

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 13 NUMBER 5
SEPTEMBER-OCTOBER 2014



2015 Dodge Challenger
R/T Shaker

ROAD TRIPS
TEEN SAFETY
MOTORSPORTS
EQUIPMENT
BUSINESS/TECH
VEHICLE EVENTS
2015 LAUNCH DRIVES

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GONZALEZ TRIPLETS TURN 16
PIR NOVEMBER NASCAR / DAKAR PERU
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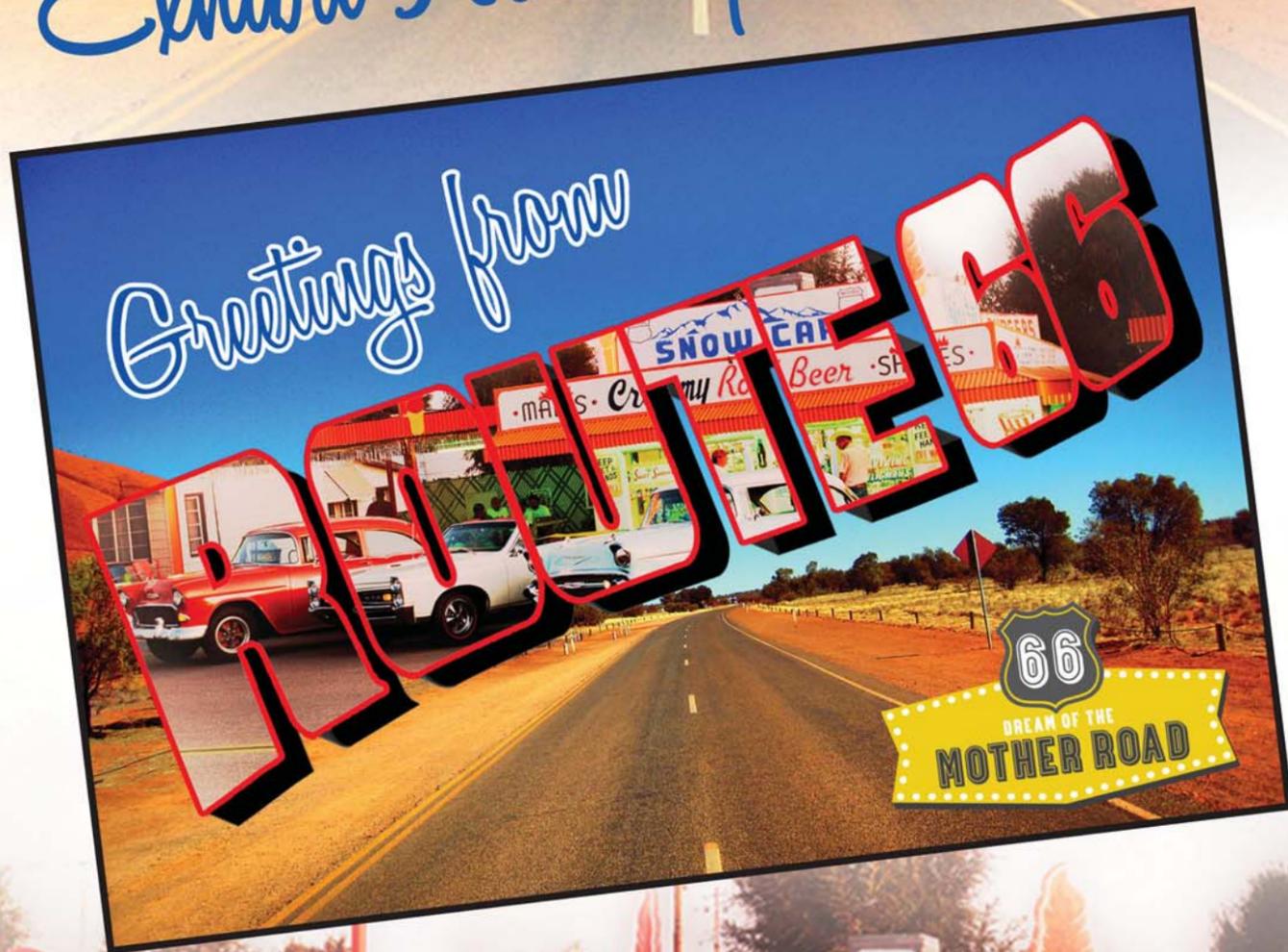
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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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COVER: This 2015 Dodge Challenger R/T Shaker (in Green With Envy finish) is one in a wide range of R/T models. R/T sits above the V6 SXT models, above the R/T sits the SRT 392, and above that the new 707-hp Challenger SRT Hellcat. Together, there are ten models in the new 2015 Dodge Challenger lineup.

Jennifer Stewart
Arizona Diamondbacks



Joe Sage (3)



Nick Calderone



Joe Sage



Vincent Nguyen

NOVEMBER NASCAR



50th anniversary celebration continues with November 6-9 Quicken Loans Race for Heroes 500 race weekend

Tickets for Phoenix International Raceway's final race of its 50th anniversary season—the Quicken Loans Race for Heroes 500 NASCAR race weekend—NASCAR's semifinal race weekend of the season—start at just \$25 and can be purchased online or by phone. Don't delay—the popular fall weekend at PIR historically sells out.

The November event features a full weekend of NASCAR action, including from the semifinal races in each of NASCAR's top three series, headlined by the Quicken Loans Race for Heroes 500 NASCAR Sprint Cup Series race on Sunday, November 9.

The weekend of racing kicks off with the Casino Arizona 100—the championship race in the K&N Pro Series-West—on Thursday, November 6. Four days of NASCAR racing excitement then continue with the Lucas Oil 150 NASCAR Camping World Truck Series race on Friday, November 7 and the NASCAR Nationwide Series 200 race on Saturday, November 8.

NEW NASCAR POINTS SYSTEM BRING BIG EXCITEMENT TO PIR

Major announcements from NASCAR this past spring meant that PIR would not only be celebrating its history this season, it would also be on the forefront of two significant changes in stock car racing. The spring race weekend

at PIR showcased a new qualifying format for the first time, while PIR's fall race will serve as a true "semifinal" in the Chase for the Sprint Cup.

The new points system puts a premium on winning, affecting the initial makeup of the Chase field as well as the Chase itself. The result of the changes will make the November race weekend in Phoenix even more crucial to the drivers racing for a series championship.

"We have arrived at a format that makes every race matter even more, diminishes points racing, puts a premium on winning races and concludes with a best-of-the-best, first-to-the-finish-line showdown race—all of which is exactly what fans want," said Brian France, NASCAR chairman and CEO. "We have looked at a number of concepts for the last three years, through fan research, models and simulations, and also maintained extensive dialogue with our drivers, teams and partners. The new Chase for the NASCAR Sprint Cup will be thrilling, easy to understand and help drive our sport's competition to a whole new level."

It works like this:

- A victory in the first 26 races all but guarantees a berth in the 10-race Chase for the NASCAR Sprint Cup—a change that has put an unprecedented importance on winning a NASCAR Sprint Cup Series race all season long.
- The Chase field has been expanded from 12 to 16 drivers, with those drivers advancing to what will now be known as the NASCAR Chase Grid.
- The number of championship drivers in contention for the NASCAR Sprint Cup championship decreases after every three Chase races, from 16 to start in the Chase Grid; 12 after Chase race No. 3; eight after Chase race No. 6; and four after Chase race No. 9.
- The first three races of the Chase (27-29) were known as the Challenger Round; races 30-32 as the Contender Round; races 33-35 the Eliminator Round; and race No. 36 the NASCAR Sprint Cup Championship.
- A win by a championship-eligible driver in any Chase race automatically clinches the winning driver a spot in the next Chase round.

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Quicken Loans Race for Heroes 500 Weekend Schedule

THURSDAY, NOVEMBER 6

- 10amSpectator Gates Open
- 10-11am : NASCAR K&N Pro Series-West Practice
- 11:30am-12:50pm : NASCAR K&N Pro Series-West Final Practice
- 1:00-1:55pm : NASCAR Camping World Truck Series Practice
- 2:05pm : NASCAR K&N Pro Series-West Qualifying
- 3:30-5pm : NASCAR Camping World Truck Series Final Practice
- 5:30pm : **Casino Arizona 100, NASCAR K&N Pro Series-West Race (100 laps / 100 miles)**

FRIDAY, NOVEMBER 7

- 10amSpectator Gates Open
- 10-11:20am : NASCAR Nationwide Series Practice
- 11:30am-1pm : NASCAR Sprint Cup Series Practice
- 1:10-2:20pm : NASCAR Nationwide Series Final Practice
- 2:40pm : NASCAR Camping World Truck Series Qualifying
- 4:40pm : NASCAR Sprint Cup Series Qualifying
- 6:30pm : **Lucas Oil 150, NASCAR Camping World Truck Series Race (150 laps/150 miles)**

SATURDAY, NOVEMBER 8

- 9amSpectator Gates Open
- 9:30-10:20am : NASCAR Sprint Cup Series Practice
- 10:40am : NASCAR Nationwide Series Qualifying
- 12:30-1:20pm : NASCAR Sprint Cup Series Final Practice
- 2pm : **Nationwide Series 200, NASCAR Nationwide Series Race (200 laps/200 miles)**

SUNDAY, NOVEMBER 9

- 8amSpectator Gates Open
- 1pm : **Quicken Loans Race for Heroes 500, NASCAR Sprint Cup Series Race (312 laps/312 miles)**



We roam the Western states a bit in this issue. Correspondent **Vincent Nguyen** takes the highly anticipated Porsche Macan small ute on the highway, off-road and on the track in Southern California. We do the same with the 2015 Dodge Challenger, including the 707-hp SRT Hellcat, in Oregon (well, except for that off-road part). **Tyson Hugie** hops in his own trusty Acura for a trip to Tombstone, an Arizona staple that everyone needs to visit more than once. And **Nick Calderone** takes the new Jeep Cherokee, in its max-cajones Trailhawk trim, on a 4th of July trip to the White Mountains, unexpectedly find a lot of rain to challenge the holiday camping weekend.

We also roam the fringes of the Deep South—in midsummer. A Hyundai Sonata launch drive travels through Mississippi Delta country, arriving in the Magnolia State via Memphis (hitting two states this correspondent had never been to before, leaving four states to go).

Back home in Arizona, we drive a variety of new vehicles on a daily basis—the Hyundai Santa Fe Sport and Hyundai Elantra GT, two we're pretty familiar with. We also had a couple of conversation pieces: the new BMW 328d xDrive Sports Wagon—an all-wheel-drive do-it-all road ripper—and a Mazda MX-5 Miata, last of its generation, with a refresh due for 2016. The BMW and the Miata were both very popular wherever we took 'em.

Also home in Arizona, we connect with Luis Gonzalez, as his triplets turn 16 and he and Christine gain a new focus on teen driver safety.

Auctions and shows are never far away. We have results from Barrett-Jackson's second Reno/Lake Tahoe event, plus info on their upcoming Las Vegas auction, as well as Russo and Steele's. We also have info on the Arizona International Auto Show in November and the second annual Arizona Concours d'Elegance in January. There is a lot here to get ready for.

Enjoy the ride.

Joe Sage

Publisher/ Executive Editor



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• Four drivers enter the NASCAR Sprint Cup Championship with a chance at the title, with the highest finisher among those four capturing the prestigious NASCAR Sprint Cup Series championship.

"I think the new scoring system will have a very positive impact on the quality of racing," said PIR president Bryan R. Sperber, joining NASCAR's France and many of NASCAR's top drivers in praising the new scoring system. "Winning has always been the goal of every racer, but the changes ... put an even greater emphasis on winning races."

Sperber was also excited about the impact that the changes will have on PIR's fall race date. "This new Chase format will bring an even higher profile to our fall race weekend," he said. "The November Cup race in Phoenix has been a fixture on the NASCAR calendar for the last 25 years, and these changes will only add to that. Our 50th anniversary is all about celebrating the rich racing history in Phoenix, and it'll be great to cap it off by making some NASCAR history."

Because the Daytona 500 has its own unique qualification system, the change took effect during the second race weekend of the season—at PIR. For the first time in NASCAR history, race fans were able to watch cars qualify in situations that more closely resemble actual racing conditions, including drafting, side-by-side racing and passing.

At Phoenix and other shorter tracks, qualifying takes place in a two-stage process. The first qualifying elimination round is 30 minutes in duration and includes all cars (or trucks). The 12 cars that post the fastest single lap time from the first qualifying round advance to the second and final round, while the remainder of the field is set based on their speeds posted during that 30-minute period, from fastest to slowest.

Following a 10-minute break in which teams may make minor changes such as adding oil or fuel, but may not open the hood or jack up the vehicle, the top 12 cars head back onto the track for a 10-minute dash for the pole. The fastest single lap times during that session determine the starting order from first through 12th.

Under the new Chase for the NASCAR Sprint Cup format, PIR is the last eliminator race and will determine the final four drivers who will fight for the championship the following weekend. The action-packed race will begin at 1 pm MST on Sunday, November 9, with TV coverage by ESPN and radio coverage by Motor Racing Network.

TICKETS

Tickets to the Quicken Loans Race for Heroes 500 NASCAR race weekend are available online at PhoenixRaceway.com or at 866-408-RACE (7223).

Event week pricing goes into effect on Monday, November 4. ■



PIR 50TH ANNIVERSARY COMMEMORATIVE BOOK

From its genesis in 1964 as an open-wheel destination through its present day status as a stock car haven, the one-mile desert oval at Phoenix International Raceway has built a reputation as a unique challenge for drivers and as a memory maker for all who have visited over the last 50 years.

Phoenix at 50: A Half-Century of Racing is a comprehensive journey through the last five decades of racing in the Valley of the Sun. This collection of work by writers from varying backgrounds brings together the stories and secrets of PIR—featuring a series of vignettes and short stories focusing on many of the most exciting races and the greatest drivers to compete in Phoenix—with a foreword from "The King," Richard Petty.

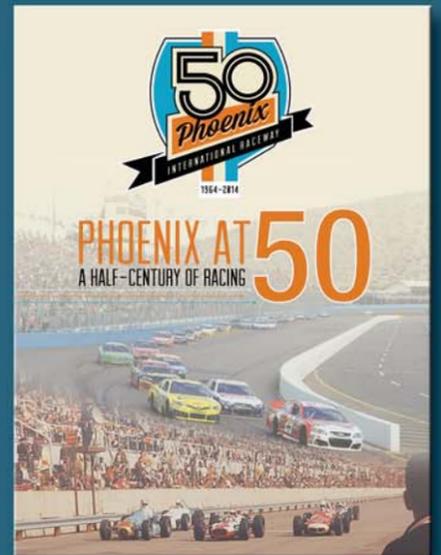
The book, which retails for \$49.99, will be available on site during race weekend or is available online at Amazon.com.

BARRETT-JACKSON PRESENTS "THE SOUND OF SPEED" WITH THE PHOENIX SYMPHONY ORCHESTRA

PIR will celebrate its 50th anniversary with a Pit Road street fair and concert based on racing. It will be a milestone in music and sports, as a first-of-its-kind confluence of the NASCAR and orchestral worlds.

The music and festivities will center around cars and racing, with appearances by NASCAR Hall of Famer Rusty Wallace as a guest conductor, and *The Dukes of Hazzard* star Tom Wopat, among others. This one-night-only special event will be held November 6, 2014 at Symphony Hall. Guests will be greeted by a showcase of classic race cars along 3rd Street.

"The Sound of Speed" is hosted courtesy of Barrett-Jackson Auction Company CEO Craig Jackson. For information or tickets, visit phoenixsymphony.org/events/



2014-sound-of-speed, or call the Symphony box office at 602-495-1999.

WESTMARC BEST OF THE WEST AWARDS

WESTMARC's Best of the West Awards has been a signature event for over 20 years, recognizing outstanding contributions to quality of life, economic development and innovation in the West Valley. The 22nd Annual Best of the West Awards will serve as an unofficial launch of NASCAR's semifinal race weekend at PIR.

"FACE THE RACE" PIT PASS CONTEST

Fans hoping to get their fifteen minutes of fame during PIR's Quicken Loans Race for Heroes 500 submitted photos on Facebook over the summer, from their most exciting pit pass experiences at PIR. The winner will have his or her photo on the November event weekend Pre-Race Pit Pass and will be featured in the event program.

The Pre-Race Pit Pass entitles pass holders to exclusive backstage action on NASCAR Sprint Cup Series race day. This includes garage walk access, for a glimpse of your favorite driver or car as they roll onto pit road before the start of the race (participants randomly selected), access to pit road and the track to watch driver introductions, a chance to pose in Gatorade Victory Lane with the iconic Sprint Cup Trophy prior to the race start, and a chance to sign your name or leave your favorite driver a good luck note at the start/finish line. ■

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Jaguar F-TYPE Project 7 production confirmed

This summer, Jaguar confirmed production of the F-TYPE Project 7, the most performance-focused derivative of its F-TYPE range, with 575 hp from its 5.0-liter supercharged V8 engine, originally introduced in concept form the prior summer. The Jaguar F-TYPE Project 7 pays tribute to one of the most famous and iconic racing Jaguar cars: the three-time Le Mans winning D-type, which celebrates its 60th anniversary in 2014. Jaguar confirmed production of the Project 7 as it made its debut at the 2014 Goodwood Festival of Speed in the UK in June. The two-seater roadster stays true to the design philosophy of the Project 7 concept and will be produced in a limited run of 250 units globally, hand-built by Jaguar Land Rover's Special Operations team. ▼



Jaguar F-TYPE Project 7



Saleen Tesla Model A and 2015 Saleen 302 Mustang



NEW 2015 SALEEN 302 MUSTANG

▲ With a 30-year heritage behind the process, Saleen has tackled the new 2015 Mustang—Ford's first major redesign of their benchmark pony car since 2005—and given us a preliminary look at their next mass-customized muscle car: the 2015 Saleen 302 Mustang. Saleen promises to be pushing the limits in both design and performance, saying they “feel this latest Saleen mustang model is perfectly positioned as the next American exotic, campaigning on the world stage.” They promise final features and specifications as their unveiling and production draw nearer. Since they have your attention, though, you'll be happy to know you can already place your order, at saleen.com or by calling them at 855-797-6339. A \$2015 deposit will secure your VIN number.

NEW TESLA-BASED ELECTRIC SALEEN

▲ Delivering performance and style along with luxury and an electric drivetrain, Saleen is entering new waters with an upcoming Tesla Model S-based model. The company says it has finalized the design, and is nearing completion of the technological elements—wrapping up dyno testing, laser scanning, track testing, and final research and development. Keep an eye on Saleen social media for updates, news, and unveiling dates.

AUDI WINS FOUR TIMES IN ONE WEEK

Audi Sport customer racing had an exceptional stretch this summer, with the double win by Mike Skeen of CRP Racing in the Hawk Performance Brakes Audi R8 LMS ultra at Road America as part of the Pirelli World Challenge. During the same weekend, Audi won the challenging Nürburgring 24-hour race, capping off a week that also saw Audi achieve its 13th victory at Le Mans. In what was an exceptional weekend for the group in Elkhart Lake, Wisconsin, Skeen captured the top podium spot in both races in the GT class, in the Audi R8 LMS ultra. The two victories, in addition to capturing pole position in the second race, earned valuable driver and manufacturer points. “The great battles on the track only make these victories that much sweeter,” said Skeen. “We really learned a lot about our car on the test day, and that hard work paid off in both races.”

NEW REASONS PEOPLE CHANGE LEASES

Swapalease.com works with thousands of people each year looking to escape their lease contract before end of term for a variety of reasons. For the most part, people look to escape simply because they can no longer afford the payments, they're bored and ready for something different, or they're having a change in

lifestyle (e.g. a baby on the way). But a new crop of reasons has started to gain traction across the country. While many of these reasons are unorthodox for the Swapalease.com marketplace, they all have some rationality behind them.

- Toll charges: Drivers look to avoid a messy financial situation if automatic toll charges are accidentally passed on to the lease company.
- Taxes: Some states double tax your lease on the price of the car and your monthly payments, or on the entire vehicle MSRP.
- Avoid wear and tear fees from dealer: Drivers look to escape their lease to avoid end-of-term dealer return fees.
- Insurance premiums are higher: Some drivers fail to realize that insurance premiums can be higher on a lease because the bank requires more coverage.
- Transportation costs from moving: Some people wish to avoid putting state-to-state “moving miles” on their lease.
- Death in the family: When a family member passes, the estate will look to transfer out of the lease to get the payment off the family books.

“It's natural to think a person wants to change their car simply because they want or need something different in their lives,”

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BMW at DTM

said Scot Hall, executive VP of Swap-lease.com. "However, each year we begin to see new trends that pop up on why drivers utilize our marketplace to exercise their option to transfer out of their lease."

BMW TAKES TOP FOUR DTM SPOTS

▲ After last year's one-two-three, the BMW DTM teams moved up another gear at the sixth round of the season, at the Red Bull Ring in August, to claim the top four positions, for the first time since the manufacturer returned to the DTM in 2012. Marco Wittmann (Germany), at the wheel of the Ice-Watch BMW M4 DTM, clinched his third win of the season at the 4.326-kilometre (2.69-mile) circuit in Spielberg, Austria. In doing so, he also extended his lead in the Drivers' Championship. Now with 95 points to his name, Wittmann had pulled 39 points clear of Mattias Ekström (Sweden, Audi) in second place. Augusto Farfus (Brazil, Castrol EDGE BMW M4 DTM) and Timo Glock (Germany, DEUTSCHE POST BMW M4 DTM) came home second and third after 47 laps of racing to join Wittmann on the podium. Martin Tomczyk (Germany) finished fourth in the BMW M Performance Parts M4 DTM to complete the quadruple success for BMW. This was Tomczyk's best result since the race at the Nürburgring (Germany) in 2012. The

last time BMW occupied all four top positions at the end of a DTM race was at the finale of the 1992 season at the Hockenheimring in Germany. Back then BMW actually had drivers in the top places, in the form of Roberto Ravaglia (Italy), Johnny Cecotto (Venezuela), Joachim Winkelhock (Germany), Franz Engstler (Germany) and Emanuele Pirro (Italy). BMW scored a total 71 points in Spielberg, more than at any other race since making its comeback in the touring car series in 2012.

PANASONIC AND TESLA BATTERY PLANT

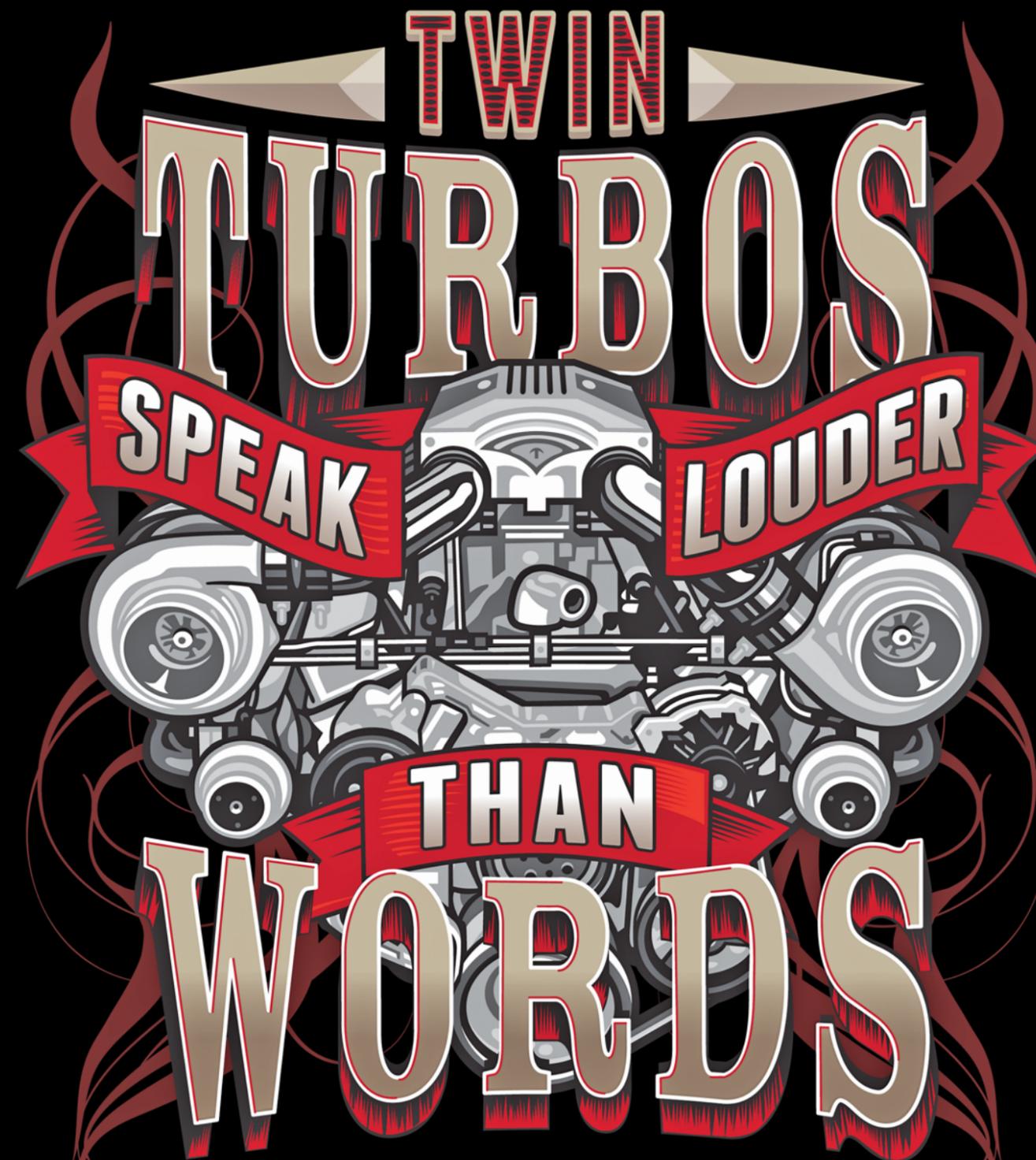
Panasonic Corporation and Tesla Motors, Inc. have signed an agreement that lays out their cooperation on the construction of a large-scale battery manufacturing plant in the US, known as the Gigafactory. According to the agreement, Tesla will prepare, provide and manage the land, buildings and utilities. Panasonic will manufacture and supply cylindrical lithium-ion cells and invest in the associated equipment, machinery and other manufacturing tools based on their mutual approval. A network of supplier partners is planned, to produce the required precursor materials. Tesla will take the cells and other components to assemble battery modules and packs. To meet the projected demand for cells, Tesla will contin-

ue to purchase battery cells produced in Panasonic's factories in Japan. Tesla and Panasonic will continue to discuss the details of implementation including sales, operations and investment. The Gigafactory is being created to enable a continuous reduction in the cost of long range battery packs at the volumes needed for Tesla to meet its goal of advancing mass market electric vehicles. The Gigafactory will be managed by Tesla, with Panasonic joining as the principal partner responsible for lithium-ion battery cells and occupying approximately half of the planned manufacturing space. Key suppliers combined with Tesla's module and pack assembly will comprise the other half of this fully integrated industrial complex.

ZERO-EMISSIONS LONDON TAXI

London Mayor Boris Johnson and Lord Mayor Alderman Fiona Woolf hosted the Corporation of the City of London Air Quality reception this summer, where a new Air Quality Manifesto for London was launched. Mayor Johnson, who arrived emissions-free on his bicycle, was also offered a zero-emissions journey home by the new Metrocab's first cabbie, Tony Norris. Johnson said, "In our Ultra Low Emissions Zones (ULEZ), all taxis are

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to be zero-emissions capable, which means drivers must switch over to electric drive when in the ULEZ. The aim is to have 7,000 zero-emissions-capable taxis on the streets of London by 2020, and now is the time to move forward with these remarkable technological developments I have seen outside." Commenting on the new zero-emissions-capable Metrocab, the mayor said, "It's superb, an absolutely beautiful machine and a masterpiece of British engineering. Totally silent, it's the Rolls-Royce of taxis and can do 100 MPG." Lord Mayor Woolf added, "We are a world away from the thick and filthy fogs of Victorian London—and even from the postwar 'pea soupers.' But we have a long way to go before London's air quality is at the levels we want to see." She continued, "This is a London-wide challenge—but it is also a global challenge." British designed, engineered and built to help London meet its air quality targets, the Metrocab from Surrey-based Frazer-Nash Research and Ecotive is a new-generation, zero-emissions-capable, range-extended, electric-powered taxi and represents the cutting edge of green transport. The Metrocab's REE technology delivers a range of 350 miles, typically saving a London taxi driver \$35-70 per day, based on an average day and night duty cycle in the capital.

TOYOTA TRD PRO SERIES

▲ The all-new TRD Pro Series is aimed at serious off-roaders—professional or amateur, young and old—who want to tackle rough terrain with the most adrenaline-inducing lineup of off-road vehicles Toyota has ever unleashed. The Tacoma TRD Pro Series started to reach dealerships in early August, the 4Runner TRD Pro arrives in early September and the Tundra TRD Pro follows later this fall. All are 4x4 models. Each component is engineered, tested and tuned by Toyota and the experts at Toyota Racing Development (TRD), for extreme off-road capability. All TRD Pro Series vehicles will be equipped with TRD Bilstein shocks with remote reservoirs in the rear, for increased oil capacity and suspension travel; TRD-tuned front springs; unique front grille with "TOYOTA" badging (paying tribute to early Toyota models); and TRD floor mats, shift knobs and black alloy wheels. A distinctive new color, Inferno, is joined by Attitude Black Metallic and Super White. Prices for the Tacoma TRD Pro range from \$35,525 for the Access Cab with a 4.0-liter V6 and 6-speed manual transmission, to \$37,415 for a Double Cab V6 with 5-speed automatic. The 4Runner TRD Pro starts at \$41,110. And pricing for the Tundra TRD Pro will be announced in the near future.

KIA INTRODUCES "SONIC BRANDING"

Kia Motors has announced a new sensory branding initiative, aimed at increasing customer interaction with the brand—a sonic signature titled "The Rise of Surprise." This tune is the auto industry's first-ever fully integrated brand signature sound and will be utilized in places Kia thinks it can be an emotional trigger for the brand—applied to the vehicles themselves, as well as customer/brand touchpoints. The Kia signature sound is intended to combine an elegant tone, a cheerful rhythm and a restful melody, together describing Kia's core brand identities—"vibrant" (for Kia's rapid growth), "distinctive" (for the value provided by the Kia brand) and "reliable" (for product reliability). Versions of the signature sound have been created for everything from TV commercials and official websites, to ringtones, applications, customer service calls and more. The sound will be applied to convenience and safety functions of vehicles, such as welcome and goodbye sounds, in addition to various warning indicators. Kia's first full-electric US model, the Soul EV, and all-new Sedona MPV will be the first models to feature the sound signature. Four different versions will be applied to all future models, with in groups of green vehicles, RVs, smaller vehicles and larger sedans. ■

Capable of shaking anything. Not that you'll ever need to.

Named World's Best Sedan by *Car and Driver*, the new Audi S6 is everything its aggressive looks suggest.* With a powerful 420hp twin-turbo V8, lightning-fast 7-speed S tronic® transmission and quattro® all-wheel drive, this race-caliber machine will add suspense to your every driving moment. Within the law, of course. Get the S Model story at audiusa.com/performance.
The race-engineered S Models from Audi.

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ACCESSIBLE BY JOE SAGE

After 25 years, you might think the Mazda MX-5 Miata speaks for itself, and in many ways it does. But what's notable is that this has not pushed it off anybody's radar. Our week with the Miata drew more praise and head-turns than most anything we've driven lately.

This was a 2014 model, which we were driving 25 years after the original car's 1989 introduction. That, though, was a 1990 model, and the 2015 model will mark the actual anniversary (see sidebar)—arriving at dealerships about the same time you read this. They are essentially the same, still just the third generation of a car that was executed pretty much perfectly in the first place.

There are not many variables when buying a Mazda MX-5 Miata—the foundation is so strong. Start with three trim levels: Sport, Club and Grand Touring. Ours is the top model, Grand Touring—with 17-inch aluminum alloy wheels, leather interior trim, upgraded Bose audio, and other trim items and creature comforts. The next variable is of a manual soft or power retractable hard convertible top (the hardtop is available on Club and Grand Touring only). Ours had the hardtop. Finally,

you can opt for a manual transmission (5-speed on Sport, 6-speed on Club or Grand Touring) or 6-speed auto. Ours had the 6-speed manual.

Really, you can't go wrong with any. The base Sport model starts at just \$23,720, but even its inclusion list is very complete, from the same two-liter inline-four as the full lineup, to the same aluminum-arm double-wishbone front suspension and multilink rear with mono tube dampers front and rear, to AC essential in our climate, with a very decent level of trim overall. We liked the car we received and would happily order the same. As outfitted, it's 33 percent more expensive than the base model, but that's a dollar difference less than just, say, a radio in some of the competition.

An automatic transmission would add \$2260 to the Sport model or just \$1090 to our top trim Grand Touring. Regular readers will have already guessed that we consider a lower price for a manual transmission to be

a win-win, all the moreso in a classic lightweight sports car like the MX-5 Miata, and all the more so when this transmission is as smooth, tight, easy and effective as we found it to be.

The retractable hardtop added \$1900 to our Grand Touring (it's \$1760 on the midrange Club and not available on the Sport model). You accomplish several things by adding that top. First off, it's power operated, whereas the fabric top is manual. It also suggests increased security while parked, better soundproofing while driving (although rain on a soft top can be fun), more body rigidity and certainly a longer materials life. On ours, it added just 82 pounds—negligible for what is gained, in a car that still just totals 2593 pounds. Fuel mile-

age is unchanged at 21/28 MPG city/highway.

Retractable hardtops can get pretty complex, involving multiple panels, intricate mechanisms, decklid and trunk operations (not even counting the trunk-emptying prep a lot of them require), all of which can slow down their operating time. Operations of 15-20 seconds are generally among the best. But the Miata amazes: bringing the top up takes only about 10 seconds till effectively raised (enough to escape a sudden rain), or 15-16 seconds until totally latched. Dropping the top starts with one press of a button and release of a latch (these two could be more comfortable if swapped on lefthand-drive US cars). Starting with windows up, we timed just 11 seconds all the way down, sealed, done. This would be remarkable for a fabric top; for a hardtop, it's stunning.

The MX-5's 167 horsepower may not strike you as much, at a glance, but bear in mind the Miata weighs about 40 percent less than, say, a 911. Its power and torque deliver a lively, balanced sporting ride. The car is light, tight and strong.

Power is readily on tap, steering and shifts are smooth and engaging, controls and interfaces are intuitive, and cost of entry is very reasonable for a sports car. This is a very accessible experience.

As it has done since day one, the Mazda MX-5 Miata delivers bang for the buck. What else can you get for this price, in this category? Not much.



Maybe a 10-year-old Boxster or Z4 with no warranty and much higher service costs over time. (No sooner did we conclude this, than we were dusted by a 15-year-old Firebird Trans Am worth \$4-5000. But that'd be a whole 'nother comparison.)

Eyeballing our fuel gauge over a week of Valley driving and calculating against our trip odometer, we could see we had driven aggressively. By the car's computer, we had averaged 18.6 MPG. A colleague in a different part of the country, whose core mission is maximizing fuel efficiency, pulled off a 47 MPG figure from a Miata in the same time frame. As they say, "your mileage may vary." If you have a foot and a grip like ours, hypermiling is generally not your primary mission in such a car. ■

2014 MAZDA MX-5 MIATA GT TOURING POWER RETRACTABLE HARDTOP

ENGINE.....2.0L DOHC 16v I-4 VVT
TRANSMISSION.....6-speed manual
LAYOUT.....front midship engine, RWD
POWER.....167 hp / 140 lb-ft torque
WEIGHT (GT/PRHT/MT).....2593 lb
MPG.....21/28/24 (city/hwy/comb)

BASE PRICE.....\$29,450
SUSPENSION PACKAGE: Sport suspension, Bilstein shocks, limited slip diff.....650
PREMIUM PACKAGE: Anti-theft alarm, keyless entry, Bluetooth phone, xenon headlights, Sirius satellite radio.....1390
DESTINATION CHARGE.....795
TOTAL.....\$32,285



MX-5 25TH ANNIVERSARY EDITION

To commemorate the MX-5 Miata's 25th anniversary—as they had its 10th and 20th—Mazda created a special edition model, in Soul Red paint with hand-selected engine parts, power hardtop, mirrors, lamp bezels and other trim in Brilliant Black, and 17-inch Dark Gunmetal aluminum wheels, plus a special interior, all topped off with a Tourneau Swiss watch in coordinating colors. The car's limited run of 100 copies went online for a scheduled 11-day pre-order program—and sold out within just 10 minutes. All Anniversary Edition models have a power retractable hardtop—with the only option being manual or automatic transmission (\$32,205 M/T or \$32,655 A/T).

Our Mazda MX-5 Miata had a one-line audio readout with no touchscreen, very appropriate to the car's lux-minimalist character. (This means no backup camera, but either the top is down or the rear window is just inches from your gaze when you turn your head, anyway.)

- Despite its low slung nature, the Miata's tight, sporty suspension navigated typical speed-bumps far more comfortably than most of what we drive.
- Its turning circle is just 30.8 feet.



Safe Driving Campaign presented by State Farm and Sanderson Ford

Safe driving emerges front and center at the Gonzalez household

Photos: Jennifer Stewart / Arizona Diamondbacks

The Gonzalez triplets turned 16 this summer, and their family seized upon this important milestone to team up with Sanderson Ford and State Farm to promote safe driving among teenagers.

Anchoring a comprehensive program, the Arizona Diamondbacks and insurance giant State Farm hosted Teen Safe Driving seminars, in which one teen driver and one parent or guardian would participate in a one-hour interactive driving seminar.

Each participant received a complimentary D-backs game ticket and was recognized on the field during a pregame ceremony. Safe driving seminars were

held on two Saturdays, July 19 and August 2, at three o'clock in the afternoon at Chase Field in downtown Phoenix.

"It's hard to believe it's been 13 years since we won the World Championship, and even harder to believe that my triplets are turning 16," said proud papa, fan favorite, double-and-home-run-dazzling Series-winning slugger and outfielder Luis Gonzalez, now Special Assistant to the CEO and president of the Arizona Diamondbacks organization. "The only thing more intimidating than a 95-mph fastball is teaching my three teens to drive," he adds.

Gonzo welcomed the safety technology

and training offered by State Farm in conjunction with Sanderson Ford in Glendale.

"As a parent, I want the best for my kids, and I hope our Teen Safe Driving program with Sanderson and State Farm will help every family bring their teens home safe," he continued.

David Kimmerle, president of Sanderson Ford, helped drive the partnership his dealership shared with State Farm, the Arizona Diamondbacks and the Gonzalez family. "Motor vehicle crashes are the leading cause of death among 15- to 20-year-olds," he reminds us. "More awareness and training, along with new safety technology—

(Right) A meet'n'greet at Chase Field on June 7. Some things never change—the fans love Luis Gonzalez, and Luis loves the fans. (Below) Christine, Megan and Alyssa shop vehicles at Sanderson Ford.

like MyKey in new Fords—will save lives and help bring teens home safe."

State Farm vice president of agency Laura Kunewa credits the importance of family. "Parents are the most important role model and driving mentors for their teen," she said. "They are critical in allowing their teen to gain ample supervised driving practice, knowing and enforcing state laws, as well as other house driving rules."

Prior to the seminars, Luis Gonzalez met with fans before the Arizona Diamondbacks' June 7 game against the Atlanta Braves. (The D-backs tied up this cliffhanger in the bottom of the 9th; Atlanta pulled ahead by one run in the top of the 10th, but Arizona did twice as well as that in the bottom of the inning, securing a 4-3 win over Atlanta.)

Safe travels and good times to all. ■



Luis Gonzalez is joined by his wife Christine (second from right) and 16-year-old triplets: Alyssa (left), Jacob (center) and Megan (right).



“Being challenged in life is inevitable; being defeated is optional.” —Roger Crawford

With models up to 707 horsepower, it's unlikely the new Challenger will be defeated.

The big SEMA Show in Las Vegas—the annual event of the Special Equipment Market Association that draws that busy city's biggest crowd (or second biggest, depending how you count—Consumer Electronics Show being the other), has grown steadily from an aftermarket event, to one the major auto manufacturers have increasingly acknowledged by allowing customizers more access to their specifications, to one where the automakers have developed their own huge presence. There are some displays of new models, but mostly they'll build and show off their own outlandish breakthrough concepts, in keeping with the

rest of the show, then be on their way.

Last year's SEMA Show had a couple of neat items from Dodge—a Challenger with a shaker hood and another with a Scat Pack. The shaker hood has a cutaway exposing a cold air intake scoop rising from (and torquing with) the engine. The Scat Pack adds a variety of factory Mopar parts to the Challenger, an homage to modifications performed on the original Challenger by the Scat Pack Club in the late 1960s and early '70s. The crowd went wild.

So the Challenger Shaker was put into production on 2014 models and sold out in four days. Dodge was amazed. “Let's face it—it's

a hood,” Dodge and SRT president and CEO Tim Kuniskis says in bemused amazement, as we join him in Oregon for the reveal of the 2015 Challenger. But the enthusiasm was clear, so for 2015 there will be a Shaker version available of each Challenger R/T.

Reinventing a reinvention

Retrospective styling is not unique to the Dodge Challenger. There are, of course, the Mustang and Camaro. Neither stayed with its original late '60s (and early '70s) styling through the intervening decades, although Mustang was sometimes evocative of that. But the past few generations of Mustang

2015 DODGE CHALLENGER	ENGINE	TRANS	HP / TORQUE	MPG(H)	BASE PRICE
SXT	3.6L V6	8A	305 hp / 268 lbft	30	\$26,995
SXT PLUS	3.6L V6	"	"	30	\$29,995
R/T	5.7L HEMI V8	6M/8A	375 hp / 410 lbft	(auto) 25	\$31,495
R/T SHAKER	5.7L HEMI V8	"	"	tbd	tbd
R/T PLUS	5.7L HEMI V8	"	"	25	\$34,995
R/T PLUS SHAKER	5.7L HEMI V8	"	"	tbd	tbd
R/T 392 HEMI® SCAT PACK	6.4L HEMI V8	6M/8A	485 hp / 475 lbft	25	\$38,495
R/T 392 HEMI® SCAT PACK SHAKER	6.4L HEMI V8	"	"	tbd	tbd
SRT 392	6.4L HEMI V8	6M/8A	485 hp / 475 lbft	25	\$45,995
SRT HELLCAT	6.2L HEMI V8 with twin-screw supercharger	6M/8A	707 hp / 650 lbft	tbd	\$59,995

have been distinctly retro—some more successfully than others, to our eye. Camaro took most of the last decade off and came back with a strong retro, but it strikes us as more of a 21st century echo (which is a fine thing, but a different thing). Challenger has done an amazing job with this—building an entirely new car with a new look that makes you think of the original immediately, though every bit of it is new and different.

But not completely so. For example, the grille and taillights had followed the style and feel of a 1970 Challenger. So to move the ball forward for a new generation Challen-

ger now, Dodge went back to what made a new Challenger then—in 1971. Keeping the basic body shell and profile intact, they have split the grille and split the taillights—just as was done when 1970 evolved into 1971.

Then there are the quad circular headlights. The design team had gone through much study and conceptual sketching for the new Challenger and kept coming back to those as a key element holding the essence of the original look. So those are here to stay, up-to-date with LED halos.



STORY AND PHOTOS BY JOE SAGE



RINGTONES • BARRETT-JACKSON

Download a HEMI® Hellcat ringtone for Android, BlackBerry and iPhone—along with mobile and desktop wallpaper images—at drivesrt.com/hellcatringtone.

Challenger SRT Hellcat VIN 0001 will be auctioned at Barrett-Jackson Las Vegas in late September. See full details on page 40.

In a world awash with Mustangs and Camaros, the Dodge Challenger has maintained a more distinctive look. You're less likely to see a dozen of them in one place, although you certainly did on the day we invaded Oregon. Challenger sales are likely to pick up dramatically with this new lineup. But we think the Challenger will still show up with a special presence.





From Vista House at Crown Point, Oregon, we had the whole world laid out before us—the Columbia River, Washington state on the far side, both sides lined with beautiful two-lane highways. • Things could slow down en route; the Prius is very popular there, and we may not have been as popular with them. The relatively large Challenger handled beautifully on narrow roads with no shoulders. • Bridge of the Gods took us across for a Washington side return to Portland.

Challenger R/T

Challenger R/T and R/T Plus models start with a 375-horse 5.7-liter HEMI V8, then Scat Pack models up this to the 485-horse 6.4-liter HEMI also used in SRT models. Scat Pack models also

add enhanced-performance suspension exhaust, brakes and alternator; body cues including rear spoiler, front splitter and 20x9 polished aluminum wheels with black pockets; and a variety of style, function and device upgrades inside.

Stunning deals in upgrade packages are available on top of that, such as a full heated-cooled Nappa leather and alcantara interior for just \$1500.

It was an easy decision to put the 2015 Dodge Challenger on the cover of this issue—it's that cool, and it looks that good. We chose the R/T because—as you can see in our chart on the prior page, and as our drive time confirms—it delivers the core Challenger experience, with either HEMI, and is now even available with the same engine and horsepower as an SRT 392, but at a more approachable cost—even when fully optioned.

But then there's the SRT lineup.

Challenger SRT 392

The fundamental specs in our chart show the similarities between the R/T 392 Scat Pack and the SRT 392, but the \$7500 difference delivers \$8900 worth of additional goods. The SRT is recognizable by its Viper-derived hood with a center air intake, extra-wide 20x9.5 Slingshot

hyper black forged aluminum wheels, rear body-color spoiler and available full-body twin stripes in black satin gloss or silver high gloss.

Under the skin, the SRT includes upgraded brakes (the largest ever offered by Chrysler)—15.4-inch fronts, Brembo 6-pistons with 2-piece slotted and vented rotors—and high performance adaptive dampening suspension.

Inside, it adds an instrument screen including SRT Performance Pages with launch control, a 900-watt 18-speaker Harman Kardon premium audio system, that optional interior from the R/T—high-performance Nappa leather seats with alcantara inserts, heated and ventilated front seats—a race-inspired flat-bottom three-spoke heated leather-wrapped steering wheel with power tilt and telescope, and your literal key to it all, a red pushbutton start.

Challenger SRT Hellcat

If the line between the Challenger R/T 392 Scat Pack and SRT 392 has become narrower, the jump from SRT 392 to the new SRT Hellcat is huge.

The core difference in the SRT Hellcat is its twin-screw supercharging of the same 392 (6.4L) HEMI found in the R/T Scat Pack and SRT 392. After teasing with "600-plus" for a few months, Dodge has probably still been conservative with its 707-horsepower rating, based on a few dynos.

We did what anybody would do with the SRT Hellcat—took it to the track—Portland International Raceway. Every version of the 2015 Challenger was available to us here, but time is limited. So we ran hot laps on the full course—a hair shy of two miles, with twelve turns—in the R/T Shaker and the SRT Hellcat. Then, the quarter mile, which has become a special claim to fame for this new supercar muscle car,



as its NHRA certified quarter-mile strip time of just 10.8 seconds has become a benchmark bragging point. We set the system's Performance Pages for maximum track characteristics, and the Christmas tree counted down. But the stopwatch was not run on each of us—why risk less than record times by a couple of dozen drivers of varying skill and experience, who just sat down in it for the first time? Understandable. But it is wicked fast, exhilarating, surefooted—and finished the run just begging for more.

These are the things that make headlines, but the amazing thing about the SRT Hellcat is that if you change the Page, it becomes a perfectly manageable daily

driver—something we haven't found in a top-horsepower Shelby Mustang or Camaro 2SS.

Challenger SXT Pentastar V6

For the drive back from the track, we went straight to the other end of the lineup, the six-cylinder Charger SXT, and found plenty to like. It has the lightest weight, the fundamental style, over 300 horses and gets 30 MPG highway. In a pecking-order place like Phoenix, you might feel as though you were coming up short in this one. Stoplight challenges aside, though, you could enjoy the heck out of an SXT—as you can with any Challenger. Except ... it's the only one not available with a manual transmission. ■



At Portland International Raceway ("the other PIR"), we did hot laps in multiple versions of the Challenger, then ran the quarter mile in the SRT Hellcat with full track settings. Our launches were timed, but our runs were not. Not a problem—the Hellcat has already been NHRA-certified at 10.8 seconds (with drag radials).



SUPER TRACK PAK

The Challenger Super Track Pak—an array of chassis upgrades good for road or track—is now available on all models, including the V6 SXT for the first time. The Super Track Pak lowers suspension by half an inch and adds Bilstein shocks, enhanced brakes and retuned suspension. Super Track Pak includes a shortcut button to Dodge Performance Pages embedded in its 8.4-inch touchscreen, showing programmable shift light indicator, reaction time, 0-60 times, G-force indicator and lap times in the 7-inch TFT cluster display.

Rollin' on the river

BY JOE SAGE

There's no mistaking that Hyundai is on a roll. Since the first Hyundai Excel hit our shores in 1986, the brand has grown exponentially. This goes hand in hand with South Korea's growth as a technical and manufacturing powerhouse—everyone is used to the quality and value of their Samsung and LG phones, appliances and TVs.

Hyundai has managed to hit all the right notes, bringing us style that has strongly influenced the industry and products in every mainstream niche, plus a niche or two we hadn't considered, like the innovative three-door Veloster or the Genesis Coupe. And they continue to deliver value, from their extensive warranties, to their feature inclusions, to the vehicle and option pricing itself.

As the Great Recession hit in 2008, Hyundai sales took a very small dip, the first in a decade, as nobody was shopping much, but then climbed faster than ever, as the Hyundai value equation hit home. From 2008 to 2009, their market share grew by 40 percent, as sales more than rebounded, and

sales have continued to climb since then, approaching 750,000 units in the US annually.

Through all this, Hyundai continues to expand, refine and refresh its product lineup. The last few years have brought us the Equus rear-drive flagship, the Elantra GT and Elantra Coupe, the Veloster Turbo, a completely reinvented Santa Fe and Santa Fe Sport family and the Tucson Fuel Cell. Earlier this year, we drove the latest Genesis Sedan, a rear-drive and all-wheel-drive sedan with a new skin, moving style a bit away from the complex folds and sweeps of recent years toward something a little more calm and conventional.

For 2015, Sonata—their hot-selling, wide-ranging entry in the biggest car segment of all, midsize sedans—has received a similar reskin. It also receives a wide range of powertrain options.

We flew to Memphis, Tennessee, to get our hands on the first two versions coming off the assembly line at Hyundai's plant in Alabama—a 2.4-liter Sonata in three trim levels, and a 2.0-liter



turbo Sonata offering enhanced performance in a lighter-weight package. We drove both models deep into the Mississippi Delta and back.

As summer rolls into fall, expect a Sonata Eco model with a smaller turbo—1.6 liters—leveraging its turbocharger to boost power in a 38-MPG gasoline model. And for mixed powertrain fans,

the Sonata Hybrid will still be available for 2015, though it is a continuation of the 2014 model, sheetmetal and all, at least for now.

Sonata had humble beginnings, with sales of just over 14,000 its first year, in 1998. That generation ran for seven years, consistently climbing until it hit 107,000-plus sales. The next generation launched in 2005, and sales jumped almost 22 percent, then another 15 percent the next year. That model ran five years, and as sales tapered off, the very familiar most recent model launched—with sales jumping by about 64 percent in one year, then in its second year, 2011, becoming the first Hyundai to top 200,000 annual sales in the US.

Sonata represents 29 percent of Hyundai's sales, second only (barely) to Elantra's 31 percent. Next is Santa Fe at 14 percent (with sales up 26 percent for the first six months year-over-year). Six other models share the remaining 26 percent.

Your new Hyundai will come with one of the most generous warranties in the business—10 years/10,000 miles on powertrain, 5 years/60,000 miles on the full vehicle, 5 years of roadside assistance and more. Their approach to warranties was developed when the brand was unfamiliar, and they have stuck with it. And why not ... they have few complaints. Out of 32 brands, Hyundai ranks number four in JD Power's Initial Quality Study, edged out only by Porsche, Jaguar and Lexus.

Sonata has won many awards over the past decade, from International Car of the Year, to a place on *Car and Driver's* 10 Best list, *Automobile's* All-Stars, KBB's Top 10 Family Cars and

5-Year Cost to Own lists—and on a less subjective scale has received NHTSA's 5-star safety rating and is an IIHS Top Safety Pick. Hyundai might be cautious about revising the Sonata—they consider it their "brand ambassador."

But they have gone all out. The prior generation Sonata had body sculpting that would catch anybody's eye. (BMW, Ford and others seem to have followed suit.) Known by the company as Fluidic Sculpture, it has been simplified for 2015 (as on the Genesis Sedan); however, they still refer to it by the same name, now Fluidic Sculpture 2.0. We find it a bit tamer, but we agree with Hyundai that it's more "mature."

Maturity is a theme that responds to shifts in their customer base—shifts that delight any marketer. Their average buyer's age is now lower, education level is higher and income is greater.

The new Sonata is engineered toward these changes, internally—vehicle dynamics benefit from increased chassis rigidity, stiffer and stronger body panels, more weld points and insulation, all providing that more prosperous but younger driver with firm road condition feedback, while increasing ride quality and comfort and reducing road and ambient noise and vibration.

The interior is heavily reworked. The instrument panel and driver controls are more attractive, more useful, more modern and more distinctively Hyundai—following suit to the rework of the 2015 Genesis Sedan. Controls are grouped by



2015 HYUNDAI SONATA SPECS

2015 HYUNDAI SONATA 2.4L

ENGINE2.4L Theta II GDI 4-cyl
TRANSMISSION6-spd Shiftronic auto
DRIVETRAINfront-wheel drive
POWER/TORQUE185 hp / 178 lb-ft
MPG: SE25/37/29 (city/hwy/comb)
SPORT24/35/28 (city/hwy/comb)
LIMITED24/35/28 (city/hwy/comb)

BASE PRICE: 2.4L SE\$21,150
BASE PRICE: 2.4L SPORT\$23,175
BASE PRICE: 2.4L LIMITED\$26,525
• TOP RANGE: 2.4L LIMITED\$31,575

2015 HYUNDAI SONATA SPORT 2.0T

ENGINE2.0T Theta II GDI turbo 4-cyl
TRANSMISSION6-spd Shiftronic auto
DRIVETRAINfront-wheel drive
POWER/TORQUE245 hp / 260 lb-ft
MPG23/32/26 (city/hwy/comb)

BASE PRICE: SPORT 2.0T\$28,575
• TOP RANGE: SPORT 2.0T\$33,525

2015 HYUNDAI SONATA ECO 1.6T

ENGINE1.6T DOHC D-CVVT turbo 4-cyl
TRANS7-spd EcoShift dual clutch
DRIVETRAINfront-wheel drive
POWER/TORQUE177 hp / 195 lb-ft
MPG28/38/32 (city/hwy/comb)

BASE PRICE: ECO 1.6T\$23,275

2015 HYUNDAI SONATA HYBRID

ENGINE2.4L Atkinson cycle 4-cyl
TRANS6-spd electronic auto w/tq.conv
DRIVETRAINfront-wheel drive
POWER/TORQUE:
GAS ENGINE159 hp / 154 lb-ft
ELECTRIC MOTOR47 hp
COMBINED SYSTEM199 net hp
MPG36/40/38 (city/hwy/comb)
.....36/40/37 (c/h/c) Hybrid Limited

BASE PRICE: HYBRID\$26,000
BASE PRICE: HYBRID LIMITED\$29,500



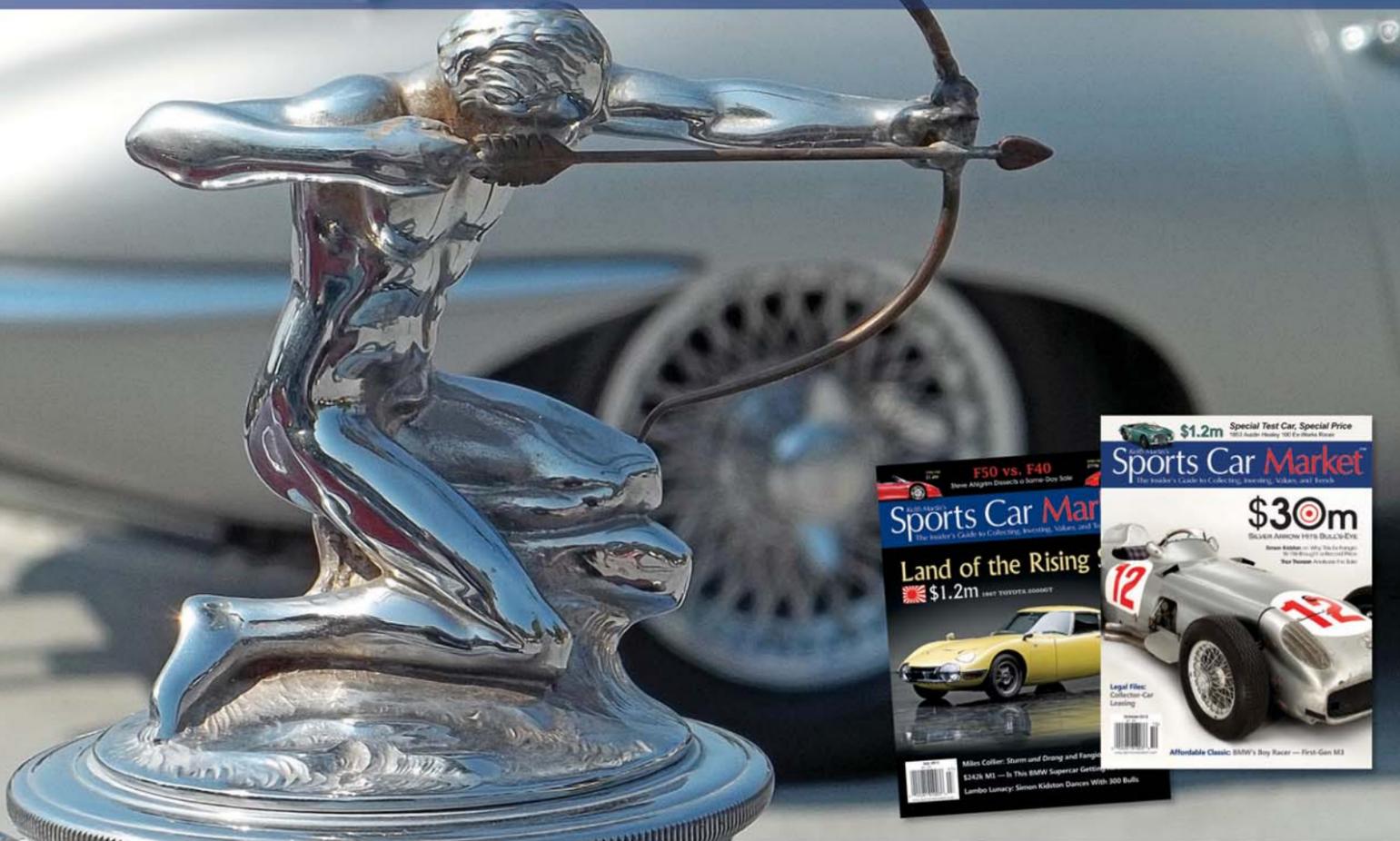
The 2015 Hyundai Sonata Sport 2.0T (245 hp, at left) is being pitched as "the car you want," while the 2.4-liter naturally aspirated Sonata (185 hp, above) is pitched as "the car you need." Of course, for many people, those two things can turn out to have the same solution.

Keith Martin's Sports Car Market™

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Shown here on the Mississippi River and the lakes, levees and back roads of Mississippi are the 2.4-liter 2015 Hyundai Sonata Limited in Shale Grey over brown and the 2.0T in distinctive Urban Sunset over black. The Sonata 2.0T can be spotted from the front by its three-bar grille, from the side by a chrome strip on its rocker panel and from the back by its four distinct exhaust tips.



purpose and positioned to stay in the same plane of normal interplay, for minimal visual distraction.

Body styling details include handsome straight-line yet tapered-width LED running lights in the lower front fascia, a tidy strip of chrome flowing off the headlamp assembly along the hood/front fender seam—a detail we've appreciated on the Azera over the years—and a trim yet sculpted rear end, polished off by a standard lip spoiler and dual/quad exhaust tips. It all still creates a flow, but it's stronger and leaner.

We spent half a day driving south from Memphis into Mississippi, well into the Delta farms and flatlands along the Mississippi River, starting out with the 2.4-liter Sonata. After a BBQ lunch break at the Ground Zero Blues Club in Clarksdale, Mississippi (Morgan Freeman's place), we swapped over to the Sport 2.0T, which we drove back to Memphis by more of an inland route, with a bit more in the way of hills and curves—and kudzu covering the trees and berms.

It's not unusual to offer two such engines right about now—one longstanding mainstay and one smaller but more powerful turbo. Hyundai has chosen to play up the sporting nature of the 2.0T with its name and various styling details. With this stroke, they broaden their appeal—to the huge traditional midsize sedan market who "needs" such a car (the 2.4-liter range) and to the more sporting buyer who "wants" the extra power and panache of the Sport 2.0T.

They aim to pull customers from the usual suspects—Accord, Camry, Altima, Fusion, Malibu—plus a few more such as Optima, Chrysler 200 and Passat. (The Sonata distinguishes itself from other midsize sedans by having enough interior volume to fit the EPA large car class on the inside.) And if the distinct qualities of the Sport 2.0T pull a few prospects over from the German brands, Hyundai will be even happier.

We could consider ourselves fortunate to drive just two models that day, since you may drive as many as six or eight, when you shop Sonata. Once the Eco enters the flow, and counting the carry-over (old body style) Hybrid, with three 2.4L trim levels and an option range in the 2.0T, you have not only quite a variety, but also a fair amount of overlap, in price and fuel mileage (the latter being the whole reason for many of the options, though every Sonata gets decent to excellent MPG). Consistently high inclusion of features, with minimal and affordable option packages, make it all a

lot easier, though.

On our day, we enjoyed both. Granted, our terrain was flatter in the morning (with the 2.4L), and it wasn't the mountain West in the afternoon either (with the Sport 2.0T). Both delivered the power we needed in these conditions, along with all-day comfort, good navigation in unfamiliar turf, and solid audio.

If you compare the most fundamental specs (see the sidebar on the previous page), you'll see how the variables fall. Much depends upon your own driving style—not just whether you lick your lips at the 2.0T's higher horsepower, but how many miles you drive per year and over what kind of terrain. If you drive a lot, the Hybrid could be your baby, at 40 MPG. If you drive fewer miles, the new Eco model will approach that very closely, for \$3000-6000 less. And if you're really watching your purchase price and fuel mileage, too, the base 2.4L Sonata SE, at about 250 pounds less than the Limited, is still very close to the Eco in fuel mileage—one point less, highway—but at \$21,150 leaves you headroom to cover that tiny difference, all the tinier if you're not packing on the miles.

The Sport 2.0T adds turbo to its smaller displacement the way its name indicates: to deliver its promise of power and speed. It also has more responsive new dual-pinion motor-driven power steering. Other than the turbo model, lineup variables are notable but not critical—you can almost surely visit the Hyundai dealer, see what's on the lot and find one that's right for you. ■



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GM's fourth IT Innovation Center opens in Arizona

Big news for GM and big news for Arizona, particularly the growing tech sector in Chandler

General Motors Information Technology Innovation Centers are where GM in-sources the company's innovation capabilities and taps into an ever-expanding pool of new and experienced IT talent. With centers already operating in Warren, Michigan, Austin, Texas and Roswell, Georgia, the late August ribbon-cutting at their new GM Arizona IT Innovation Center in Chandler marks their fourth.

Randy Mott, GM senior VP Global Information Technology and chief information officer, was joined at the grand opening ceremony by local and national elected officials including Chandler Mayor Jay Tibshraeny, US Representatives Matt Salmon and Kyrsten Sinema, Arizona House of Representatives President Andy Biggs and Speaker of the House Andy Tobin. Approximately 500 facility employees also attended the event.

GM's IT Innovation Centers are part of a companywide transformation to improve performance, reduce operating costs and increase output of technical innovations. GM announced Chandler

as the site of the company's fourth IT Innovation Center in March 2013, and construction on the 170,000 square-foot center was completed in June of this year.

GM expects to hire a total of 1000 employees at the Chandler center over the next five years. About 500 employees are already employed here, about 25 percent of whom are recent college graduates.

We toured the facility, part of a global campus connected by 24/7 full-room, large-screen teleconferencing—featuring real time two-way, three-way or more-way video links to teams in other centers throughout the GM network. These nodes enable rapid development of the latest in a wide range of e-based customer interface and satisfaction methodologies, as well as incorporating flex hours, creative commons for collaborative brainstorming, stand-sit workspaces, idea walls for sketches and notes, and more. Technologies developed here, including systems to 100 percent purchase a car online, are all about the customer first.

Collaboration knows no boundaries. While the

other half of the room may be in Korea, China, Austin, Australia, Detroit and other hotbeds of development worldwide, the Arizona group can still step outside and enjoy the Arizona sunshine and our enviable lifestyle any time they want.

Arizona Governor Jan Brewer recognized the facility as "great news for the local economy. Today's event speaks volumes about the business-friendly environment we have created in Arizona, including our high-tech talent and competitive cost of operating. I could not be prouder of our state and what this announcement means for the future of Arizona's economy."

Chandler Mayor Tibshraeny was among the dignitaries present at the opening, off Price Road southeast of Chandler Fashion Center, saying, "GM is exactly the type of technology employer we need in Chandler and in our state. The GM Innovation Center is a perfect complement to Chandler's Price Corridor, and furthers the city's reputation as a regional hub for innovators and world-class IT professionals." ■





2nd annual event has 99% sell-through rate

Cup Competition draws the best of the best



Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™

2014 Barrett-Jackson Cup becomes Hot August Night staple; Good Guys, AMBR and Ridler winners among "Reno Five" finalists; 1957 Chevrolet Pickup named grand prize winner

2014 Barrett-Jackson Hot August Nights Reno/Lake Tahoe Auction has over \$11 million in sales, a 99 percent sell-through rate, more bidders and consignors during its three-day run at the Reno-Sparks Convention Center

In just its second year as part of Hot August Nights in Reno, Barrett-Jackson has made its way right into the heart of America's largest custom and hot rod community celebration.

Over three days, Barrett-Jackson delivered its trademark excitement during its 2nd Annual Hot August Nights Auction at Reno-Sparks Convention Center in Reno, Nevada, selling 342 vehicles and more than 300 collectible automobilia pieces for more than \$11 million in sales, at an incredible 99 percent sell-through rate.

The Barrett-Jackson Cup competition returned to Reno along with the auction. This has become one of the most anticipated collector car competitions on the circuit, boasting over \$110,000 in cash and prizes—the hobby's largest.

Barrett-Jackson Cup competition 2014

Barrett-Jackson's partnership with the world's premier classic car and nostalgia festival, Hot August Nights, began just last year. The Barrett-Jackson Cup was one of the most popular elements of that first year. The 2013 winner was a custom 1969 Ford Torino built by Troy and Jack Trepanier of Rad Rides by Troy. It was a highlight moment when Jack Trepanier, a keystone in the collector car community, accepted the award. Sadly, Jack passed away in March of this year, so Barrett-Jackson dedicated the 2014 Barrett-Jackson Cup in his honor.

KEEP RIGHT >>



BARRETT-JACKSON CUP "RENO FIVE" FINALISTS

GRAND PRIZE WINNER: This '57 Chevrolet pickup built by Jason Smith at Hot Rod Garage—a 2013 "Great 8 Truck" at the Detroit Autorama—has a 3-inch top chop, 540-cu.in. big block with Crowder "Stack" EFI and one-off billet wheels and trim. The interior by CAR Upholstery has subtle 1961 Impala styling cues. Each body panel was modified, smoothed and finished in Sherwin Williams paint.

FIRST RUNNER-UP: Built by Hot Rods by JSK, this '32 Ford four-door is featured on *Street Rodder's* August 2014 cover. It boasts an early 1950s race car theme, with Sprint Car steering, modified vintage drum brakes and a bored and stroked Ford Thunderbird Y block V8. A vintage Hilborn intake was converted to EFI, and a 5-speed manual feeds a quick-change rear axle. Body and frame are handmade with suicide doors and with B-pillars eliminated. The interior is hand-stitched "baseball glove" leather by Paul Atkins. It is the winner of the 2014 Street Rod of the Year and 2014 "Great 8 Car" in Detroit.

SECOND RUNNER-UP: This '34 Chevrolet Phaeton was designed by Chip Foose and built by the winner of the inaugural Barrett-Jackson Cup, Rad Rides by Troy. It features a modified Roadster Shop Chassis with "Heidt's" independent suspension all around. Under the hood, the GM Performance 383 Ram Jet engine with EFI was modified to look like a vintage 1957 Rochester unit. It is shod with CNC machined wheels by Curtis Speed and includes stitched art-deco red leather upholstery by Rad Rides.

THIRD RUNNER-UP: This 1964 Buick Riviera by J.F. Launier—2014 Ridler Award Winner at the Detroit Autorama—was hand-built from a \$300 "parts car" rusted hulk body. The rear window and deck are grafted from a later "boat tail" Riviera. Under the hood are two rear-mounted turbochargers that feed a 6.2L Chevy V8 via a massive intake tube that runs through the cockpit. A custom-built perimeter chassis gives the car its low, wide stance. It rides on billet wheels, and its hand-made interior has been converted to a two-seat sports car layout. The theme draws attention to its rear-mounted turbos.

FOURTH RUNNER-UP: Built by Miranda Built, this '67 Nova has a twin turbo NASCAR small block Chevy engine, with RideTech pro-touring suspension controlled by an iPad. It rides on Budnik Gasser D wheels. Its paint job, a unique orange "metalized" finish, was performed by Charley Hutton. It is a 2014 Goodguys Street Machine of the Year winner and a 2014 Detroit Autorama "Great 8" finalist.

Where the roads are dry and the cars are slick.



Arizona Driver Magazine

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Judges Bobby Alloway, Pete Chapouris and Bob Millard first chose 25 cars from the downtown Reno "Show and Shine" car shows. These vehicles were then displayed in downtown Reno, from which five top finalists advanced to a ceremony at the Barrett-Jackson Auction arena.

"The quality of workmanship of the cars in this year's Barrett-Jackson Cup competition was unbelievable," said Pete Chapouris, Barrett-Jackson Cup judge and president of SO-CAL Speed Shop. "Selecting the final five cars was immensely difficult. Competition was fierce, and I expect it will only become more competitive as the Cup grows in popularity. We're already hearing about people building cars specifically for this competition. I believe the Barrett-Jackson Cup is on track to be the 'Pebble Beach' of the American collector car community."

This year, entries included many national trophy winners, with the "Reno Five" finalists being among the collector car industry's most coveted customs and hot rods. The grand prize winner was awarded the Barrett-Jackson Cup in front of an unprecedented TV audience of more than 100,000,000 homes, during live auction coverage.

"In only its second year, the Barrett-Jackson Cup competition has become an important part of the collector car culture," said Steve Davis, president of Barrett-Jackson. "But we also had an extraordinary selection of customs and street rods lined up for our auction. In addition to the eclectic mix of collector cars, we put a special emphasis on hot rods and customs that crossed our block. We're excited to be able to shine the spotlight on this uniquely American segment of the collector car hobby through our auction and national television coverage."

Barrett-Jackson Reno auction 2014

Barrett-Jackson continued to cultivate the hobby by attracting a large number of bidders to the Hot August Nights Reno/Lake Tahoe auction. A healthy offering of entry-level to midrange vehicles was one of the keys to the auction's success.

"The collector car hobby is thriving, and Barrett-Jackson is the catalyst," said Craig Jackson, chairman and CEO of Barrett-Jackson. "While we continue to offer top-tier cars for seasoned, high profile collectors, who were involved in some

spirited bidding, our diverse docket attracts enthusiasts of all ages and levels. An overwhelming percentage of vehicles were sold at No Reserve, which means that honest market values were set this weekend in Reno at Barrett-Jackson."

Jackson again emphasizes the importance of the Barrett-Jackson Cup competition in the overall scheme of things. "The success of our Hot August Nights event demonstrates that Barrett-Jackson continues to be the catalyst for growth in all sectors of the collector car hobby," he said. "Car collecting is a lifestyle, which was evident by the excitement across Reno for the Barrett-Jackson Cup competition. Never before has one collector car event hosted so many of the nation's award winning hot rods and customs under one roof. With the largest prizes in history, the Barrett-Jackson Cup has become the most coveted award among custom and hot rod owners."

\$100,000 raised for charity

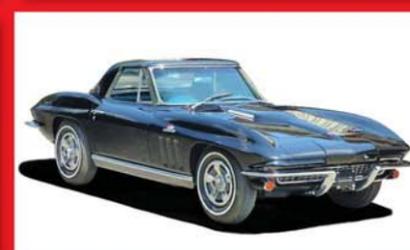
Barrett-Jackson has a long tradition of raising money for charity. In Reno, Ford Motor Company and the Darrell Gwynn Foundation auctioned a 2014 Ford Transit Connect Titanium, which will be modified by MobilityWorks for customers who are restricted to a wheelchair. The sale raised \$100,000, which will be used by the Darrell Gwynn Foundation to put more children with disabilities into wheelchairs.

Hot August Nights

Hot August Nights, a non-profit organization, annually draws hundreds of thousands of spectators and participants to northern Nevada from all over the world to revel in nostalgia, with top entertainers from the '50s and '60s, show-n-shines, controlled cruises and more.

Barrett-Jackson Auction Company

Established in 1971 and headquartered in Scottsdale, Arizona, Barrett-Jackson specializes in products and services for classic and collector car owners and enthusiasts around the world. The company produces events in Scottsdale in January, Palm Beach FL in spring, Reno/Lake Tahoe in August and Las Vegas in September. Barrett-Jackson also endorses collector car insurance offerings for vehicles and other valued belongings. For more information, visit www.barrett-jackson.com. ■



TOP 10 BARRETT-JACKSON SALES AT RENO (HAMMER PRICE)

2014 Ford Transit Connect TTN Wagon Van.....(Lot #3000 – for charity)	\$100,000
1933 Ford Custom 2-door Coupe.....(Lot #728).....	\$100,000
1932 Ford Custom Roadster.....(Lot #753).....	\$100,000
1967 Ford Mustang Custom Fastback.....(Lot #767).....	\$89,000
1961 Chevrolet Corvette Convertible.....(Lot #761).....	\$80,000
1931 Ford Custom Vicky.....(Lot #421).....	\$80,000
1952 Cadillac Custom Topless Roadster.....(Lot #7001).....	\$80,000
1966 Chevrolet Corvette Convertible.....(Lot #730).....	\$76,000
1971 Chevrolet C-10 Custom Pickup.....(Lot #699).....	\$75,000
1965 Chevrolet Corvette Convertible.....(Lot #765).....	\$75,000

Lots of sport, lots of utility (though decidedly not an SUV)

By Joe Sage

You may notice the M badge at the top of the facing page, but the absence of M in the otherwise lengthy model name above. This is not an actual M car. The M badge is just part of a package—a fistful of options—a perhaps misleading trend among several German brands now. Options are a big part of how we feel about this sporty wagon—and not really in a good way. At fifty grand, it has no backup camera, no keyless entry, no navigation, no satellite radio, no heated seats. Those cost many thousands more (see sidebar) and are carefully grouped to force you to buy more than you seek. But hey—first, let's drive.

A diesel powertrain, with its inherently higher torque, can generally beat the pants off its gasoline counterpart. We expected that here, but were disappointed on our first punch. The logbook notes that acceleration “goes from nothing to whiplash. Not noteworthy whiplash, just all the whiplash it's got.” Turbo lag in this day and age? A look at the 328d specs shows 181 hp, 280 lb-ft of torque, and a painful zero-to-60 time of 7.7 seconds. The gasoline 328i (240 hp and 255 lb-ft) does the run in just 6 seconds. (A Volkswagen Golf GTD does it in 5.6 seconds, with 135 hp but 380 lb-ft of torque.)

We had started out straight away in the car's Sport+ mode, based on lessons learned in a recent 4 Series. But as that resets itself to normal after each stop, we noticed it didn't really affect much. We wish for a chance to try the car with a manual transmission. Manumatic shift may help some.

This apparent conservation of power serves the diesel wagon in other ways, though—it is rated an impressive 43 MPG highway, with a

The BMW wagon, redone in 2012, is attractively styled. We continue to notice details—for example, the brushed metal eyelids on the headlights, looking especially sharp against this blue paint—just one more highlight of many that catch our eye over a week's time. Features have a good balance now, extra little nuggets you discover bit by bit—not simple or boring, but not as overwrought as the brand was for much of the past decade.



SPECIFICATIONS

ENGINE...2.0L 4-cyl TwinPower Turbo Diesel
 TRANSMISSION.....8-speed sport automatic
 DRIVETRAIN.....xDrive all-wheel-drive
 POWER/TORQUE.....181 hp / 280 lb-ft
 BRAKES.....ventilated disk 13/11.8 front/rear
 WEIGHT.....3790 lb
 MPG.....31/43/35 (city/hwy/comb)
 RANGE.....525 miles

BASE PRICE.....\$42,950

INCLUDED: Universal garage door opener, auto-dim mirrors, power front seats, split fold rear seat, storage package, automatic climate, ambiance lighting, assist eCall and TeleServices, Bluetooth/USB.

ESTORIL BLUE PAINT:.....550

BLACK "SENSATEC" INTERIOR:.....incl

M SPORT PACKAGE: 18-in wheels 400M A/S tires, sport seats, highlight trim finishers, aluminum hexagon interior trim, M steering wheel, aero kit, shadowline exterior trim, anthracite headliner.....3850

DYNAMIC HANDLING PACKAGE: Adaptive M suspension, variable sport steering.....1000

DESTINATION CHARGE:.....925

TOTAL.....\$49,275

PACKAGES NOT INCLUDED ON THIS CAR:

LEATHER INTERIOR:.....1450

COLD WEATHER PKG: (incl heat seats)*.....950

LIGHTING PACKAGE:.....900

TECH PACKAGE: (incl nav)*.....3150

DRIVER ASST PKG: (incl rear camera)*.....950

DRIVER ASST PLUS:.....1900

PREMIUM PKG: (incl keyless entry and satellite radio)*.....2200

TOTAL w/essential packages*.....\$56,525

TOTAL w/all packages.....\$60,775

OPTIONS NOT INCLUDED ON THIS CAR:

18" WHEELS:.....600

CONVENIENCE OPTIONS (8 TOTAL).....6300

HARMAN KARDON SURROUND SOUND**.....875

SAFETY OPTIONS (3 TOTAL).....1400

TOTAL w/essential pkg/opts**.....\$57,400

TOTAL w/all pkg/options.....\$69,950

range of 525 miles per tank—a great road tripper.

The wagon drew plenty of praise based on its style and pretty blue paint (\$550 was apparently well spent on the eye-catching Estoril Blue finish). The car seemingly exudes utility, too. Though not tall like a crossover, and though its all-wheel xDrive is not apparent to the uninformed observer, a number of people inquired whether this was some sort of new crossover from BMW.

The 3 Series Sports Wagon actually does deliver considerable utility. With significant cargo capacity—17.5 cu.ft. with all seats up, or up to 53 cu.ft. with seats folded—we used this compact, low-slung, road-handling car for a number of cargo runs around town, and were amazed at its ability to gobble up volumes of goods that might have otherwise been small pickup loads.

During the week, we were annoyed by the lack of aforementioned keyless entry (who needs just keyless start, if you can't get in with your hands full?), backup camera and so on. But what must be even more annoying would be making the actual purchase of this vehicle. Features seem diabolically separated to force more purchases than really

needed—not a new trick, but never welcome and in this case very pricey (see sidebar).

It's no longer hard to get full features at any price point. If BMW wants to compete with, say, a \$16,000 Kia, they really need to be a little more willing to include more at their prices. This was a nice car in a lot of ways, but we would be averse to topping 50 grand (and approaching 60) just to have a backup camera, keyless entry, heated seats and satellite radio. Being enticed up to the full \$70k level is almost unimaginable, unless you are in a brand trance. (A fully optioned actual M3 sedan, on the other hand, tops out at \$87,550.)

Despite annoyances due to missing features—and the alarming costs this revealed to us—we enjoyed our week with the BMW 328d wagon. It could be peppier, but as we got used to it, its driving appeal increased. Its handling was tops, and though we didn't really utilize it, it still has xDrive up its sleeve—which could be combined with its high fuel mileage and long range for some great winter trips. Wagons have become rare, anyway. So if the high cost-to-features ratio (and its cunning nature) fazes you not, this is worth a look. ■

- These hot metal door pulls curve into your living space enough to often bump your leg on—or to burn it on.
- Our logbook included turn signals that would cancel themselves while sitting at a light, and a tailgate that opened itself overnight (with a full load exposed).
- The car had surprising levels of cargo volume and utility.



Time Traveling To Tombstone



Story and photos by Tyson Hugie

I've been obsessed with the *Back to the Future* movie trilogy since it debuted when I was a kid in 1985. This summer, I channeled my inner Marty McFly and did some time travel of my own. Did you know that Arizona is home to a small community that thrives on its reputation as one of the country's best-preserved and most authentic sites from the Wild West?

Just 30 miles south of the bustling I-10



corridor in southern Arizona lies a time capsule of cowboy history. Tombstone, "The Town Too Tough to Die," was founded in 1879 as a silver mining boomtown. The population soared over the next couple of years to over 10,000 residents. Today, fewer than 1,500 people call Tombstone home, but those folks there are proud of their community.

My friend Chris was visiting Arizona from Maryland for a weekend, and this marked his first time in the desert Southwest. When he told me, "Take me to a saloon," I knew that Tombstone would be the perfect place to visit. Our time travels

back to the 1880s were taken in my 2013 Acura ILX—a comfortable and sporty ride, but nevertheless not quite as fun as Marty McFly's 1981 DMC DeLorean from the *Back to the Future* series might have been.

Tombstone is an easy day trip from the Phoenix area, at about 2 hours 45 minutes each way. A pit stop for fuel and drinks at Picacho Peak made a perfect halfway point for us to stretch our legs on the outbound and return trips. At Benson, our route veered from I-10 to Highway 80, which took us directly to Tombstone. For our first stop after entering town limits, we took a (free) self-guided walking tour at Boothill Graveyard and explored the dozens of gravesites, some of which were marked "UNKNOWN," but many others of which had interesting inscriptions on

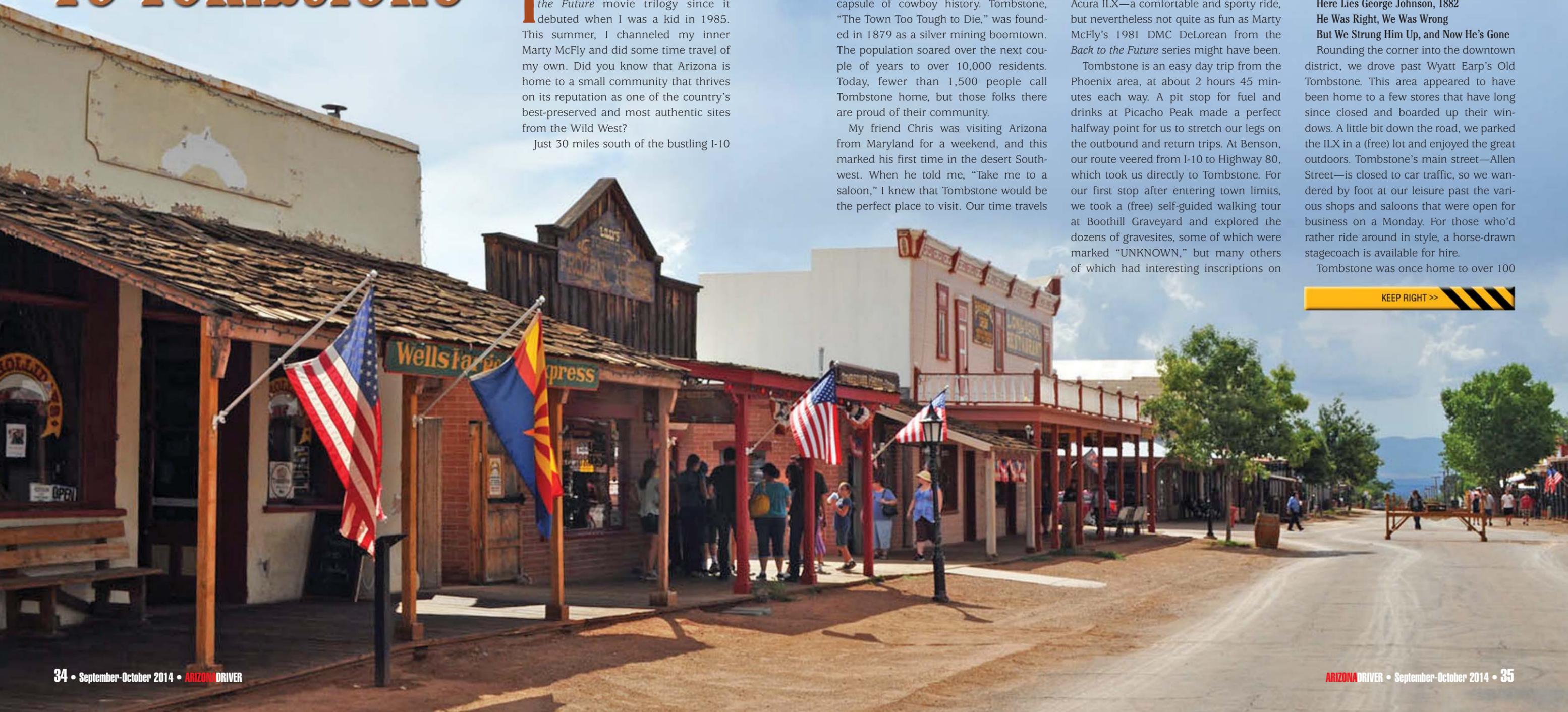
them, such as this:

**Here Lies George Johnson, 1882
He Was Right, We Was Wrong
But We Strung Him Up, and Now He's Gone**

Rounding the corner into the downtown district, we drove past Wyatt Earp's Old Tombstone. This area appeared to have been home to a few stores that have long since closed and boarded up their windows. A little bit down the road, we parked the ILX in a (free) lot and enjoyed the great outdoors. Tombstone's main street—Allen Street—is closed to car traffic, so we wandered by foot at our leisure past the various shops and saloons that were open for business on a Monday. For those who'd rather ride around in style, a horse-drawn stagecoach is available for hire.

Tombstone was once home to over 100

KEEP RIGHT >>



saloons, but a series of fires wiped out many, which were never rebuilt. Coupling those fires with troubles over depletion of ore in the mines and the falling price of silver, Tombstone started to clear out by the early 1900s. The good news is that the town didn't dry up entirely; there's still more than enough entertainment in the year 2014 to keep things interesting. For one thing, you can catch a gunfight.

On October 26, 1881, a historical gunfight took place in an empty lot behind Tombstone's O.K. Corral. Lawman Doc

Holliday and three other officers fought it out against four cowboys who were suspected of murder. Thirty shots were fired, resulting in injury or death for everyone involved except for Wyatt Earp (Earp lived on until 1929, when he died at the age of 80). For \$10 each, we watched the show from a set of bleachers which, thankfully, were shaded from the summer sun by a canvas canopy. The actors invited us to join them for a photo-op after the 45-minute show. Chris picked up a couple of T-shirts and some homemade salsas in

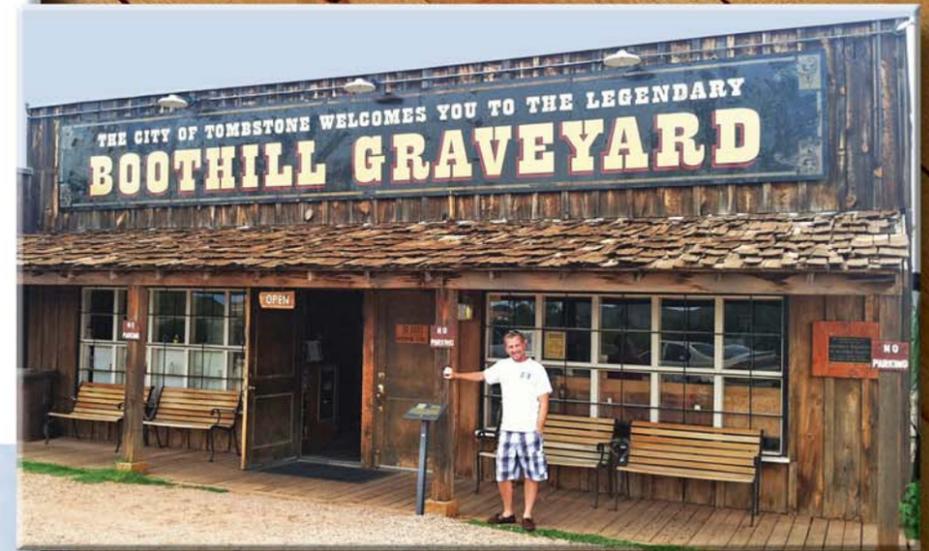
the gift shop, to take home to his family in Maryland.

No road tripping adventure is complete without some grub, and after a little bit of debate (the choices were many), we went to the Crystal Palace Saloon for lunch. The 'shroom and Swiss hamburger was phenomenal, but my favorite item on the menu was the fried ice cream for dessert. The actors from the gunfight we'd seen just a few moments earlier came bustling into the saloon for a bite to eat while we were mid-meal, boots and

spurs creating a racket on the original wooden floor. The experience became all the more authentic.

For a little more area history, we made one more visit: Tombstone's 1882 courthouse still stands proudly and is now home to a visitor center. The building's initial cost was \$45,000, and it has endured the test of time over the last 132 years. It's a must-see for anyone visiting the area.

To anyone seeking a taste of the Wild West, Tombstone fits the bill to a T. Just watch out for stray bullets. ■



TYSON HUGIE loves Acura, loves road trips and loves writing to bring those passions together. His *Drive to Five* website takes readers along in his over-500,000-mile Acura Legend coupe and his late model Acura ILX as they discover offbeat destinations and enjoy the scenery along the way. Join the journey at drivetofive.wordpress.com.

A star presence in Peru: Nani Roma will take part in the 2014 edition of the Desafío Inca

Following the confirmation of the presence of the Chilean rider Ignacio Casale (winner take-all in Quads in the Rally Dakar 2014) on this Dakar Series event that will take place in Peru, another multiple winner of the most difficult rally raid in the world will grace the new edition of the Desafío Inca with his presence. The Spanish driver Nani Roma has officially confirmed that he will line up, together with the MINI team, in search of the big trophy. So, last year's winner of the Rally Dakar in Cars will be there to fight it out over the dunes of Peru, which makes the Desafío Inca one of the most important and demanding tests in the world.

In one of the biggest years in his driving career, after authoritatively winning the Rally Dakar 2014 in Cars after 10 years (he had already won the Bikes title in 2004), Nani Roma has set himself a new challenge within the Dakar Series in South America. The dunes of Peru, recognized worldwide for the tremendous demands they make on competitors and their machines, have been chosen by Roma to make his appearance in the tournament this season.

As Roma says, "It's an attractive race because Peru, where I raced two years in the Dakar, is a country and type of terrain I really like. It's an opportunity to take on the dunes again, those wonderful lands and deserts. Our objective is always to win. The important thing is to have a good race, compete well and try and achieve the objective. We're here with the idea of lifting the trophy. It's never easy to win a race like this one, but we'll pull out all the stops."

The Spanish driver will arrive in Peru with the MINI team, confident of doing the job that will take him to the top of the podium. Roma knows the dunes of Ica because he crossed them when he took part in 2012 and 2013, when Peru was part of the Dakar Rally route and where he has the best memories of the fans' enthusiasm. If he does win the event, it will be another victory in a Dakar Series tournament for Nani after his triumph in the Desafío Ruta 40 last year in Argentina.

"The Desafío Inca is key to our preparation for the next Dakar Rally because there are many dunes, a lot of sand, and it is hard to find races which only have dunes in them. So, I think that being able to drive on this terrain in difficult stages, in the open desert, is great training for us to test new things on the car. It's really interesting for us to be there," the Spanish driver adds.

With his presence, the Desafío Inca already offers strong, demanding competition between September 11th and 14th, in which the two 2014 Dakar Rally champions in Quads and Cars confirm the high level that will be seen in Inca. Nani Roma has officially said 'yes' to the invitation and will line up for the great Peruvian race. The Desafío Inca continues to attract great international-class competitors. ■

Gran presencia en Perú: Nani Roma participara de la edición 2014 del Desafío Inca

Tras confirmarse la presencia del piloto chileno Ignacio Casale (ganador absoluto en Quads del Rally Dakar 2014) en la última fecha del Dakar Series que se desarrollará en tierras incas, otro múltiple campeón del rally raid más difícil del mundo engalanará con su presencia la nueva edición del Desafío Inca. El piloto español Nani Roma ha confirmado oficialmente su presencia en nuestro país junto al equipo MINI en busca del trofeo máximo. El último ganador del Rally Dakar en Autos se alista desde ya para disputar la carrera sobre las dunas peruanas, haciendo del Desafío Inca una de las pruebas más importantes y exigentes a nivel mundial.

En uno de los años más importantes de su carrera automovilística a raíz de su victoria con absoluta autoridad el Rally Dakar 2014 en Autos luego de 10 años (trofeo obtenido por segunda vez tras la consagración en el certamen allá por el 2004 en Motos), Nani Roma se ha impuesto un nuevo reto dentro del Campeonato Dakar Series que se disputa en Sudamérica. Las dunas de Perú, reconocidas a nivel mundial por su gran exigencia de índole competitivo, han sido las escogidas por Roma para hacer su incursión en el torneo durante esta temporada.

"Es una carrera atractiva porque el Perú, por lo que he estado dos años en ahí con el Dakar, es un país y un tipo de terreno que me gustó mucho. Así que es una oportunidad de reencontrar de nuevo las

dunas, esos maravillosos terrenos y desiertos que tienen. El objetivo nuestro siempre es la victoria. Lo importante es hacer una buena carrera, competir bien e intentar luchar para conseguir nuestra meta. Llegamos con las ganas de llevarnos el triunfo. Nunca es fácil ganar una competencia como esta, pero daremos todo para hacer una buena carrera," comentó Roma.

Junto al equipo oficial MINI, el piloto español llega a Perú con la gran convicción de realizar una gran tarea que lo lleve hasta la cima del podio. Roma conoce las dunas de Ica puesto que atravesó la zona durante sus participaciones en 2012 y 2013 cuando Perú fue parte del recorrido y de donde tiene los mejores recuerdos por el recibimiento del público. Asimismo, de llegar a la gloria máxima, esta sería una nueva victoria en un torneo Dakar Series para Nani tras haber conseguido la victoria en el Desafío Ruta 40 realizado el año pasado en Argentina.

"El Desafío Inca es muy importante para nuestra preparación al próximo Rally Dakar porque hay muchas dunas, mucha arena y cuesta mucho encontrar carreras que sean todo dunas. Por tanto, poder correr por este tipo de terrenos, en etapas difíciles, desierto abierto, yo creo que es un muy buen entrenamiento para nosotros para probar cosas nuevas para el coche y es muy interesante poder estar allí," manifestó el piloto español.

Con su presencia, el Desafío Inca asegura desde ya una gran y exigente competencia del próximo 11 al 14 de septiembre donde los dos últimos campeones del Rally Dakar 2014 en Quads y Autos confirman el alto nivel competitivo que se vivirá en Inca. Nani Roma ha dado el sí oficial y se alista para la gran carrera peruana. El Desafío Inca sigue sumando grandes competidores de categoría internacional. ■





The 7th Annual Barrett-Jackson Las Vegas Auction

Mandalay Bay Resort & Casino Event Center
Thursday-Saturday, September 25-27, 2014

Barrett-Jackson has been lovin' Nevada enough to have added a new, second auction to the state—their Hot August Nights event in Reno/Lake Tahoe, which just completed its second year. Their Las Vegas event, meanwhile, enters its seventh year just a month and a half later.

Hundreds of classics, Hot Rods, Resto-Mods and muscle cars are set to take center stage at the Mandalay Bay Resort and Casino Event Center from Thursday to Saturday, September 25-27. Three days of auction action include exhibitor and sponsor activities for visitors of all ages.

One highlight will be the auction for charity of 2015 Dodge Challenger SRT Hellcat VIN 0001. The one-of-one special edition Hellcat, with 6.2-liter supercharged HEMI® V8 engine and 0001 vehicle identification number (VIN), has an NHRA-certified quarter-mile time of 10.8 seconds at 126 mph, from 707 horsepower and 650 lb-ft of torque, stock. Adding to the exclusivity, the donated muscle car will be the only Dodge Challenger to ever have a normally Viper-exclusive Stryker Red exterior—hand-painted at the Dodge Viper paint facility—and will include special badging, specific VIN documentation and one-of-a-kind memorabilia. “The 2015 Challenger SRT Hellcat is already guaranteed to be one of the hottest cars that will roll through the Barrett-Jackson auction lanes for decades to come,” said Tim Kuniskis, president and CEO of Dodge and SRT Brands, Chrysler Group LLC. “The VIN 0001 being auctioned this year is the ultimate one-of-one collectible 2015 Dodge Challenger, as Dodge is ensuring there will never be another one like it.” Barrett-Jackson is waiving all bidding and consignment fees, with 100 percent of the sale price to be donated to Opportunity Village, a not-for-profit organization that serves people with significant intellectual disabilities in the Las Vegas area.

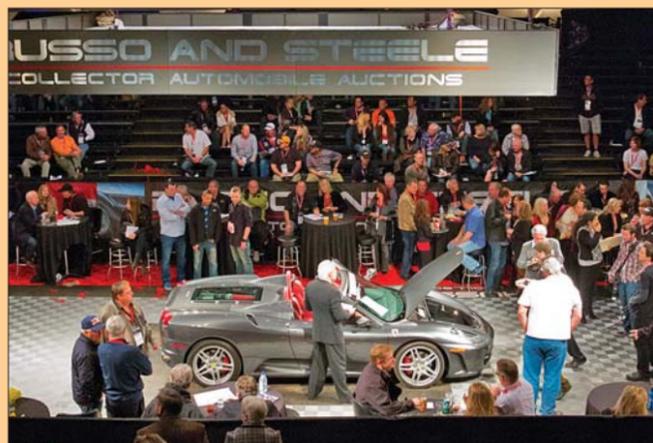
Barrett-Jackson Week in Las Vegas officially kicks off with the 7th Annual Cruise-In for Las Vegas-area automotive enthusiasts on Sunday, September 20. On Wednesday, the Barrett-Jackson Road Rally gathers at 2pm, then heads down the Strip. An invitation-only opening night party follows.

On Thursday, Friday and Saturday, gates open at 8am, giving enough time to visit the vendors and get a great seat before the automobilia auction starts, followed by the collector car auction, all day and into the night each day.

Ride 'N' Drives will be presented all three days by both Ford and GM, and Meguiar's will have several seminars each day on the finer points of car care.

Thursday and Friday will have live coverage on FOX Sports, and Saturday will have live coverage on National Geographic Channel.

Advance purchase tickets are \$22.75 per day (\$27.75 for Saturday), or \$53.25 for all three days (plus taxes and fees). Gate prices will be announced later. A VIP Hospitality Package is \$5000 in advance. For complete details, visit online at www.barrett-jackson.com ■



The 2nd Annual Russo and Steele Las Vegas Auction

New Tropicana Hotel Las Vegas
Friday-Saturday, September 26-27, 2014

Rolling straight in from late August in Monterey, Russo and Steele heads to Las Vegas for their second annual auction in this location, held in the same general time frame as Barrett-Jackson, and just a block or two away.

Russo and Steele's expansion to include Las Vegas was announced during their Arizona auction in 2013, at the same time they announced another new auction in Newport Beach, California, held in June. This brings Russo and Steele to four auctions annually, double what they had run prior to that.

“Scottsdale and Monterey (had) matured to what we feel exemplifies the Russo and Steele experience,” said auction owner Drew Alcazar. “Adding these two new auction events to our mix (was) a natural progression in our evolution.”

Russo and Steele's Las Vegas auction uses the company's trademark interactive auction-in-the-round format, where buyers can be right on the floor with the cars and auctioneers—with no separation from cars isolated on a stage. This ground level auction arena, surrounded by elevated 360-degree platform seating, creates a virtual boxing ring or coliseum atmosphere that funnels buyers to the cars and focuses on the action.

The Russo and Steele event will offer their trademark mix of collectable European sports, American muscle, hot rods and customs, both with and without reserve, during two full days of auction. Registration begins Thursday.

There is a preview before the auction on both Friday and Saturday—free last year, with no info available yet this year—and the auction is expected to start at 3pm, as last year. Auction general admission tickets are \$20 per day.

Russo and Steele Las Vegas is held at the new Tropicana, 3801 Las Vegas Blvd South, Las Vegas, NV 89109. For more info: russoandsteele.com ■



Arizona International Auto Show: Thanksgiving Weekend

Phoenix Convention Center
Thanksgiving Weekend: Nov 27-30, 2014

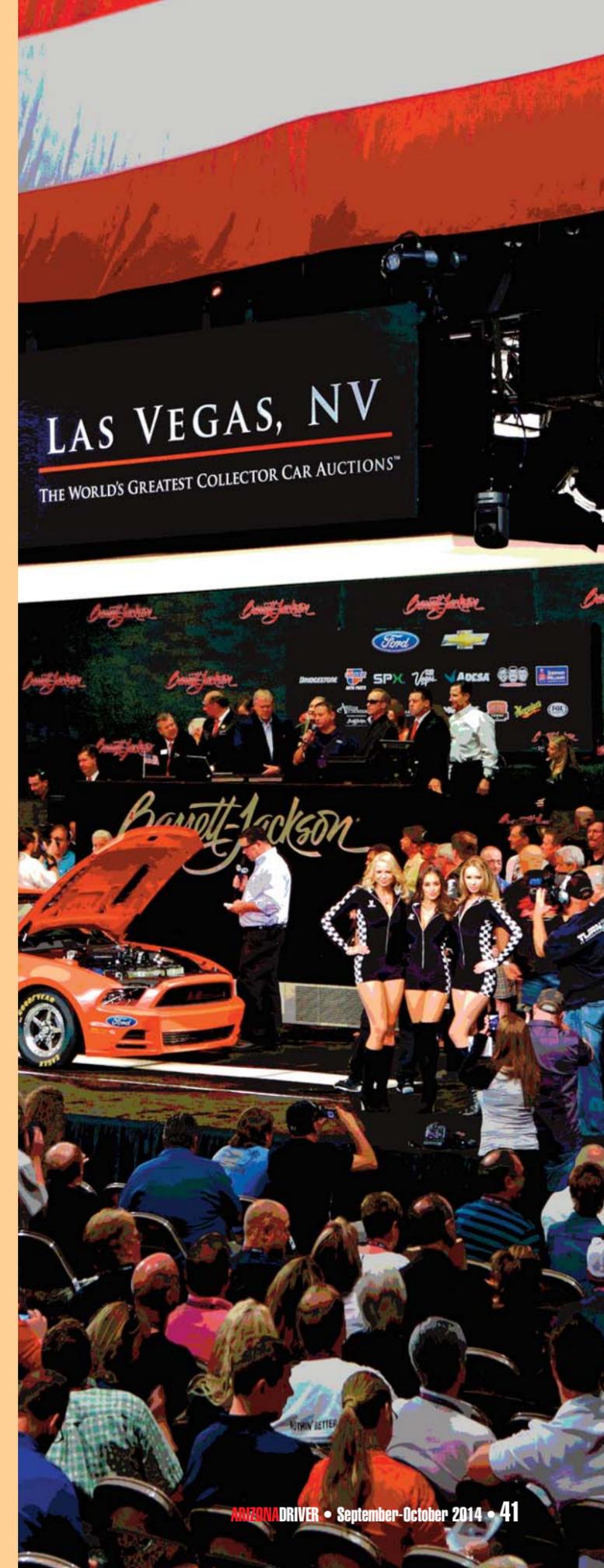
The 2015-model Arizona International Auto Show rolls into town this Thanksgiving weekend, with hundreds of the latest cars, trucks, crossovers and more. Check out the newest rides, sit behind the wheel, experience the latest in-car technology and even take a test drive—right at the show. The show will feature a dazzling collection of luxury, sports and family cars, utilities, vans and trucks, plus electric and plug-in hybrid vehicles, all with manufacturers' representatives on hand to answer questions.

DATES AND TIMES: Thursday, Nov 27 (Thanksgiving)9am-7pm
Friday, November 289am-9pm
Saturday, November 29.....9am-9pm
Sunday, November 309am-7pm

LOCATION: Phoenix Convention Center
100 N 3rd Street, Phoenix AZ 85004
• Easy in and out parking: follow signs off 7th St.

TICKETS: Adults.....\$11
Seniors (62 and older).....\$ 7
Military with DOD ID.....\$ 7
Children (7-12).....\$ 7
Children 6 and younger.....free
Sunday Family Day 12 and under w/adultfree

ADVANCE E-TICKETS: www.AutoShowPhoenix.com
Receive a FREE one-year subscription to *Motor Trend* magazine (a \$12 value) with each online ticket order or box office purchase, sponsored by the Valley Auto Dealers Association (VADA). The Arizona International Auto Show is owned and presented by the Valley Auto Dealers Association and produced by Motor Trend Auto Shows, LLC, the nation's largest auto show producer. ■



Compromising with the weatherman, but not with the Trailhawk

Story and photos by Nick Calderone | Alpine sidebar by Rosalie Michaels

My girl Rosalie and I planned to camp with friends in the White Mountains of Arizona for a long Fourth of July weekend. Our wilderness site was about 250 miles away, and we needed to be self-contained. We had to pack in all our own water and food for four days, and carry out all the waste. We were excited to make the trip in a brand new 2014 Jeep® Cherokee Trailhawk, but I had one big concern ... space.

Normally when we head into the

woods for some nature time, we lift the gate of the family 4Runner and throw in all the necessities for comfortable camping. The Toyota swallows it all, plus my camera gear and in many cases a small aerial camera drone. There's never been a discussion about what to leave behind. So would the smaller Trailhawk cramp our camping style? It was an honest concern for us, especially since we've considered switching to a smaller SUV for some time.

I pushed the button on the fob, and

the Cherokee's power liftgate slowly revealed the space we'd have to work with (love that feature, by the way). Classified as a midsize SUV, the Cherokee is clearly smaller than we're used to. But once I folded the rear seats down, I began to realize the Cherokee is bigger than it looks.

I piled up our kit on the driveway, trying not to leave anything out. Rosalie and I enjoy the outdoors, but there's no reason to be miserable, right? So, first to get loaded were our two large reclin-

• The Jeep Cherokee Trailhawk gobbled up everything we threw at it. • Straightforward controls are ready to handle any roads or weather, or any audio or media whims. • Below, the southwest entrance to Big Lake.



ing lounge chairs, which seemed to eat up a ton of space. Next, I stacked a few bins, folding tables, camp stove, tent, air mattress, cooler, dry goods, clothes and finally a few pillows. It all fit! Our gear wasn't crammed in, and there was even a little extra space. I was relieved, but I also felt like I was forgetting something.

I quickly forgot about that feeling of forgetting something the moment we hit the road. Chrysler nailed it when it comes to the cabin of the Jeep. The

leather buckets are soft and comfortable, and the chrome-rimmed gauges bookend the center LCD display perfectly. The centerpiece of its interior is the 8.4-inch display of the optional Uconnect system. Big onscreen buttons intuitively guide you through everything, including Bluetooth, climate control, navigation and seven possible audio sources. Media inputs are easy to access with his-and-her USB ports, an SD card slot and an 1/8-inch jack port just below the center stack. We each

KEEP RIGHT >>

SPECIFICATIONS

ENGINE2.4L I-4 MultiAir
 TRANSMISSION9-speed automatic
 POWER/TORQUE184 hp / 171 lb-ft
 DRIVETRAIN: 4-wheel drive with standard Jeep Active Drive II Lock with low range and locking rear differential for best-in-class Trail Rated 4x4 capability • Fully disconnecting 4x2 mode with auto 4x4 engage • 4x4 Low • Selec-Speed Control combining hill descent and hill ascent • Rear axle lock • Crawl ratio 56:1
 SEATINGFRONT/REAR: 2/3
 FUEL ECONOMY21/27/23 (city/hwy/comb)
 SUSPENSION ...FRONT: McPherson strut, long travel coils, one-piece alum sub-frame, alum lower control arms, stabilizer bar. REAR: Four link rear w trailing arm, alum lateral links, isolated high-strength steel rear cradle, coils, stabilizer bar
 BRAKES13x1.1 vented w 2.3 single front, 10.95x0.47 w 1.5 single piston rear caliper
 WHEELS ...17x7.5 polished alum, paint pockets
 TIRESP245/65R17 OWL All-terrain

WHEELBASE4X4 LOCK: 107.0 in
 OVERALL LENGTH182 in
 OVERALL WIDTH4X4 LOCK: 74.9 in
 OVERALL HEIGHT4X4 LOCK: 67.8 in
 LOAD FLOOR HEIGHT30.9 in
 GROUND CLEARANCEmin 8.7 in,front axle 10.4 in, fuel tank 10.5 in
 APPROACH ANGLE4X4 LOCK: 29.9
 BREAKOVER ANGLE4X4 LOCK: 22.9
 DEPARTURE ANGLE4X4 LOCK: 32.2
 CARGO VOLUMESEATS UP: 24.6, SEATS DOWN: 58.9 cu ft

BASE PRICE\$29,495
 COMFORT / CONVENIENCE GROUP: Backup camera, power liftgate, remote start, keyless entry/start, dual zone auto climate, 8-way driver and 4-way passenger power seats, alarm, tonneau cover1895
 LEATHER INTERIOR GROUP: includes heated front seats and steering wheel1295
 BLACK HOOD DECAL150
 UCONNECT® 8.4/NAV: Premium nav, HD radio, SiriusXM Travel Link & Traffic, one year Uconnect Access trial795
 DESTINATION CHARGE995

TOTAL\$34,625



NICK CALDERONE is a host of the nationally syndicated news and entertainment show *RightThisMinute*. A lifelong car and motorcycle enthusiast, Nick says the coolest car he's ever owned was a 1986 Nissan 300ZX, and he currently rides a 1984 Honda Goldwing. Nick can be reached at [facebook.com/nscaldereone](https://www.facebook.com/nscaldereone) or on Twitter @nscaldereone.

ROSALIE MICHAELS is an actor, model and corporate spokesperson. She has been in many films and commercials and is a national spokesperson for Hyundai. In addition, she owns With a Smile Productions, an event model management company responsible for the iconic "red dress block girls" you see at Barrett-Jackson.



MARCH

March 7-9 • Scottsdale, AZ

★ 5th SPRING NATIONALS

WestWorld of Scottsdale – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.

March 14-16 • Fort Worth, TX

★ 4th SPRING LONE STAR NATIONALS

Texas Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Track Cruise and All American Sunday.

March 29 & 30 • Pleasanton, CA

★ 32nd ALL AMERICAN GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet and Cars 4 Sale Corral.

APRIL

April 4-6 • Del Mar, CA

★ 14th MEGUIAR'S DEL MAR NATIONALS

Del Mar Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.

April 25-27 • Kissimmee, FL

★ ALL AMERICAN NATIONALS - KISSIMMEE/ ORLANDO

Oseola Heritage Park – Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral.

MAY

May 16-18 • Nashville, TN

★ 9th NASHVILLE NATIONALS

LP Field, Tennessee Titan Stadium – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.

MAY/JUNE

May 31 & June 1 • Pleasanton, CA

★ 21st SUMMER GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet and Cars 4 Sale Corral.

June 6-8 • Loveland, CO

★ 17th COLORADO NATIONALS

The Ranch Events Complex – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.

June 6-8 • Indianapolis, IN

★ ALL AMERICAN NATIONALS - INDIANAPOLIS

Indiana State Fairgrounds – Now Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral and Goodguys Saturday Night Demolition Derby.

June 13-15 • West Springfield, MA

★ GRUNDY WORLDWIDE INSURANCE ALL AMERICAN NATIONALS - W. SPRINGFIELD

Eastern States Exposition – Now Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral.

JULY

July 4-6 • Des Moines, IA

★ 23rd HEARTLAND NATIONALS

Iowa State Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Saturday Night Fireworks Extravaganza and All American Sunday.

July 11-13 • Columbus, OH

★ 17th GOODGUYS PPG NATIONALS

Ohio Expo Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Friday Nite Vintage Drags at National Trail Raceway and All American Sunday.

July 25-27 • Puyallup, WA

★ 27th WESCO AUTOBODY SUPPLY PACIFIC NORTHWEST NATIONALS

Washington State Fair Event Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral, Friday Nite Vintage Drags at Pacific Raceways and All American Sunday.

AUGUST

August 15-17 • Spokane, WA

★ 13th GREAT NORTHWEST NATIONALS

Spokane Co. Fair & Expo Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.

August 22-24 • Pleasanton, CA

★ 28th WEST COAST NATIONALS

Fairgrounds in Pleasanton – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet and Cars 4 Sale Corral.

OCTOBER

October 3-5 • Fort Worth, TX

★ 22nd LONE STAR NATIONALS

Texas Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Track Cruise and All American Sunday.

October 24-26 • Charlotte, NC

★ 21st SOUTHEASTERN NATIONALS

Charlotte Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Track Cruise and All American Sunday.

NOVEMBER

November 8 & 9 • Pleasanton, CA

★ 25th AUTUMN GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet and Cars 4 Sale Corral.

November 14-16 • Scottsdale, AZ

★ 17th SOUTHWEST NATIONALS

WestWorld of Scottsdale – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Goodguys "Top 12" Vehicles of the Year, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.

★	National Event
	Friday Nite Vintage Drags
	AutoCross
	All American Sunday

Goodguys Schedule as of 9/5/13. All dates subject to change.

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Finding our campground on unmarked forest roads in the dead of night was not an ideal mission, but the Trailhawk's nav pinpointed it just fine, and it delivered exactly the getaway we had in mind.

had our iPhones plugged in, and Rosalie played DJ as she swapped between the music in our libraries.

Phoenix weather can be rather uncomfortable in July, and the digital readout of two-digit temperatures as we climbed out of the Valley would be a welcome sight. The temperature dropped with each click of the odometer. Our speed also dropped as we drove on, which wasn't so welcome. The mountain grades heading north on the Beeline Highway get quite steep and can tax a loaded SUV. Our Trailhawk was fitted with the base 2.4-liter 4-cylinder mated to a 9-speed automatic transmission. The Jeep kept pace with 70 mph traffic, but its 184 horses seemed to be running hard. I was left feeling curious how the extra power of the vehicle's optional 271-hp 3.2-liter V6 would perform.

Holiday traffic slowed our arrival into camp by a few hours, which meant we'd have to find our friends in the dark. The forest service roads were a wide but twisty track through a mix of dense trees and wide open meadows. I could tell we were driving through some beautiful country, just by what I could see from the headlights. This is deer and elk territory, and I spotted a few bounding off into the darkness. I stayed alert to avoid a spontaneous deer shaped hood ornament.

Normally, I'd be a little uneasy about navigating unfamiliar forest roads in the dark, looking for signs made of lipstick and paper plates. However, I was confident we'd find our group. The Trailhawk's navigation system allows for direct input of lat/long coordinates, which we got from our friends. I punched in the code, and we followed the electronic breadcrumbs straight to our group's location, even on unmarked wilderness roads. We made camp as quickly as possible through intermittent rain showers and crawled into our double-wide sleeping bag. I drifted off anxious to see the beauty of our surroundings in the warm morning sun.

The next morning, a steady patter against the taut tent walls woke us up.



KEEP RIGHT >>



Departing Big Lake, we headed toward civilization: the small town of Alpine, Arizona. The route was Three Forks Road, about 18 miles of rugged washboard gravel almost all the way to US 180, the Coronado Trail.

The pine trees towering above waved gently against monochrome grey skies. July 4th looked to be unusually gloomy this year. Normally, the powerful high desert sun pushes through the clouds, but not on this day. Showers turned to steady and occasionally heavy rain. Thunder and lightning were the substitutes for fireworks, but we put on our rain gear and went for a drive, anyway.

Big Lake was a few short miles down the road, and Rosalie and I were hoping to get some cool cloudy sky pictures. Sadly, just as we pulled into the park to get our first look at the lake, the skies opened up. We sat perched on a vista for a while, fighting back our rainy day disappointment, but the rain outlasted our patience. The water reflected the color of the gloomy skies and resembled a big bowl of molten silver. My cameras aren't waterproof, so we made for camp. Despite the rain, it turned out to be a great day with my girl. Rosalie and I hunkered down in our tent and spent the afternoon peering through screen windows, chatting and watching the puddles ebb and flow.

The weather may have dampened our Friday fun, but the rain made for excellent conditions to play with the Trailhawk. Saturday brought some sun and drier skies, so we set off into the woods to take vehicle pictures and tackle some off-road exploring.

The look of the Cherokee lineup is a bit of a departure from the classic boxy Jeep exterior. Its rounded front clip seems to have evoked the most critiques. One of my friends described the new Cherokee as the ugliest car since the Pontiac Aztec. I disagree ... mostly. Rosalie, a model and pageant girl, proclaimed this about the Trailhawk: "It's got a big nose, and if it were a girl in a beauty pageant, they'd tell her to go get some rhinoplasty." Ouch.

The Cherokee isn't likely to win any beauty awards soon, but I honestly like the looks of the Trailhawk. But just the Trailhawk. The manlier, trail-rated version of the Cherokee won the genetic lottery when compared to its siblings, the Sport and the Limited. It's taller and carries a tighter, lifted chin and perkier rear end on top of more muscular wheels and tires—all attributes that play into its off-road

abilities, but also improve the Cherokee's overall appearance. I like the Trailhawk's rugged stance and I applaud the Chrysler design team for taking a risk.

Look beyond the divisive exterior and get to know the Trailhawk's guts, and you begin to see the real beauty. It's what's on the inside, anyway, right? There are five selectable driving modes designed to handle varying degrees of road quality and conditions. Plus, a low-range 4WD mode, differential lock and downhill assist—plenty of tools that should keep the weekend soft-roader from getting stuck. We had no trouble poking around on muddy, rutted spur roads as we made our way back to Big Lake.

We explored the perimeter roads of the lake, and this time the water sparkled and teemed with anglers. We parked the Trailhawk near one of the boat launches and just kicked back. Rosalie was relaxing and reading while I took a quick break. As I came back her way, I heard a splash and turned my head, expecting to see ripples from a jumping fish. Instead, a large osprey was rising from the water like a phoenix. I missed its attack dive, and the osprey missed its prey, flying away with empty talons.

Next, we set a course on the nav system for the mountain town of Alpine. The route calculated to about thirty minutes, and the Trailhawk's suspension smoothed out eighteen miles of washboard dirt road with barely a ripple in our water bottles. The route provided a perfect backdrop for photos and reflection on how much Rosalie and I enjoy traveling together.

On Sunday, after a long, soggy weekend of camping, we again loaded up the Trailhawk. One feature I overlooked until we got into the Jeep with muddy shoes was its all-weather floor mats. They make perfect sense on the Trailhawk and add a level of ruggedness without diminishing the upscale interior feel. We were both tired from battling the rain, and the Trailhawk's interior felt like home. The midsize Jeep did everything we asked and did it well. After commuting comfortably, road tripping economically and off-roading competently, I'd describe the Jeep Cherokee Trailhawk as a Swiss Army knife on wheels. It's a perfect place to command a weekend of adventures. ■

All-American side trip to Alpine

Coming from a big city, Nick and I love opportunities to visit and explore cute little towns. For me, it takes me back to Mayberry, where everyone knows everyone else, and stores and restaurants have likely been there for at least as long as I've been alive.

So when Nick suggested that we visit Alpine during our rainy camping trip, I was elated. Elated to see the little town and, quite honestly, elated to be out of the rain, and in the comfort of the Cherokee once more. As we pulled into town, the rain had stopped, and we noticed that the town was packed with people. They had just finished the postponed 4th of July parade, and were still milling about the main drag. Fun!

We hopped out of the Cherokee and immersed ourselves in the quaint small town life. We strolled along, breathing in the pine air, and smiled fondly at the red, white and blue sprinkling of parade goers.

And then, jackpot—small town candy store! Never one to turn down a sugary treat, it took little convincing to get Nick to go inside. We didn't spend a lot of time in Alpine, but it was enough for me to see that it is an adorable town, that left me with a smile on my face, an old fashioned cola in a glass bottle and a Chick-O-Stick in my hands.

—Rosalie Michaels



¡Viva la revolución!

Yesterday's alternative drivetrains are increasingly mainstream

It seems like long ago, but it was just 2007 when the Arizona Department of Transportation Motor Vehicle Division ruled that three specific hybrid cars—the original Honda Insight, the Honda Civic Hybrid and of course the Toyota Prius—could receive special “cloud” plates and use metro Phoenix HOV lanes, even with just one occupant aboard.

Fast forward to 2014, and the alternative drivetrain niche—hybrids, plug-in hybrids, electric vehicles, clean diesels, natural gas vehicles—has become a routine part of many new vehicle shopping lists.

Members of the Northwest Automotive Press Association (NWAPA)—of which we are a member for just this kind of reason—assembled in Portland this summer to test drive 18 of the automotive industry's

most technologically advanced and fuel-efficient offerings—including electric vehicles, hybrids, and diesel or natural gas-fueled models. Members of US and Canadian media outlets evaluated each vehicle with on-road testing based at the Oregon Museum of Science and Industry, and through conversations with product experts from the manufacturers. After analyzing each vehicle's individual attributes and how they contribute to reducing our reliance on gasoline, NWAPA journalists selected winners in four categories: Alternative Fuel, Electric Vehicles, Hybrids and Green Luxury.

WINNER: Alternative Fuel Vehicle

Among alternative fuel vehicles, the 2015 Volkswagen Golf TDI took top honors.



With a newly enhanced turbodiesel engine, Golf TDI combines excellent fuel economy, utility and sporty demeanor at a value-conscious price. • “Volkswagen has led the diesel passenger car market for years, and the Golf TDI proves that they're likely to stay on top for a while,” said event co-chairman Jeff Zurschmeide.

WINNER: Electric Vehicle

In the fast-growing EV segment, Portland-based participants were pleased to learn that the Fiat 500e is now available in Oregon. The model had been limited to California sales and leases until recently. The assembled experts selected the 500e as the top purely electric-powered car at the event. • “The Fiat 500e is attractive and fun. It remains a model that will, with

a short test drive, convert people who hadn't even thought about electric cars into EV enthusiasts,” said event co-chairman Bengt Halvorson.

WINNER: Hybrid Vehicle

Almost every automaker offers some kind of hybrid by now, and this year's competition included SUVs as well as passenger cars. In the end, it was hybrid efficiency paired with traditional luxury and performance that swayed the vote in favor of the Lexus CT200h. • “This Lexus represents the state of the art in both small car luxury and hybrid technology, and the combination is impressive,” said NWAPA president Nik Miles.

WINNER: Green Luxury Vehicle

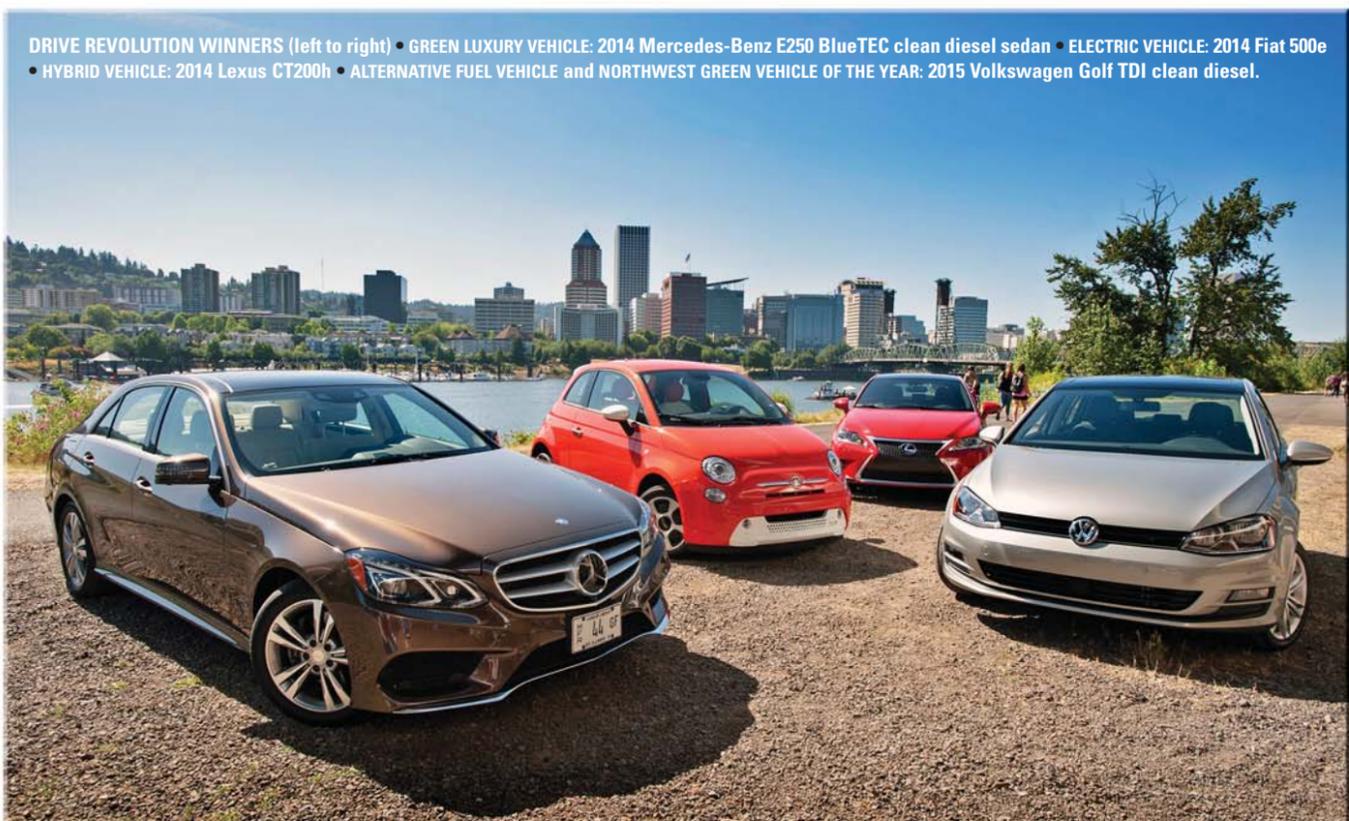
All drivetrains at the event could be eligible for this category, in which journalists were asked to evaluate what it means to be a luxury car in the face of tight fuel economy and reduced tailpipe emissions. The clear winner was the Mercedes-Benz E250 BlueTEC diesel sedan, with modern technological and luxury features, excellent performance and 38 MPG highway. • “Luxury is synonymous with Mercedes-Benz, and the new four-cylinder BlueTEC diesel model fully lives up to the longtime reputation of the marque—all with confident performance, absolutely no compromises in comfort, and the fuel efficiency of a small car in a spacious luxury sedan,” Halvorson said.

WINNER: Green Vehicle of the Year

The 2015 Volkswagen Golf TDI, winner in the Alternative Fuel category, was also named the 2014 Northwest Green Vehicle of the Year.

Portland served as an ideal backdrop for this event, with the city's reputation for early adoption of green vehicle technology—with one of the nation's highest counts of EV charging stations per capita and also one of the strongest markets in America for clean-diesel vehicles.

Nik Miles summed up the event's mission: “Drive Revolution is a forward-looking event that brings together a variety of solutions for the critical question in modern personal transportation: How can we reduce dependence on fossil fuels without sacrificing utility, comfort and performance?” ■



DRIVE REVOLUTION WINNERS (left to right) • GREEN LUXURY VEHICLE: 2014 Mercedes-Benz E250 BlueTEC clean diesel sedan • ELECTRIC VEHICLE: 2014 Fiat 500e • HYBRID VEHICLE: 2014 Lexus CT200h • ALTERNATIVE FUEL VEHICLE and NORTHWEST GREEN VEHICLE OF THE YEAR: 2015 Volkswagen Golf TDI clean diesel.

Photo: John M. Vincent/NWAPA

Monterey and Pebble Beach auction results and highlights 2014



Bonhams' Quail Lodge Auction

Quail Lodge & Golf Club, Carmel
Thursday-Friday August 14-15 2014

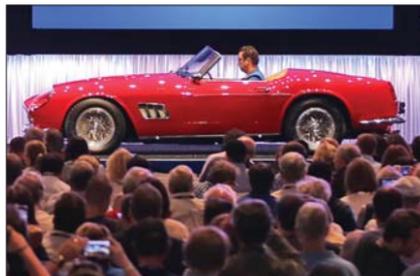
BONHAMS opens with the biggest guns, offering just ten cars on the first night, Lots 1 through 10, which totaled a whopping \$65,945,000. Top seller was the 1962 Ferrari 250 GTO Berlinetta shown above—a Maranello original with extensive racing credentials—which sold for \$38,115,000, the most valuable car sold at auction in history. Lots 101 and up are next, and these 170 items comprising automobilia and vehicles totaled roughly \$48.7 million, for an auction total approaching \$115 million dollars. •



Rick Cole Auctions

Monterey Marriott, downtown
Thursday-Sunday August 14-17 2014

RICK COLE, in the business since 1974, ran the first-ever Monterey auction in 1986. For 2014, he was back, at the downtown Marriott used for years by Russo and Steele. The boutique event has a limited ballroom display and fewer than 40 cars offered. Online bidding lets you ascend with others or set a high bid and wait it out, eBay-style. With several sales pending, early results had a 65 percent sell-through rate (24 out of 37 entries), with the top bid not yet closed, a 1950s Ferrari 410 Sport at over \$22 million (above). •



Gooding & Company

Pebble Beach Equestrian Center
Saturday-Sunday August 16-17 2014

GOODING & Company—the official auction house of the Pebble Beach Concours d'Elegance—celebrated its 10th annual event last year. Gooding's five days of viewing draw as devoted an audience as any other component of the Pebble lead-up. Top seller was a 1961 Ferrari 250 GT SWB California Spider, a rare SWB-hard-top combination, at \$15,180,000 (shown above). Gooding sold 107 of 121 lots—an 88 percent sell-through rate, with reserves on many—with 30 cars above \$1 million. Total sales exceeded \$106 million. •



Mecum Auctions

Del Monte Golf Course
Thursday-Saturday August 14-16 2014

MECUM, in its sixth year at Monterey, remains one of the more accessible auctions—it's easy to just stroll the grounds and see everything, and prices are generally less stratospheric—but its prices are starting to climb. The top six cars all broke into seven figures this year, topped by a 1961 Ferrari 250 Series II Cabriolet with 5200 km (about 3000 miles), selling at \$2,250,000 (shown). In all, 645 cars and a few motorcycles produced Mecum's highest-grossing Monterey auction to date, with total sales at \$34,651,635. •



RM Auctions

Portola Hotel & Spa / Monterey Conference Center
Friday-Saturday August 15-16 2014

RM AUCTIONS celebrated its 35th anniversary during its Monterey weekend, with its best performance to date: \$143.4 million in sales with a strong 91 percent sell-through—the highest grossing collector car auction of all time, breaking the previous record set by RM in 2013. The sale also established a new benchmark for a single-day collector car auction, at over \$88 million during just four hours of lively bidding on Saturday. Top seller was a 1964 Ferrari 275 GTB/C Speciale (above), going for \$26,400,000. •

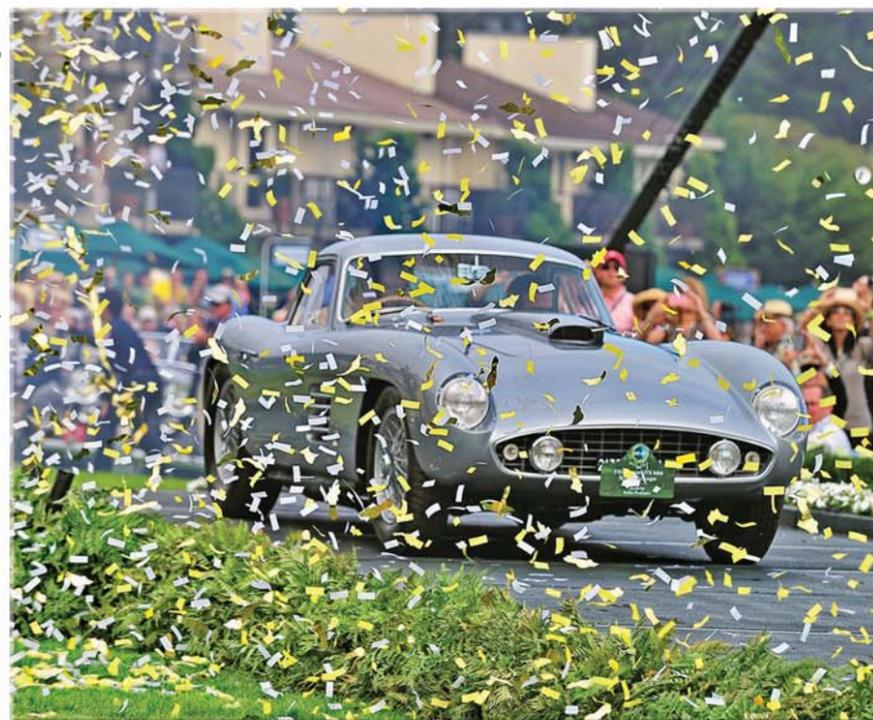


Russo and Steele

Downtown Monterey waterfront
Thursday-Saturday August 14-16 2014

AT ITS 14TH Monterey event, Russo and Steele sales totaled \$12,074,960, a 63 percent increase over 2013. Average sale was above \$115,000, a 45 percent increase. At an auction known for European sports, American muscle, rods and customs, the Euros were hot. Top sale was a 1956 Mercedes-Benz 300SL Gullwing Coupe at \$1,320,000 (shown above). A 1957 300SL Roadster was close behind, at \$1,210,000. The top ten included four Ferraris, from \$233,750 to \$731,500. A 1969 Ford Mustang Boss 429 sold for \$401,500. ■

Photo © 2014 Rafael Montano / courtesy Pebble Beach Concours d'Elegance



Pebble Beach Concours d'Elegance 2014

Postwar car takes Best of Show for the first time in nearly 50 years—and the first Ferrari win ever

A 1954 FERRARI 375 MM Scaglietti Coupe, owned by Jon Shirley of Medina, Washington, was named Best of Show at the 64th annual Pebble Beach Concours d'Elegance. This was notable as the first postwar car to take the top award at the prestigious event in nearly five decades.

The last postwar Best of Show was a 1964 Maserati Mistral Coupé, in 1968.

Also surprisingly—all the moreso when you glance at five out of six auctions having a Ferrari in top dollar spot (opposite page)—it was also the first Ferrari to win.

"This is a road-going Ferrari, and it has had quite the famous life, having been designed by Sergio Scaglietti for Roberto Rossellini," said Chairman Sandra Button. "Its design was also trend-setting. So it is fitting that this is our first postwar winner in many years."

The judging process at Pebble Beach is two-fold: Class Judges focus primarily on originality and authenticity, while Honorary Judges direct their attention to design, styling and elegance. To be eligible to win Best of Show—the event's top award—a car must first win its class.

Shirley acquired this Ferrari in 1995,

and after a full restoration first showed it at Pebble Beach in 1998, where it won its class. After numerous tours and rallies, the car was recently restored again, with new research and a focus on originality. For example, leather seats were returned to their original vinyl. This time, the car went all the way, winning Best of Show.

Other Best of Show nominees were a 1934 Hispano-Suiza J12 Fernandez et Darrin Coupé de Ville from Nevada, a 1934 Packard Twelve Dietrich Convertible Victoria from Florida, and a 1937 Rolls-Royce Phantom III Vanvooren Sports Cabriolet from England.

When asked about the significance of the win by his postwar car, owner Shirley said, "I just hope it means that some more will have the chance to do the same thing. There are some wonderful coachbuilt postwar cars, and I think the owners should bring them here and try for the Best. I've won Best of Show before, but this was really a special thrill to do it with this car." Shirley, the former president of Microsoft, previously won in 2008 with a 1938 Alfa Romeo 8C 2900B Touring Berlinetta.

The styling is very special, but I love the engine, I love to drive the car," said Shirley. "It's a very powerful car. It's a racecar underneath; it's four and one-half liters. And it's a great deal of fun." ■



Pebble reveals

Manufacturers' presence at Pebble Beach has grown from a few hospitality and display tents to reveals and introductions that rival the biggest international auto shows. New vehicles paying homage to both yesterday and tomorrow included:

■ **Aston Martin** brought the new Design Prototype 100 (DP-100) to Pebble Beach for its North American debut. They also revealed the new 2015 V12 Vantage S Roadster. ■ **Roger Penske** got the first, as eight new owners of the plug-in hybrid BMW i8 took delivery. ■ **Jaguar** revealed the prototype of its handbuilt aluminum Lightweight E-type, six more of which will be built and sold. ■ **McLaren** premiered its new track-only 650S Sprint. ■ **Silicon Valley-based Renovo** revealed a Shelby Daytona for the 21st century, reborn as a half-million-dollar high performance all-electric supercar that rockets from 0-60 mph in just 3.4 seconds. ■

2015 ARIZONA CONCOURS D'ELEGANCE TO DISPLAY FRANK LLOYD WRIGHT'S 1937 AC ROADSTER



Frank Lloyd Wright and his wife, Olgivanna, enjoy the 1937 AC sports car on the grounds of Taliesin West, Scottsdale, in 1948. (Photo courtesy of the Frank Lloyd Wright Foundation)

The Frank Lloyd Wright Foundation has been an enthusiastic supporter of the efforts to bring together the class of his cars, and one of the special events for the 2015 Arizona Concours will be a tour for concours entrants to Taliesin West, the day after the concours. Buice said that he and his wife are excited about the tour since it will return the AC to familiar grounds. "It

Frank Lloyd Wright is widely acclaimed as the most influential American architect of the twentieth century. But he was also a dedicated auto enthusiast whose artistic eye influenced his choices of fine luxury and sporting vehicles. The second annual Arizona Concours d'Elegance, to be held on Sunday, January 11, 2015, will feature cars owned by Wright, including this rare piece of motoring history: a 1937 AC 16/80 "Ace" roadster that was owned and driven by Wright. The car will make its post-restoration debut at the event after being out of the public eye for more than 40 years.

A classic, upscale British sports car of the pre-war era, the AC will appear just as it did when owned by Wright, down to the signature Cherokee Red paint hue that the architect favored for nearly all of his cars. The AC has a strong Arizona connection, since it was used by Wright during winter stays at his Taliesin West home and architecture school in Scottsdale. He purchased the sports car in 1948 and immediately had it repainted Cherokee Red. Period photos

show Wright with his wife, Olgivanna, bedecked in sporty fabric helmets and goggles, enjoying the AC at Taliesin West.

David and Rochelle Buice of Dallas have owned the AC since 1974, and it has been undergoing a total restoration for the past two years. The car is fully documented as the AC used by the architect and owned by the Frank Lloyd Wright Foundation through 1969. David Buice said they have long been devotees of Wright's architectural achievements, as well as being British sports-car enthusiasts. "For the architecture, we're fans of his genius work," Buice said.

The AC roadster will be among a collection of Wright's most interesting cars that will appear during the Arizona Concours at the historic Arizona Biltmore Resort. The Cars of Frank Lloyd Wright class was inspired by the architecture of the Arizona Biltmore, which was heavily influenced by Wright, who served as a consultant for the design of the Phoenix luxury hotel that opened in 1929.

will be interesting to get the car out there, like a homecoming," Buice said. "We have purchased helmets and goggles to replicate the picture of Mr. and Mrs. Wright in that car."

Three other featured classes also are being organized for the 2015 Arizona Concours: pre-1965 competition Ferraris; classic American luxury brand Pierce-Arrow; and the cars of Carrozzeria Ghia, the Italian design house that celebrates its 100th anniversary during 2015. The Arizona Concours steering committee also has determined the full class list for the 2015 show and competition, with 17 specialty classes for entries ranging from antique and full classic to sports cars and exotics.

The Arizona Concours d'Elegance benefits Make-A-Wish® Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions. To purchase tickets, enter a vehicle, or get more information about the 2015 Arizona Concours d'Elegance, visit www.arizonaconcours.com. ■



ARIZONA CONCOURS TICKETS AND VEHICLE ENTRIES

The Arizona Concours d'Elegance will again serve as the start of the famed January classic car auction week in the Scottsdale/Phoenix area, following a highly successful inaugural event.

This select display of exceptional vintage automobiles takes place on the manicured inner lawns of the historic Arizona Biltmore Resort, at 2400 E Missouri Avenue, just northeast of N 24th Street and E Camelback Road in Phoenix. The second annual event will be held on Sunday, January 11, 2015.

The 2015 Arizona Concours d'Elegance will include more than 20 judged classes. Well-known veteran concours judge John Carlson will again serve as chief judge, as he did for the inaugural event. Also returning for 2015 is Keith Martin, the charismatic publisher of *Sports Car Market* and *American Car Collector*, to serve as host and emcee.

To ensure a spacious and enjoyable concours experience at this dramatic location, the organizers are limiting the number of tickets that will be sold. Spectators are urged to purchase tickets early or risk missing this unique event. Tickets for the 2015 event are now on sale at the event website.

Owners and caretakers of exceptional vehicles are invited to apply for entry to the 2015 Arizona Concours by using the application form on the website. Vehicle entry is absolutely free. Simply click on Vehicle Submission, fill out the form, and attach one or more photos of the entry vehicle.

For tickets, vehicle entry or general information, visit www.arizonaconcours.com. ■

Tested through every turn

By Joe Sage

“With you through every turn” is the Sailun Tire slogan. We recently flew to Boston and shuttled down to Foxborough—halfway to Providence, Rhode Island, and home to the New England Patriots—to try out two new offerings from Sailun: one ultra-high performance all-season tire and one luxury crossover/SUV all-season tire.

Prime Minister Pierre Trudeau once quipped that being Canada—in the shadow of its giant neighbor to the south—is like sleeping with an elephant. Being a Canadian tire company may feel much the same way. Dynamic Tire Corporation (DTC) of Woodbridge, Ontario operates just across the lake from some giant US brands whose names you know by heart.

Sailun is imported to North America by DTC, who has some 15 brands in their portfolio, from high-performance passenger car to agricultural and heavy industrial tires. Their US marketing and distribution are managed through TBC Wholesale of Florida, who are aggressively expanding the Sailun brand.

Sailun Tire headquarters is in the booming Qingdao Economic and Technological Development Zone of Shandong province, China, just west of South Korea. Sailun is

sold in 125 countries on six continents, with five corporate offices worldwide.

Qingdao is dominated by tire manufacturing—with factories for Bridgestone, Goodyear, Michelin, Pirelli and other familiar major brands. Pirelli's largest factory is right across the street. The province is also home to talent resources like Qingdao University's unparalleled rubber engineering program. All these brands use the same basic raw materials and processes. Proprietary engineering details like tread design are where the differences lie.

With a second factory in Shenyang, China, and a third plant opening in Vietnam, Sailun's annual production capacity is 30 million tires per year.

That's a lot of tires

Volume is important when it comes to tire quality, pricing and brand recognition. The industry is generally defined in three tiers: Tier 1 (or National), Tier 2 and Tier 3 (or Value Tier). Who exactly falls into which tier is a subject of considerable discussion. Tier 1 in North America is generally considered to be Bridgestone, Goodyear and Michelin, based on their volume and OEM fitment share, brand recognition and higher profit margins.



Tier 2 includes such brands as BFGoodrich, Firestone, Hankook and Yokohama. Tier 3 includes Hercules, Uniroyal and many more, some familiar and some not.

What's generally agreed is that Tiers 2 & 3 are not lesser tires, but spend less on marketing and sell at lower profits. Some dispute the profit margin part (some big chains shave Tier 1 prices for still more volume). Add Firestone and BFGoodrich to the three Tier 1 brands, and you have the Big Five—yet 59 percent of sales are from all the other brands. No brand has more than 3 percent share.

Sailun is happy in the Value Tier. It helps underline their main selling point, value: Their prices are some 40 percent lower than comparable Tier 1 products.

Blind comparison drive time

When you do a tire comparison drive in Arizona, it is just about guaranteed you will need a tanker truck for the track portion, laying vast pools of water on part of the course so you can really test things in the wet. Not so on an August day in Mas-

sachusetts—it was pouring.

We were here to try two tires. One was the **Sailun Atrezzo Z4 + AS**, an ultra-high performance all-season tire engineered for speed, braking and cornering. Special silica blends maximize grip and handling in dry conditions, while maintaining excellent wear characteristics. The other was the **Sailun Terramax CVR**, a luxury all-season SUV and crossover tire engineered for exceptional handling and stability with uncompromised ride comfort and suitable for some off-road usage.

We shuttled over to Xfinity Center in Mansfield, home to a performance amphitheater—and a huge parking lot. It was raining so hard, they scrubbed an open highway component of the event—it would be redundant. Based on conditions on our ride over, this was good thinking.

Our group included a few members of the media, as well as dealers and distributors from the brand's expanding Northeast market, notably giant Sullivan Tire.

There were two courses set up, one for each tire, and we split into two groups. Our group started with the SUV tire, the Terramax CVR, fitted to a small fleet of Ford Escapes. The other group started with the Z4 + AS highway all-season tire, fitted to Ford Fusion midsize sedans.

Black Escapes were fitted with one tire and white Escapes another; ditto Fusions. Sidewall information was masked, and we were instructed (and careful) not to

look at the treads. This was to be a blind-fold test—eyes open, but without knowing which tire we were driving, when.

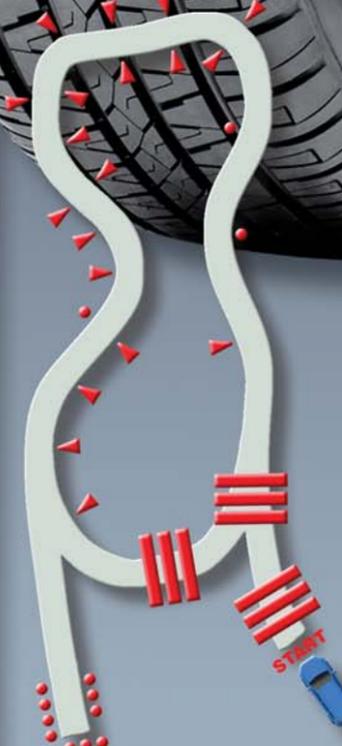
The Terramax-Escape course (lower right) included acceleration, slalom, braking and combinations of the above, testing general performance and the higher center of gravity of a crossover. From the finish box, we had the option of a second run, and we could do additional runs later.

We swapped courses midmorning. The Z4 + AS-Fusion course (page 57) started with extreme acceleration and immediate full braking, with five possible stop points for easy measuring. A double rapid lane change maneuver had a U-turn tossed in between, followed more acceleration, braking, and a lengthy slalom—in line with faster freeway and open highway driving challenges.

We drove all morning, scoring each vehicle on each course in a range of performance categories.

We contemplated subtle variables in play, on top of the direct comparison. Which vehicle did we drive first? Were we more confident or more wary of particular spots on either same course, the second time around? Was the subsequent shift to a

KEEP RIGHT >>



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different vehicle on a different course impacted by any of those intangibles? Were we wondering which tire was which and whether the vehicle colors were the same by brand on both tracks?

Be all that as it may, we scored the black Ford Escape noticeably higher than the white, and the two Fusions scored very close together. When all event participants' results were cumulatively tallied, numbers overall were very close. There is a special significance to this.

When a tie is a huge win

You might assume any tire manufacturer hopes to prove unbridled supremacy in a test like this. But as a Value Tier lineup with a huge price advantage, Sailun says, "We don't have to be better. We have to be 'good enough,' at this price point."

All the more impressive that our blind comparison rated the Terramax CVR considerably better than the other, and the Z4+AS better, equal, or no more than about one tick lower, across its test range.

After our drives were completed, they revealed what was what. The black Escape—the one we rated considerably better and which was about equal among

the whole group—had the Sailun Terramax CVR tires, priced at \$112.80 at Sullivan Tire. The white competitor had \$194.27 Pirelli Scorpion Verde tires. The black Fusion—which we and the greater group rated about equal—had the \$94.40 Sailun Z4+AS tires, while the white car was running \$153 Toyo Proxes tires.

Sailun and Sullivan agree that tire brand decisions are often made by the person behind the counter at the tire store. They clearly achieved their purpose at our comparo drive, which is to enable that person to say, "I drove them both, in extreme conditions, and I couldn't tell them apart from the expensive brand."

The tires have a 5-year warranty, which is always reassuring, and high initial quality ratings. Most importantly, the dealers say "we don't get warranty claims, and we don't get complaints."

There is talk of a US tariff being placed on import of Chinese tires. Even then, Sailun expects to maintain a significant price advantage. Or you could stock up right now. ■



FIRST DRIVE: HIGHWAY / TRACK / OFF-ROAD Perfect for parents and anyone with a lead foot who enjoys the outdoors

Story and photos by Vincent Nguyen

We're a long way from the outrage of the first four-door Porsche, and a compact SUV/crossover was almost inevitable. The 2015 Porsche Macan is a direct result of the successes of the Panamera and Cayenne, with a name derived from the Indonesian word for tiger and a surprisingly broad price range, depending on your heavy-handedness with both the options sheet and your right foot. As I found, picking the best match of those options isn't as straightforward as you might think.

It's hard to argue against the fact that Porsche made the right decision branching out from coupes and convertibles. The German brand is best known for its

911 and Boxster, but it's the Panamera luxury sedan and Cayenne luxury SUV that have broadened the company's market so considerably.

That this crossover tiger would follow, then, was a foregone conclusion. The big cat name seems appropriate for this sexy, tough, yet extremely agile and swift car, and to my eyes there's very little to dislike about the design. There's Porsche design language all over, making it hard to be mistaken for anything but one of the brand's vehicles.

Like the Cayenne, there's something of the "inflated 918" about it, but it's smaller and so the surfaces get an extra degree of tension to them. The sharper slope at the

rear and the distinctive light clusters better echo Porsche's coupes, while the hood design is a stronger nod to the 918, too.

It's also where some of Porsche's race car know-how comes in. Crossovers often look sporty but end up wallowing on the road, but the Macan has seen better-than-average efforts to trim weight, even if it gave them more work to do, in the end.

The aluminum hood weighs just 29.6 lbs and extends lower at the front, for both a sportier look and to make the car more aerodynamic. That meant Porsche's engineers needed to get creative in rerouting the air intake to the engine right inside the hood's structure.

As a result, the front end looks great, performance increases, and there's even a cut in cabin noise. Still, even the most eager trimming can't disguise that an SUV tends to be a heavy car: at 4,112 lbs, the Macan is 110 lb more than the Panamera.

In some ways, it feels like there are actually two very different Macans, not a single model with different spec levels. The 2015 car is offered in two trims: the

Macan S has a base price of \$49,900, comparable to a well-spec'd Range Rover Evoque, while the Macan Turbo starts considerably higher, at \$72,300.

In the Macan S, your money gets you a 340-hp 3.0-liter twin-turbocharged V6, while the Macan Turbo steps up to a 3.6-liter twin-turbocharged V6 good for 400 hp. The former gets round tailpipes, while the latter switches them to trapezoids, and there are different standard-fit wheels and brakes. Both have the same all-wheel-drive system with an electronically controlled multi-plate clutch, and a seven-speed, double-clutch transmission with tactile, solid metal paddle-shifters.

The 3.0-liter engine is good for 339 lb-ft of torque, a top speed of 156 mph, and a 0-60 mph run in 5.2 seconds. The bigger 3.6-liter raises that to 406 lb-ft, cuts the 0-60 time to 4.6 seconds, and tops out at 164 mph.

Porsche tells me it wants the Macan to be as much at home on the track as it is off-road—whether owners will actually take advantage of that is a different question—and so on top of the S/Turbo decision there are three different suspension



and chassis types.

Standard-fit is a steel spring system, with Anti-Slip Regulation (ASR) that adjusts how much of the torque is shifted from the rear wheels to the front, depending on road conditions. Porsche Hill Control (PHC) optionally keeps the speed steady



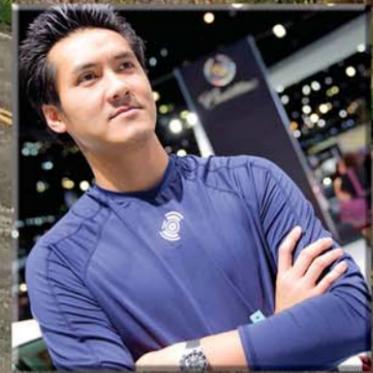
2015 PORSCHE MACAN TURBO

ENGINE.....	3.6L twin-turbocharged V6
TRANSMISSION.....	7-speed double-clutch
DRIVETRAIN.....	all-wheel drive
POWER.....	400 hp / 406 lb-ft torque
ZERO-TO-60 MPH.....	4.6 sec
TOP SPEED.....	164 mph

BASE PRICE.....	\$72,300
Rhodium Silver Metallic.....	690
Leather Interior in Black.....	1,730
Air suspension incl. Porsche Active Suspension Management.....	1,385
Wheel c caps, color Porsche crest.....	185
Torque Vectoring Plus (PTV Plus).....	1,490
Cargo management system.....	380
Sunblind for rear side windows.....	250
Porsche Car Connect.....	420
Dynamic light system plus.....	580
Adaptive cruise control incl. Porsche Active Safe (PAS).....	1,600
3-zone climate control.....	510
Burmester surround sound.....	4,290
Telephone module.....	260
21" 911 Turbo design wheels.....	3,300
Window trim black high-gloss.....	230

SPORT CHRONO PACKAGE	
Analog and digital stopwatch	
Sport Plus button	
Performance display	
Launch control.....	1,290
Thermal/noise privacy glass.....	990
PREMIUM PACKAGE PLUS	
ParkAssist front/rear incl rear camera	
Dynamic lighting system (PDLS)	
Ventilated seats / front	
Auto dim mirrors	
Keyless entry & drive	
Panoramic roof system	
Lane keep assist	
Lane change assist.....	4,660
Comfort lighting package.....	325
Leather key pouch.....	165
Vehicle key painted.....	365
DESTINATION CHARGE.....	995
TOTAL.....	\$98,390

SlashGear.com editor-in-chief VINCENT NGUYEN has a hunger for tech scoops that makes him one of the best in the industry when it comes to getting information on breaking stories. As R3Media co-founder, Vincent plays an enormous part in keeping *SlashGear's* editorial agenda fresh and exciting. Vincent loves to travel and enjoy the challenges of covering tech shows and new vehicle launches. Vincent is found at SlashGear.com.





between 2-18 mph during descents.

Hit an "Off-Road" mode button on the dashboard, meanwhile—available at anything up to 50 mph—and the electronic mapping prioritizes traction, with gear changes, clutch pre-tensioning and gas pedal response all in line for tweaks. Its flip-side is the "Sport" button, which makes the accelerator more eager, the transmission hold lower gears for longer, and even the sound from the engine more enthusiastic. Unlike many such systems, you can actually tell the difference when it's on or off in the Macan.

The second chassis system pairs the steel springs with Porsche Active Suspension (PASM),

an electronic damping control system; it's standard on the Macan Turbo and an option on the S. PASM can be switched between Comfort, Sport and Sport Plus modes, and in the latter there's a noticeable tightening of the suspension, which helps during ambitious cornering.

Finally, there's air suspension. Sitting 0.59 inches lower in normal mode, but also offering a further 0.39 inches lower riding in Sport Plus mode, it automatically maintains a level ride height and promises better handling thanks to a lower center of gravity. At the other extreme, the Macan can rise up for better clearance off-road.

From the hotel, I picked up a super-high-end Macan Turbo that, at just shy of \$100,000, proved to be fully loaded.

Porsche had ticked most of the boxes, with Air-suspension (\$1,385), the clever Torque Vectoring Plus (PTV Plus) traction control system (\$1,490) and the Sport Chrono package (\$1,290), which puts a huge stopwatch on the dashboard and adds launch control.

The optional thermal and noise insulating privacy glass really helps with wind and road noise. The package costs \$990, but it's definitely worth it. The Macan handled the sweeping curves of the Angeles Crest Highway and Angeles Forest Highway from Pasadena to Rosamond, California without complaint, happy to cruise at a pace that belied my actual speed, but quickly rousing—yes, tiger-like—when I stomped on the gas.

Then, with a suitably eager shove to push you back in the leather, the next corner rapidly heaves into view.

Once I got to Willow Springs International Raceway, I had the opportunity to try the various different suspension and equipment options back to back. Willow Springs has three different courses—short off-road excursion with big obstacles, a tight technical course, and finally Horse Thief Mile—and it's there that I was left torn about which Macan found most favor.

On a track, driven eagerly, the Turbo is clearly the more aggressive car. Porsche had a 911 Turbo S for me to play chase with, and the Macan Turbo suddenly turned into a coupe-hunter, screaming around the course in a way you simply



KEEP RIGHT >>

2015 PORSCHE MACAN S

ENGINE.....	3.0L twin-turbocharged V6
TRANSMISSION.....	7-speed double-clutch
DRIVETRAIN.....	all-wheel drive
POWER.....	340 hp / 339 lb-ft torque
ZERO-TO-60 MPH.....	5.2 sec
TOP SPEED.....	156 mph

BASE PRICE.....\$49,900

SPORT CHRONO PACKAGE I.C.W. PCM

Analog and digital stopwatch	
Sport Plus button	
Performance display	
Launch control.....	1,290
Window trim black high-gloss.....	230
Summer tires for 19" alloy wheels.....	0
Torque Vectoring Plus (PTV Plus).....	1,490
Air suspension incl. Porsche Active	
Suspension Management.....	2,745

PREMIUM PACKAGE

ParkAssist front/rear incl rear camera	
Dynamic lighting system (PDLS)	
Heated seats front/rear	
Auto dim mirrors.....	2,590

INFOTAINMENT PACKAGE

Porsche Communication Management (PCM) incl. navigation module	
SiriusXM®, NavTraffic, NavWeather	
HD Radio receiver	
Online services.....	2,990

DESTINATION CHARGE.....995

TOTAL.....\$62,320



don't associate with a compact SUV.

That's not to say the Macan S is tame, though it's when it's outfitted with the PASM suspension that it shines. The steel springs aren't bad, but there's a clear improvement when you step up a notch to Porsche's middle tier, and while it's not quite the screamer of the Turbo, the more affordable Macan certainly doesn't feel like a compromise on the road.

In fact, I asked three different instructors if they'd pick the Macan S over the Turbo and unanimously they opted for the S, though on the proviso that it had the air suspension, PASM, and PTV Plus boxes ticked, along with the Sport Chrono Package.

Going with the Macan S alone will save you \$30,000, so unless you plan on hitting the track—and, again, I doubt many of the Macans sold will ever set tires on a race course—you have to ask yourself if the 60 horsepower is worth the extra cost. At \$372 per horse, it didn't quite give me suf-

ficient wow factor in real-world situations.

Whichever your budget stretches to, the interior is just as Porsche-typical as the exterior. You sit lower and deeper in the cabin than in a Cayenne, with a steering wheel design shared with the 918. The central console is wide and heavy with buttons, though much of the functionality they control depends on wading into the options list again.

If you so wish it, you can have a two-part panoramic glass roof, various degrees of power-adjusted sport seats, lane keep assist, adaptive cruise control, navigation through the 7-inch touchscreen in the center stack, connectivity with an iOS or Android device, and a reversing camera. There's also an incredible-sounding Burmester audio system with sixteen speakers and more than 1,000W of amplification, though the standard-fit 11-speaker, 235W audio system sounds good on its own.

Interior space dips in comparison to

the Cayenne, unsurprisingly. The rear seats fold 40/20/40, with the 17.7 cu.ft. of space you get with them upright expanding to 53 cu.ft. with them all down. The sharp slope of the rear glass cuts into that, though, meaning some thoughtful loading might be required if you're trying to transport bulky items.

Headroom up front and in the back is good, though rear legroom was noticeably tighter than in a Cayenne. As for fuel economy, the Macan is rated for around 17 MPG in the city or 23 MPG on the highway, though those are still estimates.

The Macan is for anyone with a lead foot, who enjoys owning a sports car with the flexibility to bring the family along on camping trips, or even do a little off-roading with as little in the way of compromise as possible. If it were left to me, I'd opt for the Macan S and a careful peruse of the options—unless, that is, you're planning on giving 911 drivers a surprise on the track. ■



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Admiration tour By Joe Sage

Midsize crossovers are the hottest segment right now, recently displacing four-door sedans as the top seller for the first time. The Hyundai Santa Fe has been a strong choice for years, for its combination of utility, features and warranty for the price.

Then in late 2012 and early 2013, the model took a giant step forward, with a total redesign (and restyling), first with the five-passenger model, rechristened the Santa Fe Sport, then with a seven-passenger Santa Fe replacing the prior Veracruz in the lineup. And they have proven more eye-catching (and customer catching) than ever.

There are four Santa Fe Sport models—two with a 190-hp normally aspirated 2.4L four-cylinder, with either front- or all-wheel drive, and two with a 264-hp 2.0L turbo four, also with either drivetrain. The FWD 2.4L starts at just \$24,950, while our test sample here is top of the line, turbo with AWD. At a price in the low \$30s, or mid-30s with the generous nav-audio-wheel upgrade listed at right, this is one very competitive vehicle. As

usual for Hyundai, not only are the base inclusions—with every kind of electronic driver convenience and safety feature you've heard of—very complete at no additional cost, but the audio package delivers superb sound and intuitive interface functions for a fraction of what some brands charge for these upgrades. (If you check out the BMW 3 Series wagon elsewhere in this issue, its option costs to have these features start to approach the total price of this Santa Fe Sport, or exceed the base model's total cost. This Hyundai is faster and more powerful, too.)

We drive quite a variety of vehicles, but the Hyundai Santa Fe Sport triggered far more compliments, inquiries and statements of shopping intent than average. In Frost White Pearl paint over black leather, with its upsized alloy wheels (also part of that \$1750 nav-audio package), we can easily see why. We may triggered a few sales that week, just by showing up. ■



SPECIFICATIONS

ENGINE2.0L turbo GDI 4-cylinder
POWER264 hp / 269 lb-ft torque
TRANSMISSION6-speed auto w/Shifttronic
DRIVETRAINall-wheel drive
MPG18/24/21 (city/hwy/comb)

INCLUDED SAFETY TECH: Vehicle stability management w traction control, ABS w electronic brake force distrib and brake assist, downhill brake control, hillstart assist, blind spot detection, rear camera.

INCLUDED COMF/CONV: 18-inch alloy wheels, fog lights, auto headlight control, wiper deicer, heated side mirrors w turn indicators, roof side rails, twin-tip exhaust, keyless entry and start, leather seat surfaces, heated front seats, power front seats w driver lumbar, split-fold reclining rear seats, selectable steering modes, rear side sunshades, dual zone auto climate w ionizer, wheel-mounted controls, 4.3-inch standard touchscreen, BlueLink telematics, HD Radio, SiriusXM, trail prep package.

MANUFACTUREDWest Point, GA
WARRANTY:
 New vehicle5 yr / 60,000 mi
 Powertrain10 yr / 100,000 mi
 Anti-perforation7 yr / unlimited mi
 Roadside assistance5 yr / unlimited mi

BASE PRICE\$32,400
NAVIGATION PACKAGE: 8-in touchscreen replaces 4.3-in, 12-speaker Infinity Logic surround sound audio, 19-inch alloy wheels1750
CARPETED FLOOR MATS110
DESTINATION CHARGE875
TOTAL\$35,135



Many people inquired about the Santa Fe Sport during our week with it. The more they learned, the more enthused they seemed to be. Hyundai is in an envious position with this vehicle.



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Stylish@ \$18,750

By Joe Sage

Hyundai makes three flavors of the popular Elantra compact—a four-door sedan, a two-door coupe and this four-door hatch, the GT. The compact lineup starts with the Accent, at about \$2600 less, and the innovative three-door Veloster, at about Elantra's midpoint. The Elantra GT sits just above the midpoint of the full Elantra range. Thus your decision can be made by style, by budget, by specific needs or by specifications.

There is an Accent sedan and a hatch. Comparing the Accent hatch, Elantra GT hatch and Veloster, most interior figures are within fractions of an inch, other than rear headroom in the Veloster, predictably a couple of inches shorter. Elantra is some 7 inches longer than Accent overall, on a wheelbase 3 inches longer—providing about 3 additional cubic feet of cargo space and about 8 additional feet of interior volume. (Veloster is noticeably smaller on cargo, not too much smaller on interior.) Anticipated depreciation is about \$2300 more for Elantra than Accent, which can level out their prices at resale time.

Elantra is 600 pounds heavier than Accent. Fuel economy is 3-4 points lower for Elantra, also lev-

eling out the price difference over time. But Elantra is the big seller, with a lot more panache, as well as all that space. And at 34 MPG highway, differences in fuel economy can vary just as much between drivers.

The Elantra Coupe is a consistent head-turner. The GT hatch is perhaps less so from some angles, but its utility makes up for that. There are many appealing design cues in this car—the sweep of the grille into the headlights, creases that roll up into the A-pillar, a powerful arch over the front wheels, and so on. Hyundai drives the style of many other brands.

You can make a day of it, shopping this car. Take a look at the Accent, especially if every dollar counts. Take a look at Veloster, if it has that special appeal to you. And especially take a long look at the Hyundai Elantra—all three body styles, both transmissions (we love manuals, but didn't find this the smoothest into first gear), and all the trim level and engine variables. Odds are extremely high that you will find something you would happily take home. ■



SPECIFICATIONS

ENGINE.....2.0L DOHC 4-cylinder
POWER.....173 hp / 154 lb-ft torque
TRANSMISSION.....6-speed manual
DRIVETRAIN.....front-wheel drive
MPG.....24/34/28 (city/hwy/comb)
INCLUDED COMFORT/CONVENIENCE: Selectable steering mode, solar glass, front foglights, rear wiper/spoiler, A/C w cabin air filter, body color door handles and mirrors, blind spot mirror, power heated mirrors, 6-speaker AM-FM-Sirius-CD-MP3 audio, iPod-USB-aux inputs, Bluetooth phone w voice recognition, keyless entry w alarm, extensive display and wheel mounted controls, tilt/telescope, heated front seats, 60/40 rear fold-down seat, map pockets, cupholders, map lights, sunglass holders, and more.

MANUFACTURED.....Ulsan, Korea
WARRANTY:

New vehicle.....5 yr / 60,000 mi
 Powertrain.....10 yr / 100,000 mi
 Anti-perforation.....7 yr / unlimited mi
 Roadside assistance...5 yr / unlimited mi

BASE PRICE.....\$18,750

STYLE PACKAGE: 17-in alloy wheels, sport suspension, side repeater mirrors, leather seat surfaces, wheel wrap and shift knob, power driver's seat w lumbar, aluminum pedals, auto up driver window, keyless entry/start, immobilizer, LED taillights, under floor storage, BlueLink telematics.....2550

TECH PACKAGE: Navigation w/ rear camera, auto headlights, dual auto climate, panoramic sunroof.....3250

CARPETED FLOOR MATS.....125

DESTINATION CHARGE.....8180

TOTAL.....\$25,485



If you want to be really aggressive with this Elantra, such as when heading up a freeway ramp, you have to really work its little guts out. However, it's very willing to work its little guts out for you. This may not have surprised us, but it seemed to surprise others on the road.



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THE INSIDE TRACK: BRIEFS & RUMORS



MINI Countryman

■ The small overlap front crash test carried out by the Insurance Institute for Highway Safety (IIHS) was introduced in 2012. When applied to twelve model year 2014 vehicles from the small car and compact segment, the MINI Countryman was the only one to achieve the top score of “good.” (It was also one of the vehicles rated “Top Safety Pick.”) The IIHS small overlap front crash test simulates a head-on collision at 40 mph against a barrier that covers only a quarter of the front section of a vehicle. The extent of deformation is more extreme than a full head-on or medium overlap crash, in the areas affected. Cars score well if the passenger cell remains intact and airbags interact with safety belts to help avoid head injuries. All brands are working hard on engineering to work with this new test.



Harley-Davidson Road Glide Special

■ Harley-Davidson previewed the new 2015 Road Glide and Road Glide Special at the Sturgis Motorcycle Rally in South Dakota and at the National Bikers Roundup (NBR) in Tulsa, Oklahoma. From the new Dual Reflector Daymaker™ LED headlights to combination stop/turn/taillights, the Road Glide bikes set out to make a statement of custom, high-mile aggression. The new frame-mounted Road Glide fairing features a triple splitstream vent that significantly reduces head buffeting while still providing comfortable airflow around the rider. The inner fairing holds the color screen of a Boom! Box 4.3 infotainment system controlled by twin joysticks on a new swept-back handlebar. A high output twin cam 103 V-Twin engine feeds two chrome mufflers, with abundant torque always on tap. Features include hard saddlebags, cruise control, easy-to-read gauges, adjustable air-ride rear suspension and new ergonomic hand controls. The Road Glide Special has a 6.5GT infotainment system with touchscreen and GPS, Reflex Linked brakes with ABS and hand-adjustable low-profile rear suspension, plus a painted inner fairing and hand-applied pinstriping.

■ The **Kinivo** BTC455 Bluetooth-Connected Hands-Free Car Kit lets you upgrade your vehicle’s audio system for hands-free Bluetooth functionality, with automatic syncing. Multi-point Bluetooth 4.0 technology lets you connect and simultaneously sync up to two devices to your car’s stereo system—a smartphone, tablet or any other Bluetooth capable device. You can receive calls, play and control music and operate the device’s voice-command functionality through the unit’s built-in microphone. Audio controls include play, pause, previous and next songs. The connection is via your 3.5mm audio input port. Available at Amazon.

■ Coming off its best-ever first-half sales performance in company history, the 2014 **Kia** Soul has received the JD Power and Associates Automotive Performance,



2014 Kia Soul

Execution and Layout (APEAL) award for the third straight year, in the Compact Multi-Purpose Vehicle segment. All new for 2014, the Soul sold an nameplate record 74,999 units in the first half of 2014. The JD Power APEAL study measures new-vehicle owners’ overall satisfaction with their vehicles in the first 90 days of ownership. Results are divided into 10 categories and weighted accordingly: exterior, interior, storage, audio, seats, heating and ventilation, driving dynamics, powertrain, visibility and fuel economy. The 2014 Soul has increased torque and rides on a new chassis that is stiffer, longer and wider than its predecessor, for more passenger and cargo room. NVH levels have been reduced dramatically, and suspension is significantly upgraded.

■ **Ford** is raising prices on the new 2015 aluminum-bodied F-150 pickup by \$360 to \$3,615—between one and eight percent, depending upon trim level—and has trimmed the number of models from



2015 Ford F-150

11 to just five. As the new truck arrives this fall, the least expensive F-150 will be the two-wheel-drive XL model powered by a 283-hp, 3.5-liter V6 engine, at a starting price of \$26,220 (prices stated here include the \$1,195 shipping charge)—an increase of \$395 over the steel-bodied 2014 base model. The XLT model rises by \$340 to \$31,890. (The base XL and XLT models account for roughly 70 percent of F-150 volume.) The luxury King Ranch truck gets the biggest price increase—\$3,615—with a base price of \$49,690. Most expensive is the F-150 Platinum, starting at \$52,155—an increase of \$3,055. Four-wheel-drive models will of course be priced higher.

■ A 1950 General Motors Futurliner, one of 12 built and nine known to exist—and a star of the Ron Pratte collection—will be sold at **Barrett-Jackson** in Scottsdale in January 2015, with 100 percent of the proceeds benefitting charity. Pratte, a developer and philanthropist from Chandler, built the majority of his collection at Barrett-Jackson, including this Futurliner. His collection of cars, trucks, motorcycles and other rarities, including this fully functional and restored Futurliner, will cross the block. A veteran of the US Army’s 1st Air Cavalry Division in Vietnam, Pratte will donate all Futurliner proceeds to the Armed Forces Foundation. AFF has received over four million dollars through Barrett-Jackson auctions since 2008.

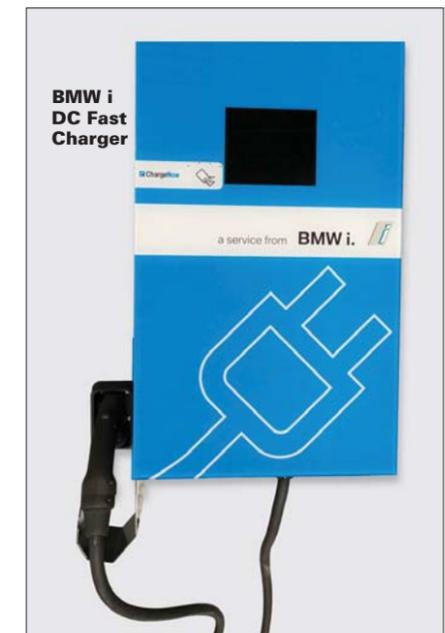
■ New **BMW** i DC Fast Chargers, a joint development between BMW and Bosch Automotive Service Solutions, can charge the BMW i3 all-electric vehicle’s battery up to 80 percent in just 30 minutes.

BMW has also announced a ChargeNow DC Fast program in cooperation with NRG eVgo, in which BMW i3 drivers in California can enjoy no-cost unlimited 30-minute DC fast charging, at NRG eVgo Freedom Station sites equipped with DC Combo Fast Charging, through 2015. Size is a big part of the news. Conventional DC fast chargers are about the size of a standard refrigerator, cost tens of thousands of dollars and require a significant amount of electricity. At half that size—31" high by 19" wide by 12" deep—and weighing approximately 100 pounds, BMW i DC Fast Chargers can be mounted on a wall, a first for electric vehicle DC fast chargers. In addition, BMW i DC Fast Chargers will be priced significantly less than other DC Combo chargers in the market, at \$6,548 for authorized BMW partners.



GM Futurliner

■ If you get to California, you may have noticed the state’s hydrogen fuel cell fueling stations—rare in the US and a gamble that is slow catching on here. Overseas, technology company **The Linde Group** works hard to advance the introduction of hydrogen as a fuel, recently opening the world’s first small-series production facility for hydrogen fueling stations in Vienna, Austria. Linde’s Vienna Application Center was extensively modernized and expanded for this project. At the opening ceremony, Linde and Iwatani Corporation announced that both com-



panies had closed a deal for the delivery of 28 hydrogen fuelling stations with ionic compressors. The first unit went on stream in July near Osaka, Japan. “The successful commercialization of fuel-cell cars hinges on a sufficiently widespread hydrogen infrastructure,” says professor

Dr Aldo Belloni, executive board member of Linde AG. “The development of small-series production capabilities is a key milestone on this journey. It gives us the flexibility we need to meet rising demand in different markets. Our standard agreement with Iwatani shows that we are on the right path along with our partners.” ■

UPCOMING FEATURES

Run To The Sun : Pacific Northwest media event



Texas Truck Rodeo : Southwest media event



Active Lifestyle Vehicle Awards : Phoenix athlete event



Kia K900 flagship sedan



Auction insights from Monterey-Pebble Beach



NASCAR at Phoenix International Raceway preview



Arizona drivers at Rolex Monterey Motorsports Reunion



Electric Kia Soul EV launch : Dana Point, California



Photo: Chris Dodson

Photo: Tim Sharp



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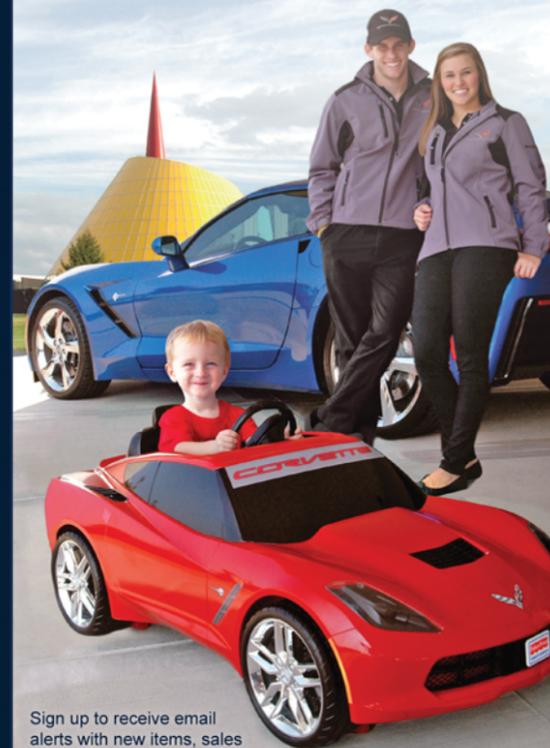
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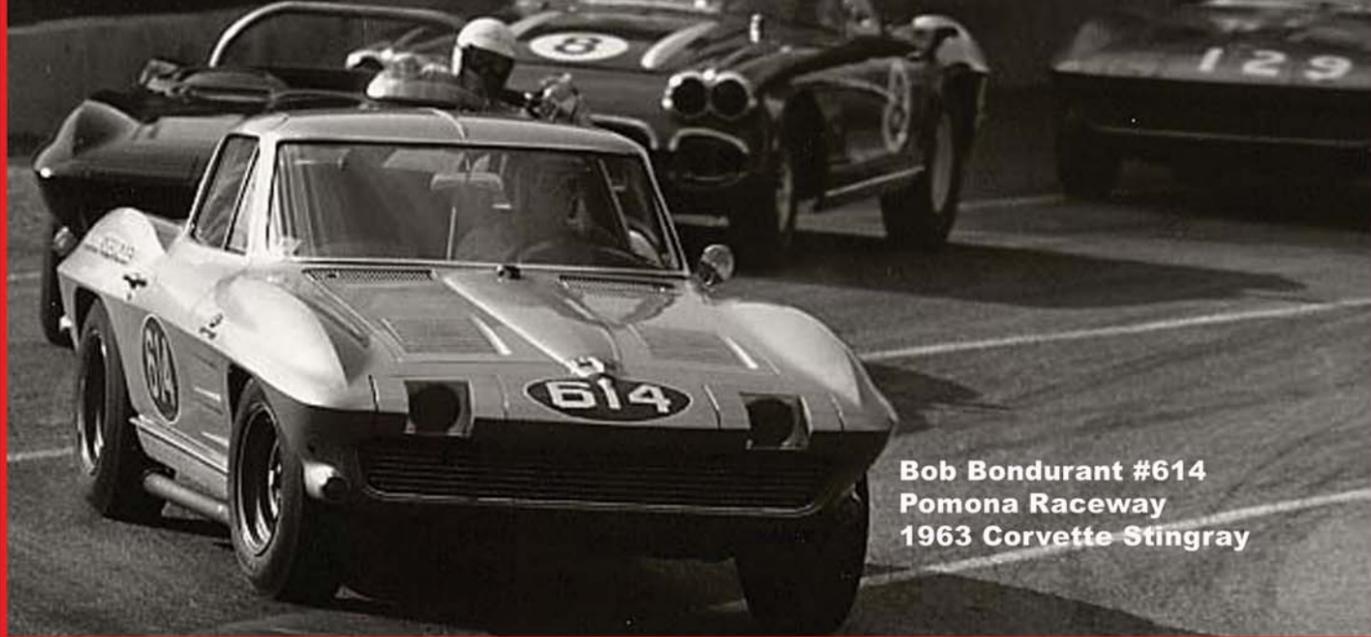
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