

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 14 NUMBER 1
JANUARY-FEBRUARY 2015

AUCTION WEEK!

**SIX MAJOR COLLECTOR AUCTIONS
PLUS ARIZONA CONCOURS D'ELEGANCE**

ACTIVE LIFESTYLE VEHICLE AWARDS

**GOODGUYS SOUTHWEST NATIONALS
LA AUTO SHOW | SILVER AUCTIONS FALL EVENT**

PIR NOVEMBER | PIR MARCH

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2016 CHRYSLER 300

2016 RAM PROMASTER CITY VAN

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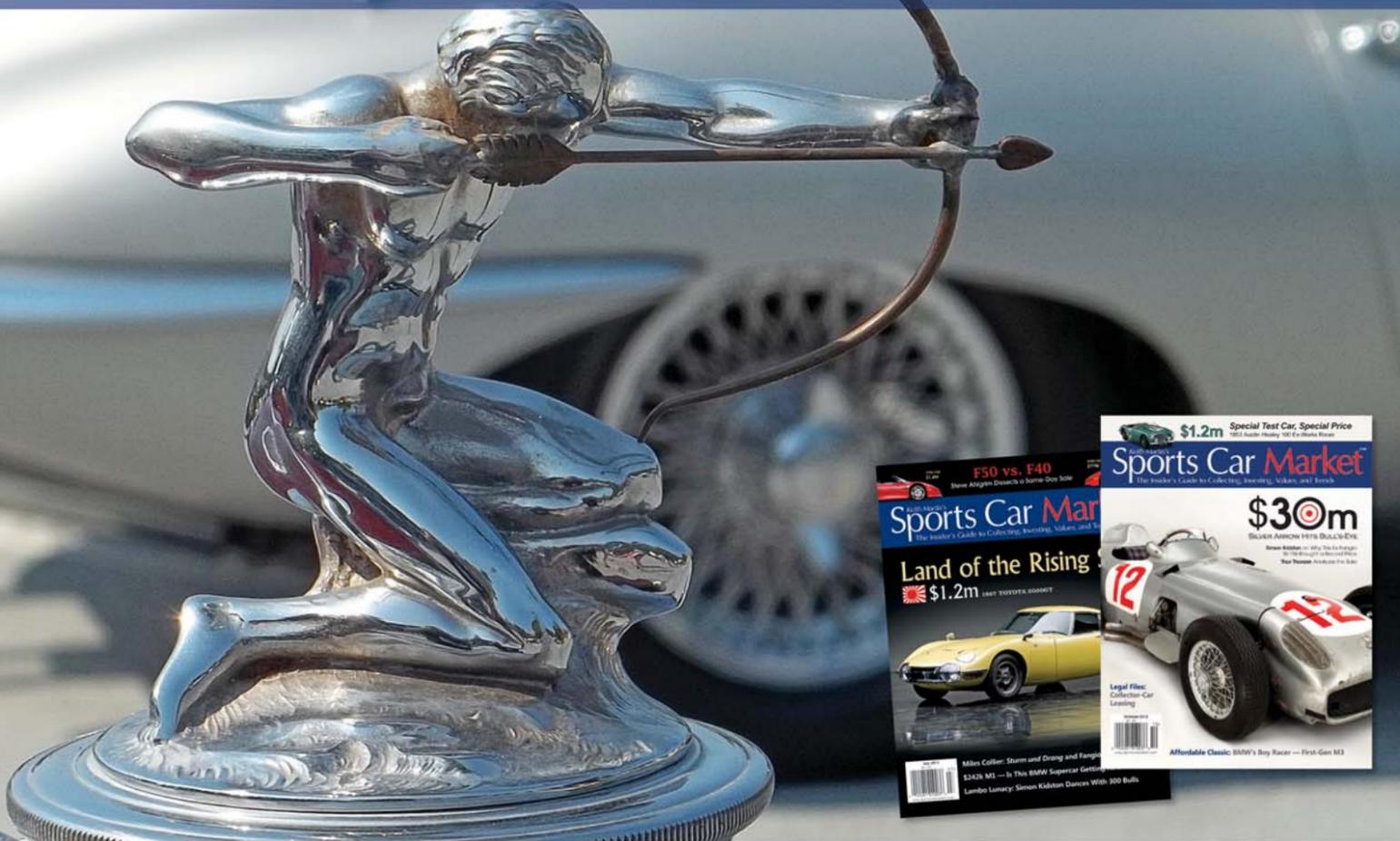
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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

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COVER: This beautiful classic Mercedes-Benz gullwing coupe at Bonhams represents the high end among six collector car auctions held each January in Scottsdale and Phoenix. Visit all six—you will find something for anyone. **Photo by Joe Sage.**



You'll find cars in this issue covering quite a range—from the under-\$15k Toyota Yaris to this issue's range-topper without even pausing to doublecheck, the Rolls-Royce Ghost II. If you do doublecheck, you'll find the \$263k Rolls-Royce easily exceeded, many times over, by any number of vehicles up for sale at a half-dozen events during Arizona's world-renowned collector car auction week. How does something in the millions sound? Any number of rarities will cross the block at those prices.

But you can get by for much less. And unlike most of those multi-million-dollar auction gems, you can actually slip behind the wheel and hit your favorite roads in new cars such as a Dodge Charger SXT with almost 300 hp, priced under \$30,000 and getting over 30 MPG. Or several other imports and domestics in the \$40s to \$60s or so.

There's not a vehicle at Barrett-Jackson, Bonhams, Gooding, RM, or Russo and Steele auctions that we would not welcome in our own garage. But so many of these so often end up in a showroom or in storage. At Silver Auctions, you can also get by for much less, with a majority of cars just about anyone can reasonably bid on—and drive home.

To help whet your appetite for the classics, we bring you highlights from the Goodguys Southwest Nationals, held in Scottsdale. And to help orient you to the new models, we present the winners of the Active Lifestyle Vehicle awards for 2015, held in Chandler, as well as a selection of especially interesting entries at the recent LA Auto Show.

Our travels this issue take us to South Carolina to drive Mercedes-Benz and Freightliner-badged Daimler Sprinter vans (sneak-peeked in the prior issue); to Reno and Lake Tahoe for challenging High Sierra weather in the 2016 Kia Sorento; and to Texas for the third-gen Chrysler 300 and the new Ram ProMaster City lineup of smaller vans.

Enjoy the ride.

Joe Sage

Publisher/ Executive Editor



Photo: Brenda Priddy

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PIR NOVEMBER RECAP

For 2014, NASCAR altered the format of the Chase for the Sprint Cup to emphasize winning, via an elimination-style competition. As the final Eliminator race, PIR's season finale would determine the final four drivers who would race for the Championship in Miami.

THURSDAY NOV 6 2014: Eighteen-year-old Nick Drake led every lap in the *Casino Arizona 100* on the way to his first *NASCAR K&N Pro Series West* victory at PIR. With teenagers running throughout the top 10, veteran points-leader Greg Pursley wrapped up the Series Championship with a finish in ninth.

FRIDAY NOV 7: Erik Jones dominated from the pole in the *Lucas Oil 150 NASCAR Camping World Truck Series* race on Friday night. Officials delayed and ultimately shortened the race from 150 laps due to a power failure in the region. Leading 114 of 126 laps, Jones made his way through the night under a full moon and won for his second straight time here.

SATURDAY NOV 8: Brad Keselowski, a second-place runner nearly all afternoon, flew by Kyle Busch on the beginning of the last lap of an unexpected green-white-checkers finish to steal victory in the *DAV 200 NASCAR Nationwide Series* race. Chase Elliott, 18-year-old son of 1988 NASCAR Sprint Cup Champion Bill Elliott, finished fifth to become the youngest Nationwide champion in series history and the only rookie ever to take the title.

SUNDAY NOV 9: Kevin Harvick dominated Sunday's *Quicken Loans Race for Heroes 500*, leading 264 of the 312 laps on his way to victory, to conclude PIR's 50th anniversary season. The win clinched a place for Harvick in the *Chase for the NASCAR Sprint Cup Championship Round* in Miami. Harvick went on to win both the Miami race and the Season Championship. ■

PIR 2015 NASCAR SEASON



Phoenix International Raceway will again host two NASCAR Sprint Cup Series race weekends for the 2015 season.

MARCH 2015 NASCAR AT PIR

PIR's spring event weekend, headlined by the *Camping World 500*, will be about two weeks later than last year, on March 12-15.

The move to mid-March promises great weather, and it coordinates better with Spring Break for most Arizona K-12 school districts, making NASCAR an easier family entertainment option. The race weekend also falls during Spring Break for ASU, the University of Arizona, NAU and Grand Canyon University.

Phoenix has hosted an NSCS race every spring since 2005. The new March dates mark the fourth change of PIR's springtime slot. PIR has hosted the second race of the NASCAR season in each of the prior four years. This year, it will be the fourth.

The spring race weekend is scheduled to be broadcast on FOX.

NOVEMBER 2015 NASCAR AT PIR

In the fall, PIR will again host the final race in the Eliminator round of the Chase

for the Sprint Cup, with the *Quicken Loans Race For Heroes 500* weekend November 12-15, which will be broadcast on NBC.

The fall race at PIR has been a fixture on the NASCAR schedule since 1988. Continuing a long-standing tradition, this will be the semi-final race in the Chase for the NASCAR Sprint Cup.

PIR SEASON TICKETS

Season tickets for the 2015 season at PIR start at \$99. Tickets are available online at PhoenixRaceway.com, by calling 866-408-RACE (7223) or in person at the PIR ticket office.

A season ticket includes admission to all NASCAR races during both event weekends, with great savings over individual ticket prices. Season ticket holders also have the exclusive opportunity to purchase parking passes, pre-race pit passes and Budweiser ROLL-BAR passes at discounted prices. Other benefits exclusive to season ticket holders include the first opportunity to upgrade or change seat locations each year and the opportunity to purchase additional race tickets at the discounted season ticket holder price.

A new feature for PIR season ticket holders for 2015 is the Zoom Pass. This hard plastic credential replaces individual grandstand tickets and grants access to all races. ■

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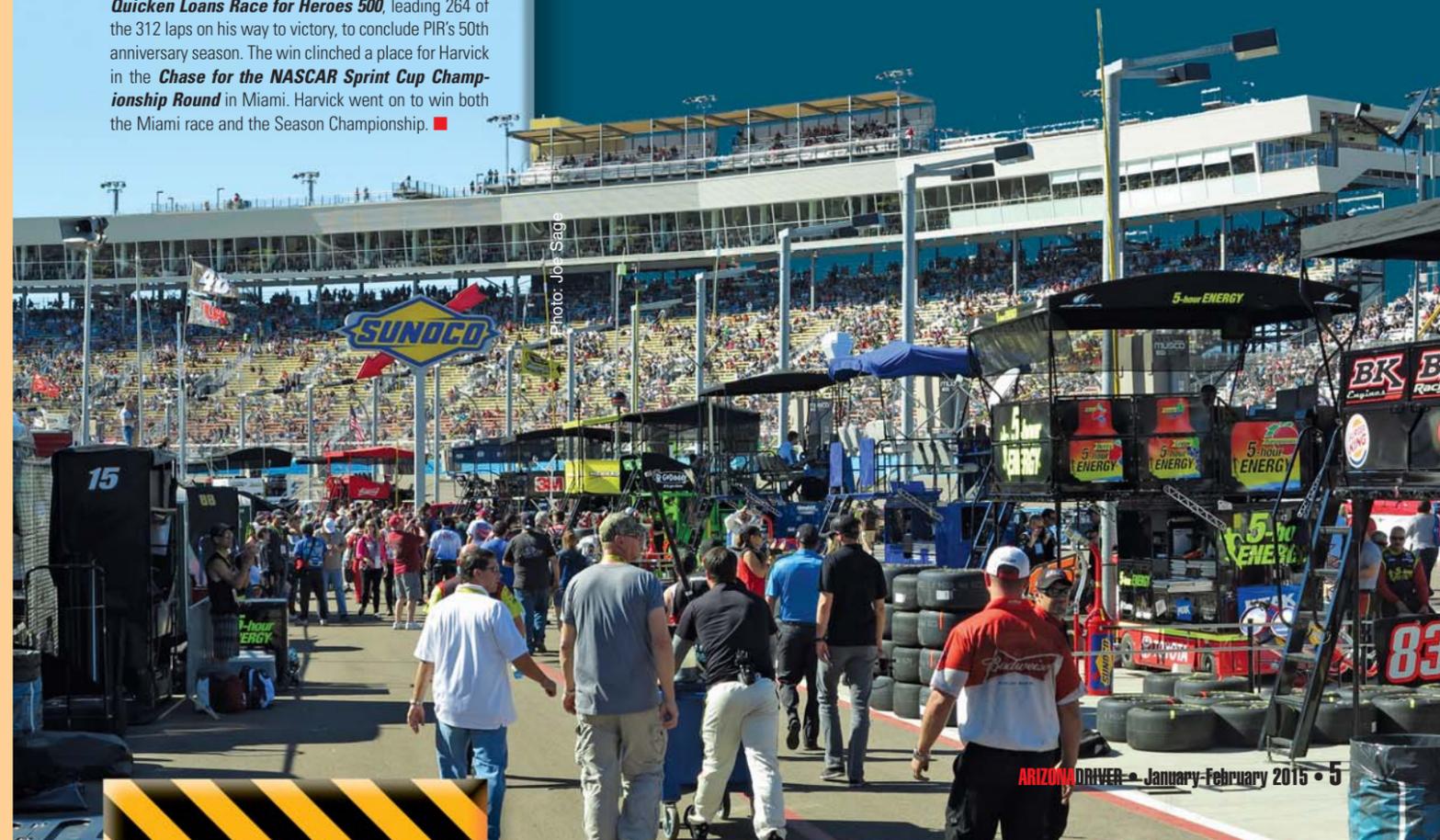


Photo: Joe Sage

Land Rover Discovery Sport seven-seater enters premium compact segment

Land Rover has introduced the new Discovery Sport, a premium compact SUV that indicates styling and feature directions for the Discovery vehicle family. Compact outside but spacious inside, the Discovery Sport has seven-passenger seating in a “5+2” configuration within a body shell of high-strength steel and lightweight aluminum. The Discovery Sport is powered by a 240-hp turbocharged 2.0-liter engine, with nine-speed automatic transmission, standard all-wheel drive and an all-new multi-link rear suspension, plus a Terrain Response® feature, for both on-road agility and off-road ability. Optional autonomous emergency braking can help avoid collisions. The infotainment system is all new, with 8-inch touchscreen, intuitive controls and an expansive connectivity package. Designed and engineered at the Land Rover Development Center in the UK, the Discovery Sport will be produced at the company’s Halewood, Liverpool factory. The Land Rover Discovery Sport goes on sale in the US in early 2015 alongside the existing seven-seat Land Rover LR4 (which is sold as the Discovery in over 170 other markets worldwide). Base price is \$37,995. ▼



2015 Land Rover Discovery Sport

Volkswagen Beetle Dune concept



VOLKSWAGEN SELLS FIVE MILLION

▲ Volkswagen set a new record for January through October (hit even before the full year sales tally), selling over five million vehicles for the first time, an increase of 2.6 percent over 2013. The global breakdown includes 719,500 in Western Europe (excluding Germany) and 483,500 in the home market of Germany. Central and Eastern Europe have declined due to instability in the region, with 200,500 sold there and 103,100 in Russia. North America accounted for 482,300, of which 301,200 were in the US. South America fell by 18.5 per cent to 547,700, of which 443,200 were in Brazil. Meanwhile, the Asia-Pacific region reported a 12.4 per cent increase, with over 2.47 million vehicles sold there, of which 2.30 million were in China (including Hong Kong), the region’s largest single market.

HYUNDAI WRC DEBUT SEASON

The Hyundai Shell World Rally Team finished its maiden season in the competitive FIA World Rally Championship (WRC), pleased with their solid three-car finish in Wales Rally GB. Thierry Neuville (#7 Hyundai i20 WRC) consolidated a hard fought fourth position by taking second place and an extra two points on the Power Stage. Hayden Paddon (#20 Hyundai i20 WRC) and Juho Hänninen (#8 Hyundai

i20 WRC) brought their cars home after a tough rally in the top ten, to achieving the team’s primary aims for the weekend.

GM INCORPORATES ALUMINUM WELDS

General Motors is adding more lightweight aluminum to its vehicles, though not spending hundreds of millions of dollars to retool its assembly plants as Ford did. Instead of joining aluminum parts with rivets and industrial adhesive—as on the new 2015 Ford F-150—GM is rolling out a new welding system to spot weld aluminum sheet—doors, hoods and tailgates—on existing production lines, with the same robots and welding guns used for steel. GM has not committed to producing an aluminum-bodied vehicle, but reducing weight is a high priority, said Mark Reuss, GM’s global product chief. “We can no longer bring out new vehicles that weigh the (same as or more than) the competition,” said Reuss. The new aluminum spot weld system, internally called multiring domed electrode, is used at GM’s Grand River plant in Lansing, Michigan to weld aluminum doors on the 2015 Cadillac CTS; and in Arlington, Texas on aluminum liftgates for the Chevrolet Tahoe/Suburban, GMC Yukon/Yukon XL, and Cadillac Escalade/Escalade ESV. The system is used in Bowling Green, Kentucky to weld the Corvette’s aluminum underbody. GM

can quickly and inexpensively roll out the system to its plants, Reuss said.

NO FINAL RULE ON BOATING ETHANOL

America’s 12 million registered boat owners may have to wait for an answer, said Boat Owners Association of The United States (BoatUS) after the EPA announced a further delay in their final rule on how much ethanol refiners must blend into the nation’s gasoline supply under the federal Renewable Fuel Standard (RFS). After almost a year of review, Renewable Volume Obligations (RVOs), which dictate ethanol levels, now are not set to be released until 2015. Currently there is not a single marine engine warranted to run on any fuel containing over 10 percent ethanol, and this fuel is not authorized for use in recreational vessels. The national boat owners group has concerns over misfueling and poor pump labeling. Many boat owners trailer their vessels and refuel at roadside gas stations, filling up both the tow vehicle and boat at the same time. “There is solid scientific data that supports levels of ethanol in gasoline over 10 percent damage marine engines,” said BoatUS Government Affairs Program Manager Nicole Palya Wood. The refiners and obligated parties under the RFS will

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**Pope Emeritus Benedict XVI's
Harley-Davidson
FLSTC 103 Heritage Softail Classic**



be held to comply with 2013 mandates until the EPA issues the final rule in 2015.

BONHAMS AUCTIONING POPE'S HARLEY

▲ A Harley-Davidson motorcycle blessed with the signature of Pope Emeritus Benedict XVI—and also signed by Willie G Davidson—and later received by Pope Francis, is to be sold for charity at Bonhams Grand Palais auction in Paris on February 5. Entered at no reserve, the bike has an estimate of \$18,000 to \$30,000. For Harley-Davidson's 110th anniversary in 2013, two commemorative fuel tanks were presented to Pope Emeritus Benedict XVI. These were signed, and returned to Harley-Davidson's Milwaukee headquarters, where they were mounted to the motorcycles. One remains in the Harley-Davidson museum, while the other—the FLSTC 103 Heritage Softail Classic heading to Bonhams Paris sale—was prepared for a special presentation to Pope Benedict in front of tens of thousands during the 100th anniversary events. But when Benedict abdicated and became Pope Emeritus, the bike was presented to newly inaugurated Pope Francis. Proceeds will be donated to Stowarzyszenie Przyjazny wiat Dziecka (Friendly World Association), a Polish volunteer, independent, non-profit organization that offers care and support to children and families in need.

ZERO ELECTRIC MOTORCYCLE NOTES

Longtime Zero Motorcycles customer and collaborator Terry Hershner won the Vetter Fuel Economy Challenge this fall, by using the least amount of energy, measured in dollars and cents as compared to the cost of miles per gallon for gasoline or diesel fuel. Riding his modified 2012 Zero S electric motorcycle with aerodynamic fairing, "Electric Terry" covered 172 miles at a cost of only \$2.29—about 1.3 cents per mile. This was the first electric motorcycle to win and the most efficient entry to date, period. Even calculating higher electricity costs and an equivalent in fuel taxes, the ride was 25 percent better than its nearest petroleum competitor. • The Los Angeles Police Department has purchased the new Zero MMX police/military electric motorcycle—developed to meet specific requirements of military, law enforcement and security agencies—to add to its patrol fleet. LAPD has gone electric for its stealth, low operating cost, maintenance-free powertrain and minimal environmental impact. Zero's electric police motorcycles are designed as a cost effective means to patrol a wide variety of terrain, excelling in areas with noise and pollution limitations—including indoors. They can be customized with emergency lighting and sirens, safety components and functional storage for gear and emer-

gency medical equipment. • The Burbank Police Department followed suit, choosing the Zero DSP motorcycle, to be used daily on city streets and off-road areas. Its dual sport capability is particularly valuable for areas with extreme fire danger, allowing quick and silent access where previously only helicopters may have operated. • Austrian guided motorcycle tour operator Edelweiss Bike Travel now offers zero-emission Alpine tours on electric motorcycles, with a new fleet of six Zero Motorcycles: four Zero S ZF11.4 and two Zero DS ZF11.4, all with an additional 2.8 kWh Power Tank for maximum range, making daily routes of 125 miles possible, even in the Alps. Weeklong tours allow you to see the Stelvio, Timmelsjoch, the Silvretta High Alpine Road, Reschensee, Hahntennjoch, Kühtai, Gavia Pass, Dolomites and Mendel Pass—all in near silence, while staying in cozy hotels with regional flair.

MECUM ANAHEIM AUCTION RECORDS

With \$15,238,429 in total sales, the 2014 Mecum Auction in Anaheim, California claimed the title of top-grossing Mecum auction in that locale since the event's inception in 2012. With 758 cars offered throughout the three-day mid-November event, the top sale price was achieved by

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a high-provenance 1965 Ferrari 275 GTB Short Nose at a strong \$2.15 million. The remainder of the top 10 sales list reflected the variety of makes represented at the auction, with Porsche, Plymouth, Buick, Cadillac and others making the list, including all three Ford GTs that crossed the block—at second, third and fourth in top sales. In all, eighteen cars broke six figures, with examples from nearly every category of automotive collectability. The top 10 (hammer prices) were:

1. 1965 Ferrari 275 GTB Short Nose\$2,150,000
2. 2006 Ford GT Heritage Edition\$375,000
3. 2005 Ford GT (Lot S101.1)\$340,000
4. 2005 Ford GT (Lot S106.1)\$250,000
5. 1953 Cadillac Eldorado Convertible\$210,000
6. 1994 Porsche 911 Speedster\$175,000
7. 1954 Buick Skylark Convertible\$132,500
8. 1970 Plymouth Superbird\$127,500
9. 1963 Volkswagen 23 Window Microbus\$125,000
10. 1968 Ford Shelby GT500KR Convertible\$122,500

NEW MERCEDES-BENZ NOMENCLATURE

▲ Mercedes-Benz is starting 2015 by launching a new nomenclature—the system used for the designation of its various model series and engine types—saying this will provide its customers with a simple way to find their bearings among the brand’s ever-growing portfolio of models. The comprehensive process is already under way, as by 2020 the brand will have

brought more than 30 models to the global market, with at least eleven that have no naming basis in the current product lineup. Besides the core models, the system addresses different body variants and drive systems, though these have been addressed before (sometimes expanding and sometimes contracting things, such as when the CLK became an E-Class Coupe). “After more than 20 years of continuity involving some of the most recognized and successful product names in the world, we are now making our system of vehicle nomenclature even more understandable,” said Dr Jens Thiemer as the new nomenclature was announced. “Now is the ideal time to do this, for in 2015 we will be updating virtually our whole SUV model range, providing us with the perfect starting point for renaming the whole family of vehicles.” For SUVs, in a tribute to the legendary G-Class, all SUV models will in the future have the first two letters “GL” in their name. Different engine types are indicated by a lower-case letter. The letter “L” will be used to make the model designations “easier to remember and easier to pronounce,” they say—familiar from the longstanding SL or the more recent CLS and CLA. The third letter indicates a relationship to the relevant core model series. Here are the specifics for SUVs/CUVs:

- GLA = GL A-Class
- GLC = GL C-Class; prior GLK
- GLE = GL E-Class; prior M-Class or ML
- GLE Coupé = GL E-Class Coupé
- GLS = GL S-Class; prior GL
- G = unchanged

Cars center around five core model series—A, B, C, E and S—all staying in use to help keep customers oriented. Coupés will start with “CL,” with the third letter indicating the core model series, such as CLA and CLS (or CLA Shooting Brake or CLS Shooting Brake). The 4MATIC name remains for all-wheel-drive vehicles—celebrating their thirtieth anniversary this year. For 2016, roadsters will start with “SL,” with a third letter again linking to one of the core model series. Similar to the G, the SL retains its longstanding two-letter name, while the SLK becomes the new SLC. Different types of powertrains will also be given new designations, shown in lower-case letters at the end of the model name on the trunk badge, as follows:

- c = CNG (was Natural Gas Drive)
- d = diesel (was BlueTEC and CDI)
- e = electric (was PLUG-IN HYBRID, BlueTEC PLUG-IN HYBRID and Electric Drive)
- f = fuel cell (was F-CELL)
- h = hybrid (was HYBRID and BlueTEC HYBRID)

As in the outgoing system, there will be no suffix for gasoline models. ■

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THE 2ND ANNUAL ARIZONA CONCOURS D'ELEGANCE

Arizona Biltmore Resort, 24th and Camelback | Sunday, January 11, 2015

The Arizona Concours d'Elegance will serve as the start of January classic car auction week in the Scottsdale/Phoenix area for the second time this year, following a highly successful inaugural event. This select display of exception-



al vintage automobiles takes place on the manicured inner lawns of the historic Arizona Biltmore Resort in Phoenix on Sunday, January 11, 2015.

The 2015 Concours will include more than 20 judged classes. Well-known veteran concours judge John Carlson will serve as chief judge, as he did last year. Also returning is Keith Martin, the charismatic publisher of *Sports Car Market* and *American Car Collector*, as host and emcee.

Frank Lloyd Wright cars to be featured

Frank Lloyd Wright—widely acclaimed as the most influential American architect of the twentieth century—was also a dedicated auto enthusiast whose artistic eye influenced his choices of fine luxury and sporting vehicles. The Concours will feature cars owned by Wright, including this rare piece of motoring history: a 1937 AC 16/80 "Ace" roadster owned and driven by Wright.

A classic, upscale British sports car of the pre-



Frank Lloyd Wright and his wife Olgivanna enjoy the 1937 AC roadster at Taliesin West in 1948. (Photo courtesy of the Frank Lloyd Wright Foundation)

war era, the AC will appear just as it did when owned by Wright. He purchased the car in 1948 and immediately had it repainted Cherokee Red, the signature color he favored for nearly all his cars. The AC has a strong Arizona connection. It was driven by Wright and his wife Olgivanna, typically bedecked in sporty fabric helmets and goggles, during winter stays at his Taliesin West home and architecture school in Scottsdale.

David and Rochelle Buice of Dallas have owned the AC since 1974. It has been undergoing a total restoration for the past two years. The car is fully documented as the AC used by Wright and owned by the Frank Lloyd Wright Foundation until 1969. This is the car's post-restoration debut after being out of the public eye for over 40 years.

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

Sir Stirling Moss to attend

British auto racing legend Sir Stirling Moss OBE will be an honored guest at the Arizona Concours d'Elegance, attending with his wife, Lady Susie Moss. Entrants and spectators will have an opportunity to meet him as he takes in the event. Moss, an active octogenarian and acclaimed world-traveling diplomat for historic motorsports, competed in vintage racing events until just a few years ago. He still provides on-track demonstra-



British auto racing legend Sir Stirling Moss OBE.

tions of some of his most famous race cars and regularly takes part in classic car rallies.

Moss began his remarkable motorsports career in 1948 at the age of 18, driving a Cooper 500—purchased with his winnings from horsemanship competitions. His exceptional driving skills soon earned him coveted spots with the world's greatest racing teams. During his career through 1962, Moss competed in 529 races and won 212 of them, driving 84 different marques in a wide variety of sports and grand prix classes and events. Moss is recognized as one of the greatest Formula 1 drivers ever, though he never won a world championship, but did come in runner-up four times.

Perhaps the most memorable race of Moss's career was the 1,000-mile classic Mille Miglia of Italy in 1955, driving a streamlined Mercedes-Benz 300 SLR at an average speed of 97.96 mph on public roads. Sir Stirling finished far ahead of the competition and set a course record that was never equaled.

Moss retired from professional racing in 1962 after a near-fatal crash at Goodwood. These days, much of his global travel and personal appearances are as brand ambassador for Mercedes-Benz Classic.

Auction week forum and race car design panel

The Arizona Concours d'Elegance has added two featured events, both on Saturday, January 10, in the Grand Ballroom of the Arizona Biltmore. The public may attend what should be a fascinating afternoon of classic and competition car talk.

AUCTION PREVIEW: From noon till 1:30 pm is an annual auction week preview hosted by the Phoenix Automotive Press Association (PAPA) and moderated by automotive journalist and author Larry Edsall. A panel of collector car experts will discuss trends in today's market and which cars they expect to get all the attention during the six auctions happening that coming week, through January 17. Representatives from all six auctions—Barrett-Jackson, Bonhams, Gooding & Company, RM Auctions, Russo and Steele, and Silver Auctions—will present highlights of consignments for their upcoming sales.



(L-R, top-bottom) Race panelists Nigel Bennett, Peter Brock, Kip Wasenko; moderator Lyn St. James.

RACE DESIGN FORUM: Next, from 2 pm until 4pm, is a panel discussion entitled *Elegance at Speed*, with three top designers speaking about race car design over the decades, moderated by veteran race driver Lyn St. James, the second woman to race the Indianapolis 500 and the first to be selected Rookie of the Year, in 1992.

Panelists include Nigel Bennett, designer of F1 and Indycars, who spent 10 years at Penske Racing, contributing to 53 wins and five driver championships; Peter Brock, best known for designing the Cobra Daytona Coupe for Carroll Shelby's team at Le Mans, among his many accomplishments; and Kip Wasenko, former director of design for GM's Cadillac Division and designer of Cadillac's Le Mans Prototype (LMP).

TICKETS: One \$50 ticket gains entry to both events, available online at www.arizonaconcours.com/product-category/ticket. Seating is limited.

Rare Pierce-Arrow Silver Arrow entered

One of the most elegant and evocative automobiles of the classic era, this rare 1933 Pierce-Arrow Silver Arrow—which will appear in a special Pierce-Arrow featured class—is one of just five built and three known to survive. As part of the late William F. Harrah's extensive automobile collection in Reno, the magnificent sedan was fully restored by that world-famous facility and is now owned by the Academy of Art University Automobile Museum in San Francisco.

Designed by Philip Wright, the Silver Arrow embodied advanced concepts of streamlined design, while staying true to the Art Deco styling ethos of the period. The model was introduced at the New York Auto Show in January 1933, stunning the crowd with an exciting vision of the future. A milestone of automotive design, it changed how automakers styled their most impor-



tant cars from then on. The slogan at its introduction said it all: "Suddenly it's 1940!"

The Silver Arrow is of monumental size, though its fluid body lines create a feeling of lightweight speed. Its powerful V12 produced a top speed of 115 mph. The Buffalo NY manufacturer was struggling from the Great Depression and seeking much-needed attention for its luxury lineup. Its then-exorbitant price of \$10,000 may explain why only five were sold. Pierce-Arrow did not survive the 1930s, but is remembered among the greatest marques of the classic era.

Cars of Carrozzeria Ghia featured class

Three of the most famous 1950s creations from one of Italy's leading auto designers and coach-builders will be featured in a Cars of Carrozzeria Ghia class at the Arizona Concours.

The 1953 Cadillac Series 62 Coupe by Ghia—entered by the Petersen Automotive Museum in Los Angeles—was one of the best-known cars of its day, a gift to actress Rita Hayworth from the wealthiest man in the world, Prince Ali Khan, her husband at the time. One of two Cadillac concepts built by Ghia for the 1953 Paris Auto Salon, Khan saw it and had to have it for his wife.

Chrysler's then-new head of design Virgil Exner turned to Ghia to help shed an image for stodgy automobiles, and the 1954 Plymouth Explorer by Ghia—also from the Petersen Museum—was the result. This exotic dream car would quickly become part of the automaker's design language.



Third is an exotic 1954 Fiat 8V, the only car from Ghia that was not bodied in their familiar Supersonic form and the final example using the jewel-like 2-liter Fiat 8V engine.

Other Ghia designs will join these, honoring the 100th anniversary of the Turin design house. ■

Arizona Concours tickets and information



To ensure a spacious and enjoyable concours experience at this dramatic location, the organizers have limited the number of tickets sold. Spectators have been urged to purchase tickets early or risk missing this unique event. Check for ticket availability and general information at www.arizonaconcours.com.

Concours merchandise

A selection of men's and women's Arizona Concours d'Elegance hats, shirts and jackets can be purchased at www.arizonaconcours.com. •

BEAUTIFUL TOUGH WEATHER BEAUTIFUL TOUGH SORENTO

BY JOE SAGE
PHOTOS BY
GREG JAREM
AND JOE SAGE

A number of factors have turned Kia from a virtual unknown into a king over the past decade and a half. They talk about the Soul as a turning point in brand awareness. Another quiet giant has been the Kia Sorento.

Introduced in 2002 as a body-on-frame midsize SUV, the Sorento for 2016 enters its third generation. (We drove it in late 2014, but it goes on sale after January 2, 2015, as a 2016 model.) The second generation came in the immediate wake of the Soul, changing to unibody construction, incorporating its own version of the distinctive tiger nose grille, and modernizing inside and out. This lasted for six or seven years, with just one more mild, evolutionary refresh along the way—a wise move on something this successfully conceived and popularly received.

Evolutionary wisdom is apparent here, too, as the 2016 Sorento carries DNA and styling cues from its forebear, in a completely new, restyled and reengineered vehicle that is a bit longer, a hair higher and introduces seven-passenger seating.

Sorento is actually a not-so-quiet giant. Anecdotally, we notice how often we are in traffic behind two or three at a time. Statistically, this is borne out by US sales of over 100,000 in each of the past five years.

Sorento was, in fact, the first Kia model to sell over 100,000 in a year (which Optima and Soul now also do). It was also the first Kia manufactured in the US (in West Point, Georgia, where the Optima is now also built). The all-American Sorento was also the first Kia to be featured in a Super Bowl ad (“Space Babies” was the humorous launch of the campaign in which Kia

Sorento “has an answer for everything”).

Take all that as baseline. Customer satisfaction and build quality ratings confirm that Kia has now fully arrived. We flew to Reno and headed to Lake Tahoe, to confirm it all behind the wheel of the 2016 Kia Sorento. Here, executive VP of sales and marketing Michael Sprague described a new dawn. “We are a brand new brand,” he told us. “Kia’s next era is underway.”

Kia is after Jeep Grand Cherokee buyers, but even leapfrogging that goal, by creating a seven-passenger capacity in its V6 Sorento (and optionally on a four-cylinder LX).

The V6 is noteworthy for its new passenger count, but other big news for 2016 is a 2.0-liter four-cylinder turbo, available as an EX or top-trim SX-Limited. And a tough choice this may make (though it’s

the kind of “tough” win-win choice you will welcome). The slightly less expensive four-cylinder turbo actually out-torques the V6, at 260 lb-ft versus 252. However, the V6 has more towing capacity (5000 lbs on AWD models)—and has those seven seats. The price differential between turbo four and V6 is small (see chart), so if you have a big head count or a lot to tow, and want top trim features, an SX-Limited turbo for \$1400 more is pretty much a win-win. For the EX, a \$600 difference is close to negligible, though the turbo has slight power and weight advantages, if you don’t have the passengers or the towing needs.

On our drive, it was hard to tell the difference between the engines, due to the weatherman, not the Kia engineers—we had high winds, torrential rain and blowing snow. (The winds were so high, a forecast two feet of snow did not accumulate, but rather blew straight to Kansas, we guess.) Weather had reduced the



2016 KIA SORENTO

KIA SORENTO L, LX

ENGINE	2.4L 4-cyl
HORSEPOWER/TORQUE.....	185 hp / 178 lb-ft
SEATING CAPACITY	5-passenger (7 avail on LX)
BASE PRICE L (FWD)	\$24,900
LX (FWD).....	\$26,200
+AWD (n/a on L).....	add \$1800

KIA SORENTO EX, SX-Limited

ENGINE.....	2.0L 4-cyl turbo
HORSEPOWER/TORQUE.....	240 hp / 260 lb-ft
SEATING CAPACITY	5-passenger
BASE PRICE EX (FWD)	\$31,100
SX-Limited (FWD).....	\$39,900
+AWD	add \$1800

KIA SORENTO LX V6, EX V6, SX V6, SX-Limited V6

ENGINE.....	3.3L V6
HORSEPOWER/TORQUE.....	290 hp / 252 lb-ft
SEATING CAPACITY	7-passenger
BASE PRICE LX V6 (FWD)	\$28,300
EX V6 (FWD)	\$31,700
SX V6 (FWD).....	\$37,900
SX-Limited V6 (FWD)	\$41,300
+AWD	add \$1800

TRANSMISSION.....	6-spd electronic auto w Sportmatic
FUEL CAPACITY/OCTANE	18.8 gal / 87 regular gas
STEERING	Motor-driven power steering
TURNING CIRCLE	FWD 36.2 ft / AWD 36.4 ft
TOWING CAPACITY	2.4L (L, LX): 2000 lb
.....	2.0L turbo (EX, SX-Lim): 3500 lb
.....	3.3L V6: 3500 FWD / 5000 lb AWD



At \$1800, we would opt for all-wheel-drive without hesitation. The 2016 Sorento’s new intelligent system brags near-zero lag time from a perceived condition to implementation. Torque vector control, which combines imperceptible braking with judicious application of the AWD system, also minimizes or eliminates any on-road surprises. Our drive was in every possible highly challenging condition, with zero disquieting moments.

Everything from body rigidity to underbody aerodynamics gave us a very quiet and luxurious ride. But if you want to drown out all this quiet, you have a Kia hallmark—630-watt 12-speaker audio from Infinity, always top-flight and at a reasonable price. This system includes Harman’s remarkable new Clari-Fi digital music reconstruction feature, which uses algorithms to recreate richness of sound lost in music compression, extremely welcome and commendable after a decade of listening to MP3.



Keith Martin's

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finer points of drivetrain comparison, although we know from other Kia models we've driven that it's just as you would expect—they are both smooth and solid, and power is about equal, with a little quicker curve from the turbo.

Formal fuel mileage figures have not been released yet, though we expect all engines to score well. Preliminary figures put the base 2.4L at 29 MPG highway and 25 combined; the 2.0L turbo at 27 MPG highway and 23 combined; and the V6 at 21 MPG combined.

Drive mode select offers sport, normal and eco settings, each of which gave us fine results, though we didn't spend much time in eco, in these conditions.

We love it when weather takes a turn for the worse on these trips, since it's so often same-same, perfect-perfect back home in Arizona. Sometimes this can get us into "be careful what you wished for" territory, but not with these wheels under our feet. The 2016 Kia Sorento provided us with a cozy, safe, comfortable and fully-featured cocoon, welcome on a nasty day in the high country. Typhoons raged outside, but we had solid grip, smooth control and clear visibility at all times—all equally welcome on errands around town.

Interior visibility is excellent even as Sorento design evolution includes a higher body-to-glass ratio, for a more rugged look and feel, emphasized by a power bulge rising from the headlights and running through smooth but strong contours to a high cowl point at the A-pillars.

One reason for the secure feeling inside is increased aerodynamics, with a .33 Cd owed in no small part to weather-quieting underbody treatments. Another is wide-ranging attention to the interior, adding premium textures and soft-touch surfaces throughout—even a fully-carpeted cargo area right up onto the wheel wells. Still another is the Sorento's increased use of high-strength steel—more than double that of the prior—resulting in a 14 percent increase in total rigidity.

The new Sorento's rear seats fold flat, one method being a simple lever in the rear cargo area. That cargo area can be accessed via a next-gen intelligent power liftgate, which responds to your behaviors and needs based on an algorithm of time and distance, not just for example awkward wiggles of your foot, as with some.

The new Sorento sees itself as taking on not just the Grand Cherokee, but such variety as the Nissan Murano or Subaru Outback. This underscores the third row dividend of Sorento's new seven-seat layout, in a vehicle that—in everything from price to visual perception—is intended to compete in the minds of these vehicles' buyers. And Sorento's tow capacities—up to 5000 lb—are hard to beat, except by the five-seat Jeep Grand Cherokee.

A lot of the new 2016 Kia Sorento's styling language was forecast in the Cross GT concept at the Chicago show just a year and a half ago (see sidebar). We love it when a concept that strong soon sees the light of day, as it has here. ■



The 2016 Kia Sorento draws heavily from the very recent Cross GT concept revealed at the Chicago show in spring 2013. The production vehicle's tow capacity, up to 5000 pounds (V6, AWD) gives it a significant competitive advantage. Increased interior volume brings the Sorento up to seven-passenger seating and/or creates storage space galore. The interior has been completely redone in terms of style, finish and function.



FUNDAMENTAL

SOLID HERITAGE AT THE CORE OF A WELL EXECUTED UPDATE

By Joe Sage

We've been watching the group now known as FCA US LLC "reenergize" its lineups for a few years now. So effective has this been, it's hard to believe how much change is so recent. Dodge, Ram and Jeep have been on a tear, and sales of all three are leading the industry. Fiat and Alfa Romeo have also joined the party. Chrysler's lineup is simple: large car, midsize car, minivan. Last year came an entirely new midsize Chrysler 200, based on an Alfa Romeo platform. The 200 had had a nameplate, prior, but not a lot of presence. Everything about the new 200 was transformative.

The Chrysler 300, on the other hand—a big rear-drive American sedan, bearing a nameplate with enviable heritage spanning 60 years—was all new in 2005 and has had strong presence since the day it was born.

The 300 was refreshed in 2011, with a resculpted body and tech upgrades, but significantly kept the essence of the original. No need to be transformative: its fundamentals were already sound. We still tend to distinguish gen two mostly by its grille (which we still think had less impact than the original eggcrate). The gen-two Chrysler 300 (which visually had a fair amount in common with the less popular 200) gave the brand a 49 percent sales bump and 2.5 percent market share.

A new model can sometimes seem a

shocking departure the first time you see it, only to soon seem so mainstream its predecessor looks suddenly quite dated. The Chrysler 300 has never taken the shock route, sticking with essence and evolution. Nonetheless, the third-generation redo for 2015 gives us a different twist on the above. The second-gen had made us miss the first. Not so, this time. Overall, changes are again subtle and evolutionary, but everything is so visually well balanced, we now finally and fully find the oldest version dated. Bulls-eye.

The new Chrysler 200 has been a rapid success story, with sales 30 percent higher than the previous 200 plus discontinued Dodge Avenger combined. Sales have topped those of Chevy Malibu, VW Passat and Kia Optima, "but we have lots yet to do," says Chrysler president and CEO Al Gardner. His goal with the Chrysler 300: to deliver "pure American mainstream."

And that, they do. We appreciate a big American sedan—anyone six feet tall and up is likely to. And the huge popularity of

full-size SUVs for everyone soccer-mom-size and up suggests that everyone is just as likely to appreciate this package.

The 2015 Chrysler 300's styling evolution is most immediately noticeable via a 33 percent larger grille, where front and center, we find the Chrysler wing, proud and prominent. All sheetmetal is new—cleaner, bolder and crisper in the rear.

The new Chrysler 300 largely follows the model scheme system of the 200 (minus its lowest end and adding one at the higher end), with 300 Limited, 300S, 300C and 300C Platinum models. These are available variously with either a 3.6-liter Pentastar V6 or a 5.7-liter HEMI V8 and with rear-wheel drive plus optional all-wheel drive with the V6. All have a new 8-speed automatic (marking the first time this has been combined with a V8). Power and economy stats are strong: the HEMI model has the same horsepower as before, but gains one MPG, while the V6 hits 31 MPG while delivering just under 300 hp—or a full 300 hp in the uptuned, sporty 300S model.

Recognizable though the overall 300 image may be, the changes are many. Once your eye starts traveling the power bulges, wheel arches, the mobius strip of a new front fascia, the recesses of the lights—you can keep busy with quiet appreciation for a lifetime of ownership. Chrome has been reduced considerably, a premium move we welcome.

Interiors get a complete rework, and it's a beauty. The instrument panel is all new, as are the seats. Luxurious materials com-

bine with powerful shapes to reinforce the 300's all-American presence. Think "Chrysler Building" as you look at these seats—strong yet elegant. As in the Jeep Grand Cherokee, Chrysler 300 interiors come in a variety of themes—in Jeep's case named after natural wonders, in the 300's after American cities—from Manhattan and Detroit, to La Jolla and Sausalito.

The center stack's 8.4-inch Uconnect touchscreen (largest in the segment) is augmented by a 7-inch screen in the instrument binnacle—including full nav info—with conventional dials to either side. An accurate and easy-to-use rotary shifter rounds out the driver interface.

The driving experience benefits from traditionally solid road feel via electric power steering, and from a variety of tuned suspensions to suit the flavor of each model and selectable on the fly.

Adaptive cruise control and forward collision systems allow for a warning phase up to a full stop, "in most cases with no impact." In stop-and-go traffic, the cruise will continue within two seconds, or you can hit resume.

The Chrysler 300 over its prior two generations has become increasingly popular over a wider and wider range of demographics. The new model scheme—with prices ranging over about a 40 percent spread—promises something for anybody and everybody. No matter how often you've seen the prior generations of the highly popular Chrysler 300 in traffic, you will surely have your head turned by the new one. ■

The lead photo and the rear three-quarter on facing page are the Chrysler 300C Platinum. The interior and front shot on facing page are the Chrysler 300S.

For more on the new Chrysler 300 lineup, see the LA Auto Show section on page 46.



2015 CHRYSLER 300 SPECS

3.6 LITER PENTASTAR V6

STANDARD ON: 300 Limited, 300S, 300C, 300C Platinum (on both RWD and AWD models)
HORSEPOWER/TORQUE292 hp / 300 lb-ft
FUEL87 octane regular
MPG19/31 (city/hwy) (RWD)18/27 (city/hwy) (AWD)

5.7 LITER HEMI® V8

(with 4-cylinder mode fuel saver tech)
OPTIONAL ON: 300S, 300C and 300C Platinum (RWD)
HORSEPOWER/TORQUE363 hp / 394 lb-ft
FUEL87 oct ok / 89 oct rec
MPG16/25 (city/hwy) (RWD)

TRANSMISSION8-spd auto (AutoStick optional on some models)

TRANSFER CASE (AWD): Active, fully variable split front/rear, w/ front axle disconnect

STEERINGElectric power steering

FUEL CAPACITY18.5 gal

CURB WEIGHT4029-4326 lb

TOW CAPACITY1000 lb

SUSPENSION: 300 Limited, 300C RWD: ...Comfort-tuned 300S (RWD):Sport-tuned 300C Platinum RWD:Touring-tuned AWD models:AWD Touring-tuned

TIRES/WHEELS: 300 Limited:215/65-17 300C (RWD):225/60-18 300 Limited, 300S 300C and 300C Platinum AWD:235/55-19 300S, 300C Platinum RWD and optional on 300C RWD:245/45-20

BRAKES: **TOURING (RWD)**12.6 vent F / 12.6 solid R **SPORT (AWD)**13.6 vent F / 12.6 solid R **FINAL ASSEMBLY**Brampton, Ontario

PRICING
 2015 CHRYSLER 300 LIMITED\$31,395
 2015 CHRYSLER 300S\$34,895
 2015 CHRYSLER 300C\$37,895
 2015 CHRYSLER 300C PLATINUM\$42,395
 All-wheel drive as avail/any+\$2,500
 DESTINATION CHARGE\$995

AND NOW WE ARE A FAMILY

Ram ProMaster City adds dimension to van group

STORY AND PHOTOS BY JOE SAGE

You may have noticed a lot of vans in the news lately. And you are most likely starting to notice a whole new breed on the roads. Fading away are burly Econolines, being replaced by sleek European vans.

There have been Ford (their little Transit Connect, then their big Transit), Nissan (the other way around, big first, then small) and Daimler's

big Sprinter van, formerly a Dodge but now carrying Mercedes-Benz and Freightliner badges (and with a new small Mercedes van coming up).

Trends emerge: both large and small versions of each, for warehouse-to-hub-to-doorstep efficiencies, while reinforcing a push toward long service life combined with vastly improved fuel economy.

Another trend is the growth of the Ram Trucks brand overall. The Ram 1500 EcoDiesel pickup wins awards left and right, and the Ram 3500 claims highest towing capacity. Ram sales were up 28 percent for 2014. In December, Ram pickup sales were up 32 percent, while Ram Trucks overall were up 35 percent (higher than pickups alone, indicating ProMaster's rapid adoption).

Like the Dodge Dart and Chrysler 200, ProMaster vans are a Fiat dividend, based on trucks that are hugely successful worldwide, updated for the US market. Ram Commercial introduced the larger ProMaster vans last year (see our Jan-Feb 2014 issue). Now, we meet their smaller partner: the Ram ProMaster City van lineup.

Both draw directly from Fiat Professional, which has well over a century's experience in the field, providing an immediate jumpstart to Ram's big new push into the US van market.

The big ProMaster vans are derived from the front-wheel-drive Fiat Ducato, which has sold 4.5 million vans globally, with 2 million

still on the road. The bigger van brags best-in-class payload, cargo width and height and fuel efficiency (gas or diesel). It has 18,500-mile oil change intervals and easy step-in height.

Smaller new ProMaster City vans are derived from the front-wheel-drive Fiat Doblò, twice voted International Van of the Year by a jury from 19 countries. The US version picks up its own face (to our eye, echoing some elements of Dodge cars).

The demanding Class 1 small commercial van segment is shopped by buyers looking at purchase price, total cost of ownership over the vehicle's service life, competitive cargo space and payload, and features that provide functional versatility combined with quality and dependability.

Ram ProMaster City tackles these starting with price: the small cargo van starts at just \$23,130.

It claims best in class interior volume (131.7 cubic feet) and width between wheel wells (48.4 inches), able to carry 4-foot-wide cargo with a bit left over—great for building materials or pallet loads. Those loads can equal 1883 pounds, another best in class claim. The standard cargo interior includes 1000-pound tie-downs, and a wide range of interior upfits are available through Mopar.

The whole package is torture tested to harsh North American standards. Ride height has been increased for our rougher roads, yet the van maintains an extremely low step-in height (21.5 inches rear, 18.8 inches side). Its unibody chassis and anchor points have also been beefed up.

To walk the talk, Ram put us behind the wheel of the ProMaster City on the outskirts of Austin,

Our Ram ProMaster City van torture course at Troublemaker Studios outside Austin started with tight turns, sudden swerves, brutally harsh surface hazards and a tight loop to show off its remarkable 32-foot turning circle (a MINI's is 35.4 feet). Next was one of the most dramatic: crisis braking with an extremely slick surface under our left wheels, dry under our right—in which the van stopped quickly while remaining utterly straight, even with a load. A heavy rain chamber was followed by one more steering test on a sudden decreasing radius turn. The whole thing wrapped up with tight industrial space squeezes and loading dock maneuvers.

Texas, not only for some open road and suburban grid maneuvers, but also on a dedicated course they had built on the grounds of Troublemaker Studios. (This was a fascinating stop in its own right, as the source of such classics as co-owner Robert Rodriguez's *Machete*—that film's highly recognizable though unrecognizably modified rusty-armored El Camino sits out front—while props from *Spy Kids* and other well-known productions are inside.) This funky postmodern industrial location was perfect for getting rough with our little 21st century workhorse (see photo and caption, above, for a once-over on what we subjected the vans to). They thrived on the abuse.

A passenger version is also available, starting at \$24,130. Its second row has a fold-and-tumble feature for maximized volume; it will also have a mesh divider available, making it great for pets. Sliding side doors latch open, reliable even on hills (while competitors generally rely on friction).

Rear doors open to 90 degrees with a detent, then can open to 180 degrees. A clever touch is a 60/40 split on the doors, left/right. This gives full-width access to a load, while a wider door toward traffic protects a larger safe path to curbside.

In Europe, the Fiat has a choice of 1.4L gasoline or 2.0L diesel engines, with a manual trans-



mission available. In the US, the ProMaster City comes with Ram's proven 2.4L Tigershark four-cylinder gasoline engine, which at 178 hp and 174 lb-ft outpowers segment competitors. It is another recipient of FCA's amazing 9-speed automatic. Fuel mileage is 21/29/24 MPG (city/hwy/comb).

The engine is built in Michigan. The van is built in Turkey and upfitted in Baltimore. Powertrain warranty is five years or 100,000 miles. ■



Lower photos [2] courtesy Barrett-Jackson; top photo: Arizona Driver Magazine



Barrett-Jackson

44th Annual Collector Car Auction Event : Saturday, January 10 - Sunday, January 18, 2015
WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

Last year, Barrett-Jackson had the most successful auction in its history, with sales over \$113 million, as they sold 1399 cars to the delight of some 300,000 attendees. A whopping 14 vehicles were sold for the benefit of local and national charities. The auction was held for the first time at an all-new facility, still at Westworld of Scottsdale—a facility that included hundreds of exhibitors and non-stop entertainment. For 2015, an advance purchase All-Week Pass is \$100 for an adult, \$75 for senior, military or student with ID (gate prices are \$175 and \$125 respectively). Daily tickets are available, with prices varying day to day, as well as full day to evening, from \$5 to \$40 per single day, advance purchase (or \$8 to \$60 at the gate), with special rates for seniors, military, students and kids. ▼ Barrett-Jackson hosts annual auctions in Scottsdale, Palm Beach, Reno/Lake Tahoe, and Las Vegas.

▼ www.barrett-jackson.com

▼ SOMETHING TO KEEP AN EYE ON:

Lot #2524 2007 Ford Shelby GT500 Super Snake Prudhomme Edition: Racing legends Carroll Shelby and Don "The Snake" Prudhomme joined forces to build the ultimate street legal dragster. Only 100 were offered by Shelby Autos, and this is CSM #0001C, the concept used to launch the program. The two icons unveiled it in person during a reception at the Wally Parks NHRA Motorsports Museum in February 2009. The concept car has a 5.4L supercharged engine (800 hp on race fuel or 750 hp on 93-octane pump gas), a Kenne Belle modified air intake in the tilt front end, a 5-point impact safety harness, Borla side exhaust, front and rear adjustable BMR racing suspension and drag tires. No reserve.

▼ SOMETHING TO KEEP AN EYE ON:

Lot #2500 1954 Pontiac Bonneville Special Motorama Concept: GM styling director Harley Earl had the idea for a sports racer called a Bonneville Special, while watching world speed records on the Utah Salt Flats. Prior to 1954, no GM car had ever carried the Bonneville name. The team built two Bonneville Specials: a bronze car debuted at the Waldorf in New York, and this green one in Los Angeles. The green car toured dealerships nationwide and is among the best-remembered Motorama cars. Reserve.

Lower photos [2] courtesy of Gooding & Co.; top photo: Arizona Driver Magazine



Gooding & Company

8th Annual Scottsdale Auction : Friday-Saturday, January 16-17, 2015 (viewing Weds-Sat, January 14-17)
Fashion Square - 4700 N Scottsdale Rd, corner of E Highland Ave - Scottsdale

Gooding & Company appeals to the top end of the classic car collecting hobby with a focus on "best-of-category" vehicles. General admission to the viewing and auction is \$40 per person. An auction catalog for \$100 admits two to the viewing and auction. Children under 12 attend for free. For bidders, \$200 includes a catalog, admission for two to the viewing and auction with reserved seats (as available). Over the past seven years, Gooding has consistently achieved the highest individual sale of the Scottsdale auction week, except for last year, when their \$6-million-plus top sale was edged out by RM's \$8-million-plus top sale. Total sales for Scottsdale 2014 hit \$49,461,550, with a total of thirteen sales hitting seven figures. ▼ Gooding & Company is the official auction of the Pebble Beach Concours and has an auction during Amelia Island.

▼ www.goodingco.com

▼ SOMETHING TO KEEP AN EYE ON:

1960 Alfa Romeo Giulietta SZ: Coachwork by Zagato, Chassis Number AR10126.00043. One of only 200 of these factory-sanctioned race cars ever built, this unrestored time capsule is virtually untouched since the mid-'60s. Its extensive competition history includes the Targa Florio, Coppa Gallenga Hillclimb, Four Hours of Pescara, Tour de France, Coppa D'Autunno Monza and more, in the early 1960s. The car reemerged to win First in Class at the Park Concours in Lime Rock this past September. Beneath the beautiful Zagato coachwork is a 1290cc DOHC engine with twin Webers, delivering 100 hp to a 5-speed manual gearbox and 4-wheel finned aluminum drum brakes. Estimate: \$600,000-\$800,000.

▼ SOMETHING TO KEEP AN EYE ON:

1967 Chevrolet Yenko Super Camaro: Yenko No. YS-725, Chassis No. 124377N241474. This is one of about 54 originals and comes with its original Yenko inventory sheets. Restored by Camaro Specialists, the car has an OHV 427 V8 with single Holley 4-barrel and generates 450 hp, running through a 4-speed Muncie M-21 close-ratio manual. Four-wheel metallic power discs, front independent heavy-duty suspension with coil springs, and live rear axle with semi-elliptical leaf springs round out the vehicle. Estimate: \$425,000-\$525,000. •

Lower photos [2] courtesy Bonhams; top photo: Arizona Driver Magazine



Bonhams

4th Annual Scottsdale Auction : Thursday, January 15, 2015 (viewing Tuesday-Thursday, January 13-15)
Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

Bonhams Scottsdale Auction returns to the Westin Kierland Resort & Spa for its fourth year. Last year, roughly 100 lots of automobilia and 100 lots of vehicles sold at Bonhams—five vehicles in the seven-figure range. Top was a 1951 Ferrari 212 Export Berlinetta at \$3,190,000, with an ex-Bill Harrah 1910 Thomas Flyer Model 6-40 Touring at \$275,000; and the only Fioni et Falaschi-bodied Bentley ever, a 1947 Bentley MK VI Coupe, at \$605,000. Affordable sales also happen, as Bonhams is newest among our high-strata auctions. A 1960 MGA 1600 Roadster sold for just \$24,200, and a 1948 Fiat 500B Topolino Cabriolet for just \$18,700 (perhaps impacted by following the exciting sale of a \$3.08 million Zagato Alfa). The Bonhams catalog, including entry, is \$330 (domestic delivery). ▼ Bonhams—since 1793—hosts a wide variety of auctions of many types, worldwide, throughout the year.

▼ www.bonhams.com

▼ SOMETHING TO KEEP AN EYE ON:

1949 Automobile Shippers Special Offenhauser: This AAA Championship Indianapolis Racing Single-Seater, Engine no. 56, will be offered on a Bill of Sale. More information will be available closer to auction date.

▼ SOMETHING TO KEEP AN EYE ON:

1966 Ferrari 275 GTB Competizione: Delivered new to legendary race team Scuderia Filipinetti of Geneva, chassis number 09079 is the eleventh (and one of the most prominent and successful) of just twelve built. This rare, matching-numbers Ferrari Classiche-certified car competed three times consecutively at Le Mans (1967, 1968 and 1969), winning the GT class its first year. In 1969, it won the Spa-Francorchamps GT class, then went on to win its class at Imola. With a lighter and stronger chassis than the standard 275, the Competizione cars, or GTB/C, were given twin saddle-mounted alloy fuel tanks with quick-access exterior fuel and oil filler caps, all wrapped in an ultra-thin alloy body. Its Tipo 213 Competition motor, developed from the Ferrari factory team racer of the previous year, was placed lower and farther back, for nearly perfect weight distribution. Authentic, pedigreed, historic and gorgeous, the highly useable 09079 is truly a car of international importance and represents a rare opportunity for interested buyers. •

Lower photos [2] courtesy of RM Auctions; top photo: Arizona Driver Magazine



RM Auctions

16th Annual Automobiles of Arizona : Thurs-Fri, January 15-16, 2015 (preview Weds-Fri, January 14-16)
Arizona Biltmore - N 24th St and E Camelback Rd - Phoenix

For 2015, RM Auctions will run a two-day Arizona sale again. Last year, they achieved \$45,563,450 million in sales, with ten vehicles at seven figures and a couple of new auction records set. A highly prized 1958 Ferrari 250 GT LWB California Spider by Scaglietti was their headliner, one of only 50 built, with matching numbers and high provenance, and it sold for \$8,800,000—a new record for the Arizona auctions. Several other Ferrari sales also hit seven figures, and records were set for individual models from Bentley, Mercedes-Benz and even a 1986 Toyota Celica IMSA GTO at \$242,000. The official auction catalog admits two to the preview, for \$40. The auction is limited to bidders and consignors only. Bidder registration includes the catalog and admission for two to the preview and auction. ▼ RM Auctions is the official auction of Amelia Island Concours and hosts auctions worldwide.

▼ www.rmauctions.com

▼ SOMETHING TO KEEP AN EYE ON:

1966 Ferrari 275 GTB by Scaglietti: Chassis no. 08603, Engine no. 08603. The 275 GTB was designed and developed under Enzo Ferrari, along with a GTS drop-top. It has gorgeous bodywork, with a number of mechanical improvements to boost performance in Ferrari's best grand-tourer to that point. One of about 58 long-nose, torque-tube, triple-carburetor, steel-bodied examples, the 275 GTB has a 280-hp 33L V12 with triple dual-choke Webers, 5-speed manual transaxle, four-wheel independent suspension and four-wheel disc brakes.

▼ SOMETHING TO KEEP AN EYE ON:

1984 Audi Sport Quattro: Group B was added to WRC in 1982 as the industry moved from rear- to front-drive cars, and quickly took seven victories. Quattro had debuted in the Audi 80-based Quattro Coupe in 1980, and the new third race class allowed Audi to compete with its new all-wheel-drive system on varied rally stage surfaces. Quattro quickly came to define the brand, and homologation rules meant only 200 road-going examples were needed for public sale. With 302-hp 2133cc 20-valve inline 5-cylinder turbo and 5-speed manual, the car was a game changer. Just 8300 km since new. •



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Lower photos [2] courtesy Russo and Steele; top photo: Arizona Driver Magazine



Lower photos [2] courtesy Silver Auctions; top photo: Arizona Driver Magazine

Russo and Steele

15th Annual Sports & Muscle in Scottsdale : Wednesday-Sunday, January 14-18, 2015
N Scottsdale Rd and E Mayo Blvd at AZ Loop 101 - Scottsdale

Phoenix-based Russo and Steele specializes in European sports, American muscle, hot rods and customs, presented in a signature "auction in the round" format. The five-day 2014 event had record attendance, estimated at 35 percent higher than the previous year. Over \$21 million in sales had a sell-through rate approaching 70 percent. One of Lamborghini's very first road cars, the 350 GT, set a record at \$742,630. Another world record was set with a 1963 Pontiac Tempest Le Mans Super Duty drag racing car, at \$335,630. Russo's week also includes a charity gala, memorabilia auction, seminars and panel discussions. General admission is \$20 for one day, \$55 for three days or \$80 for five days. Bidder registration is \$200. ▼ Russo and Steele hosts annual auctions in Scottsdale, Newport Beach, Monterey and Las Vegas. ▼ www.russoandsteele.com

▼ **SOMETHING TO KEEP AN EYE ON:**
1957 Porsche 356 Speedster: Originally offered as a lower cost model specific to the US, the Porsche 356 Speedster is now considered one of the most beautiful and sought-after production Porsches of all time. Then-sole US importer Max Hoffman believed a raw, open-top version of the 356 would be a hit in the US. With its low profile, racing-inspired removable windshield, bucket seats and minimal soft top, the Speedster became an instant object of desire. One of about 1,171 Speedsters produced in 1957, this Ivory over red example continues to prove just how correct he was.

▼ **SOMETHING TO KEEP AN EYE ON:**
1959 Echidna Chassis #2 "The Grierson Car" Class "CM" Sports Racer: During the Golden Age of sports car racing in the US, the 1950s, one of the most competitive and important American race car specials was the Echidna. Conceived, designed and built by Ed Grierson, Bill Larson, and John Staver of Hibbing, Minnesota, they beat many of the era's best—Jaguar D-Types, Lister-Jaguars and Corvettes, Ferrari 750 and 860 Monzas, Mondials and Testa Rossas, and the Maserati 450S. Echidnas—just three in all—ruled SCCA C- and B-Modified competition. Echidna number 2 is powered by a hot small-block Chevy with Rochester fuel-injection and T-10 four-speed. •

Silver Auctions

18th Annual Arizona in January Auction : Friday-Saturday, January 15-17, 2015
We-Ko-Pa Resort at Fort McDowell Casino - Arizona 87 Beeline Highway, north of Fountain Hills

Silver Auction grows yearly as an event where you can comfortably buy and sell—real cars and real deals. While the average at most of the auctions is well into six figures, at Silver it's \$15,000 or so. The highest sale at Silver last January was a 1972 Jaguar E-Type Series III, at \$75,000. Forty-two cars sold in the \$20,000s, forty-six in the teens, and eighty-two under \$10,000. A 1995 Oldsmobile VistaCruiser wagon went for just \$1600. Some 60 percent of the 325-plus cars that crossed the block sold, and those 190 totaled just over \$3 million. If you want a something-for-every-budget event, and to buy something you can drive, attend Silver as a bidder, and see what you like. Head there with \$5000 or \$50,000 in your pocket and come out as a happy new owner. Admission is \$20, and children under 12 attend for free. ▼ Silver Auctions has three annual events in Arizona and several in the Northwest. ▼ www.silverauctions.com

▼ **SOMETHING TO KEEP AN EYE ON:**
Lot # 314: 1952 Mercury Monterey convertible in Vassar Yellow over burgundy/black: This is one of just 49 such cars believed still existing. A full frame-off restoration was done to documented standard, and it has been driven just 1000 miles since then. Everything works. Its 255-hp, 255 cu.in. flathead V8 occupies a meticulously detailed engine bay. The car has a 2-speed automatic, power brakes, power windows, radio, driving lights, wide whitewalls, locking gas cap and fender skirts. This is a blue chip investment you can drive and enjoy.

▼ **SOMETHING TO KEEP AN EYE ON:**
Lot # 458: 1967 Chevrolet Chevelle SS: This car's frame-off restoration included all new springs, tie rods and bushings, every nut and bolt. The numbers-matching 396/325hp V8, turbo 400 transmission and rear end were completely overhauled. The car has the bench seat option, air conditioning with a new compressor, rare factory power disc brakes, power steering and the factory sport wheel. Five new Firestone red lines are installed. The car's original maroon-over-gold color combination is a rare one. This SS was painted ten years ago and has been driven less than 300 miles since its restoration. Built in California, this is a third-owner Arizona car, spotless down to its powder-coated undercarriage. ■

THREE TONS OF SERENITY BY JOE SAGE

We quickly learned that the general public is hard pressed to discuss this car without touching on its price, and hard pressed to complete their sentence without including the word “house.”

Everything about the Rolls-Royce Ghost is substantial—its image, its road presence, its price, and whereas it does not literally quite hit a full three tons, its weight (5556 pounds, thus passing that threshold when its sumptuous seats are occupied).

These are all good things. The Rolls-Royce mystique needs no introduction.

Substantial road presence makes for a great

image but also a great ride. And you know what they say about price: if you have to ask, you can’t afford it. Truth is, those who can afford it are perfectly happy to have something most people cannot.

With Phantom prices starting at about \$400,000 (and passing half a million with options), Rolls-Royce does know who its customers are. But the Ghost is an entry level vehicle in the super-luxury segment, at a starting price of roughly \$250,000.

Also in the relative budget segment is the Rolls-Royce Wraith, a two-door (rear-hinged) fastback coupe intended to take on the Bentley Continental GT, more likely to be owned as a true driver’s car. We drove it last year and found it to be a bit

of a handful on city streets, but smooth and dreamy on open two-lane highways.

With the Ghost Series II, Rolls-Royce brings a sedan to market at about \$25,000 less than the Wraith. As a four-door, with both regular and long-wheelbase models, it can even make the option of chauffeur-driven decadence more affordable.

We enter the realm. Newly engineered seats have electronically adjustable thigh supports in front and lounge seats in the rear, which along with a wide range of motion also pivot toward each other, all the better to conduct intimate business. Seats are heated; massage is an option. Natural grain leather, chrome, brushed metals and exotic wood veneers abound. (Note that in the bright Arizona sun, some chrome, glass, brushed aluminum and even dark but high-gloss wood elements seemed

aimed at the driver, blinding us at times.)

Within its English grace, the Ghost includes high technology: one-touch calling and voice-activated navigation (with suggestions and recommendations from the system), onboard WiFi and email, video-conferencing, TV news and more. Functions are accessible via a rotary controller or a huge 10-1/4" high-definition screen.

The Britishness comes through even under BMW’s German ownership. We had fun sharing traffic with a MINI, also a British-blooded BMW product now, certainly a different flavor from this.

The serenity factor is more than just a marketing pitch—it’s pretty much guaranteed to work. With this Rolls-Royce’s 565-hp V12 under our feet and at our fingertips, the mood overtakes the driver—the kind where being king of the road does not require you to be Atilla the Hun (as many other road kings seem to play the game). The luxury this car provides automatically supplies the mood. We found ourselves surprisingly relaxed, whether at top highway speeds or stuck in maximum rush hour crush.

These luxurious feelings may even trump reality. For example, our logbook at one point noted an “incredibly tight turning circle” (a subjective notation, not an actual measurement). In point of fact,

the Ghost’s turning circle is 44 feet (SWB, or 45.9 feet LWB)—about the same as a big Sprinter Van and about eight feet more than a seven-passenger Dodge Durango. But if perceived experience is better than reality in today’s hectic world, that may not be all bad.

Handling put us on cloud nine. The car feels solid—a magic carpet ride not so much cushy and fluffy, as just smooth and effortless. The car feels strong and substantial, as well it should. Its steering stood out from the masses—“95 percent good,” per our notes—which can be attributed to new steering gear and adjusted dampers, delivering very little quirkiness, but instead accurate results through graceful or aggressive sweeping turns.

If your correspondent were a Silicon Valley titan of tech, with all the money in the world, and this were our car, and we took a second look at it as we left it in the parking lot, would we be glad we owned it? Of course we would. You might wonder how anyone could justify this expense on one car. But once you cross that threshold, it’s not hard to see how such a car could quickly become a part of you. If not life-changing, it would certainly be life-affirming and life-confirming. It’s easy to see how someone could get quite attached to their own Rolls-Royce. ■

SPECIFICATIONS

ENGINE.....6.6L 48-valve twin turbo V12
TRANSMISSIONsatellite-aided 8-spd auto
DRIVETRAINRWD
POWER/TORQUE563 hp / 575 lb-ft
WHEELSstandard 19-in, optional 21-in
LENGTH.....(SWB) 17 ft 9 in / (LWB) 18ft 3 in
TURNING CIRCLE...(SWB) 44 ft / (LWB) 45.9 ft
WEIGHT.....(SWB) 5445 lb / (LWB) 5556 lb
MPG13/20 (city/hwy)

INCLUDED: Each feature of the car could warrant its own dedicated brochure. Two examples:

AUDIO: Eighteen individually-tuned speakers, with both theater and studio settings, are conceived to deliver a pure “larger than life” sensation. Two bass speakers located in the trunk complement seven speakers meticulously placed throughout the cabin. Two “exciter” speakers in the roof-lining bring the sound to occupants’ ear level, promising a completely unique listening sensation.

SATELLITE AIDED TRANSMISSION utilizes GPS data to allow the car to see beyond what the driver sees, anticipating your next move based on location and driving style. It uses this information to select the most appropriate gear from the Ghost Series II’s 8-speed ZF gearbox to ensure the driver is able to appropriately exploit the power from the Rolls-Royce 6.6 liter twin-turbo V12, ensuring an effortless and seamless drive experience. For example, when approaching a sweeping bend, the car will predict how you wish to drive through it. When the driver lifts the accelerator, it will hold the lower gear to ensure maximum power is available on accelerating through the exit of a corner.

BASE PRICE.....± \$250,000-265,000
OPTIONS/DEST/TOTAL.....info not provided



As we gaze out across the long, tall, broad hood of the Rolls-Royce Ghost, we see the Spirit of Ecstasy poised at its tip. This legendary mascot has graced the brand for a century. Ecstasy is an appropriate mood, given the price of entry, but serenity is the one we keep coming back to.



The handsome and sporty red natural grain leather interior of our Rolls-Royce Ghost Series II, despite the car’s appropriateness for a luxurious chauffeur-driven rear seat experience, says “drive me.” And we did.

The car’s 17.3-cu-ft trunk looks huge, but is actually only eight-tenths of a cubic foot larger than that in the Dodge Charger elsewhere in this issue. Nonetheless, you are unlikely to ever feel cramped in this car.

Though a Monroney sticker with pricing details was not provided for this car, we did have complete information on the two-door Rolls-Royce Wraith fastback coupe we drove last year. With a base price of \$284,900, that one had quickly run up to a total of \$370,850. We would expect much the same with this.

ROLLS-ROYCE SALES RECORDS

- 4,063 Rolls-Royce cars in 2014 (+12%)
- Fifth consecutive record year
- Highest sales in marque’s 111-year history
- North America is tops, ahead of the Middle East, Europe and China
- US is biggest individual market
- 200 new jobs over the past two years

The midway M By Joe Sage

There are fully nine full-blown M models in the BMW lineup, from the M3 Sedan, up through the M4 Coupe and Convertible, to various 5s and 6s including sport utility X models. M Cars are pricey: an M3 Sedan starts at \$62,000, compared to \$32,950 for a base 3 Series. For 5 Series, the jump is from \$49,950 to \$93,600; for 6 Series, from a pricey base of \$76,100 up to \$111,900 for an M6 (higher for the Gran Coupé or Convertible). You will of course start adding options to any, immediately. The BMW option list remains notoriously complex (see logbook notes on facing page). Add-on packages offer poseur effects, such as Luxury Line, Sport or M Sport options. They are all primarily cosmetic, even that M Sport package (\$3000 on a 228i), which replaces 17-inch wheels with 18s, adds an M Sport steering wheel, sport instrument cluster, anthracite headliner, shadowline exterior trim and an aerodynamic kit. But it has the same base engine, suspension, steering. In other words, a regular three-digit-plus-"i" car with M Sport package might start to look a bit like an M, to the less informed, but will drive like

any three-digit sedan. Or for big bucks and big bucks only, you can drive the real thing (with the cosmetics included, as above and then some). There are parallels to all of this in the Audi and Mercedes-Benz lineups: S-Line options or AMG visuals, as opposed to true S Cars or AMG Cars. Here, though, we have new nomenclature—an "M," yes, but tied directly to traditional three-digit identity—the M235i. A 5 Series with M Sport add-ons is not an M535i, so this must be more than just that. Yet apparently not an M2 Coupe. Partly a specifications question, and seemingly at least partly a philosophical question, this was a head-scratcher. One possible explanation we have theorized is that the BMW 1 Series could never spawn a modern-day M model, since the BMW M1 name belongs to the company's legendary late-'70s midengine production racing car. But there is no 1 Series now, at least here. The pudgy little sedan is gone, and—following suit to the rest of the lineup (with former 3 Series Coupes now 4 Series and so on)—this coupe is a 2 Series. We suspect the company tripped up on the M1

issue at an earlier stage, and their best approach to a solution (perhaps an M135i during development) evolved into what we have here. Or perhaps it is carefully configured to fall short of full M Car stature, to hit a market price point. We have fun speculating, but wonder whether it was necessary. It seems to complicate the lineup. Officially, they clarify it with a new category: the M235i is an "M Performance Automobile." The M235i is an upgraded 2 Series. A BMW 228i Coupe starts for \$11,000 less than the M235i Coupe. (And xDrive versions of both start at \$1800 more than RWD.) About half of what's in a regular 228i's Premium Package option (which at \$4050 includes a moonroof, power seat, lumbar support and ambient lighting) is thrown in, on the M235i, with the balance of the 228i's premium inclusions optional at \$2300. Parts of the 228i's Sport Line package are also thrown in. But, unlike M Sport comparisons in the larger Series, the comparison becomes more meaningful from there. The M235i replaces the 228i's 2-liter 4-cylinder with a 3-liter V6, then includes such performance-gear kit as M-specific chassis tuning, M Adaptive suspension, M Sport Braking, increased top speed limiter, variable sport steer-

ing, Michelin Pilot Super Sports tires and tuned exhaust. Mixed performance/cosmetic touches include an M steering wheel, aero kit and rear spoiler. And a few purely cosmetic reminders include high-gloss black headlight trim, shadowline exterior trim and anthracite headliner. The M235i's 320 horses hit 60 mph in 4.6 seconds, while the 240-hp 228i does it in 5.4 seconds (with 8-speed automatic in both cases, while a 6-speed manual is also available). The 228i weighs about 190 pounds less and achieves higher fuel mileage: 23/36/28 MPG vs 22/32/25 MPG for the M2358 (again, specs for the automatic). It boils down to a more immediate comparison at the less expensive end of the BMW scale. An additional eleven grand gets you a bit quicker car (though the lighter 228i is pretty quick), but considerably higher-spec chassis, steering and even sound effects. If you have the cost difference and the performance spirit, you can probably live without the fuel mileage lost here. You could also spend \$3000 on an M Sport package for the 228i, closing the gap quite a bit (but with four cylinders). Your visible cues will be less than on an M Car, but more than on a regular car with an M Sport package (the M235i has M badges on both doors, M brake calipers, an M235i badge on back—noth-

LOGBOOK NOTES

We like the tuned exhaust. It has a nice hum to it, especially when you first fire it up—no V8, of course, but ballsier than any modified teen tuner.

Two option packages (see sidebar) seem incomplete. Heated seats require another \$700 package. A backup camera requires another \$950 package. Protecting pedestrians is up to you, another \$700.

We noted too many e-oddities in one week, from chimes about nothing, to an unexplained open trunk, to the shifter popping out of gear on its own.

Variable speed steering and a 35.8-foot turning circle gave tight handling, though electric power gave us some torquiness at times. This can be experimented with via dynamic drive electronics.

ing on the grille—plus M badging in the instrument binnacle and such). It's low-key, carefully positioned between just a package or an M Car. This makes it a bit of a sleeper—or midway between a sleeper and a showy M Car—which is often a very enviable way to tackle the public roads in a car with high performance inside. We had a great time driving this hot little M Performance coupe, raising our overall opinion of the whole recent lineup by several notches. But who wouldn't like to at least know the price and specs for an M2? ■

SPECIFICATIONS

ENGINE	.....3.0L TwinPower turbo inline 6
TRANSMISSION	.....8-speed sport automatic
DRIVETRAIN	.....RWD
POWER/TORQUE	.....320 hp / 330 lb-ft
ZERO-TO-60	.....4.6 sec
WHEELS	.....7.5x18 front, 8x12 rear
TURNING CIRCLE	.....35.8 ft
WEIGHT	.....(52.2/47.8 distrib) 3535 lb
FUEL	.....premium fuel, 13.7 gal tank
MPG	.....22/32/25 (city/hwy/comb)
INCLUDED:	3-spoke leather-wrap M wheel, iDrive w 6.5" screen, controller and 8 programmable buttons; keyless start; moonroof; power front seats; fineline wood trim; auto climate; Eco Pro, Comfort, Sport, Sport+ driving dynamics control; variable sport steering; DSC, brake fade compensation, start-off assist, brake drying, brake standby, traction control; 4-wheel vented discs w ABS, DBC, CBC; M Sport brakes; xenon adaptive headlights w auto-level, corona headlight rings, LED accents; BMW eCall for ten years incl.
BASE PRICE	.....\$43,100
MELBOURNE RED METALLIC PAINT	.....550
PREMIUM PACKAGE:	Keyless entry, garage opener, auto-dim mirrors, lumbar support, ambient lighting, satellite radio .....2300
TECH PACKAGE:	Nav, BMW online/apps, real-time traffic info and remote services, enhanced Bluetooth/smartphone.....2150
DESTINATION CHARGE	.....925
TOTAL	.....\$49,025



Built in two worlds

By Joe Sage

The Daimler Trucks facility in Ladson, South Carolina, near Charleston, serves an unusual function in the industry. This is the assembly plant for both Mercedes-Benz and Freightliner Sprinter Vans. "Assembly" is a key word, as the trucks are originally built in Düsseldorf, Germany. To avoid import duties, ill-written into law many decades ago (look up the 1963 "chicken tax" on Wikipedia), the completed trucks are knocked down into separate powertrain and body packages, in Germany, loaded into separate shipping containers (so neither is a "light truck"), then sent across the sea to be reassembled in South Carolina. The whole process costs less than what full-unit import and duties would have been.

We had a comprehensive tour of the assembly plant—all highly proprietary and none of which we can show you. We also had a couple of days of field testing, with road time in the full range of Sprinter Vans—long, short, tall, empty, full—as well as an array of upfitted versions (more than 75 percent of US Sprinters are upfitted; see sidebar). Road testing is fairly routine at such an event. The cabin is engineered for function and comfort. Controls include advanced telematics. No matter how large a version we drove, the Sprinter handled and turned as easily as anything half its size.

Less routine were various torture and thrill sessions, engineered to show off some of the latest (and most exclusive) features of the Sprinter, in which technology smoothly delivers brute force.

We drove a specially built and highly challenging off-road course in the Sprinter with factory four-wheel-drive—a standout among its competition as a factory-built feature. The Sprinter 4x4's electronically-controlled mechanical transfer case system can handle a snowy road, but with huge ground clearance (9 inches under the suspension, 13 inches under the chassis) and steep approach and departure angles, it can also tackle the toughest construction site or backwoods terrain—pretty much anything a heavy contractor's fleet, or FedEx and UPS, might ever encounter.

We tested their electronically controlled and mechanically responsive Crosswind Assist technology against 90-to-100-mph crosswinds generated by talented locals with South Carolina and Florida swamp jet boats. With the feature off, we were hammered; with it on, we only felt a breeze.

A specialty driver took us out in a Sprinter with thousands of pounds of water barrels installed high in the cargo area, driving at high speed through very tight swerves and sudden emergency moves. The outriggers shown at right saved

our hides in the startling system-off run. With Adaptive ESP yaw controls on, balance is maintained through even the most challenging ballet.

Sprinter is available with either of two engines: a 161-hp 2.1-liter 4-cylinder BlueTEC turbodiesel with 7-speed transmission (high 20s MPG), or a 188-hp 3.0-liter V6 BlueTEC turbodiesel with 5-speed powertrain (mid 20s MPG). For sales, each has about a 50 percent take rate.

There are two wheelbases: 144.3 inches and 170.3 inches. There are standard, low, high and super-high roof versions (with as much as seven feet of vertical interior space). Specific combinations of wheelbase, roof height, and passenger, crew or cargo options vary.

A V6 Sprinter 2500 series has a payload capability ranging from roughly 2500 to 3500 pounds, depending on body-chassis configuration. The V6 3500's payload ranges from roughly 4000 to 5500 pounds. With the 4-cylinder diesel, both 2500 and 3500 series payloads are actually a little higher.

You can also get your Sprinter in a surprisingly wide array of 28 paint colors (all with black interior). You might think the three-pointed star will make for a pricey van, but cargo vans range from just \$35,995 base (short wheelbase 2500, standard roof) to \$44,485 (long wheelbase 3500, high roof). Cab-chassis comes in 3500 series only, in either wheelbase at either \$35,310 or \$35,800. Passenger vans range from \$39,995 (short wheelbase, standard roof) to \$46,180 (long, high). Mercedes-Benz and Freightliner badged Sprinter Vans cost exactly the same. ■



The Sprinter Van comes in a variety of flavors, ready for a wide range of applications. But they're not always completely done when they leave the factory. One reason for the Sprinter's success has been its longstanding Preferred Upfitter Program. In fact, fully 75 percent of Sprinter Vans are upfitted. We visited with a few of the upfitters while at the Ladson Plant in South Carolina.

MIDWAY SPECIALTY VEHICLES. John Violi, senior sales executive of Midway (top right) tells us the first Sprinters came through their Elkhart, Indiana facility in 2002. By now they have upfitted 15,000 of them and have opened their own plant in South Carolina, near Daimler's. He had a Peet's Coffee & Tea van on hand, for which they added a side bumper and body wrap, creating a moving billboard. The interior is built to Peet's specs, with shelving engineered to hold some 200 to 300 of their product boxes, while leaving plenty of floor space ("your most valuable space," Violi says). A 12-volt system runs a printer box, plus systems to track orders for efficient loading/unloading in the sequence of their rounds. He also showed us a passenger van, on which they installed custom windows, seats and running boards. "We don't do anything that takes the warranty or the integrity out of the airbags or seatbelts," says Violi. Just visit your dealer, and they can place an order. "It's just like building your own burger," he adds.

MORGAN OLSON marketing manager Kenn Kline was down from headquarters in Sturgis, Michigan, while Sprinter national account manager Scott Ames (center photo), who also handles the full company's southern region, is based in Atlanta. In Michigan, they are famous for manufacturing UPS, FedEx and similar big box trucks—they've made 40,000 UPS trucks since 1946 and are the inventor of the walk-in van. They also have a facility in South Carolina, about a mile and a half down the parkway from Daimler. Once a Sprinter is built, it's transferred to Morgan Olson, where they build boxes on the chassis, then bring the finished truck back to the Daimler plant, who will distribute it out to their dealer network. Their Sprinter work is 100 percent cab-and-chassis to box truck. Morgan Olson makes a UCV (Ultimate Contractor Vehicle), perfect for plumbers, electricians, landscapers and such; a UDV (Ultimate Delivery Vehicle), which takes their walk-in van technologies and expands to have cab-to-cargo and cargo-to-curb access, more fuel-efficient and far safer for the driver; and they had on hand the first refrigerated Sprinter truck with over-5000-pound payload capacity.

AIRSTREAM touring coaches general manager Tim Garner says his well-known company works from only the Sprinter 3500 long-wheelbase chassis, with every operational option and all safety features. But it's an empty shell, otherwise. They upfit the entire interior, floor to ceiling, and transform the exterior, with a body kit all the way around the lower part, plus chrome, new steps and so on. "We take the basic Sprinter," Garner says, "and do the lower body kit to give it a lower stance all the way around [note: body panels only, not a suspension drop], add a front valance, and a nice bumper wrap on the back. Everything's color-coded to the van, which gives it a very aggressive look. We add Alcoa forged aluminum wheels, and we put an awning treatment on the outside." Airstream offers their upfit in silver, black or white. Silver—their signature color—accounts for about half their sales. Airstream does not do custom orders, but they found their customers all liked to buy every possible option, anyway. The finished product is available at your Airstream dealer, for about \$153,000. •

We've met the big and small vans from Ram, Ford and Nissan. We've been familiar with the bigger entry from Daimler—the Sprinter Van—for a number of years now (first as a Dodge Sprinter). Now meet a new van from Mercedes-Benz, the midsize Metris, recently revealed in customized form at the SEMA Show in Las Vegas. As a midsize van, they say it has no competitors. Metris will be available in cargo and passenger versions later this year. •



Goodguys Winners Circle: a few favorites



GOODGUYS 17TH SOUTHWEST NATIONALS
WESTWORLD / SCOTTSDALE
NOVEMBER 14-16 2014

Photos and highlights by Joe Sage



Don't let the casual atmosphere of a Goodguys Rod & Custom Association show fool you—these are dead serious competitive events. Or maybe it's the other way around. There are some 88 different awards presented during the Goodguys 17th Southwest Nationals, held at WestWorld in north Scottsdale. But while some folks grab a prize and some don't, you would be hard-pressed to find anyone who is not just flat out enjoying themselves here.

Some of our favorite awards at Goodguys are subjective and whimsical in nature, including the eight shown at right and listed below (photos correspond left/right, top to bottom):

HOTTEST HOT ROD
1932 Ford RoadsterDave Pierce, Tempe AZ

MEMORY LANE
1955 FordHarvey Belling, Salome AZ

WONDERFUL WOODY
1950 Mercury...Jim & Lynn Alveberg, Vernon BC

CHOPPED AND DROPPED
1951 MercuryHoward Blackburn, Peoria AZ

GOODGUYS AUTOCROSS SHOOTOUT 4TH PLACE
1972 Chevrolet Camaro...Mary Pozzi, Salinas CA

HOMEBUILT HEAVEN (SPONSORED BY SPEEDWAY MOTORS)
1941 Willys....William/Maryllyn Bailey, Datil NM

CHEVY MUSCLE PICK
1971 Chevelle....Alex Maldonado, Scottsdale AZ

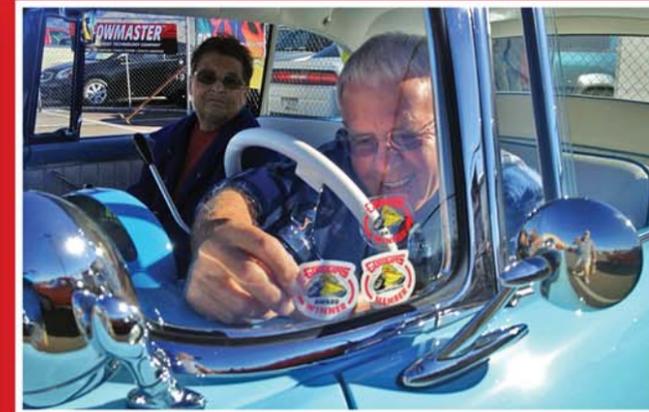
MIGHTY MUSTANG
1969 Mach IRobertFlora, Laveen AZ

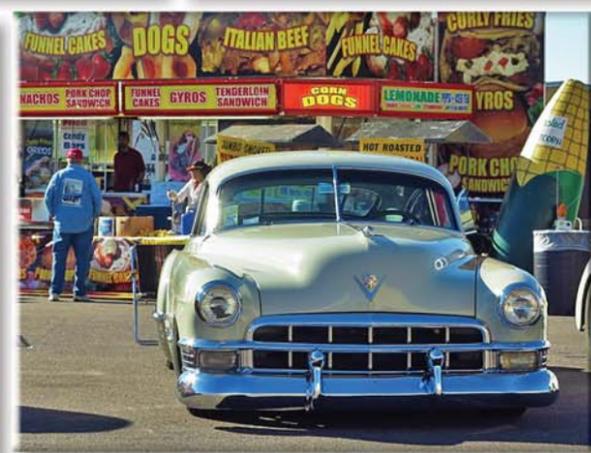
Other awards included such accolades as Best Wide Whites, Period Perfect, Suede & Chrome, Ya Gotta Drive 'em Pick, and perhaps the most subjective of all: Wildcard Just 'Cause It's Neat.

Of the 88 total awards at the event—including the above, as well as autocross competition and many other show categories—41 were won by Arizonans. Others went to proud owners from neighboring states—California, Utah, New Mexico and Colorado—as well as everywhere from Texas to New York, to British Columbia and Alberta. And yes, there is a Long Distance Award, which went to Rick and Cheryl Batchelor of Winnipeg, Manitoba, who brought their 1969 Dodge Dart some 3800 miles roundtrip for a few days of our sunshine and Goodguys' fun times.

A centerpiece of the Goodguys event is the Top 12 Winners row—the Champions Area. Shown here are eight of those twelve (photos again cor-

KEEP RIGHT >>





responding left/right, top to bottom, at right):

2014 STREET ROD D'ELEGANCE
1935 Chevrolet Phaeton
.....Wes & Vivian Rydell, Grand Forks SD

2014 CUSTOM ROD OF THE YEAR
1954 PontiacBill Raper, Peoria AZ

2014 CUSTOM OF THE YEAR
1948 Coach Built
.....James Hetfield, San Raphael CA

2014 MUSCLE MACHINE OF THE YEAR
1965 Mustang ...Dominick Farbo, Williamsville NY

2014 STREET ROD OF THE YEAR
1932 Ford Sedan
.....Don & Cathy Smith, Mansfield TX

2014 STREET MACHINE OF THE YEAR
1967 Chevrolet Nova ...Steve Tornari, Palm City FL

2014 TRUCK OF THE YEAR (LATE)
1957 ChevroletGary Brown, Buford GA

2014 HOT ROD OF THE YEAR
1930 Ford CoupeTony Lombardi, Niles OH

The other four Top 12 Winners not shown here are America's Most Beautiful Street Rod, Muscle Car of the Year, Truck of the Year (Early) and Auto-cropper of the Year.

One highlight of this year's Goodguys fall event was a 1:20 scale replica of the battleship USS Arizona (BB-39)—lost at Pearl Harbor (where its sunken remains are a National War Memorial). The original fiberglass hull had been made for the 1970 movie *Tora! Tora! Tora!*, though not used. Cecil Gates, 17 years old at the time he witnessed the bombing, got his hands on it in 1984, building the rest with a wooden main deck and superstructure. Perry Sartain of New River, Arizona found it half-neglected at the Navy Reserve in 2006 and started tearing it down and refinishing it in 2007, finishing in 2010. The Kingfisher seaplanes were not on the original build, but one of the restorers knew this would be a great addition and researched them meticulously. They then took it to Hawaii in 2011 for the 70th anniversary of the attack. This scale ship used to be powered—operated from inside the superstructure, where the captain would look out over the number two turret. It could cruise at about 10.5 knots (12 mph), and has traveled some 7000 miles—from Miami to the Statue of Liberty twice, and on the Mississippi River and other places. The motors have since been removed for liability, durability and clean water reasons, and it now mostly visits schools and takes part in parades.

Goodguys opens and closes their busy annual event calendar here, returning to WestWorld in March for their 6th Spring Nationals—which will launch this year's 21-event season. For more information, visit www.good-guys.com. ■



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Members Decal	✓	✓	
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VEHICLE IMPRESSION : 2015 ACURA MDX AWD ADV ENT

All-inclusive By Joe Sage

Acura has its own attractive way of pricing. Everything is included—as long as the version you buy is the one that includes everything you're after. Rather than being options, the MDX's three available packages create three factory builds. You can have a technology package in a model so named, or both that and an entertainment package in the next model up, also so named. Add a third "advance" package and you have all three, in a model that curiously leaves tech out of its name. That's the one we have here: the "2015 Acura MDX AWD ADV ENT" (a new record for alphanumeric?). There is one other variable throughout the lineup: you can have a front-driver or Super Handling all-wheel drive (SH-AWD), also included here. Ours is top of the line.

The MDX claims a spot in history as the first-ever three-row luxury crossover SUV, launched in 2000 as a 2001 model (and winning the coveted North American Truck of the Year crown).

We had driven this same trim in a 2014 model—a completely reworked third-generation MDX—some ten months earlier and had declared the vehicle to be a mixed bag. We had been distracted by perceived annoyances with the touchscreen, mirrors and other relatively minor points.

We did not start out strong this year, either, finding the power liftgate more contrary that convenient and still not liking the mirrors. We had to eke out more power from its V6 via the paddle

shifters, which worked well but would return to less responsive Drive without our permission. (We also would prefer to be able to access its manual from the shift lever, not just from paddles.)

But then... using S instead of D gave noticeably better results. Keyless entry working from any door was a big plus. And in a world full of many fairly similar vehicles, the MDX's shape became more and more attractive to us over the course of a week, especially from the side or rear 3/4 view.

Last year we had mentioned some functionally equivalent vehicles—some with better cargo and power specs—at half the price. But then, those were not officially in the luxury class, as this is.

Last year's tester was a drab silver. Maybe this year's deep blue Forest Mist Metallic made a difference. If so, it was money well spent (but, being Acura, it actually didn't cost a dime). For whatever reasons, the MDX won us over this year.

And apparently we are not alone. There's nothing like being behind the wheel of a particular vehicle, to start noticing its closest relatives in surrounding traffic. And our travels were like a family reunion—these are very popular.

This is borne out by the data. By mid-2014—with sales almost 70 percent higher than the year before and expecting to top 700,000 units over the vehicle's full history—Acura was able to declare the MDX to have become America's best-selling three-row luxury SUV of all time. ■

SPECIFICATIONS

ENGINE.....	3.5L SOHC 24-valve VTEC V6
TRANSMISSION.....	6-spd auto w sport shift
DRIVETRAIN.....	SH-AWD all-wheel drive
POWER/TORQUE.....	290 hp / 267 lb-ft
WHEELS.....	19x8.0 machine-finish (tech pkg)
WEIGHT.....	(58/42 distrib) 4332 lb
	(FWD model w no packages 4025 lb)
FUEL CAPACITY.....	19.5 gal
CARGO VOL (BEHIND 3RD-2ND-1ST ROWS)	
	15.8 cu.ft. / 45.1 cu.ft. / 90.9 cu.ft.
TURNING CIRCLE.....	37.6 ft
ANGLES (APPR-DEP-BRK).....	14.9° / 19.4° / 15.2°
TOWING CAPACITY.....	3500* lb (350 lb tongue)
	*5000 lb with dealer option, AWD models only.
MPG.....	18/27/21 (city/hwy/comb)
	(FWD model 20/28/23 MPG)

FEATURES: Stability, ABS, EBD, handling-assist dynamic braking, multi-angle rear camera w dynamic guides, touchscreen, satellite radio, Pandora, Bluetooth, SMS text, 10-way power driver's seat, driver position memory, heated front seats, keyless entry and start, HomeLink, power liftgate, power moonroof w tilt, 19x8 alloy wheels, LED headlights, auto-dim heated power mirrors w turn signals.

INCLUDED IN THIS TRIM LEVEL:

- **TECH PACKAGE:** Nav w voice recog, real-time traffic, ELS Studio premium 12-sprkr audio, HD radio, tri-zone auto climate w filtration, blind spot, LED puddle lights, rain sensing wipers.
- **ADVANCE PACKAGE:** Collision mitigation, sport seats w leather trim, vented front seats, front psngr 10-way pwr seat, remote start, lane keep, adaptive cruise w low speed follow, roof rails.
- **ENTERTAINMENT PACKAGE:** Ultrawide 16.2" rear DVD-HDMI-wireless headset rear, 115-volt outlet, heated 2nd row seats, rear door sunshades.

BASE PRICE (TECH-ENT-ADV).....	\$56,780
DESTINATION CHARGE.....	895
TOTAL.....	\$57,675



The Acura family grille, which has always reminded us of an old steam locomotive's cowcatcher, has been slowly moving from a solid metal plate to revealing a bit more, well, grillework. We welcome whatever evolution they are willing to apply.

STRIKING SILVER



Silver Auctions Fall in Arizona 2014 Fort McDowell Resort & Casino - November 28-29, 2014

As the calendar rolls around again to Arizona's January collector car auctions, we take a look at one just past. (And coming up, too. And then coming up again.) Silver Auctions is the only one of the bunch that runs events here more than once a year. Mitch Silver—a former college professor who turned an unexpected hobby into an unexpected enterprise—figures a place as big as greater Phoenix needs more than just one week of auctions a year. So he added another, in the spring, and this year added yet another, in the fall (the times when he figures snowbirds are coming and going, perhaps ready to acquire or ditch something cool). But frequency is not Silver's only distinction.

You could come to most of the January auctions with \$100,000 to spend and maybe not leave with anything at all. You could come to Silver Auctions with \$100,000 and leave tickled to death, with an absolutely top car, or easily with 6 or 8 or 20 or more cars, depending on your tastes. And change in your pocket. You could do the same with \$50,000. Heck, you could come here with \$10 grand and go home tickled to death. Or even less than that.

Mitch Silver has a bit in common with fellow Washington-stater Harold LeMay. LeMay had collected so many cars—hundreds—that after he departed this earth, his widow Nancy donated them as the basis for LeMay—America's Car Museum, in Tacoma. LeMay started out by keeping cars that had been discarded but struck his fancy, while developing his trash collection empire. Silver, in Spokane, made his move earlier in life. He got the bug at regional car shows, started acquiring what struck his fancy, and—long story short—evolved into reselling some, then facilitating others, then auctions.

As for keeping it real, the top ten sales at Silver Auctions this November

ranged from a high of \$42,000 for a '70 Chevelle, down to \$20,000 for a 1929 Model A Ford. These top ten combined brought in \$277,250.

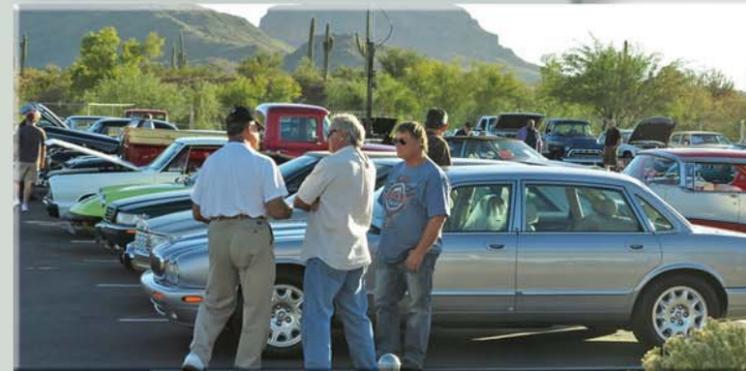
Sixty-nine cars sold in total, right on down to a '97 Cadillac Eldorado for just \$1600. In fact, there were three sales under \$2000, twelve under \$4000, a whopping forty-three cars under \$10,000 ... you get the picture. All fun, probably all ready to drive, and all surely resellable down the road. The sales total was \$738,250. Even that \$1600 Cadillac had special appeal: an Arizona car, a top-of-the-line touring coupe with carriage top, chrome wheels, chrome fender-well trim, power everything, A/C and even a CD changer in the trunk.

Silver also provides a mechanism for sales after the event. November's Arizona auction had another eighty-three cars in the "still for sale" category, topped by a beautiful 1957 Dodge Custom Royal convertible, which bid to \$122,000 on the block. As an example of the event's range, this fully restored car bragged correct original and rare Ice Blue with matching blue interior and top, a HEMI 325 V8, 3-speed Torqueflite automatic, power everything and even a rare and unusual record player. Next on the not-quite-sold-yet list was the beautiful '56 Desoto Fire Dome convertible shown above, with two-tone charcoal paint and black top, correct HEMI 330 V8, dual exhaust and more.

The still-for-sale cars totaled \$1,308,250, for an event potentially totaling about \$2 million, depending upon how those last eighty-three are resolved.

This is what auctions were like when people like Mitch Silver first realized just how much fun a collector car auction can be. A Silver Auctions event is sort of like a car show, but where everything's for sale, and where pricing is moderated and modulated within reality-based parameters.

Oh... and you can actually go home behind the wheel of your new acquisition from Silver Auctions, which has become far less likely at the stratospherically-priced auctions. And really, isn't that where this whole hobby is rooted? ■



RESOURCES:

CORVETTE MUSEUM



SHOP ONLINE
STORE.CORVETTEMUSEUM.ORG

All proceeds benefit the National Corvette Museum, a 501(c)(3) nonprofit educational foundation.

CORVETTE STORE



Sign up to receive email alerts with new items, sales and other promotions online!

A NEW MOTORSPORTS PARK IS COMING TO BOWLING GREEN, KENTUCKY

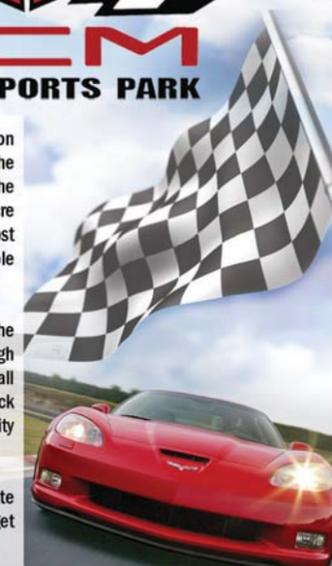


With over one mile of frontage on Interstate 65 and located across from the National Corvette Museum (NCM) and the Corvette Assembly Plant, the 184-acre Motorsports Park will be one of the most centrally located and easily accessible driving facilities in the country.

Opening Labor Day Weekend 2014, the Park will offer Museum-sponsored High Performance Driving Schools for all makes and models of vehicles, track rental opportunities, corporate hospitality and more.

Contact us to secure our next event date or visit our website to see how you can get involved!

www.motorsportspark.org



Penultimate Ford By Joe Sage

For at least a couple of decades, Ford loyalists would eye GM and ask why there was no Ford "Suburban." For the first few years of this millennium, there was, of sorts—the sizable Ford Excursion. (While coexisting, we had thought this and the Expedition should have had each other's names.) The Excursion unfortunately arrived just as big SUVs were becoming unfashionable (the market worked past this mood).

But as sizes and functions have juggled around, the Ford Expedition is now a perfect competitor for the Suburban. An eighteen-and-a-half-foot Expedition EL is closest, although the just-over-seventeen-foot Expedition we have here competes just fine. (If Ford would bring back a Bronco to tackle the Tahoe, the faceoff would be complete.)

We haven't spent time with the Expedition since 2007, which seems long ago. However, this beautiful new 2015 model is actually the same generation. Refreshes have been minimal, though the latest front end styling is by far the most attractive and delivers a very contemporary look.

The 2015 Expedition has received another key piece of contemporary Ford engineering—the 3.5-liter EcoBoost V6, putting this almost-three-

ton eight-seater on the road with 365 horsepower and a whopping 420 lb-ft of torque, useful for its 9200-pound towing capacity, all while delivering up to 22 MPG highway fuel mileage.

Compare this with the 2016 Ford Explorer, already announced largely because its new option of the same EcoBoost V6 will help it keep balance with the Expedition. The Explorer's EcoBoost six is tuned to lower torque, the whole rig weighs about 1000 pounds less, it retains its lighter 5000-lb tow capacity, it seats six or seven, and its fuel economy has not yet been released. The Expedition thus gives the heavier user an edge, in many ways (to steal a word from elsewhere in Ford's stable).

Included with our sample's 22-inch wheels is a Continuously Controlled Damping (CCD) suspension with three selectable drive modes: Comfort, Normal and Sport (wheels, tires and variable suspension *all* for just \$2180). This gives you plenty to work with, and there's not a bad setting in the bunch—all firm and smooth. Ground clearance is considerable (8.3" in this 4x2, 8" in a 4x4).

Electronic power rack-and-pinion steering delivered well. It sometimes felt nonlinear or situational, but almost achieved an improbable U-turn in a

residential semi-cul-de-sac and easily pulled one off on a familiar four-lane boulevard. Ford does not seem to publish a spec for the turning circle (which surely varies for the EL wheelbase, 4x4 version and even among various wheel options), nor did we find it elsewhere. We are curious—whatever the spec, the reality surprised and pleased us.

Our logbook noted that power running boards were an annoyance, but we ultimately learned how to dig into the system and turn them off—something not covered in the manual (nor the main screen). We also had beefs with the locks and the rear liftgate, including no apparent button for closing the hatch.

We call this a "penultimate" Ford because there are still 4x4s and/or the longer Expedition EL. And even with the Platinum edition we're driving here, you can spend a few thousand more on interior upgrades—from Brunello leather in front, to leather in back, to second-row entertainment systems, racks, covers, cargo enhancements and more—although option prices are all reasonable throughout. We anticipate big change within the next year or two. (We, along with the rest of the industry, are waiting to see when and how the new aluminum-bodied F-150 may pass its DNA along to this lineup.) But if this hits the points on your checklist today, consider it the ultimate. ■

SPECIFICATIONS (4X2)

ENGINE3.5L twin-turbo EcoBoost V6
 TRANSMISSION6-speed SelectShift automatic
 DRIVETRAIN.....RWD
 POWER/TORQUE.....365 hp / 420 lb-ft
 OCCUPANT CAPACITY.....8-passenger
 FUEL CAPACITY.....28.0 gal (87-octane regular)
 MPG.....16/22/18 (city/hwy/comb)
 TOWING: HD trailer tow package incl class IV hitch receiver, 4- and 7-pin connector, HD aux trans oil cooler, HD radiator, electronic brake wiring, integrated brake controller. Tow capacity:.....9200 lb
 INCLUDED: EQUIPMENT GROUP 600A: pwr locks, pwr pedals, leather heated/cooled buckets, driver's seat memory, heated fold-flat split 2nd row, PowerFold 3rd row, dual-zone auto + rear aux climate, Ford SYNC w MyFord Touch voice nav/comm/ent, front console, overhead console, 9 cupholders, pwr windows (driver one-touch), carpet, carpeted mats, entry lighting, rear camera, reverse + forward sensing, leather-wrap wheel w controls, cruise, garage door opener, remote start, blind spot info system (BLIS) w cross-traffic alert, keyless entry/start, fog lamps, halogen project-beam headlamps, body cladding and molding, rear privacy glass, rain-sensing wipers, rear wiper, pwr liftgate, chrome door handles, mirrors, exhaust tips and rack rails, pwr running boards, pwr moonroof and much, much more,

BASE PRICE	\$58,075
PAINT: Ruby red metallic tinted clear	395
WHEELS AND SUSPENSION: 22" polished aluminum wheels and Continuous Control Suspension with comfort, normal, sport drive modes.....	2180
DESTINATION CHARGE:.....	1195
TOTAL	\$61,845

If you're in the market for a Ford passenger vehicle with top capabilities for passenger seating, cargo volume, tow capacity and general on/off-road handling, as well as style, features, power and fuel economy, the Ford Expedition should fill the bill for you.



Where the roads are dry and the cars are slick.



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ACTIVE LIFESTYLE VEHICLE AWARDS

We participate in vehicle comparison events with press associations in the Pacific Northwest, Texas, California and so on. Our Phoenix press association does not run one, but member Nina Russin runs her own.

The Carspondent.com Active Lifestyle Vehicle of the Year (ALV) awards—the only car-of-the-year competition that combines input from automotive media with that of elite area athletes—ran its 2015 model year event in October, at the Local Motors micro-factory in Chandler.

This was the most competitive ALV in program history, with 30 vehicles from over a dozen manufacturers, a couple of dozen automotive journalists and close to 100 athletes. Winners were often determined within just hundredths of a point.

(Shown at left, top to bottom)
BEST VALUE ON-ROAD

\$35,000 or less, primarily for on-road driving
 2015 Dodge Journey Crossroad

BEST VALUE OFF-ROAD

\$35,000 or less with true off-road capability
 2015 Subaru Outback

LUXURY ON-ROAD
 Over \$35,000, primarily for on-road driving
 2015 Mercedes-Benz C400 4MATIC

LUXURY OFF-ROAD
 Over \$35,000 with true off-road capability
 2015 Jeep Grand Cherokee EcoDiesel

(Shown at right, top to bottom)
BEST VALUE FAMILY
 Three rows of seating priced at or below \$40,000
 2015 Dodge Durango

LUXURY FAMILY
 Three rows of seating priced above \$40,000
 2015 Cadillac Escalade

URBAN
 Vehicles with a small footprint for \$20,000 or less
 2015 Kia Soul

GREEN ALV
 Alternative fuel vehicles
 2015 Volkswagen Golf TDI

Athletes on hand included members of Arizona Legends, retired NFL players of Arizona, representatives from Sole Sports Running Zone, Fit Mom Diet and Fit Fathers, elite runners, triathletes, paddlers, cyclists, swimmers and more. ■



LOCAL MOTORS ALV CONCEPT

This year's ALV program also featured the second annual Local Motors ALV design competition sponsored by XPEL Technologies Corp. of San Antonio—well known in the automotive community for its protective self-healing films.

Arizona-based Local Motors regularly utilizes a global community of designers and engineers to co-create vehicles using open sourcing. In parallel with the Carspondent.com Active Lifestyle of the Year, Local Motors (who hosts ALV) held their second annual ALV Concept Blast, attracting nearly fifty entries from their global group of designers and engineers.

"We had a lot of fun this year," said Local Motors design community director, Nyko dePeyer, "and are really looking forward to the next ALV design challenge."

The ALV Concept Blast challenged the community to design an active lifestyle vehicle incorporating XPEL's products as well as athletic gear. Local Motors received forty entries, out of which the global community itself and ALV of the Year event participants selected five winners. They included:

- FIRST PLACE (SHOWN BELOW):**
XPEL Runner by Cosmin Mandita
- SECOND PLACE (SHOWN BELOW):**
HXPEL Concept by Huynh Ngoc Lan
- THIRD PLACE:**
Sandstorm by Kai Y
- INNOVATION AWARD (SHOWN BELOW):**
Mitsubishi Urban Utility Truck by JW Design
- HONORABLE MENTION:**
SurfWAGEN by Shaun Mergulhao •





MARCH

MARCH 13-15, 2015

★ **6th SPRING NATIONALS** ★

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

MARCH 20-22, 2015

★ **5th SPRING LONE STAR NATIONALS**

Texas Motor Speedway - Fort Worth, TX ★
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Track Cruise, Swap Meet, Cars 4 Sale Corral and All American Sunday.
#GGSPRINGLONESTARNATS

MARCH 28 & 29, 2015

★ **33rd ALL AMERICAN GET-TOGETHER** ★

Alameda County Fairgrounds - Pleasanton, CA
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. #GGAAGETTOGETHER

APRIL

APRIL 10-12, 2015

★ **15th MEGUIAR'S DEL MAR NATIONALS**

Del Mar Fairgrounds - Del Mar, CA ★
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. #GGDELMAR NATIONALS

APRIL 17-19, 2015

★ **1st NORTH CAROLINA NATIONALS** ★

North Carolina State Fairgrounds - Raleigh, NC
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Saturday Night Demolition Derby, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGNC NATIONALS

APRIL 24-26, 2015

★ **2nd FLORIDA NATIONALS** ★

Osceola Heritage Park - Kissimmee, FL
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGFLORIDANATIONALS

MAY

MAY 15-17, 2015

★ **10th NASHVILLE NATIONALS** ★

LP Field - Nashville, TN
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.
#GGNASHVILLE NATIONALS

★ National Event	🏎️ Drags
🏁 AutoCross	🇺🇸 All American Sunday

MAY 30 & 31, 2015

★ **22nd SUMMER GET-TOGETHER** ★

Alameda County Fairgrounds - Pleasanton, CA
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. #GGSUMMERGETTOGETHER

JUNE

JUNE 5-7, 2015

★ **2nd INDY NATIONALS** ★

Indiana State Fairgrounds - Indianapolis, IN
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Goodguys Friday Night Drags at Lucas Oil Raceway Park, Saturday Night Demolition Derby, Indoor Car Show, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGINDY NATIONALS

JUNE 12-14, 2015

★ **23rd GRUNDY WORLDWIDE INSURANCE EAST COAST NATIONALS**

Eastern States Exposition - West Springfield, MA
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Indoor Car Show, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGEASTCOAST NATIONALS

JULY

JULY 3-5, 2015

★ **24th HEARTLAND NATIONALS** ★

Iowa State Fairgrounds - Des Moines, IA
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. #GGHEARTLAND NATIONALS

JULY 10-12, 2015

★ **18th PPG NATIONALS** ★

Ohio Expo Center - Columbus, OH
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Friday Night Vintage Drags at National Trail Raceway and All American Sunday. #GGPPG NATIONALS

JULY 24-26, 2015

★ **28th WESCO AUTOBODY SUPPLY PACIFIC NORTHWEST NATIONALS**

Washington State Fair Events Center - Puyallup, WA
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral, Friday Night Vintage Drags at Pacific Raceways and All American Sunday. #GGPNW NATIONALS

AUGUST

AUGUST 14-16, 2015

★ **14th GREAT NORTHWEST NATIONALS**

Spokane County Fair & Expo Center - Spokane, WA ★
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. #GGGNW NATIONALS

AUGUST 21-23, 2015

★ **29th WEST COAST NATIONALS**

Alameda County Fairgrounds - Pleasanton, CA
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet and Cars 4 Sale Corral. #GGWESTCOAST NATIONALS

SEPTEMBER

SEPTEMBER 11-13, 2015

★ **18th COLORADO NATIONALS** ★

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

SEPTEMBER 18-20, 2015

★ **4th NOSTALGIA NATIONALS**

Beech Bend Raceway Park - Bowling Green, KY
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Goodguys Nostalgia Drags All Weekend Long, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGNOSTALGIANATIONALS

OCTOBER

OCTOBER 2-4, 2015

★ **23rd LONE STAR NATIONALS** ★

Texas Motor Speedway - Fort Worth, TX
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.
#GGLONESTARNATIONALS

OCTOBER 30 - NOVEMBER 1, 2015

★ **22nd SOUTHEASTERN NATIONALS**

Charlotte Motor Speedway - Concord, NC
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.
#GGSOUTHEASTERNATIONALS

NOVEMBER

NOVEMBER 14 & 15, 2015

★ **26th AUTUMN GET-TOGETHER** ★

Alameda County Fairgrounds - Pleasanton, CA
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. #GGAUTUMNGETTOGETHER

NOVEMBER 20-22, 2015

★ **18th SOUTHWEST NATIONALS** ★

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

Goodguys Schedule as of 9/17/14. All dates subject to change.

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VEHICLE IMPRESSION : 2015 JAGUAR F-TYPE COUPE

A study in relativity

By Joe Sage

On paper, this 6-cylinder Jaguar F-TYPE Coupe has just about everything—a supercharged six with 340 horses and just-over-five acceleration time, surely no slouch, especially as housed in the indisputably sexy F-TYPE sheetmetal.

Start at \$65,000. Add options in sidebar (but still no rear camera) and you hit \$77,375.

We had driven the \$99,000 Jaguar F-TYPE R V8-powered coupe last fall, a standout among 25 of the hottest of the hot during a two-day event. The R is the type you don't want to give up till they peel your reluctant fingers from the wheel. It's one of the most fulfilling and memorable cars we've driven. This six, then, coming later, not so much.

We had surely been spoiled by the V8. The six had a lot to live up to and perhaps was trying too hard. The V8 exhaust note of an R is bliss; on this six, it's a ferocious high-pitched affair. (For \$1500, you have your choice of two noises; we'd save the

money. In fact, as noted at right, we'd likely skip several high-priced options.)

We started off on the wrong foot with this car. The first time we touched it, the door handles retracted, the mirrors retracted, the security system chirped and we were locked out for hours. Good for the Batmobile, bad for us. Once in, working through various dynamic drive modes was cumbersome, and none gave us the drive and ride sweet spot we were seeking. The auto stop/start was rougher and more disruptive than average.

We're confident a supercharged V6 F-TYPE owner will enjoy the car. Maybe we need to try it again. Maybe the 380-hp "S." Maybe for a thousand-mile run across Nevada and back, that kind of thing. But for now, we were unenthused. ■

FOR 2016, F-TYPE adds an AWD option for any, and a 6-speed manual option for the rear-drive V6. •

SPECIFICATIONS (RWD)

ENGINE	3.0L supercharged V6
TRANSMISSION	ZF 8-speed Quickshift auto
DRIVETRAIN	RWD w dynamic, snow modes
POWER/TORQUE	340 hp / 332 lb-ft
ZERO TO 60	5.1 sec
WEIGHT	3477 lb
FUEL CAPACITY	19 gal
MPG	20/28/23 (city/hwy/comb)
INCLUDED	Sport suspension, sport exhaust, auto stop/start, xenon headlamps plus LEDs, emergency brake assist, stability control, anti-theft immobilizer, remote hatch release, 380W Meridian audio, keyless entry/start, 6-way sport seats, touchscreen nav, Bluetooth, audio connections.
BASE PRICE	\$65,000
CLIMATE PACK: Heated seats/wheel	600
PERFORMANCE SEAT	1500
WHEELS: 19" black centrifuge alloy	2500
HD/SIRIUS RADIO	450
SWITCHABLE ACTIVE EXHAUST	1500
PREMIUM PACK 1: 14-way power seats w memory, keyless entry, dual zone climate, garage door opener	2200
EXTENDED LEATHER PACK	2700
DESTINATION CHARGE	925
TOTAL	\$77,375

- WE MIGHT SKIP: Performance seat, black wheels, switchable exhaust, extended leather(8200)
- TOTAL w/ fewer options\$69,175



The 2015 Jaguar F-TYPE Coupe with 340-hp supercharged V6 is all that. But once you've driven the F-TYPE R with supercharged V8, it's hard to escape the fact that it is not all that.



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Crystal ball visions

New models and future-think in LA by Joe Sage

The Los Angeles Auto Show holds a special place on our calendar. It is as significant as any of the biggest—Detroit, New York and the overseas shows. It is first on the calendar, and the industry has responded, with a lot of new product in time for LA. Best of all, it is right in our backyard, a 45-minute flight or six-hour drive away.

Reveals during a couple of evening events and two media days, before the show opens to the general public, gave us our first look at new vehicles and at concepts foretelling what comes after those. Here are some highlights, alphabetically.

The **AUDI** Prologue concept is both subtle and comprehensive in its styling evolutions. Immediately recognizable as an Audi, it pushes every detail in new directions—from a diamond-pattern grillework, to muscular shoulders, a yacht-like forward lean and 22-inch wheels—the first work by new Audi design chief Marc Lichte. The Audi Prologue is also a showpiece for a wide range of technologies, from a huge organic LED touch display, to its 605-hp, 40-MPG 4.0L mild hybrid system, dynamic all-wheel steering, matrix laser headlights, expanded use of aluminum, handle-free sensor-touch doors, full-width 3D taillights and integrated shift-by-wire lever. Also shown were the reborn 2016 Audi TT Roadster and TTS Coupe and a fuel cell A7 Sportback H-Tron quattro.

A new 2016 **CADILLAC** ATS-V—sedan or coupe—adds track-capable 445-hp twin-turbo power (the first ever in a V-Series) to the lightest-weight car in its luxury compact class, for a 3.9-second zero-to-60 time. With rev-matching 6-speed manual, or 8-speed paddle-shift automatic with launch control, you'll ride in high-performance seats on a 25-percent stiffer chassis and revised suspension, Brembo brakes, third-gen magnetic ride control and an available track aerodynamics downforce package. Production begins this spring.

One of our favorites at the show was total fantasy: the **CHEVROLET** Chaparral 2X Vision Gran Turismo concept—a full-size interpretation of the ultimate race car, inspired by track cars Chaparral Racing and Chevrolet partnered on over 45 years ago, developed for fans of PlayStation 3's Gran

Turismo 6 game. Fantasy, yes, but here for us in automotive flesh and blood. The download came online in late December, an update to a game that has sold over 72 million copies. The Chaparral 2X VGT is notable for its theoretical advanced 671-kW laser propulsion system, powered by a lithium-ion battery pack and an air-powered generator for a 900-hp rocket to 60 in 1.5 seconds and a 240-mph top speed—in the video game.

Maintaining its essential style, while enhancing its muscular stance and badge presence, the 2015 **CHRYSLER** 300 offers a Limited, 300S and 300C model range along the same lines as the Chrysler 200. The luxurious Chrysler 300C Platinum has quilted Nappa leather, hand-sanded wood, ultra-premium leather-wrapped instrument panel and console, platinum-chrome exterior details and 20-inch wheels. The sporty Chrysler 300S features blacked-out accents, 20-inch hyper black wheels, sculpted side sills, deck-lid spoiler, higher output 300-hp Pentastar V6, plus Sport mode and fast paddle-shifts. The Chrysler 300 Limited includes the most standard features in the 300's 60-year history, with 8-speed transmission, heated leather seating, voice-command Uconnect with 8.4-inch touchscreen, SiriusXM, full-color DID cluster and more—starting at \$31,395. Within a month of LA, we were off to Austin, Texas to drive the new Chrysler 300 lineup—see page 18 in this issue.

FIAT is on to something big. Not too big, of course, but bigger than the Fiat 500. Sexier than the Fiat 500L. And off-road capable. Based on the same chassis that will bring us the highly-anticipated Jeep® Renegade, the 2016 Fiat 500X combines DNA from the classic Cinquecento with big doses of performance, capability and third millennium style. The 500X will have a choice of 1.4L MultiAir turbo and 6-speed manual (160 hp, 184 lb-ft) or 2.4L Tigershark MultiAir2 (180 hp, 175 lb-ft), both with precise, fuel-economical nine-speed automatic and available in front- or all-wheel drive. As on the Jeep Cherokee, a disconnecting rear axle maximizes fuel economy when AWD is not needed. Auto, sport and traction plus modes cover varying driving conditions. This moves to an equally top spot on our anticipation list.



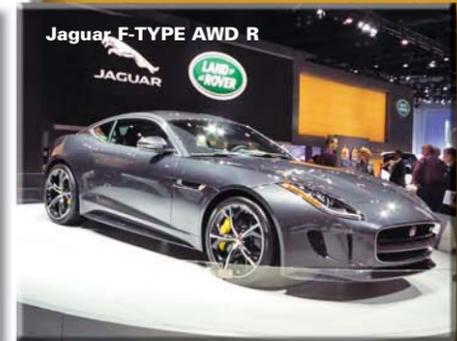
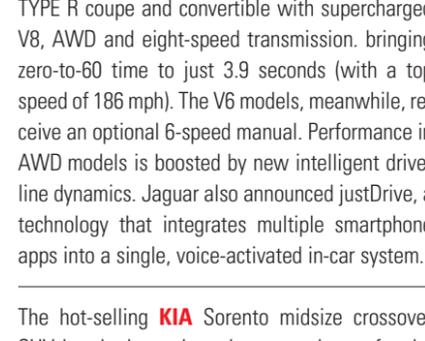
The Shelby name has bounced back and forth among Shelby, Ford and Mustang a few times. Here it lands solidly back with **FORD**. This Ford Shelby GT350 Mustang has its own 5.2L V8 with over 500 hp—the most ever in a naturally aspirated production Ford—and over 400 lb-ft of torque over a very broad curve. It bears Ford's first flat-plane crankshaft V8, engineering usually found in race cars or European exotics. (Rather than connecting rods at 90-degree intervals, pins are evenly spaced at 180-degree intervals, alternating cylinder banks and reducing exhaust pulse overlap.) Advanced materials, suspension technology, powerful brakes and aerodynamics combine to create a highly capable street-legal track car.

HONDA delves deeper into the crossover world, with the coupe-like HR-V subcompact crossover, combining sporty drive with spacious utility. Its global platform allows a center-mounted fuel tank and reconfigurable second-row "magic seat," for multiple seating and cargo modes, said to compete with some midsize SUVs. Concealed rear door handles enhance its coupe-like look and feel. A 1.8L 4-cylinder produces 138 hp and 127 lb-ft of torque, mated to either a CVT with shift logic or a 6-speed manual. The HR-V will be available in both FWD and AWD models.

HYUNDAI was saving its big reveals for the new year, while receiving numerous awards that were presented during the LA Auto Show, including five from the following automotive publications and groups: *ALG*; *Cars.com/USA Today/Motorweek*; *Edmunds.com*; *Popular Mechanics*; and The Hispanic Motor Press Association. Their spirits were high, capping off the festivities with a rocking private evening performance by Joan Jett & The Blackhearts at the historic Figueroa Hotel in downtown LA, for hundreds of show attendees.

INFINITI celebrated 25 years of first-ever technologies—the first with a backup camera, lane departure warning, steer-by-wire and many more—by revealing their Q80 Inspiration concept. Its four-door fastback styling is dramatic, but given Infiniti's production heritage and quickness to market, we would not be surprised to see elements of this on the roads sooner than later. Active and passive safety features abound in the show car, which is set up with a 3-liter twin-turbo V6 hybrid electric drivetrain powering all four wheels, delivering 560 hp and about 45 MPG.

The 2016 **JAGUAR** F-TYPE expands from six to 14 variants, with the rear-drive coupe and convertible with supercharged V6 now complemented by an F-



KEEP RIGHT >>

purpose vehicle, both introduced a couple of months earlier (see our Nov/Dec 2014 issue).

The 2015 **LAND ROVER** Discovery Sport brings the rest of the world's Freelander to our shores, with a variant of the Discovery name used elsewhere for our LR4. Most people have heard the Discovery name. Discovery Sport has a body combining high-strength steel and lightweight aluminum, a 240-hp 2.0L turbo, nine-speed automatic transmission and standard all-wheel drive. Its styling evokes the Ranger Rover Evoque and the layout provides optional seven-passenger seating in a "5+2" configuration. Land Rover also adds justDrive, integrating multiple smartphone apps into a single, voice-activated in-car system.

The **LEXUS** LF-C2 concept is a 2+2 roadster design study intended to suggest impending evolutions in the brand's design language. They chose an open air sports car, with all the touches of a luxury Grand Touring concept, because of the brand's dual passions for driving and high-end creature comforts. Development originated in theoretical coupe form. The spindle grille remains, with a heavy emphasis on its lower portion. An impression of sharp edges is smoothed in most elements of its execution. As a roadster concept, the LF-C2 concept has no top covering the cabin.

MAZDA had two huge reveals in LA. One had seen the flash of paparazzi before: the fourth-generation 2016 Mazda MX-5 Miata. This has been the world's best-selling two-seat roadster, with over 930,000 globally, nearly 40 percent of those in the US. Following a three-city global debut in September, this was its US auto show debut. The spotlight was shared with the new Mazda CX-3 subcompact crossover, unwrapped here for the first time. The CX-5 compact utility was already a favorite with us, and Mazda's entry in the suddenly booming subcompact segment is a knockout, in both style and substance. Both were shown to a press group at an evening preview; the white CX-3 looked especially sharp at night, with its black C-pillar and "floating" roof. With SKYACTIV-G 2.0L engine and automatic transmission, the CX-3 will be available in both FWD and AWD, starting this summer. Mazda also showed updated models of the Mazda6 midsize sedan and CX-5 crossover.

Daimler's reborn Maybach marque made quite a splash when reintroduced in 2002 after a 60-year absence, but sales fell short, and as the global economy swooned, the brand was scrubbed. It is now reborn, with the advent of the **MERCEDES-MAYBACH** S600. This super sedan had its global reveal in Guanzhou, China and almost simulta-

neously at the LA show. At 214.6 inches in length, with a 132.5-inch wheelbase, the new Mercedes-Benz flagship of flagships is 8.1 inches longer than the S-Class Sedan, for larger rear passenger volume, where executive seats are standard. The world's quietest production sedan has a 523-hp 6.0L biturbo V12. Mercedes-Maybach is a sub-brand of Mercedes-Benz, in the same vein as Mercedes-AMG. The car arrives in April.

MINI continues to expand its lineup, even as a couple of models are discontinued. Coupe and Roadster are gone. Paceman may survive—we hope so—as its rough-road-capable four-door chassis-mate Countryman soldiers on. The sort-of-four-door Clubman (with concealed rear access doors) could go either way. In the face of all this, meet the new MINI Hardtop 4 Door, shown in Paris in September. Small is big, though MINI seems to keep making it bigger. This is the first four-door MINI built on a shared front-drive BMW global architecture and is powered by the same 3- and 4-cylinder twin-turbo engines as the MINI Hardtop 2 Door. The new 4 Door is priced \$1000 higher than the 2 Door. Also in the US for the first time was the hot MINI Superleggera Vision roadster concept shown in our pages one year ago.

Sales of **MITSUBISHI** in the US have grown dramatically over the past year, led by the Outlander Sport with over-25 percent year-to-year growth. The addition of the subcompact Mirage brought overall US sales up almost 30 percent—impressive figures from the Japanese brand a lot of people don't always think of first. In this enviable position, Mitsubishi brought the stunning Concept XR-PHEV to LA—a bold new body containing an efficient, high-performance plug-in-hybrid drivetrain. Typical for concepts, they say this "hints at the upcoming direction of US Mitsubishi cars." Given their sales momentum and recent smart hires in the US marketing department, it very well might.

NISSAN has pushed design and engineering envelopes for years, very successfully. A surprise hit of the last decade was their segment-tweaking Juke. In LA, they revealed the 2015 model, with minor adjustments to its looks and a generous boost to standard inclusions, with such things as keyless entry/start, rear camera, app-based NissanConnect, Bluetooth streaming audio and hands-free text assistant—all from its \$20,250 starting price. Shown at right is the 2015 Nissan Murano crossover, with its styling now a distinct generation beyond the original, after an interim restyle, and starting at \$29,560. They also announced that the Nissan e-NV200 all-electric van had just been named LCV of the Year in the UK.



Lexus LF-C2 concept



2016 Mazda MX-5 Miata



2016 Mazda CX-3



2016 Mercedes-Maybach S600



MINI Hardtop 4 Door

The 911 **PORSCHE** Carrera GTS falls between the 911 Carrera S and the 911 GT3, is available as coupe or convertible, is equipped with rear-wheel or all-wheel drive, and develops 430 hp. A Sport Chrono package and other performance features are standard. A new Cayenne GTS with sport air suspension and lowered ride height hits 440 hp. And the Panamera Turbo S Executive Exclusive Series—a special edition limited to 100 worldwide—takes the four-door Porsche another big step away from its sports coupe brethren.

The reveal of the **SCION** iM five-door compact hatchback concept came with an announcement that a production version of this, their first new model in some time—plus another new Scion—will be shown at the New York show in April. "We plan to bring three new products in three years," said Scion VP Doug Murtha. Scion targets the 18-34-year-old demographic—with mobile lifestyles, great independence but less disposable income—with a formula of fun and sensibility. The iM concept has a wide stance and low ride height, sculpted fascias, geometric grille inserts, deep air intakes, fog lights and 19-inch forged alloy wheels, all atop adjustable-height racing suspension. Scion anticipates a price under \$20,000.

SUBARU promoted its seventh annual "Share the Love" campaign. Through January 2, Subaru donated \$250 for each new Subaru sold or leased, to the customer's choice of four national charities—ASPCA, Make-A-Wish, Meals On Wheels or the National Park Foundation—or a dealer's pick of local charity. Subaru committed \$15 million to the program. Subaru was completing a 24 percent year-over-year increase for November, with individual records broken for Outback, Forester and WRX/STI, and Legacy almost doubling—a 97 percent jump in sales.

The **TOYOTA** Mirai is an all-electric midsize four-door fuel cell sedan. Its fuel cell stack combines hydrogen gas from onboard tanks with fresh oxygen to produce electricity that powers the vehicle. It takes about five minutes to refuel, has a range of up to 300 miles and emits only water vapor. The car arrives in California—where there is a growing fuel cell infrastructure—next fall.

The **VOLKSWAGEN** GTI Roadster Vision Gran Turismo was irresistible eye candy. Like the laser-powered Chevy Chaparral, this is a full-size build of a CGI game car, also for PlayStation3's Gran Turismo 6. It is theoretically powered by a 503-hp 3-liter twin-turbo V6, with 7-speed DSG dual-clutch automatic and 4MOTION all-wheel drive—



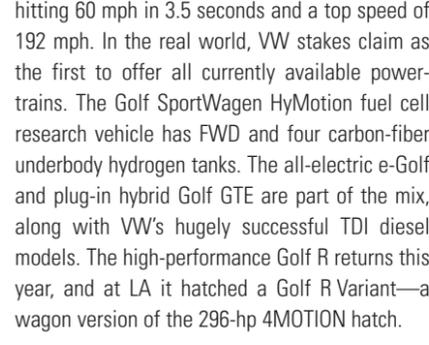
Mitsubishi Concept XR-PHEV



Porsche 911 Carrera GTS



Subaru "Share The Love" campaign



2015.5 Volvo V60 Cross Country



2015 Nissan Murano



Scion iM concept



Toyota Mirai



Volkswagen GTI Roadster Vision GT



2015.5 Volvo V60 Cross Country

All business

By Joe Sage

As with the whole lineup, this Charger six is a rock solid choice

Say the hottest word in the automotive world this year—Hellcat!—and people will reflexively respond with “Challenger” and “Charger” before you can hit sixty. There’s no question Dodge, in its rapidly successful effort to cement the brand as the all-American muscle marque in the FCA lineup, has created a halo car or two, with the 707-hp 6.2L supercharged HEMI V8 versions of these two well-established cars.

We attended the launch of the 2015 Dodge Challenger in Oregon last fall, then the launch of the 2015 Charger in the Mid-Atlantic states early this winter. In both cases, the high-potency Hellcat was generating maximum buzz. But in both cases, one of the neat conclusions about the Hellcat is that it can be driven as an everyday car—unlike the majority of its high-potency competitors, which are an uncomfortable handful in normal traffic.

That was a noteworthy commendation for the Hellcat. But it also inadvertently emphasizes the fact that, even in such rarified models, everyday behavior is a worthy goal. It may seem to turn that logic on its head, but now that we think about it, the inverse can be true: our first impulse with a V6 Charger was to compare it with the Hellcat.

Let’s start with a few six-cylinder advantages. There are two V6 Dodge Chargers: the SE and SXT, starting at \$27,995 and \$29,995. That’s right—the top-of-the-line

3.6-liter Pentastar V6 Charger is still under thirty grand. Its engine puts out almost 300 horsepower (292, to be precise, not that far off 370 for a 5.7-liter HEMI, lest we think the Hellcat is the next point of comparison). And the SE and SXT six-cylinder models are rated at 31 MPG highway.

That highway fuel mileage rating drops to 27 MPG for an all-wheel-drive version, but yes, this is another Charger V6 advantage. AWD traction and handling is an option on the sixes only.

One almost unavoidable association with the Charger is its ubiquity as a police cruiser. In fact, this may be a factor in the general air of authority you feel while driving a Dodge Charger. Or it may just be the car’s own raw capabilities.

Not long ago, for a police cruiser to qualify as a pursuit vehicle, it needed a V8, period. Not so, with a Dodge Charger Pursuit V6, essentially the same car as this SXT (though with upfitted brakes and police-specific electronics interfaces and such). Both Charger police models are Pursuit rated.

None of this is to dismiss

the value and place of the rest of the Charger lineup. As noted in our launch writeup (see the Nov/Dec 2014 issue), each has been masterfully positioned to suit its purpose and market. The 5.7L HEMI V8 R/T models give you 370-hp performance (the same as the V8 police Pursuit model) for just over thirty grand. Add a Scat Pack with 6.4L HEMI and you’re track ready, but still shopping in the upper thirties. Go full-blown SRT 392 and you’re in the forties, with the same 6.4L V8 but all the fixin’s of an SRT. And nobody will dispute the unique position of the line-topping SRT Hellcat—at just shy of \$64,000, still a heck of a bargain for something that can dust most common supercars, while still also performing as a four-door family sedan.

There’s not a bad driver in the bunch, and the same basic beautiful Charger styling and powerful grace are fully present in every one of them.

Interestingly, while the six-cylinder models are the only civilian Chargers available with AWD, in the Pursuit lineup, it’s the other way around—AWD on the V8 only. In a way, we’re glad this is not the case in the regular lineup. Much as we’d

welcome an AWD V8, we appreciate the way it’s one clear factor defining the civilian six’s niche.

Our week with the Charger followed a week with a car some two or three times its price. After that other, it seemed a little spartan, but it was everything it’s supposed to be and was very welcome. The six-cylinder Charger SXT is certainly full-featured (see inclusions in sidebar). All for \$29,995. Keyless entry and start were flawless, and the cabin is clean and purposeful. In fact, the SXT’s seats and “Hectic Mesh” finishes are about the coolest non-leather interior you could have—a combination of performance grip surfaces, very tough fabric, strong but subtle patterns and heavy stitching. And all family-friendly.

Dodge’s electric power steering has been noted by us before as being unequalled in delivering a solid and true reaction and feel equivalent to

the best full mechanical or hydraulic setups.

The Charger’s trunk gives you 16.5 cubic feet of well-arranged space for errands, chores, travels or activities. And don’t miss the fact that your SXT can also tow 1000 pounds—giving it a degree of utility you won’t find in most four-door sedans.

The 2015 Dodge Charger SXT: a fine build, a fine ride, a beautiful package outside and in, and we’ll say it once again: under \$30,000, almost 300 hp, over 30 MPG. Beat that. ■

SPECIFICATIONS

ENGINE	3.7L longitudinal V6
TRANSMISSION	8-speed with Auto Stick
DRIVETRAIN	RWD
	(available AWD)
POWER/TORQUE	292 hp / 260 lb-ft
	(with optional Rallye Group 300/264)
WHEELS	18x7.5 satin carbon aluminum
WEIGHT	(52/48 front/rear) 3966 lb
TOWING CAPACITY	1000 lb
FUEL / CAPACITY	Reg 87 octane / 18.5 gal
MPG	19/31/23 (city/hwy/comb)

BASE PRICE **\$29,995**

INCLUDED: Billet silver metallic clear coat, gloss black grille with gloss black crosshairs, body-color lower body side cladding, bi-function halogen projector automatic headlamps, LED daytime running lights, LED fog lamps, power heated mirrors (manual fold), dual bright exhaust tips, all-season performance tires, electric power steering, 4-wheel antilock disc brakes, rain brake support, ready alert braking, electronic stability control, all-speed traction control, hill start assist, keyless entry and start, black cloth sport seats with Hectic Mesh accents, heated front seats, power 8-way driver seat with power 4-way lumbar, Uconnect 8.4-inch touchscreen (incl 6-month Uconnect Access), SiriusXM (incl 1 year), 276-watt 8-speaker audio, instrument cluster with 7-inch reconfigurable display, voice command with Bluetooth, SD-USB-Aux hub, dual remote USB charge, two 12-volt aux power outlets, auto dual zone climate, compass, outside temperature, theft deterrent system, remote start system, advanced multistage front airbags, front seat-mounted side airbags, side-curtain front and rear airbags.

OPTIONS: none

DESTINATION CHARGE: .995

TOTAL **\$30,990**

LOGBOOK NOTES

We quickly and fully adjusted to the new sheetmetal. The old style looked as though it was ready to suck up any road; the new one looks as though it’s ready to scoop up any road—both noble endeavors.

During the time we had this car, a prominent colleague had posted a tale on social media, pointing out that, with some other car, for 50 percent of the price you could get 95 percent of the performance of a supercar. The Dodge Charger SXT is a car in which for about a quarter of the price, you can get 95 percent of the performance.

The final equation for us, with a car for just a week and something else cool coming, is when you want to run back out in this once more. We were all packed out of the Charger SXT but loaded our gear back in three more times, for three more errands, before they came to pick it up.



TASTY TOYOTA TRIO

THREE QUICK LOOPS JUST 'ROUND TOWN By Joe Sage

We recently had a chance to drive a few of Toyota's latest. We met at the Phoenix Zoo, and each drive was about 20 minutes long—though it gave us city streets, a stretch of freeway, and we even devised a tight-circle handling test.

The vehicles were three of Toyota's best known: the midsize Camry sedan; the subcompact Yaris; and the Sienna minivan.

CAMRY: The midsize sedan segment is the biggest in the industry, and more competitive each year. Camry has long been the midsize sales leader, as well as the best-selling car (not truck) overall in the US.

Toyota brand strategy manager Ethan Leighton calls Camry a "harbinger for the brand," so its new face, with a "trapezoidal" grille evocative of the Lexus

"spindle," is likely to catch on (a version has already been applied to the Yaris). Toyota is excited about the new Camry—with new style that goes beyond years of vanilla, as well as an extensive feature set.

Camry is available in nine versions: four trim levels, two of those available in a choice of four-cylinder or V6 powerplant, plus three trim levels in a hybrid.

By the numbers, the difference in V6 horsepower is far more dramatic than its tradeoff in fuel mileage (both top 30 MPG on the highway; see sidebar), though you do slip above \$30,000 with the V6, on a car that starts at \$22-something. All in all, you have a wide range of choice.

LE and SE trim levels create a matrix of luxury (L), sport (S) and comfort. XLE and XSE models are amped-up versions of each, but even a four-cylinder SE has spe-

cific attention paid to sporty suspension and handling. A mid-priced SE trim grade for the hybrid model is new this year.

This five-seater comes with 16-, 17- or 18-inch wheels, depending on model.

In our brief comparisons, we thought the hybrid outperformed the four-cylinder among the more fuel-miserly models, although hybrids cost about four grand more than gasoline equivalents. The hybrid's shifter has a B mode as well as D, which can optimize fuel mileage through augmented regenerative braking.

The 2015 Camry is built in Kentucky, with 75 percent US parts. Research and development is all done in the US, and this new model—with over 1900 changes listed, including an all new body except for the roof panel—is the result of considerable customer input, resulting in reengineered ride, handling and brakes.

The instrument panel is new, soft-touch surfaces abound, and electronics and controls are all updated, including the segment's first wireless smartphone charging.

There have been over 10 million Camrys sold



(Front to back): the 2015 Toyota Camry midsize sedan; the 2015 Toyota Yaris subcompact; and the 2015 Toyota Sienna minivan.

in the US, selling at about 50 an hour, and almost 7 million are still on the road.

YARIS: This perennial value purchase has slipped dramatically in sales, from over 100,000 in 2008 to just over 13,000 for 2014. The subcompact segment is important, though volume is about a quarter that of compacts or midsize. Yaris has long seemed to hold an enviable spot as the scotch-tape/xerox of the bunch, the name used to represent any of them.

This is actually one of the toughest segments to satisfy. Leighton tells us it has to be "stylish, cool, safe, reliable and fun to drive. They want it all." The 2015 model has a new instrument panel with a wider feel, 20 percent better sound insulation, a 6.1-inch touchscreen and 60/40 split fold-down rear seat standard.

The chassis and suspension are tighter, steering is retuned, and tires and wheels gain about a half-inch of stance in width.

We enjoyed driving it, even on notoriously competitive Valley roads. The shifter's manual mode helped, although there were some limitations in its L-2-3 range. Suspension was strong, and it handled well in our tight circle test at speed.

SIENNA: There are four big sellers in the minivan segment: Chrysler, Dodge, Nissan and the Sienna from Toyota—all just about equal in sales (others are minimal). With the Dodge Caravan pulling out, its customers may be up for grabs, or they may simply move to Chrysler, which could give it a more than double-volume lead over the others. Toyota knows this is a good time to put its best foot forward. The 2015 Sienna is a midcycle refresh.

Toyota addresses the minivan market with five trim levels, then adds Preferred, Premium, Navigation and Advanced Tech subsets to those. The price of entry can be in the 20s or can approach fifty grand. There are 7- and 8-seaters, though this is not correlated to the climb up trim levels.

Kia Sedona, small in sales, is all new this year, and one of its trick features is luxurious "first class lounge" second-row seating. Toyota Sienna has similar seats, though with three inches less legroom.

The Sienna felt big to us, luxury yacht sized. Its 37.5-foot turning circle may bear this out, though that's only about a foot more than the nimble Kia Sedona. Most of Sienna's feel comes with its sig-

nificant interior volume—150 cu.ft. behind the first row (eight more than Kia). It has room for everything, and as soon as we were accelerating powerfully up the first freeway ramp, we knew the Sienna could be a great experience for a long road trip.

ENTUNE AND JBL AUDIO: There are three levels of Entune Audio, working up vehicle trim levels. At the Camry XSE and XLE V6 level, you can further upgrade to Entune Premium JBL Audio, with ten speakers and the same Clari-Fi compression restoration technology as in Harman-Infinity systems used by the Korean car brands. It's unfortunate that this only comes with the V6, as those (somewhat surprisingly) represent only about six percent of Camry sales.

We had driven with audio off most of the morning, to better concentrate on engine and drive characteristics. Once we had a solid demo of the JBL system while parked, we hit the road again, but with audio maxed out.

And that's when the most fun began. ■

2015 TOYOTA CAMRY

ENGINE (4)	.....2.5L 4-cyl 16v aluminum alloy
POWER/TORQUE	.....178 hp / 170 lb-ft
MPG	.....25/35/28 (city/hwy/comb)
TRANSMISSION	.....6-speed ECTi automatic
ENGINE (V6)	.....3.5L V6 24v aluminum alloy
POWER/TORQUE	.....268 hp / 248 lb-ft
MPG	.....21/31/25 (city/hwy/comb)
TRANSMISSION	.....6-speed ECTi automatic
HYBRID	.....2.5L 4-cyl, 105 kW elec, NiMH batt
POWER/TORQUE	.....156 hp / 156+199 lb-ft
MPG	.....43/39/41-40/38/40 (cty/hwy/com)
TRANSMISSION	.....CVT
DRIVETRAIN	.....FWD
WEIGHT	.....3240-3480 lb

BASE PRICE	LE (4-cyl)	.....\$22,970
	SE (4-cyl)	.....\$23,840
	XLE or XSE (4)	.....\$26,150
	XLE or XSE (V6)	.....\$31,370
	Hybrid	.....\$26,790-29,980
DESTINATION CHARGE	.....	.....\$825

2015 TOYOTA YARIS

ENGINE	.....1.5L 4-cyl 16v DOHC with VVTi
POWER/TORQUE	.....106 hp / 103 lb-ft
MPG	.....5-manual 30/37/33 (city/hwy/comb)
	.....6-auto 30/36/32 (city/hwy/comb)
TRANSMISSION	.....5-spd man, 6-spd ECT auto
DRIVETRAIN	.....FWD
WHEELS	.....L, LE 15-in steel; SE 16-in alloy
BRAKES	.....L, LE: disc/drum; SE disc/disc
SEATING	.....five (5)
LENGTH	.....155.5 in
WHEELBASE	.....98.8 in
WEIGHT	.....2315-2335 lb

BASE PRICE	L (3-dr) manual	.....\$14,845
	" (") auto	.....\$15,570
	" (5-dr) "	.....\$15,945
	LE (3-dr) auto	.....\$16,505
	" (5-dr) "	.....\$16,880
	SE (5-dr) manual	.....\$16,820
	" (") auto	.....\$17,620
DESTINATION CHARGE	.....	.....\$825

2015 TOYOTA SIENNA

ENGINE	.....3.5L V6 24v aluminum alloy
POWER/TORQUE	.....266 hp / 245 lb-ft
MPG	.....FWD: 18/25/21 (city/hwy/comb)
	.....AWD: 16/23/19 (city/hwy/comb)
TRANSMISSION	.....6-speed ECT automatic
DRIVETRAIN	.....FWD or AWD
WHEELS	.....6.5x17, 7x18, 7x19
BRAKES (DISC)	.....fr 12.9 vent / rear 12.2 solid
SEATING	.....seven (7) or eight (8)
LENGTH	.....200.2 in
WHEELBASE	.....119.3 in
WEIGHT	.....4375-4705 lb
GROUND CLEARANCE	.....6.2 in
TOWING CAPACITY	.....3500 lb

BASE PRICE (examples from 16 models):	
L (V6 7-pass)	.....\$28,600
XLE Premium (8-pass)	.....\$38,355
Limited Premium (AWD 7p)	.....\$46,150
DESTINATION CHARGE	.....\$825

The power of choice

COST-EFFECTIVE TECHNOLOGY CAN CUT EMISSIONS, SLASH OIL CONSUMPTION AND PROVIDE FUEL FLEXIBILITY

Eco-Motive, of Moreno Valley, California, has been granted a patent for the world's first dual-fuel "H" power plant—what they hope to prove is a revolutionary, cost-effective technology that can cut global emissions, slash oil consumption and increase fuel flexibility for consumers.

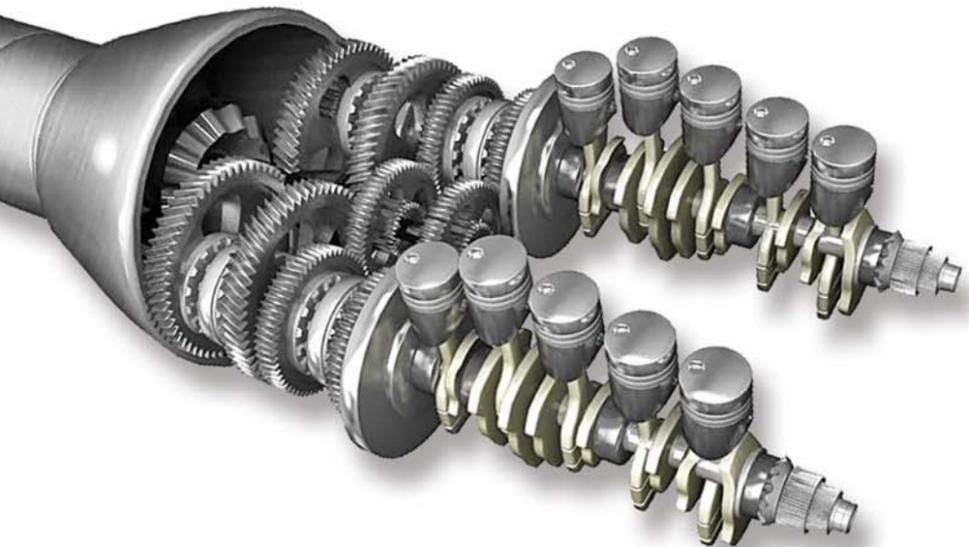
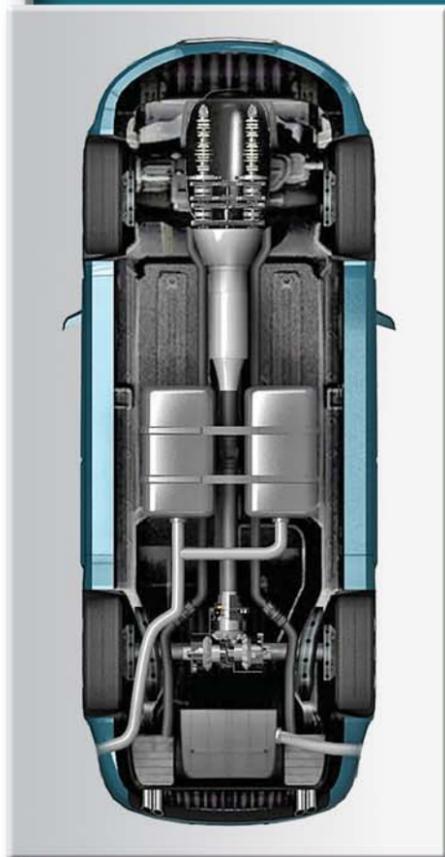
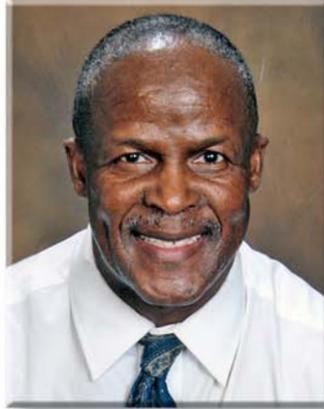
The principle is simple. "Our unique H-shaped motor uses a pair of individual cylinder banks and respective crankshafts," said Eco-Motive founder and CEO Herns Louis. "Each side is controlled by an engine selector gearbox, which connects to the transmission." The H-motor can be powered by either gasoline or compressed natural gas (CNG), driver's choice. Each bank of the engine is powered exclusively by one of the two fuels; with the push of a button, the engine switches over. "The technology can be easily adapted to existing engines, making the implementation very cost effective," Louis continues, allowing a manufacturer to apply it to "any internal combustion engine with an even number of cylinders (in) any truck, SUV or car they currently build, regardless of its transmission or configuration."

The H-motor is fed by dual gas tanks on either side of the drive shaft. A fuel inlet for each tank can be located on that tank's side of the car. (Exact

fitments may vary by vehicle.)

The engine was invented by Louis, a veteran of over 30 years in parts manufacturing ranging from automotive to aerospace, specializing in computerized parts machining. "Our intent is to help auto-makers leverage plentiful natural gas supplies and existing infrastructure to meet pending government regulations for emissions and fuel economy," said Louis. "Our intent is to partner with visionary auto manufacturers who want to leverage this flexible technology worldwide."

There are over 112,000 natural-gas vehicles in use in the US and 15 million worldwide. Since almost all natural gas currently consumed in the US is produced in North America, CNG powered vehicles also help reduce dependence on foreign oil. Natural gas is available at 530 CNG stations nationwide. While the fuel itself is plentiful, it is not yet universally available at the pump—thus, the second bank of H-motor cylinders that use traditional gasoline. Vehicle range, power and utility are similar to those in a conventional gasoline-powered engine. ■



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THE INSIDE TRACK: BRIEFS & RUMORS



Maximum fun in minimum space has been the underlying principle of **MINI** for years. To address urban congestion, they bring us an emissions-free MINI Citysurfer concept, a light and compact single-track vehicle in the style of a kick scooter, with auxiliary electric drive. With maximum range and speed of some 10 to 15 miles at 15 mph, the craft would be best suited for day-to-day use over short distances. MINI sees it as “a spontaneously available supplement to an automobile or local public transport.” Weighing just 40 lbs and folding easily into, say, the luggage compartment of the new MINI 3-door, it can take you from a car park on the edge of town to your final destination in the city center—the so-called “last mile.” It could also be taken along on a bus or train, where regulations might allow this.

When riding in warm weather, a layer of hot air trapped in your jacket raises your core body temperature to uncomfortable levels that can cause a dangerous loss of concentration. **Ventz** is a clever product from the UK that attaches easily to your jacket and helps to cool you down, by creating a flow of air to remove the trapped heat. Safe and comfortable, Ventz is effective for both the rider and passenger. Available in black, white, blue, red or yellow, Ventz can be directly purchased online at www.ventz-range.com, at £16.29 for outside-UK delivery (about \$25) plus postage.

In Arizona, we are often faced with our friend the sun in our eyes, and struggle with swinging the visor back and forth between windshield and side window while driving during a sunny day. There are also times when sunglasses are not enough protection against sun glare, especially during sunrise or sunset, when blinding sunlight hits us directly in the face. Kickstarter project **VisorTwin** intends to eliminate all that. Used in conjunction with your built-in car visor, it can provide more protection against UV rays than the car visor by itself. VisorTwin seamlessly snaps on to your existing visor, so you get double the protection, and its lateral swing plane will take it from the front to side position in a snap.

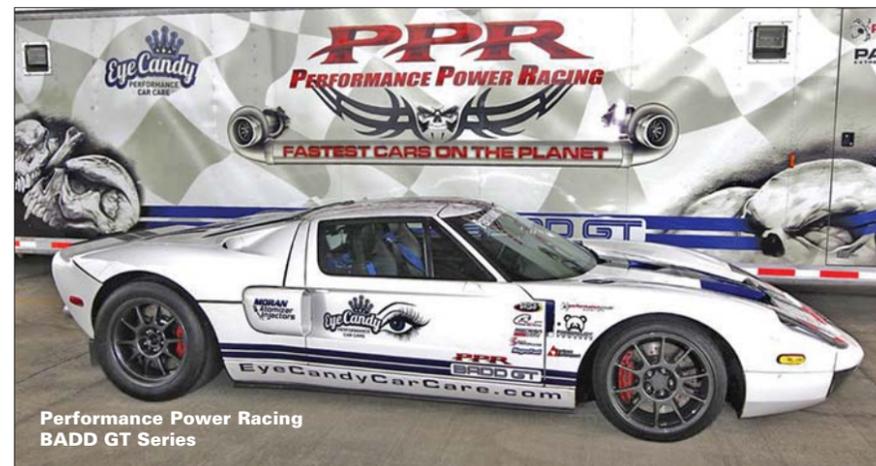


highlighting the unique processes associated with aluminum repair of the F-150. I-CAR also offers an aluminum welding and training certification program.



I-CAR has announced that 51 collision repair instruction sheets, released by Ford for the new 2015 Ford F-150, are now available on their I-CAR Repairability Technical Support (RTS) Portal. The sheets provide body repair shops with detailed instructions on part removal and installation procedures for front rail (apron tube) installation, pillars and rocker panel installation, or roof and roof rail installation. Provided directly to I-CAR from Ford, this marks the first time a vehicle manufacturer has released comprehensive instruction sheets to the collision repair industry on this scale through the RTS Portal. I-CAR is also offering a six-credit-hour, instructor-led 2015 Ford F-150 Structural Repair course, with material-specific training

Performance Power Racing of Florida likes to build the fastest street legal cars on the planet. On the track in their own 2006 Ford GT, the **BADD GT**—the first street car in full street trim to break the



250-mph and 275-mph mark in the Standing Mile,—they have held the Guinness World Record for Standing Mile, at 283.232 mph, verified by the International Mile Racing Association. Their goals: to break 300 mph; and to take six years of research and development from perfecting the BADD GT and offering one-off, built-to-order versions of the car. They can either take your Ford GT or locate a perfect specimen for you, then deliver a BADD GT Series car—fully functional as a daily driver with factory or custom interior, audio, A/C and lights. Your BADD GT Series will put down 1800 hp to the ground, a force to be reckoned with on any road course. It can run a low 9-second quarter mile, and its bears that certified 280-plus-mph Standing Mile run. This will be the fastest street legal car ever available for purchase. Pricing has not been revealed.

Teamtechnik Group was awarded a major contract from Chinese manufacturer **GEELY** for a test facility for the latest generation of GEELY and Volvo double-clutch transmissions. Standardized modules can be adapted to customer requirements, reducing the amount of engineering needed. Modular structure allows every transmission type to be tested on the same machine platform, from development to pre-series tests, to high-speed series production. GEELY has seven production sites in China and in 2010 took over the Swedish Volvo Group.

SoundRacer XV makes any daily driver sound like a supercar. An FM transmitter follows engine RPMs and adds its effects to acceleration, deceleration, shifting, cruising and idling. Its Swedish devel-

opers say it is so convincing, it fools your senses into believing you are driving the real thing—or at least gets a laugh out of your passengers. Maybe both. Individual models use sounds from Shelby V8 to Lamborghini V10, Ferrari V12—even a superbike. A Kickstarter effort is aiming for a USB-based multi-sound model.

The 2015 **Mazda3** received a Residual Value Award for the Compact Car Segment by ALG—its second straight win and third since 2010. The annual ALG awards honor the vehicles and brands predicted to retain the highest percentage of their original price after a three-year period. ALG recognizes 26 vehicles with segment awards, along with two brands presenting the Mainstream and Premium sectors of the industry. This year's awards are based on 2015 year vehicles.



An **American Automotive Policy Council** report shows American manufacturing on the rise, at a rate not seen in years. After a period of hard decisions, transformation and renewal, there are more American-made cars and trucks on the road. Chrysler, Ford and GM produce more of their vehicles, buy more of their parts and conduct more of their R&D in the US than their competitors. With more innovative technologies, and thousands of new US jobs for automakers and their suppliers, all three are spurring growth in hundreds of communities and all 50 states.

AMA Motorcycle Hall of Famer **Willie G. Davidson**, grandson of Harley-Davidson founder William A. Davidson, was honored as a Hall of Fame Legend at the institution's Induction Ceremony in Orlando in October. “Willie G.,” as he is known to his many friends and fans, has been responsible for many innovative motor-



cycle designs that ushered in a new era for the iconic company. The ceremony was part of the AMA National Convention held in conjunction with the American International Motorcycle Expo. ■

UPCOMING FEATURES

Jeep Renegade launch



Mazda3



GMC Sierra 2500 HD



Arizona auction results



Kia Sedona



Acura TLX



NAIAS Detroit show highlights



NASCAR at PIR in March



Arizona Concours d'Elegance results



Volvo S60



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