in class at the SCCA 1962 Osceola Grand Prix. Following a full restoration, it placed first in class at the 1994 Cavallino Classic III Concours d'Elegance and appeared at the Concorso Italiano, Ferrari Club of America International Concours and Pebble Beach Concours d'Elegance that same year. More recently, the car has received an engine rebuild by Roelofs Engineering in the Netherlands and a fresh service by Ferrari of Newport Beach.



Lower photo courtesy Russo and Steele



Russo and Steele

14th Annual Sports & Muscle in Scottsdale : Wednesday-Sunday, January 15-19, 2014
N Scottsdale Rd and E Mayo Blvd at AZ Loop 101 - Scottsdale

Locally-based Russo and Steele caters to enthusiasts seeking to buy and/or sell top tier European sports, American muscle, hot rods and customs. The event is presented in a signature "Auction in the Round" format. Over 700 classic cars will be sold over five days. Early consignments include a 1960 Mercedes-Benz 300 SL Roadster "Two-Top"; a 1959 Testarosa SPCNS Sport Speciale By Creative Workshop; a 1953 Chevrolet Corvette Roadster (original unrestored); and a 1968 Shelby GT500 "427 side-oiler" Fastback. General admission is \$20 for one day, \$55 for three or \$80 for five days, with tickets available online. Bidder registration is \$150, with guests \$50. • Russo and Steele hosts annual auctions in Scottsdale, Newport Beach, Monterey and Las Vegas. www.russoandsteele.com

▼ SOMETHING TO KEEP AN EYE ON:

This one-of-a-kind 2013 SRT Viper GTS will be auctioned on behalf of the Sons of Italy Foundation (SIF). This stunning Viper GTS was designed and built especially for charitable no reserve sale at this event, with proceeds from its sale benefitting the group's educational and charitable programs. The tri-coat Avorio Perla (pearl white) American supercar includes subtle nods to the Italian Tricolore on badging and inside. The car also has one-off, multi-spoke Black Vapor chrome wheels and Laguna sepia leather-upholstered interior. Its race-bred 8.4-liter V10 engine delivers 640 hp through a 6-speed overdrive manual gearbox. Entertainment, electronics and amenities are extensive, including Uconnect media, and the car has just five miles on its odometer.



Lower photo: Mathieu Heurtaut ©2013 courtesy of Gooding & Co.



Lower photo courtesy Silver Auctions



Silver Auctions

17th Annual Fort McDowell AZ Auction : Friday-Saturday, January 17-18, 2014
Fort McDowell Resort & Casino - (AZ 87 Beeline Highway, north of Fountain Hills)

Silver's auction started in 1992 and grows each year as an alternative where thousands of buyers and sellers can participate within a personally comfortable arena—real cars and real deals. The average price of a car sold at Gooding last winter, for example, was over \$520,000. The average at Silver's sale was \$13,628. In fact, the 10 most expensive purchases during the Silver sale (topped by a 1967 Chevrolet Corvette at \$62,640) totaled \$150,000 less, collectively, than Gooding's average for a single transaction. The 2013 Silver Auction drew the largest crowd in the event's long history. Friday noon to 10pm, Saturday 10am-11pm. Admission is \$18, and children under 12 attend for free. • Silver Auctions has two annual events each in Portland OR and Arizona. For more information visit www.silverauctions.com

▼ SOMETHING TO KEEP AN EYE ON:

Silver always has a very eclectic mix of generally quite accessible vehicles. You can head there with \$5000 or \$50,000 in your pocket and come out happy. The variety is shown by such early consignments as a 2008 Pontiac Solstice, 2008 Saturn Sky, 1955 Ford Crown Victoria, 1957 Studebaker Deluxe, 2004 BMW 330i, 1957 VW Beetle, 1994 Mazda Miata, 1942 Buick Sedan, 1988 Chevrolet C3500, an all original 1927 Ford Model T, a 1978 Pontiac Trans Am Bandit clone or a 1998 Jaguar XJ8. • We like this 1940 Mercury Coupe, a 3-speed manual with flathead V8 modified with Edelbrock high compression heads, contemporary 4-bbl carburetor, Mallory ignition and alternator, restored to stock condition but with fender skirts and big Firestone whitewalls. ■

Looking back at 50 years of forward thinking

Story and photos by Larry Edsall



Each year, those who produce and those who purchase automotive aftermarket products—as well as those who install them and those who produce the vehicles on which they are installed, plus those who write about such things—gather in Las Vegas for the annual Speciality Equipment Market Association (SEMA) Show.

The SEMA Show runs for four full days and not only fills the three huge exhibition halls of the Las Vegas Convention Center, and the parking lots on both sides of that complex, but this year show organizers also needed a huge ballroom and an outdoor patio of the LVH hotel next door to have room for the displays by some 2,500 vendors whose products are viewed by some 130,000 people from 130 countries.

The most recent SEMA Show, held late in 2013, marked the association's 50th anniversary. Once upon a time, the trade show was held in the parking lot of Dodger Stadium in Los Angeles, with hot rod parts producers showing their wares on card tables.

Nate Shelton remembers his first SEMA Show, in 1972. Shelton was employed by a company that made headers for hot-rod engines. He got up that Saturday morning, ate breakfast, and drove across Los Angeles to the stadium, visited each of the booths, and then made a second lap of the show just to be sure he didn't miss anything.

And then drove back home, arriving in time for lunch.

That certainly isn't the case anymore. Shelton, now with a long career in automotive aftermarket industries, is chairman of SEMA, whose members now comprise a \$31-billion-a-year industry making

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Pomona Raceway
1963 Corvette Stingray

sting-ray [sting-rey]
noun

having a whiplike tail bearing a serrated venomous spine capable of inflicting painful weals on man



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everything from air fresheners to wheels and tires, from paint that sparkles to engines that propel cars at crazy speeds, yet that also are amazingly fuel efficient.

At the recent SEMA Show somewhere around 1,500 new products were launched, each designed to solve some problem, to enhance vehicle performance or appearance, or to present some new possibility for personalization or customization, to make my car different from your car (or truck or crossover or SUV or hot rod or motorcycle or ATV or whatever you drive or ride).

While many people who buy cars see them basically as transportation appliances, others see them as canvases for self-expression and experimentation. The automakers win both ways, and many of the OEMs—the original-equipment (auto) manufacturers—send teams from their design, marketing and product planning departments to see what people are doing with their vehicles, and to see what might blossom from a whim of imagination into a full-fledged trend in the marketplace.

John Fitzpatrick, marketing manager for both the Chevrolet Camaro and Corvette, said one reason the OEMs present their own ideas for vehicle modifications at the SEMA Show is to get reactions from those who specialize in such things. SEMA, he said, gives the automakers an opportunity to experiment with new design elements well before tooling up for possible production.

Whether devised in an automaker's own design studio or by some wacky would-be automotive artist, "it's flattery to have people [take your vehicle and] create something that in their minds is different and unique.

"The market decides what is a Frankenstein and what is not," Fitzpatrick added. "We can play fashion police, but in terms of looking at the car as a canvas they can create off, they're looking at a piece of art and adding their touches to it.

"You can argue whether they're right or wrong—good, ugly or bad. But the fact is, people are going to do whatever they want with the car, and some of the things we think are hideous now, people in a few years will say, that was really forward thinking." ■



Chevrolet Racing featured at Phoenix press association motorsports session

By Tim Sharp



Chevrolet Racing brought along news fresh from SEMA, including the Corvette Atlantic concept (top), Spark EV and Brad Paisley Signature Silverado concept.

A high Octane opening

Darin Proszek of Octane Raceway opened the Phoenix Automotive Press Association (PAPA) meeting with an exciting video of their new 45,000 square foot facility at The Pavilions (on the Salt River Pima-Maricopa Indian Community, at Loop 101 and Indian Bend Road). Boasting the nation's longest indoor-outdoor kart track, Octane Raceway has Sodi RTX electric karts which go up to 45 miles per hour.

However, the kart track is not the only cool thing about Octane Raceway. They also have the Trackside Bar & Grille, billiards room, arcade, Segway slalom, PIR pit crew challenge, rock climbing wall and corporate meeting facilities capable of accommodating groups of up to 500 people.

Learn more at OctaneRaceway.com or call Darin Proszek at 602-302-RACE.

Chevrolet racing panel brings it

If timing is everything, how about having kart racer and 2013 NASCAR Talladega 500 winner Jamie McMurray as one of the

guests on PAPA's Chevrolet Racing Panel? Is it a coincidence that Jamie is not only a NASCAR driver but also a former WKA Kart Champion? We think not, because Jamie still races karts.

On the panel with McMurray were moderator Tim Sharp and the two biggest guns from Chevrolet Racing: Jim Campbell and Pat Suhy.

Campbell is vice president of GM performance vehicles and motorsports, which includes not only Chevy but other GM racing and performance vehicles, as well. Pat Suhy is Chevrolet's NASCAR engineering and program manager. Between the two, they oversee Chevrolet motorsports activities in North America.

Chevy shows its latest for the track, the silver screen and more

Having come directly from the SEMA Show in Las Vegas, Jim Campbell had breaking news on Chevrolet's latest concept vehicles. The new Spark EV, which generates 400 pound-feet of torque using

electric power, was a shocker to the PAPA members (pardon the pun).

Atlantic and Pacific versions of the new C7 Corvette Stingray showed two different renditions of the slick new Corvette.

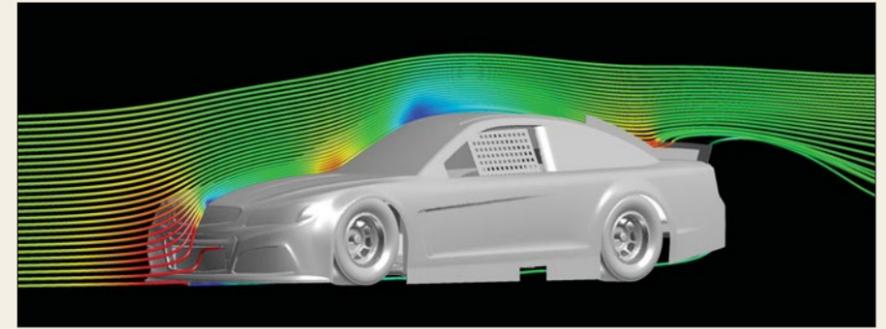
Special editions of Sonic, Camaro and Corvette, which will appear in *Transformers: Age of Extinction*, show Chevrolet's ongoing involvement in movies, while a *Gran Turismo 6* Corvette underscores their commitment to electronic games.

The Ricky Carmichael Sonic and Brad Paisley Signature Silverado pickup were two other concept vehicles which will appeal to different market niches.

Perhaps the most significant revelations by Campbell concerned Chevrolet's major expansion into the performance market. In the past, large custom wheels, performance intake and exhaust systems were aftermarket add-ons which could not be financed on your new vehicle. They may have even voided your warranty. However, many of these performance modifications may now be bought directly through your



Family man Jamie McMurray brings respectability, thrills and victories to Chevrolet Racing. The whole process benefits from computer design techniques (top right).



Chevrolet dealer. More important to collectors is the fact that these performance parts can be listed on the Moroney sticker when you order your car with them.

With just two NASCAR Cup races to go, the meeting was also a time to celebrate Chevrolet's winning the NASCAR Manufacturers' Sprint Cup Championship. This was the eleventh consecutive Manufacturers' Championship for Chevrolet.

Computers change race car design

Computer aided design and engineering (CAD and CAE) programs have become highly sophisticated over the past two decades. What started as a tool for the design and engineering of production cars has evolved into a method by which racing machines can be designed, engineered and tested.

Pat Suhy showed how the latest generation of Chevrolet NASCAR Cup Cars were designed using advanced wire frame and aerodynamic programs. Today, you can literally design, make scale model race

cars and test them in a virtual wind tunnel using computer programs.

Of course, real wind tunnels are still used to make the final aerodynamic tweaks on full-size race cars. However, it is quite remarkable how much of the body design and aerodynamic modeling can be "done in the box."

Saving weight not only makes cars faster, it also saves fuel, which can win races. As Pat Suhy explained, Chevrolet is working with computers and advanced composites to help win even more Manufacturers' Championships in the future. Lean means green on the track, but it also means more green in the bank accounts for winning Chevy teams.

Jamie McMurray shows how to live life in the fast lane at Talladega

If you have ever been in the fast lane on the Autobahn, you know what it is like to watch your mirrors constantly for faster cars. Now, multiply your speed—and your paranoia—threefold. That is what it is like

to be leading the Talladega 500 in the final laps. This is the position McMurray was in a few weeks earlier, just before he won the race.

At over 200 miles per hour, the closing speed of a pursuing race car can be hard to judge. Should you turn down to the apex now or wait a tenth of a second? Are you clear or will the driver hit your rear end? Fortunately, Jamie McMurray makes these decisions every day, and he made all the right ones to win the 2013 Talladega 500.

Balance is essential to drivers on the race track. Balance is also important in a race driver's personal life. For Jamie McMurray, his wife Christy, son Carter, daughter Hazel and his faith give him rock solid equilibrium, on and off the track.

Jamie McMurray is one of the most talented yet least controversial drivers on the NASCAR circuit. This combination makes him a formidable force on the track and a huge NASCAR fan favorite. We wish Jamie even more success in the future. ■

*run
through
the jungle
...and
down the
coast*

Napa Wine Country
to the Pacific Coast
via the redwoods...
the new Subaru WRX
shows its stuff.

By Joe Sage



Begotten from the Impreza and in turn begetting the STI, Subaru's well-respected WRX World Rally car and its iterations have waxed and waned over nearly a quarter century's presence in the US, begetting endless debate among theoretical purists and/or actual purchasers as to which generations are sporting enough, which will sell well, or what does or does not constitute an improvement in anything from steering and boost, to style and marketability.

The Subaru WRX—winner of six Rally America National Championships since 2006—generates fierce loyalty among its followers, who will defend to the death its superiority over the rival Mitsubishi Evolution or the Volkswagen GTI. But they may also be the first to voice an opinion if they don't think a new model is cutting every ounce of the mustard.

We have flown here to Northern California to drive the new 2015 Subaru WRX. We have not driven the new STI, because at this point there isn't one yet. However, we suspect that shortly after you read this (or shortly before, depending), there will be an STI revealed at the North American International Auto Show in Detroit.

This is about the WRX.

Subaru has been having some serious success in the US market. The new WRX debuts as the company hits five years of straight growth, with four years of record sales. In mid-December, with the year still short of final, Subaru's US sales volume was already up 25 percent or more for 2013 over 2012 (over 420,000 units and counting, vs 336,441 the year before). This kind of volume has boosted another key indicator, bumping their market share around twofold, from 1.4 to 2.5 percent, or 3 percent for the most recent month. This has Subaru outselling Volkswagen and BMW. Does that get your attention? It did ours. No wonder we are starting to see noticeably more Subarus in Arizona lately. Will we catch up with Colorado and Vermont? Time will tell. The company has risen from 17th or 18th place at the launch of the last new WRX, to 9th place at this launch.

Bear in mind, this feat has been accomplished with a limited product range—cars and carlike crossovers—no minivan, no pickup, no big SUV. What Subaru does have is the highest loyalty figures in the business. "We continue to fill up the bathtub, and no-one is leaving," notes Fuji Industries product manager Masuo Takatsu.

Not only is nobody leaving the brand, they

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cling to the specific Subaru they own. Nine out of ten are still on the road after 10 years, and an odometer reading over 300,000 miles is common.

Back to that image of the highly opinionated, purist WRX buyer. You may be visualizing the archetypical blue STI with a big scoop and big wing, tearing up the rally track. Actually, the typical first buyer is a well-educated 34-year-old male who likes to feel connected with his vehicle and the driving experience, and who specifically likes the car to be a sleeper—not that showy car with the wing and loud exhaust. Those are usually modifications added by the second or third buyer—giving new Subaru WRX buyers a ready-made market for their future used WRX.

Many dedicated WRX purists are devoted to the hatchback form. This next generation, at least to start, will be available in sedan form only, though “with much more differentiation from Impreza,” according to Subaru. (Interestingly, all the industry materials we’ve seen refer to the “2015 Subaru WRX,” while the consumer website refers to the “2015 Subaru Impreza WRX.”)

The WRX and STI together have represented just four percent of Subaru’s sales mix, and they see greater growth potential in the sedan format—fine news for those first-generation buyers, and it should give the subsequent big-wing-and-pipes buyers more raw material down the road.

Every piece of the WRX’s sheetmetal is different from an Impreza except for the roof, rear deck lid and some of the glass. The lights and fascias are dramatically different. Clearly, they are intent upon expanding the WRX market without cannibalizing Impreza sales.

Another way they are broadening the WRX’s appeal is through a choice of transmissions: a new Sport Lineartronic continuously variable transmission with manual mode, as well as a new 6-speed manual. These feed power from an also new 268-hp 2.0-liter direct-injection turbo boxer engine, to one of two flavors of all-wheel drive.

The manual model uses a continuous AWD version of Subaru’s Symmetrical All-Wheel Drive, a viscous coupling locking center differential that sends torque to a default 50/50 front/rear. Vehicle Dynamics Control (VDC) provides stability and traction control, transferring torque to the wheels that have the best traction, as needed.

The automatic uses a Variable Torque Distribution (VTD) system, with a planetary gear-type center differential and electronically controlled hydraulic transfer clutch, to distribute power between front and rear. Under most conditions, VTD splits the torque 45/55, giving the automatic a default edge in traditional rear-drive dynamics.

The VTD system uses input from steering wheel angle, yaw and lateral g-force sensors.

The 2015 Subaru WRX team has paid special attention to performance dynamics, with improved rear grip for the sake of sharper turning up front, plus a significant increase in body rigidity to draw more out of the suspension under challenging driving. Front suspension has been 100 percent reengineered, with stiffness in mind: spring rates are 39 percent higher. Rear springs are a whopping 62 percent higher. Lateral stiffness is increased by 35 percent and torsional rigidity by 40 percent. Much of this is achieved through use of high-strength lightweight steel, to deliver nimble fuel-sipping performance overall.

As Takatsu tells us, the resultant focused driving provides “a feeling of control and direction” reminiscent of the kinds of activities many a Subaru owner enjoys, such as surfing or skiing.

Subaru points to two “Gs”: powerful road-hugging G-forces (“the Gs you feel”), and Green credentials (“the Gs the planet doesn’t feel”). From materials to MPG, Subaru seeks improvements in “environmental performance.” Fuel mileage of up to 25 MPG highway is an increase over the prior model, with manual transmission.

We drove the manual from Napa, from the Wine Country, over some incredible two-lane roads climbing through the redwoods—that were really down to one lane in spots—then down to a quick lunch along the Pacific Coast. We found ourselves in 3rd gear for extensive stretches of both tighter and more sweeping esses. When a stretch would keep us between 3rd and 4th gears, our shift patterns were as smooth as silk. If we were jockeying between 3rd and 2nd gears, however, not so much so.

We drove back down Highway One—a legendary road with steep and winding stretches—in the automatic. This transmission seemed a little more ordinary, and we tried to figure out why. It has three modes, and Sport# (“Sport Sharp”) improved our experience. The manumatic also improved it. But two of us felt that the steering seemed to handle a little differently from the manual. We inquired with the engineers, who verified that the system is the same, so we speculate that perhaps the difference in split between 50/50 or 45/55 default could noticeably change the dynamics in some circumstances.

Again, the choice of transmission is intended to broaden the model’s appeal. If you are shopping for the WRX, we recommend you give both powertrains a very serious run for the money.

With the new WRX, Subaru continues to give the competition a run for the money—or, more accurately, continues to rule this sub-segment. ■



INAUGURAL ARIZONA CONCOURS D'ELEGANCE

ENTRIES INCLUDE HONORED MARQUES MASERATI AND PACKARD. RENOWNED ARTIST ED MELL DESIGNS TROPHIES

The inaugural Arizona Concours d'Elegance, a premium automotive event that starts up Arizona collector-car auction week, has chosen Packard and Maserati as its honored marques for the Sunday, January 12 event to be held at the historic Arizona Biltmore Resort and Hotel.

Maserati, the renowned Italian racing and performance brand, is marking its 100th anniversary during 2014, and the Arizona Concours will serve to kick off that celebration. Magnificent pre- and post-war examples of competition and road cars from Maserati's illustrious history will be on display at the Concours. Cars to be displayed include the **1956 Maserati 150S sports racer** shown at top left, as well as a 1937 Maserati 6CM grand prix car (facing page), both owned by Bill and Linda Pope of Paradise Valley.

Packard, one of the greatest luxury brands in American history—marketed with the famous quality slogan, "Ask the man who owns one"—will have a strong presence on the Concours field, including pristine classic models among the Classic Car Club of America judging classes. Packard cars appearing include the **1932 Packard 900 Light Eight Coupe Roadster** shown second at left, owned by Gordon and Janet Apker of Des Moines WA.

"We chose these two great automakers—Packard and Maserati—to serve as the first honored marques of the Arizona Concours d'Elegance," said Kevin Cornish, director of the Arizona Concours. "The inclusion of both a famous American luxury brand and a European sports and racing brand shows the breadth of the entries for the inaugural Arizona Concours."

The inaugural Arizona Concours d'Elegance has chosen 80 exceptional automobiles to compete for awards. The completed list of accepted entries, gleaned from more than 150 applicants, features rare and historic vehicles from many eras and locales. They will be displayed to the public in an intimate setting within the art deco elegance of the Arizona Biltmore during this premium automotive event that starts off the famous week of collector-car auctions in the Scottsdale/Phoenix area. Among the featured cars that will appear at the Arizona Concours are:

1907 Renault AI 35-45—(Third photo at left) This 1907 Renault AI 35-45 is one of five remaining cars ordered from Renault of France by William K. Vanderbilt for himself and his friends. Renault had just won the 1906 French Grand Prix and Vanderbilt was so impressed that he ordered these slightly smaller versions of the winning car. Vanderbilt was an early supporter of automobile racing and the namesake of the Vanderbilt cup, the first interna-

(Facing page, top to bottom) 1956 Maserati 150S sports racer. 1932 Packard 900 Light Eight Coupe Roadster. 1907 Renault AI 35-45. 1924 Hispano-Suiza H6.

(At right) 1937 Maserati 6CM grand prix race car. 1937 Cord 812 convertible (Tom Mix). 1958 Lister-Jaguar factory team car. Rare 1967 Toyota 2000GT.

tional racing event in the United States.

1924 Hispano-Suiza H6—(Bottom photo at left) This unique Hispano-Suiza was originally built as a formal limousine, and then re-bodied in 1934 by Swiss coachbuilder Hermann Graber with this sporty LeBaron convertible design. Hispano-Suiza built some of the most elegant automobiles of the time, competing with Roll-Royce and other top luxury brands.

1937 Maserati 6CM—(Top right) A grand prix race car, this is one of just 27 built by the Maserati factory for its "works" racing program to compete against the state-supported German teams that were dominating Grand Prix racing at the time. The 6CM was one of the most advanced racers of the era, and examples were used by private racing teams as well with much success.

1937 Cord 812 (Tom Mix)—(Second at right) The Cord convertible owned and driven by silent-screen Western film star Tom Mix, this is the very car in which he crashed fatally October 12, 1940, near Florence, Arizona. The Cord has been completely repaired and restored, and is festooned with flags, badges and other Western regalia as Mix had decorated the car when he owned it. This is a unique and important piece of early Hollywood and Arizona history.

1958 Lister-Jaguar—(Third at right) The factory team car driven by Walt Hansgen, this Lister-Jaguar is shown in a period picture during the 1958 British Grand Prix at Silverstone. For 1957, Lister Cars of Cambridge, England, designed the car around a Jaguar D-type inline-six using an aerodynamic aluminum body. It was tested out at the time by racing journalist John Bolster, who performed a 0-100 mph sprint in 11.2 seconds. Driver Archie Scott Brown won the 1957 British Empire Trophy in a Lister-Jaguar. The Lister-Jaguar was refined again for 1958, and was entered by the team in international competition with impressive results.

1967 Toyota 2000GT—(Bottom right) Considered to be the most-collectible Japanese car of all time, the 2000GT coupe has climbed precipitously in value during the past few years. Designed by Toyota in collaboration with Yamaha, the 2000GT was displayed with much acclaim at the 1965 Tokyo Motor Show. It was produced in limited numbers between 1967 and 1970 mostly for Toyota's domestic market in Japan, although 62 left-hand-drive examples were imported to the United States.

A world-class team of concours judges, led by the acclaimed John Carlson as chief judge, will pore over the cars and choose first-, second- and third-place winners in the following classes:

- 100th Anniversary Maserati Class
- Pre-War European Sports and Racing
- Post-War Racing
- Post-War Mercedes-Benz
- Iconic Post-War American
- Full Classic Open 1925-1934
- Full Classic Closed 1925-1934
- Post-War Preservation
- Antique Automobiles pre 1916
- Post-War European Sports
- Pre-War Rolls-Royce and Bentley
- Exotic Automobiles
- Avant Guard
- Full Classic Open 1935-1948
- Full Classic Closed 1935-1948

Award winners will receive trophies specially prepared by acclaimed Arizona artist Ed Mell (see next page). A number of special awards will also be presented during the Arizona Concours.

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Photo: Michael Tobian



Photo: Michael Tobian



Photos: Arizona Concours d'Elegance [2]



Photo: Michael Tobian



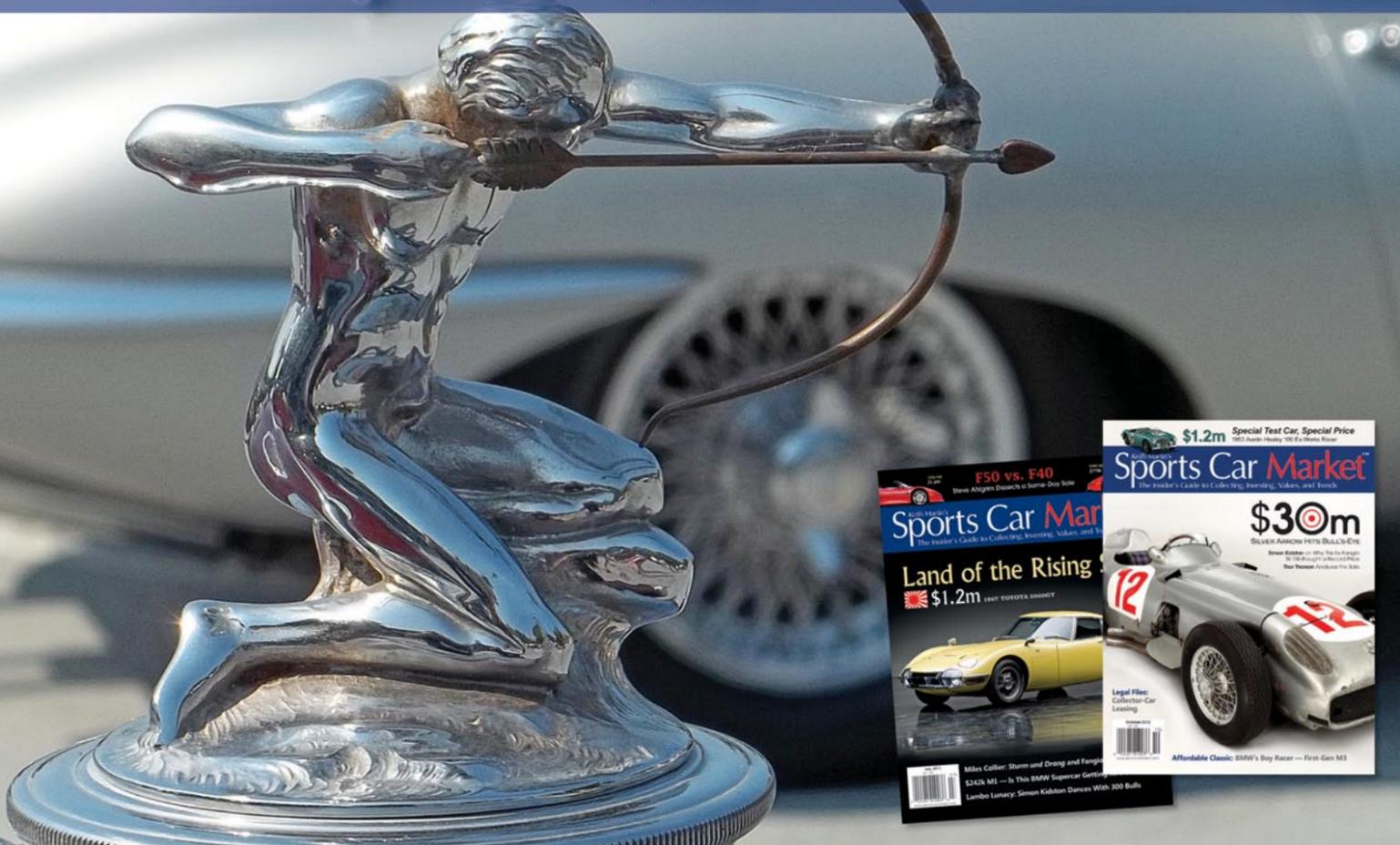
Photos: Arizona Concours d'Elegance [3]

Keith Martin's Sports Car Market™

The Insider's Guide to Collecting, Investing, Values, and Trends

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Artist Ed Mell with one of his recent Arizona landscape paintings (right). A lost wax model for Mell's inaugural Arizona Concours d'Elegance trophy (below).

Ed Mell, the renowned Arizona landscape painter and sculptor, has agreed to create the trophies for the inaugural Arizona Concours d'Elegance. An Arizona native whose distinctive modernist style and vision have made him one of the state's most-beloved artists, Mell is creating the trophies for the Arizona Concours using a unique approach that is typical of his individualistic work, and which reflects the Art Deco atmosphere of the Arizona Biltmore—a futuristic 1930s toy car from his personal collection is being used as the model for the trophies, which will be cast in bronze for the top awards and resin for the other prizes.

“I think it's most appropriate because it's not a contemporary artist doing his vision of what a '30s car should look like; it's a true toy car done in that period with a toy designer's vision,” said Mell, a nationally recognized artist whose work is displayed in art museums and major collections. “It's not any particular (brand of) car, and I think it's going to be beautiful.”

The Arizona Concours trophies are being cast at Bollinger Atelier, a foundry in Tempe, and the bases are being crafted by Phoenix artist and furniture-maker Kevin Irvin, Mell said.

“The trophy is not big. It's not ostentatious,” Mell said. “It's a trophy you can put on your desk, which is kind of cool.”

Mell is a longtime automotive enthusiast who has been associated with Arizona's famed road-rally event, the annual Copperstate 1000, since it started 24 years ago. He created the rally's trophies and produces special paintings that are used for the Copperstate's official posters. Mell also takes part in the Arizona touring event with any of his own collector cars, which include a 1962 Chevrolet Corvette, 1963 Buick Riviera and his recently acquired 1972 DeTomaso Pantera, which he intends to drive in the 2014 edition of the Copperstate.

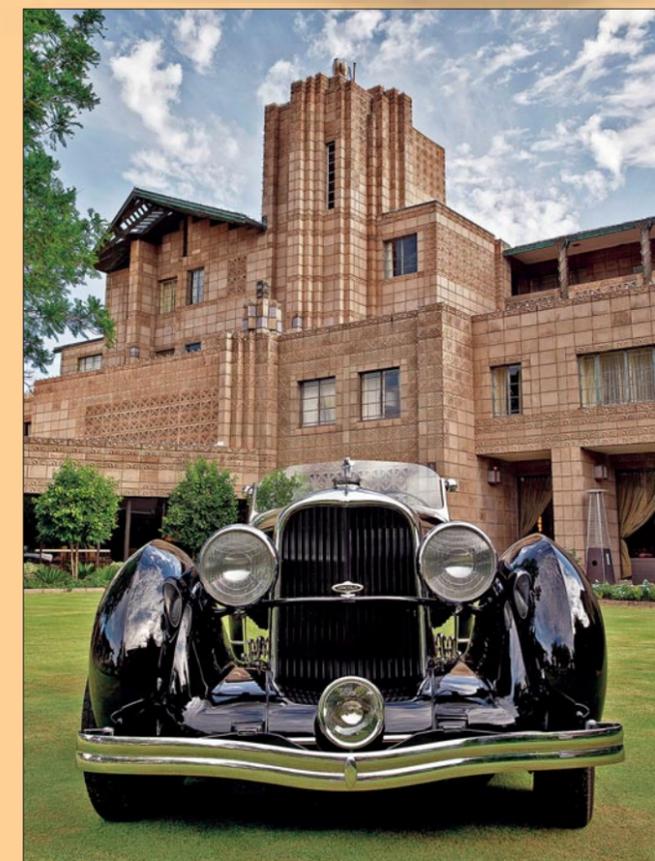
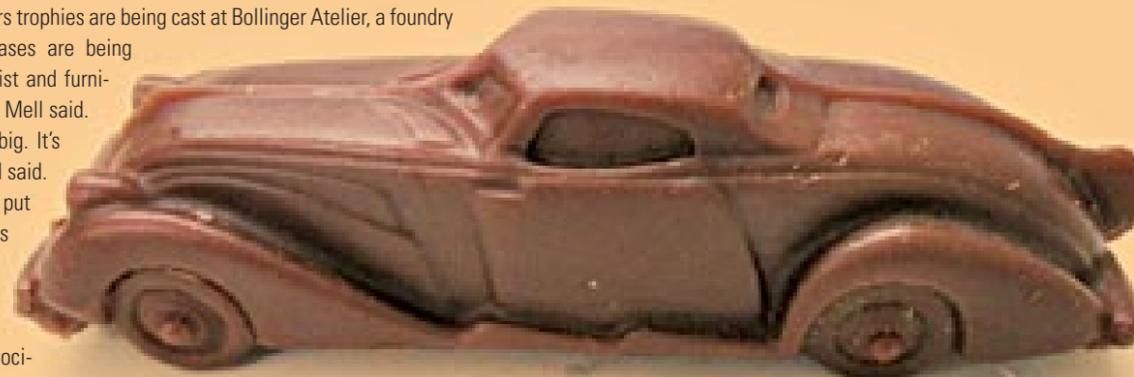
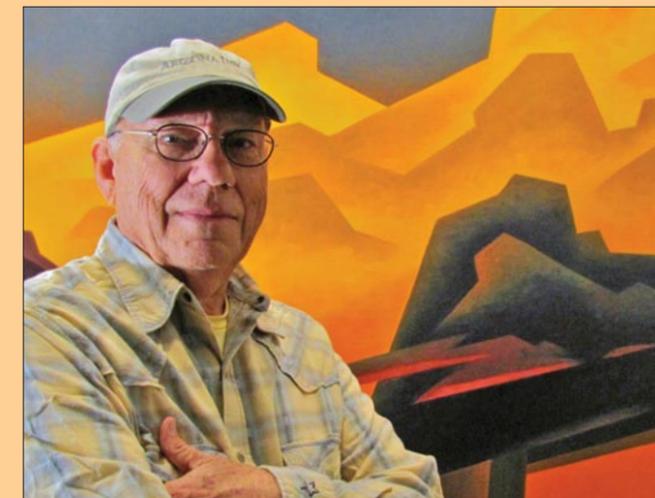
“Being a guy who's always liked automobiles and appreciated them, I think it's exciting that they're having a concours here, and fun to be involved with,” Mell said. “I think it's long overdue, really. It's very exciting for me, and I don't have to drive to Pebble Beach.”

Keith Martin, publisher of *Sports Car Market* and *American Car Collector* magazines, will serve as host and emcee for the inaugural Arizona Concours. A columnist, author, television personality and all-around collector-car enthusiast of the highest order, Martin will add his characteristic charm and expertise to delight the crowd of participants and spectators.

The inaugural Arizona Concours serves as a charity event, with proceeds benefitting Make-A-Wish Arizona, the founding chapter of the national organization that grants the wishes of children with life-threatening medical conditions. For more information about Make-A-Wish Arizona, see www.wishaz.org.

The Arizona Concours will also co-host a special cocktail party on Saturday, January 11, with Childhelp prior to the group's signature Drive the Dream gala at the Arizona Biltmore. The organization has been dedicated to the prevention and treatment of child abuse for the past 55 years.

For more information about and tickets for the inaugural Arizona Concours d'Elegance, see www.arizonaconcours.com.



Photos: Arizona Concours d'Elegance [3]

LIVIN' IT

Photos by Brenda Priddy

2014
Jeep
Cherokee



(Right, top to bottom) Best Value Family, Mazda CX-9; Best Value Off-Road, Toyota 4Runner; and Best Value On-Road, the new Jeep Cherokee (also at left).

More than 100 athletes and outdoor enthusiasts from around the country, who participate in such sports as marathon running, bicycling, soccer and kayaking, gathered at the Local Motors microfactory in Chandler in October to evaluate new vehicles and choose winners for the 10th annual Active Lifestyle Vehicle of the Year awards.

Active Lifestyle Vehicle (ALV) is the only annual vehicle award for which active outdoor people pick the winners. A small contingent of automotive journalists accompany them in the ride-and-drive tests and this year also participated in voting. All vehicles are tested on a paved road course. Off-road vehicles are also tested on the challenging off-road course adjacent to Local Motors' facility, where their own Rally Fighter is tested.

"This is really, really cool," said ultramarathon runner Jenn Shelton, as she reviewed the collection of off-road vehicles her team was testing out. "It gets your average consumer's opinion about things that are really important to them, that for car people are maybe not that important."

Shelton, who competes in running events up to 100 miles, says she needs a rugged vehicle that can travel to out-of-the-way places. Plus, one other thing: "It's important for me to be able to sleep in my car. Very important," she said.

Jol Dantzig, a runner, auto writer and guitar maker from Connecticut, pointed out that ALV is an invaluable tool for the automakers in updating and refining their vehicles for the end users, saying, "I think this is a great opportunity for the manufacturers to get real-world feedback from a growing segment of consumers."

Automakers' representatives rode along with the athlete judges to hear their opinions about the new vehicles.

A special highlight of this year's ALV event was the participation of retired professional football players from the Arizona Legends of the National Football League, which promotes youth access to football programs.

Among the NFL stars was Tony Bouie, formerly of the Tampa Bay Buccaneers, who happened to be shopping for a new



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(Left, top to bottom) Green winner, the Jeep Grand Cherokee Diesel; Luxury Family, the Acura MDX; and in Luxury Off-Road, the Jeep Grand Cherokee.



vehicle for his own family. The ALV event was helping him decide, as well as providing feedback to the manufacturers. "This is a great way to try out what's out there and let them know what we think," Bouie said.

Joel Reynolds and Faye Farmer were also shopping and brought along their three boys, ages 5, 3 and 16 months, and their respective car seats, to see how well they fit in each vehicle in the family categories. "It has to be right, because we have three tornados," Reynolds said.

A new product for bicyclists was introduced during the ALV competition: XPEL paint-protection film that shields vulnerable parts of bike frames from rocks and trail debris, as well as chips and scratches from pedals and chains. XPEL is an automotive product that has been adapted for mountain and road bikes after input from ALV participants.

Longtime distance runner and auto journalist Nina Russin, a co-founder of the Active Lifestyle Vehicle of the Year awards, said the event is designed to educate the automakers about what active people want in their vehicles. Manufacturers whose vehicles win prizes in the competition can use the Active Lifestyle Vehicle of the Year brand in their marketing and advertising.

"Every year, ALV grows not only in size but dimension," Russin said. "We had more participants on hand than ever before, and I see a deepening relationship between our audience and the OEMs as this program continues to grow."

The other co-founders of the ALV awards are Bob Babbitt, a member of the Ironman Hall of Fame, and Jim Woodman, longtime journalist, triathlete and founder of Active.com.

Awards were handed out to the winning



(Right, top to bottom) Luxury On-Road winner, the Audi SQ5; Urban category winner, the new Kia Soul; and Local Motors contest winner CLIMAX.

automakers as soon as votes were tabulated, with representatives on hand to receive their trophies.

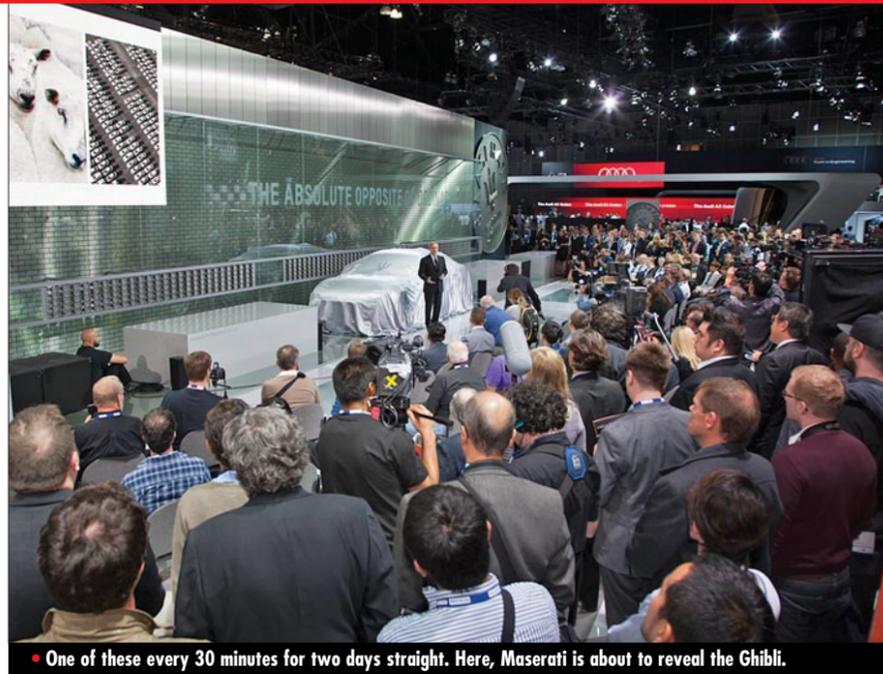
Jeep was the biggest winner, taking three of the 10 categories. The winners in all eight categories for this year's Active Lifestyle Vehicle of the Year awards are:

- **BEST VALUE FAMILY** (three rows, ≤ \$40,000)
Winner2013 Mazda CX-9
 Other finalists: 2014 Dodge Durango, 2014 Hyundai Santa Fe (long wb), 2014 Kia Sorento
- **BEST VALUE OFF-ROAD** (true off-road, ≤ \$35,000)
Winner2014 Toyota 4Runner
 Other finalists: 2014 Jeep Wrangler Limited, 2014 Mitsubishi Outlander, 2014 Subaru Forester 2.0 XT
- **BEST VALUE ON-ROAD** (≤ \$35,000)
Winner2014 Jeep Cherokee
 Other finalists: 2014 Buick Encore, 2014 Mazda CX-5
- **GREEN** (alternative fuel and hybrid power)
Winner2014 Jeep Grand Cherokee Diesel
 Other finalists: 2014 Audi Q5 TDI, 2014 Volkswagen Jetta SportWagen
- **LUXURY FAMILY** (three rows, over \$40,000)
Winner2014 Acura MDX
 Other finalist: 2014 Mercedes-Benz E350 wagon
- **LUXURY OFF-ROAD** (true off-road, over \$35,000)
Winner2014 Jeep Grand Cherokee
 Other finalists: 2013 Ram 1500, 2014 GMC Sierra
- **LUXURY ON-ROAD** (over \$35,000)
Winner2014 Audi SQ5
 Other finalists: 2014 Jeep Grand Cherokee SRT, 2014 Volkswagen Touareg TDI
- **URBAN** (≤ \$20,000)
Winner2014 Kia Soul
 Other finalists: 2014 Fiat 500L, 2014 Nissan Versa Note

Local Motors hosted a complementary competition, a Design Challenge in which its global community of designers and engineers could create their ultimate Active Lifestyle Vehicle. Following the "crowd-powered" model Local Motors uses in its own development, designers from around the world submitted their radical ideas for outdoor, off-road and adventure vehicles, and the ALV athletes helped pick a winner.

The first-place prize in the Design Challenge went to John Bukasa for CLIMAX, an imaginative go-anywhere sports vehicle with a roof system designed for toting such things as kayaks. ■





• One of these every 30 minutes for two days straight. Here, Maserati is about to reveal the Ghibli.

22 WORLD DEBUTS, 56 DEBUTS OVERALL AT LA AUTO SHOW

Among the world's biggest auto shows—LA, Detroit, Chicago, New York, Frankfurt, Geneva, Paris, Shanghai, Tokyo—we value the Los Angeles International Auto Show because it comes first (late November this time), and also because it's right next door, so it's not only easy to attend, but it's also well-tuned to Arizona's own style of driving—LA being the largest luxury and performance market in the US (there were close to 20 reveals from luxury manufacturers).

California is also a well-established harbinger of rapid advances in technology, and the show's Connected Car Expo this year emphasized that. It also leads in green tech, and this show is the venue for the Green Car of the Year award. More than two dozen green vehicles were featured, from Acura, BMW, Honda, Hyundai, Mercedes-Benz, Porsche and Volkswagen—a full range of alternative fuel models, plus brand new plug-ins.

Global debuts included two from Nissan, four from Mercedes-Benz and three from Porsche, plus ones from BMW, Chevrolet, Ford, Honda, Hyundai, Jaguar, Land Rover, MINI, Subaru and Toyota.

North American debuts included six from BMW—including their new electrics. And US reveals were presented by Audi, Cadillac, Jaguar, Nissan, Volkswagen (with three) and others.

The crystal ball delivered leading-edge con-

cepts by Cadillac, Jaguar, Mercedes-Benz, Subaru, Volkswagen and Volvo.

Here are a few highlights.

- The German automaker once known for small sports cars only—until they entered the SUV market with the highly successful Cayenne over a decade ago—now connects small sport and the SUV, in the **Porsche Macan**—Porsche's fifth model line. Declared trail- or pavement-ready, the Macan has active all-wheel drive, PDK double-clutch transmission and two twin-turbo V6 engines—a 3.0L in the Macan S (340 hp, 0-to-60 in 5.2 seconds) and a 3.6L in the Macan Turbo (400 hp, 0-to-60 in 4.6). Knock a couple of additional tenths off those times with a Chrono package on either.
- The **Subaru WRX** has a very focused core of devotees, yet is known for taking significant evolutionary strides regularly. For 2015, an all-new WRX receives a stiffer chassis, tighter suspension and a highly modified AWD system. It's powered by a new 268-hp 2.0L turbo boxer, delivered through the first six-speed manual in a WRX or an optional new Sport Lineartronic performance CVT with SI-Drive and two manual modes.
- As the brand works hard to establish its brand, niche and luxury credentials, the **Lincoln MKC** shows that they may be taking some cues from Mercedes-Benz and Porsche, both of whom intro-



• Porsche Macan



• Subaru WRX



• Lincoln MKC



• Chevrolet Colorado



• Volkswagen e-Golf



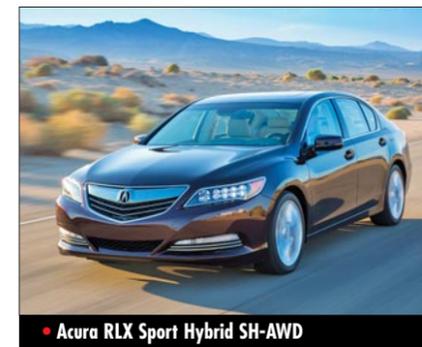
• Mercedes-Benz AMG Vision Gran Turismo



• Jeep Wrangler Willys Wheeler Edition



• Kia K900



• Acura RLX Sport Hybrid SH-AWD



• BMW 4 Series Convertible



• Ford Edge concept

duced smaller luxury crossover utility vehicles. The MKC is available with a 2.3L EcoBoost four-cylinder offering 275 hp and 300 lb-ft of torque. It appears to have the style, brand identity, features and luxury touch Lincoln needs to deliver, in what may be a very hot niche. We'll watch this closely.

- The midsize pickup market generates much interest among consumers, but less among manufacturers, who find their big trucks so profitable. GM has not let this market down, though, as the new **Chevrolet Colorado** sees daylight for the first time. Hitting dealers next fall as a 2015 model, the new Colorado is expected to lead its class in power and towing, with up to 6700-pound tow capacity behind a 2.5L I-4 or optional 3.6L V6.
- Take one of the most popular vehicles in the world and combine it with one of the hottest emerging powertrain trends, and you get the **Volkswagen e-Golf**. This electric Golf's drivetrain comprises a 24.2 kWh lithium-ion battery and 115-hp electric motor (7.2 kW onboard charger is standard, and fast charging capability allows 80 percent charge within 30 minutes). Range is boosted by three driver-selectable regenerative braking modes, and a Roadside Assistance Plan provides comfort against any "range anxiety."
- One of the single coolest things at this year's LA show—the **Mercedes-Benz AMG Vision Gran Turismo**—is not even, per se, real. Actually, that's commonly the case at the biggest shows—much gets presented in concept form, shiny and solid to the eye, but often not even fleshed out inside or under the hood. If the response is good, the development teams may take things

further. The AMG Vision Gran Turismo is not even slated for that kind of review—it's simply a life-size representation of their entry in the popular *Gran Turismo 6* electronic game. Then again, raging popularity of a concept has driven many an automaker to make many an unexpected move. We can always dream.

- Use of the word "iconic" will earn you 50 lashes from fellow automotive writers, but then there's the Jeep Wrangler, which has always fully earned the term. To underscore this, they have brought the vehicle's founding name back into play, with the **Jeep Wrangler Willys Wheeler Edition**, including style and function cues evocative of the original Willys CJ from the 1940s, in of course a thoroughly modern package. Besides its attractive visuals, the Willys edition has a Dana 44 rear axle with Trac-Lok limited-slip diff and 3.73 gears, BF Goodrich KM Mud Terrain LT255/75R17 tires, rock rails and a new Jeep Trail Rated Kit with D-Ring, tow strap and even Jeep-branded gloves. Jeep Command-Trac 4x4 and two-speed transfer case with a 2.72:1 low-range ratio make for serious off-roading. This model starts at \$25,795.
- Kia continues to push its lineup a bit upscale and a bunch upsize. Its cousin company Hyundai has had the flagship rear-drive Equus for years. Now Kia—who just introduced a front-drive flagship Cadenza last spring—brings us the rear-drive **Kia K900**—not the cleverest name in their otherwise clever lineup, but a car we look forward to driving. If you doubt that this is influential, just

KEEP RIGHT >>



• Jaguar F-Type Coupe

look at how quickly GM has responded by bringing the rear-drive Chevrolet SS—a rebadged Australian Holden VF Commodore—to market. When Kia says flagship, they mean it, as the K900 has a 420-hp V8 under the hood (or optional 311-hp V6) and has scheduled maintenance included.

• After introducing the RLX in early 2013, Acura wrapped up the year with its **Acura RLX Sport Hybrid SH-AWD** variant, raising horsepower from 310 to 377 by adding its three-motor SH-AWD electric sport hybrid all-wheel-drive system. This Acura claims a longer wheelbase and wider cabin than competitors, for the most spacious five-passenger seating in its class, while delivering 28/32 MPG (city/highway) fuel economy.

• The relegation of former 3 Series coupes and convertibles to a 4 Series slot was really only evolutionary (and perhaps debatable). Thus, the new **BMW 4 Series Convertible** may not seem like the most groundbreaking car in this group. But it does have a hard folding top—previously a feature only on BMW's roadsters—and it is of course a red-hot-selling car in Arizona. Expect to see plenty—with the top down, you'll know them by their badges.

• Ford makes a familiar move in the **Ford Edge concept**—surely more of a product preview than raw concept—by applying its broader family face to the vehicle. By now they have several family faces (the Focus-Escape look, the Aston-like Fusion, the F-Series and Edge bars, the world-of-its-own Flex and so on.) This one reminds us of the Taurus, and it seems to fit the Edge well. Besides style evolution, the Edge concept includes

self-parking and obstacle-avoidance systems.

• The Jaguar F-Type roadster was one of the hottest hits on the show circuit last winter. At LA, the company revealed its stablemate, the **Jaguar F-Type Coupe**. As with Jaguar, Aston Martin and some other roadster/coupe pairings in the past, we recognize the fun of having the top down, but find the coupe a gorgeous (and more identifiable) alternative. The F-Type Coupe starts at \$65,000, and reaches \$99,000 base for an F-Type R Coupe. In between is an S Coupe at \$77,000. The R Coupe sports a 550-hp supercharged 5.0L V8 with a 4.0-second 0-to-60 time, while the other two are 340- and 380-hp 3.0L V6 models, with 5.1 and 4.8 times, respectively. An eight-speed ZF Quickshift transmission has full manual sequential control via paddles or lever. The R Coupe outperforms the roadster version's V8 (known as a V8 S, not an R), the top-model droptop at 495 hp.

• As the company dips into smaller sizes and even smaller budgets—witness the new under-\$30k CLA—we have the new 2015 **Mercedes-Benz GLA 250**—engineered for daily comfort but fully off-road capable. This is the first Mercedes-Benz SUV to have new-generation 4MATIC permanent all-wheel drive with fully variable torque distribution. The GLA 250 4MATIC—arriving this fall—has a 208-hp 2.0L four-cylinder turbo with 258 lb-ft of torque, and a 7-speed dual-clutch automatic. Its 0-to-60 time is 6.4 seconds. A front-wheel-drive version follows in early 2015. The GLA gives Mercedes five premium utilities, joining the G, GL, GLK and ML.

• A long time coming—we've seen it in concept



• Mercedes-Benz GLA 250



• BMW i3



• Honda FCEV concept



• MINI Cooper



• Nissan Juke NISMO RS

form for a couple of years—the **BMW i3**, their first mass-market electric car, is now in full production, (being joined by a sleek i8 coupe). The BMW i3's hybrid-synchronous electric motor generates 170 hp and 184 lb-ft of torque—with torque all on tap right from the starting line. Power is from a 22-kWh lithium-ion battery, with 80- to 100-mile range. Interior volume is comparable to the 3 Series, but on a shorter body with a 32.3-foot turning circle, for tight urban areas. Both the i3 and i8 are expected during the second quarter of this year. The i3 will have a base price of \$41,350, or \$45,200 for an extended-range model. The i8 will start at \$135,700. BMW sells well in Arizona, and interest in electrics is running high, so we expect to see these on the road soon.

• We first encountered the Honda FCX Clarity hydrogen car at the LA Auto Show in 2007, so it is only fitting that the **Honda FCEV concept** was revealed in LA this year. An eye-catching exercise all around, with concealed rear wheels à la Insight, the FCEV gives a solid hint of what Honda expects to bring to market in 2015. Stay tuned.

• **MINI** has had another growth spurt, as its third generation (of the modern era) is revealed. A lot of its second-generation enlargement was due to European pedestrian crash standards, which pretty well mandated higher hoods for everybody. The car's character and sales were maintained, so why stop there? The 2014 model is 4.5 inches longer, 1.7 inches wider and 0.3 inches higher than the outgoing model. While the body gets bigger, though, the engines get smaller, with a new three-cylinder as well as a new four-cylinder, with output of 134 and 189 horsepower, respectively. A welcome 6-speed manual is standard, with a 6-speed automatic optional.

• With the Juke well-established by now as a surprise hit, while NISMO's popularity was never in doubt, the two combine in the **Nissan Juke NISMO RS**—a hot little item that enhances the exhaust system of the Juke NISMO, bringing horsepower from that Juke's 197 up to 215 hp for the RS with front-wheel drive and a 6-speed manual. There is also a 211-hp AWD model with CVT—only. The AWD is not available with manual, nor is the front-driver available with CVT. As usual, that leaves us wishing for a manual AWD.

There were enough other reveals at the Los Angeles Auto Show to of course fill an entire issue—Porsche for example, in addition to the Macan, introduced the 911 Turbo Cabriolet and 911 Turbo S Cabriolet, the new Panamera Turbo S and Turbo S Executive grand touring sedans and the 918 Spyder plug-in hybrid super sports car.

But the game moves forward, so stay tuned—Detroit and Chicago are coming right up. ■

Where the roads are dry and the cars are slick.

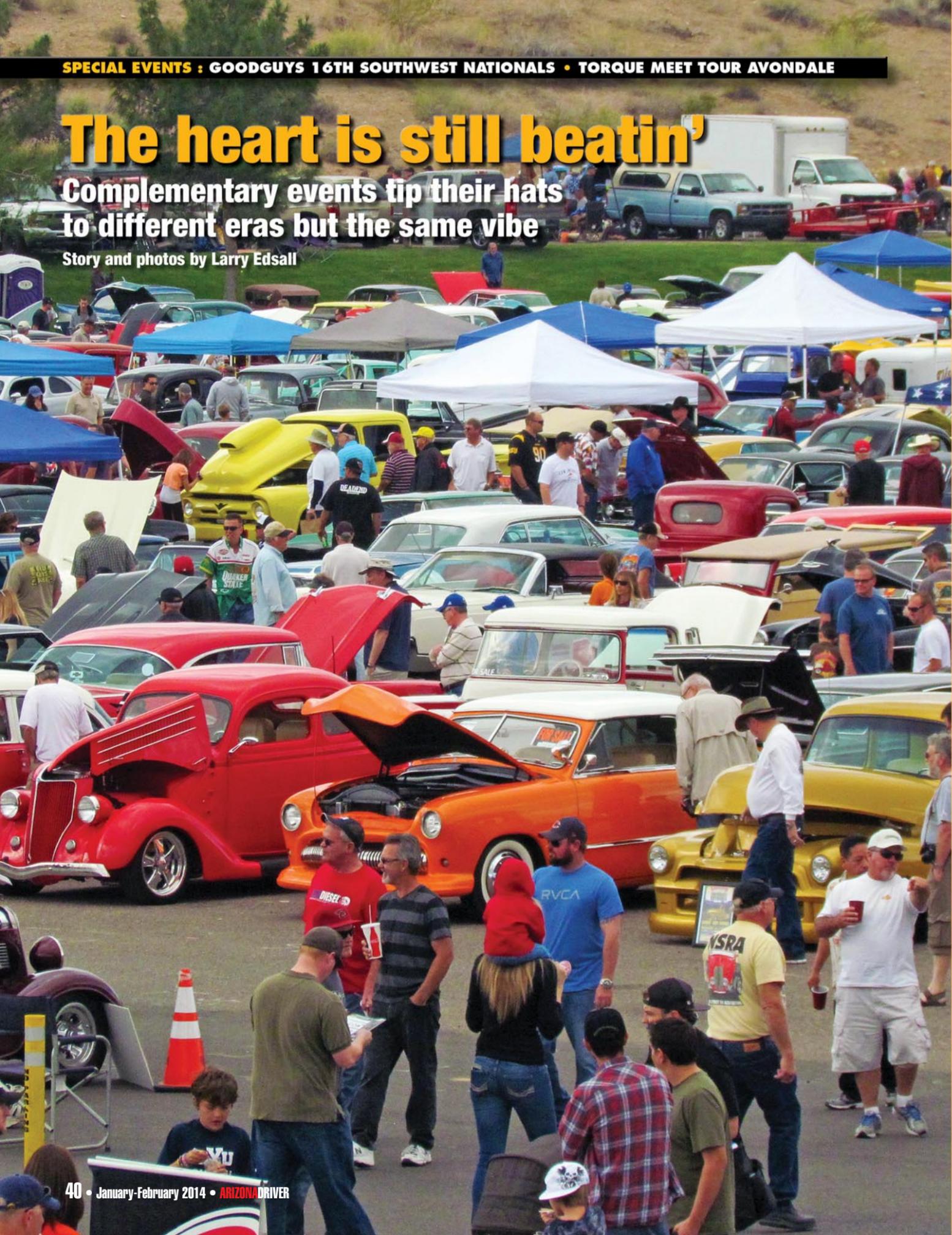


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The heart is still beatin'

Complementary events tip their hats to different eras but the same vibe

Story and photos by Larry Edsall



Graying and bald-headed car guys often fret about whether young people are as interested in cars as the baby-boomer generation.

I try to assure them that the classic car hobby is not going away, though the younger car guys and gals are as likely to do their tuning with computers as they are with wrenches, and also are as likely to modify their own skins with tattoo ink as they are to modify their cars with aero rocker flares and big-can exhaust systems.

I held such beliefs even before the third weekend of November, when I attended two car shows on opposite ends of the Phoenix metropolitan area. What I saw only strengthened my beliefs.

First, I drove up to WestWorld, the huge equestrian and event complex in north Scottsdale, where the Goodguys Rod & Custom Association was staging its sixth Southwest Nationals, the next-to-last event of the group's 30th anniversary season.

The scene was mind-boggling. There were 3,100 cars on display. That's a record for the event, and by 200 vehicles!

Coming to see them just on Saturday were more than 35,000 people, and, yes, there were a lot of graying and bald-headed guys, but by far the most women we recall—and they were not all trophy wives—as well as a huge and steady stream of young car enthusiasts who appeared to be in their late teens, twenties and early thirties.

They not only were taking photos of the cars with their smartphones, but they were peering under hoods, even crawling on the grass beneath cars to check out suspension components and rear axle configurations.

The Southwest Nationals are a three-day affair, though Saturday is the big day, and Goodguys expected total attendance of around 50,000 during the weekend.

The Goodguys are a classic car group that allows only vehicles up through the 1972 model year to participate. But a large group of car enthusiasts wasn't even born by 1972, so to see what they were doing, from Goodguys I headed out to Avondale on the far southwest side of the Valley of the Sun, where, just a few miles north of Phoenix International Raceway, the local Universal Technical



Goodguys 16th Southwest Nationals



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Institute (UTI) campus was host to the last Torque Meet Tour event of the year.

What's the Torque Meet Tour? Well, it's a series of five car shows—all held at UTI campuses—designed to provide "a safe, friendly and welcoming environment for the automotive community."

The tour this year included the Tjin Edition Roadshow trailer. Neil Tjin is the young superstar of car customization and already has done projects for several original equipment automakers. At Avondale, his roadshow included the Gulf-liveried 2014 Ford Focus ST that just a week earlier had won honors on the Ford stand at the Speciality Equipment Market Association (automotive aftermarket products) Show in Las Vegas.

Oh, and the Torque Meet Tour is offered free to spectators, vendors and those with cars to show. As a bonus, UTI offers tours of its schools, which offer training to would-be auto mechanics and technicians.

The gathering for the Torque Meet Tour wasn't nearly as large as the crowd the Goodguys draw, but then the Goodguys have been at this for more years than most of the Torque Tour participants have been alive.

The passion for cars and customizing cars is the same, although the canvas of choice for the younger automotive artists tends to be Honda and Toyota coupes, Scions and Subarus, though we did see a gorgeous 1960 Chevrolet Impala that would have fit right in at WestWorld, and for that matter so would that mid-'70s Cadillac convertible (shown at right, riding on 26-inch rims and with "Imported from Detroit" tattooed on its rear end), except for the fact it missed the Goodguys 1972 cutoff by a couple of years.

One more thing I've observed through my years of covering the classic car hobby is that while the point of entry for most people is the car they wanted but couldn't have in high school, it doesn't take long for them to learn to appreciate—and to want—cars from a variety of eras, both those admired as historic time capsules and those that have been customized and personalized.

Bottom line: the classic car hobby is a long way from extinction. There's a whole new generation, albeit a computerized and tattooed one, that's getting ready to give the boomers a run. ■



Torque Meet Tour Avondale



Universal Technical Institute



Inexperience and distraction

Ford program tackles the top causes of teen car crashes *By Jennifer Johnson*

Ford Driving Skills for Life (Ford DSFL) takes on the number one killer of teenagers in the US: vehicle crashes. The award-winning program delivered its message directly to teens, parents and communities through hands-on driving instruction during a recent Ford Driving Skills for Life National Tour.

The Ford Driving Skills for Life program, developed by the Ford Motor Company Fund and Governors Highway Safety Association (GHSA), addresses the main causes of car crashes involving teenagers: inexperience and distraction.

Designed by a panel of safety experts, Ford DSFL focuses on building the skills of young drivers in several key areas: hazard recognition, vehicle handling, space management and speed management. Students learn by a variety of driving meth-

ods, from professional instructors who deliver key skill sets that boost young drivers' confidence and knowledge.

Auto accidents remain the number one killer of teens in the United States today. According to data from the Arizona Governor's Office of Highway Safety, 75 Arizona teen drivers were killed in car crashes in 2012.

More than 1,200 teens and parents in both Phoenix and Tucson received hands-on teen driver training in November for free, courtesy of the Ford DSFL program.

One part of the hands-on course involved teens learning firsthand the dangerous effects of distractions in the car, like texting while driving or carrying too many passengers. Teens also learned how to steer a car safely out of a slide in specially equipped Mustangs.

Jaydah Ivey, 16, who attended a course at the Wild Horse Pass Motorsports Park in Phoenix, said that it taught her that it's not smart to text and drive. "At this station they were trying to get me to text and drive at the same time but I didn't even try, it was too hard," Ivey said. "Lots of the other teens ran over tons of cones while trying to text a coherent message."

Those cones are meant to serve as a visual representation of a potential hazard the teens might encounter while texting on the road in a real-life driving situation.

A recent report from the GHSA shows that teen driver fatalities are on the rise among 16- and 17-year-old drivers nationwide. Also, analysis of the National Highway Traffic Safety Administration's (NHTSA) traffic data shows that in 2011 there were approximately 2,300 traffic fatalities among those ages 15 to 19.

"The exercises put students in real-world driving scenarios in a controlled

Students from Perry High school in Gilbert attended Ford's award-winning Driving Skills for Life program at Wild Horse Pass Motorsports Park. Lane Veach, 18, of Chandler took his turn behind the wheel of a Ford Mustang to experience firsthand the DSFL vehicle handling course (photo at left).

(At right, top to bottom) It's two thumbs up from Alexis Barton, 16, of Chandler, after driving with Ford Driving Skills for Life instructors Brian Olatunji, left, and Juan Babun. • Tanner Serrano, 17, of Chandler is learning control in the face of distractions at Wild Horse Pass Motorsports Park. • Mom Veronica and son Antonio Hernandez, 18, of Chandler exude newfound confidence after sessions with instructor Austin Robinson and others. • Tanner Hedgers, 16, of Chandler applies his new skills on the course. • Photos by Sam VarnHagen / Ford Motor Company.

environment, so they are equipped with knowledge that could save their life down the road," said Randy Bleicher, lead instructor for Driving Skills for Life. "One of the main things we want kids to get out of this program is decision-making skills. If you make the right decisions while driving, there is no longer a need to worry."

Research conducted for the Ford DSFL program also shows that teens tend to follow in their parents' footsteps when it comes to driving habits. Parents can help address the problem simply by setting a good example behind the wheel. These good habits include everything from buckling up and not speeding, to teaching their children how to scan for potential hazards while driving.

"With the age of the cell phone, loud stereos, and packing kids into cars, it is imperative that we teach our children both the dangers of these things when we're driving, but more importantly, how to react if an emergency comes up," said Colleen Crowninshield, whose son and daughter attended the training at the Tucson Public Safety Academy. "Both of my teenagers thought this was the best learning experience with driving they have ever had. They walked away feeling stronger and more confident in their driving skills."

Ford DSFL is the most comprehensive teen safe driving program in the United States and has trained more than 550,000 new drivers around the globe through online and hands-on professional driver instruction.

For online curriculum or to sign up to be on the information list and be the first notified of future sessions in Arizona, visit www.DrivingSkillsforLife.com. ■



Silver Auctions asks...

Why just once a year?

Story and photos by Larry Edsall



For more than 20 years, Mitch Silver's sale has been a regular part of the Arizona auction week that takes place each January.

But unlike the other auctions, Silver's sales are not held in Phoenix or Scottsdale, but a pleasant 20-minute drive east across the desert, at the Fort McDowell Resort and Casino on the 24,000-acre grounds of the Yavapai Nation.

The facilities there include a Radisson hotel, which along with Four Peaks—the tallest mountain in this part of the state—provides a backdrop for the peaks of the big white tent Silver sets up as a base for his auction sales.

Recently restored and lightly modified cars include this '59 Chevy Bel Air four-door crossing the block inside the Silver Auctions tent, or this '52 Mercury two-door post sedan in flat black. • Badges are on a '73 Buick Riviera and a '41 Ford. • You wouldn't find a tire that's a little low on air ('55 Chevy pickup, bottom left) at the top-dollar auctions, but then again you would expect to pay a lot for that air, at those. • Any '57 Chevy is bound to get attention, and this four-door 150 sedan was no exception.

But location isn't the only thing that separates Silver's auctions from the others.

For another, the cars he offers up for bidding are not over-restored objects of art you might expect to see in a museum or in an exotic car collection. For the most part, they are classics you can buy at an affordable price and enjoy driving to local cruise-ins and car shows.

The latest wrinkle that separate Silver's sales are their frequency. For several years, Silver not only was part of Arizona Auction Week, but a week later he'd stage what he called a "last-chance" sale, offering car owners one more opportunity to sell vehicles that hadn't sold the previous week at the auctions.

After a few years, Silver switched from the last chance auction to a spring sale timed to take advantage of the Valley's population boom during baseball's Cactus League spring training season in Arizona.

In late November of 2013, he was back with yet another sale, this one right after Thanksgiving.

"It's pretty crazy for a market that size [Phoenix is the fifth most-populous city in the country] to have auctions only one weekend a year," Silver said.

"We did the March sale with very little pre-announcements," he added. "We didn't have time to do national advertising, but the March sale was very successful."

Silver said he added the autumn event in part because of the success of the twice-a-year sales Keith McCormick stages at Palm Springs in California.

"They're timed around the snowbirds' arrival and departure," Silver said.

"It makes sense," he continued. "People are looking for something fun and new to drive, but maybe don't want to take it home with them [after a winter in the desert]. There's a fair amount of that activity. It's not necessarily collector



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This '55 Chevy Bel Air convertible sports V8 power and rare power windows. • The wild hood is on a '99 Chevy S-10 Blazer prepared for SEMA in Florida and with only 29,000 miles. • This '57 Pontiac has a 502 crate motor under that scoop. • Purple paint on a '57 Lincoln contrasts with maroon on a '40s Buick Eight. • The '62 Mercury Monterey convertible is a full rotisserie restoration.

cars, more borderline exotics—Mercedes, Porsches, really nice cars that are fun.”

Silver includes himself among those customers. He said he usually takes a couple of Arizona auction cars back to Spokane, Washington with him.

“I usually bring them home and drive them for six months and then sell them up here,” he said, adding that people in northern climates appreciate such good, clean, rust-free cars, even if sometimes they aren't quite old enough to be considered true classics.

Silver got into the old car business more than 30 years ago. A professor at Eastern Washington University, his hobbies included searching for aging automotive gems “in backyards and out in farms” and traveling to as many countries around the world as possible. There, too, he'd often go off to explore the local car culture.

One weekend, he drove across the state to attend a classic car auction in Seattle “and it was the greatest thing I'd ever seen.”

So he went home and organized a classic car auction in Spokane. A decade later he left teaching and went into the classic car business full time, usually staging around a dozen events a year in the Pacific Northwest and Arizona.

Again in contrast to the major auctions held in Phoenix and Scottsdale in January, Silver's sales are low-key, with an almost picnic-like, local car show sort of atmosphere. Silver often takes the microphone and serves as the auctioneer.

He said the new fall sale here provides an opportunity “to meet some people and show them what we do, so when January [and his big auction] comes around, they'll be comfortable with us and feel they know us.”

Oh, and Silver isn't finished with his auction calendar just yet. He's also talking about a summer sale, although that one would be held not in a tent but in an air-conditioned indoor facility. ■



PURPOSE...

ALL SHAPES, SIZES AND USES

BY JOE SAGE

LIKE ITS COUSIN the Jeep Grand Cherokee, the Ram pickup lineup racks up one award after another, as they both did in their prior generations, as well. We flew to Los Angeles and shuttled to the mountains north of Malibu, where we could drive the full range, in conditions from open two-lane highway to off-road trail. We climbed, we snaked, we hurtled, we crawled, we towed.

OUR FIRST DRIVE was in a 2500 Mega Cab—bigger behind its rear seats than a Crew Cab, but otherwise the same for occupants. Ours was a 4x4, which turns in about a 4-foot-tighter circle (46.86 feet) than the 4x2, in fact only a foot and a half more than a 4x2 Regular Cab. Impressive. Also impressive was its 6.7L Cummins turbo diesel with 800-lb-ft of torque.

Even on highways, farm roads and twisting paved mountain roads, with just two occupants, no bed load and no tow load, we appreciated the

torque. Yet this powerhouse truck handled nimbly, not betraying its size. Its hydraulic steering was effective—and welcome in a growing era of electrics.

It is a big truck, of course, and we were just lucky not to encounter many cyclists on the narrowest and twistiest sections—though, as you can see below, they were friendly and seemed to like our truck in the valleys as we left them unscathed.

FROM THAT, we hopped into the award-winning Ram 1500—which is the volume leader and thus gets the most exposure. Our 4x2 at lower right came in Lone Star trim—which is available with Crew or Mega Cabs (ours was Crew) and the Crew with either an 8-foot or 6.4-foot bed (Mega Cab with 6.4 only). Ours had the shorter bed. The Lone Star package includes special 18-inch wheels, quad halogen headlamps, chrome grille, foglamps, interior upgrades, anti-spin rear differential, remote start and of course various Texas badging.

Ours included the 3-liter V6 turbo EcoDiesel that is at the heart of many of the Ram 1500's awards. At 420 lb-ft, its torque is little more than half that of the 6.7-liter Cummins TD in the big boy we had driven just prior. Then again, this one weighed

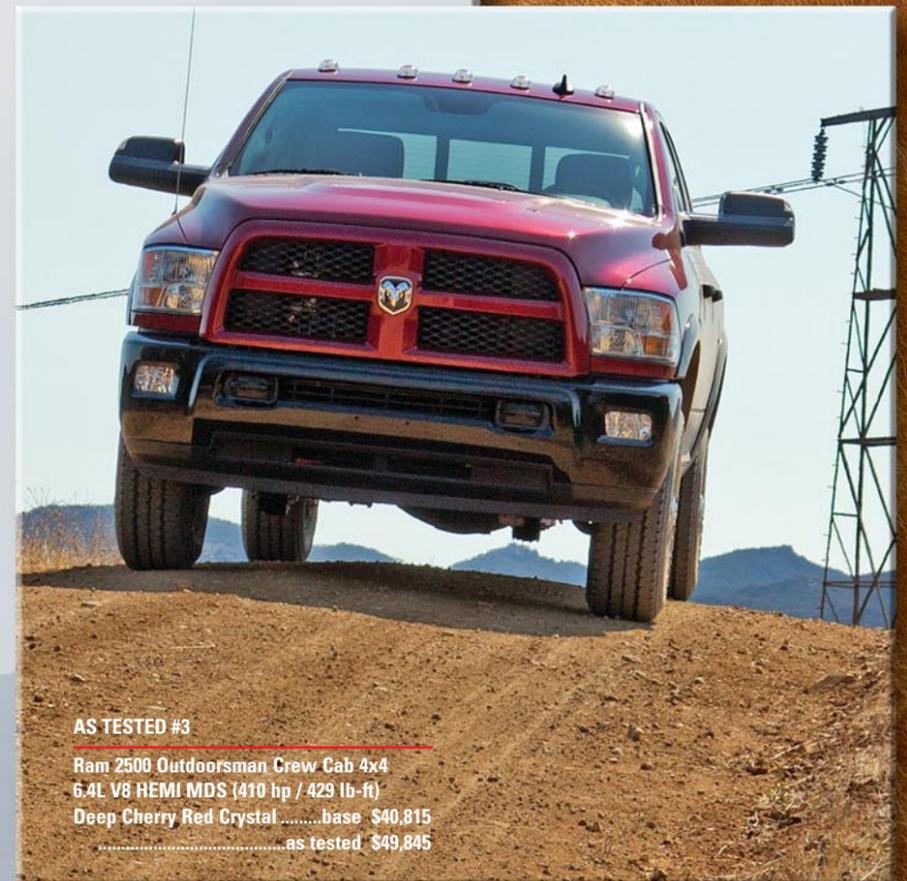
about 2400 pounds less. That in itself can explain why it felt so sporty, by comparison, while flicking it through the Santa Monica Mountains.

The twisty mountain roads were a great place to test the power, agility, comfort, features and handling of even the largest Ram pickups. And we're happy to report that a small army of cyclists on this stretch survived a small army of journalists.

OUR NEXT STRETCH put no cyclists at risk—this was our off-road course. For this, we had the red Ram 2500 Crew Cab shown at upper right, a 4x4 with the big 6.4-liter gasoline V8 HEMI. Purposeful as this truck clearly is, it was outfitted with an Outdoorsman package—part functional and part cosmetic, delivering everything from painted bumpers and grille, fender flares and black door handles, to tow hooks, rubber floor-mats and skid plates. We started from flat farmland, but immediately found ourselves scaling the heights, negotiating deeply rutted track. This truck was a good match to the off-road course, but would also be a fine machine on pavement. It even included Uconnect with 8.4-inch touchscreen, yet was still in the \$40s—barely—our second-lowest-priced Ram pickup of the day.

WHEN WE HAD DRIVEN a new Ram 3500 Crew Cab diesel dually at home in Arizona a few months back, we were sorry we hadn't had a chance to tow a 30,000-pound front end loader up the grade to Flagstaff, or to haul a full herd of cattle from Mexico to maybe Montana. This launch drive in the mountains of Southern California pretty much gave us our chance. Our big Ram 2500 Crew Cab had the same 6.7L Cummins turbo diesel as our first truck this day, and as our 3500 in Arizona, though a lower towing capacity—about 17,000 pounds. We hooked it up to a max-weight load and hit the road. We chose what seemed a good point to pull off and double back—to “go around the block” on an agricultural scale—that gave us an unscheduled test, when it turned out to be a dead end. We were fortunate not to have to back the whole rig out, but did turn a few heads as we maneuvered through the dirt parking area of one local ranch, around a few trees and back out, with a 17,000-pound power yacht in tow. Our big Ram 2500 Crew Cab and trailer handled it all just fine—the tight maneuvers, as well as the grunt.

THERE IS SURELY no vehicle category with buyers as fiercely brand-loyal as pickup trucks. But whatever your current brand loyalty, you absolutely owe it to yourself to drive the Ram lineup in the course of your next purchase decision. ■



AS TESTED #3

Ram 2500 Outdoorsman Crew Cab 4x4
6.4L V8 HEMI MDS (410 hp / 429 lb-ft)
Deep Cherry Red Crystalbase \$40,815
.....as tested \$49,845

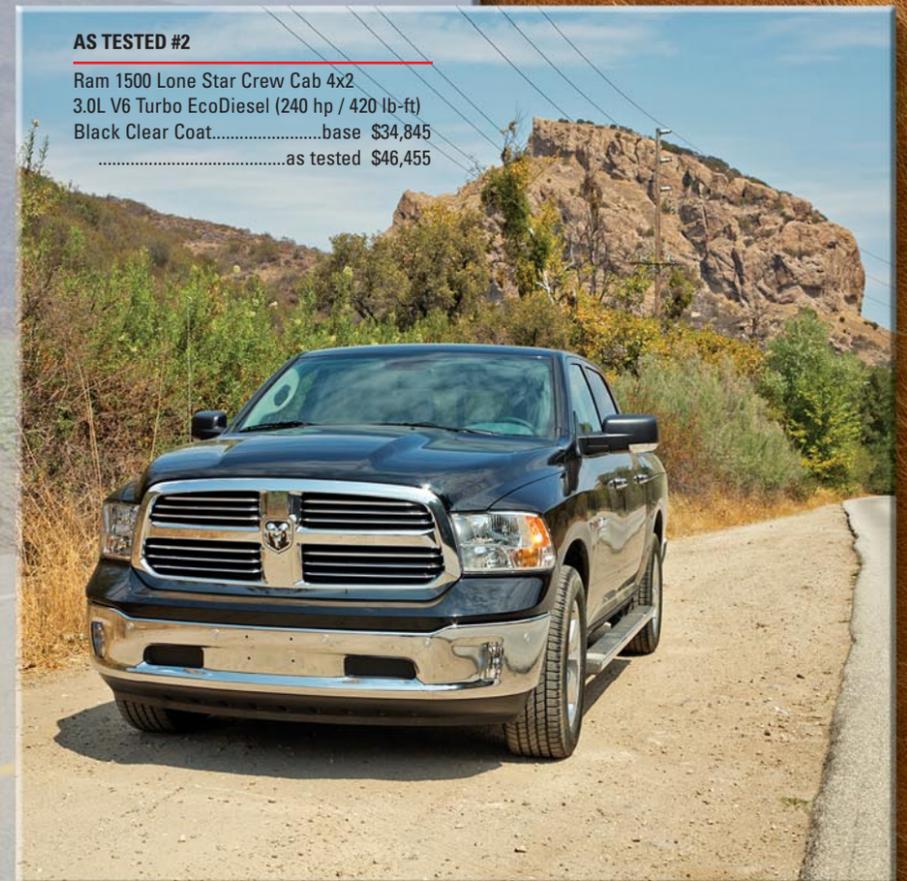


AS TESTED #1

Ram 2500 Laramie Mega Cab 4x4
6.7L Cummins Turbo Diesel (370 hp / 800 lb-ft)
Black Gold Pearlbase \$47,855
.....as tested \$63,255

AS TESTED #4 (not shown)

Ram 2500 Laramie Limited Crew Cab 4x4
6.7L Cummins Turbo Diesel (370 hp / 800 lb-ft)
Black Clear Coat.....base \$52,200
.....as tested \$67,175



AS TESTED #2

Ram 1500 Lone Star Crew Cab 4x2
3.0L V6 Turbo EcoDiesel (240 hp / 420 lb-ft)
Black Clear Coat.....base \$34,845
.....as tested \$46,455

SCOPO...

PURPOSE, ITALIAN STYLE

BY JOE SAGE

The delivery van is a ubiquitous beast that sells in huge numbers. Generations of Econoline and Savana vans live in near-invisibility and near-anonymity. A few years ago, Ford shook up the scene with its Transit Connect, a small, affordable, fuel-efficient van conceived to connect, in Europe and the rest of the world, with its larger Transit van—which is soon to arrive here, too. Then Nissan joined the fray with their larger NV2500/3500 vans in the US, now being joined by the smaller NV200. There was some irony in this, as Ford—known for its big trucks—brought us their small van first, while Nissan—known for its small trucks—brought us their big van first.

Enter Chrysler Group LLC, with its large Fiat ownership share, now shaking up the market with a new Ram ProMaster lineup of vans. The series includes a variety of sizes and capabilities, all built off the same core—Fiat's Ducato lineup. These are Europe's number one seller, at over 4.5 million

units in over 30 years of service (with two million on the road today), but reskinned with a Ram face and manufactured within NAFTA, in Mexico.

ProMaster has the capacity to take on the larger vans, with Euro-maneuverability and fuel economy like the smaller ones. It claims best-in-class step-in height, headroom and flat width between wheel wells (thanks to its front-drive layout). Near-vertical sidewalls combine with both rear and side doors to accommodate a standard forklift pallet load—a key part of our test drive in the working suburbs of Southern California.

Ram ProMaster vans are highly customizable to various commercial customers' needs. They have been built with realities of the daily grind in mind, with headlights up and back, to avoid damage, and a three-piece front bumper, to save on repairs.

The seating position is not quite conventional, nor unconventional—just a little different. The high roof adds just 93 pounds. It handles and corners as well as the low roof model. It just looks tall—and loads tall. Models in the 2500 and 3500 range are all high roof; the 1500 is available with low roof, and its low roof version is available with the shortest wheelbase of the lineup. Expect an even smaller ProMaster City van within a year. ■

PROMASTER BASICS

ENGINES:

- 3.0-liter I-4 EcoDiesel with best-in-class fuel economy, high torque, long service intervals (174 hp / 295 lb-ft torque)
- 3.6-liter Pentastar V6 (280 hp / 260 lb-ft)

TRANSMISSIONS:

- 62TE automatic, enhanced specific to Ram ProMaster drivetrain characteristics.
- Optional diesel: M40 automated manual, new to North America.

FUEL ECONOMY RATINGS.....not yet released

MAXIMUM TOWING.....5100 lb

TURNING CIRCLE.....36.3 ft, 40.7 ft, 46.8 ft

ASSEMBLY PLANT.....Saltillo, Mexico

BODIES/WHEELBASES: 1500, 2500 and 3500; cargo van, chassis cab and chassis cab cut-away; 1500 has 118" or 136" WB; others have 136" or 159" WB; 1500 offers low roof; LWB on 3500 cargo van or chassis cab available with extended body; LWB on 3500 chassis cab available with extended frame.

BEST-IN-CLASS: Fuel economy; cargo capacity; payload; total cost of ownership; turning radius; interior ceiling height; step-in height. DURABILITY: 16.2 million customer-equivalent test miles, with shocks "built for Detroit."

STARTING PRICE.....\$28,630



RESOURCES:

PERFORMANCE DRIVING SCHOOLS

Permission to come aboard...

By Joe Sage

You know what they say: "If you have to ask, you can't afford it." Nonetheless, Rolls-Royce tells us that their buyers typically have to ask themselves for one key thing: for permission to buy.

Our drive of the new Rolls-Royce Wraith departed from The Phoenician, an appropriately tony address. As such, we easily managed to encounter a couple of Bentley Continental GTs in the neighborhood. This in turn is appropriate, as the sporty new fastback Wraith has the Continental GT shopper in its sights.

The Bentley Continental GT is one of our favorites—sharing some of the best underpinnings with Lamborghini and Audi A8 cousins. Its price of about \$179,000 is high, but far from the Rolls-Royce Wraith, which starts at about \$285,000. Bargains are where you find them.

Our 70-mile drive route ran up the Beeline Highway, across the Bush Highway past Saguaro Lake and through the hills into Mesa, then back to The Phoenician via the Loop freeways. The Wraith's navigation system took us to the Beeline via all of Scottsdale Road and the 202, so we ignored it and took the 101 and Indian School back.

The functions of devices such as mirror controls and the electronic parking brake are familiar to any BMW driver. As can happen with the lowliest of motor coaches, we had a few small issues. On our first

departure, the nav was not speaking, so we returned for a quick fix. Next, we had to go back because an alert declared a rear door malfunction: "consult service center." This was attributed to pre-production build, and we were on our way.

You feel an immense presence before you in this car, from the classic Spirit of Ecstasy hood ornament, on back. You can't help but feel that the world will make way.

The car was a handful at first, yet creamy and smooth. We drove over heavy metal construction plates and, other than a very distant "clank," you could be utterly unaware. In a kind of inverse logic, the ungainly nature of this car forces a sort of grace and calm upon you. Few can sink you into the level of bliss this Rolls delivers.

On the Beeline, we contemplated what would happen if we really opened up this 624-horsepower twin-turbocharged V12—certainly a magnifi-

cent and memorable experience. Yet with our hands on the wheel and our foot on the gas, we knew that would not be happening—its top speed of 155 mph would be all too easy to hit. But one quick goose of the pedal reveals what is on tap.

You do not need to speed to enjoy the power of this machine. It's so smooth and has so much presence, it delivers immense power and complete isolation at the same time.

We had noted some vagueness to the steering when we first entered city traffic, but on a particularly winding and hilly stretch of rural highway—a real driver's road—the steering's balance felt solid, directed, firm and capable. You might prefer the chauffeur around town, but get your own hands on the wheel on the open road, every chance you get.

It's almost as though a Rolls is designed and engineered for a world that no longer exists. However, if you have the price of entry, you can find ways to make certain that you spend time in that world. You will get used to the size, feel and handling of a machine like this—very welcome in a lot of ways, while at other times it just feels big. This is the nature of the beast.

We're writing about the Wraith in plain and

simple American English. But if you read the company's eloquent British sales materials, you may find their distinctive allure simply irresistible.

In plain English, the options alone on our test car ran almost \$86,000. That included the starlight headliner, with some 1340 tiny fiber-optic points of light, at \$12,925. Yet a 624-horsepower V12 car, approaching three tons, with a 0-to-60 time in the mid-4s, that still achieves 21 MPG on the highway—is quite an achievement. It has to cost. The rest is icing on a very beautiful cake.

You can look an S-Class, A8, 7 Series or executive-length LS, for a third of the price. Or even that Bentley Continental, saving \$100,000 or more. Then again, if you've achieved the Rolls-Royce level in life, you would have to also give yourself permission to buy in, reluctantly, farther down the ladder like that. When the alternative is your own Rolls-Royce Wraith, you just might be unable to make any other compromise. ■

OUR ROLLS-ROYCE WRAITH

ENGINE ...624-hp twin turbocharged 6.6L V12
TRANSMISSION ...Satellite aided 8-speed ZF
WEIGHT5380 lb
ZERO-TO-100 KM/HR (62 MPH)4.6 seconds
MPG13/21/15 (city/hwy/comb)

INCLUDED: Electronically regulated coach doors with power closing assistance; audio system with 20.5 GB storage; voice-activated nav; rotary controller with touch and script recognition; teflon-coated umbrella; self-right wheel centers.

BASE PRICE\$284,900

OPTIONS: Commission Collection paint; starlight headliner; contrast interior; canadel paneling; 21" five-spoke forged alloy wheels; bespoke 1300-watt audio; RR monogram headrests; polished stainless steel treadplates; lambswool mats; color-matched boot trim; Wraith package.

TOTAL\$370,651



full sail

It was six months prior that we drove the all-new Kia Cadenza for the first time, from San Diego, declaring in these pages that Kia's new flagship was setting sail. The new Cadenza delivered the most presence yet for the brand, inside and out—as the company had intended, targeting customers who were loyal to Kia but were wanting to move upscale a bit, who had actually been requesting a model at a higher price point.

As we revisit this solid front-wheel-drive sedan, we are getting close to heading back to Southern California to drive Kia's next variation on a flagship, the K900 sedan—the company's first rear-wheel-drive and first V8 car—at an even higher price tag. The market success of Cadenza has surely green-lighted this next move for them.

By Joe Sage

It's a simple pleasure, to drive a comfortable, fully-featured car like the Cadenza. The full-size sedan segment is highly competitive—home to Taurus, Impala, Avalon, Chrysler 300, Maxima and others. When you're behind the wheel test-driving the Kia Cadenza, it's hard to imagine too many reasons you will need to go try the others. The Cadenza handles well and is powered well, the ergonomics are good, the interface and controls are good, the technologies at hand are top notch, and it's attractive as heck inside and out. (To clarify: you still owe it to yourself to try them all.)

Our car included all the right stuff as equipped, with just two option packages at \$3000 each. The base car includes plenty of tech (see UVO info, below), although Tech package elements might be standard on some competitors (though probably at a higher base). The Luxury package items are a good choice—all solid add-ons to an already solid package. Kia continues to be on a roll. ■



Kia found that 95 percent of GM buyers purchase OnStar, but 69 percent do not renew because of cost. So UVO eServices are included, standard—free with no subscription for 10 years or 100,000 miles—with 8-inch screen and nav, tightly integrated with your smartphone, and with Kia cloud computing and dedicated apps bringing you auto 911, remote diagnostics and more.

SPECIFICATIONS

ENGINE293-hp 3.3L V6
TRANSMISSION6-speed auto / Sportmatic
STEERINGelectric power steering
MPG19/28/22 (city/hwy/comb)
INCLUDED: Traction control, ESC, ABS, VSM, dual zone filtered climate control, AM-FM-SXM-CD-MP3 Infinity surround sound audio, heated front seats, leather seat trim, power front seats w driver lumbar, smart key, leather wrapped wheel and shifter, paddle shifters, front LED marker lights, fog lights, rain sensing wipers, LED taillights, backup warning, 10-year/100,000-mile powertrain warranty, 5/60,000 basic warranty and roadside assistance.

BASE PRICE\$35,100

OPTIONS:

TECHNOLOGY PACKAGE: smart cruise, blind spot, lane departure systems; electronic parking brake; 19" wheels3,000
LUXURY PACKAGE: pano roof w power sunshade, adaptive HID headlights, nappa leather, power driver's seat extension, ventilated driver's seat, heated outboard rear seats, heated steering wheel, 7" color LCD meter cluster, power tilt/telescope wheel, power rear sunshade3,000
 White interior packagen/c

DESTINATION CHARGE800

TOTAL\$41,900

LOGBOOK NOTES

Playing back recordings made while driving, we notice this car has an extremely nice sound effect in the background—just a nice low-key throaty note—consistent, smooth and powerful.

We had the Cadenza in chilly November weather. Unfortunately, the heated steering wheel only works in a relatively small zone, the upholstered portion, not the bottom center inside and not the whole upper 40 percent, which therefore only seems to feel colder than it otherwise would.

There were multiple instances of wanting to turn off some of the more invasive nanny features. E.g. just driving in regular traffic, we had urgent beeping alerts that sounded about like a severe tornado warning, and we didn't even know why—in two very routine lanes of slow moving traffic.

Our investigative tour to familiarize ourselves with this vehicle's controls and features showed every sign of being short, sweet, easy, fruitful and fulfilling.

SSpecialized By Joe Sage

Camaro covers quite a range. Start with the six-cylinder 1LS and 1LT models, run up through the 1LT and 2LT six-cylinders, to the 1SS and 2SS V8s, but don't stop there. The high-performance ZL1 has topped the pack, and a return of the track-tempered Z/28 should be in place by the time you read this. The differences between LS and LT, and between models one and two (1LS-2LS, 1LT-2LT, 1SS-2SS) are details—wheels, heads-up displays, audio upgrades.

Moving from LS (or LT) to SS is significant, however: taking you from a 323-hp 3.6L V6 to a 426-hp 6.2L V8. An LS coupe starts at \$24,050, and our 2SS convertible at \$42,950 (with destination). This appears to equal 32 percent more horsepower for 79 percent more cost, but horsepower is not the whole story. An LT convertible starts at \$31,550, so the 2SS ratio is just 36 percent for that 32 percent power jump, in that case (each jump adds a

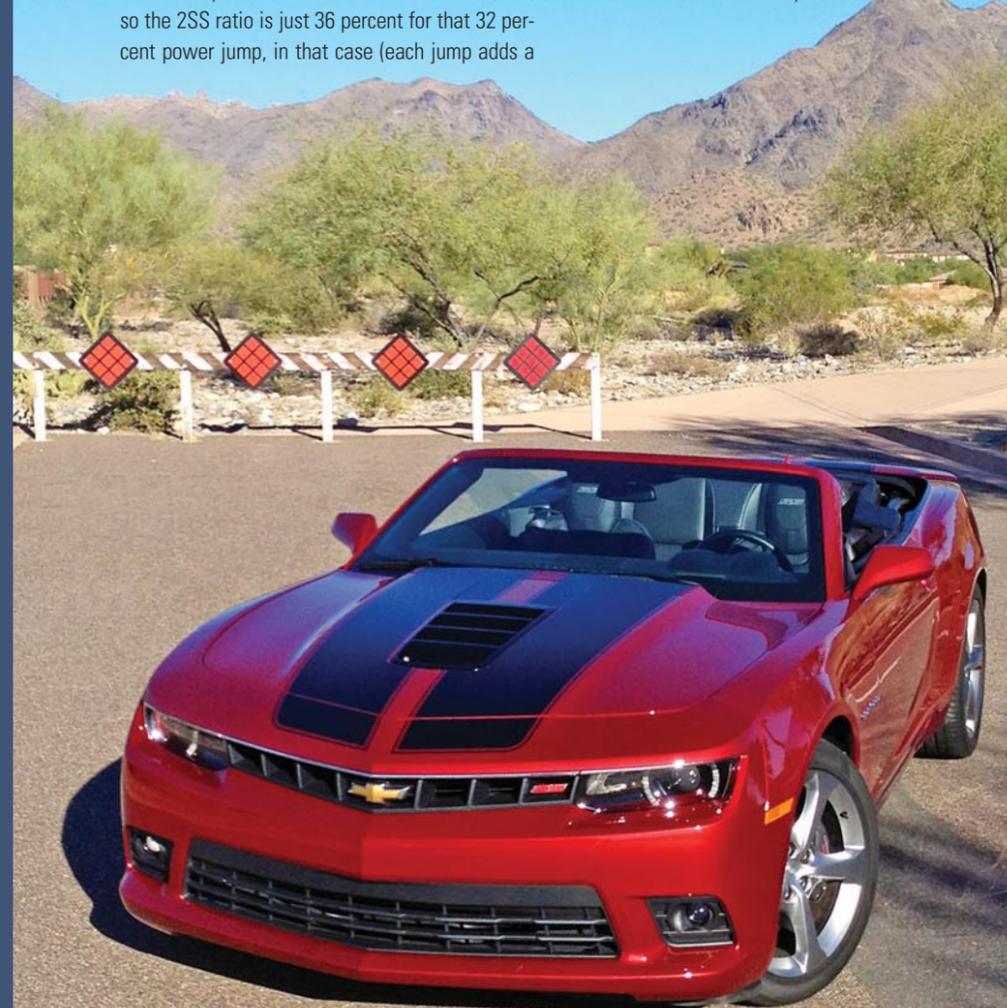
few other features and style points, too).

For a ZL1 convertible, you'll pay \$61,250 and up for its 580 hp, and the Z/28 is likely to cost about \$75,000 with its track-ready 500-hp lightweight LS7 engine (as also used in the Corvette Z06).

The Z/28 will be coupe only, manual only, and will emphasize dynamics over sheer power.

Pricewise, the SS is in a sweet spot, once you consider the Z models. The Z/28 intrigues us, though. We found the 2SS really overpowered for most street driving, and any Camaro's convertible top storage makes distance driving (with luggage) difficult. The Z/28 is intended for track use, so its more generous coupe trunk is a paradox.

Ultimately, the choice between form and function includes tradeoffs for most daily users—so drive and choose carefully. ■



Everything's fine in the front seats. Under the hood, you'll want to make sure this much power is what you want. From the rear seats back, things get crowded, especially as a convertible.

SPECIFICATIONS

ENGINE426-hp 6.2L V8 w/SFI
TRANSMISSION6-speed manual
STEERINGpower, electric assist
BRAKESBrembo ABS 4-wheel disc
ZERO-TO-60 MPHest. low 4.x seconds
MPG16/24/19 (city/hwy/comb)
INCLUDED: Limited slip diff, Stabilitrak traction control, rear camera, rear park assist, sealant/inflator in lieu of spare, theft deterrent, rear spoiler, fog lamps, power mirrors w/dimming, power top and tonneau, remote keyless entry, 6-way power seats, heated leather-surface seats, leather wrap shifter and wheel, heads-up display, lots more.

BASE PRICE\$41,955

OPTIONS: RS package: 20" painted aluminum wheels (20x8 front, 20x9 rear), rear spoiler, HID headlamps w LED halo, separate DRLs, LED taillamps, body-color molding and shark-fin antenna, dual mode quad-outlet exhaust895
 Navigation795
 Black stripe package470

DESTINATION CHARGE995

TOTAL\$46,460



LOGBOOK NOTES

New taillights (upper) are a huge departure from the prior trademark style (lower, above). A narrower grille is a more subtle update.

The heads-up display is a winner, with vivid speed and a circular tach projection.

Launch Control, standard on any V8 Camaro with manual shift, manages wheel spin for maximized off-the-line acceleration.

Sound effects are strong, maybe overdone; at times the clutch seemed mismatched, especially starting in first on the slightest incline; overall, the power and driveline seem best suited to fairly extreme driving.

Potent assurance

By Joe Sage

Volkswagen Touareg is available in models ranging in base price from \$43,995 to a hybrid at \$64,170. Hybrid aside, they cap out at \$57,360 for an Executive VR6 gasoline model, or \$60,860 for the same trim level in TDI diesel. The entry model is not available as a diesel, but add navigation and it is, at \$51,035. Our Lux model is the second-up of four TDI levels, each spaced about \$3000 apart. It's an easy decision from there, as Volkswagen is great about not confounding you with option variables. Our test model had no options at all.

The engine choice is also easy. If you like diesel power—pump price advantage is not what it once was, but fuel economy and power curve win big—you will be happy to pay the \$3000-or-so differential for TDI over gasoline.

For fuel economy, the TDI beats not only the gasoline engine's numbers, but also the hybrid's. City mileage is 17 MPG for the gas V6, but 20 for the diesel (which matches the hybrid). But on the highway, while 23 MPG for the gas V6 is barely beaten by the hybrid at 24, the TDI diesel is rated 29 MPG.

The world is finally more widely recognizing

that torque figures are as important as horsepower, and here the TDI (or any diesel) really shines. In horsepower, the gas Touareg puts out 280, which the TDI comes relatively close to hitting, at 240 hp (while the hybrid's combination of gas and electricity produces 333 hp). But the 406 lb-ft of torque from the TDI diesel—with has the additional advantage of availability all across the power band—blows away both the 360 lb-ft of the gas model and the surprising 325 lb-ft of the hybrid.

For more purchase economy, you can investigate the smaller Volkswagen Tiguan (\$22,995 to \$38,490), but it's of course smaller, has considerably less horsepower and torque, and barely beats the big Touareg's fuel mileage figures, actually losing to the Touareg with TDI diesel we are looking at here. Volkswagen has done a good job of positioning its lineup. For your final comparison, consider the Porsche Cayenne. The VW Touareg is built on the same platform, but the Cayenne is priced between \$49,600 and \$146,000, and you will quickly find yourself wanting or needing pricey options on those. Touareg is in the sweet spot. ■



LOGBOOK: You have a feeling of solid assurance that this vehicle is going to accelerate when you step on it, turn where you point it, and ride steady and sure. Controls are especially intuitive and straightforward. The light growl of its TDI diesel reminds you there is some serious grunt on tap.

SPECIFICATIONS

ENGINE3.0L 24v V6 TDI Clean Diesel
 POWER240 hp, 406 lb-ft torque
 TRANSMISSION8-speed automatic
 DRIVETRAIN4MOTION® all-wheel drive
 TOWING CAPACITY7716 lbs (3500 kg)
 MPG20/29/23 (city/hwy/comb)
 INCLUDED: panoramic sunroof, touchscreen nav w CD, rear camera, mobile interface, keyless entry/start, dual-zone climate, 12-way power seats, leather, 40/20/40 rear seat, bi-xenon headlights, LED DRLs, fog lights, power liftgate, trailer hitch.

BASE PRICE\$54,975
 DESTINATION CHARGE\$910
 TOTAL\$55,885



The Touareg is a spacious five-seater with 32.1 cu.ft. behind the rear seats or 64 cu.ft. with those folded flat, and a power liftgate.

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a mind of its own by Joe Sage

We met the new 2014 Lexus IS lineup last summer in the Bay Area, where we drove it on an autocross course in Alameda and through the hills northeast of Oakland and Berkeley. "The hottest deal in a Lexus just got hotter," we said. It was "fast, fuel efficient, fully featured and more affordable than before."

The hardest part, we had noted, might come in choosing your own, with considerable overlap among the models. Not counting the IS F, the IS lineup includes two sedans (250 and 350, in RWD or AWD), two convertibles (also 250/350 but RWD only) and an F SPORT package, applicable to any. A rear-drive 250 starts at \$35,950. If you have the budget, we say pile it on, with a fully trimmed out IS 350 AWD F SPORT just a hair above \$50 grand. (An F SPORT package is not to be confused with the very different high-performance Lexus IS F, an LFA supercar cousin at a base price of \$63,600.)

Our tester here is a rear-drive 350, starting under \$40,000 and topping out just above \$48k.

Ours had no F SPORT option—which would include different lights, fascia and grille, larger wheels, adaptive suspension, LFA-style TFT instruments, plus fancier seats, steering wheel, pedals and more. Its add-on price varies—\$3620 if on our 350, or as low as \$2675 on a RWD 250.

We made friends with the car's fundamental driving characteristics and dynamics pretty quickly—it handles quite well. We were particularly

impressed by a mild real-world boulevard slalom, lightly recreating our Alameda grid experience.

We naturally gravitated to Sport mode. But even if we chose it every time—willing to pay for presumed lower fuel economy—it always reverted upon restart, though not to normal, which might make some sort of sense, but rather to Eco—i.e. defaulting to its other specialty mode.

If you switch from Eco to Sport while in motion, rather than feeling a boost, it can feel like dropping an anchor, if just for an instant. Sport seems to run the gears a little higher than we might wish, for a little longer than we might expect.

We rated the interior very high, with layout, fit and finish on a par with the best in the category (a group that includes Audi A4, BMW 3 Series and Mercedes-Benz C-Class).

But its user interface would dominate our logbook notes. Any vehicle owner will likely become familiar with every idiosyncrasy soon enough—though we have our doubts about one key item here: the Remote Touch interface controller (see inset photo), a device with all the precision of a seven-year-old's loose tooth. Our logbook noted it was "hard to point where you want it, it's finicky and jumpy, and by the time you're ready to push it, it's already wobbling to something else." Much of the time, it also generated scolding sound effects.

Not unique to this car, we'd like to have a non-electronic version, just a basic driving machine. ■



Lookin' good. If we could get the IS with about half of its most superfluous add-ons stripped back off, it would be simply a handsome car and a great drive.

SPECIFICATIONS

ENGINE.....3.5L DOHC 24v V6 w VVTi
 POWER.....306 hp, 277 lb-ft torque
 TRANSMISSION.....8-speed auto, paddle shift
 DRIVETRAIN.....RWD: Eco, normal, sport, snow
 ZERO-TO-60 MPH.....5.6 seconds
 MPG.....22/28/19 (city/hwy/comb)
 INCLUDED: 17" aluminum wheels, HID headlamps, LED DRLs, dual chrome exhaust, power moonroof, 10-way power driver's seat w lumbar, 8-way passenger, 60/40 folding rear seats, audio-phone-trip display, premium display audio.

BASE PRICE.....\$39,465

OPTIONS: Luxury and Technology Package:
 LED headlamps w intelligent high beam, rain-sensing wipers, auto-dim mirrors, leather and wood trim, heated/ventilated seats, power tilt/telescope wheel, seat/mirror/column memory, BSM and rear cross-traffic alerts, lane departure warning.....4115
 Intuitive parking assist.....500
 Navigation/Mark Levinson audio.....1225
 DESTINATION CHARGE.....910

TOTAL.....\$48,215



LOGBOOK NOTES

Is this car smarter than you? Our notes referred to it as a nanny sedan, constantly undoing your choices for controls and settings; other times, it just made it too difficult to make your choices in the first place.

Some may welcome all the alarms and alerts, some may despise them, and some can likely take or leave them. But there are surely times when one little "blip" would be more appropriate than alarms going to Defcon Three.

Despite an overblown reliance on electronic interfaces for everything, it still has a foot-operated, spring-loaded parking brake.

It appears the rain-sensing wipers also have to be reactivated if you've had the car shut off in between—not ideal for Arizona.

We would run an appreciative eye over the creases in the hood, fenders and lights, and every intersection, every crease and flow.

The very definition of crossover By Joe Sage

Breakthrough quirky when new five years ago, Venza has set the pace

When the Toyota Venza launched in 2008 as a 2009 model, the "crossover" term was not new but was just starting to really catch on, though there was still debate about exactly what it should apply to. Venza seemed to hit the nail on the head. It didn't have the styling of an SUV—its sheetmetal was pretty radical for that time. But it was tall, big inside, could tow, had ground clearance of over 8 inches (one of our favorite Venza attributes) and had available all-wheel drive.

The fundamentals remain the same. It still has a choice of AWD or FWD, and of four- or six-cylinder engines. Today, that same sheetmetal blends right in. A four-cylinder was a little bit harder sell, then, but not today. Venza was ahead of its time.

Prices have gone up since 2009, with the 2014 base LE FWD 4-cylinder starting at \$27,950, and our Limited AWD V6 test Venza on top at \$39,570.

The Venza offers large sedan interior volume and seating space—think Crown Vic—but without the big car's cumbersome overall package of huge hood and huge trunk. We noted only one or two instances of default front-drive torquiness. We did feel a hint of big old sedan handling on just one aggressive corner, with the outboard

front tire wanting to tuck. We'll cross those items off as minor, since overall we concluded the Venza's handling was comfortable and precise.

When we drove both engines (and both drivetrains) five years ago, we were on the fence between the V6 and the four-cylinder. The V6 is rated at 268 hp, versus 181 for the four, yet at that time they both felt capable. (The climb to Flagstaff or Payson, in both, could better reveal the difference.) We noted this time that our six seemed a little short on performance—not bad for a daily driver crossover, perhaps, and it is not, after all, a \$95,000 German sedan. But we would drive both engines one more time, before a buying decision.

We probably like the Venza most just because it is almost any number of popular vehicle types—almost a wagon, or crossover, or SUV, while at the same time not being any of those.

It really is a genius piece of styling, scaling and packaging. The height of the cabin, the occupant space, cargo volume, ground clearance and towing—all that combined in smaller crossovers can look ungainly. In the Venza's size and posture it comes together as a perfect fit. ■

SPECIFICATIONS

ENGINE.....3.5L 24v V6 w Dual VVT-i
 POWER.....268 hp, 246 lb-ft torque
 TRANSMISSION.....6-speed electronic auto
 DRIVETRAIN.....all-wheel drive
 GROUND CLEARANCE.....8.1 inches
 TOWING CAPACITY.....3500 lbs (w/package)
 MPG.....18/25/21 (city/hwy/comb)
 INCLUDED: 20" alloy wheels, HID auto headlamps, heated mirrors, puddle lamps, dual zone climate, keyless entry/start.

BASE PRICE.....\$39,570

OPTIONS: Blizzard Pearl paint.....395
 Floor mats and cargo mats.....290

DESTINATION CHARGE.....860

TOTAL.....\$41,115



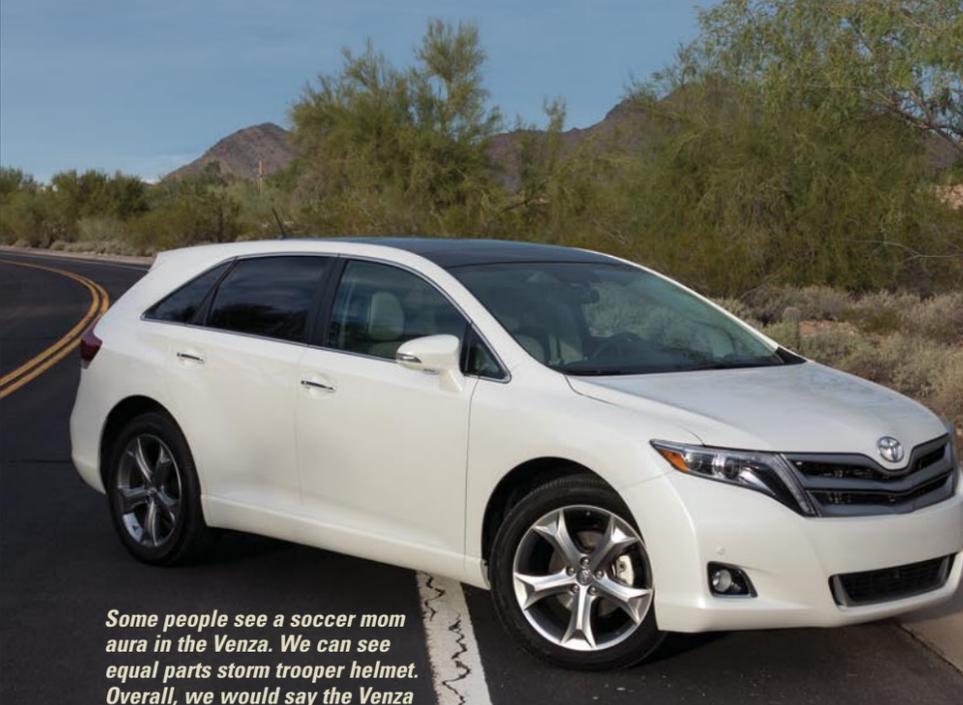
LOGBOOK NOTES

Setting up the audio was a breath of fresh air—all touchscreen, no wiggly tooth joystick like the Lexus just before it (and at less cost: win-win). Adjusting seats, mirrors and whatnot was all straightforward. steering wheel has mechanical tilt and no telescope, surprising on both counts.

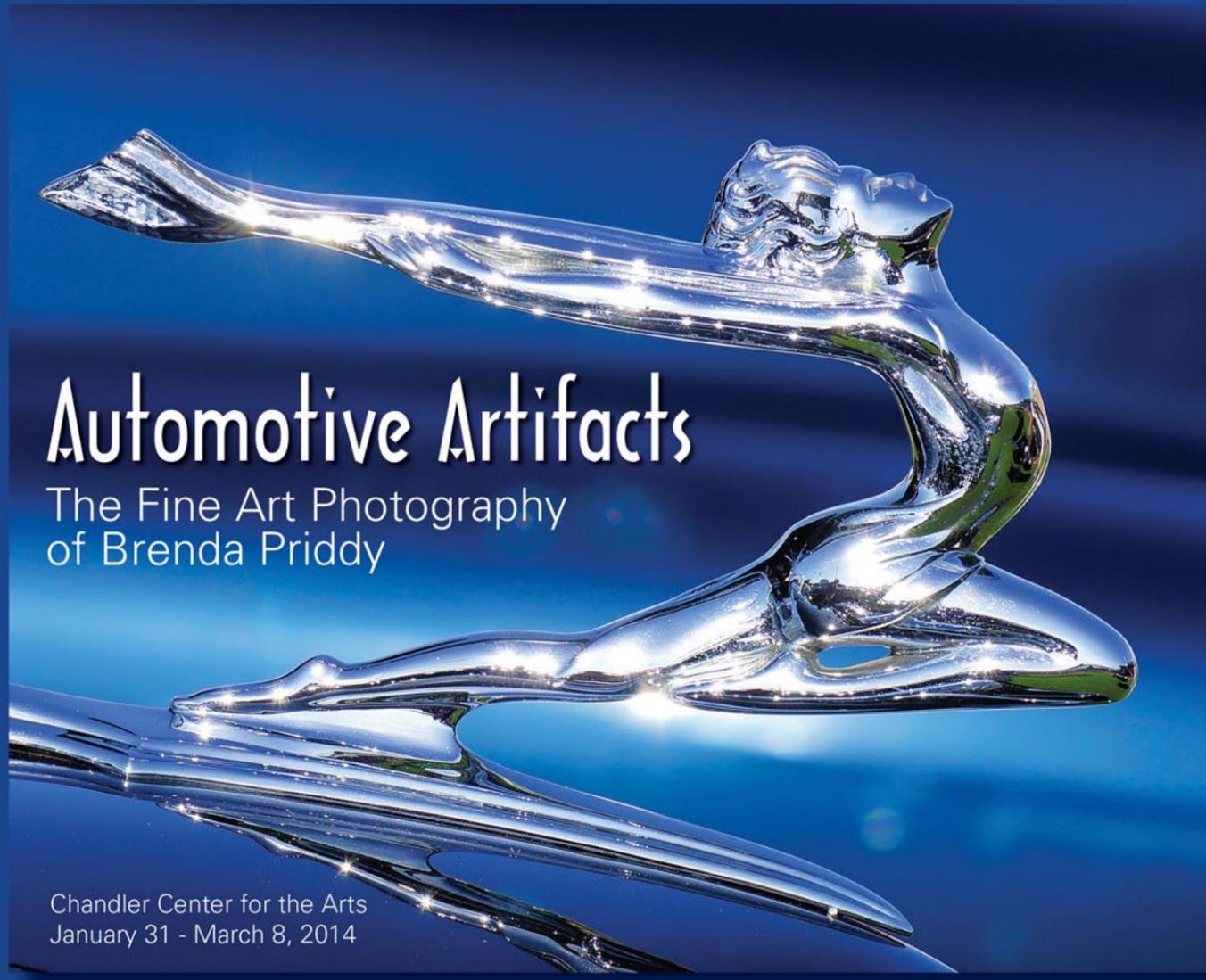
Ironically, a considerable inside blind spot is blocked by a headrest anyway. It doesn't bother us, since they're all blind and we rely on the mirrors—but also because this has the extra sunroof in back, a light colored interior, and is just a pleasant place to be.

The Power Easy Access system—an increasingly common feature whereby your seat is pulled out from under you as you park—requires a trip to the dealer, to turn on or off. Heaven help you if you and your spouse have two different preferences.

If you have your headlights set on Auto—an increasingly common feature that is being increasingly used by default—your bright headlights will dim per their own wisdom, for example due to a road sign's reflection. That works poorly, so Auto is a bad choice.



Some people see a soccer mom aura in the Venza. We can see equal parts storm trooper helmet. Overall, we would say the Venza has plenty of style and no stigma.



Automotive Artifacts

The Fine Art Photography of Brenda Priddy

Chandler Center for the Arts
January 31 - March 8, 2014

Photos © Brenda Priddy

Renowned secret spy photographer faces the spotlight

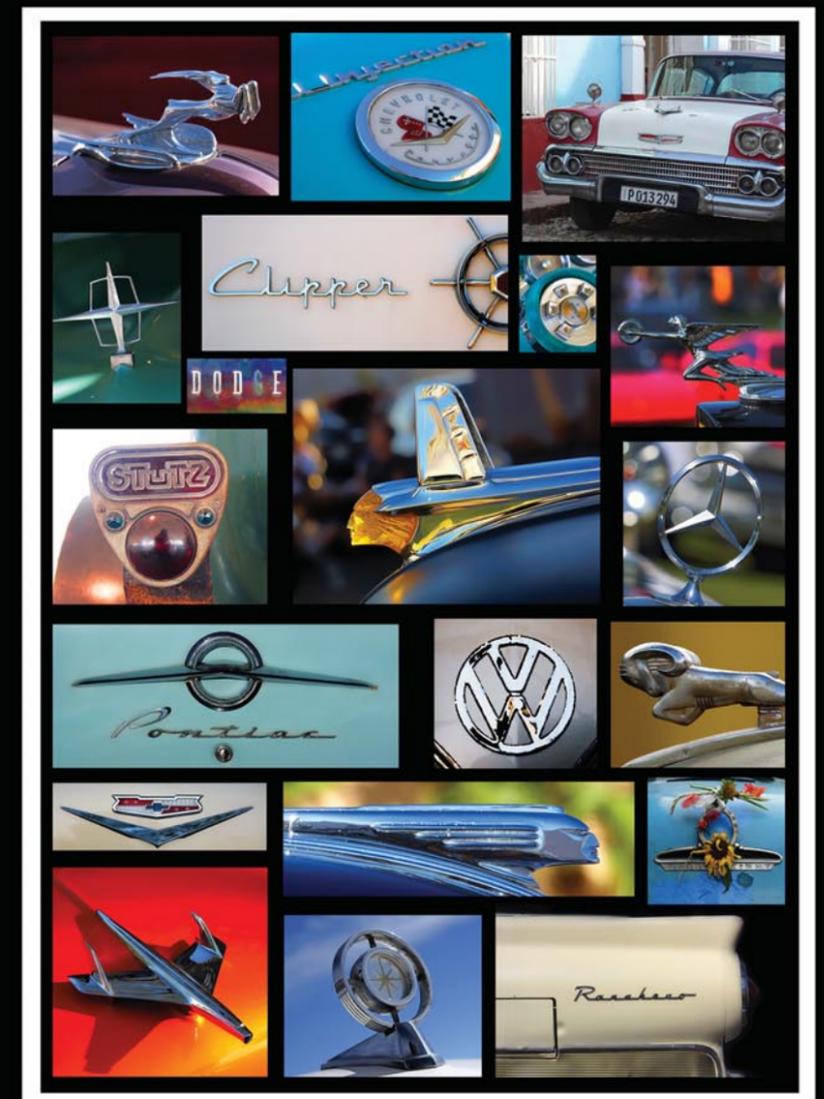
Many know Brenda Priddy as the anonymous person behind many of the photos we see of cladded and camouflaged test cars. Brenda usually stalks the local desert proving grounds, waiting for test cars and prototypes to exit, and then photographs them for magazines and websites around the world. But Ms Priddy will make a public appearance in late January, when an exhibit of her fine art photography debuts at the Chandler Center for the Arts.

While waiting for test cars to photograph on the public roadways, Ms Priddy is always looking for other subjects, and recently found them in places as diverse as junkyards and classic car concours: hood ornaments, nameplates and various details caught her eye. These have become the focus of this upcoming photography exhibit.

The exhibit, Automotive Artifacts, opens with an artist's reception from 5:30 to 7:30 pm on January 31 and runs through March 8, 2014. Normal gallery hours are 10am to 5pm, Monday through Friday, and noon to 5pm on Saturday. Admission is always free.

For more information, visit:

www.chandlercenter.org/visual-arts/exhibition-hall.html



Spy photo by Joe Sage



WOUNDED WARRIORS SUPER SNAKE



High Five Tour brings "Super Snake" Mustang to Berge Ford, raises funds for Wounded Warriors Family Support

By Jennifer Johnson
Photos by Penny McDivitt / Berge Ford

Arguably, there's nothing more American than Mustangs and the military. The two came together on October 22, when the Wounded Warriors Family Support Mustang stopped in Mesa as part of the High Five Tour 2013, in partnership with Berge Ford, the Copperstate Mustang Club, Rural/Metro and Sport Clips Haircuts. Approximately \$3,000 was raised for Wounded Warriors Family Support, a nonprofit dedicated to raising funds for members of the military who were wounded serving our country.

Wounded Warriors Family Support invited event attendees to show their support for military families by signing a red, white and blue, 850-horsepower 2013 Mustang GT500 "Super Snake" with a message of gratitude to our country's veterans and their families. During the five-month 2013 tour, the Wounded Warriors Family Support Mustang covered more than 21,000 miles, traveling to more than 60 cities and making stops in 48 states.

"Our High Five Tour rallied communities across the country to say 'thank you' and show their appreciation to our country's military families for their sacrifices," said Col. John Folsom, founder and president of Wounded Warriors Family Support. "It's very powerful to see the show of support from across the nation for our country's military families and to see the direct impact the tour will have on the lives of two deserving wounded warriors and their families."

The High Five Tour 2013's mission was to raise funds to build two "smart homes" for two wounded warriors and their families—SFC John Masson of

Fayetteville, NC, and Sgt. Rusty Dunagan of Guthrie, Oklahoma. Wounded Warriors Family Support partnered with the Gary Sinise Foundation to build the smart homes, and 100 percent of all donations to the High Five Tour are directly funding the construction of the homes. The specially designed homes are custom-built to provide severely wounded veterans quality of life and independence that otherwise would not be possible.

"We were honored to support this event and raise money for a deserving cause," said David Jacobelli, a member of the Copperstate Mustang Club who helped organize the event. "Every donation makes a difference, and we hope the Arizona tour stops raised awareness for this important cause."

At the Berge Ford event, Sport Clips hair stylists were on hand to offer free haircuts to anyone who made a donation to Wounded Warriors Family Support, and

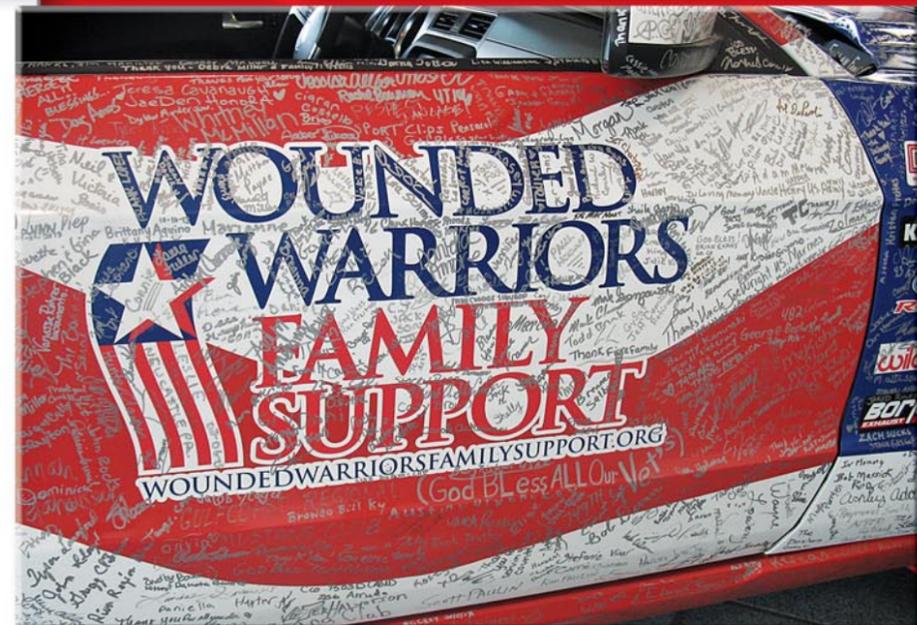


they also gave free haircuts to veterans and current members of the military.

In celebration of the Mustang's 50th anniversary in 2014, Berge Ford and Ford Motor Company offered a limited supply of 50th anniversary Mustang duffle bags and sport bottles for donations. Berge Ford also made a financial donation.

Rural/Metro, which gave \$2,500 to the nonprofit, escorted the Wounded Warriors Family Support Mustang to the event with two of its popular wrapped ambulances, the Stars and Stripes Unit (wrapped in a giant American flag) and the Support Our Troops Unit (wrapped in camouflage with a flag, fighter jet and yellow ribbon on it).

For more information about Wounded Warriors Family Support and its High Five Tour, visit www.wwfs.org or www.HighFiveTour.com. ■



Evolutionarily revolutionary By Joe Sage

We had noted two major points about the all-new 2013 Ford Escape last year: [a] that it was a complete revamp, restyle and reinvention; and [b] that there was no longer a hybrid version (for that, they push you to the C-MAX, but it offers no four-wheel drive). All this is the same for 2014.

We had predicted the new Escape would maintain Ford's spot at the top of the small SUV segment and might even steal customers from premium and near luxury brands. They are on the roads in volume; final year-end numbers will tell the tale.

Our Escape arrived with 3075 miles on the odo, feeling fresh out of the box—tight and solid. Steering was absolutely sure-footed. Its 240 hp and 270 lb-ft of torque were more than enough to power the Escape's 3769 pounds through multi-lane challenges. Neither Drive or Sport shifted as fast as we'd like, but we tailored this through use of the manumatic. Overall, we were impressed, and our performance often surprised others, too.

This 2-liter EcoBoost is by far the quickest of three available engines. It beats a 1.6L EcoBoost

(at 168 hp), and also outstrips a bigger 2.5-liter conventional four-cylinder (at just 170 lb-ft). Fuel mileage is about the same on all three engines, but this Escape can tow 3500 pounds (the 1.6L EcoBoost can tow 2500 and the 2.5L just 1500).

An entry level S trim, at \$22,700, only offers the 2.5L and front-wheel drive. The midrange SE (\$25,550-\$28,495) or Titanium (\$29,100-\$32,045) offer the two EcoBoost engines and either FWD or 4WD. The 2.0L EcoBoost adds about \$1200 over the 1.6L, while 4WD adds about \$1800 (and about 140 lbs). We would add both. Again, the larger engine's power is significantly higher, as is tow capacity, while fuel economy is very close. The bigger EcoBoost does prefer 91 octane premium fuel, though it will accept 87 regular (which is all the others need, period).

The small utility category is red hot, with fine machines from just about everybody. Some of the Escape's features can annoy (see sidebar), but performance and capability are strong. The top-selling Ford Escape belongs on your short list. ■

SPECIFICATIONS

ENGINE2.0L 4-cylinder EcoBoost
 POWER240 hp, 270 lb-ft torque
 TRANSMISSION8-speed automatic
 DRIVETRAINall-wheel drive
 GROUND CLEARANCE7.9 inches
 TOWING CAPACITY3500 lbs
 MPG21/28/24 (city/hwy/comb)

INCLUDED: auto halogen headlamps, fog lamps, keyless entry keypad, keyless start, 10-way power seat w lumbar, dual-zone electronic auto climate, heated front seats, illuminated entry, leather trim, Sony premium audio, MyFord Touch, Sync voice activation, privacy glass, rear camera.

BASE PRICE\$30,850
 EQUIPMENT GROUP 401A: Titanium tech package, HID auto headlamps, blind spot system, active park assist1735
 ENGINE: 2.0L I-4 GTDI EcoBoost4495
 OPTIONS: Navigation795
 19" alloy luster nickel wheel595
 DESTINATION CHARGE895
 TOTAL\$36,065



LOGBOOK NOTES

We weren't always nuts about the *controls*, but some of the *controllers* (see stalks, above) were very cool, designwise.

Initial setup of features was simple and straightforward, which may sound like no big news, but is currently very noteworthy.

Radio tuning was a royal pain, with major options only cycling in one long direction. Allocation of touch and physical buttons is non-intuitive at times. Some key settings return to defaults every time you have left the vehicle and restart it (we spent time with the manual and interface, but couldn't rectify this). Sometimes divergent multiple controls perform related functions, and sometimes integrated controls perform unrelated functions. Maybe you'll get used to them all over time, and maybe you won't.



Anecdotally (eyeballing the needle against actual odometer readings), we didn't seem to achieve any great fuel mileage. But then again, we were using the same ol' lead foot we always use.

Russian Roulette.



When is a cell phone a weapon? Whenever you drive a car and use one. It's that simple. And that deadly. Last year, nearly 6,000 fatalities and over half a million injuries were caused by distracted drivers. In fact, texting behind the wheel is so dangerous that it can impair a driver's response time by 18% - or the seconds it takes to miss a stop sign, run an intersection and broadside a family.

Whatever you have to say can wait. Unless it's goodbye.™



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General Motors CEO Mary Barra

■ **General Motors** gets a new CEO during January. Mary Barra, previously GM's executive VP of global product development and global purchasing, becomes the first female CEO of a global automaker. She takes over as prior chief Dan Akerson steps down. During 33 years at GM, Barra has risen through a series of manufacturing, engineering and senior staff positions and has been one of Akerson's key allies in the company's turnaround and revitalization of new products with record quality ratings and higher customer satisfaction. Theodore Solso, former chairman and CEO of Cummins and a member of the GM board since 2012, will succeed Akerson as chairman of the board.

■ **Mazda** Motorsports showcased its strengths in both endurance racing and club racing at the longest endurance race in America, the National Auto Sport Association (NASA)'s US Air Force 25 Hours of Thunderhill in California, in December. Out of 57 cars racing, 16 were Mazda-powered, the most of any brand. Three of the six classes had Mazda racers on the podium, led by Mazda class-wins in the E2 and E3 classes. Of particular interest to Mazda employees and dealers was the "Factory Guys versus Dealers" battle in identically prepared, modified-for-racing 2014 Mazda6 SKYACTIV-D clean diesels. The final score was dealers over the factory guys, but ultimately it was a win-win, as all three Mazda6s ran perfectly and finished.

■ **Venturi** Automobiles has announced a joint venture with actor and environmental activist Leonardo DiCaprio to enter a team in the new FIA Formula E Championship—the world's first fully-electric race series, starting in September 2014. Based in Monaco, the new Venturi Grand Prix Formula E Team has been co-founded by DiCaprio and Gildo Pallanca Pastor, founder of pioneering EV manufacturer Venturi Automobiles, with Bert Hedaya and Francesco Costa. Formula E will use electric single-seater race cars capable of speeds in excess of 225km/h (about 140 mph). Ten two-driver teams will compete in the heart of 10 cities worldwide, including Los Angeles, London and Beijing. Venturi Other teams include IndyCar outfits Andretti Autosport and Dragon Racing, Asia's China Racing, Super Aguri and Mahindra Racing, and European squads Drayson Racing, e.dams, Audi Sport ABT and Virgin Racing. Award-winning Venturi build high performance sports, urban and utility electric vehicles, and is the current holder



■ As **Mercedes-Benz** starts selling its under-\$30k CLA, **Lexus** states that they will do no such thing. Lower-sticker cars are being introduced by the luxury makers—including also BMW's 1 Series—to give more customers and entry point to the brand, but also to meet CAFE (corporate average fuel economy) standards,

which are only getting tighter. The CLA can get 38 MPG highway, which makes all the difference lineup-wide. Lexus—once the top seller in the US luxury market—feels they don't need to sell this, as Toyota and Scion brands help them achieve the CAFE goals, while not "diluting" the Lexus brand, in the words of Senior Vice



Mazda Motorsports at 25 Hours of Thunderhill

of the world land speed record for an electric vehicle, at 307mph. Starting in the second season, the team plans to build its own Formula E car using a powertrain based on the one used in its 3,000-hp electric streamliner, the Venturi VBB-3, unveiled last year in Wendover, Utah, by Prince Albert II of Monaco.

President of Automotive Operations Bob Carter. BMW has MINI and Mercedes-Benz has Smart, to similarly broaden the overall pool with an emphasis on fuel economy in those marque, but their volumes are not even close to what the Prius lineup alone contributes to the overall Toyota-Lexus-Scion formula.

■ **MINI** owners were invited to costume up, grab a video or still camera, and tell the company what features of the new MINI Hardtop they most want to test drive. And ten of them will, if they're lucky enough to win a Final Test Test Drive. Announced during the updated MINI Hardtop's launch at the LA Auto Show in November, the contest leads to ten current or past MINI owners test driving the new car before it goes on sale this spring. This will not be your typical drive around the block. MINI is flying these ten winners and their guests to select locations around the country for very special test drive experiences—which are also being captured on video, to be used in advertising. All ten winners will also design a one-of-a-kind new MINI Hardtop with a member of the actual product team and an illustrator. Those ten designs will be posted for public voting, and one will actually be created and offered for sale by MINI—named after the winner. Submissions ended in December, and the ten finalists selected for test drives will be announced on January 28. Test drives take place starting in February. For more info, visit MINIFinalTestTestDrives.com.

■ The newest **Lexus** F model will debut at the North American International Auto Show in Detroit in mid-January. "Designed from the asphalt up," this new Lexus F model is being engineered from



Lexus F teaser shot

scratch, with clues beforehand confined to this small teaser photo and several lines of marketing fluff, such as "one performance layer at a time, the newest F model promises a bold, gritty, experience synonymous with the famed Lexus F heritage." The reveal will be shown live at www.lexus-int.com or follow [#AsphaltUp](https://twitter.com/AsphaltUp).

■ Peter Schreyer, president of **Kia** Motors as well as president of **Hyundai** Group—where he oversees design strategy for both brands—has been selected as the 2014 recipient of the EyesOn Design



Peter Schreyer

Lifetime Design Achievement award, given annually by the Detroit Institute of Ophthalmology. Schreyer helped revolutionize Kia's styling and was responsible for the signature "tiger nose" grille immediately recognizable on current models. He oversees studios in Frankfurt, Los Angeles, Tokyo and Korea. Prior to his move to Kia in 2006, Schreyer was well-known for his design work at Audi—where he was best known for the Audi TT, A3, A4 and A6—and Volkswagen—for the 1996 Passat and New Beetle.

■ Four-time Formula 1 world champion Sebastian Vettel's F1 helmet achieved a world record price at **Bonhams** auction in Oxford UK in December. Signed by Vettel, the Arai helmet was designed with Germany's national colors and worn for the Nürburgring Grand Prix race weekend last year, where Vettel celebrated his first home victory. The item was so popular that, in addition to the live crowd, internet bidding and six phone lines were jammed by bidders from all over the world. The hammer dropped at £72,100—close to \$120,000. A James Hunt Bell helmet worn by the F1 champ during in 1976 sold for £37,500 (about \$61,000), and a signed Mark Webber helmet by Arai went for £17,500 (almost \$30,000). Proceeds went to Wings for Life, a spinal cord research charity.

■ California-based **Tesla** Motors has expanded its Supercharger network with the opening of the first Arizona Supercharger station, in Quartzsite, in November. The Supercharger station is conveniently located along I-10 and enables free long distance travel for Tesla Model S owners. This is the first of seven Tesla Supercharger stations slated to open in Arizona. Paired with an Indio, California station that will also open soon, the Quartzsite location will support free travel between Phoenix and Los Angeles. Superchargers are designed for city to city travel, allowing Tesla Model S electric vehicle drivers to travel for about three hours, take a 20 to 30 minute break, and get back on the road, charged up.

■ **ChargePoint's** network has been fully integrated into the new BMW i3, BMW's first all-electric production vehicle. The collaboration is intended to provide a seamless experience for drivers, working with the ConnectedDrive navigation system of the BMW i3. Using real time data and a BMW i Remote mobile app, drivers will be able to locate unoccupied charging stations and access what is described as the world's largest and most open network of EV charging stations. The app will not only make it easy for drivers to find and access ChargePoint network stations, but will also display which ones are within the vehicle's range, taking into account



Vettel helmet

the percentage of battery life remaining, driving mode and topography, displaying qualifying charge stations on the map. All BMW i3 owners will receive ChargeNow cards, for immediate access to over 14,000 stations in the network. There have now been over 150,000 plug-in vehicles sold nationwide, and over 50,000 EV drivers are ChargePoint members. ■

UPCOMING FEATURES

2014 Audi A6



Route 66 in California with Larry Edsall



Photo: Larry Edsall

Arizona auction results



Photo: Joe Sage

2014 Toyota Tundra



2014 Mitsubishi Outlander



PIR 50th Anniversary and NASCAR



Photo: Joe Sage

North American International Auto Show, Detroit



Photo: Joe Sage

2014 Hyundai Equus



Photo: Joe Sage

The SCOTTSDALE AUCTIONS

Friday January 17
Saturday January 18
11am



Matching-Numbers Example
1960 MERCEDES-BENZ 300 SL ROADSTER



1964 AUSTIN-HEALEY 3000 Mk III
Without Reserve



1963 LANCIA FLAMINIA 3B COUPE
Without Reserve



1961 MERCEDES-BENZ 190 SL
Without Reserve



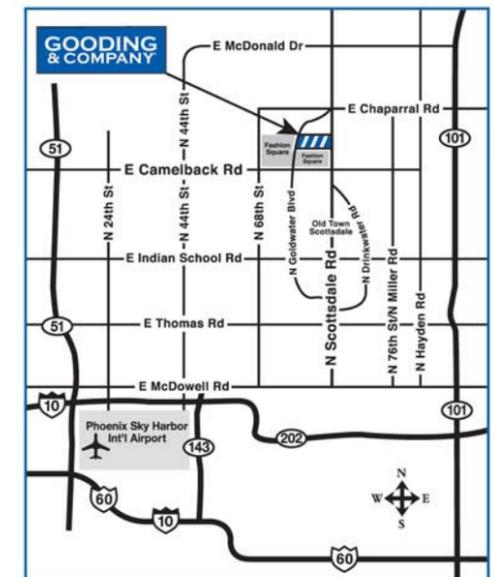
1952 JAGUAR XK120 FIXED HEAD COUPE
Without Reserve



1967 CHEVROLET CORVETTE
427-390 COUPE
Without Reserve



1958 LANCIA AURELIA B20 GT
Coachwork by Pinin Farina



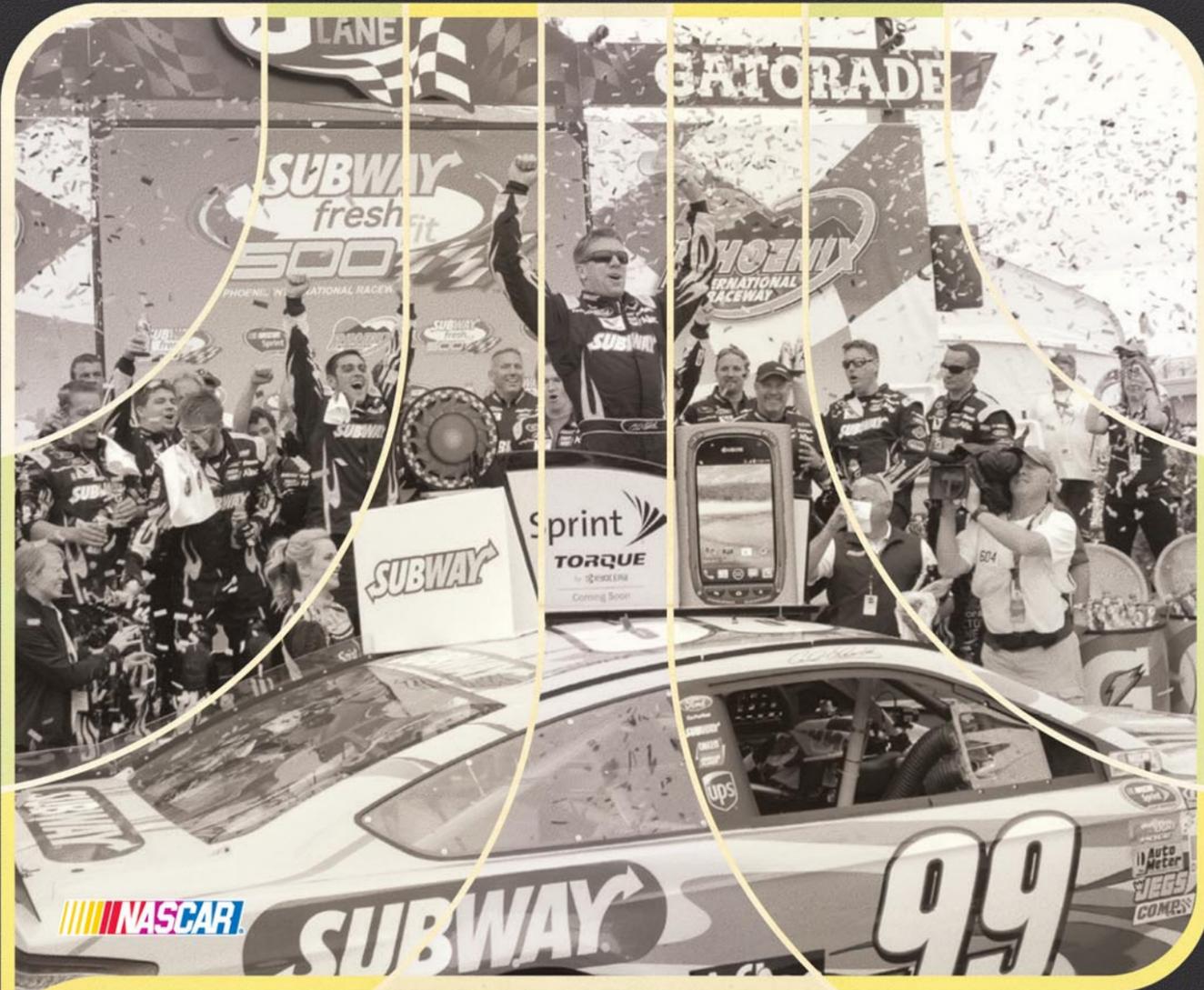
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