

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 21 NUMBER 3
MAY-JUNE 2022



I-17
widening
project

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





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Genau Autowerks (San Francisco) raised **over \$7,500** by inviting friends and customers to take part in a fun wine country drive to visit The Racers Group. With some key sponsors lined up, every penny of the registration fees went to support the UCSF Parkinson's Disease Clinic.



The **Peachstate Region** (Atlanta) of the **Porsche Club of America** raised **over \$5,300** simply by taking a regular club rally event and setting donation options for participants that included a "Gold Donor" level which 1 out of every 3 registrants opted for!



A rally to visit the 425 Magazine Northwest Idea House (Seattle) organized by **Lochwood-Lozier Custom Homes** and **Avants** raised **more than \$12,000** from registrations and generous donations in the days that followed.



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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features May-June 2022

A Week With	2021 Ford F-150 Raptor 4x4 SuperCrew 3.5L EcoBoost V6 High Output with 37 Performance Package 10
ADOT	I-17 widening project, Anthem to Sunset Point A 12 ADOT will be performing significant reconstruction work on I-17 from Anthem through Black Canyon City and Black Canyon, on up to Sunset Point, including widening and addition of flex lanes.
New Vehicle Launch Drive	2022 Hyundai Elantra N, Kona N B 14 As we had hit the track in California when the Veloster N was new, we now hit the track in Georgia for the addition of an Elantra N and Kona N to the Hyundai performance family. By Joe Sage
Motorsports	Wild Horse Pass Motorsports Park to close C 19 A new interchange on I-10 and road expansion to the south takes this venerable motorsports venue to the tipping point.
A Week With	2022 Hyundai IONIQ 5 Limited AWD 20
Motorsports	Lyn St James : Automotive Hall of Fame D 23 Racing pioneer, author, speaker, mentor and more Lyn St James of Phoenix will be inducted this summer in Detroit.
A Week With	2022 Cadillac CT5 V-Series Blackwing 24
Special Event	Mecum Glendale Auction 2022 results E 27
ARIZONA RIDER MAGAZINE	Arizona Bike Week 2022 F 28 Back after a couple of years of pandemic disruptions, this event celebrated its 25th Anniversary. Photos by Randall Bohl.
Special Event	Barrett-Jackson Palm Beach Auction 2022 results G 31
Vehicle Comparo / Awards	NWAPA Outdoor Activity Vehicle of the Year H 32 As regional travel recovers, we hit the utility and pickup comparo in Washington State popularly known as "Mudfest." By Joe Sage
A Few Days With	2022 Toyota Highlander Hybrid Bronze Edition I 37
Art & Culture	Phoenix Art Museum "Desert Rider" Exhibition J 38 Part automotive and part social justice, this exhibition offers a lot of variety for those interested in unusual automotive art and culture.
A Week With	2021 Audi Q5 Sportback 45 TFSI quattro Premium Plus 42
ARIZONA RIDER MAGAZINE	Arizona legalizes lane filtering 45
A Week With	2022 Honda Passport AWD TrailSport 46
Special Event	Nevada Open Road Challenge K 48 There's still time to sign up for this May event in northern Nevada.
ARIZONA RIDER MAGAZINE	May is Arizona Motorcycle Safety Awareness Month 51
A Week Each With	2022 Toyota GR 86 Premium and 2022 Toyota GR Supra 3.0 Premium 52
Motorsports	Rolex Monterey Motorsports Reunion 2022 L 57
A Week With	2022 Subaru Forester Wilderness 58

departments

- FROM THE PUBLISHER 4
- AUTOMOTIVE NEWS UPDATE 6
- THE INSIDE TRACK: BRIEFS & RUMORS 60
- UPCOMING FEATURES 62



COVER: The busy stretch of I-17 from Anthem north to Sunset Point, passing through beautiful yet challenging terrain, is about to receive a major rebuild.
 Photo: Arizona Department of Transportation (ADOT)

ADOT



Randall Bohl



Randall Bohl



Randall Bohl

START YOUR ENGINES : FROM THE PUBLISHER

It's been a busy month or two, as pandemic rules and conditions have eased and events have fired back up. We had the potential of doing nine out-of-state events in an eight-week run, but kept it simpler than that, flying to Atlanta for a track event launching the new Hyundai Elantra N and Kona N (joining the Veloster N in our market), then to Washington State for regional press association NWAPA's "Mudfest" event (the Outdoor Activity Vehicle of the Year Awards), which we generally always catch. But we skipped one vehicle launch drive and another comparo, as well as the New York International Auto Show, so we'd still have time to produce all this other news for you.

All this news is wide-ranging, with a lot of crossover, in this issue. Motorsports topics cross into personalities, highway construction and travel topics, including Lyn St James's impending induction into the Automotive Hall of Fame, Wild Horse Pass Motorsports Park succumbing to highway expansion to the south, and races and road rallies to the north. Highway construction topics include not only the Wild Horse Pass story, but also our cover item, the widening and expansion of I-17 to the north, which will impact travel for many months and change the scenery forever, to degrees yet to be seen. Motorcycle news includes Arizona Bike Week (a combination of motorcycle, music and general special events topics), as well as the legalization of lane-splitting in Arizona and a few words about May as Arizona Motorcycle Safety Awareness Month (both of which involve four-wheeled drivers every bit as much as two-wheeled). And a new exhibition at Phoenix Art Museum combines automotive art with a noticeable dose of social justice agenda.

Between all that, we've had plenty of time with new machinery, from a significantly adapted new version of the Ford F-150 Raptor, to the Cadillac CT5-V Blackwing (following the CT4 equivalent in the last issue), on road and off in the latest Audi, Honda and Subaru utilities, a comparison of the Toyota GR 86 and GR Supra—and more.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



PUBLISHER/EXECUTIVE EDITOR:
Joe Sage

CONTRIBUTING WRITERS/PHOTOGRAPHERS:
Randall Bohl, Nick Calderone, Chris Collard, Tyson Hugie, Stephanie Jarnagan, BJ Killeen, Christina Lawrie, Mercedes Lilienthal, Sue Mead, JP Molnar, "LandSpeed" Louise Noeth, Doris Ong, Brenda Priddy, John Priddy, Kimatni Rawlins, Kelly Sallaway, Lyn St James, Tim and Kristin Sharp, Dave Stall, Paul Strauss, Valerie Thompson, Scott Tilley, Sherri Tilley, Jan Wagner, Nicole Wakelin, Shawnda Williams, Kevin A Wilson, Meagan Wristen

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TxMPATexas Motor Press Association
WAJWestern Automotive Journalists
ACMLeMay—America's Car Museum
SturgisSturgis Motorcycle Museum & Hall of Fame
USFRAUtah Salt Flats Racing Association
USMAUnited States Motorsports Association

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AUTOMOTIVE NEWS UPDATE



▼ **Rolls-Royce** has concluded winter testing of a new all-electric Spectre model, announced last September, at a special facility in Sweden, about 35 miles from the Arctic Circle, completing about 25 percent of their 2.5-million-kilometer (about 1.6m-mile) test program simulating 400 years of use. Built on an aluminum space-frame structure and bearing digital drivetrain and chassis engineering advances, Spectre is called the spiritual successor to the Phantom Coupé, evolving from the 102EX, a fully electric Experimental Phantom concept revealed in 2011, followed by the 103EX. “The departure from internal combustion engines allows us to significantly increase the processing power of our individual components and create a Decentralized Intelligence. We refer to this unprecedented era, where we benefit from a multi-control, multi-channel and highly interconnected electronic and electric powertrain architecture, as ‘Rolls-Royce 3.0,’” says director of engineering Mihiar Ayoubi. Fundamental differences in EV vehicle architecture allow the floor to be placed halfway between the sill structures rather than on top or underneath, with a highly aerodynamic channel for the battery and a perfectly smooth underfloor profile. This creates a low seating position, while moving the bulkhead location allowed deepening of the dashboard location, all combining to create an enhanced cocoon for passengers and allowing a dramatically raked windshield and highly efficient airflow profile. With wiring and piping chan-

nels between the floor of the car and roof of the battery, engineers have created a secondary benefit from the battery: 700 kg of sound deadening. The Spectre Electric Super Coupé still has to complete nearly two million kilometers before testing is complete. First customer deliveries are expected in the fourth quarter of 2023.

▼ **Volkswagen** has premiered their long-awaited ID. Buzz, an EV evolution of their



classic T1 Microbus, along with the ID. Buzz Cargo, now as then its commercial version. Short overhangs, spacious interior and an available two-tone color palette pay homage to the past. Sustainability measures include replacing leather with non-animal material, incorporating recycled materials, and applying organically-based paint. European models go on sale this year, with a long-wheelbase passenger

model to debut for the North American market in 2023 and go on sale in 2024. The first European versions will have an 82 kWh battery powering a 201-hp electric motor with maximum torque of 229 lb-ft and top speed electronically limited to 90 mph. More battery versions with various power output levels are expected to follow in 2023. Details for the US version will be available closer to launch. The two are based on the Group’s Modular Electric Drive Kit (MEB), which claims status as the world’s first scalable large-production-run platform and will be used across all Group brands for a wide variety of models and segments. At present, 30 percent of all EVs in the Group are already based on the MEB; by 2025, this is planned to become more than 80 percent. The battery is mounted in the floor of the vehicle, giving the ID. Buzz agile handling for a vehicle of its size. With DC-fast charging, the battery charge level rises from 5 to 80 percent in just 30 minutes. Using the latest software, the ID. Buzz model line will offer a Plug & Charge function in the future. Bi-directional charging will enable the new ID. Buzz

and ID. Buzz Cargo to feed power that they don’t need into the domestic grid (vehicle-to-home). The new ID. Buzz and ID. Buzz Cargo are being produced by Volkswagen Commercial Vehicles at its main plant in Hannover, Germany, where production reaches an automation level of up to 90 percent. The majority of ID. Buzz electric drive system modules being supplied to the plant for this are also being made in

Germany, by the Group’s own Volkswagen Group Components division. ID. Buzz is the first model in VW’s expanding EV family for which VW Group Components is making the axles, in an assembly hall



specifically set up for the purpose at the Hannover-Barsinghausen site. Long term, Hannover also plans to produce the ID. Buzz battery system, currently being made in Braunschweig. The company is investing around 100 million euros in construction of the battery system assembly.

▼ A new hot hatch is on its way to the US from the **Toyota** GAZOO Racing team—the first-ever 2023 GR Corolla. With master driver Akio Toyoda (a.k.a. Morizo) signing off on approval, this all-new addition to Toyota’s growing lineup of sports cars brings performance, handling and functionality. Powered by a lightweight, compact-yet-powerful G16E-GTS direct/port injected three-cylinder turbo engine, GR Corolla delivers 300 hp and 273 lb-ft of torque. Engineered for snappy acceleration out of the corners, output hits peak torque at 3000-5500 rpm, with maximum horsepower at 6500 rpm. Power is piped through a unique triple exhaust designed to reduce backpressure for maximum power delivery. The engine is paired with Toyota’s rally-developed GR-Four all-wheel drive, with a choice of 60/40, 50/50 or 30/70 power distribution, front/rear. GR Corolla will be offered exclusively with a manual transmission. Its broad hatch profile and low center of gravity are built on Toyota’s GA-C platform, with enhanced frame reinforcements developed specifically for GR Corolla at the GR Factory at Toyota’s Motomachi plant. Functional exterior air vents and aerodynamic fea-

tures further support steering stability. GR Corolla will come in two grades—Core and (for the first year only) Circuit Edition. Core Grade will be available later this year in white, black and Supersonic Red, with a

color-keyed roof, rear lip spoiler, GR-Four stamped side rockers and wide fender flares. Seating for five will come with GR-logged fabric sport seats. GR Corolla Core Grade is available with the following packages: a Performance Package includes front and rear Torsen limited slip differentials; a Technology Package includes premium audio with dynamic navigation and JBL w/Clari-Fi, and Qi-compatible wireless smartphone charging; and a Cold Weather



Package includes heated front seats and heated steering wheel. The Circuit Edition will be a limited-run model available in 2023 only. Standard colors are white, Supersonic Red and Heavy Metal (shown here), with the same GR-Four stamped side rockers and wide fenders as the Core. The Circuit Edition adds a forged carbon fiber roof, vented bulge hood, sporty rear spoiler, Brin Naub suede-trimmed sport seats

with red accents, and a launch-year-exclusive Morizo-signed shift knob. GR Corolla will be equipped with an all-new touchscreen Toyota Audio Multimedia system. Pricing will be announced later this year.

▼ The **Lotus** brand is headed in multiple new directions with the recently revealed Eletre electric hyper-SUV (a combination they call a world’s first and unmistakably the brand’s first SUV). Eletre is the first of three new Lotus “lifestyle EVs” due to arrive over the next four years. The vehicle is promoted as “Born British, Raised Globally”—being built in China, with “UK-led design and engineering support from Lotus teams around the world.” Design “porosity” is a Lotus term for air flowing through the vehicle for improved aerodynamics, speed, range and overall efficiency. Power outputs start at 600 hp, with a 350kW fast charge time of 20 minutes for 400km (248 miles) of driving, or able to take on 22kW AC charging. Target range with a full charge is about 600 km (± 373 miles). Weight is reduced throughout via extensive use of both carbon fiber and aluminum, with a stated 0-to-100km/h (0-62mph) time of less than three seconds. Though long known as a driver’s brand, Lotus is now introducing what they say is the world’s first deployable LIDAR technology in a production vehicle,

to support autonomous or intelligent driving technologies, while the interior focuses on manmade textiles and “sustainable” wool blends. Manufacturing at an all-new Chinese facility starts later this year.

▼ The first **Bizzarrini** 5300 GT Corsa Revival prototype—an authentic recreation



of legendary engineer and designer Giotto Bizzarrini's first car under his own name—has taken to the road for final endurance testing before first customer cars are completed. Built at Bizzarrini's dedicated facility

measurements show that each corner of the car carries 25 percent of its overall weight, illustrating the visionary genius of Giotto Bizzarrini to design a car in 1965 that still delivers perfect balance in 2022.



ty in the UK, the Revival is built using original blueprints, materials from original suppliers, and the input of experts involved in the original 5300 GT project. Originally a high-performance variant of the Bizzarrini-engineered Iso Grifo A3C, the V8-powered 5300 GT Corsa was light, fast and reliable. In radically adapting the Corsa for track driving, Giotto Bizzarrini fitted bespoke independent rear suspension and shifted the front-mounted engine as far back in

Painstaking dedication to authenticity extends to the car's paintwork. Many shades purport to be the original Rosso Corsa color, so the team tracked down an original panel that had been hidden from light since new, which they then perfectly matched. Each of 24 cars in the Revival series will be hand-built, with a lightweight single piece composite body over a steel frame. Independent rear suspension, to Giotto's Corsa specification, and four-wheel



the chassis as possible. This revolutionary approach to weight distribution proved a key advantage against many contemporary front-heavy cars. Famed for its performance in the 1965 Le Mans 24 Hour Race chassis 0222, in which French drivers Regis Fraissinet and Jean de Mortemart took the over-5-liter class win, also finishing ninth overall, at an average speed of 169 km/h. In testing the Revival, modern

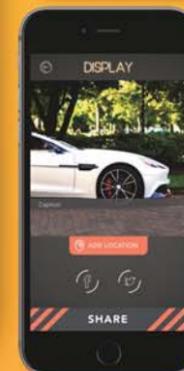
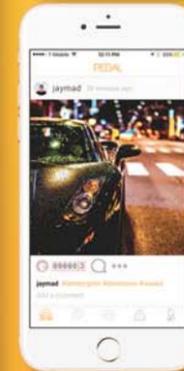
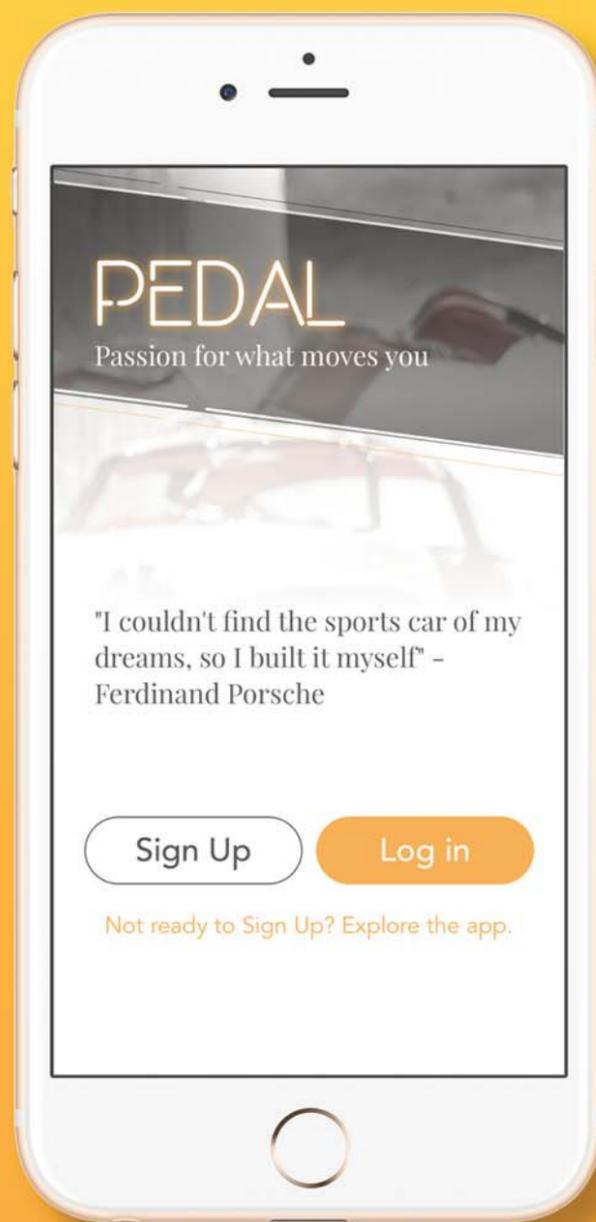
disc brakes are paired with a period-specific 5300cc V8 with Weber 45 DCOE carburetors developing over 400 horsepower. At just 1250 kg, the Bizzarrini 5300 GT Revival Corsa has excellent power to weight ratio. Certain key improvements have been made for modern safety regulations. The two seats are protected by a more comprehensive six-point roll bar and safety fuel cell, meeting FIA Appendix K historic rac-

ing regulations. The original car's fuel tanks were located deep in the sills, as well as behind the driver, but now, using advanced 3D scanning, engineers created an intricately shaped tank that fills the available void in the chassis, to tolerances not available to the original designers. Overall fuel capacity maintains range requirements of a multiple-round race series. First customer deliveries of the 5300 GT Revival Corsa are scheduled from May 2022.

▼ **Ford** will introduce three new passenger EVs and four new commercial EVs in Europe by 2024, with plans to sell more than 600,000 in the region by 2026, in support of a global goal of 2 million-plus annual EV production, representing 10 percent of company operating margin, by that time. Following the successful European launch of the all-electric Mach-E in 2021 and Mach-E GT this year, plus the launch of the E-Transit in the coming quarter, Ford has unveiled plans for seven EVs to join the Ford family in Europe. Starting in 2023, they will build an all-new midsize crossover EV in Cologne, Germany, with a second EV added to that lineup in 2024. In addition, Ford's top-selling passenger vehicle in Europe, the Ford Puma, will be available as an EV made in Craiova, Romania, starting in 2024. Ford's Transit range, Europe's

top-selling commercial vehicle brand, will include four new electric models: an all-new Transit Custom one-ton van and Tourneo Custom multi-purpose vehicle in 2023, and a smaller, next-gen Transit Courier van and Tourneo Courier multi-purpose vehicle in 2024. Planned production of EVs in Cologne is expected to be 1.2 million vehicles over six years, from a total product investment of \$2 billion. ■

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THIS GOES TO ELEVEN OR ACTUALLY 37

by Joe Sage

As rock legend wannabe Nigel Tufnel taught us all in *This is Spinal Tap*, when we want that extra push, what do we do? We go to eleven.

The Ford F-150 Raptor has been a solid ten since its inception in 2010 as a street legal desert-running and off-road racing trophy truck. It's no surprise that it's phenomenally popular in these parts.

F-150 was all new for 2021—generation fourteen of this pickup truck that has been the top-selling vehicle of any type in the US for over 40 years. The new model is immediately recognizable, as the basic aluminum structure of cab and bed were carried over, but the other 92 percent of its parts

are all new. The 2022 lineup is a carryover.

The 2021-22 Raptor has all-new five-link rear suspension with more wheel travel, next-gen FOX shocks, more low-end torque, higher payload and tow capacities, and active valve dual exhaust for enriched powertrain acoustics, as well as upgraded connectivity features. With its 36-gallon tank, the truck's powerful and economical EcoBoost V6 turbo has a projected range of over 500 miles.

Beyond all that's new overall, there is one special Raptor build atop all the rest. While the first two generations of Raptor rode on 35-inch tires—which remain standard—they've added a 37 Performance Package option, key to the truck we're driving here. You've seen trucks with big 37-inch tires before, but this is the first light-duty pickup that's a full stock factory build. Straightforward as this change may seem, it required taking a new look at everything else from that point up. For example, Ford had to modify the rear frame rails to

mount a full-size 37-inch spare under the bed, a major reengineering feat among several that put the 37-package Raptor on its own assembly line.

Our time with this truck included multiple comprehensive freeway sessions between the northeast Valley and Phoenix Raceway, Beeline Highway time with notable climbs and curves at speed, and a long day on spectacular unpaved roads well into the wilds—many-miles-long gravel and dirt roads, also at speed, in line with the Raptor's essential mission as a high-powered, high-speed dune-runner. We tackled several side routes combining steep, narrow, rutted and rocky conditions, some fairly extreme, bringing into play this build's most distinctive feature—that 37-inch tire package—with some extra-tight maneuvers and turnarounds aided by a great camera system, as well as the occasional get-out-and-look-first method.

The obvious question a lot of Raptor owners might hear, likely all the moreso with the 37-inch-

er, is do you really need this if you're not going to the Glamis Dunes or Baja every day? The quick answer is: why not? This truck is as friendly to drive all day and every day as any other. The only difference around town is that Raptor (with either tires) is a full 6.7 inches wider than a regular F-150. You may also feel slight differences in the suspension and brakes, all welcome as being inherent to the truck. Basically, everything is as good or better.

The Raptor is about two and a half inches taller than a standard F-150 4x4, adding about another inch with the 37-inchers. The 35-inch Raptor adds 6.7 and 2.7 inches to approach and breakover angles; departure is a fraction of an inch less (with that big spare). With 37-inchers, all are increased roughly another inch or two (see specs in sidebar).

The front shock is upgraded with a larger rod, and there's a different spring perch location for the front suspension. The rear—an all-new five-link setup with Panhard bar—gets unique shocks and bump stops as part of the package. Suspension travel is reduced by about an inch, but when you're taking these 37s over boulders, gullies, rocks and

such, you're not going to be thinking about the one inch of travel you don't have. You're going to be thinking about the two inches of tire you do. And you're going to be one satisfied customer.

We've got to hand it to Ford for coming up with this build. Raptor has certainly been king of its hill and top of its heap for its full lifetime. But while there's a lot of camaraderie among this enthusiast group, there are always going to be streaks of competitiveness and pride within the tribe. As great as the original Raptor is, there are times and places it might be just not quite enough to show up and say, well it's a Raptor, for cryin' out loud—because everybody else may be modified with 37-inchers. Well, egos restored and problem solved.

We're pretty solid fans of the extreme factory-build approach, with your Ford dealer able to handle all service, parts and any warranty work.

Oh, and there's one more well-known surprise yet to come this year—a significant addition people have inquired about for years—a V8 Raptor. This will not replace the V6, but rather expand the lineup, as with the 37-inchers. Bring it on! ■



SPECIFICATIONS

ASSEMBLY	Dearborn Truck Plant, Michigan
CONSTRUCTION	high strength steel bed, aluminum cab and bed
ENGINE BUILD	Cleveland, Ohio
ENGINE	3.5L EcoBoost twin-turbo and intercooled V6, alum/alum, OHC, coil on plug ignition, port fuel inj w dir inj
HP/TORQUE	450 hp / 510 lb-ft
COMPRESSION RATIO	10.5:1
ALTERNATOR	single 240A
TRANSMISSION	10-spd SelectShift auto
DRIVETRAIN	4x4
TRANSFER CASE	4HI 1:1, 4LO 2.64:1
FINAL DRIVE (F/R)	4.10:1 / 4.10:1
SUSPENSION	F: indep dbl wishbone w coil-over shocks & cast alum lower control arm; high-output gas-pressurized, electronically controlled, continuously variable compression damping FOX Racing Shox, 3.1 damper, 1.0-in rod diameter w opt 37" tires (0.875 standard); R: 5-link coil w Panhard rod; high-output, gas-pressurized, electronically controlled, continuously variable compression damping FOX Racing Shox, 3.1" damper, 0.875-in rod diameter.
SUSP TRAVEL (F/R)	w 37" tires 13.0 / 14.1 in (standard) 14.0 / 15.0 in
STEERING	electric pwr-assist, 17.2:1
BRAKES	F: 340x34mm vented Nitro Tough iron, 2 x51mm sliding caliper; R: 336x20mm vented Nitro Tough iron, 1 x54mm sliding eiPB; electronically controlled brake boost
WHEELS (OPT 37")	17x8.5 forged alum beadlock capable, magnetic painted
TIRES (OPT 37")	37x12.50 R17LT BFGoodrich All-Terrain T/A K02, load range C-116S
LENGTH / WHEELBASE	232.6 / 145.4 in
WIDTH	96.0 (86.6 w/o mirrors)
HEIGHT	w 37" tires 80.7 in (std 79.8)
GROUND CLEARANCE	w 37" 13.1 in (std 12.0)
APPRCH / DEPART / BRKOV	33.1 / 24.9 / 24.4° (w std tires 31.0 / 23.9 / 22.7°)
TURNING CIRCLE	na
HEADROOM (F/R)	40.8 / 40.4 in
LEGROOM (F/R)	43.9 / 43.6 in
BED LENGTH	5.5-ft bed: at floor 67.1 in width at wheelhouse 51.1 in
WEIGHT	na
MAX PAYLOAD	1400 lb
TOW CAPACITY	8200 lb
FUEL / CAPACITY	premium unl / 36 gal
MPG	15/16/15 (city/hwy/comb)
BASE PRICE (2021)	\$64,145
EQUIPMENT GROUP 801A: Raptor Series: B&O	Unleashed 18-sprkr audio, Torsen pkg, front axle w Torsen diff, convenience pkg, interior work surface, partitioned lockable storage, connected built-in nav (3 yrs incl), tow tech pkg, integrated trailer brake control, 360-degree camera pkg
POWER TECH PKG: Pro Power Onboard 2kW	power tailgate, tailgate step
RAPTOR 37 PERFORMANCE PKG: modified build	w 37x12.5 R17 BSW All-Terrain tires, interior blue accent pkg, unique 17-in forged aluminum wheels
BEDLINER: ToughBed spray-in	
DESTINATION CHARGE	
TOTAL (2021)	\$82,080

Key stretch of I-17 to be widened

There are currently two lanes in each direction between Anthem Way, north of Phoenix, and Flagstaff on Interstate 17 (I-17), passing through rolling terrain in the southern and northern segments, with mountainous terrain and steep, narrow lanes between Black Canyon City and Sunset Point. The 23 miles between Anthem Way and Sunset Point are some of the most heavily utilized in Arizona, with over a million travelers each year.

Commercially, I-17 connects I-10 and I-40, two of the nation's principal coast-to-coast interstates, making it key to over \$300 billion in goods shipped into and out of Arizona each year.

Note that I-11 from Las Vegas (and ultimately Reno) to Wickenburg (and ultimately Nogales) also remains under ongoing development.

To ease the burden on I-17, the Arizona Department of Transportation (ADOT) is about to widen 15 miles of roadway, replace two bridges and widen 10 others, and construct some eight miles of flex lanes. The project falls into two sections.

ANTHEM WAY TO BLACK CANYON CITY. I-17 will be widened from two to three general purpose lanes in each direction for these miles.

BLACK CANYON CITY TO SUNSET POINT. The highway will retain two general purpose lanes in each direction for this stretch, but the landscape will nonetheless be transformed by a new flex lane system, designed to alleviate traffic congestion during peak travel times or when an accident causes delays. Flex lanes are an additional two-lane roadway for one direction of traffic at a time and can run north- or southbound depending on the need. These will make it easier to travel safely through the area without familiar miles-long backups.

KEY PLAYERS AND FUNDING. The project is a Private Public Partnership (P3) under a Design-Build-Operate-Maintain (DBOM) contract, with an estimated budget of \$445.9 million in current dollars. Of this, \$175.9 million will come from federal aid with matching state highway funds; \$130 million from state highway funds appropriated by the state legislature in 2019; \$90 million from an Infrastructure for Rebuilding America grant; and \$50 million as programmed by the Maricopa Association of Governments for the Maricopa County portion of the project. The General Engineering Consultant is HDR, and the Project Developer is a Kiewit-Fann Joint Venture (KFJV).

SCHEDULE. Construction will begin in 2022 and take about three years to complete. Because much travel and congestion on I-17 occurs on weekends, lane closures will primarily be on weeknights from 7 pm to 6 am, though adjacent construction that does not impact travel lanes will occur on weekdays and weekends, and delays are possible as

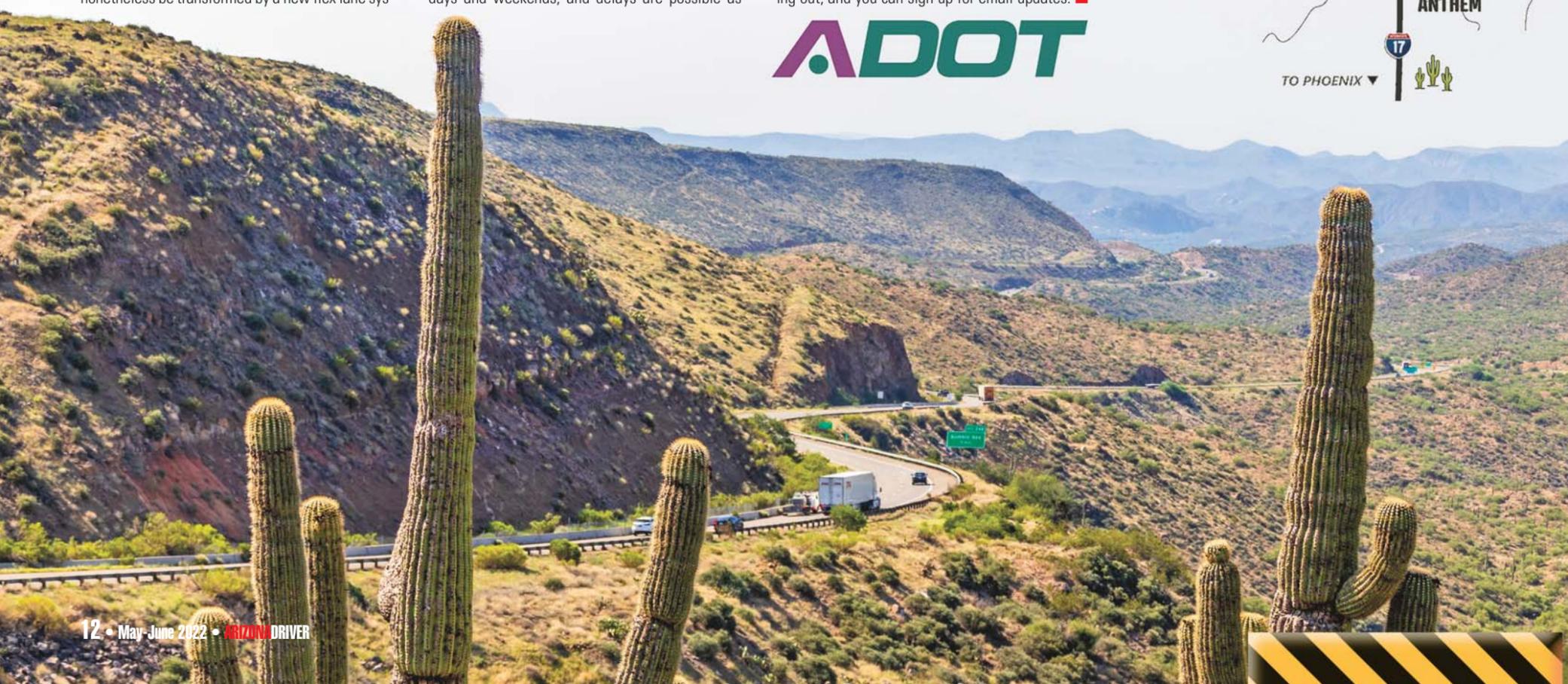
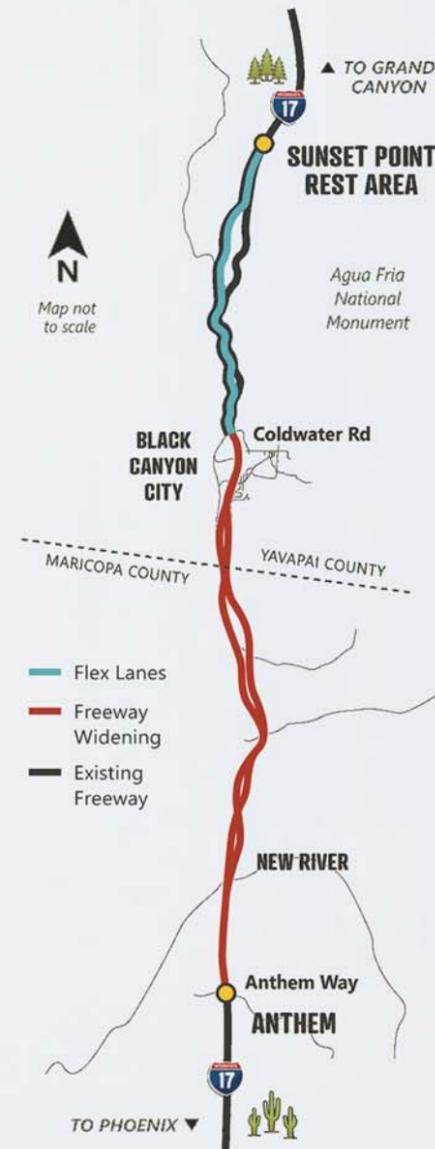


drivers pass by an active work zone. Controlled rock blasting and intersection and bridge closures will occur at any time and could impact your travel plans.

If you live or work in the affected region, you may encounter traffic detours and reduced speeds in general. Businesses should provide employees, delivery companies and customers with alternate travel plans, and plan for time-sensitive situations.

The project team will keep the public and daily commuters informed of all closures, restrictions and detours so stay up-to-date on the latest construction-related impacts.

You can call 511, check the AZ 511 app, or visit online at az511.gov to learn about ongoing construction activities and current delays before heading out, and you can sign up for email updates. ■



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Born in Namyang, honed at Nürburgring, driven in North Georgia

BY JOE SAGE

As you get deep into the Hyundai N realm, you'll find that N stands for an N-less number of things: the Hyundai Namyang Research & Development Center in South Korea, where these vehicles and their technologies are developed; the famed Nürburgring motorsports complex in Germany, where everything is put to the test; it also suggests the N-shape of a nice track chicane; and it starts the brand's catchphrase, *Never just drive*.

In that spirit, we met up with Hyundai to take two new N models—expanding the subbrand's US stable to three—not just on the open road (which we did), but on the track. And in the spirit of N, we flew to Atlanta, but then headed to, you guessed it, north Georgia—to Atlanta Motorsports Park, about an hour north, in the Appalachian foothills.

And in the spirit of not just driving on the track, we drove on a very wet and stormy track, as well as a coned autocross course.

We also drove N Line-upgraded vehicles—the Elantra up and Kona back (Sonata and Tucson N Line are also available)—and we took a road spin in the IONIQ 5 EV, a first taste before having it in Arizona for a week (see feature in this issue).

VELOSTER N. We first drove the Veloster N, the first Hyundai N car in our market (there was al-

ready an i30 N in other parts of the world), in late 2018, at Thunderhill Raceway, about an hour and a half north of Sacramento—a pattern largely matched in Georgia—and we drove it again here in Arizona last summer for a week, with a few other encounters at various events in between.

This three-door rocket coupe, which had set the stage for the models released this year, was on hand for us in Georgia, too, for a combination of comparison and affirmation. We gave it a spin on both the autocross course and track.

ELANTRA N, KONA N. The big news today, however, is the application of the full N treatment to Hyundai's extremely popular Elantra sedan and Kona crossover—continuing to apply the formula to smaller vehicles in their lineup. (There is also now an i20 N in other parts of the world.)

That formula is completely true to its heritage, of course, while also benefiting from about three and a half years' continued tweaking at Namyang R&D in Korea. There are in fact two formulas, one more emotional and one more engineering-based. On the emotional side, the vehicles are to be exhilarating, authentic and accessible (that last point being equal parts emotional and financially practical). The goals of the engineers, meanwhile, are to

deliver three Product Pillars: to create a vehicle that works as an everyday sports car, is notable as what they call a "corner rascal," i.e. has exceptional handling, and despite its everyday usability has solid, proven racetrack capability.

That's quite an order, but it clearly gives the team focus, and they have once again delivered.

The N lineup has been winning in full-blown motorsports for its duration, with trophies including the FIA World Rally Manufacturer's Championship, FIA World Touring Car Cup Driver Championship, first and second in class at the 24 Hours of Nürburgring and more (variously running the i20 N, i30 N, Veloster N and Elantra N). Hyundai Motor America is also now in its fourth season racing in the IMSA Michelin Pilot Challenge (IMPC) with Bryan Herta Autosport, where they are three-time Series Champion, three-time consecutive Driver's Title (including fielding the first female champion last year) and two-time Manufacturers' Champion.

There are many fundamental differences from a base model to an N model, with some of those differences kicking in at the N Line level (and others having an intermediate bump at that level). For example, the engines stairstep, running from 147 hp in the base Elantra or Kona, to 200 or so (195 Kona, 201 Elantra in the N Line), to 276 hp with 289 lb-ft of torque in the full N version. Suspension upgrades kick in at the N Line level, while wheels, tires and brakes build up in stages. Considerable body and chassis reinforcement are added at the full-blown N level. Steering is also upgraded from a column- to rack-mounted unit in

(cont'd)



SPECIFICATIONS: ELANTRA N, KONA N, VELOSTER N

ENGINE	Elantra N, Kona N .....2.0L dir inj "Flat Power" 4-cyl turbo Veloster N .....2.0L Theta E-CVVT 4-cyl turbo
HP/TORQUE	Elantra N, Kona N .....276 hp (286 w N Grin Shift) / 289 lb-ft Veloster N .....275 hp / 260 lb-ft
TRANSMISSION	Elantra N, Veloster N .....6-spd manual std, optional 8-spd wet dual-clutch w paddle shift Kona N .....8-spd wet dual-clutch w paddle shift only
DRIVETRAIN	.....FWD
DIFFERENTIAL	Elantra N, Kona N .....N Corner Carving electronic limited slip (E-LSD) Veloster N .....electronic limited slip (E-LSD), torque vectoring
0-TO-60 MPH	.....Elantra N 5.0 sec / Kona N 5.2 sec / Veloster N 5.4 sec,

SUSPENSION	Elantra N, Kona N: electronic control susp (ECS): F: MacPherson strut, stblzr bar, coils; R: multi-link indep; stblzr bar; +Elantra N: rear coils, rear strut tower Veloster N: F: MacPherson strut, coils, ECS gas-filled hydraulic twin-tube shocks, stblzr bar; R: multi-link indep, ECS hydraulic twin-tube shocks, stblzr bar
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STEERING	Elantra Nrack-mounted motor driven rack & pinion Kona Nrack-mounted motor driven rack & pinion Veloster Ncolumn-mounted motor driven rack & pinion
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BRAKES	Elantra NF: 14.2 vented, R: 12.4 vented; 11-in booster, ratio 8:1 Kona NF: 14.2 vented, R: 12.4 vented; 10-in booster, ratio 7.5:1 Veloster NF: 13.6 vented, R: 12.4 vented; 10-in booster, ratio 7:1
WHEELS / TIRES	Elantra N .....19x8.5 / 245/35R19 Michelin PS 4S summer Kona N .....19x8.0 / 245/40R19 Pirelli P Zero summer Veloster N .....225/40R18 Michelin Pilot SS / opt 235/35R19 Pirelli P Zero

	Elantra N	Kona N	Veloster N
LENGTH / WHEELBASE	184.1 / 107.1	165.9 / 102.4	167.9 / 104.3
HEIGHT	55.7	61.6	54.9
TRACK (F/R)	MT 62.4 / 62.2	..... 61.2/61.6	..... 61.9/61.6
	DCT 62.4 / 62.2	..... 62.2 / 60.0	..... 61.9/61.6
GROUND CLEARANCE	..... 5.5	..... 6.8	..... 5.3
TURNING CIRCLE	..... 38.4	..... 38.3	..... 38.12
HEADROOM (F/R)	..... 39.9 / 37.3	..... 39.6 / 37.8	..... 38.1 / 35.9
LEGROOM (F/R)	..... 42.3 / 38.0	..... 41.5 / 35.2	..... 42.6 / 34.1
PASSENGER VOLUME	..... 99.4	..... 94.1	..... 89.9
CARGO VOLUME	..... 14.2	..... 19.2 / 45.8	..... 19.9 / 44.5
WEIGHT	MT 3186	..... 3106	..... 3106
	DCT 3296	..... 3340	..... 3247



the N models (though not yet in the Veloster N). And openly visible cues grow in stages, outside and in, from paints and badging to seats, pedals and steering wheels, through all levels.

The impressive attention paid to hardware is backed up by electronics on N models, including an electronic limited slip differential (E-LSD), performance algorithm N Grin shift and control systems (as well as N Track Sense and N Power Shift modes), electronically controlled suspension variables, customizable exhaust acoustics and more, as well as a Launch Control feature that can shave a few tenths off your zero-to-60 time. As much as you will enjoy and benefit from N model engineering right out of the box, you will be able to play with its many possibilities, to your heart's content, for as long as you own one of these vehicles.

The engine has been upgraded in the new Elantra N and Kona N, with a bump in both horsepower and torque at the top end, and achieving maximum torque at just about 2000 rpm and holding that maximum flat through about 5000 rpm.

Gauges and infotainment systems are all greatly advanced in the N models, with contextual instrumentation for N Mode as well as sport, normal and (when so inclined) eco modes.

The primary screen offers detailed customizable performance information specific to the N, particularly for track use. N1, N2 and NGS buttons on the steering wheel provide instant access to customizable drive modes.

Surprisingly or not, the N Hyundais are front-drive only, for the usual reasons of weight, complexity and price. Transmissions are a mix, with a choice of six-speed manual or a sophisticated eight-speed wet dual-clutch unit on Veloster N and Elantra N, but only the wet DCT on Kona N. Both transmissions have rev-matching technologies for quick

shift response.

Normally, we're devoted all-wheel- and rear-drive fans (all the moreso in high speed twisties such as on a racetrack), and we prefer manual transmissions or at least like having the choice.

We had already learned, however, at the Veloster N track launch in California, that these vehicles exhibit basically no front-drive torque steer characteristics whatsoever—they could easily be mistaken for all-wheel-drivers.

When we had the choice on the track at the earlier Veloster N launch, we had time to try (and thoroughly enjoy) both transmissions. Between the weather and having multiple models to drive, time was a little tighter in Georgia. When given the choice—Veloster N and Elantra N on autocross and track—we still went for the dual-clutch. We knew from the Veloster N that it's an incredible piece of machinery, strong and precise. Another variable is that while we don't use paddle shifters constantly on the open road, we did on the track, where it is a whole lot quicker (and thus more accurate) than using a manual clutch and stick. This set the stage for our run in the Kona N, the one that is DCT-only, with zero thought about its lack of a manual option.

Specifications are linear among the three in some aspects—for example, Elantra N is about 50 pounds heavier than Veloster N, Kona N about 50 more than Elantra N. In other cases, key numbers criss-cross and overlap among the three.

The four-door Elantra sedan is about a foot and a half longer and the four-door Kona a couple of inches shorter than the three-door Veloster, while the turning circle is virtually identical on all three.

The Elantra N mitigates its extra length through the addition of a rear chassis brace that increases its torsional rigidity by 29 percent. Its competitors

are identified as Honda Civic Type R, Golf GTI, Subaru WRX and Volkswagen Jetta GLI.

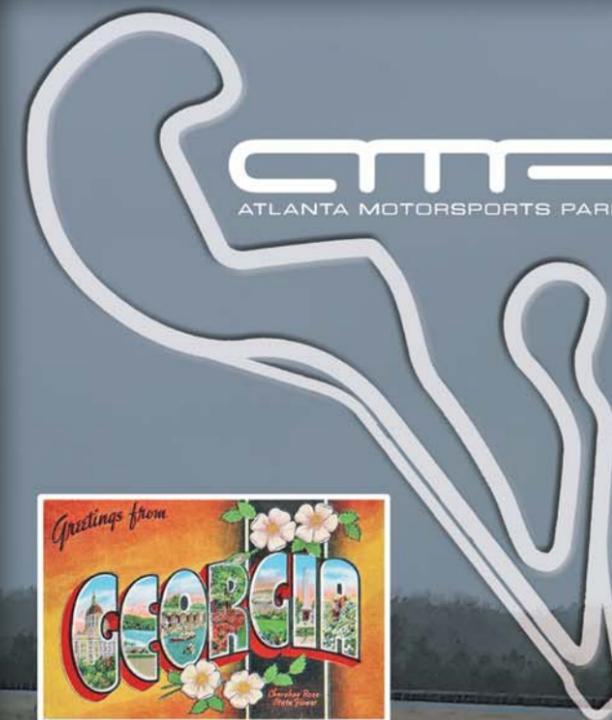
The Kona N has about an inch and a half more ground clearance and is about five or six inches taller than either of the others. (A competitive set was not stated for the Kona N, which underscores its distinctive nature and market position.)

Maybe it was based in those physical differences, or maybe it was subtle expectations, but we might have expected the Kona N to hug the track less, but that was not the case, at least perceptually (lab-caliber g-force testing probably parses a small difference). The difference in length among the three could work different ways in any model's favor, in different situations.

Even daily (or weekend getaway) driver considerations such as cargo volume are non-linear, with Kona having more than Elantra (even with all seats up), but then again Veloster having just as much as Kona (seats up or down). This brings you back to ignoring the finest points of variously slightly overlapping but all magnificent specifications and choosing just by where your spirit leads you. But you can set aside the idea that the Kona N exists only because this is an era where any good idea must have a utility version—Kona N is a solid idea in its own right. We had a ball in all three.

As for the original in our market, the Veloster N (and also the i30 N in the rest of the world), we're inclined to expect a refresh on that next, to integrate engine, brake and other tweaks that have been made in the new Elantra N and Kona N.

It all sounds pretty great, doesn't it? And that's where the lineup's accessibility kicks in—you can join the action (or just aspire to it daily) from base prices of \$32,150 for Elantra N, \$32,500 for Veloster N or \$34,200 for Kona N. If you have a hankerin' for a hot Hyundai, then here you go. ■



ATLANTA MOTORSPORTS PARK, about an hour north of Atlanta, was named as one of the Top 10 Tracks in North America by *Road & Track* magazine. This two-mile road circuit—with FIA Formula One-style curbing and rumble strips, extensive runoffs, mitigating impact zones and safety barriers, precision timing and an F1 caution lighting system—features up to six challenging circuit configurations and aggressive elevation changes up to 98 feet. The facility can run three events simultaneously. AMP also offers luxury garages, kart racing with the world's most extreme elevation changes on any kart track, and a Driver Development Center featuring an on-site skid pad and ice hill for honing skills in both wet and dry conditions, with schools from beginner to pro. Atlanta Motorsports Park is located outside Dawsonville, Georgia. www.atlantamotorsportspark.com.

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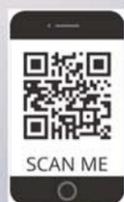
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MOTORSPORTS : WILD HORSE PASS MOTORSPORTS PARK TO CLOSE

Highway construction to close Wild Horse Pass Motorsports Park

by Nicholas Hodell / photo: Susan Wong / Cronkite News

A drag racing tradition in Chandler's Wild Horse Pass Motorsports Park that dates back to the 1980s is set to come to an end.

The Wild Horse Pass Development Authority has announced that the 2023 NHRA Arizona Nationals will mark the final year for the event at the venue.

A new overpass that is planned for the widening of several miles of Interstate 10 will take the space that currently occupies part of the facility, according to a Wild Horse Pass release.

The Arizona Department of Transportation's tentative Five-Year Transportation Facilities Construction Plan released on March 18 shows a blueprint to add capacity to a 26-mile stretch of I-10 leading up to the racetrack. ADOT documents reveal that a general public lane and an HOV lane will be added in each direction. Construction would not start until the 2025 fiscal year. The construction project is slated to cost nearly \$140 million.

All of the funding for this project, according to ADOT's tentative five-year plan, will come from the Regional Area Road Fund. This fund comes from the Maricopa County Transportation Excise Tax, a half-cent sales tax that has been in place since 2004. ADOT said in a statement that the funding for the project is allocated by the Maricopa Association of Governments (MAG).

"MAG has been working closely with GRIC (the Gila River Indian Community) to advance plans for additional access to the Wild Horse Pass area, and any future improvements will follow the required state, federal and GRIC review and approval processes," the association said in a statement.

The future additions to Interstate 10 may not be the only thing that is forcing the end of drag racing at the Chandler venue, though.

Last year, the Wild Horse Pass Development Authority announced plans to

develop the area with the help of Sunbelt Holdings, a real estate development company. The master plan showed a blueprint to develop the area where the drag race track and Firebird Lake are now, with additional hotels, corporate offices, mixed-use commercial buildings and new restaurants.

The National Hot Rod Association (NHRA) has raced in Arizona every year since 1985, with the exception of 2021 due to COVID-19 protocols. From that first year until 1989, the event took place in October and was known as the Fall Nationals. Arizona's stop in the NHRA schedule was moved to its current February slot in 1990. The new proposal was made within the existing I-10 framework. There is no word on whether the additional development is part of the reason, along with future work on Interstate 10, to discontinue the Arizona Nationals at Wild Horse Pass Motorsports Park.

"The NHRA Arizona Nationals have provided NHRA fans countless memories for many years, and our race teams, partners, and NHRA officials look forward to celebrating the track in 2023 as we close out this chapter in NHRA history," NHRA President Glen Cromwell said in a statement.

"Arizona has been an incredible supporter of the National Hot Rod Association and Wild Horse Pass Motorsports Park for the past four decades, and we are very grateful for this tremendous fan support," Elizabeth Antone, the interim general manager of the Wild Horse Pass Development Authority, said. "We know this final race will be a celebration that NHRA fans are famous for."

The Chandler venue does not just host the NHRA, though. Firebird Lake hosts drag boat races on an annual basis. And Wild Horse Pass Motorsports Park hosted a round in the inaugural season of Nitro Rallycross, a rallycross series, on its off-road course last year. Wild Horse Pass Motorsports Park also has two asphalt road courses which can be used for drifting events in addition to normal track days and races.

The exact dates for the final edition of the NHRA Arizona Nationals at Wild Horse Pass Motorsports Park next year are yet to be determined. ■



Centered.

BY JOE SAGE

Hyundai IONIQ 5 delivers lots of nice surprises, from its shotgun acceleration to design, engineering and styling treats inside and out. Handling is on a par well beyond its price point. Charging is fast, range is long, and it can even tow a bit.

We had driven this new EV for about a half-hour while in the Appalachian foothills of north Georgia for the Hyundai Elantra N and Kona N introduction (also in this issue)—a nice precursor, as we knew we had it scheduled soon for a week back home.

Here, we quickly learned the IONIQ 5 is quite a head-turner and question-provoker. Friends wanted opinions and details all week, as did random people wherever we went. When it was parked, we'd see people peering inside or pulling out their cellphones for their own spy photos.

We might have figured there were three points of perspective and inquiry for this EV. How does it compare with a gasoline vehicle? How does it compare with other EVs? And how do its features com-

pare with any and all other vehicles in general?

Interrogators didn't ask about features—they seemed to simply be enthralled with the vehicle at face value. Most didn't ask about it as an EV versus ICE, indicating a rapidly growing awareness of the topic. Several did want to know how it compares with other EVs, in general or specifically.

But most questions were none of the above—no comparatives, simply that fundamental curiosity from any era: "How do you like it?"

And that one was easy. We liked it from the first punch of the pedal. You might think all attention is put into the electric powertrain—its near silence, its various differences in controls, its recharging—but the IONIQ 5 also rides and handles like a dream, atop its low center of gravity and wheels-to-the-corners platform stance. Steering is notably accurate and connected, suspension solid, smooth and planted. Well done.

Our sample was the all-wheel-drive model, a win-win delivering not only four-corner power and traction, but 320 versus 225 horses (a \$3500 to \$3900 add-on that seems hard to pass up).

Fuel mileage equivalency is very high by any

measure, but you can optimize it via eco mode (which boosts regenerative capture noticeably) or choose the potency, firmness and still impressive range of sport mode, our favorite overall.

Validation of our opinions arrived later on our first day with the vehicle, as news rolled in that it had been voted as World Car of the Year and had received two other World Car Awards as well, all joining its existing long list of wins and accolades.

Beyond performance, IONIQ 5 is an unabashed beauty. Sheet metal continues the brand's direction of 3D effects known as Parametric Dynamics, while heralding a new direction for Hyundai's growing EV family, the clamshell hood. The wheels move well beyond the flat discs characteristic of fuel-sipping cars in the past, which Hyundai has turned on its head by applying computer-aided design to achieve striking geometric complexity. And it does all this within a drag coefficient of just 0.288, notable for any vehicle and for a spacious utility in particular.

While debate continues over what constitutes an SUV or a crossover (or station wagon, European shooting brake, utility coupe and so on), Hyundai is on a healthy path that might defy categorization.

Key to its stance and general appeal is a clean one-pillar side glass treatment (its DLO), evocative of little ground-hugging hot hatches, while delivering a large, comfortable, high-profile cabin with generous doors and full-size taxicab rear legroom.

As is common, we nitpicked occasional screen dependency for certain otherwise simple features and contemplated whether its axial-twist shifter stalk having Drive up and Reverse down is the inverse of the norm, but these are all design decisions. As with any EV, and with it not even that hot yet, we wondered about cabin cooling in summer.

All in all, we concluded the same as we had for the Hyundai Santa Cruz in our prior issue: their engineering, design and content teams were totally aligned, synchronized and meshed on this vehicle. Check out a door handle inside or out, try a light switch, use the shifter, play with the screen. We imagined the team's delight with the completion of each little detail. Everything has had considerable special attention and comes together in a tour de force execution. Notable bonus: the product pricing team has also come through in a big way.

Even if you've never touched an EV, we have a hunch your experience will be about like ours—when you get in the IONIQ 5, it goes from novelty to mainstream in no time at all. Everything is in context, and it's all about the driving.

Hyundai has been on a roll, and this is another home run. The catch may be finding one; Hyundai's website warns of "extremely limited availability." So, if interested, get your order in. ■



HYUNDAI IONIQ 5 AWARDS

- 2022 World Car of the Year
- 2022 World Electric Vehicle of the Year
- 2022 World Car Design of the Year
- Top Pick: EV Family by *Cars.com*
- *AutoGuide* 2022 Green Vehicle of the Year
- 2022 Hispanic Motor Press Awards EV of the Year
- *Autotrader* Best New Cars for 2022
- *The Car Connection* Best Car to Buy 2022 Awards
- 2022 German Car of the Year, New Energy category
- Inaugural "Best Cars of the Year" Awards 2021/22
- 2021 Good Design Award
- 2021 *Popular Science* Best of What's New Award
- UK Car of the Year 2022
- 2021 *Sobre Ruedas* Awards
- 2021 IDEA International Design Excellence Award
- *Auto Express* Car of the Year 2021
- *TopGear* Electric Awards 2021: Best Design



WINNER

**2021 WORLD CAR AWARDS
WORLD CAR OF THE YEAR**

SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
BUILD	unibody; high-strength steel, high tensile steel
CONTENT	95% Korea
ENGINE/TRANSMISSION	Korea / Korea
MOTOR	permanent-magnet synchronous
MAX POWER	(AWD) 74kW +165kW (320 hp)
MAX TORQUE	(AWD) 605 Nm (446 lb-ft)
MAX SPEED	(governed) 115 mph
BATTERY	697V 77.4 kWh lithium-ion polymer, 272 kW, weight 1049.0 lb
ON-BOARD CHGR	ultra-fast ≤ 800V / 350 kW
CHARGING TIME	
AC level II 240V (10-100%)	6 hrs 43 min
Rapid 150kW (400V) (10-80%)	est 25 min
Rapid 250kW (800V) (10-80%)	est 18 min
TRANSMISSION	single-speed reduction gear, shift-by-wire
DRIVETRAIN	HTRAC all-electric AWD
DRIVE MODES	eco-comfort-sport-snow
SUSPENSION	F: MacPherson strut, high-performance damper; R: multi-link, high-performance damper
STEERING	MDPS rack-mtd rack & pinion
BRAKES	F: 12.8 vented, R: 12.8 solid, regenerative brake control paddles
WHEELS / TIRES	20x8.5J alloys / 255/45R20
LENGTH / WHEELBASE	182.5 / 118.1 in
GROUND CLEARANCE	6.1 in
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	w/sunrf 39.1 / 37.5 in
LEGROOM (F/R)	41.7 / 39.4 in
CARGO CAPACITY	27.2 / 59.3 cu.ft
	trunk 0.85 cu.ft
WEIGHT	4662 lb
TOW CAPACITY	1650 lb
MPGe	(MPGe) 110/87/98 (city/hwy/comb)
BASE PRICE	\$54,500
CARPETED FLOOR MATS	195
DESTINATION CHARGE	1225
TOTAL	\$55,920

2022 HYUNDAI IONIQ 5 LINEUP

	RWD	AWD
SE	\$43,650	\$47,150
SEL	45,900	49,400
Limited	50,600	54,500
RWD: 168 kW (225 hp), 303-mile range		
HTRAC AWD: 74+165 kW (320 hp), 256-mile range		





LYN ST JAMES ENTERS AUTOMOTIVE HALL OF FAME

The list of accomplishments by Phoenix treasure Lyn St James—the first woman to ever win the Indianapolis 500 Rookie of the Year award, in 1992—is well more than 500 miles long. That award, in her first of seven starts at the Indy 500, is just one acknowledgement of the many barriers she has conquered in her racing career, leading to a lifelong career helping other determined women.

A wide-ranging coach and mentor, St James is the founder of the Women in the Winner's Circle Foundation for education, training and advancement of women in automotive fields, and she is the creator of the Women's Sports Foundation Project Podium Scholarship Grant.

She is an accomplished speaker and author.

Her memberships and board positions with key councils and events are extensive.

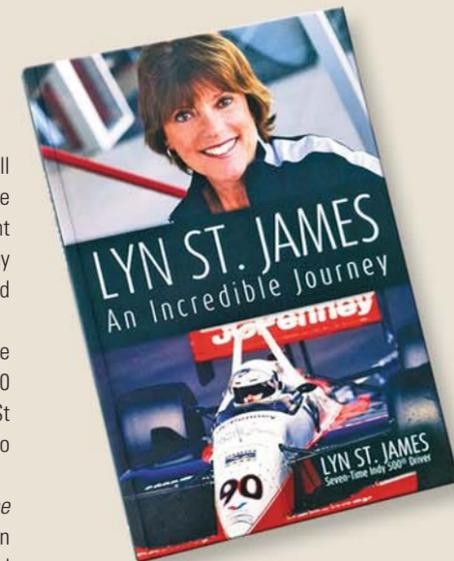
Her traveling exhibit on women in racing, developed in partnership with The Henry Ford museum in Dearborn, Michigan, has toured widely and now

resides at the Unser Racing Museum.

This summer, St James will receive another well deserved accolade—induction into the Automotive Hall of Fame in Dearborn, an acknowledgement known as the single greatest honor for noteworthy individuals who have created, shaped and changed the automotive industry.

The 2022 Induction & Awards Ceremony will be held July 21, from 6-11:30 pm EDT at The Icon, 200 Walker Street, Detroit. Honored along with Lyn St James will be Alma and Victor Green, Ferruccio Lamborghini, Lu Guanqu and Taiicchi Ohno.

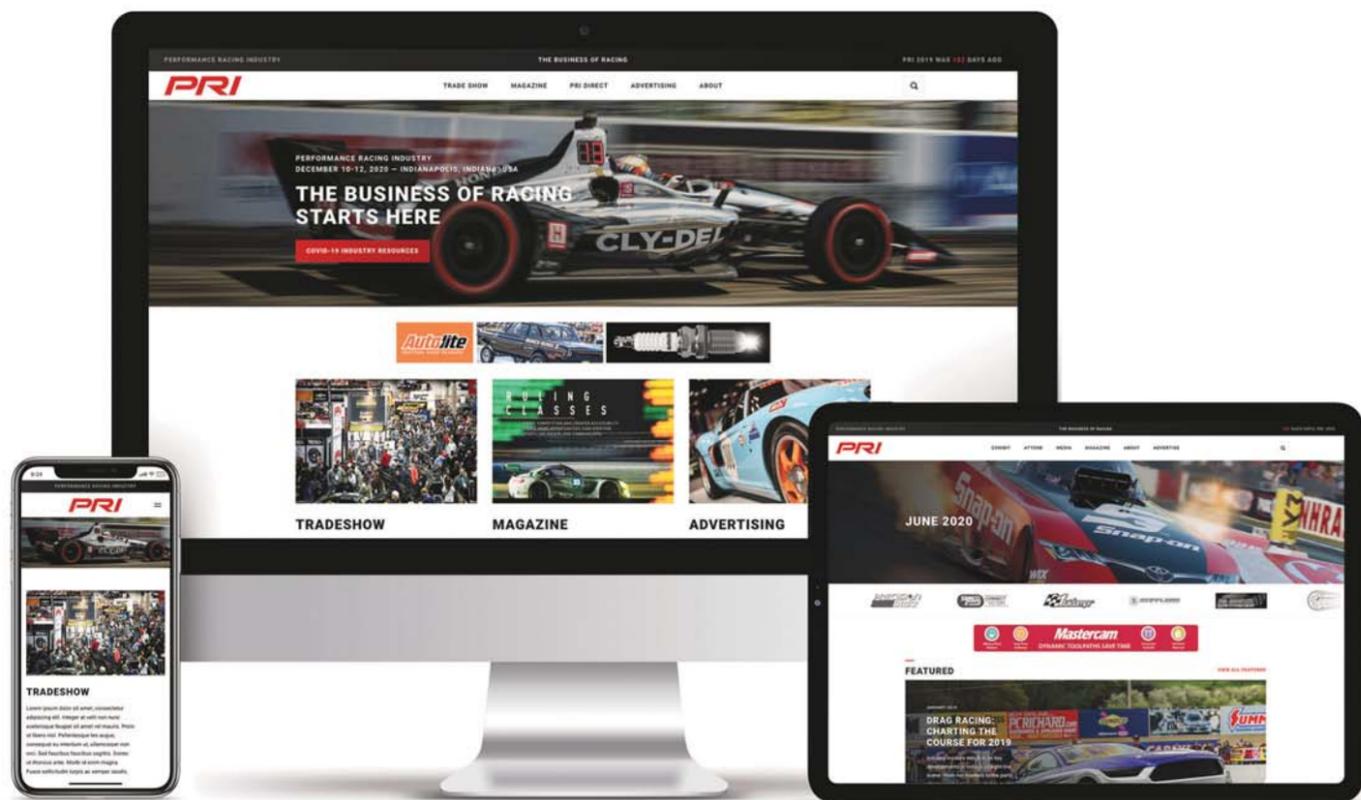
Leading up to the ceremony is *Racing at the Automotive Hall of Fame: Breaking Barriers*, an event on June 1 2022, from 4-9 pm EDT, presented by Hagerty, Women Shifting Gears Driven by Hemmings, and Women in Motorsports North America. The panel features Lyn St James along with Taylor Ferns, Pam Miller, Beth Paretta, Cindy Sisson and Laura Wontrop Klauser.



For more information:
www.automotivehalloffame.org
 21400 Oakwood Blvd, Dearborn, MI
 313-240-4000
 Thursdays-Sundays, 10 am - 4 pm EDT. ■

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Top power and total control

BY JOE SAGE

In our prior issue, we drove this car's sister, the Cadillac CT4 V-Series Blackwing. While the CT4 is heir to the ATS, the CT5 is heir to the CTS. Both aim to displace the most popular European sports sedans, CT5 running a bit larger and CT4 a big smaller than some of their prime targets, though both are comfortable and spacious beyond their specific dimensions. Both are built on rear-drive architecture (with all-wheel-drive availability only on lower-powered models).

Beyond their moderate size difference, they also inhabit slightly different price ranges—CT4 from the low-mid \$30s to pushing \$60k, CT5 from pushing \$40k to well into the \$80s. At the starting end of the lineup, the CT4-CT5 price differential buys you a tad more elbow room, while at the high end,

the CT5 powertrain is also more potent. The base engine is the same for both—a 237-hp 2.0L twin-scroll turbo-four. For models in the middle, a 310-hp 2.7L turbo-four engine in the CT4 gives way to the CT5's 335-hp 3.0L twin-turbo V6.

For V-Series models, the CT4-V's 472-hp 3.6L twin-turbo V6 gives way to the key feature of the CT5-V we're driving here—a hand-built 668-hp supercharged V8.

Both the 4-V and 5-V are available with a choice of a Tremec 6-speed manual with LuK twin-disc clutch, or a 10-speed GM Hydra-Matic automatic. As with the CT4-V we had in the last issue, our CT5-V in this issue has the 6-speed manual, a rare and welcome feature among their competitive set.

As with the CT4-V, the CT5-V is a bit of a sleep-

er at its core, low on badging and high on performance, though the CT5-V adds the distinctive growl of its supercharged V8. Our CT5-V Blackwing's Electric Blue paint also made it far less of a sleeper, generating many a drive-by thumbs-up, glowing parking lot conversation, even lingering comments from neighbors after it was gone. (Both come in nine colors, from tame to others equally vibrant.)

Even in an era of high horsepower, 668 is a lot—and, as with the CT4-V, the CT5-V has trained their horses extremely well. The proof is in the pedal, earning an A-plus-plus 1,000 percent rating right from its first freeway ramp acceleration. Cadillac applies all this power extremely effectively—silky smooth gear-to-gear, never a mis-shift, with plenty of headroom to hold or run through gears. The CT5-V Blackwing weighs 263 pounds more than the CT4 equivalent. That's just 6.8 percent more weight, with 41.5 percent more power to

move it. The meat that meets the road is a staggered fitment of wide, low-profile Michelin Pilot Sport 4S summer performance tires.

Our sample's Natural Tan and Jet Black interior includes red stitching, white piping on the seats, carbon fiber in multiple key locations, and a red band at the steering wheel's top dead center.

Suspension, including Magnetic Ride Control, and Brembo brakes are both tweaked for the power of the CT5-V (and with even more advanced options available for the brakes). Both beautifully define this high performance luxury car, with the perfect balance of firmness and smoothness.

Powertrain performance and acoustics are tops right out of the box, with multiple levels available for steering, suspension, shift points, brake feel and engine sound, plus snow/ice and track settings. Your favorite custom combination is readily available through one button on the wheel.

The CT5-V Blackwing's style, presence and performance not only easily held their own among the highly competitive set around town, but made us

feel downright special next to the best of them.

The car behaved beautifully through a challenging two-lane run through the hills, with lots of curves, a variety of rises and dips, mostly bearing Arizona's usual ballroom smooth surface, with an occasional rough patch or sand wash to test adhesion, which never failed. Through healthy speeds, we used mostly 2nd and 3rd gear, which kept us in the 3000-5000 rpm range, against a redline of 6500 (all displayed on a logarithmic horizontal digital tach, with zero to 5000 occupying about one half, confirming the strength of our range).

You can daily drive the heck out of this car, and boy can you open it up. The CT5 V-Series Blackwing's formula delivers total control, beyond what you might expect in an almost-700-hp vehicle. This is notably the priciest of the series, but that compares well with its competition, and this top flight Cadillac delivers. ■

2022 CADILLAC CT5 LINEUP

	RWD	AWD
Luxury		
2.0L turbo-4	237 hp	\$38,190 ... \$40,190
Premium Luxury		
2.0L turbo-4	237 hp	41,990 ... 43,990
3.0L twin turbo V6	335 hp	45,490 ... 48,555
Sport		
2.0L turbo-4	237 hp	42,990 ... 44,990
V-Series		
3.0L twin turbo V6	335 hp	51,290 ... 53,290
V-Series Blackwing		
6.2L supercharged V8	668 hp	
6-spd manual		▼ 84,990
10-spd automatic		88,115



SPECIFICATIONS

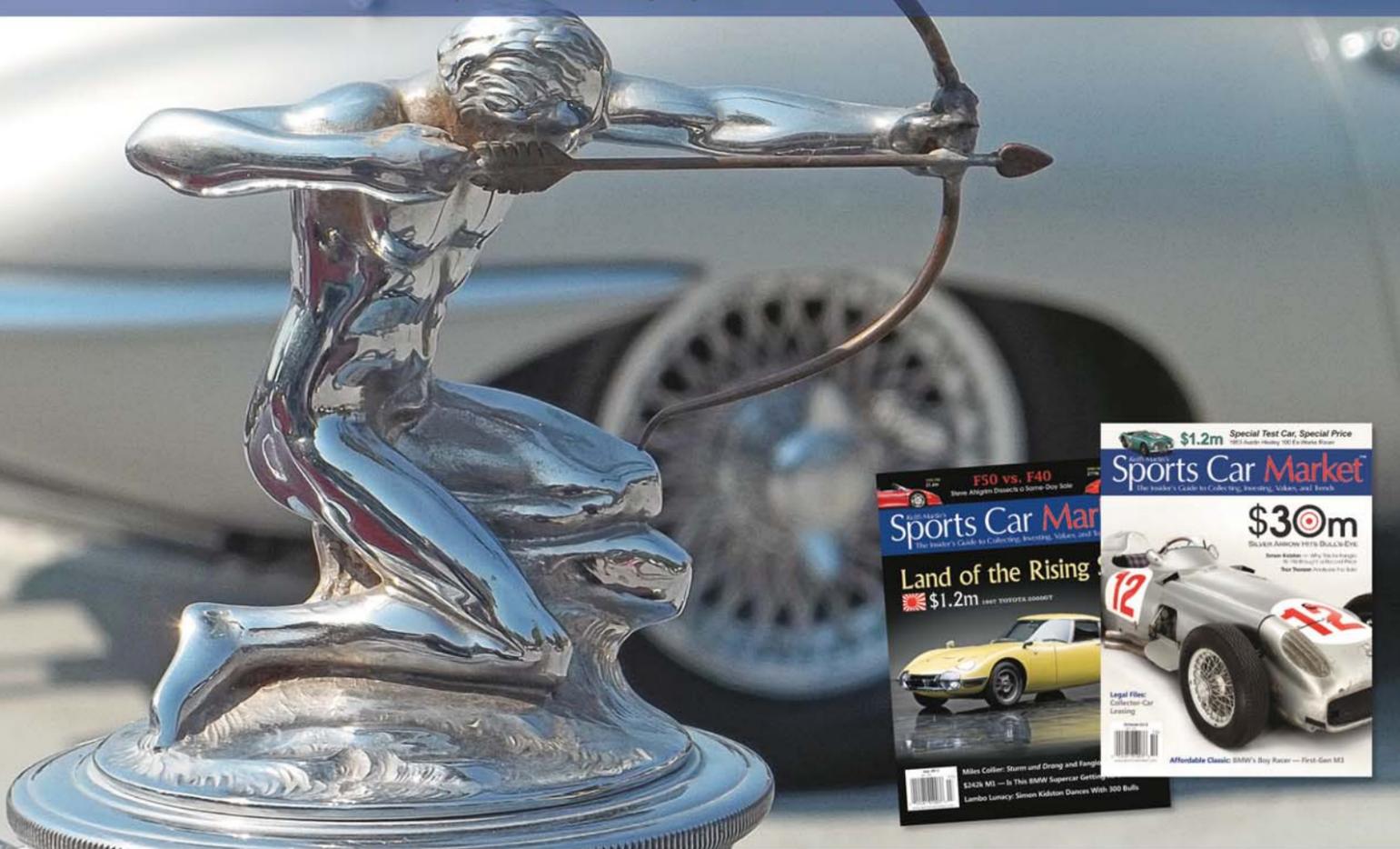
ASSEMBLY	Lansing, Michigan
CONTENT	46% US/Canada, 21% Mexico
ENGINE/TRANSMISSION	US / US
ENGINE	upgraded, hand-built 6.2L supercharged V8 (376 cu.in); cast aluminum block, rotocast A356T6 alum heads, OHV 16v, CVVT, dir inj w electronic throttle control, 1.7L positive-displacement supercharger (4-lobe 160° rotors) & water-to-air charge-cooling system, max boost 10psi / 0.7 bar
HP/TORQUE	668 hp / 659 lb-ft
COMPRESSION RATIO	10:1
TRANSMISSION	Tremec 6-spd manual w LuK twin-disc clutch; (opt 10-spd auto)
DRIVETRAIN	RWD
0-TO-60 MPH	manual trans 3.6 sec (3.4 auto)
TOP SPEED	200+ mph
LATERAL ACCELERATION	1.01g
HOT LAP	(VIR Grand Course) 2:50.6 min
REAR DIFFERENTIAL	electronic limited-slip w aluminum housing, high-perf cooler
SUSPENSION	track-tailored chassis and suspension features incl standard Magnetic Ride Control 4.0; F: MacPherson type w cross-axis dual lower ball joints, twin-tube struts & direct-acting hollow stblzr bar, Magnetic Ride Control 4.0; R: five-link indep, coils w hollow stblzr bar, MRC 4.0
STEERING	rack-mounted elec var pwr-asst
BRAKES	staggered Brembo 4-whl disc, high-performance copper-free linings; (carbon ceramic matrix brake pkg avail incl cross-drilled carbon ceramic rotors); F: 6-piston, R: 4-piston rear
WHEELS	forged alum: F: 19x10; R: 19x11 (magnesium wheels avail)
TIRES	Michelin Pilot Sport 4S sum perf F: P275/35ZR19 / R: P305/30ZR19
LENGTH / WHEELBASE	194.9 / 116.0 in
GROUND CLEARANCE	na
TURNING CIRCLE	42.61 ft
HEADROOM (F/R)	39.0 / 36.6 in
LEGROOM (F/R)	42.4 / 37.0 in
CARGO CAPACITY	11.9 cu.ft
WEIGHT	manual trans 4123 lb (4142 auto)
FUEL / CAPACITY	prem / 17.4 gal
MPG	13/21/15 (city/hwy/comb)
BASE PRICE	\$83,995
ELECTRIC BLUE PAINT	625
INTERIOR: natural tan w Jet Black accents full semi-aniline leather seats w custom quilting & carbon fiber front seatbacks (note: this option removes performance front bucket seats)	6090
SWEDED MICROFIBER WRAPPED TRIM PKG	na
CARBON FIBER 2 PKG: carbon fiber grille header, rocker moldings & extensions, rear valance diffuser	5230
CARBON FIBER 1 PKG: carbon fiber front splitter, front wheel well deflectors, rear extra aero spoiler	4100
PERFORMANCE DATA/VIDEO RECORDER	1600
PARKING PKG: rear camera mirror, air ionizer, rear pedestrian alert	610
WHEELS: 19-in alum alloy w satin graphite dark finish	600
BRAKE CALIPERS, BRONZE	595
DESTINATION CHARGE	995
TOTAL	\$104,440

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SPECIAL EVENT : MECUM GLENDALE AUCTION 2022 : RESULTS



Mecum Auctions Glendale 2022 Auction Wednesday-Saturday, March 16-19, 2022

State Farm Stadium (NFL Cardinals), 1 Cardinals Drive, Glendale AZ 85305

Photos: Randall Bohl Photography: www.randallbohl.com

MECUM AUCTIONS returned to the Arizona Cardinals' State Farm Stadium in Glendale this spring, achieving a 53 percent increase over the same 2021 event, with \$66.3 million in sales, a record for the event, with a 78 percent sell-through rate—all with reserve—as 1,285 out of 1,657 lots found new owners.

Attendance also set a record, up 37 percent from 2021.

The top 10 sellers were led by the impressive \$3.03 million sale of a Ferrari Classiche-certified 1967 Ferrari 275 GTB/4 (Lot S152.1), S/N 09495, followed by three more seven-figure sellers. The diverse selection included an AACA National First Prize-winning 1929 Duesenberg Model J Murphy Convertible Coupe (Lot S149) that brought \$2.37 million, a 182-mile 2005 Porsche Carrera GT (Lot S145) that sold for \$2.2 million and a 1,270-mile 2020 Ford GT (Lot S160) that achieved \$1.1 million.

Private collections were responsible for nearly \$20 million of the \$66.3 million auction total, with 100 percent of the headlining Mile High Collection's 50-plus vehicles selling for a total of \$5.9 million.

Another main attraction, the Hooked on Vettes Collection, achieved sales for all 13 of its Corvettes as well as for all of its 180-plus large-scale neon signs, for aggregate totals of \$1.5 million and \$1.7 million, respectively.

With records set for attendance, individual sale prices and overall sell-through rates,

Mecum's Glendale 2022 event furthered the trend as sponsors also reported record engagement, including Dodge with its pre-auction Power Parties and popular Thrill Ride attraction.

The complete top 10 collector car sales at Mecum Glendale 2022 include:

1. 1967 Ferrari 275 GTB/4(Lot S152.1)\$3,025,000
2. 1929 Duesenberg Model J Murphy Convertible Coupe(Lot S149).....\$2,365,000
3. 2005 Porsche Carrera GT(Lot S145).....\$2,200,000
4. 2020 Ford GT(Lot S160).....\$1,100,000
5. 2017 Lamborghini Aventador LP700-4 Roadster(Lot S162).....\$698,500
6. 1969 Ford Mustang Mach 1 Fastback.....(Lot F183).....\$440,000
7. 1934 Packard 1107 Twelve Coupe Roadster.....(Lot S181).....\$440,000
8. 2006 Ford GT(Lot F181).....\$412,500
9. 1995 Rolls-Royce Corniche S Convertible.....(Lot S149.1).....\$412,500
10. 1996 Lamborghini Diablo VT Roadster(Lot S155)\$332,750

You can sign up for a free MyMecum account at Mecum.com, for access to complete auction results at all their events.

Mecum's next live auction event was held two weeks later, March 31-April 2, in Houston, with some 1,000 vehicles crossing the auction block.

Next up is Dana Mecum's 35th Original Spring Classic, the company's flagship auction, May 13-21 in Indianapolis, slated to feature an impressive 3,000 classic and collector cars. This is followed by Tulsa from June 9-11, Orlando from July 7-9, Harrisburg from July 27-30, then their Monterey and Pebble Beach Car Week event August 18-20.

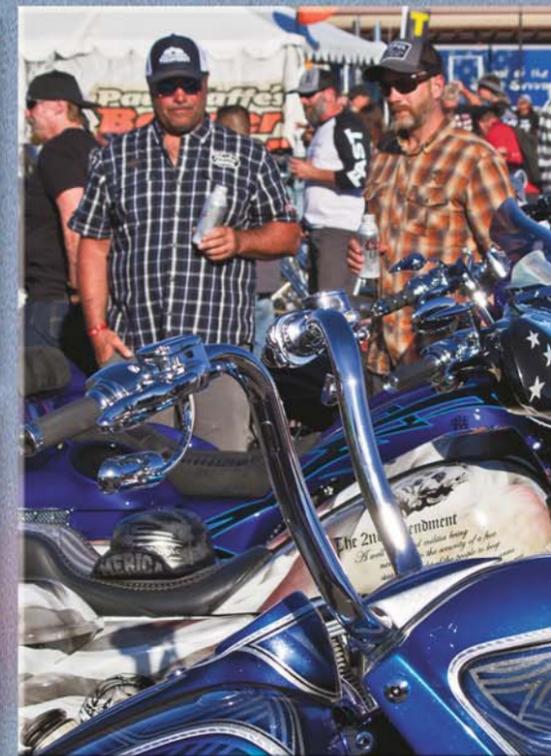
For more details on upcoming auctions, to consign a vehicle or to register as a bidder, visit Mecum online or call -262-275-5050 for more information.

▼ www.mecum.com



Arizona Bike Week rocks its 25th Anniversary

Photos: Randall Bohl
www.randallbohl.com



2022 was a big year for Arizona Bike Week —after pandemic disruptions in 2020 and postponement of 2021, the event returned to its normal venue at WestWorld of Scottsdale in April for its 25th Anniversary event.

As the event has grown over the years, it has evolved to have two primary components —the Motorcycle Rally and Music Fest.

The RockYard presented major concerts on Thursday, Friday and Saturday nights, with single-show and multi-day passes available. Any of those included a five-day wristband to an all new PowerYard, home to bike shows, stunt shows, demos, exhibitions, local bands, vendors, the HandleBar Saloon and the Rally

Girls. If you wanted to skip the concerts, you could get a five-day wristband just for that.

With the event industry hard hit over the past two years, separating the two allowed for a new ticket structure that could offer the huge headliner concerts attendees are accustomed to, still at less than half of what seeing the same bands would cost anywhere else, while those who just wanted to come for the rally and not the concerts had an inexpensive new way of doing that.

There were four charity rides during the week—the T-Bar Trail Ride, Hamsters Dry Heat Run, Saddle Up For Kids Ride and East Valley Firefighters Charities Ride. Participant

fees included a PowerYard pass, and about 1,500 complimentary passes were distributed.

The RockYard concerts were moved into the great North Hall at WestWorld, enabling sound and lighting teams to amp up their productions. In addition to two IMag screens flanking the stage, an enormous video wall was added at the back. This presentation hit a high point during Lynyrd Skynyrd's performance of *Free Bird*, when Johnny Van Zant hung his hat on the mic stand and stepped back, as the band continued playing and his late brother Ronnie appeared on the video wall to sing a verse, nearly 45 years after his passing. There wasn't a dry eye in the house

full of rough and tough bikers.

The new PowerYard was hoppin' from the time gates opened until closing time each day. The HandleBar Saloon offered nonstop live entertainment, featuring the best of the best from our local music scene. It kicked off on Wednesday with seven hours of music provided by the incredibly talented young musicians from the Alice Cooper's Solid Rock Teen Centers. The Kickstand Bar rocked each day with a DJ taking requests, and there were Happy Hour Parties in the HandleBar and Kickstand each day, offering a variety of adult games and contests.

Stunt shows were beyond extreme. The

insane FMX jumpers, feeding off the crowd's energy, took it up a notch each time they launched from the ramp. The Ives Brothers' unique tandem Wall of Death shows proved so popular you had to get in well before start time, for a spot on the observation deck.

Campgrounds were a nonstop party, with everyone (especially our Canadian friends) thrilled to be back after being away for so long. The event has continuously added more campsites to its footprint to accommodate ever-increasing demand from those who don't want to miss a minute of the fun.

Area hotels also reported a record number of room nights from visiting attendees.

Arizona Bike Week is always a welcome change for those coming from long, cold winter climates, with the rally becoming an annual destination for more out-of-staters each year. With travel getting back to normal, there were an increasing number of visitors from abroad, as well.

The new format was well received. Put it all together, and there were a conservatively estimated 76,000 in attendance.

The eventors report being thrilled by a positive response to the changes they made this year, and they remain committed to continually making adjustments based on feedback and the desires of attendees. ■



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SPECIAL EVENT : BARRETT-JACKSON PALM BEACH AUCTION 2022 : RESULTS



**Barrett-Jackson
2022 Palm Beach Auction
Thursday-Saturday, April 7-9, 2022**

South Florida Fairgrounds, 9067 Southern Blvd, West Palm Beach, FL 33411

BARRETT-JACKSON held another record-setting event in Palm Beach in April. Their most successful there yet, they sold 676 vehicles, all with No Reserve, for over \$59.6 million, including nearly \$3.8 million for charity. The automobilia component was their most successful yet outside of Scottsdale, selling 412 pieces for over \$1.07 million. Total auction sales were over than \$60.7 million, with a 100-percent sell-through rate, and over 80 world sales records were set.

Numerous business, entertainment and professional sports luminaries attended.

The top 10 non-charity vehicles sold at the 2022 Palm Beach Auction included:

1. 2020 Ford GT Carbon Series.....(Lot #725)\$1.54 million
2. 2018 Ford GT '67 Heritage Edition.....(Lot #732)\$1.43 million from the Cars of Dreams Collection
3. 2006 Ford GT Heritage Edition.....(Lot #726.1)\$704,000
4. 1960 Chevrolet Corvette Custom Convertible.....(Lot #720)\$550,000
5. 1968 Chevrolet Yenko Super Camaro 427/450.....(Lot #705.1)\$533,500 from the American Muscle Car Museum Collection
6. 1961 Chevrolet Corvette Custom Convertible.....(Lot #711)\$467,500
7. 1962 Chev Corvette Custom Topless Roadster "Elegance" ..(Lot #722).....\$385,000
8. 2006 Ford GT.....(Lot #726).....\$385,000
9. 1962 Mercedes-Benz 190SL Convertible.....(Lot #712).....\$324,500
10. 1967 Chevrolet Chevy II Nova SS Custom Coupe.....(Lot #687).....\$297,000

Florida Governor Ron DeSantis attended the auction for the sale of two charity vehicles, raising \$1.76 million to support humanitarian relief efforts in Ukraine via Franklin Graham's Samaritan's Purse. The two (see below) were purchased by Rick Hendrick, owner of Hendrick Motorsports, for \$1 million. An additional \$760,000 was donated, including \$100,000 donations from Carolyn and Craig Jackson, Janie and Steve Davis, Megan and George Shinn, Tetiana and Mark Pieloch, Jeanette and John Staluppi, John Rosatti, and Sam Pack. In all, nearly \$3.8 million was raised for charity through the sale of seven vehicles, including three first production and VIN 001 vehicles. These included:

- 1986 Chevrolet Corvette Convertible Indy Pace Car (Lot # 3003.1) and 2009 Ford Shelby GT500 Super Snake (Lot #3003) from the American Muscle Car Museum Collection and George Shinn Collection, respectively \$1 million for the pair, plus an additional \$760,000 pledged by donors ~Benefiting Franklin Graham's Samaritan's Purse to support Ukrainetotal \$1.76 million
- 2023 Chevrolet Corvette Z06 First Retail Production Convertible (Lot# 3005) ~Benefiting the Thurgood Marshall College Fund\$1 million
- 2022 Ford Bronco Raptor SUV VIN 001 (Lot #3004) ~Benefiting the National Forest Foundation and Outward Bound.....\$350,000
- 2012 Jeep Wrangler Unlimited Custom 6x6 Pickup (Lot# 3002) ~Benefiting Can'd Aid.....\$250,000
- 2023 Cadillac CT5-V Blackwing Collector Series First Production VIN (Lot #3001) ~Benefiting SAE Foundation.....\$250,000
- 2020 Ford Shelby GT500 (Lot #3000) ~Benefiting John Hopkins Sidney Kimmel Comprehensive Cancer Center\$185,000

To date, Barrett-Jackson has helped raise over \$147.9 million for charitable organizations around the world.

Next up for Barrett-Jackson is the 2022 Las Vegas Auction, June 30 through July 2.

▼ www.barrett-jackson.com

Photos: Barrett-Jackson Auction Company (3)



THE MUD IS BACK!

UTILITIES AND PICKUPS ARE PUT TO THE TEST AT THE NWAPA NORTHWEST OUTDOOR ACTIVITY VEHICLE OF THE YEAR AWARDS

By Joe Sage / Vehicle photos by Doug Berger for NWAPA

There was no Mudfest in spring 2020, as pandemic lockdowns kicked in. And in 2021, it was moved to fall. But even for a few years prior, the event had slipped just a little later into the spring calendar, with the unintended consequence of less mud. This year, Mudfest was moved a bit earlier again, into April—and it worked! The forecast couldn't have been better, from a mud standpoint—rain and possibly even snow every day. Turns out, though, it could be better, and it was—though there was plenty of rain (and temperatures were cool) throughout, much of the heaviest precipitation came overnight, leaving the days more people-friendly, while keeping the test courses less vehicle-friendly, which is exactly what the event calls for.

The Northwest Automotive Press Association's (NWAPA) Outdoor Activity Vehicle of the Year Awards, popularly known as Mudfest, is generally a don't-miss item on our calendar. Differences between rainforest and desert aside, the Pacific Northwest driving community shares many commonalities with Arizona, from terrain to vehicle preferences, to sometimes even weather.

The event was held for the sixth time at The Ridge Motorsports Park, near Shelton, Washington, with overnights on the waterfront 20 minutes to the north. The 170-acre facility features a 2.47-mile, 16-turn track with 300-foot elevation changes (which we don't use); a kart track that's a one-sixth-scale version of the big track (which we do use); and motocross acreage modified or specially built for our off-road purposes.

Vehicles are designated by their manufacturers to compete in any of five categories that apply for both the on-road and off-road

days. SUVs and crossover utilities are organized by a family or luxury split and by size, with pickups as the fifth group.

Day one is the "that's how most people use them most of the time" day—paved testing—with a large area engineered for dedicated acceleration and braking, followed by a coned turning circle and chicane, then on to the kart track for a full range of subjective acceleration, braking, steering and handling evaluation.

Day two is all off-road, with a significantly expanded course this year, comprising straightaways, pond fording, ascent and descent, wheel articulation, log crawling, approach-breakover-departure angle features, embankments—a full range of challenges for every vehicle, with Extreme Capability areas available to some. As a bonus, the rain returned in earnest as this day progressed.

Vehicles are judged both days by all drivers, with attention paid to powertrain; paved ride, handling and braking; off-road handling and capability; exterior styling; interior comfort and functionality; application of technology; and a subjective value consideration.

Each judging driver votes a first, second and third choice in each of five vehicle categories. The above factors are tallied by each driver on a numerically specific chart and can be used as each one's final word for concluding the top three in each group. Or, just as often, they are free to use that as reference and a memory jog, as final decisions can be made with a new layer of subjectivity. We've studied this many times, many ways, out of curiosity, and—as these are no-one's first rodeo—the results turn out to be surprisingly similar whether pure math or final opinion.

There is also a sixth award category for Extreme Capability, a

subset or parallel tally from among the above vehicles, certain of which can be entered by any manufacturer who chooses to run one of their vehicles through sections of the course with more challenging features and conditions.

With the rapidly growing application of EV, plug-in hybrid and other electrification technologies to off-roaders over the past couple of years, a seventh award was added to Mudfest this year for Electrified Utility Vehicle, also a subset or parallel tally of such builds, though not with any specialized testing. NWAPA has held a separate Drive Revolution event for alternative powertrains for a number of years, so this is very familiar turf for the group.

The biggest trophy goes to the Outdoor Activity Vehicle of the Year, a winner chosen from the overall slate of entries, voted separately via the same processes.

Twenty vehicles from seventeen brands included just four from the Detroit Three, eight from Japan, five from Korea and three from Europe. To some degree, Asian brands dominated smaller size categories, but not as clearly as in past years, a nod to each manufacturer's lineup expansion, as well as to increasingly complex categorization of vehicles by size, industrywide.

Traditionally, this spring event—following the Detroit and New York auto shows, as well as Barrett-Jackson reveals and such—has had a few of the next year's models. With lingering supply chain issues affecting new model cycles, this year's event had just one 2023 model (an all-new vehicle) and still a few 2021s.

(cont'd)





Results follow, with low and high end of the range noted for price, horsepower, torque and highway fuel mileage within each category, to help you gauge where the winners fall. All are 2022 model year vehicles unless otherwise noted.

SUBCOMPACT/COMPACT FAMILY UTILITY

Mazda CX-50 Turbo Premium Plus (2023)

Subaru Forester Wilderness

Toyota RAV4 TRD Off-Road

PRICE RANGE.....	\$34,165 Subaru	>	\$43,170 Mazda
POWER RANGE.....HP.....	182 HP Subaru	>	227 HP Mazda
.....TORQUE.....	176 LBFT Subaru	>	320 LBFT Mazda
TOW CAPACITY RANGE.....	3000 LB Subaru	>	3500 LB Mazda/Toyota
COMB MPG RANGE.....	25 MPG Mazda	>	28 MPG Subaru

WINNER: 2023 Mazda CX-50 Turbo Premium Plus

227 HP, 320 LBFT, 3500 LB towing, 25 MPG comb, \$43,170 as tested

Runnerup: 2022 Toyota RAV4 TRD Off-Road

ANALYSIS: The pricier end in this top-selling segment attracted the most votes, with the winning Mazda also having top power, but lowest fuel economy. The number two spot went to Toyota, which bore mid specs other than the only fuel mileage in the 30s (highway).

MIDSIZE/FULL-SIZE FAMILY UTILITY

GMC Yukon AT4

Honda Passport TrailSport

Hyundai Santa Fe XRT 2.5L AWD

Jeep Grand Cherokee 4xe

Kia Sorento PHEV

PRICE RANGE.....	\$35,380 Hyundai	>	\$79,175 GMC
POWER RANGE.....HP.....	191 HP Hyundai	>	420 HP GMC
.....TORQUE.....	181 LBFT Hyundai	>	470 LBFT Jeep
TOW CAPACITY RANGE.....	1650 LB Hyundai	>	8000 LB GMC
COMB MPG RANGE.....	16 MPGe GMC	>	79 MPGe / 34 MPG Jeep

WINNER: Jeep Grand Cherokee 4xe

375 net hybrid HP, 470 LBFT, 3500 LB towing, 70 MPGe / 34 MPG comb, \$55,865 base (as tested n/a)

Runnerup: Kia Sorento PHEV

ANALYSIS: The thinking of the prior category was turned on its head here. Low-end prices and power were similar to the compacts, so it seems that perhaps more value was thus perceived. Towing has never been part of the event, but these numbers might suggest that it should be.

COMPACT/MIDSIZE LUXURY UTILITY

Acura MDX Type S

Genesis GV70 AWD 3.5T Sport Prestige

Mercedes-AMG GLE 35 (2021)

Volvo V90 B6 Cross Country

PRICE RANGE.....	\$60,135 M-AMG	>	\$68,440 Volvo
POWER RANGE.....HP.....	295 HP Volvo	>	375 HP Genesis
.....TORQUE.....	295 LBFT M-AMG	>	391 LBFT Genesis
TOW CAPACITY RANGE.....	n/a LB M-AMG	>	5000 LB Acura
COMB MPG RANGE.....	19 MPG Acura	>	25 MPG Volvo

WINNER: Genesis GV70 3.5T Sport Prestige

375 HP, 391 LBFT, 3500 LB towing, 21 MPG comb, \$65,045 as tested

Runnerup: Acura MDX Type S

ANALYSIS: Prices were all in the \$60s. Power had a bit of range, but all good. As with Mid/Full Family, towing had wide range but was not field tested. Styling, general format and size varied considerably. GV70 is a repeat win for this category (and was last year's overall champ).

FULL-SIZE LUXURY UTILITY

Genesis GV80 AWD 3.5T Prestige (2021)

Lexus LX 600 Ultra Lux

Rolls-Royce Cullinan

Wagoneer Series III 4x4

PRICE RANGE.....	\$73,510 Genesis	>	\$428,850 Rolls-Royce
POWER RANGE.....HP.....	375 HP Genesis	>	563 HP Rolls-Royce
.....TORQUE.....	391 LBFT Genesis	>	627 LBFT Rolls-Royce
TOW CAPACITY RANGE.....	6000 LB Genesis	>	10,000 LB Wagoneer
COMB MPG RANGE.....	14 MPG Rolls-Royce	>	20 MPG Genesis

WINNER: Genesis GV80 AWD 3.5T Prestige (2021)

375 HP, 391 LBFT, 6000 LB towing, 20 MPG comb, \$73,510 as tested

Runnerup: Wagoneer Series III 4x4

ANALYSIS: Rolls-Royce aside, Lexus was priciest at \$128,030 while power was all pretty close. Genesis had the lowest power and towing, but also lowest price and best fuel mileage. Hence, another Genesis win. A hefty tow spec hints at attributes that gave Wagoneer second place.

PICKUP TRUCKS

Ford F-150 Raptor 4x4 SuperCrew

with 37 Performance Package (2021)

Hyundai Santa Cruz Limited AWD

Nissan Frontier Pro-4X

Toyota Tundra 4x4 Platinum CrewMax

PRICE RANGE.....\$41,100 Hyundai > \$82,475 Ford

POWER RANGE.....HP.....281 HP Hyundai > 450 HP Ford

.....TORQUE.....281 LBFT Nissan > 510 LBFT Ford

TOW CAPAC RANGE.....1650* LB Hyundai > 10,890 LB Toyota

COMB MPG RANGE.....15 MPG Ford > 22 MPG Hyundai

WINNER: Hyundai Santa Cruz Limited AWD

281 HP, 311 LBFT, *1650-5000 LB tow (w/wo brake), 22 MPG comb, \$41,100 as tested

Runnerup: Nissan Frontier Pro-4X

ANALYSIS: This is a conversation-prompting repeat win. The other three trucks have prodigious conventional specs. Hyundai themselves call Santa Cruz a Sport Activity Vehicle; they enter it as a pickup in the Northwest but a crossover in Texas—and it wins, either way. Though unconventional, it's versatile, a ton of fun and delivers a lot of bang for the buck.

EXTREME CAPABILITY

From any class, as long as they were evaluated on the extreme course, which drew quite a few contenders.

WINNER: Ford F-150 Raptor 4x4 SuperCrew 37 Performance Package (2021)

450 HP, 510 LBFT, 8200 LB towing, 15 MPG comb, \$82,475 as tested

Runnerup (tie): Jeep Grand Cherokee 4xe Wagoneer Series III 4x4

ANALYSIS: Two new vehicles—the electrified Grand Cherokee and Wagoneer—may or may not have split the vote, but the long reigning crowd-pleasing Raptor, though a 2021 but with a remarkable new big-wheel build package, prevailed.

ELECTRIFIED UTILITY

This new award did not have special courses or testing, but rather was a summation from the subset.

WINNER: Jeep Grand Cherokee 4xe

375 net hybrid HP, 470 LBFT, 3500 LB towing, 70 MPGe / 34 MPG comb, \$55,865 base (as tested n/a)

Runnerup: Kia Sorento PHEV

ANALYSIS: The winner also won the Midsize/Full-Size Family Utility category. It probably draws extra attention to itself here by virtue of still being a Mudfest-conquering 4x4 Jeep.

OVERALL WINNER

NWAPA Outdoor Activity Vehicle of the Year

The ultimate trophy for this event is determined by a tally of separate preference votes for first, second and third (not a re-tally of various category votes).

WINNER: Jeep Grand Cherokee 4xe

375 net hybrid HP, 470 LBFT, 3500 LB towing, 70 MPGe / 34 MPG comb, \$55,865 base (as tested n/a)

Runnerup: Genesis GV70 AWD 3.5T Sport Prestige

ANALYSIS: There were far fewer Stellantis (Dodge, Jeep and Ram) entries this year than usual, but they obviously chose well. The third win for this vehicle at this event is the biggest.

It was great to have a muddy Mudfest again this year, thanks to the weather. Special thanks to the hard-working fleet personel, to The Ridge Motorsports Park for expanded and enhanced facilities, and to all the manufacturers who sent their most capable wares and the smiling faces behind them. As NWAPA president and event chair John Vincent notes, "There was broad consensus that 2022 brought us the most diverse—and most competitive—field in the history of the event." ■





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A FEW DAYS WITH : 2022 TOYOTA HIGHLANDER HYBRID BRONZE EDITION AWD

All-purpose

by Joe Sage

Getting to Mudfest, the NWAPA Outdoor Activity Vehicle of the Year event on Washington State's lower Olympic Peninsula, sounds simple enough—fly to Seattle and drive to a lodging base about 65 miles away. Up there, it's more complex than it sounds here—from the Sea-Tac maze, south on I-5 to Tacoma, over the bridge, and on to successively smaller roads and towns till we reach our destination. And a torrent of rain slowed traffic down to single-digit speeds at times.

For the return, we compared Washington State Ferry options, some with long waits that could cost us our flight, and others too tight to count on. But Bremerton was doable, if we were lucky; and if not, there would still be time to double back and retrace our original land-and-bridge route. At this point, we had the heaviest rain of the trip, but we nonetheless hit the ferry just right, loading about two minutes before we left the dock for a great hour-long ride to downtown Seattle.

The Toyota Highlander comes in a whopping 22 builds—seven trim levels, all available with your

choice of front- or all-wheel drive, all but two optionally available as a fuel-frugal 35-MPG hybrid, and one available only as the hybrid. Base prices range from \$35,855 to \$51,460.

The Highlander assigned to our task was a special new Bronze Edition (the one available only as a hybrid), at upper-middle price for the range, with tough 18-inch bronze wheels, bronze-stitched SofTex seats and other touches that make it equal parts showy and low-key outdoorsy. Ours was finished in attractive Cement paint; it's also available in Wind Chill Pearl or Midnight Black Metallic.

Transmission on non-hybrids is an 8-speed automatic, while hybrids have a CVT. The all-wheel-drive system is electronic on-demand, applying an electric motor to the rear wheels as needed.

A trip like this adds up to limited time in a vehicle, but it included everything other than driving the muddy event courses themselves. Highlander was perfect for the mission—room for gear, all-wheel drive for slick conditions, and throughout it all—rain, mud, traffic, slippery ferry ramps and more—backing up its own popularity and reputation of being as solid, comfortable, reliable and generally useful a vehicle as you can find. ■

SPECIFICATIONS

FINAL ASSEMBLY	Princeton, Indiana
SIZE / ROWS / SEATS	midsize SUV / three / seven
ENGINE	2.5L I4HV DOHC 4-cyl 16v Atkinson cycle w Dual VVTiE (var valve timing-intelligent, motor intake)
HP/TORQUE	engine 186 combined 243 hp / 175 lb-ft
COMPRESSION RATIO	14:1
TRANSMISSION	electronic CVT (ECVT), sequential mode
DRIVETRAIN	electronic on-demand AWD
SUSPENSION	F: indep MacPherson strut w stblzr bar, trailing-wishbone; R: multi-link w stblzr bar
STEERING	elec pwr assist rack & pinion
BRAKES	F: 13.3 vented; R: 13.3 solid w electronic control, integrated regenerative braking
WHEELS	18-in bronze-colored alum-alloy
TIRES	P235/65R18
LENGTH / WHEELBASE	194.9 / 112.2 in
TURNING CIRCLE	37.4 ft
APPRCH / DEPART	18.1 / 22.7°
GROUND CLEARANCE	8.0 in
HEADROOM (F/2/3)	(w/moonroof) 38.4 / 39.4 / 36.1 in
LEGROOM (F/2/3)	40.4 / 41.0 / 27.7 in
CARGO CAPACITY	16.0 / 48.4 / 84.3 cu.ft
WEIGHT	(AWD) 4515 lb
PAYLOAD / GVWR	(AWD) 1485 / 6000 lb
TOW CAPACITY	3500 lb
FUEL / CAPACITY	87 oct reg unl / 17.1 gal
MPG	35/35/35 (city/hwy/comb)
BASE PRICE	\$45,480
ALL-WEATHER FLOOR/CARGO LINER	318
DESTINATION CHARGE	1215
TOTAL	\$47,013





Desert Rider exhibition at Phoenix Art Museum explores the influence of car culture on Hispanic and Native artists working in the Southwest

Phoenix Art Museum has a new exhibition exploring the relationships among transportation, landscape and identity in our desert region. *Desert Rider* features a diverse display of large-scale installations, prints, sculptures and other media by Hispanic and Native artists including Cara Romero, Douglas Miles, Margarita Cabrera, Liz Cohen, Justin Favela and others, each drawing inspiration from custom car, lowrider and skateboarding cultures of the Southwest. Curated by contemporary art curator Gilbert Vicario, *Desert Rider* features the world premiere of multiple works commissioned specifically for the exhibition.

The genesis of these cultures is rooted in the post-war 1950s, an era that mythologized our dependence on and fascination with the automobile. The exhibition emphasizes a connection between contemporary art and the counterculture developments of the 1960s, noting that the lowrider phenomenon occurred simultaneously with this period of civil protest, as images of customized vehicles roaring through the wide open landscapes of the American Southwest captured notions of freedom, liberty, rebellion and nonconformity. Cars became statements of defiance, as Mexican-American artisans rejected the mainstream automotive aesthetic, adorning their cars with cultural, religious, Nahua and Mayan symbols painted on the hoods of vibrantly colored low-riding vehicles. Today, the lowrider remains a symbol of individ-

(cont'd)



Left page: Installation view of *Desert Rider*, 2022, Phoenix Art Museum, courtesy of Phoenix Art Museum. Photos: Airi Katsuta.

- Exhibition logo inset.
- Betsabée Romero, *Columna interminable (Endless Column)*, 2015. Rubber tire and gold leaf. Collection of Phoenix Art Museum, Gift of Friends of Mexican Art in honor of its 50th Anniversary, with additional generous support from Maria DeLongy, Greta Mock, Jacqueline and Paul Schulz, Kathren and Fritz Thomas, Kotzie Wheeler and Greta Woods.
- Justin Favela, *Gypsy Rose Piñata (II)*, 2022. Found objects, cardboard, styrofoam, paper and glue.

This page, top to bottom:

- Justin Favela, *Seven Magic Tires*, 2019. Tires, paint and glue. Courtesy of Phoenix Art Museum. Photo: Airi Katsuta.
- Liz Cohen, *Stories Better Told by Others*, 2018. Color inkjet print with hand painted lettering. Courtesy of Phoenix Art Museum. Photo: Airi Katsuta.
- Carlotta Boettcher, *Cars in the New Mexico Landscape—50s Chevy with Tree* (from the *Cars in the New Mexico Landscape* collection), 1996-1998. Color photography, digital print on Dibond. Collection of the artist. © Carlotta Boettcher.



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uality, cultural identity, resistance and pride—reflecting the effort of youth to take hold of the American Dream in their own ways.

One of artist Justin Favela's works, created specifically for the exhibition, is a full-scale lowrider "piñata" crafted from cardboard, tissue paper and other materials. Another of his works, *Seven Magic Tires*—brightly painted tires, stacked in varying heights—was inspired by painted tires he had seen at a Las Vegas car shop, and is a satirized take on Swiss-born artist Ugo Rondinone's *Seven Magic Mountains*, located outside that city.

Featured artist José Villalobos evokes personal family history through work commissioned for the exhibition, in which he flamboyantly embellishes saddles using techniques and accessories typically found on lowriders, such as chain link steering wheels and brightly colored lacquers.

The exhibition also explores the influence of movement, motion, and the ubiquity of car culture and its appearance in contemporary art, with symbols of transportation and movement "to interrogate concepts of masculinity and femininity" by Liz Cohen, Sam Fresquez and Carlotta Boettcher; "notions of migration and mobility" by Betsabé Romero; and works by Cara Romero and Laurie Steelink that explore "how self-described 'Indianness' negotiates traditional Indigenous values with contemporary life."

Complementing the exhibition, Museum librarian Jesse Alexander Lopez is curating a new installation drawn from the library archives, along with new acquisitions. Featuring books, magazines and other ephemera, this examines the links between Chicano lowrider culture, its Mexican and ancient Latin American roots, and the philosophy of the *mestizaje* worldview. On view in both the south extension of Steele Gallery and the Museum's Ballinger Interactive Gallery (nicknamed the BIG Little Library), this highlights prominent lowrider publications from the 1970s through today, books on the culture of the Aztecs and the aftermath of conquest, prison love letters and handmade cards, and a special look at the popularity of lowrider culture in Japan.

Desert Rider is a special engagement through September 18, 2022 in Steele Gallery at Phoenix Art Museum, made possible through the Arizona Office of Tourism and Men's Arts Council, with additional support from the Museum's Circles of Support and Museum members. Admission is free for members, for children ages 5 and under, and for veterans and active-duty military and their families. There are also reduced admission voluntary donation times on Wednesdays from 3-9 pm and on the first Friday of each month from 3-9 pm.

For details, visit phxart.org. ■



Top to bottom:
 • José Villalobos, *QueenRiders*, 2022. Mixed media. Courtesy of the artist. Photo: Airi Katsuta.
 • Margarita Cabrera, *Agua que no has de beber dejala correr (Water That You Should Not Drink, Let It Run)*, 2006-2022. Vinyl and thread with model parts. Collection of the artist and courtesy of Tally Dunn Gallery, Dallas, Texas.
 • Douglas Miles, *You're Skating on Native Land*, 2022. Apache skateboards, vinyl. Courtesy of the artist.
 • Liz Cohen, *Trabantino*, 2002-2010. Modified Trabant, GM parts, hydraulics. Courtesy of the artist. Photo: Airi Katsuta.



Perfection in mid-grade by Joe Sage

When the Audi A5 and S5 were introduced in 2008, stylist Walter de' Silva proudly declared them the most beautiful cars he had ever designed. This is evidenced by the model (joined by an RS5) still bearing the same fundamental body shell in its 15th year, with Audi's characteristically gradual styling upgrades applied front and rear.

Take this same thinking into the SUV-dominant era, and we find that the Q5 and SQ5 (which have evolved a bit more than the A5 series) are every bit as handsome, crisp, clean and well-proportioned, sitting high and proud, especially so atop the optional 21-inch wheels of our sample.

The Q5 also launched in 2008, receiving a minor refresh in 2012. The new second generation arrived in 2017 and received a refresh in 2021.

The sample we recently had for a week in 2022 is a 2021 model, as supply chain issues and com-

puter chip restraints continue to affect the industry at large and tighten the flow of the new model year, but all is the same for both years.

The base Q5 45 now includes S Line badging and features as standard, while wheel options and other finish details are upgraded inside and out.

The full Q5 lineup (lower right) looks complex at first glance, with fully 15 models, but it boils down easily, to three powertrains, two body styles and three trim levels of each.

That could create 18 possible combinations, but while the 261-hp 2.0-liter turbo-four and the 349-hp 3.0-liter turbo-six are available as a Sportback, the 362-hp plug-in hybrid (PHEV) is SUV-only.

Our sample is a mix, with the base 2.0L engine, the top Sportback body, finished in mid-level Premium Plus trim.

Beautiful as the Q5's sheet metal is, we encour-

age visualizing any vehicle without its body in mind, taking a better look at its stance and structure—and in this, the Q5 also excels, especially in Sportback form. The bigger, bolder and more linear grille of current models also works exceptionally well with the added height on an SUV. Space trade-offs on the Sportbacks are minimal—headroom is almost identical and cargo volume is surprisingly close—although they are priced about \$2500 to \$4000 higher than the traditional two-box SUVs.

Audi has long done a fine job with interiors, and this is no exception, even in mid-trim. They've also done quite a job of providing bins, nooks and otherwise leftover space for stashing your goods.

Though the S and PHEV models offer 33 to 39 percent more power and torque, we found the 2.0-liter's 261 horses plentiful and well applied via the S tronic dual-clutch transmission. Suspension and steering are fundamentally the same between regular and S models, working hand in glove with the



engine to maintain power through solid and strong cornering and launch forth like a champion.

Styling and stance remind us a bit of the future-is-now Audi e-tron EV models (a bit ironic, as the dominant grille is a factor in this, though of course it is functionally quite different). We dove into some online rabbit holes to see what others might think about this—and learned that it is a big conversation. We might have thought of the e-tron as an

alternative to the Q5 for some buyers, only to find a sizable presence of EV-focused fans who instead see the Q5 as a stopgap till they get an e-tron. We're not sure that adds up, since they both exist now and you already have a choice. Nonetheless, at a minimum, it underscores the strong contemporary stance, power and roadhandling we see in the new Q5, which should hold its own for years to come. Grab a Q5, gas up and go! ■



SPECIFICATIONS

ASSEMBLY	San José Chiapa, Mexico
ENGINE / TRANS	Mexico / Germany
ROWS / SEATS	two / five
ENGINE	2.0 TFSI alum alloy crossflow 16v 4-cyl DOHC turbo, valvelift & var timing
HP/TORQUE	261 hp / 273 lb-ft
COMPRESSION RATIO	9.6:1
0-TO-60 MPH	5.7 sec
TRANSMISSION	7-spd S tronic dual-clutch
DRIVETRAIN	quattro AWD w ultra tech
SUSPENSION	F: five-link indep steel spring; R: five-link indep steel spring
STEERING	speed-dependent electromech
BRAKES	F: 13.3-in; R: 13.0-in
WHEELS	opt 21-in 5-dbl-spoke module design
TIRES	255/40R21 summer perf tires
LENGTH / WHEELBASE	184.6 / 111.0 in
TURNING CIRCLE	38.7 ft
HEADROOM (F/R)	w sunfr 38.0 / 37.5 in
LEGROOM (F/R)	40.9 / 38.0 in
CARGO CAPACITY	24.7 / 51.9 cu.ft
WEIGHT	4178 lb
TOW CAPACITY	(braked) 4400 lb
FUEL / CAPACITY	prem 91 octane / 18.5 gal
MPG	23/28/25 (city/hwy/comb)

BASE PRICE	\$47,800
PAINT: Daytona Gray Pearl Effect	595
INTERIOR: Black w Rock Gray stitching	incl
PREMIUM PLUS: auto-dim pwr-fold mirrors w memory, SiriusXM (w 3 mo trial), advanced key, driver's seat memory, leatherette console and armrests, Audi virtual cockpit, Audi phone box, adaptive cruise w traffic jam assist, active lane assist, heated steering wheel w hands-on detection, top view camera system	3200
NAV PKG: MMI Navigation plus, Audi connect Prime and Plus (w 6 mo trial)	1500
SPORT PKG: sport suspension, 21-in 5-dbl-spoke Module design wheels w summer tires, aluminum rhombus inlays	1400
AUDIO: Bang & Olufsen w 3D sound	950
DESTINATION CHARGE	1095
TOTAL	\$56,540

2022 AUDI Q5 / SQ5 LINEUP

2.0L 4-cyl	261 hp / 273 lb-ft
Q5 45 TFSI quattro	
Premium	\$44,100
Premium Plus	49,100
Prestige	54,800
Q5 Sportback 45 TFSI quattro	
Premium	\$48,400
Premium Plus	51,800
Prestige	57,100
2.0L 4-cyl PHEV w 17.9 kWh batt	362 hp / 369 lb-ft
Q5 55 TFSI e quattro	
Premium	\$52,900
Premium Plus	57,000
Prestige	62,350
3.0L 6-cyl	349 hp / 369 lb-ft
SQ5	
Premium	\$53,900
Premium Plus	58,100
Prestige	63,300
SQ5 Sportback	
Premium	\$57,300
Premium Plus	60,500
Prestige	65,700

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ARIZONA RIDER

THE ENTHUSIAST'S GUIDE TO LIFE ON TWO WHEELS

Arizona legalizes lane filtering Utah extends its law for an additional five years

A bill legalizing lane filtering has recently cruised through the Arizona Senate and House with strong bipartisan support and has been signed into law by Gov. Doug Ducey, putting the state in the company of Utah and Montana.

The passage of Senate Bill 1273, sponsored by Sen. Tyler Pace (R-Mesa District 23) and championed by ABATE of Arizona, allows riders to cruise slowly between lanes at speeds no faster than 15 mph if the other vehicles are stopped. Modeled off Utah's legislation, the practice can only be done on roads posted at 45 mph or less. It does not allow riders to pass on the shoulder or on the median.

"This law has been four years in the making, but we had a really great sponsor for the bill this year with Senator Pace," said Michael Infanzon, legislative director for ABATE of Arizona. "He is an active motorcycle rider, and it was key to have someone who understood the danger of being

rear-ended. This is all about safety and nothing more than part of the plan to reduce motorcycle fatalities in Arizona."

With the law set to be in effect 90 days after adjournment, likely to be mid-September, ABATE of Arizona and the Arizona Motorcycle Safety & Awareness Foundation (AMSAF) will be working with the Governor's Office of Highway Safety and the Department of Public Safety to educate riders and the public on the new legislation, including via PSAs and TV spots.

According to the Arizona Department of Transportation's (ADOT) most recent data, 30 percent of all motorcycle crashes in 2020, including 11 out of 106 fatal motorcycle collisions, were the result of rear-end collisions.

"ABATE of Arizona put up a strong showing to successfully get this law signed," said the American Motorcyclist Association's (AMA) Western

States Representative Nicholas Haris. "It is a welcome sight to see more states adopting common-sense safety laws that protect motorcyclists when they are most vulnerable to a collision. The AMA is committed to working with riders nationwide on efforts to pass similar legislation and educating the public about its benefits."

Meanwhile, Utah has extended the authorization for motorcyclists to lane filter for an additional five years to allow state officials to review the practice and gather data on its safety benefits.

The AMA endorses California-style lane splitting, given its long-term success and a University of California-Berkeley research study showing that the practice enhances motorcycle safety. The AMA will assist groups and individuals working to bring legal lane splitting and/or filtering to other states; they are currently actively engaged in supporting a lane filtering bill in Oklahoma.

For information on ABATE, visit abateofaz.org.

For information on AMSAF, visit amsaf.org.

For AMA's full position statement on lane splitting, visit americanmotorcyclist.com. ■



AMA photo: Kevin Wing

PASSPORT RENEWAL

New TrailSport trim toughens up hardy Honda lineup - by Joe Sage

Capability matters, but when it comes to playing rough, so do appearances. You'll notice that tough machines like the Honda Pilot and its unibody pickup cousin the Ridgeline have had burly facelifts over the past couple of years, an appropriate match to their off-road rally-winning bones.

Depending upon your personal timeline, it may seem the Honda Passport has pretty much always been with us, solidly established from the early '90s through the first few years of this millennium—augmented by the fact that Hondas seem to stay on the road longer than average. Passport, however, was absent from our market for 18 years, discontinued after 2002 and just returning in 2019. In the interim, the Honda utility lineup concentrated on the three-row Pilot and the smaller CR-V and then also HR-V.

Honda Passport delivers a more spacious cabin similar to the Pilot, while bearing a shorter length and taller stance. Most of all, it returns the brand to the red hot two-row midsize utility segment.

Introducing the TrailSport treatment via the new Passport is a great way to shine a spotlight on both the new trim level and on the return of the Passport, each augmenting awareness of the other.

For 2022, the fourth year of its third generation,

Honda simplifies the Passport family at the same time they add this model, moving from four or five trim levels to just three—of which TrailSport is the middle by price. Underscoring the Passport's overall off-road readiness, while all except the top luxe trim were previously available in 2WD or AWD, now only the base model offers a front-drive build.

A number of basically off-road-capable vehicles have been getting the more rugged treatment lately, partly visual cues and partly capability—adding a tougher looking grille, some ride height, badging, colors, a tougher interior and so on—thus appeal-

ing to a broader market and to a particularly discriminating niche. Honda is doing that here.

Fact is, this new Honda Passport TrailSport is a stepping stone to even rougher and tougher looks and features to follow. Not a highly radical transformation at this point, nor intended to be, it's a useful bump and a prelude to what's coming next.

Honda Passport is a pretty tough SUV already, so on the one hand it didn't have a pressing need to be amped up. This initial TrailSport treatment has most of the same specifications as other trims, so it's more of a defining moment—for Passport and for the future of the TrailSport badge, which we've been told will spawn more extreme treatments.

TrailSport is a great name for this transformation, and Passport was a solid place to start. For one thing, "Passport TrailSport" rolls right off the tongue. And for another, Sport is a good term for its mission—it's not intended to be an extreme rock-conquering trail warrior, but does get a boost off-pavement from its 18-inch wheels, tires with beefier sidewalls, and a skidplate upgrade. This is plenty to give you an increased edge on those routine forays off-pavement, whether heading to your favorite camping and fishing spots or general off-highway driving spots.

Finished in Platinum White Pearl, our sample

looks quite sophisticated, but it's still ready for some rough and tumble. We took our Passport TrailSport for a long unpaved desert trail drive, on a gravel road with lots of curves and hills (but not major gullies, rocks or cliffs).

It's a full-time all-wheel-driver, not bearing a dedicated 4x4 transfer case—though it offers snow, mud and sand Intelligent Traction Management options (as well as a normal drive mode). We chose sand as our route's most likely match from the above, proceeding with considerable speed for much of the road, throwing in impressive steep climbs and crawls to access a photo spot or two.

(We confirmed and expanded the experience at NWAPA's Mudfest event, also in this issue, taking a Cement gray sample on a dedicated four-wheel-drive obstacle course, which it easily conquered.)

Passport benefits nicely from the TrailSport treatment. It may not seem to add a large degree of capability to the vehicle, as it is already very solid, but at the same time it makes it clearer that there was a fair amount of strength to it all along, an awareness that is very well deserved.

Watch for TrailSport to be developed into much more, of which this is just the start. Not overly extreme and not overly expensive, Honda Passport TrailSport delivers good clean fun. ■



TRAILSORT

SPECIFICATIONS

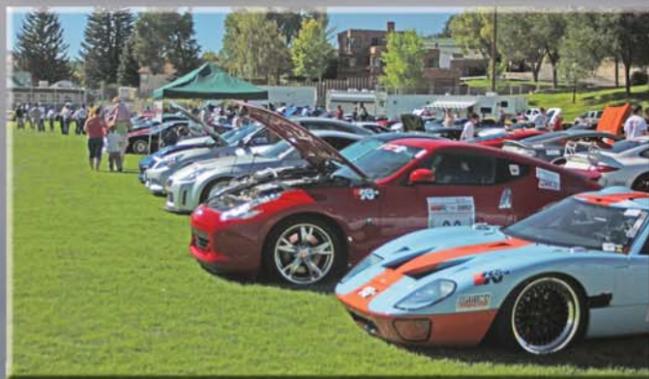
ASSEMBLY	Lincoln, Alabama
CONTENT	75% US/Canada
ENGINE/TRANSMISSION	US / US
ENGINE	3.5L i-VTEC dir inj V6 24v SOHC w variable cylinder management
HP/TORQUE	280 hp / 262 lb-ft
COMPRESSION RATIO	11.5:1
TRANSMISSION	9-spd auto shift-by-wire w paddle shifters
DRIVETRAIN	i-VTM4 all-wheel-drive
INTELL TRACTION MGMT	snow-sand-mud
SUSPENSION	F: MacPherson strut, 25.0 mm stblzr bar (solid); R: multi-link, 26.5x4.5mm stblzr bar (tubular)
STEERING	elec pwr-asst rack & pinion
BRAKES	F: 12.6 vented, R: 13.0 solid
WHEELS	18-in machine-finished alloys w pewter gray inserts
TIRES	245/60 R18 all-season; compact spare
LENGTH / WHEELBASE	189.1 / 110.91 in
GROUND CLEARANCE	8.1 in
APPROACH / DEPARTURE	21.2 / 24.3°
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	39.5 / 40.0 in
LEGROOM (F/R)	40.9 / 39.6 in
CARGO CAPACITY	41.2-50.5 / 77.7-100.8 cu.ft
WEIGHT	4229 lb
WEIGHT DISTRIBUTION (F/R)	58.5 / 41.5%
TOW CAPACITY	5000 lb
FUEL / CAPACITY	reg unl / 19.5 gal
MPG	19/24/21 (city/hwy/comb)
BASE PRICE	\$42,470
PLATINUM WHITE PAINT	395
DESTINATION CHARGE	1225
TOTAL	\$44,090

2022 HONDA PASSPORT LINEUP

	2WD	AWD
EX-L	\$37,870	\$39,970
TrailSport		\$42,470
Elite		45,430

TRAILSORT KEY FEATURES

- EXTERIOR**
- Gloss black upper grille bar, side mirror caps and roof rails
 - Gloss black Passport and AWD badges, orange TrailSport logo
 - Matte black window pillars, tailgate trim and side mirror base
 - Gloss black power folding, heated power side mirrors with integrated turn indicators, memory and reverse tilt-down
 - 18-in machine-finished alloy wheels with pewter gray inserts
 - 245/60R18 105H Firestone tires with rugged 'sidewall tread' design
 - 10mm wider track: 67.1 vs standard 66.7 in
 - Silver painted skid plate garnish front/rear
- INTERIOR**
- Leather-trimmed seats with orange TrailSport logo on front headrests
 - Leather-wrapped steering wheel with orange stitching
 - Amber ambient LED lighting
 - All-season floor mats with TrailSport logo
 - Heated wiper zone



Nevada road event

120 MILES, 95+ MPH, OPEN TO ANYONE, MAY 12-15

Automotive enthusiasts can check off a major bucket list item this month, at the Nevada Open Road Challenge in Ely. The event runs from May 12-15 and invites anyone to compete in an open-road race on a closed public highway. Hosted by the non-profit Silver State Challenge Inc., the race runs nearly 120 miles from Ely to Hiko and back along Nevada State Route 318.

There are several different class levels depending on the speed of your vehicle, but participants do not need a race car to compete. The race has hosted all types of vehicles, from EVs to pickup trucks. As long as the vehicle can average 95 mph or greater and meet safety requirements, any driver is welcome to register.

Entry fees range from \$200-900, by vehicle class. The fee includes admission to a weekend packed full of gearhead activities, including a welcome reception, a parade of vehicles and an awards banquet after-party in Ely.

"You just can't do something like this in any other sport," says White Pine County tourism director Kyle Horvath. "Anyone who has the cash, a fast ride and a strong nerve can compete. You don't need to be a professional, but you do need to be safe."

All rookie race drivers are required to attend the event Driving School.

Ely was founded as a stagecoach station along the Pony Express, and its rich history is celebrated in a series of murals that decorate downtown.

Located about 240 miles from Las Vegas or Salt Lake City, Ely is perfect for people who want to create their own adventures off the beaten path. Sitting at the eastern edge of "The Loneliest Highway" (US Highway 50), Ely is a great base camp for some of the best outdoor recreation in Nevada, all year round, from mountain biking, climbing and hiking, to hot springs. It's also just a short drive to Great Basin National Park, home of the magnificent Lehman Caves and ancient Bristlecone pine forests.

Visitors can also step back in time on the Nevada Northern Railway, which offers rides in an open-air car through the mountains.



Schedule highlights (tentative):

THURSDAY MAY 12

Qualifying & refresher (SpeedVegas)
Caravan from SpeedVegas / gas break (Alamo)
Course orientation for first-timers
Registration (Shootout participants only)
7:30pm to ?: fun event t.b.d.

FRIDAY MAY 13

Registration (Bristlecone Convention Center)
Inspections (White Pine County Park)
Shootout (Highway 490) (Saturday rain date)
1:00-4:30pm: fun event t.b.d.
Parade of cars (through Ely)
Welcome reception (Bristlecone Conv Center)
9:00pm to ?: Hookers Choice Awards (Stardust)

SATURDAY MAY 14

Ely Lions Club Breakfast (Broadbent Park)
Registration / tech inspection / tire inspection
Car show & judging (Broadbent Park, ALL cars)
Orientations for course workers, ham radio, navigators, timing & scoring / drivers meeting

SUNDAY MAY 15 EVENT DAY

5:00 am: Hwy 318 closes from Lund to Hiko
Caravan (Broadbent Park to Lane's Truck Stop)
8:00am: start, south of Lund
4:00pm: Hwy 318 re-opens
Travel back to Ely for 7:00pm awards dinner

Nevada Open Road Challenge

For complete event information, rules and regulations, visit <https://sscc.us>.

Ely, Nevada

For tourism information, visit ElyNevada.net. ■

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Share the road, save lives May is Arizona Motorcycle Safety Awareness Month

The American Motorcyclist Association (AMA) and the Arizona Motorcycle Safety & Awareness Foundation (AMSAF) remind motorists that May is Motorcycle Safety Awareness Month, both nationwide and in our state.

"For almost 40 years, the AMA has promoted motorcycle awareness in May because, as the weather warms in large parts of the country, riders take to the road in increasing numbers to enjoy the thrill of riding," said AMA president and CEO Rob Dingman. The AMA urges motorists to be steadfast in their awareness of conditions around them, maintain a safe distance when following motorcycles, check their mirrors and blind spots before changing lanes, and pay particular attention when making left turns across traffic.

AMSAF is playing a key role in an Arizona statewide effort known as Share the Road, which is geared to significantly reducing the number of crashes and fatalities on Arizona roads.

AMSAF, the Governor's Office of Highway Safety (AZGOHS) and key sponsors are providing dis-

counted rider scholarships so riders get properly trained; offer a unique helmet program with substantial savings to protect riders; and AMSAF provides startling yet critical information about the importance of roadway respect and the need to reduce distracted driving, as hundreds of new drivers are moving to this state every day—and this is impacting Arizona roadways in a major way.

Arizona was just named one of the nation's top 10 states for the worst drivers/riders. AMSAF executive director Mick Degen notes that the economic loss in Arizona last year was more than \$10 billion from some 126,987 vehicle crashes in our state in which people were hurt—more than 3,100 motorcycle and 123,000 all other vehicle crashes—and there were record numbers of fatalities.

The Share the Road program is a statewide public awareness effort aimed at focusing Arizona motorists on the critical need to be undistracted when driving, while providing scholarships statewide to train motorcyclists how to ride more defensively.

This multi-pronged movement is supported and

promoted by Arizona's governor, AZGOHS, AMSAF, Dignity Health (Chandler Regional Medical Center), RideNow Powersports, Law Tigers and others.

Share the Road was originally developed to provide training scholarships at a reduced cost, so more Arizonans could get the training they need to ride safely. However—with half of the crashes and fatalities on Arizona roadways the result of distracted drivers—corporations and organizations statewide are noting that everyone operating a vehicle in Arizona has to start paying more attention.

The AMA tracks bills in state legislatures across the country that address the issue of distracted driving. Examples of activities that take a driver's focus off driving include talking or texting, eating and drinking, and adjusting entertainment or navigation system controls, etc. They note that driver-assistance technologies including adaptive cruise control, automated braking and lane-keeping assist promise to reduce crashes, but are still in their infancy, and drivers must not rely on these systems. Launched by the AMA in the early 1980s, Motorcycle Safety Awareness Month and its message have been adopted by many AMA-sanctioned clubs, state motorcycle-rights organizations, the motorcycle industry and government entities. Visit www.AmericanMotorcyclist.com.

AMSAF, a 501c(3) non-profit organization, works with the state of Arizona, business partners and sponsors including local businesses, healthcare, police departments, insurance, legal and other prominent entities and individuals, to help decrease the number of distracted and DUI-impaired drivers and to provide scholarships, statewide, to train motorcyclists how to ride more defensively. Their overall mission is safety awareness to reduce the phenomenal number of crashes and fatalities on our roadways. Visit www.amsaf.org.



BRACKETS

BY JOE SAGE

We've been duly intrigued by the Toyota 86, going back to when it was sold as in the US as the Scion FR-S, a notably sporty entry from a brand that had been concentrating on economical, youthful, sometimes odd-ball vehicles. At that time, few knew that the Toyota 86 existed worldwide, nor in fact noticed that the Scion carried an 86 badge on its flanks and steering wheel, a bit stylized and maybe or maybe not surprisingly easy to overlook.

The Scion brand's uniqueness had started blending in with an overall market in which smaller and quirkier vehicles were becoming ever more broadly common, to the point that their lineup comprised a rebadged global Toyota, a Canadian rebadged Mazda and the FR-S. We had even suggested in our pages that Scion's reason for being had perhaps passed, and it was later that same month that Toyota did indeed vacate the brand. Redirecting their rebadged cars was easy. And it turns out that redirecting the FR-S was also easy—it simply became the Toyota 86, as it always had been everywhere else.

That not-so-seismic shift was in early 2016. It was not for another three years, until its simultaneous reveals at Barrett-Jackson in Scottsdale and the North American International Auto Show in Detroit, that the Supra name (and product) came back to life as a new 2020 model, after being absent here since 1998 (and having continued as a limited run in Japan just through 2002).

This was also the point at which the Gazoo Racing name entered the main-

stream, in the form of its initials, GR. The name had its roots in 2007 with an in-house engineering and driving group, loosely called Team Gazoo, as they had initially been forbidden to reveal the Toyota name publicly (or the participation as a driver of Toyota then-VP Akio Toyoda, now president). Within a couple of years, the name and mission were formalized as Gazoo Racing.

It's a term both potent and fun, perfect for a high performance brand born as a renegade skunkworks. For those who alphabetize a lot of records and materials, it became important to note that the new Supra would fall under "G," as its official name would be the GR Supra (although we've noticed, not surprisingly, that if you just say "Supra," people do know what you mean).

The GR Supra followed suit to a couple of inviolate principles of (most) classic Supra heritage. It would be a two-seater, and it would bear an inline-six engine, something Toyota did not currently build, thus bringing them into partnership with BMW for that key element.

We got our hands on the original 2020 Toyota GR Supra 3.0 in stages—for a leg of NWAPA's Run to the Sun road event in Oregon that fall, for a midwinter track session at Wild Horse Pass Motorsports Park, and finally in the spring of 2020 for a full week wherever we pleased. Looking back, we note that we had invoked the Toyota 86 right from GR Supra's early days, saying "they've hit the nail on the head for price and performance, to a point. Perhaps hitting it on the head kept them from covering some ground above and below this price. For this, there's still the 86—or see what's coming for 2021." What was coming in 2021 were several things. First they would bump the GR Supra 3.0 up by al-

2022 TOYOTA GR 86 LINEUP

Engine on all: 2.4L 4-cyl boxer: 228 hp	
base	6-spd manual \$27,700
"	6-spd auto 29,200
Premium	6-spd manual 30,300
"	6-spd auto ▼ 31,800

2022 TOYOTA GR SUPRA LINEUP

Transmission on all: 8-spd Z-F8 automatic w paddle shifters	
GR Supra 2.0	2.0L inline-4 turbo: 255 hp \$43,290
GR Supra 3.0	3.0L inline-6 turbo: 382 hp \$51,640
GR Supra 3.0 Premium	" ▼ 54,790
GR Supra A-91 CF Edition	" 63,280

most 50 horsepower. They would deviate from their own inline-six core principle by introducing a four-cylinder GR Supra 2.0, closing the price and performance gaps with the Toyota 86. And at that time, they also anticipated a GR Supra GT4 straight-to-track model to arrive in summer 2021, though the many global disruptions of the past two years seem to have put that one on hold.

We were intrigued. Sure, the Toyota 86 is a 2+2 coupe, while the GR Supra is a two-seater, but the sanctity of the inline-six as being a mandatory element of any Supra had been set aside. Could the Toyota 86 become a GR Supra 1.0?

As with the demise of Scion, it turns out Toyota product planning was again on the same page we were, or vice versa. Almost. Rather than renaming the Toyota 86 as a GR Supra 1.0, to make it part of the Supra family, they renamed it the GR 86, to make it part of what had suddenly become a broader Toyota Gazoo Racing family.

It was a version of the same principle, to a large degree. Maybe even bet-

(cont'd)

SPECIFICATIONS

	GR 86 Premium	GR Supra 3.0 Premium
ASSEMBLY	Ota, Gunma, Japan	Graz, Austria
SEATS	four (2+2)	two
ENGINE	2.4L 4-cyl boxer, alum/alum, DOHC 16v w dual VVT	3.0L inline-6 24v turbo, DOHC, chain drive, VVT
HP/TORQUE	228 hp / 184 lb-ft	382 hp / 368 lb-ft
COMPRESSION RATIO	12.5:1	10.2:1
TRANSMISSION	6-spd auto (6-spd man avail)	8-spd automatic
DRIVETRAIN	RWD	RWD
SUSPENSION	F: sport-tuned indep MacPherson strut, 18.3mm stblzr bar	F: dbl-joint type MacPherson strut, 23.5mm stblzr bar, light-weight alum braces from strut tower to radiator
	R: sport-tuned indep dbl wishbone style multi-link; 14mm stblzr bar	R: multi-link w five-arm construction, 18.0 stblzr bar
STEERING	electric power steering	electric power steering
BRAKES	F: 11.6 vented; R: 11.4 vented	F: 13.7 vented w Brembo 4-piston fixed caliper; R: 13.6 vented, single piston
WHEELS	(Premium) 18x7.5 alloy	F: 19x9.0; R: 19x10.0 forged aluminum
TIRES	215/40 R18 Michelin Pilot Sport 4	F: 255/35ZR19 Michelin Pilot Super Sport; R: 275/35ZR19
LENGTH / WHEELBASE	167.9 / 101.4 in	172.5 / 97.2 in
TURNING CIRCLE	35.4 ft	34.1 ft
HEADROOM (F/R)	37.0 / 33.5 in	(2-seater) 38.4
LEGROOM (F/R)	41.5 / 29.9 in	(2-seater) 42.2
CARGO CAPACITY	6.26 cu.ft	10.2 cu.ft
GROUND CLEARANCE	5.1 in	4.5 in
WEIGHT	(Premium, AT) 2868 lb	3400 lb
FUEL / CAPACITY	premium / 13.2 gal	premium / 13.7 gal
MPG	(auto) 21/31/25 (city/hwy/comb)	22/30/25 (city/hwy/comb)
BASE PRICE	\$31,800	\$54,790
(GR 86 PAINT: Track bRed (on 86)	425	
(GR SUPRA) DRIVER ASSIST PKG: dynamic full speed radar cruise, blind spot monitor, rear cross traffic alert, parking sensors w emergency brake function	1195	
DESTINATION CHARGE	1025	1025
TOTAL	\$33,250	\$57,010

2022 Toyota GR Supra 3.0 Premium in Turbulence Gray
2022 Toyota GR 86 in Track bRed



ter, once you take into account the next announcement—which arrived on the second day of our recent week with the Toyota GR 86—that there will now be a GR Corolla hot hatch for 2023, as well (see sidebar).

Having most recently had the GR Supra 2.0 here for a week last summer, Toyota recently brought us the new GR 86 and GR Supra 3.0 basically back-to-back—the two models (in the absence of that rumored GT4) that bracket the combined GR 86 and Supra sports coupe lineup.

The affordable little Toyota GR 86 2+2 has received more than just a new badge—its engine output has also been upped about 11 percent, from 205 to 228 (with torque up 18 percent in the manual-shift model). Our GR 86 was an automatic, though you do have a choice on the 86. The pricier and more potent GR Supra is automatic-only—though there is news on this, too (see sidebar).

We've reviewed the Toyota 86 (and Scion FR-S) several times before, and the overall package remains the same—it's a lot of fun to drive and certainly delivers a lot for the price. The car is very responsive, with solid steering and brakes, more than sufficient power—all the moreso with its GR horsepower bump—for its size and weight (it's more than 500 pounds lighter than the Supra). Though four and a half inches shorter than the Supra, the wheelbase of the GR 86 is more than three inches longer, giving it a turning circle a foot and a quarter larger than that of the Supra, sometimes noticeable. This also

gives it shorter overhangs, though, which, combined with its longer wheelbase, seems to make it a little friendlier on rain troughs and speedbumps. The GR 86 is less track-oriented, but great for just sportin' around town.

As the GR 86 is currently available with a manual transmission, we'd be most inclined to buy one that way. That said, the automatic in our sample was quite flawless, as are the traction and the tire fitment. When you aggressively take a corner in town, there is no hesitation, driveline engagement remains solid (that rarest of things in so many automatics we drive), and its road adhesion remains strong, with no skittering, even when pushed.

Though the GR 86 has less nominal trunk capacity than the GR Supra, its rear seats can be folded down for a volume advantage—a gain with little loss, as the rear seats offer near-zero legroom and might not see much routine use, anyway. We did a supermarket run in the 86 without the fold-down add-on, and the trunk was plenty useful for quite a load, without taking those extra steps.

Though the GR Supra is closer to the ground (4.5 inches of ground clearance to the GR 86's 5.1), this makes the GR 86 easier for a tall person to step into and out of, all the moreso given the difference in window openings and roof-lines. Though nominally having more headroom once settled in, the GR Supra has a ballcap roof that extends down to low-profile windows (defining a more radical coupe daylight opening evocative of the classics Supras), making up for

that with a double-bubble roof design. Body dimensions are comfortable inside both cars, once settled in, but the 86 has friendlier entry and egress.

The interior of the 86 has more useful nooks and crannies than the Supra, which has a small console doubling as elbow-discomforting cupholders that can't accommodate much gear if you do have elbows. There are plenty of odd little comparisons in this realm you'll have to try on for size, yourself.

If all this sounds as though the GR 86 offers a lot at about 55 percent the cost of the GR Supra 3.0, we can't disagree, although that ignores the power and control of the Supra as a pure driving experience. The Supra benefits from a more advanced build throughout, from an extremely rigid body shell and structure to more sophisticated suspension. It's that track factor, plus the fact that Supra also approaches the shadow of another corporate cousin, the almost \$400,000 Lexus LFA supercar, in specifications as well as a bit of style. And this is a good time to recall the GR Supra 2.0, which falls neatly between the 86 and Supra 3.0 in price, while being a bit closer to the GR 86 in power, but bearing the chassis and structure of the GR Supra 3.0. Relativity is everything with our pair here, the two of which are fun to compare head-on, but it becomes most enlightening when comparing among the entire family.

So much has happened so fast under the Toyota GR umbrella. It's an apt metaphor for the powerful and fast-moving products they produce. ■



GR LATE BREAKING NEWS #1 : 2023 GR COROLLA

One day into our week with the GR 86, we attended an online reveal of a significant new addition coming to the Gazoo Racing lineup—the 2023 Toyota GR Corolla. This three-cylinder-turbo hot hatch will pump out 300 hp and bear all-wheel-drive with choice of 60-40, 50-50 or 30-70 power distribution (front-rear). With a nod to rally racing roots, and unlike the current GR coupes, the GR Corolla will come with a manual transmission only. A Core Edition (lower photo above) will arrive later this year, with a limited-run Circuit Edition (top photo above) joining it in 2023. See our *Automotive News Update* item on page 7 for more detailed information. Pricing is yet to be announced.

GR LATE BREAKING NEWS #2 : 2023 GR SUPRA M/T

Just as we were finalizing this issue—and noting that one significant apple 'n' orange difference between the GR 86 and the GR Supra was the availability of a manual transmission on the 86—Toyota announced that for 2023, the GR Supra would gain the option of a six-speed manual. ■

2022 Toyota GR 86 in Track dRed
2022 Toyota GR Supra 3.0 Premium in Turbulence Gray



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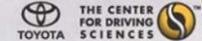
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Rolex Reunion Showcases International Entries

For car lovers, the Rolex Monterey Motorsports Reunion is a paradise with a collection of automobiles that's rarely seen anywhere else in North America.

This has always been the case when the world's best descend on Monterey each August, but the 2022 version of the award-winning event is taking everything to a new level.

An expansive range of motorsport history will be showcased at the 2022 Rolex Reunion, Wednesday through Saturday, August 17-20, with the excitement of historic race cars revving up on the track and in the open spectator-accessed race paddock. From the mighty "ground effect" prototypes to the 10,000-rpm screaming Williams Formula One cars, nearly every race car make in the alphabet will be represented for guests' enjoyment at WeatherTech Raceway Laguna Seca, which hosts the annual international gathering.

Complementing entries from 31 states across America are applications received from owners in Australia, Brazil, Canada, Denmark, New Zealand, Switzerland and the United Kingdom. Despite last year's reduced international contingent due to travel restrictions, the Rolex Monterey Motorsports Reunion was named a finalist as Motorsport Event

of the Year in the Historic Motoring Awards for its commitment to accepting only authentic and period-correct cars.

Adding to the international spectacle is this year's featured celebration—the 24 Hours of Le Mans—which is the kick-off to a yearlong 100th anniversary celebration that culminates at the renowned French Classic in June 2023. Known worldwide as a catalyst for developing technologies among the automakers, the most famous endurance race in the world attracts the best of the best. And in Monterey, the century of development of these magnificent cars will be center stage.

Of the 12 race groups, four Le Mans-specific groupings will be on track each day, with races Friday and Saturday. They are divided by eras and begin with the 1923-1955 class and extend through the blindingly fast 1981-2005 purpose-built prototypes. The Monterey Motorsports Reunion Advisory Council is considering cars for these groups with Le Mans race history or eligibility in period.

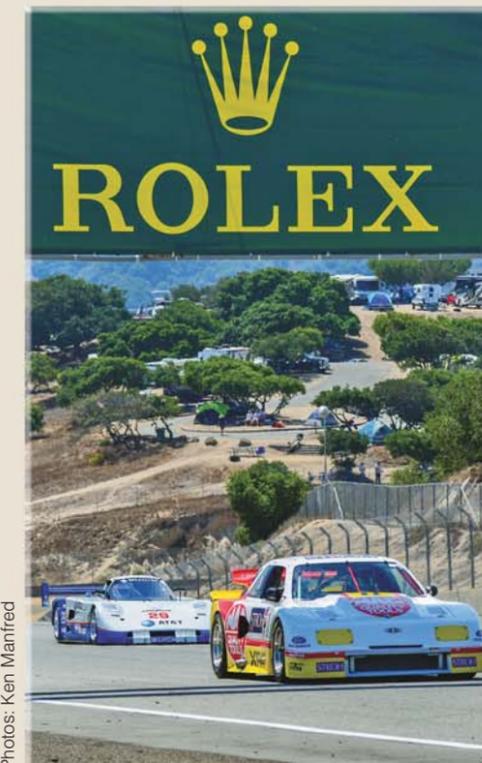
Raising the overall experience to a new level is a special collection of the rarest and seldom seen cars being curated for the Le Mans Legends Display. Motul, which has a long history at Le Mans, is the presenting sponsor of this once in a lifetime

gathering. This special collection will be front and center in an incredible display in the race paddock and is already comprised of 16 overall winners and 12 class winners. Many of these cars are no longer raced at vintage events, but the owners will share them on track in daily exhibitions.

This year, the Rolex Monterey Motorsports Reunion will be so much more than a race gathering. Non-race guests will enjoy the bustling paddock and seeing a museum throttle to life, but also the rejuvenated Hagerty Marketplace. New attractions include more locally-sourced food merchants, go-karts, expanded kids zone, and for adults, an El Jefe Tequila-themed lounge, and Monterey County wine court that features favorites from the acclaimed Carmel Valley and Salinas wine-growing corridors.

"Together with our experienced volunteers, Advisory Council members and professional staff, we are elevating the experience for all guests who enter the Laguna Seca Recreation Area," explains John Narigi, president and general manager of Laguna Seca Recreation Area.

"We have wide open spaces and every level of VIP packages to satisfy the discerning guests' needs to make this year's Rolex Monterey Motorsports Reunion the most enjoyable and best yet. I encourage our neighbors to join us in experiencing everything our park has to offer during the exciting Monterey Car Week." ■



Photos: Ken Manfried



Wilderness expansion BY JOE SAGE

Last spring, Subaru introduced the new Outback Wilderness, which we drove far and wide last summer. The build adds ground clearance and thus increased approach, departure and breakover, plus upgraded suspension, rugged Yokohama Geolandar A/T tires on 17-inch wheels, and advanced dual-function X-Mode settings. Wilderness Edition is quickly recognizable by black and copper badging, black rocker panels, copper markers on front, rear and rack, and tags stitched into the seats.

Subaru now introduces a new family member, the Forester Wilderness, expanding the Wilderness build to two models and the Forester model to six trims. Now on the Subaru Global Platform, Forester evolved from being based on the Impreza,

Outback the larger Legacy, still giving Forester special appeal for those who like the feel of its smaller footprint in a taller model.

X-Modes include snow/dirt, deep snow/mud (one setting for lower speeds, another for higher), and on Wilderness also hill descent control, as well as a low speed/low ratio gradient control that can detect steep grades and shift the transmission to a lower gear ratio and lower first ratio. As on the Outback Wilderness, that transmission is a CVT, with paddles for an 8-speed manual mode.

People have their own reasons for choosing between Forester and Outback—a bit more headroom and tighter turning circle on Forester, a bit more cargo room and slightly higher tow capacity

on Outback, and so on. Outback also runs a thousand or two dollars higher across its lineup, plus offers pricier turbocharged XT models with notably higher horsepower (260 vs 182), of which the Outback Wilderness is one.

The Forester lineup all has the 182-hp non-turbo engine. Comparing Wilderness-to-Wilderness, the Forester Wilderness is 30 percent lower on power, but about four thousand dollars less expensive. Forester Wilderness adds 0.5 inches to ground clearance, while on Outback Wilderness, that's 0.8 inches—which may be for the handling of different wheelbases, or may be because the shorter Forester Wilderness, even with less ground clearance than Outback Wilderness (9.2 inches versus 9.5) still achieves greater approach and breakover angles (with departure about the same on both). All in all, the dimensional differences are negligi-

ble, leaving most buying decisions coming down to power and price, to style preferences, and for some buyers a 500-lb tow capacity difference.

Forester weighs about 250 pounds less than the Outback, which mitigates the power difference a bit. The powertrain launches with a deep and healthy growl, not a lot of power in the pedal, but the kind of experience that reminds you it is here not to tackle boy racers on the local streets, but that it would always be happier traversing the mud or climbing a rocky trail.

And that's what makes a Subaru Wilderness a Subaru Wilderness.

Great as the Wilderness is off-road, its power around town is more than the numbers may indicate. We hit rush hour traffic on our last evening, not too heavy but highly motivated, as usual in these parts. As we pulled up to a stoplight going into a double left turn to enter the freeway, in the

outside lane, we had an ordinary older sedan in the inside lane and noticed a 550-hp European performance SUV coming up behind us—and choosing the sedan's lane. Clearly they thought we'd be slower. But when the light turned green, our Forester Wilderness summoned the spirit of its ancestors, the WRX and STi, and with solid acceleration and precise cornering, we emerged as leader of the pack. The high-powered Euro drove very aggressively on the freeway, but we passively ignored it and prevailed through all conditions, thanks to our Forester's nimble size and effective paddle shifters. Nice. The take-away is that this tall outdoorsman is a surprisingly roadworthy vehicle around town, as well.

As with the basic Subaru lineup itself, choices are always good. And now that the Wilderness Edition treatment makes a family, can a Crosstrek Wilderness be far behind? ■



SPECIFICATIONS

BUILD	unitized body, Subaru Global Platform
ROWS / SEATS	.....two / five
ENGINE	.....2.5L alum/alum DOHC 4-cyl boxer (horizontally opposed) w SI-DRIVE engine performance mgmt system
HP/TORQUE	.....182 hp / 176 lb-ft
COMPRESSION RATIO	.....12.0:1
TRANSMISSION	.....Lineartronic CVT w 8-spd manual shift mode, paddle shift
DRIVETRAIN	.....Symmetrical AWD
MODES	.....advanced dual-function X-MODE
SUSPENSION	.....4-wheel independent (raised +0.5-in for Wilderness; F: MacPherson-type struts, lower L-arms, coils, stblzr bar, hydraulic engine mounts; R: dbl wishbone, coils, stblzr bar
STEERING	.....elec rack & pinion
BRAKES	.....electronic dual-diagonal discs w EBD and 4-channel/4-sensor ABS, active torque vectoring, auto vehicle hold F: 12.4 vented; R: 11.2 vented
WHEELS	.....17x7 alloy, matte black finish
TIRES	.....225/60 R17 Yokohama Geolandar A/T
LENGTH / WHEELBASE	.....182.7 / 104.9 in
GROUND CLEARANCE	.....9.2 in
APPR / BRKVR / DEPART	.....23.5 / 25.4 / 21.0°
TURNING CIRCLE	.....35.4 ft
HEADROOM (F/R)	.....w mnroof 40.2 / 37.6 in
LEGROOM (F/R)	.....43.3 / 39.4 in
CARGO CAPACITY	.....26.9 / 69.1 cu.ft
MAX LOAD LENGTH	.....35.7 / 69.9 in
WEIGHT	.....3643 lb
TOW CAPACITY	.....3000 lb
ROOF RAIL LOAD	.....static/dynamic 800 / 220 lb
FUEL / CAPACITY	.....reg 87 octane / 16.6 gal
MPG	.....25/28/26 (city/hwy/comb)

BASE PRICE	.....\$32,820
OPTION PKG: Code 22: 8-in Multimedia Plus plus Harman Kardon premium speaker system, power rear gate	.....1850
ENGINE UNDER GUARD	.....220
DESTINATION CHARGE	.....1125
TOTAL	.....\$36,015

2022 SUBARU FORESTER LINEUP

Forester	.....\$25,195
Forester Premium	.....28,195
Forester Sport	.....29,765
Forester Wilderness	.....▼ 32,820
Forester Limited	.....31,875
Forester Touring	.....35,295



THE INSIDE TRACK: BRIEFS & RUMORS



"Ferrari Forever,"
Enzo Ferrari Museum, Modena

▼ On March 12, 1947, Enzo Ferrari started up the **Ferrari 125 S**, the first car to bear his name. Exactly 75 years later to the day, Ferrari celebrated its anniversary at the Enzo Ferrari Museum in Modena by opening the doors to Ferrari Classiche, a unique department set up in 2006, that the public usually never sees. The "Ferrari Forever" section presents their work and the exclusive services offered to owners, such as the Certification of Authenticity for all Ferrari road cars, sports cars and prototypes over 20 years old. The exhibition takes visitors through maintenance and restoration carried out in Ferrari Classiche's workshop to bring cars of all ages back to their original splendor, relying on access to the foundry and machine tools that produced the original parts. There is a particular focus on the Historical Archive, a perfectly preserved collection of assembly sheets for every Ferrari produced since 1947. Access to the Archive ensures all Ferrari Classiche's work conforms exactly to original designs. The story of Ferrari Classiche's work is complemented by 15 officially certified cars on display, some restored by the Department itself. "Ferrari Forever" is open to the public at the Enzo Ferrari Museum in Modena through February 17, 2023.

▼ **Airspeeder**, creator of the world's first electric flying car racing series, has confirmed Formula 1, Formula E, FIA World Endurance Championship driver and World eX race winner Bruno Senna as a racing development pilot and global ambassa-

dor. A remotely piloted EXA Racing Series will see elite pilots fly full-size Mk3 Speeders blade-to-blade at speeds up to 200 km/h. This will become the long-term development series for forthcoming crewed races, as Senna and his pilot colleagues refine the dynamic characteristics, controls and craft. The Speeders that will participate in Airspeeder races will boast the same rapid hairpin-turning capability as a Formula 1 car. With the added dimension



Bruno Senna joins Airspeeder as
EXA Racing Series development pilot

of vertical movement, pilots will eventually pull more than 6G, comparable to the most rigorous traditional motorsports. Senna and his colleagues will race across courses presented to them via augmented reality heads-up displays (HUD), relayed to viewers through a pilot's perspective, to bring in fans more native to eSports and livestreaming than legacy motorsports. Senna draws upon a longstanding person-

al interest in UAV flying and development. He personally works on iterative technical improvement of drones through modifications and upgrades. His combination of world-class driving talent, eSports pedigree and a passion for flying makes him the blueprint development driver for electric flying car racing. He will work with the lead engineers at Aluada Aeronautics, designers and manufacturers of the Speeders, including a multi-F1 World Championship-winning Ferrari composites engineer, senior talent from McLaren hypercar development, and senior project leaders from Airbus, Boeing and Rolls-Royce.

▼ The Washington State legislature voted to set a target for ending the sales of **gasoline**-powered cars by 2030—the most aggressive goal in the US and five years ahead of California's 2035 target. The measure was passed as part of a \$16.9 billion "Move Ahead Washington" transportation package. A coalition led by Coltura, a nonprofit focused on phasing out the use of gasoline, spearheaded a campaign that led to the passage of the measure.

▼ **Vintage Air**, a manufacturer of complete performance air conditioning systems for muscle cars, hot rods and street rods, has released an all-new Streamline Heater, designed to complement classic styling cues of the Streamline Era of the 1930s while providing unparalleled cabin heating power and efficiency. Its Art Deco-style molded plastic cover, polished stain-

less-steel trim and single-knob operation ensure compatible style, safety and ease of use. Powder-coated louvers direct air out of the bottom, separated between driver and passenger footwells for even heat-



Sono Motors solar bus trailer

ing. A single control knob regulates both a three-speed blower fan and the electronically controlled heater control valve, while a high efficiency copper and brass Cupro-Braze™ heater core ensures consistent, reliable heat on cold days. Mounting is simple—it is designed to sit discretely below the dash and attaches directly to the firewall with only two fittings to connect in line with the engine coolant. Vintage Air systems are made in the USA, include parts



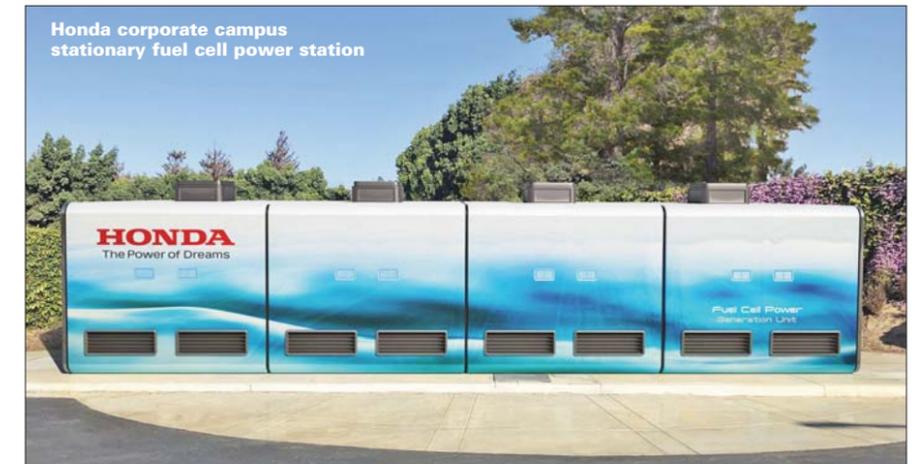
Vintage Air Streamline Heater

necessary for a complete installation, and are backed by a three-year warranty. Visit vintageair.com or call 800-862-6658.

▼ **Sono Motors** is launching its proprietary solar technology on public transport for the first time in partnership with the Munich Transport Company (MVG). Their solar bus trailer will hit the roads in the Munich metropolitan area, testing energy

yields as well as the potential of the technology in daily operation. The technology offers potential savings of up to 2,500 liters of diesel and 6.5 metric tons of local CO2 per bus per year. Twenty semi-flexi-

ble special photovoltaic (PV) modules covering a total area of twelve square meters supply the vehicle's 24V battery with over 2,000 watts for electrical loads such as heating, ventilation and air conditioning, as well as the trailer's steering system. The project also includes electrical integration by means of power electronics developed by Sono Motors' MPPT central unit (MCU). The solar charge controller has an intelligent algorithm that optimizes the PV mod-



Honda corporate campus
stationary fuel cell power station

ules' energy yields. Ultra-fast optimization in the millisecond range and the multi-channel system transfer PV yields to the battery of the bus. In addition to saving diesel, the additional electricity ensures the stabilization of the battery's energy supply, thus extending its service life and reducing maintenance costs. The energy generated can be monitored online using integrated software.

▼ **Honda** is installing a stationary fuel cell power station on its corporate campus in Torrance, California, serving as proof of concept for future commercialization of a

unit for zero-emission backup power generation for facilities such as data centers to continue operations in emergencies. The new initiative also boosts Honda's global goal of achieving carbon neutrality for all products and corporate activities by 2050. The station will utilize fuel cell components from Honda Clarity Fuel Cell vehicles in a flexible, four-quad parallel stationary fuel cell power generation system capable of generating up to 1152kW-DC/

1MW-AC from an inverter. An advantage of the four-quad design is flexibility to change the layout of the individual units to suit an installation environment, accommodating a cuboid, L-shape, Z-shape or other packaging requirements. The station will be connected to the data center on the American Honda campus in early 2023, providing a real-world power generation application to verify performance. ■

UPCOMING FEATURES

Toyota Tacoma SR5 4x4 Trail



Mercedes-AMG GLE 53



Valerie Thompson Target 500 Streamliner to Salt Flats



"Iron Maven" electrified Volvo SEMA project update



Ford Mustang Mach-E GT



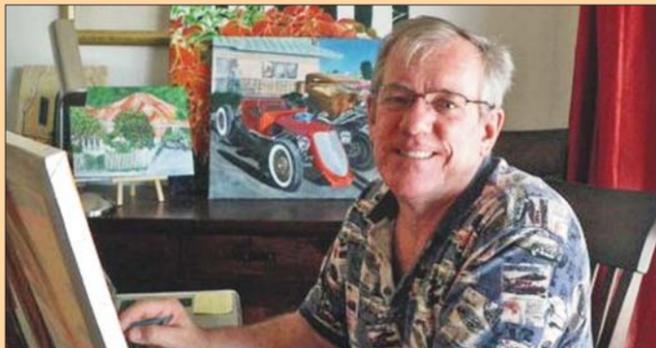
TAWA Texas Auto Roundup : Texas Motor Speedway



ADOT Highway 89A project



Automotive artist John Priddy



Valerie Thompson Racing

Girl Gang Garage

Kevin McCauley for TAWA

ADOT

THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP



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- Full 360 degree swivel seat • Industrial strength chrome plated legs
- 1600 lb weight capacity (vs imports rated at 300 lb) • Backrest option available • Built to order, allow 10-15 work days for delivery
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Miracle Car Repair Shop Stool / SKU: 09-BKG-MCR

Gas, Oil & Toil Shop Stool / SKU: 09-BKG-TOIL

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Shown: Vintage Iron Speed Shop Clock / SKU: 09-BKG-VI

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- Cool car guy quality color graphics • 6 lbs • 16" x 7" x 7.5"

Wrench-In-Hand Steel Tool Box / SKU: 10-BKG-WCL

Vintage Pickup Truck Steel Tool Box / SKU: 10-BKG-VT

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— Many thanks! Jackie B.

♥ 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

♥ My husband just loves everything, especially me for getting him such cool stuff. I'd have to say we will be lifetime customers, oh ya!! Thank you, Greasemonkeys.
— Sincerely, Pam

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



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