

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 15 NUMBER 2  
MARCH-APRIL 2016

AUCTION  
AND CONCOURS  
EVENTS  
AND RESULTS

VEHICLES • EQUIPMENT • TECHNOLOGY • PEOPLE • EVENTS • DESTINATIONS • ATTRACTIONS



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We dropped a Cummins® 5.0L V8 Turbo Diesel<sup>1</sup> into the 2016 TITAN XD. Boosted by a Holset® M<sup>2</sup> two-stage turbocharger, this beast makes over 310 hp and 555 lb-ft of torque, giving you smooth, efficient towing for more than six tons.<sup>2</sup> That's heavy-duty attitude in a full-size pickup—the first in a lineup of all-new trucks from Nissan.<sup>3</sup>



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TESTED IN ARIZONA ASSEMBLED IN MISSISSIPPI  
POWERED BY INDIANA AND TENNESSEE

<sup>1</sup>Available engine. <sup>2</sup>Estimated towing capacity on select trims based on Nissan internal testing. <sup>3</sup>The 2016 Nissan TITAN is not yet available for purchase. Expected availability in December 2015. Pre-production model shown; see actual production vehicle when available for final details on features. See Nissan Towing Guide and Owner's Manual for proper use. Cargo and load capacity limited by weight and distribution. Always secure all cargo. Heavy loading of the vehicle with cargo, especially on the roof, will affect the handling and stability of the vehicle. Always wear your seat belt, and please don't drink and drive. © 2015 Nissan North America, Inc.

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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**COVER:** This 1937 Mercedes-Benz 540 K Special Roadster—an original US-delivery car with known history, one of very few built with high doors, long tail and factory left-hand drive—brought an Arizona auction week record \$9,900,000 at RM Sotheby's sale. Photo: Joe Sage.



Randall Bohl

We cover a lot of ground in this issue. During auction week, we cover hundreds of miles of local ground all during one week and within a relatively small circle, as the auctions themselves, the Arizona Concours d'Elegance, a series of panel discussions of special interest, and a new show featuring classic cars of the future, covered by **Randall Bohl**, take place throughout the greater Valley of the Sun. We cover two routes between Tucson and Phoenix in the Hyundai Tucson, other ground as we head to the Detroit and Chicago auto shows, and a run to the Mexican border to drive the new Hyundai Elantra.

Collector cars (all too often) and museums aside, we still think the main reason to have wheels under power is to go somewhere, and road trips are at our core. We introduce a new section in this issue, presenting destination and activity news in a *Destination Travel & Events* section. There are so many places to go in our region, and there is so much to do when you get there—we'll help you sift through some highlights.

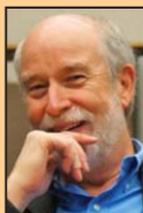
We also vicariously cover a lot of ground—very fast—as we bring you motorsports news on several fronts. In early March, Phoenix International Raceway (PIR) will run one of its two big annual NASCAR events once again. Then in April, IndyCar racing returns to PIR after a considerable absence, in the form of the new Phoenix Grand Prix. We have information, schedules and ticket sources for you, as well as IndyCar track testing, jersey swaps with the Phoenix Suns, also covered by **Randall Bohl**, and a group of Indianapolis 500 champions up close, personal and anecdotal.

As the next generation prepares to cover ground behind the wheel, we wish them fun, adventures and safety. Two different programs help prepare teens for all that—B.R.A.K.E.S. with an emphasis on safety, and Hagerty with a very special chance for teens to drive multi-million-dollar classics and start a lifelong bonding process.

Enjoy the ride.

**Joe Sage** - Publisher/ Executive Editor

Photo: Brenda Priddy



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## Electric vehicle and hybrid electric sales to near 17 million by 2020 as "range anxiety" lessens



A new study from Juniper Research Limited in Hampshire UK forecasts that nearly 17 million hybrid and electric vehicles will be on the road by 2020, up from an estimated 12 million last year. Juniper suggests stakeholders primarily need to establish the viability and desirability of electric vehicles with consumers and adopt an aggressive "go to market" strategy including:

- Expansion of wide-scale public charging infrastructure seen as ongoing and committed;
- Improved battery life and range per charge; and
- Effective consumer education campaigns, with attractive incentives to change.

The report, *Hybrid and Electric Vehicles: Consumer and Commercial Markets*, found that electric car manufacturers are prioritizing range as their key focus, with "range anxiety" the greatest hindrance to the adoption of electric vehicles. To match expectations from combustion engines, Tesla and Chevrolet have focused on ensuring their models' mileage range for a fully charged vehicle can exceed 200 miles.

(Above) Chevrolet Volt extended-range electric cutaway. (At right) BMW i3, Chevrolet Bolt, Hyundai IONIQ concept, Mitsubishi i-MiEV, Nissan Leaf, Tesla Model S, Volvo XC90 T8 Twin Engine plug-in hybrid.

Juniper Research ranked electric vehicle manufacturers on five key factors: vehicle range (EPA rated); sales; infrastructure implementation; time spent in development and deployment; and future plans. The top five thus ranked were Tesla, BMW, Nissan, Chevrolet and Ford. Tesla, which manufactures only EVs, scored with sales, mileage range and a firm commitment to their Supercharger network. BMW and Nissan were also recognized for high EV sales.

A Juniper Research whitepaper, *Electric Vehicles Going the Extra Mile*, highlighted a pressing need to install public charging outlets on all major routes, and to invest in consumer education on capabilities and benefits of electric vehicles. The report recommends that OEMs take an active role in this education process, investing in campaigns to communicate the capabilities and benefits of electric vehicles as a real alternative to combustion engines.

The report forms part of Juniper's ongoing analysis of automotive and connected car technology. Juniper Research provides research and analytical services to the global hi-tech communications sector, providing consultancy, analyst reports and industry commentary. ■



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# AUTOMOTIVE NEWS UPDATE



2016 Land Rover Holland & Holland Range Rover

▼ **Land Rover** has announced the 2016 Holland & Holland Range Rover. Holland & Holland is a British producer of world-class and custom shotguns and a holder of two royal warrants. Just 30 examples will reach the US. Crafted by Jaguar Land Rover Special Vehicle Operations (SVO), the model has signature Holland & Holland green paint, body colored grille and door handles, Holland & Holland badging on the side vents and tailgate, interior brightwork with the engraved acanthus scroll design seen on many Holland & Holland products, diamond pattern finishes on the instrument panel based on the fore end of Holland & Holland rifles and shotguns, sustainably sourced polished French walnut veneers matching Holland & Holland firearm stocks, an exclusive espresso and tan interior with extended leather surfaces, branded stitching, special floor mats and luggage area cover, and Holland & Holland illuminated tread plates on all four door sills. The rear cabin features executive seating with 17 degrees of recline and electrically deployable wood-trimmed tables. To complete the theme, the rear cargo area has a deployable, locking, leather-trimmed gun case fitting two Holland & Holland firearms. The model has a specially tuned supercharged V8 engine shared with the Range Rover Sport SVR, with 550 hp and 502 lb-ft of torque (40 hp and 41 lb-ft over standard Range Rover supercharged V8s). The vehicle is available in North America this spring, priced from \$244,500.

▼ You may be familiar with Gorilla Glass already, from the screen on your smartphone. A new hybrid window version of Gorilla Glass developed by **Ford** and **Corning** is tough, durable, scratch-resistant—and about 30 percent lighter than traditional glass. It will be used on both the windshield and rear engine cover of the 2017 Ford GT, contributing to enhanced vehicle handling, improved fuel efficiency and reduced risk of glass damage.

▼ **BMW** has two North American debuts at the New York International Auto Show in late March. The 2017 BMW M760i xDrive luxury sedan has the first 12-cylinder gasoline engine with M Performance TwinPower Turbo technology, with 600 hp and 590 lb-ft of torque, accelerating

zero-to-60 in just 3.91 seconds and reaching a top speed of 155 mph. The 2017 BMW M760i xDrive is available with the same advanced stability and handling technologies as the rest of the 7 Series model range, as well as the BMW iDrive system featuring Gesture Control. The BMW M760i xDrive will arrive in US showrooms in early 2017. The 2017 BMW ALPINA B7 xDrive blends luxury and precision dynamics with advanced ALPINA calibrated suspension and chassis technology. For the first time, the BMW ALPINA B7 xDrive includes Integral Active Steering, typically found in sports cars, combining a variable ratio electric steering system at the front axle with active steering on the rear axle. Its new 4.4-liter 8-cylinder engine delivers 600 hp



2017 BMW ALPINA B7 xDrive

and 590 lb-ft of torque, for a zero-to-60 time of 3.6 seconds, 0.8 seconds faster than its predecessor. The BMW ALPINA B7 arrives in showrooms in September.

▼ The little Italian **Fiat** 500 has ranked highest among City Cars in JD Power's 2016 US Vehicle Dependability Study



2017 Ford GT

(VDS). VDS is based on responses from 33,560 original owners of 2013 model-year vehicles after three years of ownership. The study was fielded from October through December 2015. "The 500 has



Mercedes-AMG C43 Coupe

always been known for its Italian styling, functionality, efficient design and innovative technology. We're proud to have this dependability honor in the mix as well," said Matt Liddane, VP of quality for FCA North America. The study, now in its 27th year, examined problems during the prior 12 months for cars with original owners.

▼ Problems with technology continue to affect vehicle reliability, according to the **JD Power** 2016 US Vehicle Dependability Study (VDS). While automakers, suppliers and even the US government are pushing to put fully autonomous vehicles on the roads, consumers show a lack of confidence in the technologies currently in vehicles, making them unwilling to take their hands off the wheel of self-driving cars. Problems with infotainment, navigation and in-vehicle communication systems have increased and now account for 20 percent of all customer-reported problems in the study. This is now the most problematic area on most vehicles and is at the heart of a 3 percent year-over-year decline in vehicle dependability overall. Problems most often reported are Bluetooth pairing/connectivity and voice recognition systems misinterpreting commands. Navigation difficulty of use and inaccuracy are also among the 10 most often reported problems. Among owners who had no problems with their vehicle, 55 percent purchased the same brand again. Only 41 percent of owners who had three or more problems did so.

▼ **Mercedes-AMG** has added the new C43 Coupe to the C-Class family. Its 362-hp 3.0-liter V6 Biturbo engine send peak torque of 384 lb-ft to a new 9G-TRONIC

automatic for rapid shifts, fed to AMG Performance 4MATIC all-wheel drive. Model-specific chassis technology provides high agility and strong lateral dynamics. The car promises zero-to-60 acceleration in 4.6 seconds and an electronically limited top speed of 155 mph.

▼ **Rolls-Royce** has announced that the current Phantom will enter the last stages of its run this year. This follows recent news that Rolls-Royce has begun testing an all-new aluminum architecture, which will underpin every future Rolls-Royce arriving in market starting in early 2018. The current seventh generation Phantom started production in Goodwood over 13 years ago and quickly became the foundation upon which a Rolls-Royce renais-

sance was built. As Phantom VII approaches the end of its production, Rolls-Royce will also build the last Phantom VII limousines this year. By November, the build of the very last Phantom Coupé and Drophead Coupé at Goodwood will be completed. These models will not be replaced. Collectors around the world will be excited, however, to learn that a collection of 50 unique Phantom Coupés and Drophead Coupés, called Phantom Zenith, will be built to honor the end of production.

▼ **Aston Martin** has announced significant new investments toward its long-term future in the United Kingdom, confirming that St Athan in Glamorgan has been chosen as the location for its second manufacturing facility. With the decision to build a new crossover vehicle in Wales (the DBX concept crossover vehicle revealed in early 2015 shows Aston's direction for this segment), the company additionally confirmed that production of



Rolls-Royce Phantom Zenith

their next-generation sports cars would be focused at its headquarters and manufacturing center in Gaydon, Warwickshire,

KEEP RIGHT >>



Aston Martin DBX concept

where production of the recently announced all-electric RapidE will also be located, starting in 2018.

▼ **Red Bull Racing's** 2016 challenger, the all-new RB12, was put through its



Red Bull Racing RB12

paces in an opening day of testing at Barcelona's Circuit de Catalunya in late February. Daniel Ricciardo was at the wheel as the new car made its track debut after its new livery was unveiled at a London event. Beneath its striking matte black finish, the all-new RB12 incorporates a range of improvements based on lessons learned in the 2015 season, and heralds a new power unit partner, TAG Heuer.

▼ **Bentley** has released details of a new Mulsanne, the handcrafted flagship of the Bentley range. The Mulsanne family will for the first time have three distinct models: Mulsanne, Mulsanne Speed and Mulsanne Extended Wheelbase. The Extended Wheelbase is a chauffeured passenger's car, with an additional 250 mm (almost 10 inches) of rear legroom, extending leg rests and a rear cabin sunroof to create a relaxing environment. The Mulsanne Speed is a driver's car, with 530 hp and a whopping 811 lb-ft of torque, propelling the substantial car to 60 mph in 4.9 seconds and to a top speed of 190 mph.

▼ The **McLaren 570GT** joins the 570S Coupé and 540C Coupé as the third model in the recently announced Sports Series family. A revised greenhouse gives the 570GT a sleek silhouette, and a fixed glass panoramic roof provides a bright, open cabin carried through to a large rear glass hatch. The \$187,400 570GT has the same McLaren-developed 3.8-liter twin turbo V8

M838TE engine that debuted in the 570S Coupé. Power and torque remain the same, at 562 hp and 443 lb-ft, and power is delivered to the rear wheels via a seven-speed seamless-shift transmission with normal, sport and track settings.

▼ **Acura** is unveiling a redesigned and reengineered 2017 MDX luxury SUV at the New York International Auto Show in late March, with substantial design enhancements, added luxury, comfort and convenience features, and advanced new powertrain technology to be revealed at that time, part of the brand's focus on Precision Crafted Performance. Acura MDX is the best-selling three-row luxury SUV of all time and Acura's best-selling SUV, with over 50,000 sold in each of the past three years. The 2017 MDX was designed by the Acura Design Studio in Torrance, California. It will con-



2017 Acura MDX

tinue be produced at Acura's Lincoln, Alabama plant. In early 2017, additional production for MDX will be added at the East Liberty, Ohio plant. Both plants will use domestic and globally sourced parts.

▼ FCA US—Fiat Chrysler—had four finishers in the Top Ten and one at number eleven in Automotive Science Group's Best Economic Performance SUV rankings. The **Jeep** Patriot came in at #1 for the fifth year in a row, Jeep Renegade at #3, Jeep Compass at #5 and **Fiat** 500X at #8. **Dodge** Journey almost made it five out of ten, coming in at #11. The group's Best Economic Performance rankings look at the lowest cost of ownership over a five-year forecast, taking into considerations purchase and operating price of all 2016 model-year SUVs available in North America. In the group's Best Environmental Performance award, the **Ram** ProMaster City was the best-performing commercial vehicle. The Environmental Performance Award honors vehicles with the highest level of protection for the

environment throughout its life cycle, from raw material extraction and processing through vehicle end-of-life. ■



McLaren 570GT

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♥ I just had the most wonderful buying experience! I only hope my father asks for something from The Busted Knuckle Garage for Christmas so I can do business with such a wonderful company once more. — Cheers! Michelle

♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service. — Thanks again, "JR" Jean

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# Elegant, generous, wired

BY JOE SAGE

“Fluidic sculpture” eye-catching styling really put Hyundai on the map, bringing attention to the brand’s notable combination of value, style and features. Sheer sales volume for the fluidic Elantra made it a force multiplier for this effort. The fifth generation of the little Elantra in 2011 had become stunning, and its dramatic skin seemed to emphasize that no corners had been cut—and in fact much had been added—even in the under-\$20k range of their volume compact.

The sixth-generation 2017 Hyundai Elantra now follows Genesis (soon becoming its own brand) and Sonata into more refined, mature styling. All are still immediately recognizable, now that the brand’s presence is so firmly established. It’s clean, clear evolution, in which family personality still shines through.

Styling is just one part of the new Elantra, along with big advances in vehicle dynamics, connectivity and features. We went to California to get our hands on the new car.

We flew to San Diego to join the Elantra team in Imperial Beach—the closest town to Mexico on the US Pacific coast. We would drive inland from there, high up into the hills, for a broad sampling of the car’s power, handling, technology and creature comforts.

For our drive, we had the top Limited trim listed in our specifications sidebar. However, not only can you get into Elantra in base SE trim for just \$17,150, you also have the option of a 6-speed manual transmission with that model. The whole lineup is simple, in fact: SE

or Limited, both with a 147-hp Atkinson Cycle 2.0L four-cylinder. (There will be a new Eco model joining the lineup soon, with a 128-hp 1.4L engine and 7-speed dual clutch transmission, good for another 2 MPG or so.)

The additional \$5,200 for Limited—really just \$4,200, when comparing automatics—brings you dramatic 17-inch alloy wheels plus a host of other appealing features including LED daytime running lights and taillights, auto headlights, hands-free smart trunk, heated leather seats, power driver’s seat, keyless entry and start, leather wheel and shift knob, and a number of other upgrades. Limited also includes blind spot detection and rear cross-traffic alert, invaluable for young families, and a 3.5-inch TFT multi-info binnacle display, plus 7-inch color touchscreen system, along with both Android Auto and Apple CarPlay integration and Blue Link connected car telematics.

A number of the Limited’s advantages can be added to the SE as options and packages,

so manual transmission aficionados are also able to build a satisfying new Elantra.

Expanded driver technology options—forward collision warning, automatic emergency braking with pedestrian detection, lane departure warning and lane keep assistance, and smart cruise control—are options for the Limited trim but not the SE.

The SE has the same powertrain and suspension as the Limited (although drive mode select is standard on the Limited, optional on SE). The base SE is about 200 pounds lighter due to feature set, earning fuel mileage one point higher across the board, hitting 38 MPG highway with the automatic or 36 with a manual (EPA test cycles favor the automatic).

Our Limited was rounded out with two comprehensive and nicely priced packages shown in the sidebar, including upsizing of both screens and the irresistible core of any well-built Hyundai—an Infinity sound system, this one featuring their impressive new Clari-Fi Music Restoration technology that builds compressed music back to the full breadth and depth it was born with.

Time was, buying a small car meant buying an “economy car,” with small size, low price, slim features and low panache. Those days are completely in the rear view mirror with

Elantra. Much as Tucson, Santa Fe Sport and Santa Fe give you the same complete package in a range of sizes of crossover, so it is now with the Elantra and its bigger brothers.

Market research bears out a shift in compact segment purchase decisions from the head to the heart. Hyundai has fleshed out a small car that pleases and satisfies both.

Even with the fluidic look played down, the new Elantra has its aerodynamics tweaked to where it beats Corolla, Focus, even Nissan Leaf. This contributes not only to fuel economy, but also the new model’s comprehensive improvements in noise, vibration and harshness throughout. The unibody structure uses more high strength steel (up from 21 percent to 53 percent), structural adhesives (over 390 feet) and reinforcements, for advances both in cabin quiet and impact safety.

Suspension receives expanded insulation and dampening. Dramatically updated new geometry both front and rear improves steering, handling and stability.

The new Elantra maintains its efficient size, still delivering a generous EPA-spec midsize cabin within its compact shell, as spacious as a Cadillac CTS and moreso than a BMW 3 Series or Audi A4.

A new horizontal instrument layout emphasizes spaciousness while making primary

## 2017 HYUNDAI ELANTRA LIMITED

ENGINE.....	2.0L DOHC dual contin. VVT 4-cyl
DRIVETRAIN.....	FWD
HORSEPOWER/TORQUE.....	147 hp / 132 lb-ft
TRANSMISSION.....	6-spd auto w/ Shiftronic®
TURNING CIRCLE.....	34.78 ft
WEIGHT.....	2976 lb
MPG.....	28/37/32 city/hwy/comb
TRUNK VOLUME.....	14.4 cu.ft.
LENGTH / WHEELBASE.....	179.9 in / 106.3 in

**INCLUDED:** ESC, ABS, front/side/curtain/knee airbags, hill assist, blind spot detection, rear cross traffic alert, rear camera w/ dynamic guidelines, 17-in alloy wheels, LED DRLs and taillights, side mirror turn indicators, door handle approach lights, 6-spkr display audio w/ 7-in touchscreen, SiriusXM, dual USB charging, BlueLink connected car system, dual auto climate w/ defogger, Bluetooth hands-free phone, wheel-mounted audio and cruise, power driver’s seat w/ lumbar, leather seat surfaces, heated front seats, rear center armrest/cupholders, proximity key, pushbutton start, hands-free smart trunk.....*incl*

BASE PRICE (ADVANCE PKG).....	<b>\$22,350</b>
TECH PACKAGE: Nav AVN 4.0, 8" touchscreen, 4.2" TFT cluster display, Infinity 8-spkr premium audio w/ center channel, subwoofer & Clari-Fi Music Restoration technology, Android Auto & Apple CarPlay, heated front/rear seats, power sunroof, auto-dim mirror, HomeLink, compass.....	2500
ULTIMATE PACKAGE: Auto emergency braking w/pedestrian detect, smart cruise control, lane keep assist, HID headlights w/dynamic bending light, memory driver’s seat and side mirrors.....	1900
CARPETED FLOOR MATS.....	125
DESTINATION CHARGE.....	835
<b>TOTAL.....</b>	<b>\$27,710</b>



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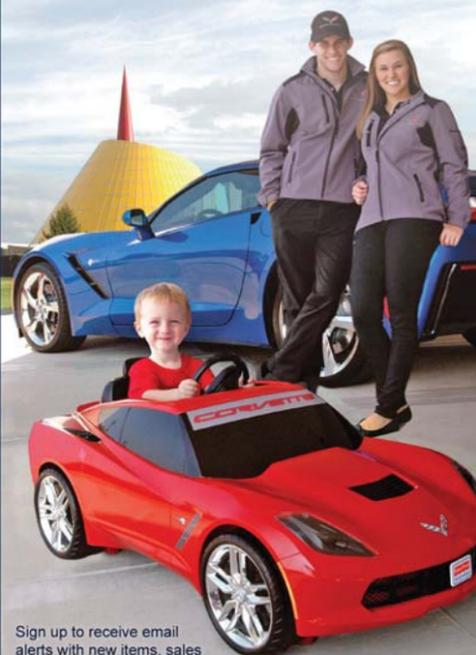
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functions highly intuitive. Besides being a size above, the extensive feature and technology set is built to deliver "a class above."

All of these advances were apparent in our drive. If we had been planted inside, blindfolded, before we pressed the start button, we would not have known this was a compact car, nor would we have known it was such an affordable car. We drove the new Elantra several hundred challenging and exhilarating miles and could have continued for days. At over six feet, we remained comfortable and purposeful, as the Elantra enthusiastically delivered curves, hills and straights.

We welcome the availability of a manual, but most buyers do opt for the automatic, and the full feature set of the Limited is very enticing. The automatic is another new piece, in fact, a unit with the precision of a Swiss watch, using double ball bearings, a much smaller oil pump, direct control solenoids and a multi-disk torque converter to deliver smooth power and fuel efficiency with just six well-spaced and generally invisible speeds. Eco, normal and sport modes are perfectly mapped for your own best bargain between performance gained through sport's torque boost via delayed shifts or eco's longer time between fuel stops.

If this is your size and/or your price, you will find Hyundai Elantra a supremely capable car, on a par with the larger Sonata and even the Genesis (front-vs-rear-drive aside). If you compare specifications throughout, you find all the technology of a \$50k-plus Genesis just a year and a half ago is in the \$20k-plus Elantra now. Beyond impressive.

It's enough to make us wonder what might join



Imperial Beach is the southernmost beach town in California—14 miles south of San Diego and 5 miles northwest of Tijuana—and has the southernmost pier. To the south in the US are protected estuaries, so the view at night is of a dark gap, then the lights of Tijuana and Playa de Tijuana, Mexico.

the Hyundai lineup in the full-size niche opened up by Genesis and Equus brand migration (the Hyundai Azera will probably hit its stride here), and what might be in store for a next-gen subcompact Accent. There is also the all-new IONIQ hybrid and plug-in hybrid arriving later in the year. With no compromise, you have easy choices. ■



# Tucson To Tucson by Joe Sage

We have times we wish some lineups with three or even two sizes of SUV or crossover made all three more similar, because perhaps we like one very well and we like the size of another. In other lineups, we like it that all are different from one another for their own comparative reasons. Hyundai used to have the variety pack. With the arrival of this all-new Tucson last fall, they now have the coordinated threesome. In this case, we very much like the fact that much the same vehicle comes in three sizes now. It's such a well executed vehicle, all you have to do is pick a size.

The naming scheme for the threesome is evolv-

lutionary. The 5-seat Santa Fe Sport (replacing the old Santa Fe) and then the 7-seat Santa Fe (displacing the Veracruz) came out in 2012. This all-new Tucson followed three years later and kept the name of its forebear, though it now completes a perfect large-medium-small triad.

There are four models in the Tucson lineup. A \$22,700 base SE model has a natural-aspirated 2-liter engine and 6-speed automatic. Eco, Sport and Limited have a 1.6-liter turbo and a segment-first 7-speed dual clutch transmission, a tightly geared lightweight unit with electric clutch and gear actuators and a compact three-shaft structure that predicts and executes shifts instantaneously. All four are available either as FWD or with a new AWD system that applies torque to the grippiest wheels (a proactive solution, rather than reactively braking as many systems do). Disc brakes—12-inch ventilated front and 11.9-inch solid rear—stop the vehicle in 130 feet.

The Eco model keeps smaller wheels and such from the SE, but does move to the turbo. Sport and Limited successively add style and features, topping out at a base \$29,900 for a Limited FWD or \$31,300 for Limited AWD, our model here.



We find the Tucson's controls to be among the best—with infotainment concentrated in the touchscreen and vehicle settings concentrated in the binnacle, the whole setup quite intuitive. We made quick first-time new-owner changes easily, such as turning off the happy little welcome song.

We gave our Tucson a meaningful week, highlighted by some heavy print magazine hauling and—what else—a road trip to Tucson.

Even during a run in which we had hundreds of pounds of printed magazines in the back, we felt low, wide, solid and sure on sweeping freeway flyovers. Steering and handling were beyond impressive—German all-wheel-drive sports coupe impressive, with zero front-drive torque—and we really enjoyed putting our foot into it.

Tucson is a very round two hours from Phoenix,

## SPECIFICATIONS

ENGINE / DRIVETRAIN	1.6L 4-cyl / AWD
HORSEPOWER/TORQUE	175 hp / 195 lb-ft
TRANSMISSION	7-spd EcoShift dual clutch
SEATING CAPACITY	5 passengers
TURNING CIRCLE	34.9 ft
WEIGHT	3499-3710 lb
TOWING .... (w/o trailer brakes)	1000 / (with) 1500 lb
MPG	(7-spd AWD) 24/28/26 city/hwy/comb
CARGO VOLUME	31.0 cu.ft / 61.9 cu.ft
LENGTH / WHEELBASE	176.2 in / 105.1 in
<b>BASE PRICE</b>	<b>\$31,300</b>
CARPETED FLOOR MATS	125
CARGO COVER	190
DESTINATION CHARGE	895
<b>TOTAL</b>	<b>\$32,510</b>

but starting in the north Valley, stopping for photos several times and taking a scenic route back, we drove for about nine hours total. We rocked out to the Tucson's 405-watt 8-speaker audio. We continued to note solid handling and those powerful sweeps through turns—delivered by just 175 turbo horses—whether on the freeways, surface streets or beautiful open two-lane highways. In Tucson, we took one rough alley with bomb crater-grade potholes and still found the vehicle smooth, firm, strong and impressive.

We had already found that this is one of those vehicles with which you start making up extra errands or start taking the long way home—just a satisfying driving machine. At the end of our nine-hour day (and your correspondent pushes six-foot-two), it was still comfortable and we would have been perfectly happy to keep going.

Hyundai has increased its Alabama plant capacity for the new Tucson, expecting to double its US sales this year. This seems a wise move. ■



Phoenix to Tucson on I-10 is the most obvious route, but there are many alternatives, via Highway 77 through Catalina and Oro Valley north of Tucson, via Superior on US 60, or via Florence on Highway 79, each with subset options. We returned via Florence on Hwy 79 and US 60. All of these routes are highly recommended, if you have the time (the two-lanes are fast, but Oracle Road in the northern fringes is slow). Special thanks to colleague Anthony Vito for scouting out Tucson signage highlights.



Hyundai now ranks 4th in JD Power Initial Quality Studies (behind Porsche, Kia and Jaguar, and above BMW, Cadillac, Honda, Mercedes-Benz and all the rest). And you still get the famous 10-year, 100,000-mile warranty with 24/7 roadside assistance.

# DESTINATION TRAVEL & EVENTS



▼ The **Cameron** Trading Post celebrates its 100th anniversary in 2016. A swayback suspension bridge was erected over the Little Colorado River in 1911, creating the first easy access over the gorge. Soon after, brothers Hubert and CD Richardson established the Cameron Trading Post, visited at that time only by the Navajo and Hopi locals to barter their wool, blankets and livestock for dry goods. A trip to the post to trade could take days by horse-drawn wagon. Guests were always treated as family, fed and housed by the trading post during their stay. Understanding local dialects and customs, the brothers were trusted by the local Native American people in matters concerning confusing new American legal and social systems. As roads improved and interest in the area grew, the Trading Post's convenience to the Grand Canyon and other attractions made it popular for other travelers. Cameron Trading Post's restaurant serves breakfast, lunch and dinner, with American, Mexican and local cuisines. Its motel has spectacular views right alongside the Little Colorado River Gorge, with beautiful sunsets toward the Grand Canyon. The head of the operation is descended from the original founders, delivering the same philosophies of hospitality and respect today. The people who work here have done so for generations. Travel is easier today—about an hour north of Flagstaff on US 89.

▼ Cliff Castle Casino Hotel, on the Yavapai-Apache Nation in **Camp Verde**, held a groundbreaking in January for its six-story hotel expansion. Speakers at the celebration included Cliff Castle Casino Hotel General Manager Mary Kettering and Yavapai-Apache Nation Chairman Thomas Beauty, who shared full details of the expansion, renovations and their economic impact to the greater Verde Valley region.

▼ The 26th El Tour de Mesa, Saturday, April 2, 2016, is a 72-mile ride starting and ending in downtown **Mesa**, traveling through the beautiful Tonto National Forest and Salt River Canyon as it circumnavigates Red Mountain. There are also a 28-

mile route and Fun Rides of 11 and 16 miles. El Tour is partnering for the fifth year with CycloMesa, a three-day bicycling celebration (April 1-3) that includes the Two-wheel Jones Bicycles 2016 El Tour Criterium State Championship (short-course races on city streets), the Arizona Bicycling Summit, a beer garden, a food truck alley, and live music. El Tour is dedicated to Olympic Silver Medalist Nelson Vails, who will be honored at the Thursday, March 31 Dedication Dinner at the Mesa Convention Center.

▼ On November 19, 2016—the Saturday before Thanksgiving—El Tour de **Tucson** is a fun adventure ride attracting over 9,000 cyclists of all ages, novice through professional, from the US and worldwide. Cyclists can choose main event distances of 104, 75, 55, 40 or 25 miles, a Fun Ride



Cliff Castle Casino Hotel expansion rendering

of 11 or 5 miles, or a fun 1/4-mile activity course. Main routes feature vistas of Tucson's majestic saguaro desert, against a backdrop of four surrounding mountain ranges, three rising above 9,000 feet ele-



El Tour de Mesa  
El Tour de Tucson

vation. Course profiles range from flat to rolling or moderately hilly. The new 25-mile route is mostly flat, a great family affair or perfect for beginners. Two sandy river crossings greet 104-mile riders, with

many destination increased from 69 percent in 2007 to 72 percent in 2014. Visitors also gave a notably high satisfaction rating of 4.3 out of 5 to the region, which supports data that repeat visitors



Sedona, Arizona

one for 75-milers. All routes have aid stations with water and snacks, about 7-10 miles apart, police support at intersections and plenty of morale-boosting volunteers and spectators. The Fun Ride runs on the Santa Cruz River multi-use path.

▼ **Verde Valley** communities Sedona, Cottonwood, Camp Verde, Clarkdale and Jerome participated in a visitor survey project commissioned by the Arizona Office of Tourism to analyze tourism trends. New research covered the fiscal year from September 2014 to August 2015. A total of 2,406 qualitative and quantitative surveys covered three main areas of a visitor profile—characteristics, satisfaction and demographics. Compared with a FY2006 survey, it also showed differences over the nine years between. Key finds:

- ~ 63 percent of visitors were from out of state, 8.5 percent international.
- ~ 53 percent averaged 8.3 prior visits, and 47 percent were first-time visitors.
- ~ 42 percent said the primary purpose of the visit was sightseeing, while 19 percent came for outdoor recreation.
- ~ 44 percent said their decision to visit was influenced by family or friends, while 13 percent consulted the Internet. Compared with data from the FY06 survey, the differences showed that:
- ~ Per-party per-day spending grew from \$423 to \$654 (avg) from 2007 to 2014.
- ~ Average party size grew from 2.6 persons in 2007 to 3.1 persons in 2014.
- ~ Visitors who identified this as the pri-

are key to the area's tourism economy. In 2014, \$669 million in direct visitor spending produced a total economic impact of \$697 million, including \$240 million in labor income and \$104 million in federal, state and local taxes.

▼ Just two hours from Las Vegas and four hours from Phoenix, **Grand Canyon West** offers visitors a variety of outdoor and cultural experiences, including the Skywalk, Colorado River raft tours with Hualapai River Runners certified guides, helicopter tours and horseback riding. Lodging includes historic Hualapai Lodge on Route 66 and Hualapai Ranch, with rustic, western-themed cabins overlooking the Canyon Rim. All the Grand Canyon West tourism experiences pay homage to the culture

and history of the Hualapai Tribe, which owns and operates the Grand Canyon Resort Corporation for the benefit of tribal members and the surrounding economy. Hualapai River Runners and Grand Canyon West have unveiled a new tourism experience for 2016—The Walapai Experience, a guided two-day weekend tour of the Grand Canyon's West Rim that takes adventurers from the rapids of the Colorado River to an overnight encampment in Spencer Canyon, then into the sky by helicopter to tour the Grand Canyon's West Rim. Two-day Walapai Experience tours begin on March 5 and run every weekend, weather permitting, until October 30, 2016.

▼ The Hudson, one of **Sedona's** newest restaurants, opened in late 2015 under the guidance of Executive Chef Jeff Storcz at Hillside Sedona. The chef's culinary pedigree stems from decades of work including as executive chef at Grayhawk Golf Club in Scottsdale and executive sous chef at the Phoenix Ritz-Carlton. The Hudson



The Hudson, Sedona

menu includes an array of beverages, including local beer and wine, and craft cocktails. Culinary offerings include fresh

KEEP RIGHT >>



Hualapai River Runners  
Walapai Experience  
Grand Canyon

dishes such as bruschetta, charcuteries and salads, plus crowd favorites with a unique New American flair.

▼ Wynn Las Vegas has announced the development of Wynn Plaza, a 75,518-



square-foot luxury retail complex in the high traffic area bordering Las Vegas Boulevard. Debuting in fall 2017, the complex will augment the existing luxury retail collection at Wynn Las Vegas and Encore, which includes Chanel, Dior, Loro Piana, Louis Vuitton, Prada, Moncler, Givenchy, Hermès and Alexander McQueen, bringing their total retail to over 173,500 sq.ft.

▼ Snowbird and Alta offer excellent skiing just 30 minutes from Salt Lake City. At the southeast corner of the Salt Lake Valley, Little Cottonwood Canyon in **Utah** is only "little" in that it's a bit shorter than its big brother to the north. In fact, Little Cottonwood's Alta and Snowbird have 40 percent more vertical descent (5,260') than Brighton and Solitude (3,800'), the two resorts in Big Cottonwood Canyon, and that drop is faster and more challenging in the narrower canyon. Besides a prohibition of snowboarding, Alta's bumper-sticker catchphrase—"Alta is for skiers"—also hints at their traditional culture that prioritizes skiing over fancy restaurants and 5-star hotels. Like Zürich or Alagna, people go there to ski. Fancy that. Alta does have good beginner runs, but first-timers aren't their primary demographic, if you catch their

(snow)drift. Expect deep powder, state-of-the-art facilities and the longest ski season in Utah. For more information, visit DiscoverAlta.com.

▼ Papillon Group's **Grand Canyon Sc**

Meat and the Colorado River—the heart of the Grand Canyon. The plane lands at Bar 10 Ranch, where guests experience a guided ATV trek through Whitmore Canyon and Lake Mead National Recreation Area, to reach an exclusive vantage point overlooking Grand Canyon National Park. The tour concludes with a homemade Dutch oven barbecue lunch.

▼ **Las Vegas** calls to mind images of glittering lights, luxurious resorts and jaw-dropping attractions. But soon, nestled between Monte Carlo Resort and Casino and New York-New York Hotel & Casino will be The Park, an oasis bringing a microcosm of the surrounding desert landscape to a pathway accessing new T-Mobile Arena. Opening in April, The Park will provide a respite from the hustle and bustle of The Strip, allowing guests to relax and unwind while socializing with friends, enjoying delicious food and beverage from charming culinary destinations, or just strolling through the space to take in the sights of The Strip's newest architectural marvel.

▼ Live Nation and SLS Las Vegas are opening the newest live music venue in **Las Vegas**, The Foundry at SLS Las Vegas. After complex renovation, The Foundry replaces LiFE Nightclub as an 1,800-capacity live music venue with state-of-the-art production and design. The venue's partnership with Live Nation promises an exciting roster of entertainment, including X Ambassadors on March 26 during their recently announced national tour. ■



Alta, Utah

Photo: DiscoverAlta.com

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# Xtra potent by Joe Sage

We've driven a number of electric vehicles by now, including (in ascending order of power) the tiny-outside-huge-inside Mitsubishi i-MiEV, with a 49 kW, 66-hp, 145-lb-ft motor that feels like more; Nissan Leaf, with an 80 kW, 107-hp, 206.5-lb-ft motor, pushing time and distance to the limits of its charge; the first-gen Chevrolet Volt, with a 111 kW, 149-hp, 368-lb-ft drive motor, in its 30-plus-mile pure electric mode; and the original Tesla Roadster, with a 215 kW, 288-hp, 273-lb-

ft track-capable motor. Across that broad range, each delivered the gratifying, pleasantly neck-snapping right-from-the-line full-torque power only an electric can provide.

But we had not driven the current star of the Tesla lineup, the Model S, notably popular in the Valley, sure to be spotted dozens of times a day. With this, the EV specifications really take a leap: two motors with up to 568 kW delivering 762 hp and 687 lb-ft of torque.

Compare this with Mitsubishi's Pikes Peak championship electric racer—whose three motors combine for 450 kW, 322 hp and 443 lb-ft of torque. Tesla Model S specs beat that by far, every day, in a production sedan.

Enter the Tesla Model X. With sales of the Model S not only healthy but coveted, and with the economies of scale suggested by Tesla's huge expanding investment in battery technology, brand expansion was inevitable—and arrives in the form of a crossover. The

underpinnings are evolved from the Model S, though some 70 percent of Model X content is new. The top-power P90D model matches top Model S's 762 hp and beats Model S torque at 713 lb-ft. (Model X 90D has 518 hp; the P90D's extra horses are applied at the rear wheels.)

With the success of Model S as a foundation, Model X has what independent sources suggest are some 30,000 preorders.

Tesla recently came to Arizona during a 30-city Meet Model X Tour. Purchase reservation holders gathered at Tesla's Scottsdale Airport service center to experience their new crossover in person for the first time. The event was completely booked, and over 100 drives were taken over the course of three days. Those who had not yet configured their Model X could meet with a personal Owner Advisor after a test drive, to walk through the configurations and finalize their order.

We arrived early to catch our own drive.

Electric power is applied throughout the vehicle—the doors open and present themselves in much the manner of a multi-hundred-thousand-dollar Rolls-Royce and close

firmly and silently as you get seated.

The three-row Tesla Model X is available as a six- or seven-seater. "Falcon wing" rear doors also open and close under power, and—as with the back hatch—will stop short of any overhead obstacles, such as the inevitable garage door ceiling. Door and hatch operation can be overridden manually, as well.

With no engine up front, already generous cargo space is augmented with what Tesla cleverly calls a "frunk"—the front trunk.

The Model X interior has premium style, finish and feel throughout. The touchscreen interface is one of the first things that catches your eye—a case where bigger is better—very well laid out, its features very clear. The 17-inch screen size is used not to cram more distraction into every screen, but rather to make information clear, with some welcome white space. With headquarters in Silicon Valley, it's a fair bet Tesla has snagged a few top GUI designers for these efforts.

The Model X all-wheel-drive system comprises dual motors that digitally and independently control torque to the front and rear wheels, not only for traction control but also boosting both performance and efficiency.

We eased out of the parking lot onto an empty street and gave it the pedal through a sweeping curve. Model X not only provides stunning acceleration, but its battery place-

ment is slim and low, for the stance and handling of a low-slung sports car. It weighs in at close to three tons, but has power enough to erase that mass from your experience.

Tesla's Autopilot system uses cameras, forward radar, ultrasound and navigation data to automatically steer and maintain lanes, change lanes with the flick of a turn signal, and adjust speed in response to traffic using adaptive cruise control and automatic emergency braking components. Some of these features sound familiar, but in this case show every sign of being more advanced. We put the distance and lane-keeping functions into play on the boulevards, where we dealt with other drivers of varying speeds, stoplights, multiple lanes defined by combinations of striping and curbing, exit lanes, left turn lanes—the works. Not all braking systems come to a full stop when someone in front of you does, but Tesla Model X does. Not all lane-keeping systems stay on indefinitely, but Tesla's does.

Drivers are reminded to keep their hands on the wheel and maintain their own full human responsibility for the car.

Another feature we did not have a chance to try is Summon—which enables Model S or Model X to drive itself in and out of your garage once you arrive home, allowing for a tight fit. Once prompted, Tesla will do the work for you: opening your garage door, entering your garage, parking itself and shutting down—then the reverse when it's time to head back out.

Autopilot and Summon lay the groundwork for fully autonomous operation. Over-the-air software updates will keep you current.

Our P90D had the Ludicrous Speed Upgrade, a \$10,000 option which adds a high-capacity electronics pack to unlock more power and acceleration. We have seen dra-

matic viral videos of unsuspecting passengers experiencing Ludicrous Speed for the first time, so we were surprised when told to turn it on as we were about to make a left-hand turn at a light. It had struck us more like a quarter-mile dragstrip feature. But it works fine in traffic, sort of a high-steroid version of familiar sport modes.

Our freeway miles included a lane-changing demo. Not only will the vehicle keep you within your bounds, it will also semi-automatically move you on over. We accelerated into a center lane, then checked our neighboring traffic (this is still the driver's job), and upon applying the righthand turn signal, smoothly and precisely changed lanes automatically. Turn the signal off and then on again to change another lane—and now we were exiting. We're sure we can still do this for ourselves, but it's an impressive demonstration.

We wondered whether the Model X might have some tow capacity, given its crossover status—thinking maybe 1500 pounds, typical for a carlike crossover. Model X surprised us with a 5000-pound tow capacity, matching the high end of SUV benchmark Ford Explorer.

Had we had more time, we could have driven the Model S, too. It would be a very similar experience, as they are built upon essentially the same platform—low center of gravity, the ballastic acceleration of a high-performance electric powertrain, the space age luxury of its post-modern cabin, premium touches and top-end electronics.

And of course Ludicrous Speed mode, to drive all points home.

There is, in fact, nothing ludicrous about the over-the-top Tesla lineup—just a maximum expression of EV art and science at its high end. It's just what you might expect from Elon Musk, the same Wunderkind who brings us everything from PayPal to SpaceX. ■



## 2016 TESLA MODEL X P90D

<b>ELECTRIC MOTORS</b> .....front: 259 hp / rear: 503 hp	
.....combined torque: 713 lb-ft	
<b>DRIVETRAIN</b> .....Performance AWD	
<b>ACCELERATION 0-TO-60</b> .....P90D 3.8 seconds	
w/ Ludicrous Speed Upgrade P90D 3.2 seconds	
<b>QUARTER-MILE</b> .....P90D 12.2 seconds	
w/ Ludicrous Speed Upgrade P90D 11.7 seconds	
<b>TOP SPEED</b> .....155 mph	
<b>RANGE</b> .....250 miles	
<b>WEIGHT</b> .....5441 lb	
<b>DRAG COEFFICIENT</b> .....0.24 Cd	
<b>MPGe</b> .....P90D: 89 MPGe	

<b>MODEL X P90D</b> Performance All-Wheel Drive	
250 miles range (EPA est.)	
3.8 seconds 0-60 mph	
155 mph top speed	

**BASE PRICE (P90D).....\$132,000**

**Ludicrous Speed Upgrade.....\$10,000**

**P90D w/ Ludicrous Speed Upgrade...\$142,000**

<b>MODEL X 90D</b> All-Wheel Drive	
257 miles range (EPA est.)	
4.8 seconds 0-60 mph	
155 mph top speed	

**BASE PRICE (90D).....\$132,000**

<b>MODEL X 70D</b> All-Wheel Drive	
220 miles range (EPA est.)	
6.0 seconds 0-60 mph	
140 mph top speed	

**BASE PRICE (70D).....\$80,000**



Rule number one remains the same:

# Go with your heart

By Joe Sage | Photos by Randall Bohl

The Phoenix Automotive Press Association hosted an annual panel discussion on the state of automobile collecting and auction sales at the start of auction week, at the Arizona Biltmore, on Saturday, the eve of the third annual Arizona Concours d'Elegance.

Moderated by automotive journalist and author Larry Edsall, the panel of collector car experts included John Carlson, president and chief executive of the National Association of Automobile Clubs of Canada, long-time concours judge and chief judge for the Arizona concours; Don Williams, founder in 1981 of the esteemed Blackhawk Collection in Danville, California, which has some 150 of the world's rarest vehicles; Diane Fitzgerald, National Director of the Hagerty Education Program for LeMay—America's Car Museum, in Tacoma; and Dave Kinney, publisher of the *Hagerty Price Guide*, Accredited Senior Appraiser and head of USA Appraisal, which has been evaluating collector vehicles for over 25 years.

Mark Gessler—president of the Historic Vehicle Association (HVA), US representative to FIVA and spearhead of the National Historic Vehicle Register—was on the roster, but stranded in the East Coast's record-breaking monster snowstorm.

The attending foursome shared their insights about the state of collector vehicles and trends.

**Q:** *Arizona once had only what we now know as Barrett-Jackson. Fast forward 45 years, and there are six auctions, another due next year, and now a concours. How did all this happen from that little seed back in the '70s?*

**DON WILLIAMS:** We're lucky Tom Barrett got a divorce: that's the seed, one of the great moments in auction history. He had a big sale, and when he sold a T-bird for \$153,000, when the world record had been \$90,000, that was a shock that went around the world. Tom was one of my mentors, a very good human being. He was obsessive on the cars. When you build something so big there will always be other events—just like Pebble Beach, that was the opposite, nothing but a concours, then Christie's came in. Both grew with the same kind of growth. One started with a car show, one with an auction. With media and social networks, in the last 10-15 years it's grown more than in the first 30. Arizona is now a 10-day event, where it was a 3-day event, while Pebble Beach was a 1-day event and is now a 7-day event. RM, Gooding and Bonhams specialize in different types of car. But each has only a certain capacity, and it gets to the point where each feeds off the other. The world shrank. In 1991, nobody in

Japan knew what was happening here. I went to Japan and did auctions in 1991 and '92, selling cars for more than I could get at home but less than they'd ever seen in Tokyo. That can't happen today. The light switch is in one spot for the whole world. Many more people research, and many more are interested. We'll see what, 300-400,000 people here this weekend? Add zeroes to that. We have no idea how far this will grow.

**Q:** *Where does Arizona fit in the hierarchy?*

**DAVE KINNEY:** Pebble Beach is in August, kind of the official end of driving season. With Arizona in January, everything has kind of shifted to the South and Southwest, and to some extent to Florida as well. But by far the two biggest events are Arizona and Monterey. It's television. You can go into a diner in small town Texas, and someone will say, oh, I was watching that Barrett-Jackson show on TV last night. You have to explain that was from eight months ago, and the big news coming out now is different. But Mecum and Barrett-Jackson have amazing television presence, and that has translated into incredible awareness for classic cars and the hobby. Anybody who tells you the next generation is not interested in cars isn't paying attention. They might not want a '37 Packard, I get that. But they want that SVT Focus that has 85,000 miles on it, has a 6-speed and it's \$6000. They can afford it, and it's the collector car of the future. And if they stay with it, they may want that '37 Packard. Everybody thought the Brass Era would die, but now it's one of the hottest parts of the hobby.

(From left) Moderator Larry Edsall, John Carlson, Don Williams, Diane Fitzgerald, Dave Kinney.



**Q:** *When the judges are on the field, you're not just doing a beauty contest. Why does it matter whether a car is original and has period-correct parts, especially if its mechanical components don't affect how the car looks?*

**JOHN CARLSON:** What separates a really, truly sophisticated concours is a heavy emphasis on authenticity and originality combined with elegance. It's a very debatable topic. If you look at a show like Villa D'Este or a couple of other major shows around the world, that would be in direct contravention with what they suggest is proper. From my point of view—and I'm very blessed to be able to look after a number of concours across the US—I use the Pebble Beach model. They got it right the first time and have never wavered. So the Arizona show uses the 100-point system, 20 categories, five points a category, and at the end of those categories we have an additional three points for elegance or presence factor. We want something that's going to be really, really elegant, that's correct. If a Model A Ford is 100 points, and beside it is a mid-'30s Auburn, and it's 98 points. I guarantee the Model A Ford is not going to win, and I'm a Model A guy. The judges will take those three elegance points and attach them to the most elegant car. I make a real effort to bring the best judges from across North America into this concours, and you're going to see a very significant grouping of international judges. This has a lot to do with making your concours. If it looks like a foo-foo event, you are not going to see serious entries. Owners want to go where they know they'll be treated fairly and the judging is first class. It took me a year just to put the judges together.

**Q:** *How do you choose Best of Show?*

**CARLSON:** Only First in Class are eligible for Best of Show—special awards are not. To make a First in Class selection, I'd tell the judges: first of all, pretend this car you choose is going to be for you—you can never sell it, you're going to own it for the rest of your life, choose the car that fits into that category. That gives them some very different parameters. They're not choosing because it's worth a lot of money. They're not choosing a car that they couldn't drive. If you have a tie, just ask yourself which car you'd like to take home. It can't be for financial gain. And they always seem to make the right decision.

**Q:** *What feedback do you give owners on the judging of their cars?*

**CARLSON:** Absolutely none. That would be the kiss of death. We recommend owners join a club, go through its process, find out what's really wrong with your car, accurately, then when you bring it to the concours it should be ready and

Collecting panelists (top to bottom) John Carlson, Don Williams, Diane Fitzgerald and Dave Kinney had advice, questions to answer and stories to tell.

technically correct. In a concours, it's about presence and elegance. The number one thing I recommend is that everything on the car works.

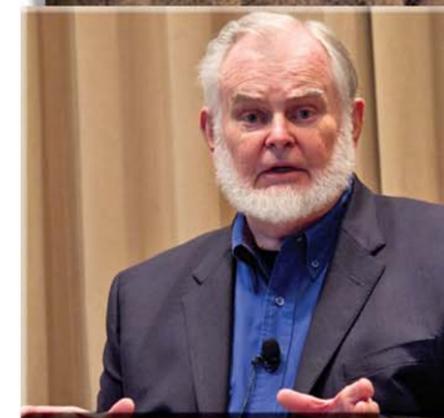
**KINNEY:** If you get invited, that's winning.

**Q:** *Why are judges told not to touch the cars?*

**CARLSON:** That's easy. Nobody touches the cars. It's Murphy's Law. If you want to see something go wrong, it'll happen right when the judge has his hand on the hood. Judges don't touch the car, don't sit on the running boards, don't sit in the car. They lean in to observe the instrumentation and those kinds of things. It's a matter of courtesy and preservation of the vehicle. If the owner allows the judge to do something, or asks the judge to do something, that's great. But if we're judging a vehicle and the owner isn't there, we don't judge the car in terms of opening the doors or the hood, we only judge what we can see. We give the owner time to come back, we'll judge a few more cars and move down the field, but eventually, if he's not there, that's as far as it goes. And in all likelihood, that car won't place.

**Q:** *It's one thing to own or show old cars, but last year, the HVA drove a 1915 Model T from Detroit to San Francisco, and recently, the LeMay took... well, Diane, tell us about this.*

**DIANE FITZGERALD:** We took a '57 Chevy Nomad, a '61 Chrysler 300G and a '68 Mustang, all from LeMay—America's Car Museum's collection, all red, to drive 3000 miles in the dead of winter—from Tacoma on December 27 to Detroit on January 9, with 11 stops along the way. The idea was to engage in communities, and stops along the way became as important as the driving. We encountered terrible weather, from Pacific Northwest drama through Colorado, and didn't see the light of day till Kansas. Our headlights were so dull, they were like those solar-powered garden lights. There were probably 20 drivers, codrivers, passengers and chase vehicles with the drive at any stop along the way. We got in touch with clubs of each of the marques, with members of the Museum and with schools. Part of my job is to find auto tech programs across the US at high schools, community colleges and junior colleges. We contacted grant awardees, interns and apprentices, the Museum having given money over the years in 29 states. We attracted 100 to 1000 people at our stops. The sense of community was astonishing. We usually drove 250 to 400 miles a day, stopping along the way with clubs, cars & coffees—just



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like your life on any weekend. Now add 3000 miles and 11 cities, and it was just fantastic.

**Q:** Do we store our cars too long for the winter, when we could drive them more?

**FITZGERALD:** I guess our recent Tacoma to Detroit drive proves it.

**KINNEY:** Probably. We think of our cars as precious little snowflakes. I own a couple of cars that are nothing like that, and take them out in the winter. Even when it's cold, I like to drive with the top down. It doesn't hurt it a bit, and it helps it a lot. Anyone will tell you cars like to be driven, and they get bad when you don't drive them—that's when the problems happen. If you live in an area with winter weather, you can be weather-dependent, but I don't mothball them for the season.

**WILLIAMS:** At the museum, we can't exercise that many cars and do a good job of it, so we exercise them once a year. But cars are like humans—if any of us here lie down on the floor for a year, we're not getting up. You don't just take a car out of storage, stick a battery in it, turn the key and take off. Even if it's just been sitting three months, we fight gas, which eats up every part of your car. Tires have a shelf life. There are so many variables, you'd better figure out a system. I don't think there's any one rule for all of us.

**CARLSON:** I'm from Vancouver BC, with lots of salt on the roads. I often start my cars once a month, even if I just move them 10 feet back and forth. We're very blessed in Canada to have non-ethanol fuel. That's the kiss of death, it truly is.

**Q:** You won the Powerball and want to start a collection, you come to Arizona, what advice?

**KINNEY:** The reasonable thing is to leave your checkbook at home the first time. There are lots of good people, like Don, like John, who can guide you and help you. You need to educate yourself, and the education is almost free. Come to the Concours, see what you like. See what fits you. There are practical considerations—do you have a garage? But get an education about the vehicles. I don't mean just standing around talking to the people who are there. Join the club. Talk to the people who own the cars. Find out the high points and low points. Car collectors are some of the greatest people in the world. It's an education process that goes on and on, and there's not one person who can know it all.

**WILLIAMS:** You have hobbyists, and you have investors. You have people who come to the auctions with the same mentality they'd use to drop a million dollars in Las Vegas. There are different rules. If you love cars but aren't sure what each car is worth, take time and find somebody with a long term good reputation for helping build

collections. Educate yourself, but buy with your heart. Buy what you love. I have never really made a mistake with my gut, but all kinds of mistakes with my head, and I've been doing this for 50 years. We've blurred the line between investing and hobby. There's nothing wrong with your choice if it's what you want to do.

**Q:** A new generation is entering the 40-to-60-year-old demographic that has dominated the hobby. Will they buy the Countach that was on their teen wall? Will pre-war be worthless? Should anyone be fearful of this change?

**WILLIAMS:** No. Embrace it.

**KINNEY:** Most of us bond with an automobile between age 16 to 26, some younger and some older, and that's what you have to follow, if you're looking to invest in automobiles. You have to look to see what vehicle made an impact on those guys turning 40, when they were younger. The price of older cars doesn't fall through the floor—they stop appreciating, mostly. The old joke that a Model T that was worth \$22,000 in 1972 is worth \$22,000 right now pretty well tells the story. I'm a value guy involved in automobile value since the beginning, and I always think the value aspect should always be secondary. Buy it because you love it, buy it because you want it, buy it because you enjoy it and you have a responsibility to take care of it. The investment part is the icing on the cake, the foam on the beer.

**CARLSON:** Kids today, ballpark 16 to 27, are the most sophisticated you've ever seen in your life. Why buy an old Corvette, when they can buy something new in the Corvette world that is so technologically advanced? They want performance. Most really don't care about showing, at all. They want to go out and drive, participate in runs, it's a very personal thing for them. It's not like the concours world. They're not generally club-associated, unless it's a younger club. We're seeing a huge generational gap, no question about that.

**Q:** With the generational shift, are you recruiting younger concours judges?

**CARLSON:** That's one of my high priorities. Pebble Beach has a waiting list—you won't find new judges at Pebble Beach nor here. Canada is probably on the forefront for having a junior judging program. We started it in the late 1980s. Kids start at 12 years old and go to age 16. They go to two or three seminars a year and judge three or four times a year, with a mentor, a particular person to look after them from 12 till 16. They're judging in a team of three, and their votes don't count. When they turn 16, either I or a chief judge in the area interviews them, they move into a team of three, and then they go to work. My oldest son is

Collecting panelists (top to bottom) John Carlson, Don Williams, Diane Fitzgerald and Dave Kinney were a wealth of information not only for current collectors, but for a new emerging generation.

33, started judging when he was 12, went through that process, and by 19 had judged at least 10 major concours in North America and Cobble Beach Concours in Canada. As a 19-year-old, he was judging at a very high end concours, and an owner said you're pretty young to be judging—have you judged before? Well, probably over 100 times. Well, what's the most significant show you've ever been to? Well, that's easy—I've been to Pebble Beach 17 times. We really want to embrace the young folks, because they're the heart of the hobby. As Don said, you buy with your heart. And for my judges, I want them to judge with their heart, especially the chief class judges, who are now charged with choosing Best of Show.

**FITZGERALD:** I'm in the weeds with the next generation after the 40-60 generation. I have the story of a 21-year-old who had always liked hot rods and custom builds, but walked into a shop that had just brought in a Pierce-Arrow, which dazzled her like a piece of jewelry. One kind of car felt like home to her, while another took her breath away. They just need to be exposed to new and different things, and educated, and their choices will reveal themselves. The shift I'm seeing is a little different from what we're talking about here, going back 10 years to the bring-back-shop-class movement, after decades of hands-on education being mostly wiped out in high schools and vocational schools. I see interest by the 40-to-60-year-old car guys who are teaching curriculums in auto tech programs across the US, using restoration as part of the curriculum, interpreting a certain type of state-mandated curriculum in a particular way. Those are the kind of programs the Hagerty Education Program at ACM funds. They have car clubs, they're engaging the kids, they're creating clubs with younger people, all part of educating the 16-to-27-year-old enthusiast in very meaningful ways. The shift I'm seeing is a resurgence, a renaissance of an interest at state and municipal levels, an interest in putting money into programs like this. One barrier to some of these kids getting into automotive restoration and classic cars may be their very well educated parents who don't want a grease monkey kid. It's part of my mission now to whisper in the ear of guidance counselors and parents that this is an absolute career path for kids who have never been book students, but are hands-on students—and that there is an elegance to it. We're winning the hearts of parents who are relieved by that to a certain extent, and we're putting kids in the pipeline who are going to be stewards of all our cars in the future. ■



# Multi-million-dollar driving lessons

**AUTOMOTIVE STUDENTS DRIVE MILLION DOLLAR CLASSIC CARS IN FIRST 2016 HAGERTY DRIVING EXPERIENCE**  
Classic car owners pass driving skills, knowledge and passion on to a new generation during the Arizona Concours d'Elegance

The Hagerty Driving Experience kicked off its 2016 tour with a very special driving event, pairing passionate automotive students with owners of award-winning classic cars. These students spent a half day driving an 1898 Jeanperrin Vis-à-Vis, 1931 Bugatti Type 40A, 1933 Stutz DV-32 Monte Carlo four-door

sedan, 1951 Allard K-2 and a 1983 Ferrari 308 GTS. Each car then went on to participate in subsequent Arizona Concours d'Elegance events.

Students came from Phoenix-area high school and college automotive programs and the McPherson College Automotive Restoration Program, chosen to participate as special recognition for their dedication to their automotive studies. Their day started with learning the history and provenance of each car, as well as unique mechanical features and best care practices from

the owners. The students then took turns driving each priceless car on a closed course.

"This is a once-in-a-lifetime driving experience. Not only are these incredible show cars, but this event emphasizes that all vehicles are enjoyed most when they are driven," said McKeel Hagerty, CEO of Hagerty. "We owe huge thanks to the collectors who shared their cars and to the students who show such passion and excitement for collector vehicles. They are the future stewards of the collector car industry."

"The 1898 Jeanperrin was the most interesting vehicle to learn to drive," said Jorge Hernandez, 16 of Dysart High School in El Mirage, AZ. "The transmission was very different than anything I'm used to, and I had to



learn to double clutch for the first time."

To round out the program, students were invited to attend the Arizona Concours d'Elegance on Sunday, where each participating vehicle was recognized as one of the vehicles that had been used for this invaluable experience.

"Young people need to know the joy that old

cars bring when behind the wheel," said Alan Travis of North Phoenix, owner of the 1898 Jeanperrin Vis-à-vis. "This 1898 Jeanperrin is virtually the oldest driving automobile in the world, and I can have anyone—including a group of students—drive it with just a couple minutes of instruction." ■



## ABOUT HAGERTY

Based in Traverse City, Michigan, Hagerty is the world's leading insurance provider for classic vehicles and host to the largest network of classic car owners. Hagerty offers insurance for classic cars, trucks, motorcycles and motorcycle safety equipment, tractors, automotive tools, spare parts and even "automobilia"—any historic or collectible item linked with motor vehicles. Hagerty also offers overseas shipping and touring insurance coverage, business coverage and club liability coverage. For more information, call 800-922-4050 or visit [www.hagerty.com](http://www.hagerty.com). Hagerty also provides online Valuation Tools and publishes Hagerty Price Guide, two premier guides for post-war collectible automobiles. For more information, visit [www.hagerty.com/valuationtools](http://www.hagerty.com/valuationtools) ■



# CROWNING GLORY



## THE 3RD ANNUAL ARIZONA CONCOURS D'ELEGANCE

PHOTOS: JOE SAGE

Arizona Auction Week grows every year, now featuring six collector car auctions, an expanding variety of car shows, panels and seminars, various parties, receptions and other special events. The week was kicked off by the Arizona Concours d'Elegance for the third time, hosting Saturday panels on collecting, a Q&A with several Indy 500 champions and a design forum with Andrea Zagato and J Mays (see all three elsewhere in this issue), followed by the Concours itself on Sunday, January 24.

While much of the nation dealt with record snowstorms, Arizona was sunny and warm, as an exceptional field of vintage automobiles took to the manicured inner lawns of the historic Arizona Biltmore in Phoenix. The winners of special classes, featured classes and a number of special awards were announced to thousands of spectators.

### BEST IN CLASS

#### American Classic Closed

1933 Stutz DV-32 Monte Carlo  
Allentown Classic Motor Car, Inc.

#### American Classic Open

1933 Chrysler Imperial CG LeBaron Dual-cowl Phaeton  
Aaron and Valerie Weiss, San Marino, California

#### Antique Automobiles: Pre 1915

1910 Pope Hartford Model T  
John and Anabel Konwiser, Scottsdale, Arizona

#### Avant Garde: Pre 1973

1958 Gaylord Gladiator  
Ralph Carungi, Glendale, Arizona

#### Coachwork by Zagato

1956 Ferrari 250 GT Zagato  
David Sydorick, Beverly Hills, California

#### Duesenberg

1935 Duesenberg SJ Special "Mormon Meteor"  
Harry Yeaggy, Cincinnati

#### European Classic

1935 Mercedes-Benz 500K  
Thomas Taffet, Chatsworth, California

#### Exceptional Cars of Great Britain

1932 Rolls-Royce Phantom II Continental Pillarless Berline  
Don Williams, Danville, California

#### Grand Touring: Pre 1973

1967 Ferrari 275 GTB/4  
Brandon and Dennis Pobiak, Scottsdale, Arizona



#### Iconic Postwar American: Pre 1966

1956 Cadillac Series 62 Convertible  
Daniel Withers, Phoenix

#### Iconic Postwar British: Pre 1966

1962 Jaguar E-type FHC  
David and Robin Levy, Akron, Ohio

#### Postwar American-Powered Sports: Pre 1966

1961 Chevrolet Corvette Gran Turismo  
John and Sonia Breslow, Scottsdale, Arizona

#### Postwar European Sports: Pre 1966

1960 Porsche S90 Roadster  
Randall and Julie Knuth, Tucson, Arizona

#### Postwar Racing: Pre 1966

1957 Bandini Sport International Saponetta  
John and Sonia Breslow, Scottsdale, Arizona

#### Preservation: Pre 1966

1962 Ghia L 6.4 Coupe  
John H. White, Sacramento, California

#### Prewar Sports & Racing

1935 Miller 2-Man Indy Car  
Malloy Foundation Inc., Corona, California

### BEST OF SHOW

Four Best in Class winners were narrowed down by Concours judges to Best of Show finalists: a 1935 Duesenberg SJ Special speed record car known as the Mormon Meteor; a 1956 Ferrari 250 GT Zagato; a 1931 Chrysler Imperial CG LeBaron dual-cowl phaeton; and a 1932 Rolls-Royce Phantom II Continental Pillarless Berline with Figoni et Falaschi coachwork.

The Mormon Meteor was driven at the Bonneville Salt Flats by legendary racer and former Salt Lake City Mayor David Abbott "Ab" Jenkins (1883-1956), achiev-

ing a number of land speed record runs, including a 24-hour average speed of 154 mph and 48-hour average of 148 mph.

The mammoth vehicle had then been modified for use on public roads and is now owned by Harry Yeaggy of Cincinnati, who has restored it in recent years to its racing configuration.

The artfully streamlined butterscotch yellow Mormon Meteor (at left and upper right) rolled across the lawn and onto the red carpet, with a throaty roar from its supercharged Duesenberg straight-8, as it was proclaimed Best of Show.

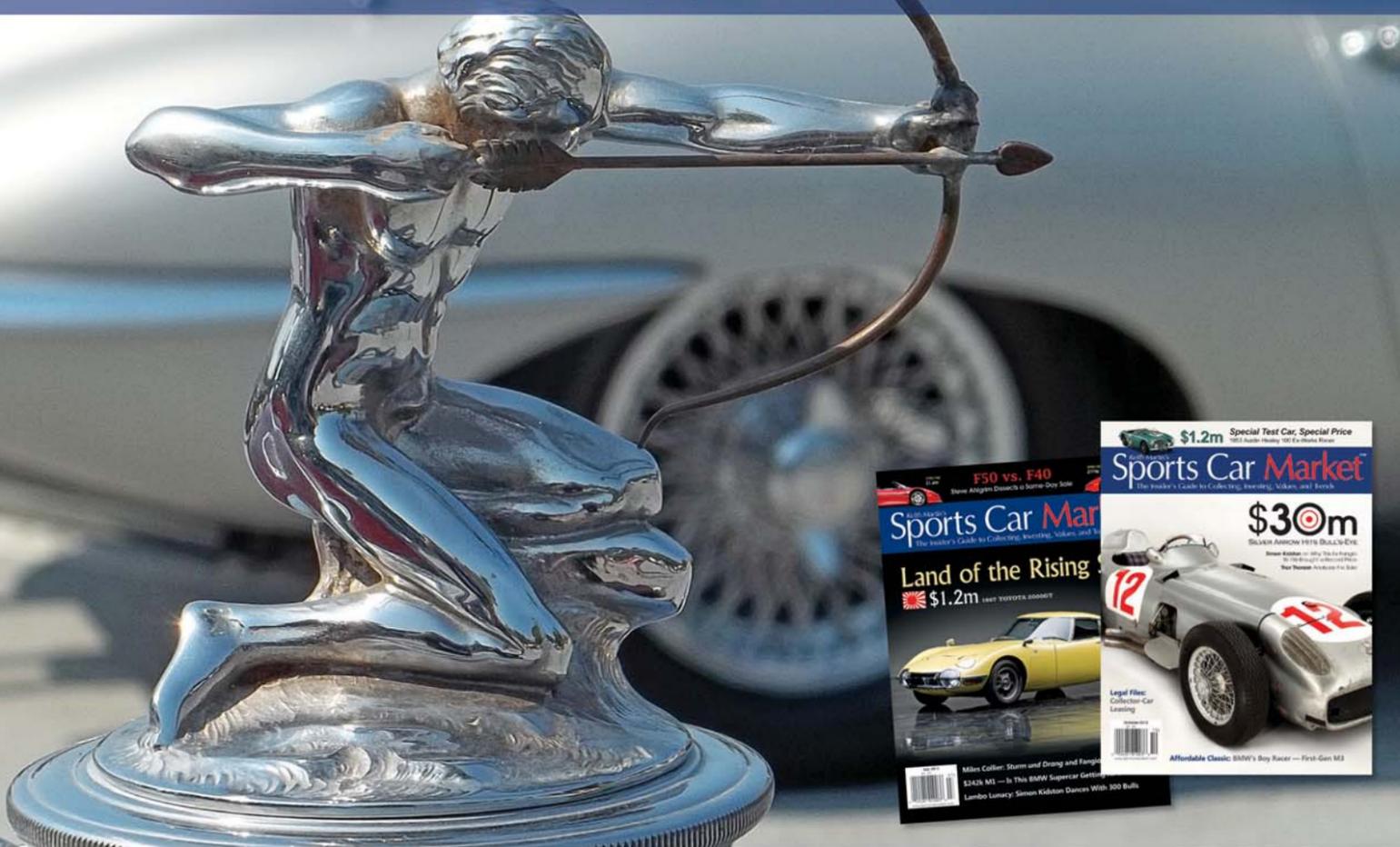
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A sampling of the goods (top to bottom): a 1933 Stutz DV-32 Monte Carlo; the new Rolls-Royce Dawn 563-hp V12 convertible; a 1948 Talbot-Lago Type 26 Gran Sport belonging to Clive and Janet Cussler of Paradise Valley; a 1953 Buick Skylark convertible belonging to Neil and Patricia DeAtley of Scottsdale; a 1949 Fiat Topolino Panoramica 750 MM with coachwork by Carrozzeria Zagato and a 1937 Siatra 750 Gran Sport with coachwork by Carrozzeria Zagato, both belonging to Scott Gauthier of Scottsdale; and a 1912 Packard Model 30 belonging to Howard and Gail Schaevitz of Edgewater Park NJ.

## SPECIAL AWARDS

- Brass Era**  
1898 JeanPerrin Voiturette 'Vis a Vis'  
Alan Travis, Phoenix
- Honorary Chief Judge's Award**  
1948 Talbot-Lago Type 26 Gran Sport  
Clive and Janet Cussler, Paradise Valley, Arizona
- Most Elegant: Prewar**  
1935 Miller 2-Man Indy Car  
Malloy Foundation Inc., Corona, California
- Most Elegant: Postwar**  
1949 Fiat Topolino Panoramica 750 MM  
Scott Gauthier, Scottsdale, Arizona
- Directors' Choice (three cars selected)**  
1948 Alfa Romeo Nardi Danese  
Brent Berge, Mesa, Arizona  
1936 Mercedes-Benz 290 Cabriolet A  
Aaron and Valerie Weiss, San Marino, California  
1953 Buick Skylark  
Neil and Patricia Deatley, Scottsdale, Arizona
- Historic Vehicle Association: Most significant**  
1962 Ghia L 6.4 Coupe  
John H. White, Sacramento, California
- Historic Vehicle Association: Car that matters**  
1957 Arnott-Climax GT  
Gregory and Debra Johnson, Irvine, California
- Mercedes-Benz Award of Excellence**  
1936 Mercedes-Benz 290 Cabriolet A  
Aaron and Valerie Weiss, San Marino, California
- Hagerty Youth Judges**  
1965 289 AC Shelby Cobra  
Philippe Reyns, Chandler, Arizona
- Phoenix Automotive Press Association: Best Story**  
1898 JeanPerrin Voiturette 'Vis a Vis'  
Alan Travis, Phoenix
- Make-A-Wish**  
1959 Hank Henry Super Modified  
Arizona Open Wheel Racing Museum, Phoenix
- Frank Lloyd Wright: Taliesin West**  
1948 Daimler DE36 Drop Head  
Mark Hyman, St. Louis
- Frank Lloyd Wright: School of Architecture**  
1933 Auburn 12 Boattail Speedster  
Lou Ficco, Wheat Ridge, Colorado



The Arizona Concours d'Elegance benefits Make-A-Wish® Arizona, founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions.

The fourth annual Arizona Concours d'Elegance will be held on January 15, 2017. For complete details, visit [www.arizonaconcours.com](http://www.arizonaconcours.com).

# Master designers: The power of visual imagery

By Joe Sage | Photos by Randall Bohl

**F**rom Concept to Collectible, one of three Concours-eve panel discussions held at the Arizona Biltmore on Saturday, January 23, featured two of the automotive world's most visionary designers: J Mays, who made his mark with Audi, Volkswagen and as head of global design for Ford; and Andrea Zagato, chief executive of the Zagato design company of Milano and the third generation of his family to lead Zagato.

**J MAYS** grew up drawing cars in small town Oklahoma. When J was nine years old, his family flew to Kansas City. He had never been anywhere, and was on a jet—traveling with Braniff, which had declared the end of the plain plane. “34 years before Jony Ive made candy-colored iMacs,” Mays recounts, renowned architect Alexander Girard and interiors master Herman Miller had transformed Braniff’s planes, while fashion designer Emilio Pucci had developed the uniforms.

The plane was empty, so a Pucci-clad flight attendant led an amazed young J to first class, where he was seated “in a leather chair that must have been eight feet wide”—with a 7-Up in a martini glass with an olive. “I was no longer going to Kansas City,” says Mays today, “but to an alternative universe, where I would be a king, in my leather throne with my 7-Up martini.”

Looking back, he recognizes an epiphany about “the power of communication and visual imagery

and how it sways us all in life, and how much you can increase the pleasure in everyone’s life if you can only capture that moment.” A star was born.

J migrated through drafting, architecture, commercial art and journalism studies, ultimately graduating from the Art Center College of Design in Pasadena with a degree in transportation design. His career has included watershed designs for Audi, BMW, Volkswagen and Ford.

Mays’ dramatic Audi Avus quattro concept at the 1991 Tokyo Motor Show led to “the production version of the Avus,” the Audi TT, which he calls “a Teutonic Bauhaus tribute that resonated and gave Audi a voice as a design brand, different from BMW and Mercedes-Benz.”

Mays and his team developed the Shelby GR-1 for Ford with Carroll Shelby himself, a clear homage to the timeless Daytona Cobra Coupe, tied to the development of the Ford GT supercar, a street-able GT40 racecar for the new millennium.

*Panel attendees preview the Coachwork of Zagato Featured Class on the lawns of the Arizona Biltmore the day before the Arizona Concours.*



He developed a stunning Jaguar F-Type concept (when Jaguar was owned by Ford).

At Volkswagen, Mays penned the Project 1 concept, precursor to the New Beetle. Studies indicating a consumer love for the circle led to the car’s shape from the side—and to its simple logo.

Mays believes people purchase a product because they’re prepared to spend a portion of their life with it—a similar relationship, especially with cars, to that with a spouse. You fall in love for emotional reasons. You build with respect, trust and reputation. But love is all about mystery, sensuality and intimacy—the things that really get someone to desire another person—or an automobile you’ve designed.

By a raise of hands, Mays proved that everything from smartphones (Apple) to cars (Ferrari), has one brand that stands apart, emotionally.

Mays says there are ways to get people to love a car. A Mustang is great, but a Mustang with Carroll Shelby standing by it is even better. One driven by Steve McQueen, better still. These backstories create a love affair that completely transcends transportation. Each of these products has a compelling story that people will buy, own and “participate in—it becomes a club.”

Mays revealed his secrets to the audience.

Be true to the brand, differentiated from the competition and meaningful to the customer (a Venn diagram shows this is an elusive zone). Don’t be design blind. Don’t copy anything. Be unique. Be on the edges or no-one will notice and no-one will covet.

Find the story you want to tell, stay on story, and customers will get the message. Don’t add noise that obscures the story. Reduce, reduce, reduce. It is *not* about the customer: be customer-informed, but brand-led. If you know what the brand stands for, you’re untouchable.

Don’t delegate your enthusiasm.

Just make it magical. If there’s no glamor, why pick up the pencil? What’s wonderful? What’s the gift? What will make them have a better life just by picking up the product?

Mays left us with this final thought: “Nothing gets old faster than ‘new.’” All the more impressive, then, that his work transcends the years.

Anyone who has spent time on the concours lawn or the rally route knows one brand that embodies everything Mays outlined: Zagato. Whether based on Alfa, Aston, Ferrari or any number of other already fine machines, an adaptation by Carrozzeria Zagato creates a standout. Coachwork of Zagato had a featured class at the Concours; and third-generation chief Andrea Zagato and his wife Marella—granddaughter of Renzo Rivolta, founder of ISO Rivolta—were honored guests.

**ANDREA ZAGATO**’s grandfather founded Carrozzeria Zagato in 1919. His father taught him that without coachwork, there is no glamor, no lifestyle, no magic about cars. The reason for a concours is the designer and coachbuilder.

Family companies risk following a pattern: the first generation is founder of the brand; the second generation tries to keep the brand alive; and the third generation destroys the brand. “I didn’t want to be responsible for that,” Zagato says.

He studied Zagato’s history—atypical aviation origins, always independent, but unusually consistent for an Italian company. They stuck to their story, a fundamental Mays had emphasized.

Zagato points out that Porsche has perfected one model for over 50 years. And the new Fiat 500—“the first successful Fiat in 20 years”—is consistent with what was expected from Fiat.

He recognizes perceived minimal engineering to actually be maximal engineering producing a minimal result, with its own simple rationalist, functionalist beauty. Zagato design achieved this.

Zagato product heritage was consistent: two-door coupés and roadsters. Andrea catalogued past product decades as racing, panoramic, gran turismo, geometrical, limited edition, neoclassic and so on, to current “iconic” models.

His turn at the helm had come at about the same time the Japanese developed lean production methods. Done for efficiency, this also let production lines become flexible. It was now possible to build a special, short-run car in the same line—a huge threat to the existing Zagato model.

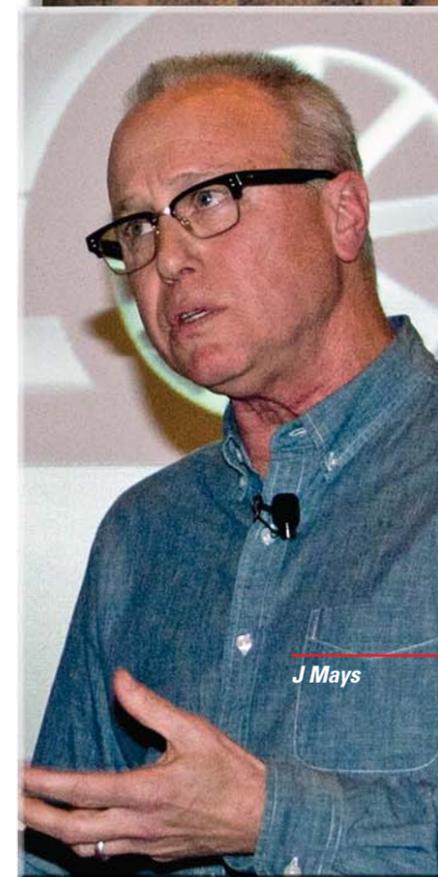
While studying the Pebble Beach Concours, Andrea asked why Zagato could not build a new collectible car. “An approach like this could maybe save my father’s company,” he reasoned. “Why should only a classic car increase in value?”

The firm had worked with 26 brands over the years—exotic Europeans and volume manufacturers. “The link between these brands and our company goes back to the founders,” he notes.

He started by going to Ferrari. “If your founder worked with my grandfather,” he would say, “why are you not working with me? You are not Mr Enzo Ferrari, but if he accomplished the work with us, you should be able to work with me. And they would say, ‘you’re right.’”

Zagato says Ferrari is one of the most difficult brands to work with, and that’s where he started, with authorization to do nine one-off 575 GTZs. The car was very successful (and two of those nine were at the Arizona Concours).

This gave him a basis to approach Bentley, who contracted Zagato to build nine Continental GTZs, which were also extremely successful.



J Mays



Andrea Zagato

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Zagato (top photo) and Mays (second photo) mingle on the Concours lawn amid an array of Zagato sheetmetal, such as the 575 GTZ (top), where they discussed their work with characteristic intensity.

Zagato and Alfa Romeo had done more than 50 models together, so just as Sergio Marchionne was buying Chrysler, Andrea made a deal to build the Alfa Romeo TZ3 Zagato based on the Viper.

The Aston Martin V12 Zagato followed very successful DB7 and R1 editions, so for the V12 they built 99. "Nine is a strategic number to me," says Zagato. "In the arts, if you build nine, stay under ten, it increases the value. We use 99 when we want to approach a larger client."

A 2004 Aston Martin DB7 is worth about \$30,000 today, while a 2004 Aston Martin DB7 Zagato recently sold for \$323,659. "The engine is the same. The interior is the same. Only the body is Zagato, but that special body increased the value ten times in ten years," Zagato points out.

A used Ferrari 575 Maranello may run \$50,000, while the Ferrari 575 GTZ has sold for over a million dollars. "This means the 575 GTZ is a collectible, and probably the 575 is not," says Zagato.

Enzo Ferrari used to build 150 cars a year, but now aims for over 20,000 per year. "This for me is very good news," says Zagato, "And Lamborghini is the same. Lamborghini is building 17,000 units, which is more than the entire production since the company started. Bentley, the same. With the Continental GT, the most successful Bentley ever, production has gone to 35,000, where it had been 200 per year. So this is the basic idea."

In 2000, Zagato changed from an assembly company to a three-unit total design center.

Zagato Oltre includes Scuderia Sports historic racing, and a lifestyle group creating such items as shoes, watches or a special Leica camera.

Zagato Atelier Classic builds Zagato cars that have been lost, using computer measurements from old photos—these are not reproductions, so they do not affect the owner of an original car. Examples include a Lancia Aprilia Sport Zagato and a Porsche 356 Carrera Zagato Coupé.

Atelier Contemporary is working on a Fiat 500 Coupé Zagato and a BMW Coupé Zagato. A Thunder Power electric car project for China includes car, logo, website and more—"one of the most interesting jobs," he says. Zagato has begun work on a car so autonomous it does not have a driver or even a steering wheel, to be presented at the 2020 Expo in Masdar City, Abu Dhabi. Watch also for a Mostro Barchetta Zagato powered by Maserati, as well as a Baby Mostro, and an Abarth Zagato in conjunction with Fiat.

The future looks very bright. We would say Andrea Zagato has indeed figured out how to keep the company alive—and thriving. ■



(L) J Mays, (R) Andrea Zagato.



Photos: Joe Sage (2)



BARRETT-JACKSON

## Barrett-Jackson

45th Annual Collector Car Auction Event  
 Nine days: Saturday, January 23 - Sunday, January 31, 2016

WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

▼ Eight cars set new records at Barrett-Jackson's 45th Anniversary Auction at WestWorld in Scottsdale. A low-mileage 10th Anniversary Edition 1979 Trans Am (Lot 763.1) sold for \$187,000 – a new auction record for any 1979 Pontiac. The 1977 T/A used as the official promotional car for the hit film *Smokey and the Bandit* (Lot #7004)—with the film's star Burt Reynolds riding shotgun across the auction block—brought \$550,000, a record for any Trans Am of any year. Two stunning Talbot-Lagos set auction records for cabriolets of their model years: a 1939 T-15 Cabriolet (Lot #1378) at \$550,000 and a 1947 T-26 Worb-laufen Cabriolet (Lot #1383) at \$715,000. One of only 2,261 produced between 1991 and 1994, a yellow 1992 Ferrari 512TR (Lot #1396.1) with only 901 miles brought in \$357,500, a record for any 512TR. A new model year record for a 1972 Corvette ZR1—one of only 20 built that year of one of the most sought-after Corvettes with the rarest small-block ever built—was set when an Elkhart Green model (Lot #1332) crossed the block for \$192,500. Two early Dodge Power Wagons crossed the block—a 1944 model (Lot #1061) and a 1962 model (Lot #496)—tying for a new record for any Power Wagon sold at auction, each at \$187,000. A total of 1,469 cars sold for over \$102 million, at a 99 percent sell-through rate.

▼ Barrett-Jackson hosts annual auctions in Scottsdale, Palm Beach and Las Vegas, and has added a new event in the Northeast. [www.barrett-jackson.com](http://www.barrett-jackson.com)



BONHAMS

## Bonhams

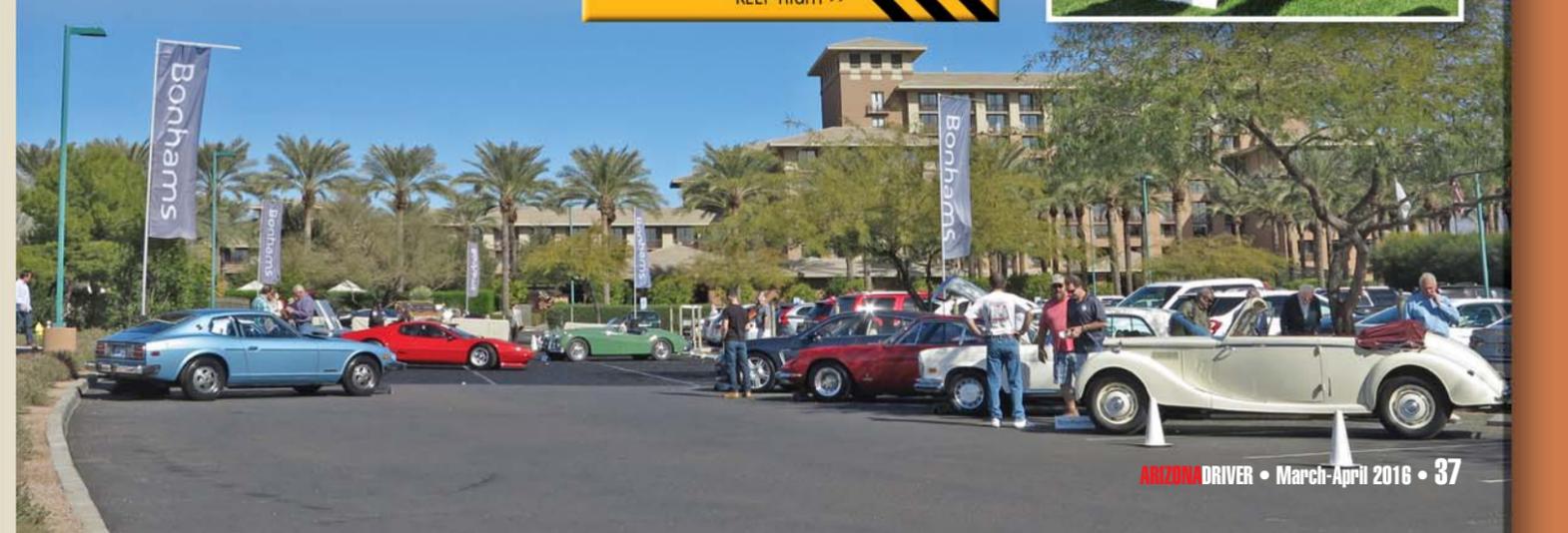
5th Annual Scottsdale Auction  
 Thursday, January 28, 2016 (viewing Tuesday-Thursday, January 26-28)

Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

▼ Bonhams' fifth annual sale in Scottsdale brought throngs of people to the green lawns and auction tent at the Westin Kierland. Bonhams had an 84 percent sell-through rate, totaling over \$18 million in total sales. Consignments spanned the ages, including top models from some of the greatest marques in automobile history. Starting things off with a bang, a 2015 McLaren P1 was offered near the beginning of the sale, and bidding rose rapidly to a new world auction record for the model, when it was bought by a young family for \$2,090,000. Worldwide interest in the right 300 SLs remained strong: a well-documented alloy-engined 1962 Mercedes-Benz 300 SL Roadster brought a healthy \$1,485,000. Demonstrating steady interest in superb Daytonas, a 1971 Ferrari 365 GTB/4 Daytona Berlinetta with less than 9,000 miles from new sold for \$1,155,000, a new live auction record for that model. A rare and immaculate 1928 Mercedes-Benz 630K La Baule Transformable was the subject of intense bidding from clients in the audience and globally by phone, ultimately selling for \$973,500, while a beautiful 1935 Hispano-Suiza K6 Cabriolet brought \$869,000. Strong results were achieved for Aston Martin, with a 1964 DB5 and 1955 DB2/4 Drophead making \$781,000 and \$396,000 respectively, while an iconic 1973 BMW 3.0 CSL "Batmobile" brought \$341,000, a new world auction record for the model. ▼ Bonhams—since 1793—hosts a wide variety of auctions worldwide throughout the year. [www.bonhams.com](http://www.bonhams.com)



KEEP RIGHT >>





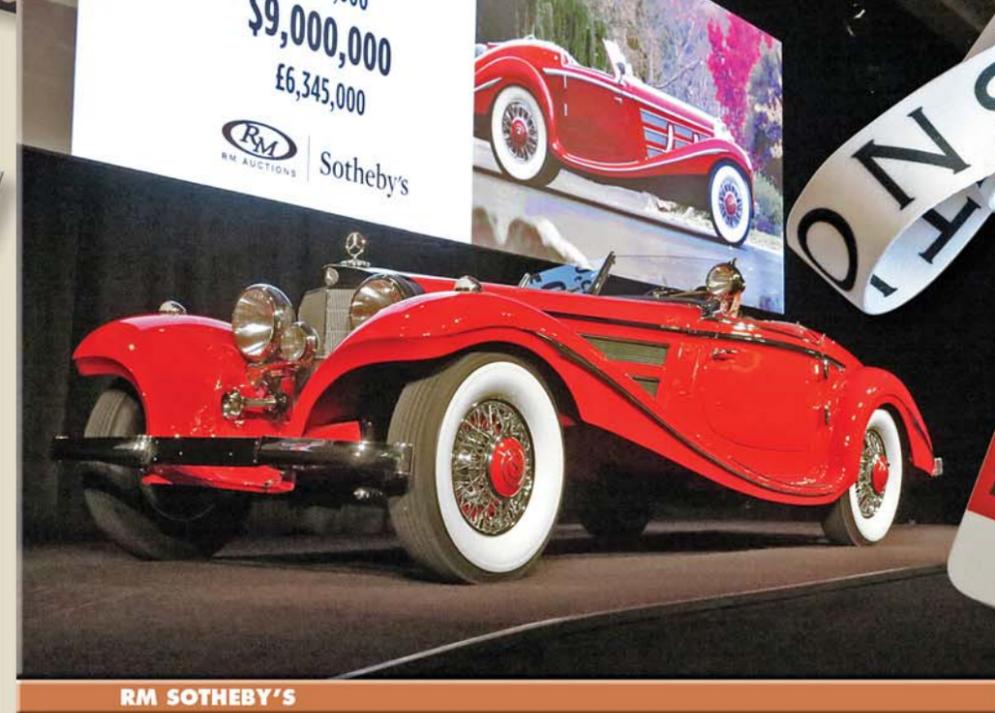
GOODING & COMPANY

## Gooding & Company

**9th Annual Scottsdale Auction**  
**Friday-Saturday, January 29-30, 2016 (viewing Weds-Sat, January 27-30)**

Fashion Square - 4700 N Scottsdale Rd, corner of E Highland Ave - Scottsdale

▼ Gooding & Company sales totaled over \$43 million at the company's two-day Scottsdale event, with 97 of 113 lots sold, an 86 percent sell-through rate, and an average price of \$443,412 per car sold. Ferrari, Bugatti and Alfa Romeo had results of particular note. Demand for Ferraris from renowned Italian coachbuilders continues to rise, with the most spectacular lot of the weekend being the 1950 Ferrari 166 MM/195 S Berlinetta Le Mans, which set a new world auction record at \$6,490,000, against a presale estimate of \$5,750,000-\$6,500,000. Another lively bidding war developed over a coachbuilt 1967 Ferrari 330 GTC Speciale, which set a new world auction record for a 330 GTC at \$3,410,000. Highlights of the Tony Shooshani Collection included a 1990 Ferrari F40 (\$1,534,500), a 1995 Ferrari F50 (\$2,400,000) and a 2003 Ferrari Enzo (\$2,860,000 after a phone-vs-audience bidding battle). The 1929 Duesenberg Model J Dual Cowl Phaeton shown above sold for \$2,420,000, a stunning 1948 Alfa Romeo 6C 2500 Super Sport Cabriolet for \$1,012,000, a one-of-a-kind 1955 Alfa Romeo 1900C SS Coupe Speciale for \$990,000 and a highly original 1931 Bugatti Type 49 Grand Sport for \$962,500, a new world auction record for a Type 49 Grand Sport. ▼ Gooding & Company is the official auction of Pebble Beach Concours and has an auction during Amelia Island. [www.goodingco.com](http://www.goodingco.com)



RM SOTHEBY'S

## RM Sotheby's

**17th Annual Automobiles of Arizona**  
**Thursday-Friday, January 28-29, 2016 (preview Weds-Fri, January 27-29)**

Arizona Biltmore - 2400 E Missouri Ave - Phoenix AZ 85016 - (24th and Camelback)

▼ The 1937 Mercedes-Benz 540 K Special Roadster shown above (and on our cover) sold for an Arizona auction week record of \$9,900,000 at RM Sotheby's Arizona Biltmore sale. The previous record for Arizona was held by a Ferrari 250 LM, which brought \$9.625 million at RM's 2015 Arizona sale. The elegant and prestigious Special Roadster, chassis no. 130894, was one of very few built in the most desirable configuration of high doors, long tail and factory left-hand drive. An original US-delivery car with known history from new, it was offered in restored condition following 26 years in single ownership and with just 10,277 miles on its odometer. In addition to setting an Arizona record, this ranks as one of the most valuable pre-war classics ever sold at auction. Other highlights included a 1952 Cunningham C-3 Coupe, one of just 19 built selling at \$1,210,000, a new auction record for Cunningham, and a 1939 SS 100 Jaguar 2½-Litre Roadster at \$1,402,500, a new auction record for a Jaguar SS 100. A 1929 Duesenberg Model J Disappearing Top Torpedo Convertible Coupe sold for \$3,000,000 ▼ RM Auctions is the official auction of Amelia Island Concours and hosts auctions worldwide. [www.rmauctions.com](http://www.rmauctions.com)

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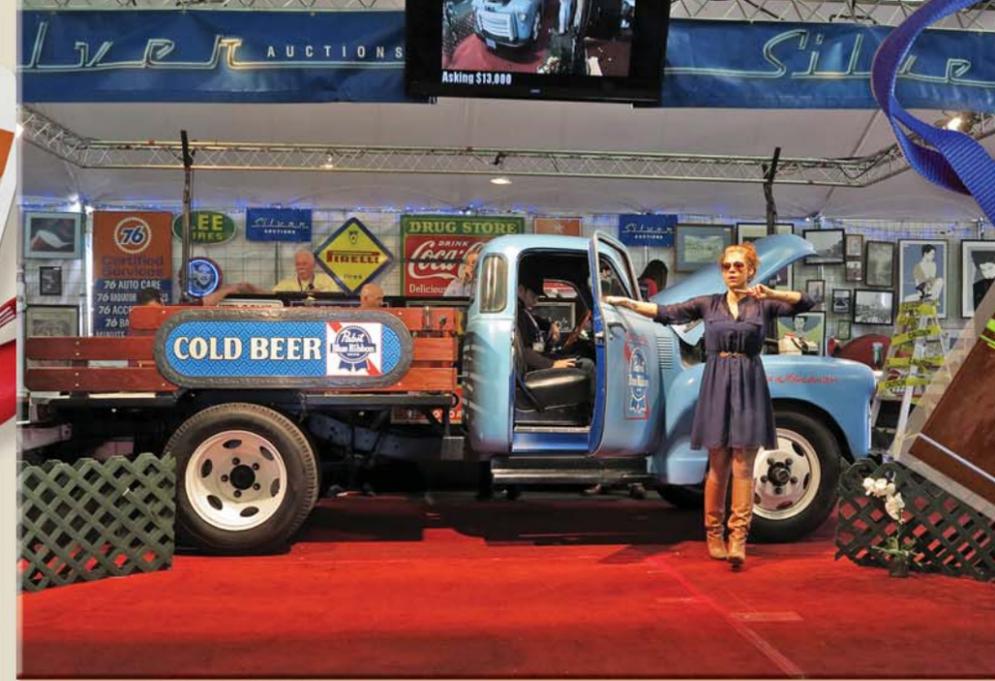
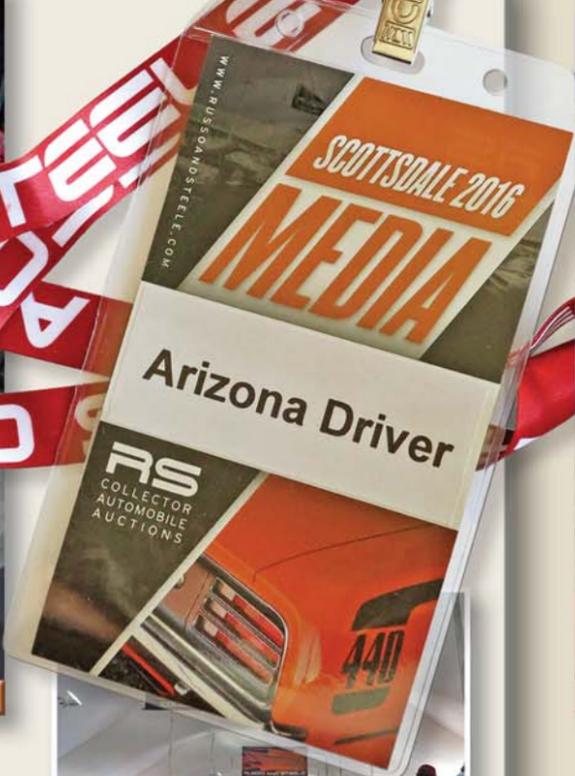


**RUSSO AND STEELE**

## Russo and Steele

**16th Annual Sports & Muscle in Scottsdale**  
**Thursday-Sunday, January 28-31, 2016 (preview Weds-Sun, January 27-31)**  
 180601 N Scottsdale Rd and E Mayo Blvd at AZ Loop 101 - Scottsdale

▼ Russo and Steele Collector Automobile Auctions ran a four-day-and-night event this year (with five days of preview, the first being the day before the first auction day, and four more days of participant registration and check-in before that). The final day was billed as No Reserve Sunday, the other days being reserve or not, at seller's discretion, although much excitement is always generated in the cases where Russo and Steele CEO and ringmaster Drew Alcazar sees a close one and gets permission to let the crowd know, "The reserve is off!" with great fanfare. Russo and Steele reported early totals of \$21.3 million on 723 lots offered with 521 sold, a sell-through rate of 72 percent, helping the company's Scottsdale numbers grow by eleven percent over 2015, with a seven-figure overall improvement in sales. Russo and Steele is emphasizing that their results—which came from volume rather than individual marque or model records, while records were set elsewhere but Russo claims others' volumes were off—were up in what they report as a generally down year overall. They also reported record-breaking increases in attendance this year. "This year, we didn't rely on a multitude of multi-million dollar and/or high profile celebrity type cars with stories attached, yet we still produced positive numbers universally across the board," says Alcazar. The top five sales at Russo and Steele this year were a 2003 Saleen S7 selling for \$387,750, a 1973 Ferrari Dino 246 GTS Spyder going for \$374,000, a 2005 Ford GT bought for \$341,000, a 1963 Ferrari 250 GTE 2+2 which went for \$324,500 and a 1970 Oldsmobile 442 W-30 convertible out the door at \$308,000. ▼ Russo and Steele hosts annual auctions in Scottsdale, Newport Beach and Monterey. [www.russoandsteele.com](http://www.russoandsteele.com)

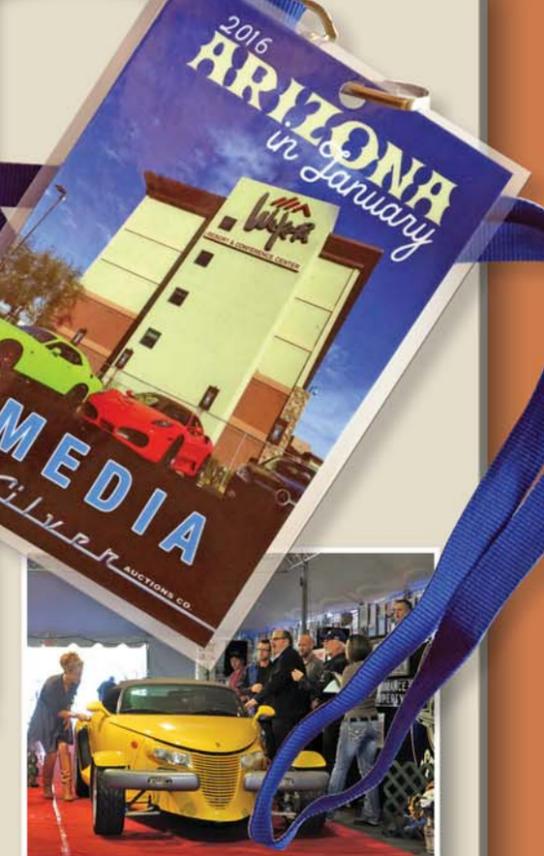


**SILVER AUCTIONS**

## Silver Auctions

**19th Arizona January Auction**  
**Thursday-Saturday, January 28-30, 2016 (check-in begins Weds Jan 27)**  
 We-Ko-Pa Resort & Conference Center - (AZ 87 Beeline Highway, north of Fountain Hills)

▼ At least two things distinguish Silver Auctions. It's the only one that runs more than once here, in fact now three times—January, March and November. And top to bottom, its offerings are accessible to mere mortals. Silver Auctions events take place at the We-Ko-Pa Resort & Conference Center, home to Fort McDowell Casino, on AZ 87, the Beeline Highway, just north of Fountain Hills. Convenient, with plenty of parking and easy come and go, Silver should be on everyone's list for a stop or three during hectic Arizona auction week—as well as in spring and fall. While just under \$10 million could buy you a total of one car at the more stratospheric auctions, just under \$4 million could have bought you all 288 vehicles listed as sold at Silver in January. (There were another 201 listed as still for sale, and given Silver's very effective post-block process, it's a fair bet a great many of those have indeed sold by now; those bid on the block hit a total of \$2.8 million.) Those are totals. The average sold price was just \$13,606 and the still-for-sale average \$14,039. The priciest sale at Silver was a 1958 Mercedes-Benz 190 SL at \$135,000. There were only three others above \$50,000—a '57 Chevy Bel Air, a 1940 Mercury and a '63 split-window Corvette Sting Ray. 250 vehicles sold for \$25,000 or less, 153 for \$10,000 or less and yes, 83 of those for \$5000 or less. There are classics, muscle cars, collectible trucks, Europeans—and a few that could be on a nicer used car lot, such as a '72 VW Beetle (\$4100), '91 Camaro RS 305 (\$3300) or '95 Lexus SC400 (\$3000). Most offerings are both driveable and collectible, a combination becoming all too rare, such as a '59 Chevy 3800 Apache pickup (\$10,000), '66 Plymouth Barracuda (\$10,750) or 1927 Ford Model T (\$13,500). ▼ Other Silver Auctions are in Oregon, Idaho, Washington and the Dakotas. [www.silverauctions.com](http://www.silverauctions.com) ■



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## VEHICLE EVENTS : SHELBY TERLINGUA MUSTANG AND ACURA NSX VIN 001 AT BARRETT-JACKSON

### Two solid auction sideshows

#### ▼ Shelby Terlingua Mustang reveal

**M**edia and fans gathered on Thursday night of Barrett-Jackson auction week for a first look at—and quick hot laps in—a new version of the legendary Shelby Terlingua Mustang, now with a 750-plus-horsepower V8, to be a limited edition of 75—50 for the US and 25 to sell internationally.

Ever since the V6 Terlingua Mustang in 2006, fans have asked about a V8 version. In cooperation with Bill Neale—Terlingua founder and designer of the Racing Team jackrabbit (a.k.a. bunny) crest—here it is.

The special build starts at \$65,999, not including your base Ford Mustang GT. Buyers can choose to build their Terlingua on either the manual or automatic transmission 2015-16 model year 5.0L V8 Mustang GT.

Specs build upon the Shelby Super Snake, with track-proven Ford Performance half-shafts, short-throw shifter and Borla exhaust, as well as exclusive Shelby by Eibach adjustable coil-overs and sway bar, Brembo brakes and aggressive updated carbon fiber



exterior parts.

Those who want to build a track day racer can add a Barton short-throw shifter, Sparco race seats, 4-point harness and roll cage—perfect to drive to the track in style, lay down some fast laps and then drive home again.

In honor of the Terlingua Racing Team legacy, all Shelby Terlingua Mustangs will carry a plaque bearing the signatures of Bill Neale, Carroll Shelby and Jerry Titus, the 1967 Trans Am Champion winning driver. ■

#### ▲ Acura NSX VIN 001 auction

**A**cura fans have waited since 2005, when the last NSX was built, and since 2011, when the first concept was shown, for the new 2017 Acura NSX.

The atmosphere was electric as VIN #001 in beautiful Valencia Red paint rolled across the block at Barrett-Jackson on Friday night. The midengine supercar was donated by Acura to be auctioned for charity and brought a winning bid of \$1.2 million. (Retail base price is \$156,000). Proceeds benefit the Pediatric Brain Tumor Foundation and Camp Southern Ground.

Charitable giving is a big part of every Barrett-Jackson auction. The \$1.2 million raised by the sale of the first NSX was a big part of \$3.4 million raised through the sale of eleven vehicles overall. ■



# SKILL AND CONFIDENCE

Doug Herbert's renowned B.R.A.K.E.S. four-hour, five-course, free sessions brought to Arizona teens at Westworld in Scottsdale courtesy of Kia and Barrett-Jackson

When NHRA drag racing star Doug Herbert lost his two young sons, Jon and James, in a tragic car accident in January 2008, he channeled his grief into creating a driving program to help prevent other families from experiencing any such heartbreak, devoting himself to teaching young drivers more conscientious and confident skills behind the wheel.

Herbert wasted no time putting his mission into motion. Before that year was out, he created B.R.A.K.E.S. (Be Responsible and Keep Everyone Safe), a 501(c)3 organization providing free advanced driver's education in the Teen Pro-Active Driving Course.

Motor vehicle crashes are the leading cause of death—in the thousands—for 14- to 18-year-olds in the US. This staggering statistic can be reduced through the efforts of the B.R.A.K.E.S. program.

Kia Motors America (KMA) and B.R.A.K.E.S. recently brought the Teen Pro-Active Driving Course back to Arizona, to provide our teens with advanced driver training and the tools to be safe and responsible behind the wheel.

Put On The B.R.A.K.E.S. aims to prevent injuries and save lives by training and educating teenage drivers and their parents about the importance of safe and responsible driving.

Parents commonly ask whether conventional

driver's education is not adequate training for the new drivers in their family. B.R.A.K.E.S. says that while conventional driver's education is important and valuable, the Teen Pro-Active Driving Course goes beyond that level of training by addressing driving situations responsible for many traffic accidents involving teens.

The B.R.A.K.E.S. curriculum includes advanced behind-the-wheel training from professional driving instructors, including skid avoidance, distracted driving awareness, panic stopping (ABS activation), drop-wheel recovery and car control.

Accident Avoidance uses a slalom course to teach elevated steering control; a Distraction Exer-

cise teaches increased focus and concentration; a Wheel Drop-Off Recovery Exercise teaches the proper method of retaining control when a vehicle drops a wheel off a highway shoulder; a Panic Stop Exercise gives teenagers safer and more controlled responses when braking in an emergency; and a Car Control and Recovery Exercise teaches the skills needed for maintaining or regaining control in wet or icy road conditions.

B.R.A.K.E.S. utilizes instructors from various backgrounds who have extensive experience with advanced driver training and defensive driving instruction. Their credentials include experience as accomplished race drivers and skilled driving instructors. Many of the instructors have provided training for numerous automobile manufacturers, while others have experience as advanced defensive driving instructors to the US Secret Service and private security organizations.

To date, over 17,000 teens and their parents have traveled from 33 states and 3 countries to attend the B.R.A.K.E.S. program in 15 states. They provided training for 150 Arizona teens and their parents at the recent WestWorld event.

B.R.A.K.E.S. schools are held one weekend a month at Zmax Dragway and the Charlotte Motor Speedway in Charlotte, NC. Schools are also held in locations all over the US, including the LA County Fairgrounds in Pomona, Pacific Raceways in Kent WA, Lucas Oil Raceway in Indianapolis, Alameda Point in the Bay Area, the Center Line Complex in Michigan and others. The school has been held at the Bob Bondurant School of High Performance Driving in Chandler, and as far away as Juneau, Alaska. The schedule for the second half of the year is still coming together, but they expect to host another school in Arizona this fall.

To participate in B.R.A.K.E.S., you must be 15-19 years old, have a valid learner's permit or driver's license, have 30 hours of behind-the-wheel driving experience and be accompanied by a parent or guardian. The B.R.A.K.E.S. Teen Pro-Active Driving Course is free of charge, though a refundable \$99 deposit holds your spot.

As a non-profit organization, B.R.A.K.E.S. relies on donations, sponsorships and various fundraising events to allow them to provide this life-saving program to teenagers across the country. In general, the organization's cost is about \$300 per student, and one weekend of B.R.A.K.E.S. instruction will train about 140 students. The program is always looking to expand geographically, though to bring it to your community, they need assistance in covering its costs.

Call B.R.A.K.E.S. headquarters at 704-720-3806 or sign up at [putonthebrakes.org/2016-waiting-list](http://putonthebrakes.org/2016-waiting-list), and once a fall date is set for Arizona, you will be the first to know. ■



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### VEHICLE IMPRESSION : 2016 MAZDA CX-3 GRAND TOURING AWD

## FULLY evolved BY JOE SAGE

Take the solid Mazda CX-5 compact utility, cross-breed it with the Mazda3—a small sedan that offers pretty much everything the top-rated Mazda6 does, in a smaller package—and you get the Mazda CX-3 subcompact utility. The formula is almost sure to succeed, and it does.

You'll smile at trademark Mazda style and features immediately, from its standup center screen to the freestanding transparent heads-up display.

Features abound on our top trim Grand Touring model. In fact, its small size could make you wish it had a couple fewer at times, as the cupholders, armrest and smartphone connections overlap.

Size is indeed one of its defining factors. Your correspondent is over six feet tall and had to reverse-jackknife to enter and duck deep to exit. But this is why the lineup comes in sizes.

Styling is leading edge, from healthy 18-inch wheels on such a small unit, to its floating roof effect (a blacked-out pillar treatment now showing up also on a couple of top-dollar crossovers).

It's not a rocket, and you wouldn't expect it to be at 146 hp, nor is it a flyweight at just under two tons. But its 2-liter SkyActiv four, fed through a proven 6-speed auto, is one of the most responsive mainstream automatics we've driven lately. Step on it—and go.

There is decent space behind the rear seats, and adventure-seeking twosomes can pack a significant volume of cargo, for such a small vehicle. The doors open quite wide, yet pulls are easy to reach, and the rear hatch refreshingly lets you operate it at your own speed, nice on a rainy day.

Considering our example is the top trim model—Grand Touring AWD—fully outfitted with just one perhaps expendable option at \$550 and one extensive driving tech package at just \$1920, yet still is out the door for less than \$30,000, the value delivered in the Mazda CX-3 is undeniable.

Opt for FWD and a base trim level, and you can buy in at \$19,960 while getting 35 MPG highway. If only we fit in it. But you might. ■

### SPECIFICATIONS

ENGINE/DRIVETRAIN	.....SkyActiv-G 2.0L 4-cyl / AWD
HP/TORQUE	.....146 hp / 146 lb-ft
TRANSMISSION	.....SkyActiv-D 6-spd Sport Mode auto
SEATING CAPACITY	.....5-passenger
WHEELS	.....18-inch alloy
TURNING CIRCLE	.....34.8 ft
CARGO CAPACITY	.....12.4 to 44.5 cu ft
WEIGHT	.....3840 lb
MPG	.....27/32/29 (city/hwy/comb)

BASE PRICE	.....\$26,240
MAZDA MOBILE START	.....550
NAVIGATION	.....n/c
SIRIUSXM SATELLITE RADIO	.....n/c
GRAND TOURING I-ACTIVSENSE PACKAGE: Radar cruise control, smart city brake, smart brake, variable rain-sensing wipers, lane departure warning, auto headlights, high beam control	.....1920
DESTINATION CHARGE	.....880
<b>TOTAL</b>	<b>.....\$29,590</b>



# A look at the past from the future

Story and photos by Randall Bohl



The inaugural Future Classics Car Show presented by ClassicCars.com, held January 25th on High Street in CityNorth, just east of Desert Ridge Marketplace in north Phoenix, was an immediate success, with its pre-determined 100-car limit fully pre-registered.

With a range defined as cars manufactured between 1975 and 2005, the variety of vehicles on hand provided a walk down what seems like recent memory lane—maybe not all so recent. Representing a timeframe passing back beyond 40 years, the show is a potent reminder that the future is not what it used to be—nor is the classic past.

As anticipated, there was a strong showing of Japanese cars among the later model years. Nissan had a notable presence, as did the Subaru WRX STI.

It was a pleasant surprise to come upon a beautiful Toyota Supra. We recall friends who bought the Supra when new, specifically planning on high resale value. From a time even earlier than the Supra (and before the domestic badge change to Nissan), there were several prime examples of the Datsun Z car.

The best parking spot and display of the evening award, in our own casual opinion, goes to the enthusiast who parked their yellow Datsun 280Z in front of the yellow MoJo Yogurt storefront—a nice touch.

From Europe, Porsche was well represented, along with a BMW or two and some Mercedes-Benzes as well. The European kick of the evening for us was a maroon Saab 900S, bringing back memories of traveling with a former employer in his maroon Saab 900 Turbo. We couldn't recall any visible difference in the styling of this 900S and the Turbo (under the hood, the 900S has a 16-valve naturally aspirated engine and the Turbo an 8-valve turbo), but the boss sure had been proud of his—even he called it his upside-down bathtub.

The show had a very relaxed, comfortable atmosphere, while High Street is well lined with restaurants including La Bocca Wine Bar & Urban Kitchen, Ocean Prime and the Blue Martini.

As we approached the Blue Martini we heard a live solo performance of a Lynyrd Skynyrd classic emanating from the open front. As we passed, there was a surprising "Hey Arizona Driver!" shoutout in the middle of *Gimme Three Steps*. The musician was Harry Luge, whom we've photographed at the PIR Speed Cantina during NASCAR races for the past four years. When he ended the song, we conversed through the open front of the Blue Martini for a moment, as he smartly took the opportunity to promote to everyone in the restaurant the fact that he would again be playing at Phoenix International Raceway in March.

The largest sedan we noted was a modified Chrysler 300, with ground effects, supersized wheels and supersized audio. Overall, there was not a lot of American Muscle on display—which makes sense, as there was not a lot in the way of muscle machinery during that time period, period. Representing were a Mustang 5.0 and, of course, some very nice Corvettes. It's not hard to see that in another 20 years, the current generations of Mustang, Camaro, Challenger and Corvette will be at home in this show.

Cars were judged by a panel led by *Classic Car News* East Coast editor Andy Reid, with a nice set of piston trophies heading home to the garage displays of this year's top choices.

The winners in each category were:

- Import class 1975-1983 .....1977 Toyota Celica GT
- Import class 1995-1999 .....1991 Acura NSX, Arnie Press
- European 1984-1994 .....1987 Saab 900S, Dave Karsten
- European 1995-1999 .....1996 Volkswagen Cabrio, Brian McCauley
- European 2000-2005 .....1999 BMW M Coupe, Lena Norberg
- Domestic 1984-1994 .....1988 Pontiac Fiero GT, Dave Karsten
- Domestic 1995-1999 .....1996 Ford Cobra, Tim Brudler
- Domestic 2000-2005 .....2004 Chevrolet Corvette Z06, Joe Martoccia
- Diamond in the Rough .....1985 Mitsubishi Starion
- Hagerty Youth Judging .....1977 Datsun 280Z, Mark Small ■



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\*Actual prize may vary from image shown

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VEHICLE IMPRESSION : 2016 MINI JOHN COOPER WORKS HARDTOP

# Heritage

by Joe Sage

The 2015 MINI John Cooper Works Hardtop was revealed at the Detroit show a year ago, featuring the most powerful engine ever installed in a MINI production model, and went on sale last spring. The car is unchanged for 2016. Tuned for track—and road—performance, this is the first JCW MINI sharing BMW global front-wheel-drive architecture. Powered by a MINI TwinPower turbo four-cylinder engine, the car has sport exhaust, adapted suspension and aerodynamic features.

MINI always bears a lot of heritage, evoking decades' worth of small car fun and function, with the JCW versions also evoking the brand's race and rally background. Now bearing more BMW DNA than ever, it also bears that brand's heritage of a lack of inclusions that make the price quickly climb well beyond the stated base—our \$30,000 car quickly became a \$40,000 car, including about

\$3000 for sporty details it seems should already be on any JCW, and it still did not include a back-up camera. Eight out of 10 paint choices cost \$500 or \$1000 extra, including ours at the high end.

BMW comes late to front-wheel drive, though MINI has had it all along, so we would think the heritage of unwanted torque front-drive, lane-defying dart-and-weave behavior could have been engineered out by now. But it's there in a big way.

Its heritage of tiny size remains, visually, but the cars have grown and grown since their modern reintroduction. This is not all bad, as we found it capable of holding a decent amount of luggage or an impressive volume of daily goods, even with rear seats up—and there's much more room with those down. (We're still surprised at the car's relatively cumbersome turning circle for its size.)

The MINI JCW remains generally fun behind the wheel, so it's a small car you'll never get tired of driving. On the downside, it has several flaws you'll never stop being annoyed by—BMW heritage also explains the maddeningly finicky turn signal indicator, locks and mirror controls. Every

## SPECIFICATIONS

ENGINE / DRIVETRAIN.....	2.0L turbo 4-cyl / FWD
HORSEPOWER/TORQUE.....	228 hp / 236 lb-ft
TRANSMISSION.....	Sport auto (6-spd manual stand.)
WEIGHT.....	2845 lb
CARGO VOLUME.....	8.7 cu.ft. / 34.0 cu.ft.
TURNING CIRCLE.....	35.4 ft
MPG.....	25/31/28 city/hwy/comb
<b>BASE PRICE.....</b>	<b>\$30,600</b>
JCW REBEL GREEN PAINT.....	1000
COLD WEATHER PACKAGE: Power-folding mirrors, heated front seats.....	650
PREMIUM PACKAGE: Keyless entry, pano moonroof, storage package, harman/kardon audio.....	1800
WIRED PACKAGE.....	1750
WHEELS: 18" JCW Cup spoke two-tone.....	750
SPORT AUTOMATIC TRANSMISSION.....	1500
DYNAMIC DAMPER CONTROL.....	500
HOOD STRIPES.....	100
SATELLITE RADIO.....	300
DESTINATION CHARGE.....	850
<b>TOTAL.....</b>	<b>\$39,800</b>

one of them could have had a simple engineering fix. We hope they're working on that. It does have a far better shift lever than BMW. And a much cooler keyless start switch than any other, which will always put a smile on your face. ■



# DETROIT AUTO SHOW HIGHLIGHTS

NORTH AMERICAN INTERNATIONAL AUTO SHOW  
DETROIT, MICHIGAN | JANUARY 2016



• Kia Telluride concept



• Acura Precision concept



• Audi H Tron concept



• 2016 BMW M2



• Buick Avista concept



• 2017 Chevrolet Bolt EV

The North American International Auto Show—loosely known as the Detroit auto show—is the second of the major international shows in the annual cycle, following Los Angeles in November, and the first on the calendar in the new year. Here are some of this year's highlights:

- Developed by the Acura Design Studio in California, the **Acura Precision concept** is a sleek high-performance four-door that looks as ready to devour a road as something half its size. It forecasts the brand's styling direction, with a new "diamond pentagon" grille we think will be a significant and overdue improvement. The concept, sitting on wide 22-inch wheels under aggressive rear haunches, has no powertrain. Its interior, via wide-opening suicide doors and with no B-pillar, shows off a design theme Acura calls "quantum continuum," a seamless transition of materials and structure from the exterior to the interior.

- The **Audi H Tron concept**—a technology study—has a hydrogen fuel cell powering all-electric drive up to 110 kW, plus a battery for a 100 kW quick boost. Front and rear axle motors create an evolution: the electrified quattro. The front motor develops 90 kW and the rear 140 kW, for zero-to-62-mph times under seven seconds. Its hydrogen tanks can be refueled in just four minutes, and range is over 370 miles. The concept also has piloted driving features due in the production 2017 Audi A8, which can take over the car for parking or for stop-and-go freeway driving. Audi also revealed a new A4 sedan and A4 allroad quattro.

- Due to an unrelated "M1" in its past, BMW briefly had a "1 Series M Coupé." When 1 Series coupes became 2 Series, we had an "M235i" trim. Finally, we have what those had danced around: a straightforward M this size, in fitment and name, the **2016 BMW M2**. Its new 3.0L M TwinPower Turbo six produces 365 hp and 343 lb-ft of torque,

with a 26-lb-ft overboost from 1,450 to 4,750 rpm, for zero-to-60 in 4.2 seconds and top speed of 155 mph. Starting price is \$51,700. The BMW M2 has been named the official car of MotoGP and will perform as its safety car this season. BMW also introduced the BMW X4 M40i at Detroit.

- If you see the **Buick Avista concept** and think "Buick Camaro," you won't be the first, and they won't be particularly offended. This sleek coupe concept has a 400-hp twin-turbo V6 and an open greenhouse with no B-pillars. Buick Avista went home with the Detroit show's prestigious EyesOn Design Award for Design Excellence Concept Car and *The Detroit News*' Reader's Choice award for Best Future Concept. Attendees went home with their ideas about Buick having been given another strong nudge in the brand's new direction. They have not said the car will go into production, but we would put very good odds on it.

- Joining the innovative electric-with-gasoline-range-extender Volt in the lineup is the new **2017 Chevrolet Bolt EV**, a pure electric subcompact. Going into production later this year, Bolt expects to have over 200 miles of range. GM wants its overall driving experience to be so transparently normal, their reveal emphasized other features—advanced GPS routing, car sharing via mobile app, rearview mirrors replaced by cameras, along with surround vision, and a 10.2-inch MyLink touchscreen. The Bolt starting price is expected to put purchase under \$30,000 after a \$7500 tax credit.

- This year's new model is so comprehensively redone, Chrysler, inventor of the minivan, has renamed it. Meet the **2017 Chrysler Pacifica** and **Pacifica Hybrid**. (Town & Country is no more; and an unrelated prior Pacifica is long gone.) An all-new platform emphasizes ride and handling, while the hybrid version forecasts up to 80 MPGe

KEEP RIGHT >>



• Lexus LC 500 concept

city. Driving and feature tech include surround cameras, parking assist, an 8.4" touchscreen and premium audio, a new Uconnect Theater system for rear passengers, hands-free sliding doors and liftgate, new tech access to third row seats and much more—even a built-in vacuum. The new Pacifica includes almost 40 minivan firsts overall.

- The new **2017 Ford F-150 Raptor**, always a crowd-pleaser, has an all-new high-output 3.5-liter EcoBoost V6 engine and 10-speed transmission, all-new torque-on-demand transfer case and beadlock-capable wheels within its SuperCrew four-full-size-door layout. With enhanced suspension and use of aluminum and other advanced materials, the new Raptor has taken off about 500 pounds. The new Raptor is already on its way to prove itself in off-road competition, in the 2016 Best in the Desert off-road racing series' new factory stock class, on the production platform.

- This year, Hyundai spins off Genesis as its own brand, a move partly earthshaking and partly not, as Genesis and Equus have been built without a Hyundai badge all along. The **2017 Genesis G90** full-size luxury sedan displaces Equus at the top of the lineup, where it will continue to compete against top premium brands, still at a very competitive price, while adding new technologies and creature comforts. There is a choice of either a 365-hp 3.3L twin-turbo V6 or a 420-hp 5.0L direct-injected V8, both with 8-speed automatic and both with H-TRAC all-wheel-drive, which can send 100 percent of power to the rear.

- Acadia always struck us as an appealing entry in the GM lineup, but not everyone needs a seven-seater (we see this same situation with several brands). An all-new **2017 GMC Acadia** solves this—and then some. The new Acadia is smaller—slotting better between the Terrain and Yukon—and 700 pounds lighter, yet is available in five, six- and still seven-seat configurations, in regular,

Denali and All Terrain models. Engines range from a 2.4L four rated at 28 MPG to a 310-hp 3.6L V6 with up to 4000 tow capacity. The new something-for-everybody Acadia starts at \$29,995.

- When Honda set out to “reinvent the pickup” in 2005, the resultant unibody Ridgeline was indeed a different beast, a niche apart from traditional pickups. A decade later, and with its sibling Pilot SUV recently redone, the new **2017 Honda Ridgeline** keeps its unibody build while moving to a new ACE body structure, with a bit longer and wider bed. A 3.6L V6 and 6-speed automatic power a new choice between front-wheel or all-wheel drive. As the Pilot has shed its boxiness, so the Ridgeline looks more carlike to us—in fact, a bit like the VW Amarok from Mexico Arizonans lust after. That could bode well for the new Ridgeline.

- The **Kia Telluride concept** (top of first page) would bring full size and premium amenities—the K900 sedan formula—to the Kia utility lineup. Not just an upsizing of the familiar (this three-row seven-seater is 9.5 inches longer, 4.4 taller and 4.7 wider than Sorento), Telluride takes a new direction, square and rugged, while carrying familiar cues like its tiger nose grille. There are fold-away footrests, and center seats fold almost flat, providing spacious flexibility for both cargo and passengers. Second row passengers have a new Kia Swipe panel for controlling media, with available Harman Kardon wireless headphones. A plug-in hybrid, the concept combines a 3.5L gasoline V6 and an electric motor to send 400 hp to all four wheels, while still topping 30 MPG.

- The stunning **Lexus LC 500** (top of this page) is a long-speculated production 2+2 flagship performance coupe based on the LC-LF concept introduced in Detroit four years earlier. Style and technology merge throughout, from new thinnest-ever triple projector beam headlamps that allow for a lower, sleeker hood, to rear diffuser and active



• 2017 Chrysler Pacifica



• 2017 Ford F-150 Raptor



• 2017 Genesis G90



• 2017 GMC Acadia



• 2017 Honda Ridgeline



• Nissan Titan Warrior concept

rear spoiler. Built on a new global rear-drive platform, it's powered by the 467-hp 5.0L V8 found in the RC F and GS F, with a 10-speed automatic, and riding atop 20- or 21-inch aluminum performance wheels and run-flat tires. An LC 500h hybrid is being shown at the Geneva show in March.

- It could be challenging for a carefully understated brand new luxury car to make a splash, but the **2017 Lincoln Continental**—a long-anticipated flagship for the luxury marque officially spun off from Ford three years ago—did just that. This same refined but potent balance is seen throughout the car, which reveals endless refinements and details as you spend time with it. An all-new Lincoln-exclusive 3.0-liter twin-turbo V6 has an estimated 400 hp and 400 lb-ft of torque, plus available all-wheel drive with torque vectoring. Lincoln is tackling the market by promoting the car as “designed to appeal to culturally progressive clients who define luxury on their own terms.”

- The familiar SLK *small-light-kwik* roadster of the past two decades is now becoming the **2017 Mercedes-Benz SLC** under the company's completely new but somewhat overlapping-the-past naming scheme. The C honors the little sports car's high degree of commonality with the C-Class. The base SLC300 has a 241-hp 2-liter inline-4 (zero-to-60 in 5.7 seconds), while a Mercedes-AMG SLC43 has a 362-hp 3-liter V6 (zero-to-60 in 4.6 seconds). Both have the company's proven 9-speed automatic. Mercedes-Benz also revealed a new E-Class at the Detroit show.

- The **Nissan TITAN Warrior concept** (top of this page) recalls Project Titan, a crowd-sourced customization of the smaller prior-gen Titan, which with Wounded Warriors sent two US veterans on a once-in-a-lifetime Alaska adventure. The new Warrior concept—built off the new full-size Titan XD pickup—also pays homage to Nissan's off-road race and rally heritage, from Baja Hardbody

competition pickups to Paris-Dakar rallies. The truck was lifted nearly three inches to accommodate 37-inch off-road tires on custom 18x9.5-inch aluminum-alloy wheels. Machined wheel surfaces have a dark matte finish and reflect the production Titan XD's “precision tool” design theme.

- New lineup-topping **2017 Porsche 911 Turbo** and **911 Turbo S** models are both available as either a coupe or convertible. There's a 20-hp bump from the prior year, with the 911 Turbo's 3.8L twin-turbo six now hitting 540 hp via modified intake ports in the cylinder heads, new fuel injectors and higher fuel pressure, while the 911 Turbo S now makes 580 hp via new turbochargers with larger impeller. Turbo S redline moves from 7000 to 7200 rpm. Porsche says they are the only manufacturer to combine turbochargers with variable turbine geometry in gasoline engines.

- Modernized VW microbus ideas have made the rounds for years—some just in pixel form, created by fans, some in physical form, created by VW. The **Volkswagen Budd-E concept**, first introduced at CES in Las Vegas, builds upon VW's Modular Electric Toolkit (MEB) platform, showcasing capabilities due in production vehicles by the end of this decade—233 miles of pure electric range and an 80 percent recharge time of just 15-30 minutes. Occupants enjoy personal connectivity and expanded touchscreen controls.

- On the heels of the XC90 utility, which has taken home one trophy after another since its release last year, we have the **Volvo S90**, a new flagship premium full-size sedan. As with the XC90, the S90 has an optional T8 Twin Engine Plug-In Hybrid powertrain delivering up to 410 hp of high-torque performance, cable of running in gasoline, electric or hybrid modes. The S90 builds toward autonomous driving, with a suite of IntelliSafe Assist features including adaptive cruise control, distance alert and steering assist to 80 mph. ■



• 2017 Lincoln Continental



• 2017 Mercedes-Benz SLC300



• 2017 Porsche 911 Turbo, Turbo S



• Volkswagen Budd-E concept



• Volvo S90

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## MOTORSPORTS : KASEY KAHNE VISITS PJ TUCKER AND THE PHOENIX SUNS

**N**ASCAR star Kasey Kahne, driver of the No. 5 Great Clips Chevy SS for Hendrick Motorsports, recently attended a Phoenix Suns home game against the Charlotte Hornets, at Talking Stick Resort Arena in downtown Phoenix. Kahne was in town to promote the 2016 NASCAR season and the Good Sam 500 at Phoenix International Raceway on Sunday, March 13.

Prior to the game, Kahne traded jerseys—or in his case, an official fire suit—with Phoenix Suns forward PJ Tucker. “I had a Great Clips suit from last year and brought it to give to PJ Tucker, and he gave me a Suns jersey with ‘Kahne’ and a No. 5 on it, so it was a cool exchange,” Kahne said.

After a pre-game session on FOX Sports Arizona with former Sonics and Suns forward Tom Chambers, Kahne took his seats courtside, as the Suns defeated the Hornets. After a featured recognition on the video board, he participated in a Twitter Takeover, answering questions from PIR fans.

“We always get great crowds here,” said Kahne. “It’s a great fan base in Phoenix, so it’s a neat track to come to, because it’s just filled up with people enjoying the race.”

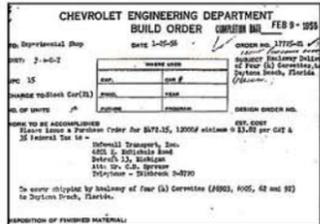
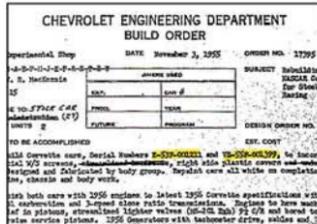
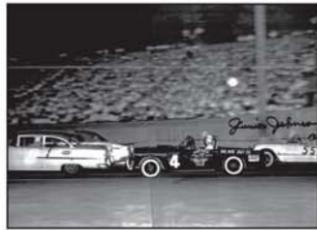
Kahne, a native of Enumclaw, Washington, has won 17 races in his NASCAR Sprint Cup Series career, including a victory in the November 2011 Kobalt Tools 500 at PIR. He has earned a total of 23 starts in Phoenix, including five top-5 performances and eight top-10 finishes. ■

Photos: Randall Bohl

## SWAPPING JERSEYS



# NASCARCORVETTE.com "The Un-Told Story"



email: [terry@ProTeamCorvette.com](mailto:terry@ProTeamCorvette.com)

## PIR NASCAR MARCH 11-12-13, 2016

The Good Sam 500 Race Weekend at PIR takes place during Spring Break for virtually every Arizona school, also coinciding with Major League Baseball Spring Training.

The weekend starts on Friday at 4:50pm with NASCAR Sprint Cup Series Qualifying and Practice Sessions, NASCAR XFINITY Series practice and fun on the Fan Midway.

Saturday at 1pm, rising stars of NASCAR take on the veterans in the Axalta Faster. Tougher. Brighter. 200, NASCAR XFINITY Series race. Tickets start at just \$15.

Sunday at 12:30pm, NASCAR Goes West for the first short-track race of the season.

"We are proud to continue our tremendous relationship with Camping World and Good Sam," said PIR President Bryan R Sperber. "We take pride in hosting thousands of campers at every race, and with our spring race taking place during Spring Break, partnering with the world's largest RV owners association makes perfect sense."

Tickets start as low as \$25. For early tickets and guaranteed seats at every NASCAR race at PIR this year, buy a season ticket at [PhoenixRaceway.com](http://PhoenixRaceway.com) or by calling 866-408-RACE (7223).

## PIR INDYCAR VERIZON INDYCAR SERIES: APRIL 1-2, 2016

IndyCar competition arrives at PIR this year, with the Phoenix Grand Prix running under the lights on Saturday night, April 2—combining open-wheel speeds in excess of 180 mph on the one-mile oval with the added thrill of night racing.

This will be the second race of 2016 for the Verizon IndyCar Series, following the season opening race at St. Petersburg FL on March 13. A highlight of this season's schedule will be the 100th running of the Indianapolis 500 on Sunday, May 29, with the season finale on September 18 in Sonoma, California.

Since its opening in 1964, PIR served primarily open-wheel racing until NASCAR arrived in 1977. The track continued hosting Indy car races through 2005, with many of the greats competing here. Four-time Indy 500 champ AJ Foyt won the inaugural pro race at PIR, with a total of four wins here; fellow four-time Indy 500 winner Al Unser has a track-record six open-wheel wins at PIR; and four-time Indy car season champ Mario Andretti had the last win of his career here in 1993.

"I am so happy to see the Verizon IndyCar Series returning to Phoenix International Raceway," said Unser Jr., who is tied for seventh on the all-time Indy car victory list with 34. "It was always one of my favorite tracks, even though I never was able to win a race there in 19 tries. Dad won there six times and Uncle Bobby won four, so the Unser name still has quite a legacy at PIR. Indy cars always put on a great show at PIR over the years and I know they will again in 2016."

The Phoenix Grand Prix will be the second of three race events in 2016 at PIR. The Camping World 500 NASCAR Sprint Cup Series race weekend runs three weeks earlier, from March 11-13, then NASCAR will return to Phoenix for the semifinal race in the 2016 Chase for the Sprint Cup, on the weekend of November 11-13, 2016.

Tickets range from \$35 to \$70 including Pit Road access. Kids are \$10. Active-duty military and veterans also receive discounts. For tickets, visit [PhoenixRaceway.com](http://PhoenixRaceway.com) or call 866-408-RACE (7223).



Life on and off the racetrack:

# Insights gained at speed

By Joe Sage | Photos by Randall Bohl

Four celebrated race drivers, each of whom won the Indianapolis 500 over a four-decade span, took the stage at the Arizona Biltmore on Saturday, January 23, for a roundtable discussion hosted by the Arizona Concours d'Elegance the day before that event.

The event tied in with the buzz surrounding this year's 100th running of the legendary Indianapolis 500 Mile Race in May. The Indianapolis Motor Speedway opened in 1909 and held the first Indianapolis 500—the "Greatest Spectacle in Racing"—in 1911. The race has been held every year since, except during the world wars. The historic 100th running will take place on May 29.

Combined, the four drivers on the panel have won the great race seven times. Four historic Indy cars from the Speedway's Hall of Fame Museum and three from private collections were on display, as well as the Borg-Warner Trophy with the sculpted faces of every winning driver on its surface.

The gathering of Indy car legends also served as a preview for the sport's return to Phoenix International Raceway in 2016. Following an 11-year absence, the Verizon IndyCar Series will contest the Phoenix Grand Prix at PIR on April 1-2.

Meet the roundtable winning drivers:

**TOM SNEVA**, the 1983 Indy 500 winner, is a former Spokane schoolteacher and the first to clock an official lap at Indianapolis over 200 mph, in 1977. He now lives in Paradise Valley AZ.

**ARIE LUYENDYK**, two-time Indy winner in 1990 and 1997, is a Holland native now living in Fountain Hills AZ. Luyendyk has held the Speedway's official one-lap (237.498 mph) and four-lap (236.986 mph) speed records since 1996.

**DARIO FRANCHITTI**, three-time winner in 2007, 2010 and 2012, is a Scottish native who is also a four-time Verizon IndyCar Series champion from 2007, 2009, 2010 and 2011, before his retirement following the 2013 season.

**RYAN HUNTER-REAY**, winner of the

2014 Indy 500 and 2012 Verizon IndyCar Series champion, a Florida native, is the only driver ever to record wins in IndyCar, CART, Champ Car, American Le Mans Series and Grand-Am. He drives for Andretti Autosport in the Verizon IndyCar Series.

• Indy champs Johnny Rutherford, who won the 500 three times in 1974, 1976 and 1980, and Eddie Cheever, who won in 1998, were on the roster, but were caught up in an East Coast blizzard.

**LYN ST JAMES:** Panel moderator Lyn St. James raced seven times in the Indianapolis 500, was one of seven women to ever qualify, and in 1992 was the first female Indy 500 Rookie of the Year. She has two wins at the 24 Hours of Daytona, a win at the 12 Hours of Sebring, and has raced in the 24 Hours of Le Mans and the 24 Hours of Nürburgring, where her team placed first and second in class in 1979. St James founded the Women in the Winner's Circle Foundation in 1994 and is a motivational speaker living in Phoenix.

"We've assembled a terrific group of winners of the Indy 500 from different eras with unique stories," St. James said. "They're bright, they're interesting and they're diverse. This is an opportunity to delve into the personalities of the people who drive these exciting race cars."

Here is a sampling of the tales the five shared.

Ryan Hunter-Reay with the Andretti Autosport 2014 DHL Honda-Dallara DW12 he drove to Victory Lane in the 2014 Indianapolis 500, part of a seven-car display on the lawn of the Arizona Biltmore for the Third Annual Arizona Concours d'Elegance—four from the IMS Hall of Fame Museum and three from private owners.



**LYN ST JAMES: QUESTION:** *Indy is all about tradition—the kissing of the bricks, the drinking of the milk, the Borg-Warner Trophy. How do you feel about those rituals after all the intensity of the race?*

**RYAN HUNTER-REAY** It's an honor to me just to be on the stage with these guys. As a kid, it was always IndyCar for me. It was the fastest, and these guys might as well be wearing capes on their backs. Just to have the opportunity to drive these cars, to be in the Indy 500, to have a shot at winning, I'm just so proud of the whole thing. It was an amazing fight to the finish, a dream come true. And to have my family there with me—it didn't hurt that we had a kid in a matching firesuit. He got more PR points than I did.

**DARIO FRANCHITTI:** When you show up at these things, there are a lot of forms to fill out, and here's yet another—if you win, what kind of milk would you like? I told the lady give me 20-year-old yak's milk, and I'm fine with that. But they chill it, make it very, very cold, and it tastes great. (I think I went with 2%).

**ARIE LUYENDYK:** I don't understand why you throw it over your head. That's nasty.

**FRANCHITTI:** I did that only because I was told you're supposed to. Then I had the suit on for the whole press conference. That suit has never been washed, and now it's on a mannequin.

**TOM SNEVA:** I just remember it being real cold, and you're pretty excited at that time, so the milk tasted awfully good, but that was before kissing the bricks, so I haven't tasted the bricks.

**FRANCHITTI:** The bricks don't taste very good. I drank the whole bottle and said to the guy, can I have another one? He said no. But there's a cooler full of them still. No, that's for so and so, that's for so and so. But you do keep the bottle.

**LSJ:Q:** *The Borg-Warner Trophy started in 1936. I looked at the likeness of each of you, and it's good that they put the names on it.*

**HUNTER-REAY:** I remember going to Indy, all the way through karting and lower formulas. At

Moderator Lyn St James (left) shared stories with Indy 500 champs (right, from top) Tom Sneva, Arie Luyendyk, Dario Franchitti and Ryan Hunter-Reay.

the museum, you always look at this trophy. It's almost like it's unobtainable, the pinnacle of motor-sports. Even in a dark room, it's lit by a spotlight.

**SNEVA:** I guess I'm the only one on it with glasses. I was before we each got a Baby Borg. I was a little disappointed. The one they did give us was sort of a mini-half on a piece of plywood, and the plywood is starting to warp.

**FRANCHITTI:** It's an amazing trophy, the likenesses, go see if it you get a chance.

**LSJ:Q:** *In open wheel, your helmet is the only thing they see. It's a personal thing, but sometimes a sponsor thing. And yours?*

**FRANCHITTI:** Mine was always the same basic design. When I came to America, I made it a little more interesting but the same design. The only time I didn't wear a helmet with that design was one Indy qualifying in 2009 where Target had a competition for kids to draw a helmet. Even as a Scotsman, I wouldn't trade mine even if you offered me more money. It's very personal to me.

**LSJ:Q:** *What's your favorite era? The one you're in? One you haven't been in?*

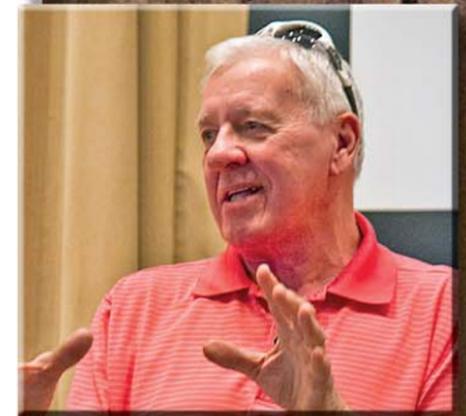
**LUYENDYK:** Crikey... that's tough...

**FRANCHITTI:** Let's be honest—all of them. Well, late '90s IRL cars were pretty ugly. Today's car is not particularly a good-looking car, but having driven them, they haul ass. I don't think these guys get enough recognition for the level of competition and the risks they take out there. The competition now, particularly in the Indianapolis 500, is as good as it's ever going to be.

**HUNTER-REAY:** The early to mid-'90s. I remember pressing my cheek up against the fence at Miami for the first time, and that was it.

**SNEVA:** I go back farther, but I think the '60s and '70s were really interesting times. There was a variety of equipment, and I could bring just about anything to the Speedway. You saw a lot of unusual stuff. I look back now and wonder, what were these guys thinking? Safety was not high on their list. The Speedway then would have 60 to 70 cars trying to qualify for 33 spots, and qualifying was pretty exciting. Today, the poor drivers have to go out a half dozen times to try to qualify.

**HUNTER-REAY:** Racing is always evolving, but you're still dealing with a racetrack with a concrete wall and a fence that only goes so high, so you can only go so fast. At some point, the tracks are going to have to keep up with the cars, and we're going to have to have some type of



change. We've discussed hundreds of ideas.

**LUYENDYK:** They try to deal with it by taking away downforce, then something happens and they have to put downforce back on the car. For the guys who make the rules, it's a very tough job, with what they have available to them, which is too much, basically.

**SNEVA:** They've figured out close racing is more exciting from a spectator standpoint, so they make the cars pretty equal and keep speeds down. We're just in the entertainment business, and there are so many forms of sports entertainment, you have to try to make yours more fun to watch.

**LUYENDYK:** As a driver, we all hate pack racing. It's so horrible to be involved in. You're just sitting there, you're driving 220, the guy next to you is doing that, the guy next to him is doing that, it's like highway traffic. The fans love it, but drivers hate it. IndyCar is stuck with this problem.

**FRANCHITTI:** With pack racing, you're not in control of your own destiny.

**LUYENDYK:** Back in the day, it was more mechanical. Today it's a data-driven sport. Your engineers are so focused on what's happening on the car, all the sensors, how the car reacts to changes.

**LSJ:Q: Are you friends or competitors?**

**FRANCHITTI:** I was very much from the European school, where your teammate is your biggest competitor, and so are the rest of the guys, and you just lived in your own bubble. I came to the US with that mindset. All these guys became a catalyst for hanging out together. We became really good pals off the track, but on the track you were very much racing against your pals, for bragging rights afterward.

**LUYENDYK:** Europeans always embrace

the US way. It's just a better working environment, not that cutthroat. You can be mates and buddies off the track and still drive hard on the track. I think the US way comes from being on the oval. You don't play games. Going into a corner together at 230, you don't show off. You have more respect for each other racing on ovals. On a road course you do show off a little bit, try to intimidate.

**FRANCHITTI:** I've never done that.

**LUYENDYK:** On the ovals, you don't mess with each other, or you end up in the grandstands.

**LSJ:Q: So who's your fiercest competitor?**

**HUNTER-REAY:** Anyone you have a season-long championship fight with.

**LUYENDYK:** You can be fighting one year, then the following year you're laughing at him or he's laughing at you. It depends upon so many factors. So much depends on your car, as well.

**SNEVA:** Mario Andretti gave it all he could, every lap, every corner, every day....

**ST JAMES:** My rookie year, I was trying to understand how to do an oval. I rode with Mario, and he never took the same corner the same way twice. I was never sure if that was his style or he was just messing with me.

**LUYENDYK:** He was just messing with you.

**LSJ:Q: With the travel and danger involved, it's difficult to have a family...**

**HUNTER-REAY:** I'm thrilled that I can share this with my kids. My son may not remember the moment, but it's made for some great memories. I just hope they're not race car drivers when they grow up. At some point, I will get him in a go-kart or something. I have to share my love of motorsports. But I hope he does something else

with his life. It's hard on the family to watch. Dario has said he didn't realize till he retired, sat in the stands and watched, and thought, that's nuts.

**LUYENDYK:** I get nervous for the guys I coach. I know when you hit the wall how hard you can hit and how bad it can hurt. When it's your kid, it's even worse. On the ovals, I'd stand in the pits with my knees just shaking when Junior was racing, with all that pack racing going on.

**FRANCHITTI:** My dad started the whole thing, and my brother drives, too, driving a little Ford GT this year, so my poor mom. Her thing was always to do the ironing and watch the races on TV. She's a great ironer. I remember I had an accident in Michigan, flipped in the air. I got to the medical center, and my parents were standing there. They looked 100 years old, and I felt terrible. Whether family or friends, it's tough.

**ST JAMES:** I had a bad crash, then found out my mom lit a candle every race and didn't blow it out till the race was over. I didn't know that till I retired. I said wow, mom, that's a lot of candles.

**SNEVA:** It's important to give family the opportunity, but they've gotta take it from there. The more things kids are exposed to, the better off they are. They get opportunities and make decisions and decide what they want to do.

**FRANCHITTI:** Mom never came to the Speedway till I retired. It was the first time I had ever walked through Gasoline Alley and looked at the crowd. Usually you try not to focus on the fact there are all these people there. So for her, it was the first time, but really for me, too.

**ST JAMES:** I only let my mom go to one race. She said, "I heard those guys talking—they're out to get you." I said, "I'm out to get them. Go away."

**LSJ:Q: Do you have advice you would give to your young self?**

**LUYENDYK:** Be more serious. At first, you're more playful, it's kind of cool to be a race car driver. Be more serious with your trade.

**HUNTER-REAY:** Coming out of go-karts, I would have been better, moving into cars, to get a handle on vehicle dynamics sooner and the setup. I didn't really saturate myself on the engineering side till three or four years into the cars. At times I would go fast, but I didn't know why, this change or that change. I was going more by the seat of my pants and natural talent.

**FRANCHITTI:** Good and bad, I learned from every experience. So just go with it. You learn from every situation. Some of the difficult things, you think this is terrible, but they all pass eventually.

**SNEVA:** I would be more patient. You're so competitive, and you expect so much out of yourself, you expect that out of everybody in your team or organization. Obviously I wasn't too good at that, because I was the only guy who's ever won two national championships in a row and got fired for it.

**LSJ:Q: What are your favorite experiences outside of racing?**

**HUNTER-REAY:** There are so many experiences, being on Letterman twice, all the promotional side of it. I spent a few days on an aircraft carrier off the coast of California. There are so many they'll keep coming to me, but it all goes with the thrill and being lucky enough to drive in motorsports.

**LUYENDYK:** The fans are really great, you run into the same fans and there is so much passion on their part, it's really amazing. Getting invited to drive in historic racing car events. Last year, we went to the Festival of Speed with all the Indy winners, 33 cars lined up on the hill at Goodwood.

**FRANCHITTI:** You get to meet so many incredible people from all walks of life. I could have never met so many people and got to be friends too.

**LSJ:Q: Do you have any favorite cars, not racing? Do you collect?**

**SNEVA:** I drove a restored '61 Corvette here. I have an '81 Buick, maybe the worst pace car ever. I think they just cut the roof off, didn't strengthen the frame, it just rattles like crazy. My wife didn't want all that pace car stuff on the side, so she had it taken off. Now I have a white Buick convertible.

**LUYENDYK:** I'm a Porsche guy. Dario, too. We should open a museum.

**FRANCHITTI:** You know people say if they won the lottery, they could never spend that money? I could spend it in one day on cars. If I bought just one car, I'd love a Ferrari 275 NART Spider.

**LSJ:Q: What's your favorite place besides the racetrack?**

**FRANCHITTI:** I had a beautiful stone house in Europe, but I had to sell it. The heating bill you would not believe. The tanker truck came so much, I had to have the driveway reinforced. I'd like to move back to Scotland. It's home.

**SNEVA:** We built the 500 Club here about 1989. I figured if I was going to be in the golf business, I needed to have the world's fastest golf cart, so I put in a 750 Yamaha with a 5-speed, nitrous, 6-point harness and a roll cage. You need a parachute in back to slow it down.

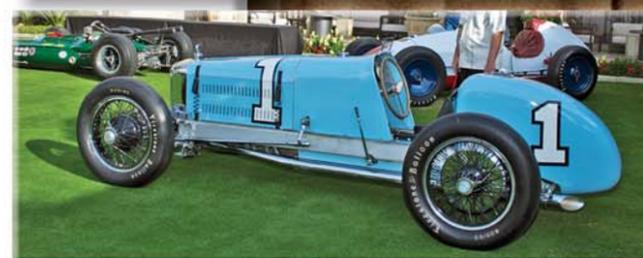
**HUNTER-REAY:** For me, living in south Florida, it's easy to go over to the Bahamas and back; by boat it's a 2-hour drive.

**Q&A: How do you feel about coming back to PIR? Have you tested?**

**HUNTER-REAY:** I'm a huge fan of coming back to Phoenix. It's one of my favorite forms of racing—short oval racing. Behind the wheel of an Indy car, it doesn't get much better than that. I'm really psyched to see this change on the schedule. I haven't been there since a road course in 2001.

**LUYENDYK:** It's a great track. The track has been changed, since we drove it. Turn 2 was a lot tighter, they've opened that up. When you open up a corner, you can just go in a lot harder, because you have so much more room at the exit, I think you guys are capable of going flat there now. ■

Indy 500 race cars on display at the Concours from the IMS Hall of Fame Museum included the Lotus Ford on facing page and (top to bottom below) | a 1914 Duesenberg driven at Indy by flying ace Eddie Rickenbacker (who later owned the track) in 1914 to a 10th place finish. | 1925 Miller Junior Eight, the first front-wheel-drive car to race in the 500, driven to a second-place finish by Dave Lewis in 1925 at an average speed just over 100 mph. | 1955 SAC Fire Bird Special, built from a 1950 Kurtis-Kraft KK3000 but with a Boeing gas-turbine engine, for promotional laps at the 1955 Indy 500. | Three others from private owners included Ryan Hunter-Reay's Andretti Autosport 2014 DHL Honda-Dallara DW12 shown on this feature's opening page, plus (continuing below) | a 1978 Norton Spirit Penske PC-6, owned by Tom Malloy, in which Tom Sneva was the first to exceed a 200 mph four-lap average (202.156 mph) during qualifying; he qualified on the pole but fell eight seconds short of the win. | Domino's Pizza-liveried 1990 Lola-Chevrolet Ilmor known as The Hot One, from Arie Luyendyk's personal collection, was backup to the one Luyendyk drove to victory in the 1990 Indy 500.



This Type 34 1964 Lotus Ford quad-cam V8 Indy race car, a project under Dan Gurney, Lotus chief Colin Chapman and Ford Motor Company, qualified on pole position with Jim Clark at the wheel in 1964, but a tire failure and suspension damage took it out of the race. The Borg-Warner Trophy, displayed in the Arizona Biltmore lobby.





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# DRIVERS TRY THE TRACK

## VERIZON INDYCAR SERIES: APRIL 1-2, 2016

IndyCar drivers took to the track at Phoenix International Raceway during February, as they began preparing for open wheel racing under the lights during the Phoenix Grand Prix on Saturday night, April 2, 2016. Here's what they had to say:

**On coming back to Phoenix...** "It's great to be back in Phoenix. The last time we raced here was in 2006. Look at this weather—it's awesome. Phoenix actually was my first visit in America when I came to test for Tasman Motorsports in 1995, so I really enjoy it here." **HÉLIO CASTRONEVES**, driver of the No. 3 Hitachi Team Penske Chevrolet

**On the track...** "The grip around Phoenix is really high. It's a pretty serious track. You have to be very committed with this Indy car around here. We are flat out running 180 down the front straightaway. Pretty high commitment. If you're not on the thing standing on the gas, it's going to be hard to do a lap time around here that's competitive. That's the first thing I noticed, when we haven't been in the car for three or four months in the off season, you get here for the test session and it really throws you in the deep end. To get back into an Indy car for the first time, you always feel quick after a winter break, but I think this place kind of extenuated that speed a little bit. People are going to see some speed and some serious lap times. For Phoenix specifically, you're going to be under 20 seconds for qualifying and probably right at 20 for the race. I don't think you're going to get anything better than the Indy car." **JOSEF NEWGARDEN**, driver of the No. 21 Ed Carpenter Racing Chevrolet

**On Phoenix setting up for the Indy 500...** "It's nice, actually, because it's the first time we're going to have an oval before going to Indy. I think that's going to definitely be a plus, just to get in the groove of racing in an oval. The first time we've been doing it, it's been at Indy, so it takes a long time to get comfortable. So leaving here, it's definitely going to be a plus." **JUAN PABLO MONTOYA**, driver of the No. 2 Verizon Team Penske Chevrolet

• "Before we were coming here, we weren't running any ovals before Indy, so I see it as a good thing. It's a little different now, but traditionally over the years, a lot of people used to come test here to get ready for Indy. For a race setup, historically they have been very similar mechanically from here to Indy. We'll see if that translates still, but it's still a great tune-up." **ED CARPENTER**, driver of the No. 20 Fuzzy's Vodka Ed Carpenter Racing Chevrolet

**On racing under the lights...** "I think it is even more spectacular at night. You get to see the sparks coming out from the race car, you get to see cars going faster because the air is more dense at night. So it's actually better for us and it's cooler, so it's better for the fans as well." **SIMON PAGENAUD**, driver of the No. 22 Team Penske Chevrolet

**On what first time fans can expect...** "We are very accessible to the fans. We have autograph sessions, and fans are allowed in the paddock. It's important to be fan friendly. It's important for the fans to walk through the paddock, see the drivers, go to autograph sessions, check out the cars. That's what IndyCar is all about." **WILL POWER**, driver of the No. 12 Verizon Team Penske Chevrolet

• "What people don't realize is that we have a phenomenal product, phenomenal race. The technology—we're talking about going around 180-185 mph on the straightaway. On the corner speed, it's about 177 mph, so we only lose like 3 mph in the corner, so that shows how fast we are going at this place. Those wings that you see on our cars are just like airplane wings, except upside down, so when you're going faster it pushes the car into the ground to create more grip. That's why when you see people kind of behind each other lose a little bit of the downforce, but then you have to find a way to pass, so it's going to be exciting. It's going to be fun. Trust me, it's going to be amazing." **HÉLIO CASTRONEVES**

**On coming back to Phoenix...** "It's great to be back in Phoenix. The last time we raced here was in 2006. Look at this weather—it's awesome. Phoenix actually was my first visit in America when I came to test for Tasman Motorsports in 1995, so I really enjoy it here." **HÉLIO CASTRONEVES**, driver of the No. 3 Hitachi Team Penske Chevrolet

(Top) Josef Newgarden, driver of the No. 21 Ed Carpenter Racing Chevrolet.  
(Bottom) Hélio Castroneves, driver of the No. 3 Hitachi Team Penske Chevrolet.



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## VEHICLE IMPRESSION : 2016 RANGE ROVER SPORT HSE Td6

# CRITICAL MASS BY JOE SAGE

**W**e got to really know the bigger Range Rover in the harshest of conditions—during Mudfest, the Outdoor Activity Vehicle of the Year faceoff in the Pacific Northwest a couple of years ago—where we truly came to understand that its \$85,000, 5000-pound, tech-laden beauty runs way more than skin-deep. Not only could it handle the harshest conditions with ease, but its extensive electronic off-road features add serious and unmatched capabilities. We already knew it had advantages at the country club (and you can easily build it to over \$100k, almost as easily to over \$200k), but we were duly impressed by its dominance.

We also got to know the smaller, lighter \$38,000, 3800-pound aluminum unibody Land Rover Discovery Sport at Mudfest, last year. It may be its stylish good looks that had listed it for an easier course, but have no fear—the rep on hand insisted we take it on the hardest course, and then off that to even harsher conditions. It was truly impressive. And that, too, would look more than fine at the club.

Thus we might figure this \$65,000 Range Rover Sport to be the Goldilocks model, mid-

priced, mid-spec'ed, yet fully capable. Ours was also the new Td6 diesel model, introduced recently in Sedona (along with a Td6 version of the bigger Range Rover).

We had this Range Rover Sport for a fore-shortened time and did not get to take it anywhere extreme. Contributor Sue Mead drove the two Td6 models at launch (see our previous issue) and noted that the Sport was aimed more toward the highway, anyway, although it contains essentially the same hugely capable off-road systems of the big one.

Our sample arrived as spring temperatures first hit the 90s, and we quickly found that the a/c vents were already broken, at just 2200 miles. Some prior colleague may have been rough on things, so this may not be representative, but it got us acquainted on an off note.

Thus, our logbook went on to include beefs about overly active proximity alarms, an unintuitive shifter that left us at a standstill at times, a driver's footwell occupied by a huge instrument panel undercarriage that tripped up our big feet between pedals, and so on.

The diesel engine—which adds about \$1500 to the price of a gasoline model—pro-

vides serious grunt, 443 lb-ft, yet around town we were pleasantly oblivious to this alternative drivetrain—we practically would have needed a stethoscope to detect any clatter.

The interior has a few style low points, notably a very clunky steering wheel, as well as perfect-circle audio tweeters awkwardly eclipsed by those ill-fated a/c vents. A pair of buttons—start/stop and glovebox opener—are in an odd place for either and odd to be a pair. Overall, though, we liked the interior quite well, with an appropriate business-first, style-always premium fit and finish throughout.

From \$65,000 base price to \$72,000 base for our sample, some buyers will find enough style and capability to seal the deal. Essential add-ons took ours to \$85,000, though, and this is a very competitive segments. We can easily think of perhaps two things you could get for this price. At a minimum, while at the dealer, we'd also look at the base model larger Range Rover, and at the Discovery Sport. ■

#### SPECIFICATIONS

ENGINE / DRIVETRAIN	.....3.0L Turbo V6 Diesel / 4WD
HORSEPOWER/TORQUE	.....254 hp / 443 lb-ft
TRANSMISSION	.....8-spd automatic
SEATING CAPACITY	.....4 (occasional 5) passengers
TURNING CIRCLE	.....39.7 ft
WEIGHT	.....4709 lb
TOW CAPACITY	.....7716 lb
MPG	.....22/29/25 city/hwy/comb
CARGO VOLUME	.....all seats up: <i>not stated</i>
	.....behind 2nd row: 62.2 cu.ft.
LENGTH / WHEELBASE	.....191.0 in / 115.1 in
BASE PRICE	..... <b>\$71,450</b>
FRONT CLIMATE, COMFORT & VISIBILITY PACKAGE:	16-way power front climate seats, heated rear seats, heated steering wheel, twin blade visors, adaptive xenon headlights, auto dim mirrors, blindspot monitor, closing vehicle sensing, reverse, traffic detection, 60/40 load-thru rear seat.....2620
DRIVER ASSISTANCE PACKAGE:	lane departure, traffic sign recog, perpendicular & parallel park, park exit, 360° park distance control, heads up display, wifi prewire.....2900
EXTRA DUTY PACKAGE:	terrain response, adaptive dynamics, 2-spd transfer box, all terrain control 1750
TOW PACKAGE:	hitch receiver, elec connector, full size spare.....900
825-WATT MERIDIAN PREMIUM AUDIO	.....1850
SLIDING PANORAMIC ROOF	.....500
ADAPTIVE CRUISE W/ QUEUE ASSIST	.....1295
SANTORINI BLACK CONTRAST ROOF	.....650
EBONY HEADLINER	.....350
DESTINATION CHARGE	.....995
TOTAL	..... <b>\$85,260</b>



# CHICAGO AUTO SHOW HIGHLIGHTS

CHICAGO, ILLINOIS | FEBRUARY 2016



• 2017 Ram Power Wagon



• 2017 Hyundai Santa Fe and Santa Fe Sport



• 2017 Kia Niro Hybrid Utility Vehicle



• 2016 Mercedes-Benz Sprinter Worker



• Nissan Winter Warrior concepts



• 2017 Toyota Tacoma TRD Pro

Chicago was at least as wintry as Detroit this year, with subzero temps to keep the mood brisk and excited—the perfect climate for some tough and ready reveals, including:

- Three-row 2017 **Hyundai Santa Fe** and two-row **Hyundai Santa Fe Sport** utilities have fresh fascias front and rear, brushed-finish grilles, new lights and dual exhaust outlets. Restyled alloy wheels come in three sizes. There are new Sport, Eco and Normal drive modes, and expanded creature comforts include a standard 5-inch LCD audio display and 7-inch (or available 8-inch) touchscreen with Android Auto, plus standard rear camera with available Multi-View. Standout Infinity audio is available. (Some availabilities vary by model.) With demand high, Santa Fe Sport build moves to Alabama's Sonata and Elantra plant.
- The 2017 **Kia Niro HUV (Hybrid Utility Vehicle)** subcompact broadens Kia's EcoDynamics sub-brand—which aims to triple Kia's green lineup by 2020. With a new dedicated eco-car platform, Niro is conceived to avoid any alt-vehicle stigma—in which Kia has already proven its skills with its hybrids—with the brand's usual comprehensive feature inclusions, all within a long, low, wide, athletic and aerodynamic package that aims for fuel economy in the 50 MPG range. A plug-in hybrid version will arrive mid-cycle.
- The 2016 **Mercedes-Benz Sprinter Worker** will be the most affordable in the lineup, starting at \$32,495. The Sprinter Worker comes as a simplified configuration, ready for tradesmen to put to hard work. Sprinter Worker is a one-flavor machine, based on the most popular 144-inch wheelbase standard-roof-height model and available only in white. Interior cargo floor length is 137.4 inches (more than 11 feet) and headroom is 66.5 inches. Diesel-powered, the Sprinter Worker has a 7-speed automatic and 20,000-mile service

intervals. Standard equipment includes 4-speaker AM-FM radio with several inputs including Bluetooth, six standard airbags, cabin partition prep and Sprinter's impressive Crosswind Assist and Load-Adaptive Traction Control. Sprinter Worker goes on sale this spring.

• As temperatures dipped below zero outside, the **Nissan Winter Warrior concepts**—based on Pathfinder, Murano and Rogue—turned quite a few heads as they shined a spotlight on record sales for Murano and Rogue. Nissan also introduced a new half-ton Nissan Titan pickup with V6 engine, for lighter duty than the Titan XD, and the new and more luxurious full-size Nissan Armada 7-passenger SUV based on the same Nissan Patrol global platform as the Infiniti QX80.

• The 2017 **RAM Power Wagon** is the latest iteration of a model that goes back to 1945, when Power Wagon was the first mass-production 4x4 built. The new model is presented as a super-sized Ram Rebel, which suggests great built upon great. Based on the Ram 2500 Heavy Duty 4x4 Crew Cab, the Power Wagon has off-road-specific enhancements including unique suspension with more than two inches of lift, locking differentials and a 12,000-lb winch. Also revealed was a new Ram 2500 4x4 Off-road Package.

• The new 2017 **Toyota Tacoma TRD Pro**, due next fall, is a second-gen model based on the Tacoma TRD Off-Road 4x4 Double Cab Short Bed, with off-road emphasis: 16-inch TRD black alloy wheels with kevlar-reinforced Goodyear Wrangler All-Terrain tires, TRD Pro aluminum front skid plate, Rigid Industries LED fog lights, black-bezel projector beam headlights, LED DRLs, black-bezel taillights, black TRD Pro badging and other distinctive trim. With a choice of 6-speed manual or 6-speed automatic, the Tacoma TRD Pro will be distinguished by Cement, Barcelona Red Metallic or Super White paint. ■



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#### VEHICLE IMPRESSION : 2016 HONDA PILOT AWD ELITE

## Your Pilot Speaking

by Joe Sage

**H**onda Pilot has been completely reworked for 2016. Gone is the familiar blocky box with us since 2009. In its place is a handsome new third-generation streamliner, less distinctive but certainly more attractive and competitive.

There are five trim levels, of which this Elite is the top. All are available with front- or all-wheel drive, except this top Elite, which is AWD only (which suits our thinking fine). Other trim levels are 8-seaters, while the Elite seats seven. The AWD models can tow 5000 lbs, the FWD models 3500 lbs, either of which is quite competitive. Lower models have a 6-speed automatic, upper models (including this one) a 9-speed. The 9-speed is more than an equalizer for the additional weight of the upper trims, breaking 20 MPG city in FWD on the next-to-top Touring model (20-27-23 MPG city-hwy-combined), while AWD top

trims rate 26 MPG highway, matching city and combined for more frugal FWD lower trims and missing highway by just one point. The 9-speed beats the 6-speed by one point in all three mileage ratings.

Pilot is the top dog, a midsize despite its 7- or 8-seat capacity, in a family of three from Honda that also includes the compact CR-V and new-for-2014 subcompact (but generously so) HR-V. It's a fairly easy family to choose among, with Pilot remaining the most clearly delineated.

Pilot packaging is strong—seven or eight seats in an officially midsize machine with high capabilities, though its turning circle is quite large. Much attention has been given to infotainment interface and controls. These are seldom mastered in a few days' time, but we would revise the comprehensive glass panel that covers not only the touchscreen itself, but all its subsidiary controls at left—you absolutely have to take your eyes off

#### SPECIFICATIONS

ENGINE / DRIVETRAIN	3.5L V6 / AWD
HORSEPOWER/TORQUE	280 hp / 262 lb-ft
TRANSMISSION	9-spd automatic, paddle shifters
TRACTION MGMT	snow-sand-mud (AWD)
SEATING CAPACITY	7 passengers
TURNING CIRCLE	39.4 ft
WEIGHT	4317 lb
TOW CAPACITY	5000 lb
MPG	(9-spd AWD) 19/26/22 city/hwy/comb
CARGO VOLUME	all seats up: 16.0 cu.ft. behind 2nd row / 1st row: 46.0 / 82.1 cu.ft.
LENGTH / WHEELBASE	194.5 in / 111.0 in
BASE PRICE	\$46,420
DESTINATION CHARGE	880
TOTAL	\$47,300

your driving to utilize this, and surely always will. Issues are compounded by pressure-sensitivity needed for several operations that could be touch.

It's a Honda, so there are no painful deliberations nor markups—our top trim was complete at its \$46,420 base price. The base LX model in FWD has a base price of \$30,145. Deliberations are not entirely eliminated, as there are fully 17 different trim or trim-and-bundle varieties. ■

*The new Honda Pilot unfortunately adopts a version of the circle, square, push, pull, lever, button free-for-all interface that passes as a shifter in some other recent Acura models.*



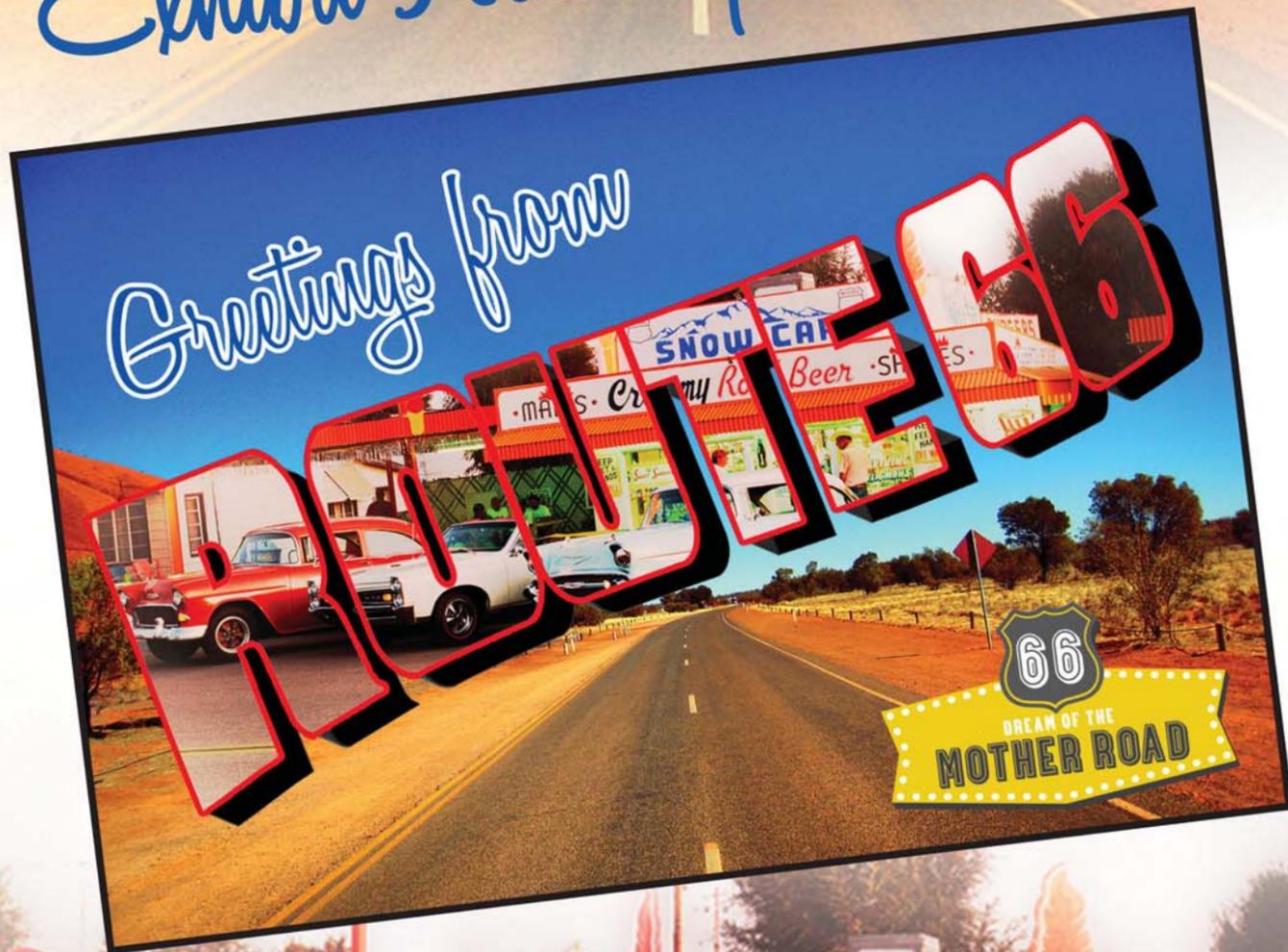


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VEHICLE IMPRESSION : 2016 ACURA RDX AWD ADV

# Gained in translation BY JOE SAGE

The Acura RDX almost needs no introduction, arriving as it does on the coattails of the Acura MDX, the best-selling vehicle ever in the Acura lineup and the best-selling three-row luxury SUV of all time. Surprising? Sort of, until you remind yourself of the two qualifiers—three-row and luxury. It's still impressive.

The MDX has been around since the turn of the millennium, before the crossover craze began. It just entered its third generation in 2014, though you would be forgiven for hardly noticing the gen-to-gen evolutionary changes at a glance. MDX shares its platform with the Honda Pilot (a new generation of which is also reviewed in this issue). A next-gen 2017 MDX will be revealed at the end of March (see *Auto News Update*). Gone will be the chrome bucktooth grille (hooray), as also noted on the Acura Precision concept (see Detroit Auto Show highlights elsewhere in this issue).

Acura three-letter names and timeline evolutions require more memorization than logic, but there are just two SUVs, and this RDX is the small-

er of the two, a five-seater to MDX's seven, arriving later (2007, revised in 2013, facelifted in 2010 and 2016). For reasons of the grille alone, we might anticipate another facelift, sooner than later.

The decision points, RDX vs MDX, may seem simple and obvious, but not quite. The basic engine specs (3.5L V6) match, though with a higher compression ratio the MDX ekes out 11 more horsepower. RDX tows 1500 pounds, MDX 3500. MDX weighs 322 pounds more, with its nine inches of extra length and third row of seats. One surprise: the bigger MDX actually has a tighter turning circle, just by two-tenths of a foot, but still unexpected. Fuel economy is near identical.

As with all Honda-Acura vehicles, you don't have to sweat a complex options game, although a wide range of packages-as-models makes for price overlap between RDX and MDX.

Blue-black against black-black gauges were hard to read, locks fought back, as did the liftgate, and the keyfob felt as big as a portable hard drive, but overall we had a great week with the RDX. We were happy it had a conventional shifter, not

**SPECIFICATIONS**

ENGINE / DRIVETRAIN	3.5L i-VTEC 24v V6 / AWD
HORSEPOWER/TORQUE	279 hp / 252 lb-ft
TRANSMISSION	6-spd automatic, paddle shifters
SEATING CAPACITY	5 passengers
TURNING CIRCLE	38.9 ft
WEIGHT	3946 lb
TOW CAPACITY	1500 lb
MPG	(6-spd AWD) 19/28/22 city/hwy/comb
CARGO VOLUME	behind 2nd row: 26.1 cu.ft. behind 1st row: 61.3-76.9 cu.ft.
LENGTH / WHEELBASE	184.4 in / 105.7 in
BASE PRICE (ADVANCE PKG)	<b>\$43,520</b>
TECH PACKAGE	nav w/voice recognition, multi-angle rear camera w/guides, real-time traffic, 10-spr surround sound, touchscreen, hard drive, blind spot info, rear cross traffic monitor, dual-zone climate w/air filter
ADVANCE PACKAGE	remote start, parking sensors, vented front seats, auto-dim side mirrors, fog lights, rain sensing wipers
ACURAWATCH PLUS PACKAGE	lane keep, color meter display screen, collision mitigation, adaptive cruise, lane departure warning
DESTINATION CHARGE	940
TOTAL	<b>\$44,460</b>

the child's-educational-toy square-round-push-pull button complex some Hondas or Acuras have. Unless you actively need seven seats or more towing capacity, the RDX is a well-executed new translation of a top-selling vehicle. ■

Our Acura RDX came in Basque Red Pearl II paint, making us notice that the burgundy to brick red color range overall seems to currently be widely popular with many brands.



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## VEHICLE IMPRESSION : 2016 VOLKSWAGEN TIGUAN S FWD

# Value package by Joe Sage

Tiguan S is the base model in Volkswagen's compact SUV lineup, at \$24,890—a drop of \$1400 from 2015. Prices climb from there: another four grand for R-Line, six and a half grand for SE, nine and a half grand for SEL, a 46 percent climb. Any trim level is available with 4Motion all-wheel drive for \$1975. We often receive top trim models for review, and either can skew an impression, but not so much in this case. The 200-hp 2-liter turbo is uniform across the lineup, as is the suspension. It's a straightforward stairstep, with appropriate value found across the scale.

We are sometimes drawn to simpler vehicles, and this largely delivers that. The base model does have keyless entry, pushbutton start and a rear camera. Seats are manual (except for a power back tilt for the driver), and climate control is manual (not all bad, at least compared to some other with e.g. fan speed buried in a six-step screen interface). It's almost as though VW applied extra effort to simplifying the platform-sharing Audi Q5 to this level—but with the Q5 starting above \$40 grand, that would provide plenty of headroom.

Volkswagen promotes Tiguan as sporty (vs the

larger Touareg as premium). Tiguan looks stocky (and a bit stodgy), but at about 3400 pounds was more responsive than expected, ready to pounce upon and devour a lane-changing opportunity.

Styling is nine years old, and the base 16-inch wheels only emphasize that. Bigger wheels and tires are not a build option, though—19-inchers mean buying a top-trim SEL for \$36,420. But we're pretty sure a visit to the aftermarket for this would make all the difference when it comes time to park, walk away, look back and smile.

This is a swan song for the gen-one. A gen-two 2017 Tiguan was revealed at Frankfurt last fall, then shown in Detroit as the GTE Active Concept (we prefer the sketch at right, sexier than the built vehicle largely because that, too, had wheels too small for the times). The upcoming Tiguan will be 2.4 inches longer, an inch wider and an inch less high. Even with this year's price drop, a new model looming might help you negotiate even more value. ■

### SPECIFICATIONS

ENGINE	2.0L TSI 16v DI 4-cyl turbo
DRIVETRAIN	FWD
HP/TORQUE	200 hp / 207 lb-ft
TRANSMISSION	6-speed automatic
SEATING CAPACITY	5-passenger
WHEELS	16-inch alloy
TURNING CIRCLE	39.0 ft
CARGO CAPACITY	23.8 / 56.1 cu ft
WEIGHT	3404 lb
FUEL REQ. / CAPACITY	Premium unleaded / 16.9 gal
MPG	21/26/23 (city/hwy/comb)

### BASE PRICE ..... \$24,890

**INCLUDED:** Metallic paint, leatherette interior, ABS, ESC, crash response, auto headlights, heated folding power mirrors, rain-sensing wipers w heated nozzles, black roof rails, tilt/tele multifunction wheel, leather-wrapped wheel and shift knob, manual climate control, manual seats w power driver's recline, electric parking brake, rear camera, keyless entry and start, 5" touchscreen AM-FM-CD, 8-sprk audio, Bluetooth .....incl

**DESTINATION CHARGE:** .....865

**TOTAL** ..... **\$25,755**



## THE INSIDE TRACK: BRIEFS & RUMORS



Formula DRIFT

▼ **Formula DRIFT** has a new three-year agreement with South Korea-based technology company Pittasoft, owners of the dashboard camera brand BlackVue, naming BlackVue as Presenting Sponsor and Official Dashcam for the Series. Dashboard cameras have become popular aftermarket upgrades in most parts of the world, and the US expects big growth in the category. Drivers want to have a video record of traffic accidents, police interactions and fun moments behind the wheel that only a dashcam can provide. The always-on nature of a dashcam combined with Internet of Things (IoT) technology from BlackVue's Over The Cloud system enables in-app viewing of any networked dashboard camera. The first phase of the 2016 season kicks off with Round 1: Streets of Long Beach, April 8-9. Reserved seating, 2-day ticket packages and VIP tickets are available from formuladrift.com, Ticketmaster or the Long Beach Convention Center box office.

▼ Stephan Winkelmann, 51, will be the new CEO of **quattro GmbH**, the 100-percent subsidiary of Audi AG that makes high-performance Audi R and RS models. Winkelmann had been president and CEO of Lamborghini since 2005. Current quattro GmbH chief Heinz Hollerweger, 62, is retiring after almost 40 years of successful work for Audi. As CEO of Lamborghini, Winkelmann was responsible for substantial investment in the future of the company from 2005 onwards. He developed

Lamborghini into one of the world's leading manufacturers of super sports cars. In 2015, the brand hit a new record of 3,245 units. Lamborghini is also a pioneer in automotive lightweight construction and carbon-fiber technologies. In 2014, Winkelmann was presented the Grand Cross, the country's highest order of merit, by Italian president Giorgio Napolitano for his achievements as CEO of one of the most important Italian companies. Before Lamborghini, Winkelmann was chairman of the board of management for Fiat Auto of Austria, Switzerland and Germany.

▼ During the New Year's holidays, 20 high school students from Japan's Iwate Prefecture visited Southern California in conjunction with the 2016 TOMODACHI **Honda** Cultural Exchange Program. Their journey, documented in a newly released



TOMODACHI Honda Cultural Exchange Program

video produced by Honda, took the students to local schools, hospitals and cultural institutions. The program was created by the governments of the US and Japan following the 2011 Tohoku earthquake and tsunami. Youth who were directly impacted by the disaster participate. The focal point of the students' visit was riding the Honda float, "Nature's Hope," in the 2016 Rose Parade Presented by Honda. Along the parade route, the group played with an American high school marching band and greeted parade-goers. The float had elements of Japanese and American national parks, with several regional flourishes from the Iwate Prefecture that were suggested by the students.

▼ A new app that could make journeys more efficient, more sociable and help to alleviate congestion has been announced as the winner of the **Ford** Smart Mobility Challenge. The creators of journey-sharing app Jaunt were presented with the 10,000 euro (\$11,000) top prize at Mobile World Congress in Barcelona. Runner-up SelfieGo, an app designed to make journeys by bicycle and on foot more appealing, and third-place Flux, an app designed to alleviate congestion through the gamification of traffic jams, were awarded a further 7500 euros (\$8250) prize money. Developed with Cologne Game Lab and launched last year at Gamescom, the largest interactive games trade fair in Europe, the Ford Smart Mobility Game Challenge invited developers to create game con-

cepts that could solve real-life problems in urban mobility. Gamification has proven to be an effective way to solve real-life problems in many areas



2016 Jeep Renegade Dawn of Justice Special Edition

▼ FCA US LLC and Warner Bros. Pictures joined forces for a co-branded partnership marking the premiere of the highly anticipated *Batman v Superman: Dawn of Justice* (opening nationwide in theaters on March 25, 2016). The alliance includes the introduction of a 2016 **Jeep** Renegade Dawn of Justice Special Edition (available now), plus branded TV spots with Jeep and Dodge, with social/digital programs leading up to the film's debut. The first 30-second TV and online spot, "Into the Storm," features footage with Bruce Wayne (Ben Affleck) behind the wheel of



2016 Zero DSR electric motorcycle

the Jeep Renegade. The commercial speaks to how Wayne feels compelled to move toward danger rather than run away from it. Opening on city street ruins, narration by actor Jeremy Irons, who portrays Alfred in the film, speaks to that impulse: "You're not afraid. You like chaos. The madder, the better" (as Bruce Wayne is seen driving toward destruction

in the Jeep Renegade, navigating the mayhem). "And in these times, we need that. We need you to rush in when everyone else is running away." Available in Granite Crystal or exclusive new Carbon

Black paint, the special edition features new 18-inch gloss black wheels and gloss black exterior accents. Granite Crystal versions also have a two-tone gloss black roof. The Jeep—based on the Renegade Latitude 4x4, standard with 2.4-liter Tigershark engine with MultiAir2, nine-speed automatic, Jeep Active Drive 4x4 and Selec-Terrain—has special badging and distinctive interior details.

▼ One lucky winner will ride away on a **2016 Zero DSR electric motorcycle** just for entering the 2016 AMA Club 1924

Motorcycle Sweepstakes at one of the nation's major motorcycle rallies, the American Motorcyclist Association has announced. The Zero DSR is an amped-up version of the Zero DS, with 56 percent more torque and 25 percent more power. A 660-amp controller is paired with a Z-Force motor built with higher-temperature magnets to ensure better performance during extended durations at higher speeds. The Zero DSR boasts 106 lb-ft of torque on demand and a zero-to-60 mph time of 3.9 seconds. Custom-tuned Showa suspension and Bosch ABS make it equally at home on pavement or dirt. AMA Club 1924, named in honor of the AMA's founding year, is the association's presence at these events, celebrating the fun

of motorcycling, connecting with riders and looking back on the history of motorcycling in America. The AMA Club 1924 schedule runs through late September.

▼ **Land Rover** revealed the technical areas of collaboration for development of what they hope will be the fastest America's Cup boat, with Land Rover BAR. Typically shrouded in secrecy by the teams racing to win the Cup, their release of information ahead of the first 2016 event of the Louis Vuitton America's Cup World Series in Oman, Muscat in late February was a rarity in what is labeled as the most challenging design race in sport. Land Rover applied its design, technology and innovation expertise to the America's Cup Class boat, a multihull catamaran code-named "R1." The boat, weighing over two tons, is capable of speeds in excess of 50 knots, thanks to a foiling technique, where the boat lifts clear out of the water to fly on hydrofoils, reducing drag and increasing efficiency and speed. ■



Land Rover BAR R1 America's Cup catamaran

# UPCOMING FEATURES

**NASCAR at PIR in March | IndyCar at PIR in April**



**Patrick Peterson - AZ Cardinals star and car enthusiast**



**A plan for the Bonneville Salt Flats**



**Pickups: GMC, Nissan Titan, RAM 1500, Toyota Tacoma**



**Mudfest: Outdoor Activity Vehicle of the Year Awards**



Photo: Josh Mackey / NWAPA

**2017 Kia Sportage launch**



**2017 Chrysler Pacifica launch**



**Cars/crossovers: Lexus, Mercedes-Benz, Scion, Subaru**



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\*Starting MSRP for a 2015 Audi A3 1.8T Premium. Model shown is a 2015 Audi A3 2.0T Prestige with 19" wheels and Sport pkg., starting MSRP \$43,250. Prices exclude destination, taxes, title, other options and dealer charges. \$489 Dealer Doc Fee. Dealer sets actual price. "Audi," "MMI," "quattro," "Truth in Engineering," all models names, and the four rings logo are registered trademarks of AUDI AG. ©2015 Audi of America, Inc.



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