

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 23 NUMBER 5
SEPTEMBER-OCTOBER 2024



Ford Ranger Raptor

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





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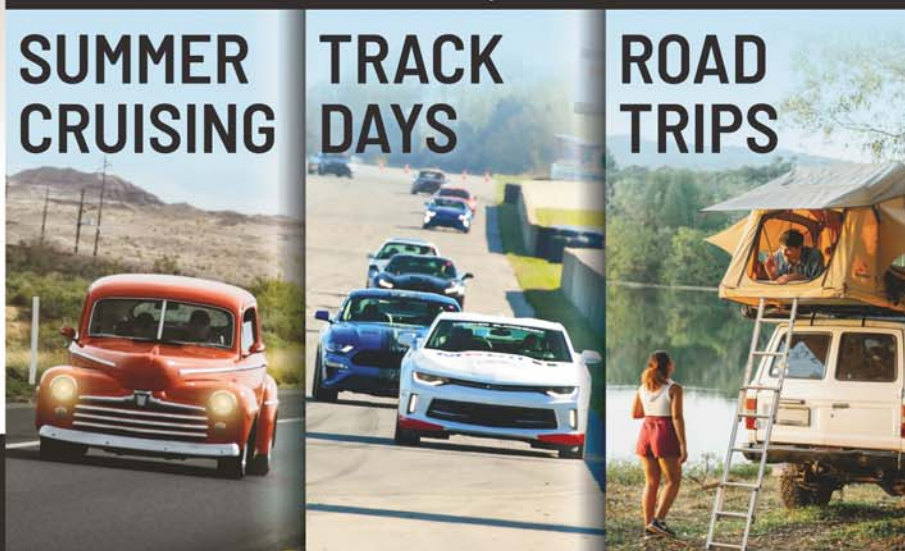
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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features September-October 2024

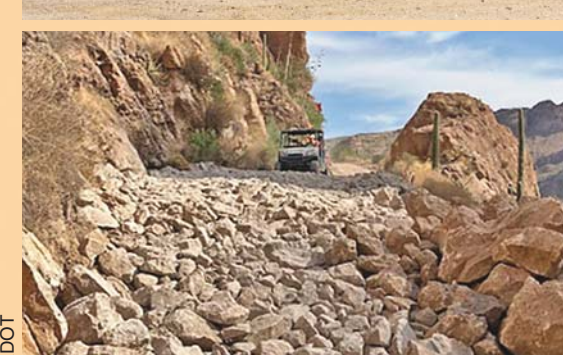
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COVER: Ford continues to expand its off-road chops, as the midsize Ranger pickup gets the eagerly awaited Raptor treatment (cover photo), while the F-150 Tremor (at right) brings significant Raptor character at a lower price point.



ADOT

Airhart Aeronautics



START YOUR ENGINES : FROM THE PUBLISHER

HOT WEATHER TESTING is a bulwark of automotive development, verifying performance and durability of vehicles to be sold all over the world. This vital phase checks out such fundamentals as powertrains, suspension and brakes, but also electronics, fabrics, everything, for functionality and suitability. Arizona is well known for such testing. We think of it often during our blistering summers, as we increasingly battle odd behavior from some feature and wonder, “do they not hot weather test these things?”

There may be physical elements that are too hot to touch—metal switches and buttons, steering wheels with metal trim, and so on. But then there are buggy behavior or flat-out failure of systems and features on the hottest days. We set a record for this, in this cycle.

Perhaps such things are random failures, but as temperatures stayed around 120 degrees and patterns developed, they increasingly seemed to be heat-related failures. Issues across multiple vehicles included: furnace-caliber air blowing full force right from startup; multiple urgent alerts and warning lights, many general, some oddly specific (such as insisting we had three occupants in our empty back seat); three different vehicles emitting bone-rattling hums, which we thought might be related to electrified systems, until it happened in a purely conventional build; completely blank screens, one specifically saying it was too hot and now shutting down (all coming back later as the vehicle cooled off); seat memory nonfunctional until things cooled down; problems with locking and unlocking; a “can’t start, see manual” readout, then a cascade of unrelated alerts. And so on.

There is much to consider in this era of electronic dependency, and consumer surveys reveal this to be a huge area of concern. It’s a maxim in the business world to not bring up a problem unless you have a solution. We’re in no position to analyze or reengineer these systems, and doubt that suggestion would be welcome, but it seems these areas need more attention and the development of more stringent parameters.

Be all that as it may ... enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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Bizzarrini Giotto Hyper GT



a strong connection to the brand's current styling code, but an historic race car—the one-off AC A98 coupe—provided significant inspiration, notably the distinctive Kamm-tail rear, a design element employed by leading Italian race teams and AC Cars in the 1960s to help reduce drag and boost performance at high speed. The new AC Cobra GT Coupe features an evolution of the potent powertrain in the GT Roadster, with up to 450 bhp. However, for the pared

▼ The **Bizzarrini** 5300 GT Corsa Revival program has successfully concluded, with all 24 editions delivered. The company is now stepping up investment and executive staffing efforts—expanding with new operations in Italy and the UK, including the Centro Tecnológico di Bizzarrini (CTB) at Silverstone, and hiring Isobel Dando as CEO—as their focus shifts to the Giotto, a new Hyper GT car with carbon fiber body and a Cosworth co-developed V12 engine. Isobel brings her wealth of knowledge and experience, having been central to the successful reinvention and relaunch of some of the most revered automotive brands, with senior positions at Rolls-Royce, Jaguar Land Rover and most recently Moke. Designed by the legendary Giorgetto Giugiaro and his son Fabrizio at GFG Style, Giotto honors the brand's heritage, seeking to embody a perfect balance between velocity and luxury. Its exclusive naturally aspirated Bizzarrini V12, developed in partnership with Cosworth, is 6626 cc in size (404 cu.in), a nod to founder Giotto Bizzarrini's birth date, June 6, 1926.

ster, so the new AC Cobra GT Coupe represents a watershed for the marque. AC Cars looked to its past when starting work on the new coupe. Inspired by victories from AC's formative years, including the Monte Carlo Rally and the 24 Hours of Le Mans, the new Coupe retains key touch points from the Roadster, but adds motorsport-derived enhancements in part inspired by the famous AC A98 coupe Le Mans race car from 1964. With production based at

back and honed limited Clubsport Edition, power rises to a ferocious, road-legal 799 bhp. Extremely light and with exceptional torsional rigidity, AC's unique chassis construction is already suitable for competitive use, and with future development from within the motorsport sector, the new AC Cobra GT Coupe will provide an exceptionally responsive drive. The Coupe has the same dimensions as the existing roadster, and will once again feature near perfect

AC Cobra GT Coupe



AC's UK facilities, the car has an enhanced aluminum chassis and optimized carbon-fiber body. An extreme, track-oriented Clubsport Edition, limited to just 99 examples, is slated to be the first delivered to clients, followed by the series production coupe, available with either a normally aspirated 450-bhp V8 or 720-bhp supercharged option. The distinctive shoulder line of the modern AC Cobra GT Roadster suggested

50:50 weight balance front to rear, with a low center of gravity. Curb weight will be confirmed ahead of production, but the Clubsport Edition has a set target of under 1450kg (3197 lb). The AC Cobra GT Coupe starts at £325,000 (±\$416,241). To learn more or to place orders, visit ac.cars.

▼ **Aston Martin** Performance Technologies, working hand in hand with The

Heart of Racing to develop the Valkyrie AMR-LMH for FIA homologation later this year, has begun development testing of the Valkyrie AMR-LMH, the car that will return them to the top class of the 24 Hours

Sportscar Program for the Valkyrie AMR-LMH and will contest the US-based endurance series' GTP class, to be run out of The Heart of Racing's Phoenix headquarters. Aston Martin's entry into the

Aston Martin Valkyrie AMR-LMH



of Le Mans. Shakedown tests and early installation runs precede a full-blown multi-circuit preparation program ahead of FIA World Endurance Championship and IMSA WeatherTech SportsCar Championship campaigns in 2025. The machine is on target to become the first Hypercar to race simultaneously in WEC and IMSA, next year. Aston Martin's new Hypercar is expected to be the only one in competition that can trace its roots back to a road-going counterpart, in this case the Aston Martin Valkyrie hypercar. Works team The Heart of Racing will enter two Valkyrie AMR-LMH contenders in WEC and a single car in IMSA in 2025. The race-optimized, carbon-fiber chassis Valkyrie AMR-LMH uses a modified, lean-burning version of the sensational Cosworth-built 6.5-liter naturally aspirated V12 engine, which in standard form revs to 11,000 rpm and develops over 1000 bhp. The power unit is enhanced and adapted to meet the performance window of the Hypercar class and developed to withstand the rigors of top-level long-distance competition. The Heart of Racing recently established a UK team headquarters for its WEC program, near where the racing cars are being constructed in cooperation with Aston Martin Performance Technologies, based at Silverstone. The team oversees the car's development and test program, which then moves from the UK to European circuits as performance evaluation becomes the priority. Aston Martin with The Heart of Racing also plans an IMSA WeatherTech

Hypercar class ensures the British ultra-luxury sportscar manufacturer will have a presence in all aspects of endurance racing, from the gentleman racer to the very pinnacle of the sport. Indeed, from 2025, Aston Martin will be the only manufacturer competing at all levels of sportscar and GT racing (from Hypercar to GT4) and the FIA Formula 1 World Championship. In total, more than 240 drivers have raced Aston Martins at Le Mans over the past 95

Ford Maverick Lobo



years in 27 different chassis and engine combinations, through virtually every era. No other venue has given Aston Martin so much success, nor broadcast the message that they are forged from competition.

▼ Inspired by the lowered truck scene and by **Ford** Maverick customers already personalizing their trucks for performance, the new Maverick Lobo—a street-perform-

ance version complementing the off-road capability of Maverick Tremor and the efficiency of Maverick Hybrid—is a canvas for modern street truck builds. When Maverick designer Josh Blundo joined Ford in 2019, he noticed this potential in a clay model and began modifying the truck as if it were his own, with a widebody, wings, front splitter and wheels. His idea inspired a special build by Tucci Hot Rods that drew praise at the 2021 SEMA show in Las Vegas. Blundo and the team later got the green light to begin designing Lobo. Engineers had begun tweaking the springs and suspension and testing components from other Ford performance-oriented vehicles to help create an authentic on-road performance truck. Maverick Lobo is the result of this collaboration, with a lowered ride height, an on-road tuned suspension with tuned shocks, and a 2.0-liter EcoBoost engine backed by a factory warranty. Maverick Lobo ride height is a half-inch lower in the front and 1.12 inches lower in the rear than a standard Maverick, with roof height 0.8 inches lower. Performance-tuned steering makes the truck drive more like a performance car. Torque vectoring through a twin-clutch rear drive unit is also found on Bronco Sport, and its larger enhanced brakes with dual-piston front brake calipers are used on the Focus ST sold in Eur-

KEEP RIGHT >>

system is also upgraded, with the larger radiator and fan from Maverick's 4K tow package and a transmission oil cooler. Visual cues include a unique front fascia, painted rear bumper and rocker moldings,

brating Cadillac's bold color heritage, the exterior is finished in Manila Cream, originally used on Cadillacs in 1957 and 1958, carefully revived, curated and hand-painted by Cadillac craftsmen. Other highlights

ing a bespoke design experience for Cadillac CELESTIQ clients.

▼ **Mercedes-AMG** has revealed the newest addition to their AMG GT lineup—the



Cadillac SOLLEI concept



contrasting black-painted roof and 19-inch black wheels. Orders for the 2025 Maverick Lobo opened in August, with deliveries starting in early 2025.

▼ **Cadillac** has revealed the SOLLEI concept vehicle, a coach-built luxury electric convertible. This design exercise pushes the boundaries of future bespoke commissions, tailored to reflect the passions and interests of its clientele. SOLLEI demonstrates an all-electric 2+2 convertible equipped with the brand's signature 55-inch pillar-to-pillar screen, an expressive and artistic interior, exterior lighting choreography for arrival and departure, and an intuitive front and rear command console. Defined in its name combining sun (SOL) and leisure (LEI), SOLLEI represents Cadillac's interpretation of an open-air, leisurely lifestyle. SOLLEI is also Cadillac's first concept vehicle to pioneer a bio-based material developed in collaboration with MycoWorks. Used in charging mats and door map pockets, Fine Mycelium by MycoWorks ushers in an era of luxury materials grown from mycelium (the renewable root structure of mushrooms). The concept's low, elongated body is emphasized by a wide stance and long coupe door, facilitating easy access to the spacious rear. The uninterrupted surfaces and stretched A-line emphasize the vehicle's length, while a low tail design creates dynamic yet elegant proportions. Conventional door handles are replaced with discrete buttons, for a clean profile line. Cele-

on the concept include a fully integrated beverage chiller with power glass door and crystal glasses; unstained wood veneers with natural color and grain pattern variations; a milled brushed aluminum windshield frame; ambient lighting with multiple zones and 126 color options in each zone; sunburst-themed lighting and graphic choreography; sunburst motif perforation, quilting and embroidery on seat patterns; fine Nappa leather with a pink irides-

Mercedes-AMG GT 63 PRO 4MATIC+, arriving at US dealerships in 2025, promising an emphasis on driver input, sportiness and heightened overall performance, including on track. Increased power, aerodynamic fine tuning and enhanced cooling contribute to coupe's driving dynamics and faster lap times. Responding to customer feedback for improved daily usability, the second-generation AMG GT has a spacious interior with available 2+2 seat-



Mercedes-AMG GT 63 PRO 4MATIC+

cent pigment for a color-changing sunrise effect; a pink iridescent beverage chiller door and glass tray in the rear; color-shifting Aurora tint on primary metal finishes; Daybreak metallic convertible roof fabric; and much more. The concept was officially unveiled at Cadillac House at Vanderbilt, a newly restored, state-of-the-art facility at GM's Global Technical Center campus in Warren, Michigan, dedicated to provid-

ing. Advanced tech includes AMG Active Ride Control suspension with active roll stabilization, active rear axle steering, active aerodynamics and AMG Performance 4MATIC+ fully variable all-wheel drive. Its Handcrafted AMG 4.0L V8 biturbo delivers 26 more horsepower than in the AMG GT 63, now 603 hp. Engineers also boosted

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torque by 37 lb-ft, to 627. Zero-to-124 mph times is just 10.9 seconds (0.5 seconds faster than the AMG GT 63), with a top speed of 197 mph. The new car has an extensively expanded cooling package,



Saleen Black Label Mustang

with reinforced circuits, radiators in both front wheel arches, top-mounted radiators for front and rear differentials and transfer case, electric water pumps to ensure circulation, and new underbody geometry to increase cooling airflow to the brakes. Aerodynamics and driving dynamics have been fine-tuned for overall performance in terms of longitudinal and lateral dynamics, with carbon fiber air deflectors around enlarged side air intakes, active aerodynamic profile in the underbody, Airpanel active air control system in the front fascia and the AMG Aerodynamics Package with fixed rear wing standard. AMG carbon ceramic high performance composite brakes are standard, with six-piston fixed calipers at the front, with 16.5-inch discs, and single-piston floating calipers at the rear. Lightweight AMG Performance 21-inch forged split spoke wheels are standard, with staggered Michelin Pilot Sport 5 tires (or Pilot Sport Cup 2 R optional). Black and carbon fiber details are applied throughout. The new Mercedes-AMG GT 63 PRO 4MATIC+ arrives at US dealerships in 2025

▼ **Saleen** Automotive, the Southern California vehicle manufacturer founded by legendary racing driver and manufacturer Steve Saleen, unveiled its 2024 302 Black Label at the MCA 60th Mustang Anniversary at Barber Motorsports Park in Birmingham, Alabama this year, also celebrating 40 years of Saleen. The 302 Black Label is the top of the line model in the 302 family, and with 800 supercharged ponies it has

the power to back up its aggressive looks. The Black Label features an all new Saleen developed air management system. Starting with the sculpted hood, a center vent extracts high pressure air and engine heat,

while recessed side vents release high pressure from the wheel area. The new hood integrates seamlessly into the front fascia that provides additional down force, and has fully functional brake cooling ducts. All new side skirts, a rear fascia with integrated diffuser, and a Saleen rear wing that provides additional downforce and balance, round out this new aerodynamic package. Paying homage to some of the classic Saleens, the Black Label also



Porsche Panamera Turbo S E-Hybrid

features a center exhaust exit. This particular Black Label is finished in Speedlab Beryllium, one of 14 proprietary Saleen Speedlab colors available. As with all 2024 Saleen 302 models, an instrument surround frames the new LED screens, creating a more integrated and flowing look. A passenger grab handle further complements the overall aesthetic and functionality. All Black Labels feature custom Saleen

Sport Seating with Alcantara and color matched stitching. All 302 Black Labels come with a Gen 5 Racecraft suspension, Saleen brakes, and Saleen wheels and tires. Starting MSRP is \$108,990.

▼ **Porsche** is launching the most powerful Panamera models yet with the Panamera Turbo S E-Hybrid and the Panamera GTS. These are cars with different priorities: Panamera GTS is a dynamic sports sedan that places a particular emphasis on an emotional driving experience. Panamera Turbo S E-Hybrid is positioned at the very top of the model range as the most powerful, fastest and most luxurious derivative. This top model is the new record holder in the official ranking of the fastest combustion engine and hybrid luxury sedans on the Nürburgring Nordschleife. Both models are powered by the further developed 4.0-liter twin-turbo V8 engine that is already used in the latest Panamera Turbo E-Hybrid. Changing from a twin-scroll to a single-scroll turbocharger and an increase in the average peak pressure to 140 bar in the combustion chambers aim to optimize the efficiency of the powertrain, especially at higher loads and engine speeds. The 8-speed Porsche dual clutch transmission (PDK) has been significantly improved. With optimized power-transmitting sur-

faces and a higher thermal load capacity, it is able to harness the enormous torque of the Panamera Turbo S E-Hybrid. The 2025 Porsche Panamera Turbo S E-Hybrid and the Panamera GTS are now available to order and are expected to reach US dealers in late first quarter 2025. The Panamera GTS will be offered at an MSRP of \$154,200, the Panamera Turbo S E-Hybrid at \$226,500. ■

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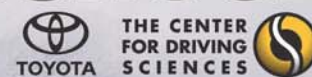
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Grand RX?

Really its own animal BY JOE SAGE

While Lexus buyers are generally their own breed, not upscale Toyota buyers, the two brands have much commonality in terms of quality, reliability and powertrain innovation. Even just for general orientation, it's hard not to look at what the equivalents are between the two. This has become equal parts easier and more complicated, as Lexus, which used to have fewer SUVs, has been catching up—they now have seven, just about as complex.

This one's easy. Lexus TX arrives in the same timeframe as Toyota Grand Highlander (see our previous issue). They are largely the same size and shape, and their sibling relationship is quite clear.

The relationship between the (non-Grand) Highlander and its Lexus cousin, the RX, is not at all as

apparent, with Highlander a classic two-box SUV and Lexus RX is a curvaceous, streamlined affair.

We note this because many had expected the Grand Highlander to look just like a Highlander, but longer. But it is really quite different, just sharing the core model name. The matrix of these four vehicles is ripe for comparison, but the Lexus TX distinguishes itself clearly from RX without even trying.

TX brings the Lexus lineup to three luxury SUVs offering three rows (along with GX and LX).

The name itself may just be happenstance, or it may be intentional. It's been 10 years since Toyota-Lexus announced a move from California to Texas and seven since their new Plano TX headquarters opened. But it took until now to add a TX model to their GX, LX, RX, NX and UX lineup. Coincidence?

The TX lineup includes three powertrains (including potent F SPORT hybrids), AWD on all with

an option of FWD on some, for nine versions total, from the mid-\$50s to upper \$70s. Ours is the 350, in top Luxury trim and with AWD, thus the top model of the only non-hybrid set. A TX 500h F SPORT Performance and a TX 500h+ offer hybrid and PHEV powertrains, respectively (see lower sidebar).

Our week with the TX was really a shared week, part TX and part UX (also in this issue). But we had time for a great drive up the Beeline Highway. It handled quite well on this curvy and hilly run at highway speeds, though we wanted its handling more precise for aggressive driving, so popped it into sport (or more accurately, into custom, which was already set for sport in each category). This also tamed notably frequent shifts we'd experienced in normal. Equally useful was manumatic, though it can take time to make friends with the electronic shifter, which has layers of interface that

could benefit from more transparency.

In town, we commended the TX 350's acceleration and handling. Though the 350 is not tops of the lineup by spec, it's quick, smooth and leader of the pack through corners and on freeway ramps.

We would like to study its brakes further. When applied for slowing from highway speeds to near-zero speed for turnoffs, they did do the job, but felt as though they might not. It's a vacuum system, rare these days, and maybe takes getting used to again. The 350 does have smaller front discs than the 500h or 500h+, the latter also adding high-performance, regulated pressure-on-demand.

Note that the 500h and 500h+ also add Dynamic Rear Steering (more complexity, and the turning circles are similar, but handling is its focus.)

The interior is generous—long enough and full of enough headrests, though, that we tried its TV

camera inside rear mirror. We don't favor these, as they require constant refocusing between distance and near vision (a real mirror is still distance viewing). But it was useful here—and the switch was easier than average to isolate on the fly, so we did change back and forth frequently.

We drove the TX many miles before realizing we had never readjusted the seat, neither at delivery nor since, unusual for us in both cases. They are firm, comfortable and accommodating.

Looking at the full TX lineup gives the best perspective. Handsome and accommodating in any trim or powertrain, the TX 350 mission starts with delivering the luxury model's essence for as little as mid-\$50s, and other TX 350 builds are natural spinoffs or upticks from there. Although we've yet to drive the 500h or 500h+, we suspect we might be considering that other \$10 or 15 grand. ■



SPECIFICATIONS

ASSEMBLY	Princeton, Indiana
ENGINE	2.4L turbo-4
HP/TORQUE	275 hp / 317 lb-ft
COMPRESSION RATIO	11.0:1
TRANSMISSION	8-spd direct automatic
DRIVETRAIN	AWD
0-TO-60 / TOP SPEED	7.8 sec / 112 mph
SUSPENSION	F: MacPherson strut; R: multi-link
STEERING	elec power rack & pinion
BRAKES F	13.3 vented, floating single-piston
BRAKES R	13.3 vented, floating single-piston
WHEELS	20-in machined-fin alloys (avail 22)
TIRES	255/55 R20 SL
LENGTH / WHEELBASE	203.15 / 116.14 in
HEADROOM (F/2/3)	40.02 / 38.57 / 37.2 in
LEGROOM (F/2/3)	41.68 / 39.5 / 33.5 in
GROUND CLEARANCE	(AWD) 7.87 in
APPROACH / DEPARTURE	17.1 / 22.3°
TURNING CIRCLE	38.0 ft
CARGO CAPACITY	20.2 / 57.4 / 97.0 cu.ft
TOW CAPACITY	5000 lb
WEIGHT	4730 lb
FUEL / CAPACITY	premium / 17.83 gal
MPG	20/26/23 (city/hwy/comb)

BASE PRICE	\$61,200
CONVENIENCE PKG: front cross traffic alert, traffic jam assist (subscrip/3-yr trial), digital key (subscrip/3-yr trial)	895
COLD AREA PKG: wiper de-icer	100
AUDIO: Mark Levinson surround	1160
2ND ROW heated/vented captain's chairs	680
TECHNOLOGY PKG: 12.3-in display, pano view monitor, advanced park, digital rear mirror, heads-up display	2150
WHEEL LOCKS	85
LOGO SIDE PUDDLE LAMPS	175
CARGO MAP / CARPETED	150
DOOR EDGE GUARDS	155
DESTINATION CHARGE	1350

TOTAL \$68,100
Prices have increased; see below.

2024 LEXUS TX LINEUP

TX 350	FWD	AWD
2.4L Turbo / 8-spd AT	0-60: 8.0 sec	7.8 sec
MPG (city/hwy/comb)	21/27/23	20/26/23
(base)	\$55,050	\$56,650
Premium/+	58,450	60,050
Luxury	59,600	62,350
TX 500h F Sport Performance	AWD	
2.4L Turbo Hybrid / 6-spd AT	0-60: 6.1 sec	
MPG (city/hwy/comb)	27/28/27	
Premium	\$69,350	
Luxury	72,650	
TX 500h+	AWD	
3.5L V6 Plug-in Hybrid / CVT	0-60: 5.9 sec	
MPG (city/hwy/comb)	29/28/29	
EV range	33 miles	
Luxury	\$78,050	

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SPECIAL AWARD : CRAIG JACKSON

Craig Jackson receives 2024 Shelby honor

CRAIG JACKSON, chairman and CEO of Barrett-Jackson Auction Company, was recognized with the coveted Carroll Shelby Spirit Award, presented by Carroll Shelby International for his outstanding accomplishments and contributions to the automotive industry. Jackson was presented with the prestigious honor during the Team Shelby VIP Experience banquet during Monterey Collector Car Week in August.

The board honored Jackson during a private dinner in Carmel Valley. Surrounded by performance cars under the stars, he was toasted by fans and Team Shelby members, as well as racing legends, Ford Motor Company luminaries and industry icons. Attendees included Peter Miles (son of Shelby driver Ken Miles), 1965 Shelby American team member Jim Marietta, and executive vice president of Carroll Shelby International Tracey Smith.

Previous Carroll Shelby Spirit Award recipients include Edsel B. Ford II, Ken Miles, Peter Brock, Don Prudhomme, Bob Bondurant, Allen Grant, Parnelli Jones, Jim Farley and Dan Gurney. Jackson has joined this distinguished circle with a personal display at the Shelby American Heritage Center in Las Vegas.

Born and raised in the automotive world, Jackson has earned a reputation as one of the world's most respected collector car and restoration experts and as an integral part of the car collecting industry. Following in his father's footsteps, Jackson has shared his family's passion and devotion to all things automotive-related. In 1971, his father Russ Jackson, and business partner Tom Barrett, founded Barrett-Jackson. Craig soon became involved and climbed the corporate ladder assuming the leadership position in 1995 after the untimely death of his brother, Brian. Since then, he has continuously worked to grow the company and molded the January Barrett-Jackson Collector Car Auction Week into an automotive lifestyle event filled with thousands of exotic and unique collectible vehicles from across the globe.

Growing up in his family's business gave Craig the opportunity to develop the expertise that helped propel Barrett-Jackson into one of the world's leading collector car auction and automotive lifestyle events. As part of his vision for the company, in 1994 Barrett-Jackson became the first collector car auction company to offer internet bidding and in 1997, the first to broadcast live television coverage of its events.

Jackson is a prolific car collector, and his extensive education on classic car restoration has resulted in numerous first place trophies. He wrenches on cars in his free time and especially enjoys using the pinstriping skills learned in his youth from the legendary Von Dutch.

Jackson has two Shelby American experimental cars, the 1968 Shelby GT500 dubbed "Green Hornet" and the 1967 Shelby GT500 named "Little Red." He also owns two current-generation Shelby GT500s, a 2008 Barrett-Jackson Shelby GT, CSX3000 series big block Shelby Cobra and the 1965 Shelby GT350 that had belonged to his late brother, Brian.

Jackson has also received the Lee Iacocca Award and has been named the Number 4 Most Influential Person in the Collector Car World by *Magneto Magazine*. He has been twice named to *Motor Trend's* "Top 50 Power List" in the automotive industry. And he has earned the coveted Ernst & Young Entrepreneur of the Year Award for the Busi-



ness Services category in the Arizona/Orange County region.

Jackson's strong commitment to philanthropy has helped raise over \$155 million to date for hundreds of charities worldwide. He has received numerous awards for his contributions over the years including the Innovation Techanthropic Award from The Arizona Technology Council and NPower, the prestigious Men of Character Award by the Phoenix Theatre, and the Childhelp Spirit of the Children Award. He was on the McPherson College advisory board for many years.

"Carroll Shelby believed that victory came from working with talented people who shared a common passion for doing the extraordinary," says Joe Conway, co-CEO of Carroll Shelby International and CEO of Shelby American. "Craig Jackson's achievements certainly earned him the Carroll Shelby Spirit Award alongside past winners."

"Carroll was my friend and mentor, and he was larger than life," says Jackson. "The Carroll Shelby Spirit Award carries with it a list of past honorees who are some of the greatest names in motorsports. Being recognized among those who I consider heroes is more than an honor—it truly touches my heart."

The Carroll Shelby Spirit Award was designed to kindle a desire for excellence by recognizing people who demonstrate exuberance, character and tenacity in the auto industry. The award is a stunning bronze statue of a Shelby Cobra designed by sculptor Rick Hadley. ■

Having trepidation about diving into the mysteries of EVs? Here's some welcome news—the new Subaru Solterra makes the experience so transparent, you can once again just grab the wheel, go for a spin and check out the vehicle for what it is, rather than dwelling on what's different or even baffling. This should please Subaru fans, EV fans and the general public alike.

Sure, you'll still have charging logistics to solve for your situation. And EV techies are not overlooked—you can still dive deep into this vehicle's clever implementations. But the

feeling of experiencing the new Subaru Solterra simply in terms of how it looks, fits, drives and slots into your budget—like any normal vehicle—was a refreshing revelation.

This is the brand's first global EV. It features a new StarDrive all-electric powertrain generating 215 horsepower and 249 lb-ft of on-demand torque, feeding all-wheel drive in familiar Subaru fashion, and following Subaru's outdoor- and activity-based leanings with Dual-Function X-Mode with snow/dirt and deep snow/mud modes, as well as grip control, downhill assist and hill start, all atop a generous 8.3-inch ground clearance.

Typical of EVs, its MPGe (equivalent) figures are high—111 city, 93 highway—though its range is toward the short end, at 222 miles.

Built in Japan with 35 percent Chinese

parts, our top trim Touring is about \$52k in a three-trim lineup from the mid-\$40s.

Our first impression was of a simple small package, no fuss, no muss—modern and stylish, not that expensive, a pretty standard format and controls, though entirely up to date. It's exciting, yet nearly transparent in terms of the new-everything aura (or burden) you usually get from the whole EV ecosphere.

We spent our drive time in town, though it clearly has the chops for some deep woods mountain biking, hiking or fishing.

Our inescapable feeling throughout driving the Solterra was that if you didn't know it was an EV, or even that there was such a thing as an EV, you'd simply find a handsome vehicle with a new wave of style and design points.

You could drive this indefinitely without know-

ing or caring it was a different kind of anything (until you have to recharge it rather than refuel it). And that strikes us as a good thing, a level of evolutionary maturity that is ahead of the game, already moved into an era where it doesn't matter so much—you could buy one of these like it's anything else.

For perspective, we imagined a passenger and figured they wouldn't notice anything about the drive other than it's really good—quick, firm, handles nicely—and that they will notice that it has a more modern interior, not mind-jarringly moreso, but comfortably moreso, like a SpaceX capsule's interior.

(A corollary that crossed our minds is that if the EV thing doesn't catch on, overall, then a sort of late entrant like this is a more reasonable way for the brand to go back to mainstream powertrains, but having done a nice bump into future styling and features. Which is the same set of positives as it is as an EV.)

You might find a couple of details of note

(as we seem to with everything)—particular controls you don't care for (we had issues with phantom rear occupant alerts, lack of lighting on vital switches in the dark, phone charging, cupholders and such), along with some adjustment to the steering, handling or firm ride, and so on. These are all things we noted, but all of which seem sure to become second nature with full-time ownership.

The 2024 Subaru Solterra lived up to its Lat-in-derived compound name, as we enjoyed our week with it under a 118-degree sun and with the known capability of enjoying the earth beneath its feet.

Most of all, it's a Subaru, a very popular brand with an extremely loyal retention rate. Whether you are a confirmed Subaru person, or anyone who has been considering an EV, or absorbing the whole EV phenomenon while not sure it even interests you, this is one that makes it easy: all the barriers to entry or understanding are pretty well wiped away. ■

Style point: flat black plastics surround the wheels on a number of vehicles currently, often those aimed at off-pavement activities. Though often quite awkward on others, Subaru Solterra has taken it further, and it's all for the better—a fairly massive amount of black composite up front that you almost don't notice completely eliminates the fender. Net effect: Storm Trooper!

FARTHER INTO THE FUTURE FEELS MORE FAMILIAR

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Toyota, Aichi, Japan
ENGINE/TRANS BUILD	.....Japan / Japan
PARTS CONTENT	.....Japan 65% / China 35%
CHASSIS	.....Subaru Global Platform
MOTORS	.....StarDrive all-electric w front/rear (2x) 80kW AC synchronous permanent-magnet motors, integral transaxles, power inverters
BATTERY	.....Li-ion 355.2V 72.8 kWh, 96-hour, 201 ah capacity, cooling system
HP/TORQUE	.....215 hp / 249 lb-ft
TRANSMISSION	.....single ratio reduction transaxles (ratio: 13.8:1)
DRIVETRAIN	.....Symmetrical AWD, electronic power-controlled variable power distribution via indep front/rear elec motors
MODES/CONTROL	.....X-Mode (snow/dirt, deep snow/mud); grip control; downhill assist control, hill-start assist
SUSPENSION	.....F: MacPherson-type struts, internal rebound springs, lower L-arms, coils, stblzr bar; R: dbl wishbone, coils, dampers w internal rebound springs, steel lower arms w aerodynamic covers, stblzr bar
STEERING	.....quick-ratio elec power-assist rack & pinion, torque sensitive var ratio
BRAKES	.....F: 12.9 vented, dual-piston; R: 12.5 vented, single-piston calipers
WHEELS	.....(Touring) 20x7.5 alum alloy, gray finish w silver spoke inserts
TIRES	.....235/50 R20 100V a/s
LENGTH / WHEELBASE	.....184.6 / 112.2 in
GROUND CLEARANCE	.....8.3 in
TURNING CIRCLE	.....36.7 ft
HEADROOM (F/R)	.....(moonrf) 38.6 / 37.1 in
LEGROOM (F/R)	.....42.1 / 35.3 in
CARGO CAPACITY	.....23.8 / 63.5 cu.ft
ROOF LOAD	.....(dynamic/static) 176 / 700 lb
WEIGHT	.....4486 lb
CHARGING	.....Type 1 (SAE J1772) comb connector system (CCS)
CHARGING TIME:	
LEVEL 2 240V	.....(@ 32a) .....9 hours
DC FAST CHARGE	.....(to 80%) .....35 min
RANGE	.....(Touring) 222 miles
MPGe	.....(Touring) 111/93/102 (city/hwy/comb)
BASE PRICE	.....\$51,995
PAINT: Cosmic White Pearl, two tone	.....890
ALL-WEATHER FLOOR LINERS	.....187
CARGO TRAY	.....141
DESTINATION CHARGE	.....1345
TOTAL	.....\$54,558

2024 SUBARU SOLTERRA LINEUP

Premium\$44,995
Limited48,495
Touring▼ 51,995



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Barrett-Jackson Inaugural Scottsdale Fall Auction
Thursday-Sunday, October 10-13, 2024

WestWorld of Scottsdale (AZ Loop 101 & FLWright Blvd), 16601 N Pima Road 85260

BARRETT-JACKSON brings its automotive lifestyle event to Scottsdale twice in 2024, with an inaugural Scottsdale Fall Auction, presented by Gila River Resorts and Casinos, from October 10-13 at WestWorld of Scottsdale. Interest in such an event has grown from the 2020 covid delay, from January into fall.

"For decades, Barrett-Jackson has listened to its customers, expanding into the automotive lifestyle event that it is today by reflecting what our bidders and consignors appreciate the most," says Barrett-Jackson chairman and CEO Craig Jackson. "After we hosted

an auction in Scottsdale in October 2020, we received incredible feedback on how everyone enjoyed coming to this destination city that time of year. For more than 50 years, we've made Scottsdale the epicenter of the collector car universe every January, and we look forward to solidifying that title year-round in 2024."

The four-day 2024 Scottsdale Fall Auction will feature new entertainment and lifestyle elements, further elevating the guest experience and building additional enthusiasm and anticipation for the famous nine-day Scottsdale Auction held every January.

"The demand for Barrett-Jackson, and particularly this location here in Scottsdale, led to an increasingly unprecedented number of consignments for our January auction, with hundreds of significant quality vehicles being deferred to other auctions every year," says Barrett-

Jackson president Steve Davis. "I'm confident that bringing two events to this city will help satisfy the appetite we're seeing from enthusiasts across the board."

Tickets and additional information about the 2024 Scottsdale Fall Auction and its new entertainment elements will continue to be announced in coming weeks.

Barrett-Jackson's auction calendar for 2024 is thus simplified to include the annual Scottsdale Auction last January, the Palm Beach (Florida) Auction in April and now also the upcoming new Scottsdale Fall Auction, October 10-13.

▼ www.barrett-jackson.com ■

The Future Collector Car Show on Sunday will present over 200 examples of the passion and craftsmanship from the next generation of collector car enthusiasts.



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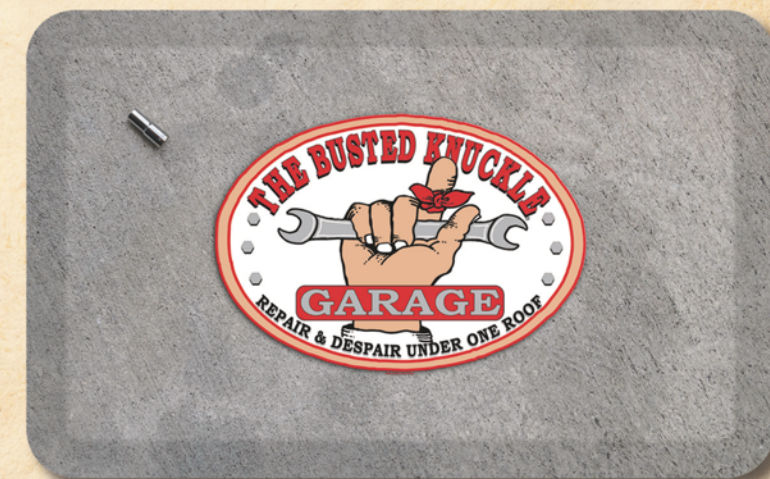
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Land Rover Defender is a reinvented classic, a new benchmark in the historic marque's seven-decade lifespan. For 2024, there are five versions, eleven counting seat variants. The short Defender 90 two-door comes with either five or six seats; the most mainstream Defender 110 four-door with five, six or seven seats; and a longer Defender 130 with eight seats (or just five in the 130 Outbound). There are also Hard Tops with just two or three seats, considered commercial vehicles, in both the 90 and 110 size.

It seems like a lot of variety for what is a low volume (though well known) vehicle here, but of course it sells in a big way globally and always

has. Designed and engineered in the UK, Land Rover Defender is sold in 121 countries.

From its style, to its reputation, to its generally upper demographic market, Land Rover may strike many as being more for show than for serious off-roading. The fact is, it is top tier for both.

Engineering features that define and deliver Defender's capabilities include all-wheel drive with a twin-speed automatic gearbox, center differential and optional active locking rear differential with yaw control; a specifically engineered chassis set-up; configurable terrain response to fine-tune individual settings to conditions (or for less experienced off-roaders, an intelligent auto function);

strong numbers for ground clearance, approach-breakover-departure and wading depth (see sidebar); and ClearSight Ground View showing the area directly ahead of the front wheels, usually hidden by the hood. Land Rover emphasizes the usefulness of its systems not only for off-roading, but for negotiating crowded conditions in town, along with longer road trip comfort.

Lest any of this sound like overkill, or gimmicky, we first had our eyes opened years ago, driving the brand during our regional off-road comparison events, on diabolically engineered or wild trails, with knowledgeable reps guiding us through the features, as their capability becomes crystal clear.

Our sample is the 2024 Land Rover Defender 100 X-Dynamic SE—a potent 3.0-liter six-cylinder delivering 395 horsepower and 406 lb-ft of torque, enough for a zero-to-60 time in the fives and a tow capacity above 8,000 pounds, all while still rated at 20 mpg highway. With a base price about \$16k above the least expensive Defender and almost \$47k less than the top V8, it's a winning combination, but you have plenty of other options up and down the scale (see chart at right).

We took ours out promptly for a full day of everything—high-speed mountain highways full of curves and climbs, off-highway trails and crawls, *(cont'd)*

RIDDEN HARD AND PUT AWAY HAPPY

BY JOE SAGE



2024 LR DEFENDER LINEUP

Defender 90 S	\$ 56,400
90 X-Dynamic SE	68,400
90 V8	108,200
90 V8 Carpathian Edition	115,300
Defender 100 S	\$ 60,600
100 X-Dynamic SE	72,000
100 X	90,800
100 SE V8	93,000
100 V8	111,500
100 V8 Carpathian Edition	118,600
Defender 130 S w 3.0L P300 i6	\$ 69,100
130 X-Dynamic SE	81,300
130 X	99,900
130 V8	116,600
130 Outbound	84,500

SPECIFICATIONS

Some specs were only available as European and have been converted, but US builds and specs may vary; check with your dealer for the latest.

ASSEMBLY	Nitra, Slovakia
ENGINE/TRANS BUILD	UK / Germany
PARTS CONTENT	UK 31% / Germany 19% US/Canada 1%
ENGINE	P300 MHEV 3.0L 24v 6-cyl
COMPRESSION RATIO	10.5:1
HP/TORQUE	395 hp / 406 lb-ft
TRANSMISSION	8-spd automatic
DRIVETRAIN	AWD
TRANSFER CASE	twin-speed
MODES	Terrain Response w selectable driving & off-road modes, hill descent
0-TO-60 / TOP SPEED	5.8 sec / 119 mph
SUSPENSION	coil suspension
STEERING	elec pwr assist
BRAKES	(w 22-in wheels) F: 380mm, 4-piston opposed 2-piece caliper; R: 365mm vented disc, single-piston sliding fist w iEPB
WHEELS	(opt) 22-in style 5098 5-spoke gloss black (20-in standard)
TIRES	275/45 R22 XL 112W (Continental CrossContact RX on ours)
LENGTH / WHEELBASE	180.43 / 118.98 in
GROUND CLEARANCE	8.86 in
APPR / BRKOVER / DEPART	38 / 28 / 40°
WADING DEPTH	35.43 in
TURNING CIRCLE	44.49 ft
HEADROOM (F/R)	40.55 / 37.24 in
LEGROOM (F/R)	39.1 / 36.57 in
CARGO CAP	(behind 2nd row 'wet') 14 cu.ft
WEIGHT	(Euro) 5070 lb
TOW CAPACITY	(Euro, braked) 8038 lb
ROOF LOAD (DYN/STATIC)	214-268 / 804 lb
FUEL / CAPACITY	unknown / (Euro) 23.8 gal
MPG	17/20/18 (city/hwy/comb)

BASE PRICE	\$72,000
COLD CLIMATE PACK: heated windshield, heated washer jets, headlight power wash	500
COMFORT & CONVENIENCE PACK: premium cabin lighting, front center console refrigerator compartment, cupholders w cover	1000
PREMIUM UPGRADE INTERIOR PACK: 18-way heated/cooled memory front seats, leather upgrades incl steering wheel	1400
3-ZONE CLIMATE CONTROL	400
CABIN AIR PURIFICATION PLUS	375
CLEARSTIGHT INTERIOR REAR MIRROR	570
REAR SEATS: 40/20/40 folding, heated rear seats with center armrest	500
BASIC REAR SEAT CONVENIENCE PACK	260
PREMIUM INTERIOR PROTECTION & STORAGE PACK	700
AIR SUSPENSION PACK: electronic air suspension, adaptive dynamics	1600
WHEELS: 22-in #5098 5-spoke gloss black	2200
WHEEL PROTECTION PACK	230
22-IN FULL SIZE SPARE WHEEL	200
BODY-COLOR SPARE WHEEL COVER	400
HEADS-UP DISPLAY	1000
INTERIOR: ebony/ebony Windsor leather/Robustec seats w ebony int	750
TOW HITCH RECEIVER	700
SIGNATURE GRAPHIC, GLOSS BLACK	200
EXTENDED BLACK EXTERIOR PACK	1310
AIR QUALITY SENSOR	100
EMERGENCY PACK	75
HANDOVER PACK	28
DESTINATION CHARGE	1475
TOTAL	\$87,973



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plus the miles of boulevards and busy streets that get us out of town.

While Defender's specifications and heritage suggest a vehicle with highly specialized capabilities, its deeper personality is far more universal—it's an immediate pleasure to drive. Even as a six-cylinder, the powertrain has a healthy growl. But you know it has maximum utility baked in.

Passing over substantial rain troughs in town could not be smoother. You are in command.

On the open road, Defender also proves to be a fantastic highway cruiser. And as we approached civilization on our return leg, crossing a series of rumble strips in advance of the first traffic light in a hundred miles or so, we simply buzzed across, with acoustics just enough to serve their purpose, but otherwise firm, quiet and compliant (with high marks also to its Continental tire fitment).

We had expected this Land Rover to be far more expensive. But you can easily spend this kind of money on a full size pickup, any number of sedans, or on other very familiar high-profile off-road-capable utilities. And Defender is certainly more distinctive. (Expect parts and service to run higher than those others, though.) Proportions and form factor provide an ideal driving position.

We noted few feature or interface oddities, none of which represent flawed implementation, rather simply style or function decisions any user will adjust to, even embrace. Auto start-stop, a feature we usually promptly turn off, is so quick and near-transparent, you don't even need to. Rare. It even has a full-size spare, tailgate-mounted.



2025 DEFENDER SEDONA EDITION

Defender 130 has its own color palette, including a new, exclusive Sedona Red option. It can be enhanced by an optional Extended Bright Pack with lower body panels finished in Ceres Silver Satin.

2025 DEFENDER OCTA

The new Land Rover Defender OCTA brings extreme performance and durability on- and off-road. Its 626-hp 4.4L twin turbo mild-Add 6D Dynamics intelligent suspension, heavily reworked chassis components for top performance over a range of surfaces and conditions, an all-new OCTA Mode—the first performance-focused off-road mode on a Defender, dedicated anti-lock braking, and launch control. New Body and Soul performance seats are immersive, yet made with highly durable materials.

A first-year Defender OCTA Edition One features exclusive new paint options and Chopped Carbon Fiber detailing. Orders are opening soon: landrover.com/defender.



Rapid progress on Apache Trail interim repairs

Limited public access expected in September



The Arizona Department of Transportation (ADOT) is making rapid progress on a project to restore limited public access to several miles of State Route 88 (Apache Trail). The \$4 million interim project, which is expected to be complete in September, is making the unpaved roadway suitable for those traveling in high clearance four-wheel drive and utility task vehicles.

The project addresses five miles of the roadway that were extensively damaged from flooding in 2019, which was made worse in areas by runoff from the Woodbury Fire scar. ADOT reopened 1.7 miles west to the popular Reavis Trailhead in 2022. The original closure point on the east side was at Apache Lake Marina at milepost 229.

Before the current project began, ADOT maintenance crews removed vegetation, filled in eroded roadway sections and cleaned out culverts. Work in the project area requires US Forest Service review and approval of any activity, as SR 88 follows an easement through

federal land. The project also must meet all applicable state and federal environmental requirements.

The current project involves five miles of SR 88, between mileposts 222 and 227, from Fish Creek Hill Overlook to the Reavis Trailhead, that have been closed since the 2019 flooding.

While the area between mileposts 222-227 previously had been open to hikers, bicyclists and equestrians, no public access is allowed during the current project.

Since the project began on July 22, a contractor first worked quickly to remove large boulders that blocked the road on a steep section at Fish Creek Hill, nine miles east of Tortilla Flat. Crews have since broken up the boulders and used the material to fill in eroded areas of the roadway and slope.

Other work underway in this phase includes mitigating rockfall between Fish Creek Hill Overlook and Fish Creek, installing new signage, and cleaning and repairing drainage culverts.

ADOT emphasizes that the roadway will only be suitable for high clearance four-

wheel drive vehicles, as well as utility task vehicles, when this stretch reopens. The roadway is not intended for travel in vehicles that lack four-wheel drive.

Traveling between the East Valley and Roosevelt Lake, Apache Trail was built during construction of Theodore Roosevelt Dam, which was completed in 1911. Prior to closing in 2019, the stretch between Tortilla Flat and Apache Lake was used by an average of 232 vehicles daily.

ADOT has performed extensive work since 2019 to restore access to and improve other damaged sections of SR 88 and made regular repairs when flooding has damaged areas that are open to traffic. Motorists can safely access Canyon Lake, Tortilla Flat and other points on the west side of the closure.

In addition to the current project, ADOT continues to seek federal funding for more extensive upgrades, estimated to cost \$33.7 million, that would make the highway accessible to other vehicles, as well as more resilient to storms.

For more information on the SR 88, visit azdot.gov/SR88ApacheTrail.



Third time still a charm

Small size has no shortcomings, many benefits by Joe Sage

Perhaps paradoxically both luxury and sub-compact, the Lexus UX slots in at the smallest end of their now seven-SUV lineup, below—or rather “smaller than,” as this vehicle itself is proof that small is not necessarily “below”—the NX. Its Toyota cousin is the Corolla Cross, but the Lexus comes without that sedan image (really just a name) coloring it.

(Note that in much of the rest of the world, there is an even smaller LBX, direct cousin to the now-discontinued-here Toyota Yaris, which seems another very intriguing formula.)

Lexus UX was new for model year 2019, making it another ambitious launch that soon had its hot new profile lost in the fog of lookdowns and all the rest. But it's here in plain sight now.

As of 2023, UX is now hybrid-only. We in fact had the 2023 UX 250h (also the F SPORT Handling trim and inherently a hybrid) just about a half-year earlier (see our January-February 2024 issue), commending its small crossover efficiency in a high-end build. We hesitated to have one again so soon, but were won over by the differences as a 300h.

In fact, this is our third, and we have praised them all. We had had a 2022 UX a year before that

(see July-August 2022), an at-the-time top trim 250h Luxury hybrid, similarly praising it as a popular size, in a handsome suit, at an accessible price.

If the timeline is not moving fast enough for you already, this sample is a 2025, bringing new shift-by-wire, along with an eight percent power bump, from 181 to 196 horsepower for the combined systems, and bringing shift time to 8 seconds or less (7.9 for AWD, versus 8.4 in the prior build, or exactly 8.0 with FWD). The engine and basic specs are the same on all four trims (or eight counting drivetrain). AWD adds only 120 pounds, which does drop fuel mileage by two points, but improved traction on sand and snow (not part of the fuel economy test) will make up for it.

Okay, more power, more acceleration, but what about that other bragging point, fuel economy? It turns out the new more powerful build delivers 44/40/42 mpg (city/highway/combined) versus 41/38/39 from the prior setup. Win-win-win.

This UX followed the big three-row TX (also in this issue) in a shared two-Lexus week. You might think this would make the reduction in size quite dramatic, but we felt right at home in the UX immediately. Even as we are personally longtime full-

size truck owners (along with a considerable variety of other things in other sizes), we found the UX interior spacious for the individual, while convenient enough to reach around the cabin easily. It's a nice handy package in a category that has proven right-sized for a great many. Even its cargo capacity, while obviously smaller than a larger SUV, beats many a sedan.

Instruments and controls are well conceived, effective and thorough. In fact, some introduce their own sexy details, such as ghosting sweeps of red and green on the needles to indicate (and congratulate) your efficiency.

Fuel mileage is stellar in any conditions, so although it was plenty quick even in eco—as noted in prior drives, the hybrid implementation punches well above its numbers—we set our profile to power, with sport suspension and steering. And speaking of steering, we have noted anew, every time, that this turns on a dime, which is one of our favorite attributes (there is no spec given for the current model, but the prior turned in 34.2 feet).

The conclusion remains the same: Lexus UX holds great appeal for a premium buyer curious about something smaller, or a small vehicle buyer wanting to move upscale. Or for someone with no preconceptions. It delivers a value-quality-price-efficiency formula that is great from any angle. ■



SPECIFICATIONS

ASSEMBLY	.....Miyawaka, Fukuoka, Japan
ENGINE	.....2.0L 4-cyl 16v DOHC, VVT-iE (intake), VVT-i (exhaust) for Atkinson cycle
HP/TORQUE	.....150 hp / 139 lb-ft
COMPRESSION RATIO	.....14.0:1
HYBRID SYSTEM	
ELEC MOTOR	.....F: perm magnet synchr; R: permanent magnet
BATTERY PACK	.....60-cell 222V Li-ion
HP/TORQUE	.....(AWD) F: 111 hp / 151.9 lb-ft R: 40 hp / 62.0 lb-ft
TOTAL SYSTEM POWER	.....196 hp / (na) lb-ft
TRANSMISSION	.....CVT
DRIVETRAIN	.....AWD
0-TO-60 MPH	.....7.9 sec
SUSPENSION	.....F: MacPherson strut; R: trailing wishbone
STEERING	.....(na)
BRAKES	.....F: 12.01 x1.10 vented; R: 11.06 x0.47 solid
WHEELS	.....18-in split-five-spoke alloy
TIRES	.....225/50 RF 18 95V run-flats, Bridgestone Turanza on ours
LENGTH / WHEELBASE	.....176.97 / 103.94 in
HEADROOM (F/R)	.....(moonrf) 35.75 / 36.38 in
LEGROOM (F/R)	.....42.05 / 33.13 in
GROUND CLEARANCE	.....6.3 in
APPROACH / DEPARTURE	.....14 / 25°
TURNING CIRCLE	.....(na)
CARGO CAPACITY	.....17.2 cu.ft
WEIGHT	.....3575 lb
FUEL / CAPACITY	.....regular / 10.6 gal
MPG	.....44/40/42 (city/hwy/comb)
BASE PRICE	.....\$46,375
PREMIUM PAINT: Ultrasonic Blue Mica	.....595
BI-TONE PAINT	.....350
WIRELESS PHONE CHARGING	.....75
COLD AREA PKG: windshield deicer	.....100
HEADS-UP DISPLAY	.....900
DESTINATION CHARGE	.....1150
TOTAL	.....\$49,545

Prices have increased; see below.

2025 LEXUS UX LINEUP

	FWD	AWD
UX 300h	\$37,490	\$39,060
UX Premium/+	40,690	42,260
UX F SPORT Design	41,440	43,010
UX F SPORT Handling	45,955	47,525



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Powerful identity

BY JOE SAGE

There's no question "right-sized" means different things to different buyers. And there's little question midsize has become right-sized for more pickup buyers than ever.

There's also no question what Raptor means to an off-roader. Meet the highly anticipated Ford Ranger Raptor, midsize cousin to their benchmark full-size dune-running F-Series Raptor, the Ranger bearing a Ford Performance-tuned 405-hp, 430 lb-ft 3.0-liter twin-turbo intercooled EcoBoost V6. Long suspension travel engineering includes a Watts

link rear suspension and class-exclusive 2.5-inch FOX Live Valve Internal Bypass shocks, coil-overs up front and piggyback reservoirs in the rear, to reduce heat buildup for all-day performance.

From some angles, Ranger Raptor seems almost as big as a full-size truck. Behind the wheel, inevitably in the company of various F-150s, Ranger's hood stands just about as high as the bigger trucks, and you sit just about as high as their drivers—stature, ride height and visibility rate high.

The F-150 Raptor currently starts at \$78,440, with 450 hp and estimated fuel mileage of 14 mpg city, 18 highway. Raptor R starts at \$111,550, with a 720-hp 5.2-liter supercharged, intercooled V8 (10 mpg city, 15 highway). Both have massive suspension, brake and structural upgrades, with 12 or

13.1-inch ground clearance.

Ranger Raptor specs and pricing in our sidebar show its comparatives—considerably less expensive at base level, approaching the bigger Raptor's base power while weighing over 500 pounds less. This amounts to a fistful of advantages with the Ranger Raptor for many buyers—and its simpler build variables may also be welcome.

We had a full range of drive time—routine errands in town, open mountain highways, gravel roads and full-blown off-road terrain.

Overall, we enjoyed everything about it. On the freeway, we had power and precision, plus its handy size, for lane-grabbing opportunities. Its power can easily exceed expectations. (We did encounter relatively gentle lane-keeping resistance,

which can be toned down.)

In a parking lot, its height and firmness could generate some rocking motions, a tradeoff for what it can do in the dirt. Glamis, our best world class dune-running, exceeds the mileage allowed during our week, but we did take it to a fine off-highway vehicle course in the lower mountains. This did not include rock-crawling or dune-running, but it did include rutted gravel roads at cruising speed and dirt trails and crawls through the roughest conditions, as well as climbs both slow and fast, and tight turnarounds. Traction and control are tops, out of the box—we popped it into 4H on the fly just for general reassurance at first, but surely of great value on the rougher terrain.

One detail we made several notes on was the shifter, an electronic affair we summed up as not always being responsive to our wants and needs. Long term familiarity will likely improve this.

Even as long-time full-size truck buyers, this Ranger catches our attention. It has just a 5-foot bed, but most of the bigger trucks are just 5.5 or 6 feet (and truth be told, we don't haul daily loads of 8-foot lumber these days, though we do carry a lot of boxes, and fewer trips are always preferable). One note about its size—you'll develop a healthy share of that full-size feeling, but as you spring into the driver's seat, if you're tall, you may discover the top of the door frame the hard way.

The most inescapable part of the Ranger Raptor is of course its identity. When shopping for a new Ford pickup, you're almost certain to have your own solid feel for Ranger versus F-Series before you even start. And whichever you choose, Raptor can be one of the sub-decisions you make based on fun, funding and fundamental purposes. But, being honest with yourself about your real purposes, you owe it to yourself to fully compare. ■



SPECIFICATIONS

ASSEMBLY	Michigan Assembly Plant, Wayne, Michigan
ENGINE	3.0L EcoBoost V6 twin-turbo, intercooled, DOHC 24v, port fuel & dir inj, twin indep var camshaft timing, compacted graphite iron block, alum heads
HP/TORQUE	405 hp / 430 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	10-spd SelectShift auto
DRIVETRAIN	4x4, front locking diff, rear drive w electronic locking diff
TRANSFER CASE	2-spd w 4H, 4L, 4A modes
MAXIMUM CRAWL RATIO	67.88:1
SUSPENSION	F: forged alum dbl A-arm w 2.5-in Fox Live Valve shocks; R: Watts-link w trailing arms and Fox Live Valve shocks
STEERING	elec power asst rack & pinion
BRAKES	F: 12.24 x1.33, 2.0-in twin-piston caliper; R: 12.12 x0.94, 2.12-in single-piston; (all) non-asbestos organic pads
WHEELS	17-in gray-paint, beadlock capable
TIRES	33-inch All-Terrain LT 285/70R17
LENGTH / WHEELBASE	210.9 / 128.7 in
HEADROOM (F/R)	41.0 / 38.3 in
LEGROOM (F/R)	43.7 / 38.3 in
GROUND CLEARANCE	10.7 in
APPR / DEP / BRKOVER	33.0 / 26.4 / 24.2°
TURNING CIRCLE	43.3 ft
BED LENGTH	59.6 in
BED WIDTH / AT WHEELHOUSE	62.4 / 48.2 in
MAX PAYLOAD	1411 lb
TOW CAPACITY	5510 lb
WEIGHT	5325 lb
FUEL / CAPACITY	.91 oct prem / 20.3 gal
MPG	16/18/17 (city/hwy/comb)
BASE PRICE	\$55,365
EQUIPMENT GROUP 800A	
SECURICODE KEYLESS KEY PAD	95
WHEELS: 17-in gray, beadlock capable	1495
BEDLINER: Toughbed spray-in	495
DESTINATION CHARGE	1595
TOTAL	\$59,045

Prices have increased; see below.

2024 FORD RANGER LINEUP

	4X2	4X4
XL	\$32,720	\$36,365
XLT	36,160	39,645
Lariat	43,680	47,165
Raptor		55,620

NEW POWER UPGRADE!

DEARBORN, MICHIGAN, AUGUST 29, 2024—Ford Performance Parts engineers add significant low-end torque and horsepower to the 3.0-liter EcoBoost engine in Ranger Raptor and Bronco Raptor—improved throttle response and an optimized shift schedule for a more powerful driving experience, via new software calibration. **Ranger Raptor Calibration** (for 2024) brings torque from 430 to 536 lb-ft, horsepower from 405 to 455. **Bronco Raptor Calibration** (for 2022-24) takes torque from 440 to 536 lb-ft, horsepower from 418 to 455. The calibration can be purchased online for \$825, to be installed at a local dealer. These calibrations are covered by the Ford Performance parts warranty. ■

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NASCAR CHAMPIONSHIP WEEKEND NOVEMBER 8-10, 2024

Phoenix Raceway has hosted NASCAR Championship Weekend since 2020 and has sold out six consecutive Cup Series races. NASCAR Championship Weekend returns this November, with four major races over three days. The weekend begins on Friday, November 8, with the ARCA Menards Series West and NASCAR Craftsman Truck Series championship races. On Saturday, the NASCAR Xfinity Series Championship Race caps a day that also includes NASCAR Cup Series qualifying. And then on Sunday, the NASCAR Cup Series Championship Race will once again conclude one of the most exciting NASCAR seasons on record, as drivers battle side-by-side for the coveted Bill France Cup in the fifth-consecutive NASCAR Cup Series Championship Race here.

NASCAR CHAMPIONSHIP WEEKEND 2025

Phoenix Raceway has announced they will continue as host of NASCAR Championship Weekend in 2025, from October 31 to November 2.

TICKETS & INFORMATION:

Only a limited number of tickets remain for the 2024 NASCAR Championship Weekend. Given the overwhelming demand, fans are urged to secure their seats and experiences immediately. For tickets, as well as for information on additional experiences and entertainment—including camping, parking, scanners, Infield Experience, Busch Light Lounge, Ally Curve hospitality club and more—call the Phoenix Raceway ticket office at 866-408-RACE (7223) or visit phoenixraceway.com.

Fans looking to buy or resell reserved seats can also visit SeatGeek.com.

FRIDAY, NOVEMBER 8
ARCA MENARDS SERIES CHAMPIONSHIPtba
NASCAR CRAFTSMAN TRUCK SERIES CHAMPIONSHIP8:00 pm

SATURDAY, NOVEMBER 9
NASCAR CUP SERIES QUALIFYINGtba
NASCAR XFINITY SERIES CHAMPIONSHIP7:30 pm

SUNDAY, NOVEMBER 10
NASCAR CUP SERIES CHAMPIONSHIP3:00 pm

Schedule and details subject to change



Rugged & refined

BY JOE SAGE

The new Lexus GX inhabits an evolving matrix, one in which Lexus and Toyota lineups can be looked at separately or by comparison with each other. This year brings a combination of the two. On the Toyota side, Land Cruiser has been ruggedly transformed enough to move it closer to 4Runner, while vacating the large SUV spot or letting Grand Highlander slide into it. On the Lexus side, the new GX brings a new level of ruggedness to this brand, while drawing a clearer distinction between itself and the bigger LX, as the new TX (also in this issue) slides in between. (How it all fits together globally could fill a book.) All this probably makes the decision between GX and LX (and now also TX) the most distinct it has ever been.

As for Lexus GX versus Toyota Land Cruiser, beyond brand aura or luxe level, the GX has a slightly more powerful engine, a 349-hp 3.4-liter V6 versus Land Cruiser's 326-hp 2.4-liter turbo-four, with torque equally close. More significantly for many, while Land Cruiser tows 6,000 pounds, Lexus GX tows over 9,000 pounds in Standard or Overtrail trims, or from 7,601 to 8,020 pounds in Luxury.

Three GX trims also each have a "plus" version, for a total of six. The lineup starts at \$64,250 and runs to just over \$80 grand, a welcome starting point and price range overall for a luxury brand.

Base GX Premium trim (a three-row), the more specialized mid-level Overtrail (a two-row) and the three-row Luxury combine to create a lineup with

very wide appeal. (See more distinctions at right.)

The GX Luxury trim driven here is refined in both appearance and purpose by its 22-inch wheels, along with its own style and finish points. Luxury is already quite loaded, although the even-more-top Luxury+ runs just \$4 grand more (see lineup in sidebar). Our sample demonstrates another solid equalizer—while its ten options and upgrades might be expected to cost a whole lot more on a typical luxury vehicle, these prices are all unusually modest (see our build's specs in sidebar).

The new GX is powerful, with strong acceleration, precise handling and tightly controlled maneuverability at any speed. Brakes are ample, with more of a refined feel than any performance-grade harshness (if you're used to the latter, their force is more than they may feel at first). The turning circle is mainstream by spec, but proves tight enough

Dedicated off-roaders will be most interested in the Overtrail trim (right), or even the base Premium. All trims have the same ground clearance (Luxury in fact has 0.2" more), the same wading depth, and are very close on approach-departure-breakover. While Standard has wide-purpose 20-inch wheels, Overtrail has 18-inchers and 33-inch A/T tires, a locking rear diff, adaptable variable dynamic suspension, downhill assist and multi-terrain modes.

for boulevard U-turns and clever parking lot navigation. Having the luxe trim with big wheels, we did not take ours off-pavement at all, but to some degree you could—say an unpaved road to a picnic, not for sidewall-challenging off-roading.

The entire effort earns a solid "A," underscoring that while many engineering and manufacturing efforts have been almost completely diverted to EVs, often leaving other models somewhat stagnant, Toyota and Lexus have continued to evolve existing lineups—in fact to amp them up more than ever. It's a welcome chance to see the best of where automotive design, engineering and styling



can progress right now, undisturbed by the EV detour—new excitement with familiar powertrains.

The rugged styling of the new GX bears an element of boxiness (itself a bit of a trend in off-road-ers), yet Lexus is a known master of aerodynamics in any body form. The more time you spend with it, the more its curves, flares and stance will catch your eye. Admiring glances follow it everywhere. The gotta-have-it factor looms large in this one. ■

SPECIFICATIONS

ASSEMBLY	Tahara, Aichi, Japan
SEATING	bench 7 / captain's chairs 6
ENGINE	3.4L V6 twin turbo, 24v DOHC, chain drive, dual VVT-i
HP/TORQUE	349 hp / 479 lb-ft
COMPRESSION RATIO	10.3:1
TRANSMISSION	10-spd Direct Shift auto
DRIVETRAIN	AWD, Torsen limited-slip locking center differential, 50:50
0-100 / TOP SPEED	6.5 sec / 109 mph
SUSPENSION	F: dbl wishbone; R: four link w coil spring
STEERING	rack & pinion elec pwr
BRAKES	F: 13.94 x 1.26 vented, 4-cyl fixed; R: 13.19 x 0.79 vented, 1-cyl fixed caliper
WHEELS	22-in alloy
TIRES	265/50R22 XL 112v, Dunlop Grandtrek PT5A
LENGTH / WHEELBASE	197.05 / 112.2 in
OVERHANG (F/R)	37.8 / 47.05 in
GROUND CLEARANCE	8.66 in
APPR / DEPART / BRKOVER	.26 / .21 / 23°
WADING DEPTH	27.46 in
TURNING CIRCLE	39.4 ft
HEADROOM (F/2/3)	39.39 / 43.15 / 35.45 in
LEGROOM (F/2/3)	41.18 / 36.73 / 31.89 in
CARGO CAPACITY	10.3 / 40.1 / 76.9 cu.ft
WEIGHT	5565-5710 lb
TOW CAPACITY	7844-8020 lb
FUEL / CAPACITY	premium / 21.14 gal
MPG	15/21/17 (city/hwy/comb)

BASE PRICE	\$79,900
HEATED 2ND ROW CAPTAIN'S CHAIRS	440
HEADS-UP DISPLAY	900
TRAFFIC JAM ASSIST: 4G network dependent, requires Drive Connect subscription, 3-yr trial incl	620
DIGITAL KEY & SMART ACCESS KEY: 4G network dependent, requires Remote Connect subscription, 3-yr trial incl	375
ROOF RAIL CROSS BARS	440
CARPET CARGO MAT	150
TONNEAU COVER	110
BALL MOUNT	80
KEY GLOVE	25
WHEEL LOCKS	95
DESTINATION CHARGE	1350

TOTAL **\$84,485**
Prices have increased; see below.

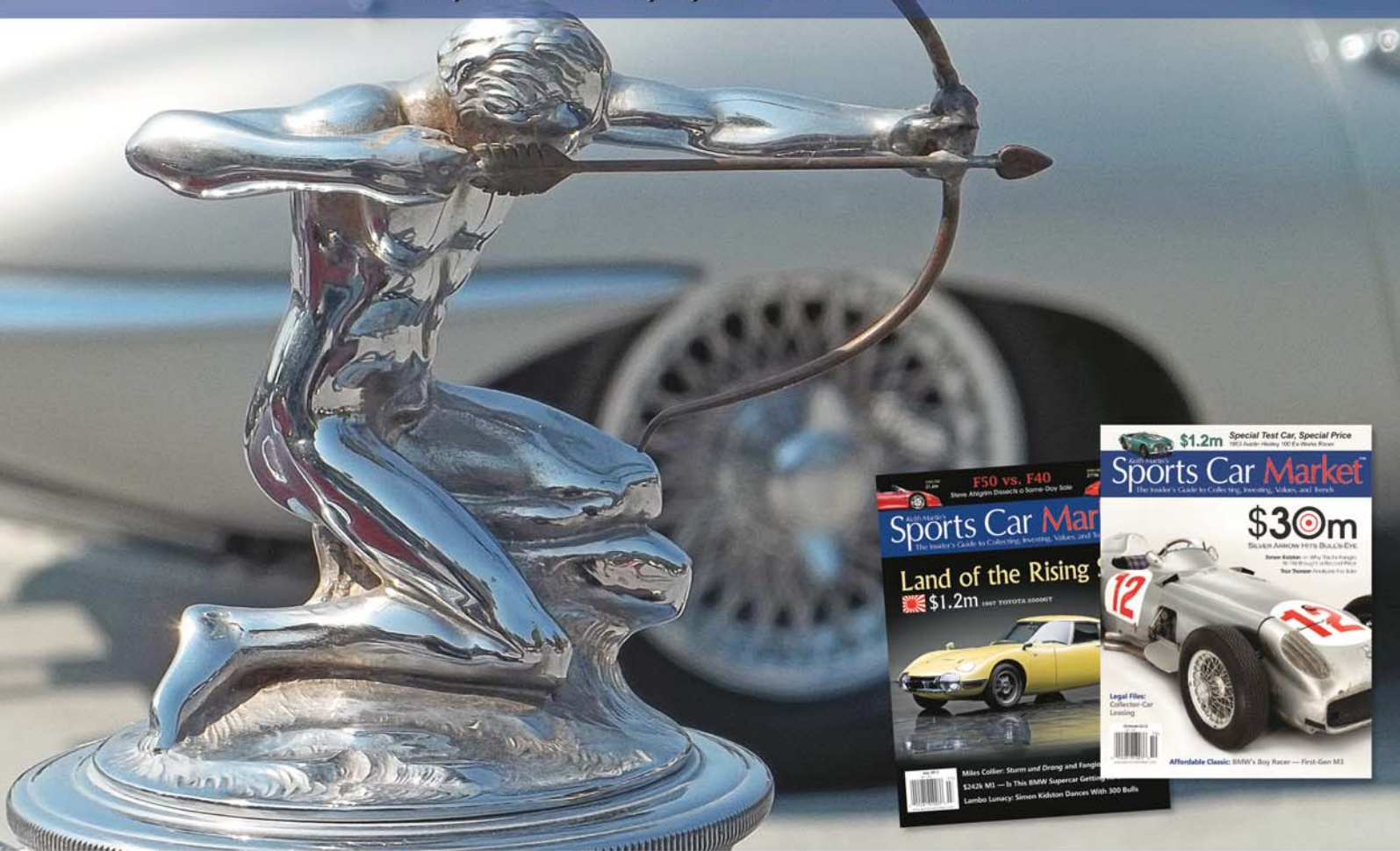
2024 LEXUS GX LINEUP

GX 500 Premium	\$64,250
GX 500 Premium+	69,250
GX 500 Overtrail	69,250
GX 500 Overtrail+	77,250
GX 500 Luxury	77,250
GX 500 Luxury+	81,250



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Preservation Bugatti Named Best of Show at the 73rd Pebble Beach Concours d'Elegance

For the first time in the history of the Pebble Beach Concours d'Elegance, Best of Show was awarded to a preservation car. This year, 214 cars from 16 countries and 29 states pulled onto the competition field, and the car named Best of Show was a 1934 Bugatti Type 59 Sports presented by Fritz Burkard of The Pearl Collection in Zug, Switzerland. Preservation cars have appeared on the Pebble Beach show field for decades, with formal classes hosted for them since 2001.

Concours chairman Sandra Button notes, "This storied Bugatti, the first Type 59 built, is a rare factory race car that recorded multiple Grand Prix victories. It wears all of its history to this day, having been preserved in the livery it was given when redressed by King Leopold of Belgium."

Owner Fritz Burkard exclaimed, "I'm so happy for the car, so happy for Bugatti. First time a Swiss, first time a European wins, first time a preservation wins. It's important that preservation also gets recognition, because a car can only be once original. And it drives so beautifully."

With this win, Bugatti and Mercedes-Benz are

ted for the most Best of Show awards at Pebble Beach, with ten wins each.

This year's race for Best of Show featured other strong contenders, including the 1948 Talbot-Lago T26 Grand Sport Saoutchik Fastback Coupé presented by Robert Kudela of Chropyně in the Czech Republic; the 1934 Packard 1108 Twelve LeBaron Sport Phaeton presented by Harry Yeaggy of Cincinnati; and, perhaps most surprisingly, the 1970 Lancia Stratos HF Zero Bertone Coupe, presented by Phillip Sarofim of Beverly Hills, in a historic display of Wedge concepts and prototypes.

Key 2024 winners include:

BEST OF SHOW

1934 Bugatti Type 59 Sports
 The Pearl Collection / Fritz Burkard, Zug, Switzerland

BEST OF SHOW NOMINEES

- 1948 Talbot-Lago T26 Grand Sport Saoutchik Fastback Coupé
 Robert Kudela, Chropyn , Czech Republic
- 1934 Packard 1108 Twelve LeBaron Sport Phaeton
 Harry Yeaggy, Cincinnati, Ohio
- 1970 Lancia Stratos HF Zero Bertone Coupe
 Phillip Sarofim, Beverly Hills, California

ELEGANCE AWARDS

- Gwenn Graham Most Elegant Convertible
 1934 Packard 1108 Twelve Dietrich Convertible Sedan
 The JBS Collection/Jack Boyd Smith Jr., Elkhart, Indiana
- JB & Dorothy Nethercutt Most Elegant Closed Car
 1934 Packard 1108 Twelve Dietrich Sport Sedan
 Lehman Collection, Palm Beach, Florida
- Jules Heumann Most Elegant Open Car
 1955 Maserati A6G/54 2000 Zagato Spyder
 Chris Shane, Manhattan Beach, California
- Strother MacMinn Most Elegant Sports Car
 1955 Maserati A6GCS Frua Spyder
 Jonathan & Wendy Segal, San Diego, California

The Pebble Beach Concours has already raised over \$3 million for charity this year, bringing total charitable donations to over \$41 million to date. Through the Pebble Beach Company Foundation, this benefits nearly 100 local nonprofits focused on youth education, impacting the lives of more than 10,000 children annually in Monterey County.

The 74th Pebble Beach Concours d'Elegance takes place on Sunday, August 17, 2025, celebrating the centennials of Chrysler and Invicta; the creations of Virgil Exner; and the 75th Anniversary of Formula 1. Visit pebblebeachconcours.net



AVIATION FOR EVERYONE

FORMER SPACEX ENGINEER NIKITA ERMOSHKIN IS ON A MISSION TO CHANGE HOW YOU THINK ABOUT PERSONAL AVIATION

Los Angeles-based Airhart Aeronautics is intent upon creating the safest, easiest-to-fly airplane ever engineered. The team, led by former SpaceX engineer Nikita Ermoshkin, aims to simplify personal travel by enabling people to fly with state of the art, user-friendly aircraft control systems and enhanced safety features, with the broader goal of making aviation more accessible. Ultimately, Ermoshkin's goal is to change how people interact with and think about flying an airplane.

Airhart's goals include developing an airplane with greater range, speed and autonomy, for a car-like experience in the air. More specifically, Airhart is focused on simplifying aircraft control systems and enhancing safety features, so that flying is easier and safer.

The company has already made significant strides, including flying a software testbed in November 2022 and ex-

hibiting its first model, the Airhart Sling prototype aircraft, at EAA in July 2023.

The aircraft is being engineered using the Sling TSi airframe by Sling Aircraft, known for high-quality, durable and efficient light aircraft design and manufacturing. First deliveries of the Airhart Sling are expected in January 2026.

Airhart anticipates success because, as they state, they are developing the technology, airport infrastructure is already in place, and they see an opportunity with enormous scale ahead—without having to wait 25 years.

With over 19,000 general aviation airports in the US, more than 300 million Americans live within 10 miles of an airport. This proximity is key to the viability of their mission. Airhart believes this creates an enormous opportunity when combined with the newest, smartest technology and engineering. They note this as one of the greatest

periods of technological innovation the world has ever seen, yet with personal aviation still built on technology from decades ago. Their mission is to enable people to learn to fly more easily and to make flying an airplane as simple as driving a car, a viable option for personal travel that could even replace cars for long road trips.

The Airhart Sling will be an experimental/home-built kit with a full Airhart avionics suite. This approach allows more flexibility and innovation during the development and certification process. The aircraft design includes advanced safety features and simplified controls, all aimed at a more accessible and enjoyable flying experience.

Their goal is to transition from the experimental phase to a fully certified aircraft under Part 23 regulations by 2031.

The Airhart Sling will fall under the Special Airworthiness Certificate within the experimental home build category, giving the company a broader market reach, which they hope will establish the Airhart and future models as the go-to mainstream personal aircraft.



The aircraft will have particular appeal to tech-savvy individuals and those interested in the latest advancements in aviation technology. Airhart foresees a diverse market, targeting existing pilot-owner operators, new pilots without planes and individuals who do not yet have pilot licenses. By designing an aircraft that is easy to fly, Airhart aims to reduce the barriers to entry for new pilots, making aviation more accessible to a wider audience, including those previously deterred by the complexity and cost of traditional small aircraft.

Their first model, the Airhart Sling, will stand out from traditional aircraft, such as single-engine trainer aircraft, through its emphasis on modern technology and user-centric design, featuring advanced avionics and optional supervised autonomy. The Airhart Sling will be the first small airplane designed for personal use that uses a fly-by-wire system.

The aircraft aims to be more intuitive for new pilots, reducing the learning curve and increasing pilot confidence.

The company has raised funds to support its projects. Its strong leadership team has diverse expertise in engineering, soft-

ware development and business development—combined experience that strongly positions Airhart to achieve its goals.

Airhart's first focus is on the roll out and delivery of the Airhart Sling to customers. The company's long-term outlook includes plans to increase the size of the general aviation market and make flying a viable alternative for many people.

Additional future models will be built on the success of the Airhart Sling by incorporating similar advancements in safety and ease of use.

The development of larger aircraft and trainers will cater to flight schools and commercial operators, providing similarly modern, efficient and safe options for pilot training and passenger transport. Airhart's commitment to innovation and accessibility in aviation suggests that future models intend to continue to push the boundaries of what is possible in personal and commercial aviation, ultimately transforming the industry.

Airhart Aeronautics
3355 E Spring St, Hangar 7
Long Beach CA 90806
www.airhartaero.com



AIRHART LEADERSHIP TEAM

Nikita Ermoshkin
FOUNDER & CHIEF EXECUTIVE OFFICER

Under Ermoshkin's leadership, Airhart is simplifying personal travel by enabling people to fly with easier-to-use aircraft control systems and enhanced safety features, making aviation more accessible.

Fundamentally, his mission is to change how people interact with and think about flying an airplane.

A former SpaceX engineer, Ermoshkin holds a Bachelor of Science in electrical and computer engineering from Cornell University. He is a visionary aerospace engineer with a strong foundation in engineering and technology management. Passionate about advancing aviation, he continues to inspire and drive aerospace innovation.

Soren Rademacher
LEAD FLIGHT SOFTWARE ENGINEER

With degrees in mechanical and software engineering from North Carolina State University, Rademacher leads the development of flight software at Airhart. He previously worked at Carbon, focusing on additive manufacturing technologies.

Suleyman Barthe-Sukhera
GUIDANCE, NAVIGATION
AND CONTROL ENGINEER

Barthe-Sukhera has a background in aerospace engineering and autonomous robotics. At Airhart, he ensures the robustness of autonomous flight systems, drawing on his experience validating embedded software for the Ford Mustang Mach-E and F-150 Lightning. He has a Master's degree from Grenoble INP-Ense3 in mobile autonomous robotic systems.

Cary Volpert
HEAD OF BUSINESS DEVELOPMENT

Volpert has a rich history of taking innovative projects from concept to market. With a degree from the University of Pennsylvania and an MBA from UNC Chapel Hill, Cary drives business development at Airhart.

Healthy auction sales at Monterey/Pebble Beach



Bonhams:
2022 Ferrari 812 Competizione:
\$1,611,000



Gooding & Company:
1938 Alfa Romeo 8C 2900B Lungo Spider:
\$14,030,000



Mecum Auction:
1969 Ford GT40 Lightweight:
\$7,865,000



RM Sotheby's:
1960 Ferrari 250 GT SWB
California Spider by Scaglietti
\$17,055,000

Bonhams / Cars

The Quail Auction - Quail Lodge & Golf Club, Carmel
Friday, August 16, 2024 cars.bonhams.com
Compiled from individual sales. Final results pending. Prices include premium.

- 2022 Ferrari 812 Competizione Lot 121P \$1,611,000
- 1967 Ferrari 330GRC Coachwork by Pininfarina Lot 154 \$692,500
- 1957 Porsche 356A 1600 Speedster Lot 145 \$472,500
- 2006 Ford GT Lot 111S \$357,000
- 1968 Maserati Mistral 3.7 Spyder Lot 140 \$335,000
- 1970 Dodge Challenger R/T Hardtop factory HEMI Lot 200 \$329,500
- 2003 Aston Martin DB AR1 Lot 151 \$280,000
- 1961 Aston Martin DB4 'Series III' Vantage Spec Sp Sal. Lot 138 \$277,200
- 1953 Porsche 356 Pre-A 1500 Super Coupe barn find Lot 136 \$246,400
- 1998 Porsche 911 Type 993 Turbo XLC Coupe Lot 146 \$246,400

Gooding & Company

Pebble Beach Auctions - Pebble Beach Parc du Concours
Friday-Saturday, August 16-17, 2024 goodingco.com

The 20th Annual Pebble Beach Auctions by Gooding & Company, offering their largest catalog since inception in 2003, achieved \$108,989,200 in sales over a two-day auction, at an 82% sell-through rate, with 25 cars achieving over \$1 million and an average price per lot of \$721,783, led by the top sale of a 1938 Alfa Romeo at over \$14 million.

- 1938 Alfa Romeo 8C 2900B Lungo Spider Lot 29 \$14,030,000
- 1955 Ferrari 857 Sport Spider Lot 150 \$5,350,000
- 1958 Ferrari 250 GT Tour de France Berlinetta Lot 40 \$5,200,000
- 1995 Ferrari 333 SP Evoluzione Lot 44 \$5,120,000
- 1976 Porsche 935 Lot 32 \$4,295,000
- 1934 Duesenberg Model J Disappearing-Top Conv Coupe Lot 25 \$3,745,000
- 1956 Maserati A6G/54 Berlinetta Lot 132 \$3,550,000
- 1991 Porsche 911 Reimagined by Singer / Study Lot 52 \$3,085,000
- 1968 Lamborghini Miura P400 Lot 19 \$2,315,000
- 1960 Aston Martin DB4 GT Lot 21 \$2,095,000

Mecum Auction

Hyatt Regency Monterey Hotel and Spa - Del Monte Golf Course, Monterey
Thursday-Friday-Saturday, August 15-17, 2024 mecum.com

Mecum had \$54 million in sales, with their top Ford GT40 the fourth highest sold during Monterey Car Week and 11 vehicles above \$1 million, including the most valuable 1969 Dodge Hemi Daytona ever at auction. Mecum also unveiled Steve McQueen's hero 1970 Porsche 917K from the film *Le Mans*, to be sold at Kissimmee, January 2025 in Florida.

- 1969 Ford GT40 Lightweight Lot S90 \$7,865,000
- 1969 Dodge Hemi Daytona Lot S99 \$3,360,000
- 1967 Ferrari 275 GTB/4 Lot F90 \$3,080,000
- 2003 Ferrari Enzo Lot F77 \$2,860,000
- 1970 Plymouth Hemi Cuda Convertible Lot S97 \$2,576,000
- 1967 Ferrari 330 GTS Lot F96 \$2,530,000
- 1967 Chevrolet Corvette L88 Convertible Lot S96 \$2,352,000
- 2005 Porsche Carrera GT Lot S88 \$1,732,500
- 1930 Packard 734 Speedster Boattail Runabout Lot S104 \$1,375,000
- 1957 Mercedes-Benz 300SL Roadster Lot F91 \$1,237,500

RM Sotheby's

Monterey Conference Center - 1 Portola Plaza - Monterey, CA 93940
Thursday-Friday-Saturday, August 15-17, 2024 rmsothebys.com

RM Sotheby's achieved \$161.2 million in sales at Monterey, with 87.25% of lots sold, including 33 over \$1 million and five lots over \$5 million, with bidders from 39 countries. Cars from all eras set auction world records during RM's three-day annual flagship auction, with the 1960 Ferrari 250 GT SWB California Spider leading at \$17,055,000.

- 1960 Ferrari 250 GT SWB California Spider by Scaglietti Lot 346 \$17,055,000
- 1955 Ferrari 410 Sport Spider by Scaglietti Lot 357 \$12,985,000
- 1959 Ferrari 250 GT LWB California Spider by Scaglietti Lot 354 \$5,615,000
- 1995 Ferrari F50 Lot 268 \$5,505,000
- 1967 Ferrari 275 GTB/4 NART Alloy by Scaglietti Lot 338 \$5,285,000
- 1934 Alfa Romeo 8C 2300 Lungo Spider by Eagle Coach Lot 352 \$4,075,000
- 2023 Bugatti Chiron Super Sport Lot 331 \$3,497,500
- 1966 Ferrari 275 GTB/6C Alloy by Scaglietti Lot 329 \$3,481,000
- 2021 Bugatti Chiron Sport Noire Lot 229 \$3,360,000
- 1932 Delage D8 S Roadster by Pourtout Lot 247 \$3,305,000

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

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The Greasemonkeys have the feeling their full line of durable all-steel portable toolboxes with lift-out tray and a variety of the most cool car guy graphics (five styles now and more coming!) just may be too good to stash tools in—we may have to call them "deco-boxes"!

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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.

♥ 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

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

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



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Ford F-150 Tremor has been with us now for ten years, though it still seems new, an off-road-emphasis build slotting in above FX4 and below the off-the-charts Raptor (born four years before Tremor, yet also still seeming new). In some years its own trim level, FX4 is currently a \$1095 package for XLT, still leaving almost \$12 grand of headroom to Tremor's price, while Tremor lies \$14 grand below the dune-running king Raptor. From a rock, dirt and dune standpoint, Tremor fills an otherwise sizable gap. (There are also two more trims below XLT and three premium-luxe-oriented trims stair-stepping up from Tremor to Raptor in price.)

on firm middle ground

Clever build sits in the wide gap between XLT FX4 and Raptor

BY JOE SAGE

Though presented as its own trim in the lineup, Tremor is achieved via two interwoven packages—Tremor 401A and Tremor High 402A—which, at \$11,700, define that price gap coming up from XLT with FX4. While its build and extreme terrain levels slot higher than FX4 and below Raptor, the list of inclusions on Tremor is lengthy—almost 30, all significant. Off-road upfits include shocks, skid plates, exhaust and a more specialized 4x4 system. Audio and other electronics are upgraded, too, as are creature comforts, styling and finishes.

Tremor comes in one build—SuperCrew with a 5.5-foot bed on a 145-inch wheelbase; the vener-

able 5.0-liter V8; and of course 4x4.

We headed out the first time about 2:30 am for a bite to eat, with streets and freeways largely to ourselves. The truck's 400-hp V8 has plenty of pep, fed nicely through its 10-speed automatic. The drive was so good in town, we had to remind ourselves that with its exceptional off-road bones, town isn't what it's really built for. Or then again, maybe it is. Two features we usually want to turn off promptly—lane-keeping assist and auto start-stop—performed smoothly and transparently.

Big brother Raptor does well in town, too, tracking true on its bigger sand- and dirt-running tires,

but it does feel like it pretty completely fills a lane.

Tremor's key dimensional comparatives versus Raptor largely come down to tires and wheels. Raptor's big 35-inch tires (or its optional 37s) and the suspension to accommodate them create a track about six inches wider than the Tremor. (Surprisingly, their turning circles are close—47.8 feet for Tremor, 50 for Raptor.) Approach-departure-breakover specs benefit significantly from this on the Raptor—for those who truly do take it to those extremes. But in town, the advantages go to Tremor.

Our dirt time was strong, as well, not surprisingly. We ran a number of dirt trails with tight curves, steep climbs, deep ruts and sizable swales, all with confidence. We ran in 4HI, though one particularly steep section of more radical trail

eased toward 4LO territory—but our hands were full and we rolled with it. Turnarounds were tight with its almost-50-foot circle, seven-point turns or so, but again all with precision control.

How in the world does someone decide between the two (or among the three, with FX4)? Per budget, intended purpose or both, you'll know what's the best fit at this point. It's a good time for a buyer to get honest with themselves about their real usage. Then again, "ready for anything" qualifies as a projected usage. It's much like, say, higher tow capacity or a third row in an SUV—many people will buy them with actual plans to use them or to just never fall short. Or they may go for years without needing them at all, but not care.

There's no question there are a lot of Raptors on the road in our market. Some surely hit the dunes every chance they get, others never have and never will, and everything in between. Raptor is obviously big, bad and sexy. What's great is that Ford Performance has made the Tremor sexy, too. It's just a matter of choosing your favorite flavor. ■



SPECIFICATIONS

ASSEMBLY	Dearborn Truck Plant, Michigan (also Kansas City Assembly, Missouri)
BUILD	fully boxed, high-strength steel frame; high-strength military-grade aluminum alloy body
ENGINE	5.0L Ti-VCT V8, naturally aspirated, 90° V8, OHC, alum/alum, roller finger follower valvetrain, port fuel delivery, direct injection
HP/TORQUE	400 hp / 410 lb-ft
COMPRESSION RATIO	12:1
TRANSMISSION	elec 10-spd automatic
DRIVETRAIN	4x4, electronically controlled w electronic locking diff
REAR AXLE	3.73 electronic lock rear axle
TRANSFER CASE	electronic shift on fly with flat tow mode
SUSPENSION	F: indep dbl-wishbone w coil-over shock & stamped lower control arm, Tremor monotube shocks; R: leaf spring, solid axle, Tremor twin tube shocks
STEERING	electronic power asst
BRAKES	F: Nitro Tough iron, 350x34mm, 2x51mm sliding caliper; R: Nitro Tough iron, 336x20mm, 1x54mm sliding dIPB
WHEELS	18-in alloy w dark matte fins
TIRES	275/70R 18 all-terrain
LENGTH / WHEELBASE	231.7 / 145.4 in
HEADROOM (F/R)	40.8 / 40.4 in
LEGROOM (F/R)	43.9 / 43.6 in
GROUND CLEARANCE	9.4 in
OVERHANG (F/R)	37.6 / 48.5 in
APPR / DEP / BRKOVER	27.6 / 24.3 / 21.2°
TURNING CIRCLE	47.8 ft
BED LENGTH (NOMINAL/FLOOR)	5.5 ft / 67.1 in
BED WIDTH AT WHEELHOUSE	50.6 in
GVWR (package)	7100 lb
PAYLOAD	2445 lb
WEIGHT	5267 lb
TOW CAPACITY	10,400 lb
FUEL / CAPACITY	reg unl or E85 / 36 gal
MPG	15/20/17 (city/hwy/comb)
BASE PRICE	\$64,150
EQUIP GROUP 402: TREMOR SERIES	11,710
TWIN PANEL MOONROOF	1,495
BEDLINER: Toughbed spray-in	595
TONNEAU HARD COVER	1,092
RETRACTABLE REAR CENTER STEP	430
DESTINATION CHARGE	1,995
TOTAL	\$81,467

Base price has increased slightly; see below.

2024 FORD F-150 LINEUP

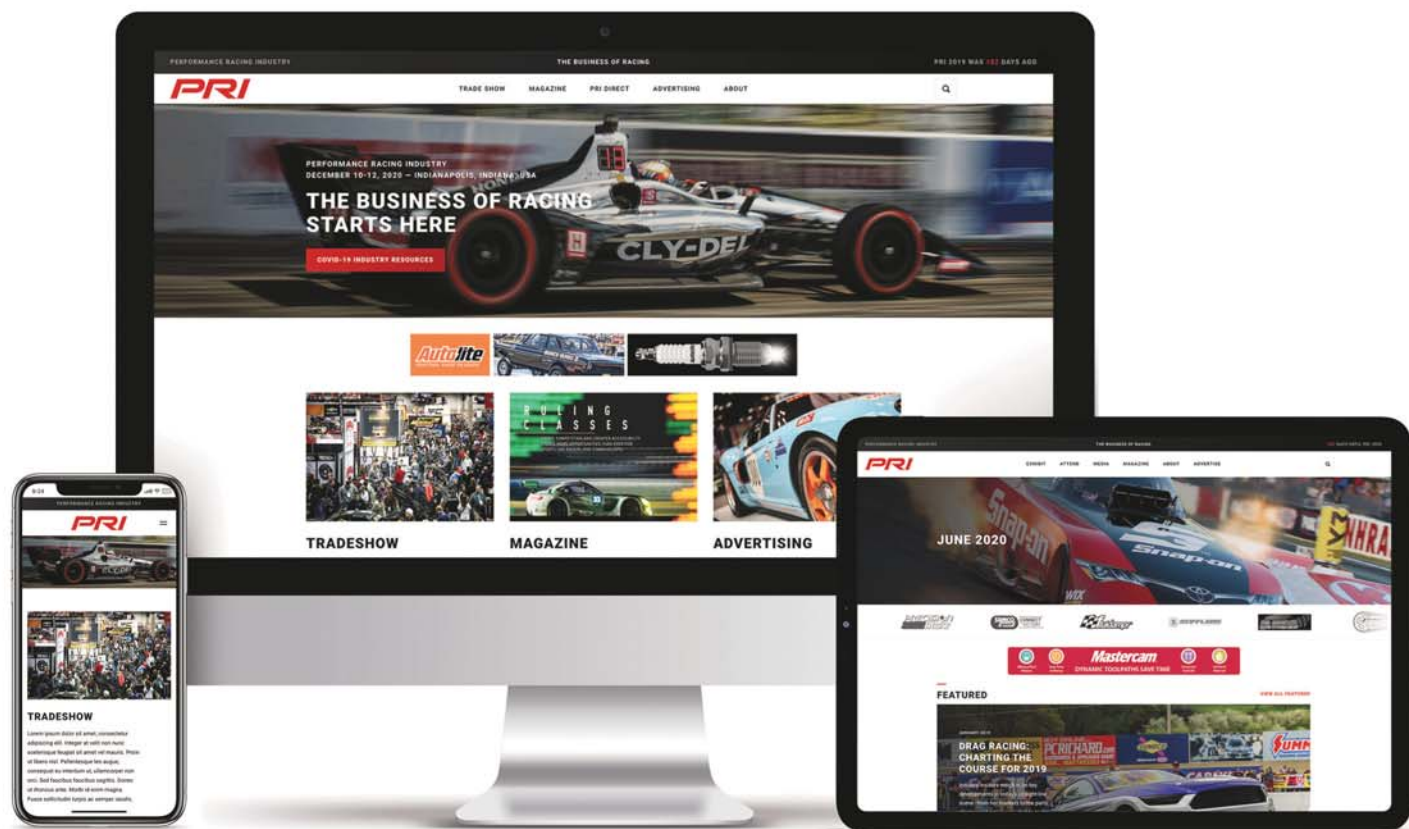
	4X2	4X4
XL	\$36,965	\$41,980
STX	44,000	49,800
XLT	47,730	51,530
Tremor		64,350
Lariat		65,395
King Ranch		73,845
Platinum		73,845
Raptor		78,440

The gen-fourteen F-150 was revealed in 2020 for model year 2021. It receives a mid-cycle refresh for 2024, with new grilles, headlights and taillights, updated features and instruments inside, plus a few lineup fine-tunings.



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SPECIALTY VEHICLE : 2025 FORD POLICE INTERCEPTOR UTILITY

New Ford Police Utility receives hybrid option

The 2025 Ford Police Interceptor Utility (PIU) now includes a hybrid powertrain option, which can help save on fuel expenses due to unnecessary idle times, powering onboard equipment even when the engine is off, contributing to an estimated potential savings of up to 838 gallons of fuel per year, for projected cost reductions of about \$17,500 over six-year ownership with gas at \$3.50 per gallon.

- Departments can now choose from three powertrain options:
- 3.3L direct-injected V6 w hybrid system (AWD): 318 hp and 322 lb-ft
 - 3.3L V6 gasoline engine (AWD): 285 hp and 260 lb-ft of torque
 - 3.0L V6 EcoBoost engine (AWD): 400 hp and 415 lb-ft of torque.

The 2025 Ford PIU comes standard with additional features designed to help ensure officer safety and productivity. The Police Perimeter Alert system detects moving threats around the vehicle, automatically activating the rear camera, sounding a chime, rolling up windows and locking the doors, so officers can monitor their surroundings and complete tasks inside the vehicle. If officers must exit the vehicle quickly, Police Engine Idle lets them lock the vehicle and take the keys, but with the engine still running to power onboard equipment.

Available ballistic panels for front doors provide level III+ or IV+ protection. Level III+ can help resist many handgun and non-armor-piercing bullets up to .30 caliber, while level IV+ panels provide protection against up to .30-caliber armor-piercing rifle ammunition.

Additional features and technologies include:

- Manual Police Pursuit Mode with a steering wheel activation button, so officers can easily put the vehicle into a high-performance tuning configuration without taking their hands off the wheel
- Police Dark Car feature to help remain discreet during stakeout
- Four remappable switches integrated into the steering wheel to connect the driver with installed equipment to control lights, sirens, speakers, K9 door releases and other police applications
- Police Accessory Independent Timed-Release Output (PAITRO), a two-part security system for the cargo area, with a front seat overhead release button allowing 45 seconds to walk to the liftgate and press a second button to make it open, preventing unauthorized access and maintaining the security of the rear cargo area
- Available lockable vault for convenient storage of weapons, ammunition or critical evidence
- New standard 12.3-inch LCD digital instrument cluster with certified speedometer for clearer information display
- Ford Pro Vehicle Integration System 2.0 for easier customization; and advanced over-the-air capabilities for seamless updates
- A Ford modem, with the option to subscribe to Ford Pro Telematics, for real-time vehicle data on performance and service needs to help fleet managers plan maintenance, increasing uptime

The Ford PIU was designed and tested to pass Ford 75-mph rear impact crash test benchmarks to help keep officers safe out on the highways, earning the vehicle's pursuit-rated, pursuit-tested distinction.

Ford Pro Police Vehicles, America's best-selling police vehicles, are supported by over 700 commercial vehicle service centers across the nation, to keep units in top condition and officers on patrol. ■



Loaded

BY JOE SAGE

Dodge Hornet is the offspring of two Stellantis families—Dodge as a whole, and Alfa Romeo Tonale specifically. Though heavily based on the Tonale, Hornet's complete restyling has made it clear which side of the family it favors. And now the R/T badge makes it moreso.

The blood of both clearly runs in its veins. Alfa Tonale launched in early 2022 for model year 2023 as a metamorphosis ("La Metamorfosi"), a brand calibration combining luxury, electrification and connectivity. Dodge Hornet launched that summer, with just simpler GT and GT Plus trims. Now, the R/T trim rounds out the Tonale formula (though as a Dodge, R/T brings a trademark performance feel, versus the Alfa's Euro-luxe-exotic personality).

We met both in mid-2023—Hornet first, a GT

Plus here for a full week (see our July-August 2023 issue), then about a month and a half later an introductory presentation and short local drive with the Tonale (see September-October 2023). Roll forward a year, and the two have meshed, as the new Hornet R/T joined our fleet for a week.

Amped up considerably from the original GT, the R/T powertrain—with the more powerful engine, PHEV tech and transmission of Tonale, and upping the GT's AWD to electronic EAWD—not only meets, but incrementally beats the Alfa's specs (see chart comparing key attributes, below).

You can compare two ways. Alfa Tonale stakes claim to the same higher powertrain across all trim levels. But where Hornet used to all have the same

lower one, it now gives you a choice—its upper engine besting Alfa by about \$2500, or the lower one getting you into Hornet for \$10,000 less.

We took our Hornet R/T for a considerable drive through the rolling hills and hairpins of mid-altitude mountains and had a ball. Turning off auto stop-start in this is inherently achieved by hitting a sport mode button right below the ignition—a handy two-fer, as we usually want both, anyway. (There are a wider range of modes, including full-electric, via steering wheel controls.)

On a more open mountain four-lane, the transmission (a 6-speed versus the GT's 9-speed) was sometimes oddly busy even on slight grades that seemed nearly level. The turning circle is also larg-

er than we'd expect in such a small vehicle, just shy of 38 feet, but it's still tight enough for a four-lane boulevard U-turn.

(Of note: if you have big feet, you may find the pedals quite tight. You'll also get notable sound effects and a little drag presumably from the regenerative system, which can make you think your big feet may be on both pedals. Also, as on other Alfas, the paddle shifters are so large, your hands can get tangled in them, when going for a turn signal or wipers. But these are all the type of things an owner will surely get used to.)

All in all, you can get a good burst of grunt for accelerating up a ramp, with a solid steady pace and easy lane changes on the freeway.

Given all that the two Hornet powertrains offer, we are still intrigued by a third possibility. What if there were a more powerful version, but without PHEV? (Given the interdependencies of various powertrain elements, it might vary a little more than exactly just that. In fact, remove the electrified component of the R/T PHEV, and power and

torque are much closer to the GT, suggesting a spot for a third engine in between.) The thing is, the PHEV battery adds 276 pounds (close to a couple of permanent passengers), removes over four cubic feet of cargo volume, and makes the gas tank 2.3 gallons smaller (or almost 70 miles' worth). If you have a usage cycle that can benefit from the PHEV's electric-only mode daily (32 miles rated), it can have a clear advantage. But for other usage, including longer or more aggressive in-town use and certainly for longer distance travel, the full-electric advantage goes largely dormant. Hand in hand with that thinking, we'd also love to see a manual shift option. Maybe sales success will breed such options in the future. Maybe not. A lot has to do with the current driving forces behind the push for electrification.

As it stands, Dodge Hornet delivers a clever bag of tricks, in a vehicle that has largely come out of nowhere to replace (to a point) vehicles with huge provenance. They've covered a lot of bases, and all in all, we'd be proud to own one. ■

COMPARISONS	engine	hp / lbft	length/wb	weight	tow	mpg	\$ base
DODGE HORNET GT	2.0L turbo	268 / 295	178.0 / 103.8	3715	2000	21/29/24	\$31,400
DODGE HORNET R/T	1.3L turbo PHEV	288 / 383	"	4140	"	29/77MPGe	41,400
ALFA ROMEO TONALE	1.3L turbo PHEV	285 / 347	178.3 / 103.8	4133	"	29/77MPGe	43,845

We don't generally get into hypermiling, but at the end of our week, we noticed a readout staing we had an almost empty fuel tank and just 39 miles of gasoline range remaining. With an 11.2-gallon tank and 29 mpg combined rating, a full tank could cover 325 miles. So we checked records, and we had only driven 111 miles. Add that 39 remaining, and we had achieved just over 13 mpg actual, less than half the rating. (Even adding 25-30 delivery miles, not knowing at which end it was filled, it's about 16 mpg.)



SPECIFICATIONS

ASSEMBLY	.....Pomigliano, Italy
ENGINE/TRANS BUILD	.....Poland / Italy
PARTS CONTENT	.....Italy 56% / Poland 12% / US-Canada 0%
ENGINE	.....1.3L 4-cylinder turbo PHEV
MOTORS	.....F:P1 BSG 44 hp, R: P4 121 hp (90kW)
MOTOR TORQUE (F/R)	.....F: 199 / R: 184 lb-ft
BATTERY	.....Li-ion, nickel manganese cobalt graphite, 15.5 kWh, 306V
HP/TORQUE	.....net comb 288 hp / 383 lb-ft
TRANSMISSION	.....6-spd auto
DRIVETRAIN	.....eAWD
0-TO-60 / TOP SPEED	.....5.6 sec / 128 mph
SUSPENSION	.....F: MacPherson strut, FSD damping; R: Chapman strut (FSD damping)
STEERING	.....elec pwr
BRAKES	.....Brembo calipers standard; F: 13.53; R: 12.08
WHEELS	.....(opt) 20-in Abyss finish alum
TIRES	.....(opt) 235/40R20 a/s
LENGTH / WHEELBASE	.....178.0 / 103.8 in
GROUND CLEARANCE	.....6.1 in (note: GT versions have 8.0 in)
TURNING CIRCLE	.....37.86 ft
HEADROOM (F/R)	.....na / na
LEGROOM (F/R)	.....na / na
CARGO CAPACITY	.....22.9 cu.ft
WEIGHT	.....4140 lb
PAYLOAD	.....1195 lb
TOW CAPACITY	.....2000 lb
FUEL / CAPACITY	.....na / 11.2 gal
ALL-ELECTRIC RANGE	.....32 miles
MPG/MPGe	.....gasoline 29 / e-gas 77 (comb)
BASE PRICE	.....\$46,400
PAINT: Acapulco Gold	.....595
CUSTOMER PREF PKG 28D: Tech Pack Plus w/o parallel & perp park assist, intelligent speed assist, active driving assist, surround-view cameras, ParkSense front/rear/side park assist, drowsy driver detect	.....2245
R/T BLACKTOP & TRACK PACK BUNDLE: black Alcantara non-vented seats w red accents, inox steel door sills, gloss black mirror caps, dark Hornet badge, dark R/T badge, gloss black side window moldings, sporty leather steering wheel, dual mode suspension, 20-in Abyss finish alum wheels, 235/40R20 a/s tires, bright pedals, red Dodge calipers	.....3590
DESTINATION CHARGE	.....1595
TOTAL	.....\$54,425

Prices have increased; see below.

2024 DODGE HORNET LINEUP

GT AWD31,400
GT PLUS AWD36,695
R/T EAWD41,400
R/T PLUS EAWD▼ 46,745

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Professionally judged and curated, the Arizona Concours will include more than 100 valuable dream cars and collector vehicles from throughout North America, shown on the lawns of the Scottsdale Civic Center in an impressive display of engineering, design and sheer beauty.

The theme for the 2025 edition of the Concours is "The Art of Automotive Engineering." Owners and caretakers of special vehicles are invited to submit their cars for entry on the ArizonaConcours.org website.

Sixteen classes have been chosen for the 2025 Concours, with awards presented in each class, along with special awards and the two coveted Best of Show trophies, one for pre-World War II, one for post-war.

The classes for 2025 are:

- Class 1. The Dawn of Innovation – Carriages and Brass Era (pre-1916)
- Class 2. Exceptional Early Engineering – Vintage Cars (1916-1927)
- Class 3. Pre-war Sports and Race Cars
- Class 4. Elegance during America's Art-Deco Age – 1930s American Coachwork
- Class 5. Exceptional Engineering of the Art-Deco Age – 1930s European Coachwork
- Class 6. Avant Garde – 1930s, '40s and '50s Unique, Unusual, or Cutting-edge Engineering
- Class 7. Mid-Century Modern Engineering Mastery – Stylish 1950s/1960s Luxury
- Class 8. Preservation Class – Highly Original and at least 50 years old in 2025
- Class 9. Modern Engineering and Design – European Sports/Racing Cars – 1948-1975
- Class 10. Trans Am, The Glory Years – Historic American Racing Cars from 1968-1972
- Class 11. Contemporary Engineering from Exotic Marques – Exotic Sports Cars 1975-2005
- Class 12. Featured Marque – The Iconic Engineering of Ettore and Jean Bugatti
- Class 13. RUF Automobile, GmbH – Leading-edge Porsche engineering
- Class 14. Featured Designer – The designs of Carrossier Jacques Saoutchik



- Class 15. Engineering on Two Wheels – A collection of Important and Historic Motorcycles
- Class 16. Innovation through Engineering – Alternative Propulsion Vehicles of Various Ages (early steam and electric, turbine, etc.)

The Arizona Concours is presented in partnership with Scottsdale Arts, the organization responsible for an array of artistic services in the city. Past themes for the Concours have been The Art of Aerodynamics and The Art of Automotive Design.

Proceeds from the Arizona Concours benefit local artists and art programs, as well as the Concours' longtime beneficiary, Make-A-Wish® Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions. ■



Best understood in context BY JOE SAGE

When we drove the first subcompact executive size CLA four-door coupe at launch in 2013, one of their primary goals had been to bring it to market starting under \$30,000. And they did, with the base trim coming in at \$29,900 (just 41.1 percent the cost of their original four-door coupe, the Mercedes-Benz CLS). By 2020, the starting price had risen to \$36,650. As just \$100 would surpass that \$30k benchmark, anyway, that's not surprising. But more importantly, the car was a success and had by then firmly established itself. More importantly, a simple inflation calculation reveals that \$29,900 in 2013 dollars was equal to \$33,218 in 2020 dollars, anyway.

Today, the lineup starts at \$44,400—again not that far off the original benchmark, as the original

\$29,900 price would be \$40,324 in today's dollars.

You may notice that this base model has a four-cylinder engine. But in addition to it being a healthy mild-hybrid turbo, the entire CLA lineup now comprises four-cylinders, right up to a 416-hp handcrafted AMG 2.0-liter twin-scroll turbo-four in the top AMG version at \$81,195, good for zero-to-60 in just four seconds (see lineup in sidebar).

What carries through the years is its size. The best place to get a handle on Mercedes model-by-size nomenclature is the current SUV lineup, from full-size GLS, down through executive class (mid-size) GLE, to compact GLC, then a between-C-and-A-sized GLB, and finally the subcompact GLA.

The long-running S-E-C-A sedan family is less clear. It currently has no A Class; coupes and cabri-

olets are evolving to fall between—or combine—classes; and the four-door coupes are maybe trickiest of all to pigeonhole by category.

All this came to mind during our week with the CLA, which felt small to us. If you are tall, as we are, it will likely come to mind for you, too. The first impulse was to think, well, CLS is pricey, but going to CLE could work. But CLS was discontinued last year, and there has, perhaps surprisingly, never been a CLE four-door coupe. There is now only CLA.

It gets more complex because the three-digit (CLx) name has been migrating from its long-running use for four-door coupes, to now being applied to two-door coupe-cabriolet siblings. Such is the case with a new CLE, just coming to market.

Some small vehicles prove to be quite spacious once settled inside. Headroom and legroom in the CLA are not unusual, but the cabin did feel perhaps narrower than some subcompacts, and seat

adjustment (again, for a taller person) was an ongoing project. We imagine most anyone can get their seat just right over a bit more time, and cabin size will become familiar, maybe even convenient. But ingress and egress remained increasingly tight and frustrating, the more time went by.

Some things, of course, come in different sizes based on how much you need, or can afford—houses, for example. Others comes in sizes specifically based on your own physical size—pants or shirts, say. Vehicles come in different sizes for a variety of reasons. In most cases, it's the how-much-you-need formula. But in others, your own size may be just as important. It's something that can be overlooked—or rationalized—in, say, a little sports roadster. Less so in a sedan equivalent.

As for the car itself, power and handling were fine from our first go, as was the transmission—even with modest numbers, plenty more seemed to always be on tap (its industry-influencing mild hybrid assist component surely a factor).

The ride can be quite firm, picking up every detail even on a smooth road with few visible de-

tails. Switching between comfort and dynamic gave essentially the same experience. The firm ride was not harsh, however—with normal speed and attitude adjustment, we breezed right over benchmark familiar large rain troughs on our test routes.

Fundamentally, the CLA's existence can be seen two ways. As an A-size alternative to the CLS, it is downsized. Or as a four-door coupe alternative to an A Class sedan, it's more stylized.

With one of the most complex lineups in the business, Mercedes can't build every possibility. But if you are still wishing for a four-door coupe in a larger size, there are also an AMG GT 4-Door Coupe (at about \$100k) or two somewhat similarly styled EQ EV sedans, the EQE or EQS (\$75k, \$105k). You could seek a prior-year CLS still in inventory, some \$30-35,000 higher than CLA, or perhaps at a premium. Or you're shopping used.

Taller people do know how to adapt. Or pass. Try the CLA on for size. If it fits, you're all set. If not, the Mercedes-Benz gasoline lineup still has the regular sedan family or the new CLE two-door coupe (or cabriolet) at hand. ■



SPECIFICATIONS

ASSEMBLY	.....Kecskemet, Hungary
ENGINE/TRANS BUILD	.....Germany / Germany
PARTS CONTENT	.....Germany 25% / Hungary 10% / US-Canada 0%
ENGINE	.....2.0L inline-4 turbo, mild hybrid drive, diecast alloy block/head
HP/TORQUE	.....221 hp / 258 lb-ft
COMPRESSION RATIO	.....10.5:1
TRANSMISSION	.....8G-DCT 8-spd auto
DRIVETRAIN	.....4MATIC AWD
0-TO-60 MPH	.....6.3 sec
SUSPENSION	.....4-whl indep: F: MacPherson strut/wishbone; R: multi-link
STEERING	.....rack & pinion w/ electromechanical power-assist
BRAKES	.....na
WHEELS	.....18x7.5J multispoke
TIRES	.....225/45R18, a/s run-flats
LENGTH / WHEELBASE	.....184.6 / 107.4 in
GROUND CLEARANCE	.....na
TURNING CIRCLE	.....36.1 ft
HEADRM (F/R)	.....38.5 / 35.7 in
LEGROOM (F/R)	.....41.8 / 33.9 in
CARGO CAPACITY	.....11.6 cu.ft
WEIGHT	.....3616 lb
FUEL / CAPACITY	.....prem unl / 13.5 gal
MPG	.....25/35/28 (city/hwy/comb)

BASE PRICE	.....\$45,200
PAINT: MANUFAKTUR Patagonia Red	.....1750
Metallic	.....1450
GREY/BLACK LEATHER	.....4000
PREMIUM PLUS PKG	.....3150
AMG NIGHT PKG: AMG body styling, AMG diamond-block grille, high-gloss black elements (grille trim, mirrors, window trim)	.....620
AUDIO: Burmester surround sound	.....250
WINTER PKG: washer system	.....899
WHEELS: 19-in AMG multi-spoke black	.....300
TRAFFIC SIGN ASSIST	.....500
HEATED FRONT SEATS	.....1700
DRIVER ASSIST PKG: active brake assist, cross-traffic function, active distance DISTRONIC, active steering, active blind spot, active lane keeping, active lane change, active speed limit, active emergency stop, evasive steering, PRE-SAFE PLUS, route-based speed adaptation, extended restart in stop-and-go traffic	.....1150
DESTINATION CHARGE	.....\$61,370
TOTAL	.....\$61,370

2024 MERCEDES CLA LINEUP

MERCEDES-BENZ	.....FWD	.....AWD
CLA 250 Coupe	.....44,400	
CLA 250 Coupe 4MATIC	.....▼ 46,400	
2.0L inline-4 turbo mild hybrid: 221 hp, 258 lb-ft, 0-60 6.3 sec		
MERCEDES-AMG	.....AWD	
AMG CLA 35 Coupe 4MATIC	.....56,100	
AMG-enhanced 2.0L inl-4 turbo w hybrid assist: 302 hp, 295 lb-ft, 0-60 4.8 sec		
AMG CLA 45 S Coupe 4MATIC+	.....65,400	
AMG CLA 45 S Edition 1 4MATIC+	.....81,195	
Handcrafted AMG 2.0L inline-4 twin-scroll turbo: 416 hp, 369 lb-ft, 0-60 4.0 sec		

TRAVEL SITES TO BE SEEN

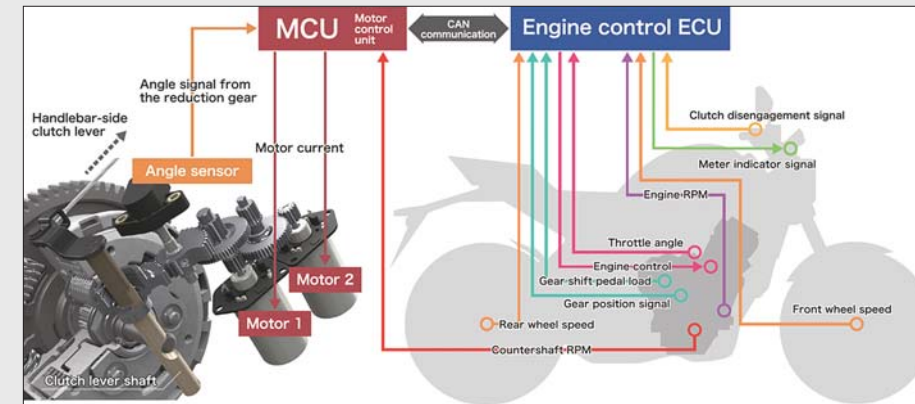


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Honda E-Clutch comes to the US on CB650R and CBR650R



Previously unveiled in Europe, Honda E-Clutch technology will now be offered to US customers on the 2024 CB650R and CBR650R.

The cutting-edge feature delivers several benefits, making the riding experience easier, sportier and less fatiguing. It appeals to riders with a wide range of skill and experience levels, enabling them to focus on the fun of riding more comfortably.

Honda E-Clutch lets riders choose for themselves whether or not to operate the clutch lever on manual transmissions, thereby expanding the potential for riders while maintaining the special fun of riding motorcycles.

Honda's range of large, fun motorcycle models employs a unique dual clutch transmission (DCT)

for motorcycles—an automated gear shifting system that automatically changes gears without the rider having to operate the clutch lever. By comparison, Honda E-Clutch only automates the clutch operation, with the rider always in control of gear shifting. In this way, the clutch and transmission mechanisms are the same as on conventional manual transmission motorcycles.

At the heart of the Honda E-Clutch system is a drive unit and motor control unit (MCU) comprising two small motors and gears, and a three-part clutch lever shaft for moving the clutch lifter piece. The system itself is made up of an engine control electronic control unit (ECU) that operates in conjunction with the MCU in response to data sent

from various sensors.

Automatic clutch control parameters use many signals, including engine RPM (crankshaft), throttle angle, gear position, gear shift pedal load, clutch disengagement, meter indicators, and front and rear wheel speed. Referencing and cooperating with computations from the engine control ECU, the system then applies appropriate clutch control.

This design leads to a light, compact system unit suited to motorcycles; faster clutch control than via human operation; clutch control appropriate to the riding state (starting, shifting and stopping); with manual operation of the clutch available even during automatic control, to switch the system on or off, according to rider preferences.

When the system is on, it automatically controls clutch operation and no clutch lever operation is required from the rider. Only throttle operation is required when starting, only gear shift pedal operation is required for gear shifting, and clutch lever operation is not required when stopping. When riding, however, hand operation of the clutch lever can move the system into manual mode temporarily, which requires the same clutch lever operation as a normal manual transmission.

In regular usage, Honda E-Clutch lets a rider choose a higher level of peace of mind and comfort in city riding, or the fun of allowing the rider to concentrate on sports riding. Bringing great versatility to motorcycles, this simple and compact system is expected to be included in a wide and varied range of models going forward. ■



Honda CB650R
 Color: Pearl Smoky Gray
 MSRP: \$9,399



Honda CBR650R
 Color: Grand Prix Red
 MSRP: \$9,899
 (shown prepped for track)

Long range planning

BY JOE SAGE

The biggest news for GV60 EV in 2024 is not the sample driven here, which is the same as we had last year, Performance AWD.

At that time, though Genesis had already introduced other EVs based on existing models, GV60 was their first utility purpose-built as EV-only. This was then the top of two trims, both all-wheel drive—motors front and rear, for more horses, quicker acceleration and higher performance, though lower MPGe and shorter range are the tradeoffs.

At the smaller end of the Genesis utility lineup by size, GV60 in 2023 sat at the higher end by price. It was also pricier than its comparable cousins from Kia and Hyundai in general—plus those also offered lower-powered, higher-range, lower-cost rear-wheel drive. Genesis GV60 last year did not.

But while the cousins are now adding higher-powered versions, Genesis is doing the opposite—the biggest news this year is that there is now a third version. The 429-hp Performance AWD (our sample last year and again this year) remains the top build, while 314-hp Advanced AWD now sits in the middle, as they have added a 225-hp GV60 Standard RWD, a rear-driver with higher fuel mile-

age equivalent (MPGe) and longer range.

This drops the overall GV60 lineup's point of entry from \$60,550 to \$52,000. And Standard RWD boasts 294 miles of range (plus higher MPGe; see sidebar), while range on the AWD versions is 248 or 235 miles (46 or 59 miles less, respectively).

Range in the 2-somethings for any of them may not sound dramatic at first, but the new Standard RWD now has enough, at least on paper, to drive round-trip between Phoenix and Flagstaff or Tucson without recharging—a huge practical difference.

That said, our real world range in the higher-powered Performance AWD suggests otherwise. After just three days of routine nearby errands, we were startled to see our battery at 19 percent and range just 40 miles. We had driven just 116 miles since full charge, achieving just a little more than half the stated range (not enough to even reliably make it one-way to Flagstaff or Tucson).

Heat-related? Possibly. (The vehicle also shut off its AC, miserable inside on a 108-degree day.)

Our usual search for a working fast charger soon had us at 7 percent battery and 13 miles of range (so maybe half that), when an unrelated dealership saved us with their service department charger.

Applying this to the longer range of Standard RWD, it seems unlikely that even it would make it to Flag or Tucson and back. But perhaps it is still enticing, in the “more is better” department, and



GENESIS GV60 MAGMA CONCEPT

While GV60 has just added a lower-output higher-range end, the other end is busy, too, as Genesis develops a Magma variant of each model in the lineup, with an emphasis on both premium aesthetics and performance. GV60 Magma will be the first, with Korean sales starting in Q3 2025, Europe in 4Q. Shown at the Goodwood Festival of Speed in July, it had the fastest time in its class on the famous 1.17-mile hillclimb course, 53.5 seconds. Stay tuned.

more specifically, it could at least make it one way.

Visually unchanged, the 2024 GV60 adds wi-fi hotspot capability, Digital Key 2, Highway Driving Assist II, Advanced Forward Collision Avoidance-Assist, more airbags and upgraded seatbelt tech.

As last year, we had fun with paddle shifts and sport and i-Pedal modes in our Performance AWD, noting precise steering and handling, and plenty of power. The new GV60 turned a lot of heads last year. The option to spend less and go farther with Standard RWD is also sure to turn some heads. ■



SPECIFICATIONS

Several specifications were not provided by the manufacturer, so were third-party sourced.

ASSEMBLY	Ulsan, South Korea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	SKorea 95% / US/Can 1%
MOTORS	(Performance AWD): F: 160 kW; R: 160 kW; 320 kW total with 10-sec Boost Mode for 360 kW
BATTERY	Li-ion polymer, 697V 77.4 kWh, 394 kW output, weight 1060.3 lb
HP/TORQUE	±429 hp / 516 lb-ft
TRANSMISSION	(third party) single-speed reduction gear
DRIVETRAIN	AWD, electronically controlled mechanical limited slip diff
0-TO-100 KM/H (±62 MPH)	(third party) 4.0 sec
SUSPENSION	electronically controlled w road preview: F: MacPherson strut multi-link; R: multi-link
STEERING	motor-driven power-assist rack-mounted rack & pinion
BRAKES	F: 14.2 vented, 4-piston; R: 14.2 vented, single-piston; integrated electronic boosters
WHEELS	21x8.5J
TIRES	255/40R21 Michelin Primacy Tour a/s
LENGTH / WHEELBASE	177.8 / 114.2 in
GROUND CLEARANCE	(third party) 6.3 in
TURNING CIRCLE	39.2 ft
HEADROOM (F/R)	(Vision Roof) 39.0 / 38.1 in
LEGROOM (F/R)	42.3 / 37.6 in
CARGO CAPACITY	24.0 / 54.7 cu.ft (third party) trunk 0.7 cu.ft
TOW CAPACITY	(w trailer brakes) 2000 lb
WEIGHT	4876-4890 lb
CHARGING TIME:	
AC Standard 120V	(to 100%) ±68 hours
AC Level II 240V	(to 100%) ±7 hours
DC Rapid 50 kW	(to 80%) 73 min
DC Rapid 250 kW	(to 80%) 18 min
RANGE	est 235 miles
MPGe	97/82 (city/hwy)
BASE PRICE	\$69,550
PAINT: Hanauma Mint	575
DESTINATION CHARGE	1195
TOTAL	\$71,320

2024 GENESIS GV60 LINEUP

.....RWD	AWD
STANDARD RWD	\$52,000
225 hp, 125/99 MPGe (city/hwy), range 294 miles	
ADVANCED AWD	\$60,550
314 hp, 103/86 MPGe (city/hwy), range 248 miles	
PERFORMANCE AWD	\$69,550
429 hp, 97/82 MPGe (city/hwy), range 235 miles	

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THE INSIDE TRACK: BRIEFS & RUMORS



▼ The first construction phase has been completed on a new 108,000 sq.ft battery technology laboratory building for the Industrial Cell Lab at the new **Mercedes-Benz eCampus** in Stuttgart-Untertürkheim. The new lab complements two already existing cell labs, together meaning Mercedes-Benz can now cover the entire product and process chain for cell development and production, including: (1) Chemistry Lab to develop and evaluate different cell chemistries and advanced cell designs in various formats, from button cells to small multi-layer pouch cells; (2) Flexible Cell Lab to build and test large prototype cells in automotive format (pouch cells) based on new developments; and (3) Industrial Cell Lab producing prototype cells on an industrial scale, including electrode manufacture, cell assembly, electrolyte filling, forming and finishing, using state-of-the-art production equipment that can produce and test several thousand cells annually for development purposes. The second construction phase will see the completion of an advanced test and validation center on around 215,280 square feet, comprising: (1) battery ramp-up factory for product and process development as well as maturity assurance for large-scale industrial production; and (2) state-of-the-art test beds for testing battery safety and endurance. Several functions from the testing facility in Nabern will be transferred to the eCampus. A sustainable building concept has been applied for the entire eCampus, which covers around

323,000 square feet, including foundations incorporating recycled concrete; usable roof of the new test and validation centre to be greened, with more than 75 percent of its surface area equipped with photovoltaics; reversible heat pumps and cold accumulators for sustainable heat supply and air conditioning; and hybrid cooling towers for efficient water supply.

▼ **Aston Martin** has committed to con-



tinuing its 25-year bloodline of V12-engined flagship vehicles with a new in-house-engineered ± 824-hp, 738-lb.ft V12. A complete re-design, the new engine refines every stage of the internal combustion process to achieve unprecedented performance and efficiency. Hardware highlights include a strengthened cylinder block and conrods, redesigned cylinder heads incorporating reprofiled camshafts,

plus new intake and exhaust ports. Repositioned spark plugs and new higher-flow-rate fuel injectors deliver optimized combustion for class leading performance and efficiency gains. In addition, new higher-speed, reduced-inertia turbochargers deliver increased performance and throttle response. The new V12 engine, which will be seen in Aston Martin's most exclusive and limited availability models, will be handcrafted, year by year, in strictly limited numbers. It will make its first appearance in a new flagship model due to debut later this year, described for now only as "a true dynamic disruptor."

▼ **McLaren Automotive** has confirmed Atlas Copco, a global pioneer of innovative industrial assembly tooling and software solutions, as its "Official Smart Tooling Supplier." McLaren has been working in partnership with Atlas Copco's team of product specialists to enhance its manufacturing and engineering operations within the McLaren Production Centre (MPC). Across the production line, new technologies provided by Atlas Copco have been integrat-

ed into McLaren's devices and operating systems, for seamless integration with existing production infrastructure. McLaren has also deployed over 150 of Atlas Copco's battery-powered, transducerized digital tools, including its ITB and SRB ranges. These 5G-capable wireless tools are linked to Atlas Copco's latest generation Power Focus 8 controller. With the potential to connect up to 20 tools, this provides McLaren

a fully-connected, space-optimized production environment. Real-time data insights from Atlas Copco's Smart Integrated Assembly portfolio harnesses artificial intelligence (AI) and machine learnings to iden-



tify risks in production before they occur. The collaboration also enables automation of McLaren's bodysell adhesive application processes—leveraging Atlas Copco's cutting-edge joining and vision technologies, high precision SCA adhesive dispensing and 3D laser profiling RTVision quality inspection system to enhance efficiency and accuracy at every stage of assembly.

▼ Heading to LA and figuring whether to



fly or drive? You can soon factor this in, as it promises increased airport convenience, lighter traffic, or perhaps both. The Los Angeles Board of Airport Commissioners recently approved an agreement that sets a construction completion date of December 8, 2025, for **Los Angeles International Airport's (LAX) Automated People Mover (APM)** train, with full operations to begin in January 2026. Available to ticket-

ed passengers, their guests and airport employees for free, the train is expected to carry 30 million passengers a year, resulting in an estimated 42 million fewer vehicle miles annually. The system will operate

24/7, with trains arriving at stations every 2 minutes during peak hours (9 am to 11 pm). Running on 2.25 miles of elevated guideway, it will connect to six stations: three inside the Central Terminal Area, one at LAX's Economy Parking facility, one connecting to Metro's LAX/Metro Transit Center station (at Aviation Blvd and West 96th Street, with transfers to the C and K lines) and one at LAX's Consolidated Rent-A-Car facility. Total end-to-end travel time

will be 10 minutes with a top speed of 47 miles per hour. The construction completion date is part of an agreement with the train's developer, LAX Integrated Express Solutions (LINXS). The Board and LINXS also agreed that LINXS will be paid an additional \$550 million, largely to cover already completed extra work dating back to August 2018 and a longer than anticipated construction time. The agreement also

appropriates an additional \$50 million for contingencies. The LAX train construction has created nearly 10,000 jobs to date.

▼ Meet one more obstacle to share the roads with, as **Vayu Robotics**, co-founded by three highly-seasoned veterans of the robotics and mobility industry, has recently won a large commercial contract to launch the world's first on-road Delivery Robot, powered by an AI Robotics foundation model combining AI models with low-cost sensing. Consumers rely on e-commerce platforms to deliver groceries, electronics, apparel and more every day. While the number of deliveries is skyrocketing—by 2027, 23 percent of US retail purchases are expected to take place online—cost per delivery remains high. Vayu Robotics aims to slash this. Traditional mobile robotics rely on costly lidar sensors and software modules built to do one task at a time, leading to expensive hardware and fragile software unable to handle new scenarios. Vayu does the opposite, as combining a transformer-based mobility foundation model with a powerful passive sensor, together, eliminates the need for lidar—allowing the Delivery Robot to operate autonomously without pre-mapping the roads it intends to drive on and capable of navigating inside stores, on city



streets, and unloading packages on driveways or porches, carrying up to 100 lbs at under 20 mph. Vayu's Delivery Robots are already being debuted in real-world applications, as the company recently signed a substantial commercial agreement with a large e-commerce player to deploy 2500 robots to enable ultra-fast goods delivery,

KEEP RIGHT >>

with similar commercial customers in the pipeline. The team is also working with a leading global robotics manufacturer to replace lidar sensors with Vayu's sensing technology for other robotic applications.

choice, while supporting Ford's electrification plans. Ford is the best-selling pickup truck manufacturer in the US and globally, with F-Series the best-selling truck for 47 years running in America and for 58 con-

▼ **Vintage Auto Posters** would like to remind us that worth is more than simply the number of dollars an item can bring in the market, that the value the item adds to



Ford F-Series Super Duty

Vayu has previously raised \$12.7 million to fuel its mission to remove the hardware and software bottlenecks that have stunted the growth of e-commerce. Looking ahead, Vayu's founders believe their revolutionary low-cost robotics nervous system can power a new wave of mobile robots in other use cases, too.

▼ **Ford** Motor Company has announced plans to assemble F-Series Super Duty pickups at their Oakville Assembly Complex in Ontario, Canada, starting in 2026, boosting production of one of the company's most popular and profitable vehicles. Order banks remain healthy since the launch of the new 2024 model year Super Duty, and demand from Ford Pro customers has been higher than what Ford can produce now. Ford will make efficient investments to expand Super Duty production, initially securing about 1,800 jobs at Oakville and adding about 150 jobs at Windsor Engine Complex (also in Ontario), while adding roughly 70 jobs and additional overtime at US component plants. The move to add production of up to 100,000 units to this plant expands Super Duty production across three plants in North America, including Kentucky Truck Plant and Ohio Assembly Plant, which are operating at full capacity (in the first half of 2024, Kentucky and Ohio produced more than 200,000 Super Duty trucks). Oakville also paves the way to bring multi-energy technology to the next generation of Super Duty trucks, giving customers more

secutive years in Canada. More of the top industries that rely on heavy-duty trucks to get the job done choose Super Duty over any other competitor. Super Duty holds 58 percent market share in the mining sector, 56 percent in the utility industry, 53 percent in emergency vehicles and 44 percent in construction. In total, Ford plans to invest approximately \$3 billion to expand Super Duty production, including \$2.3 billion to install assembly and inte-

grated stamping operations at Oakville. When complete, Oakville will be a fully flexible plant. Boosting Super Duty assembly will initially secure about 1,800 Canadian jobs at Oakville, 400 more than would initially have been needed to produce a three-row electric vehicle. Unifor-represented employees at Oakville Assembly Complex will return to work in 2026, a full year earlier than previously planned.

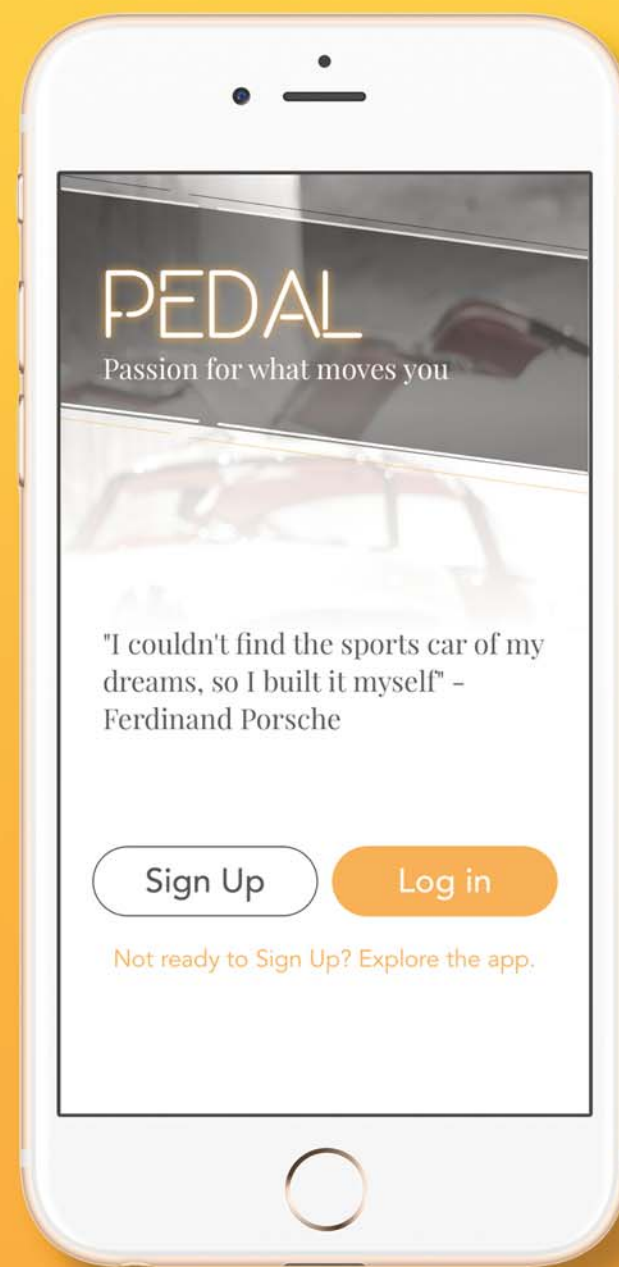


grated stamping operations at Oakville. When complete, Oakville will be a fully flexible plant. Boosting Super Duty assembly will initially secure about 1,800 Canadian jobs at Oakville, 400 more than would initially have been needed to produce a three-row electric vehicle. Unifor-represented employees at Oakville Assembly Complex will return to work in 2026, a full year earlier than previously planned.

al significance. Through a series of inspirational poster-worthy quotations, it seems clear they don't want people to be hung up on investment versus hobby, as can increasingly happen at collector auctions. Their first Poster Pop-Up—their largest presentation ever—took place in Carmel in mid-August, aligned with Monterey Car Week. For information on events and in general, visit vintageautoposters.com. ■



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UPCOMING FEATURES

Subaru WRX TR



Inaugural Barrett-Jackson Scottsdale Fall Auction



Mercedes-Benz CLE 300 C4



Sally McNulty - Arizona racer and race car builder



Courtesy Sally McNulty

Hyundai Santa Fe XRT



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