

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 24 NUMBER 5  
SEPTEMBER-OCTOBER 2025



Volkswagen  
Golf R

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

## news & features September-October 2025

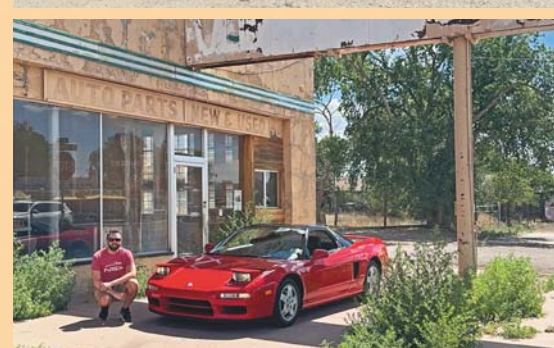
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**COVER:** One of many sporty yet refined performance details on the **Volkswagen Golf R** hot hatchback.



**LYN ST. JAMES**

**2025**  
SPIRIT OF COMPETITION  
AWARD  
HONOREE

OCTOBER 18, 2025  
SIMEONE FOUNDATION  
AUTOMOTIVE MUSEUM

**START YOUR ENGINES : FROM THE PUBLISHER**

This issue presents both variety and recognizable patterns, in vehicles, events and even regional travel. Broadly speaking, the wheels we drive weekly seem to break down into the small and mighty—two hot hatches, a subcompact performance sedan and everyone’s favorite modern classic two-seat ragtop—and a wide-ranging variety of pickups, SUVs and crossovers, all with utility, by any measure, with a heavy helping of power, style, special use, and their individual mixes of luxury and affordability.

Covering summer, and on into fall and next year, events of local interest always take place all over the map, including this summer’s four auctions (you will recognize all the players as ones who also have events here) and absolutely top-level concours d’élégance in Monterey and Pebble Beach (a solid reference point for the Arizona Concours returning once again in January—aligned with Arizona’s own most famous big Auction Week.

Motorsports includes upcoming NASCAR here, while also bringing us well-loved Arizona racing celebrity Lyn St James receiving another major award in October in Philly.

Road trips and travel—so often one and the same for most of us—bring us extensive news of major tourism projects involving México’s most treasured locations near and far, as well as a new drive up Route 66 with **Tyson Hugie**.

And our *Arizona Flyer Magazine* pages take us along with **Peter Egan**, one of the most treasured writers in all of automotive publishing, for an airborne road trip with his wife in their Piper Cub, another of his motorized loves, in a new book from Octane Press.

Between it all, there is plenty of other industry news and entertainment on all fronts.

Enjoy the ride!  
**Joe Sage**  
 Publisher/ Executive Editor

**ARIZONA DRIVER**  
 MAGAZINE



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**USMA** .....United States Motorsports Association

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# AUTOMOTIVE NEWS UPDATE

Lotus Theory 1 concept



▼ **Lotus** returned to the 2025 Goodwood Festival of Speed this summer with an immersive lineup of debuts, dynamic displays, as Goodwood celebrated 75 years of Formula 1 legacy, with Lotus showcasing their past, present and future. Making its Goodwood debut was the Lotus Theory 1 concept car, displaying the brand's vision for the future, combining innovative design and groundbreaking technology—a performance vehicle with both digital and analog capabilities working harmoniously. Lotus paid tribute to its own F1 icons, displaying the Lotus Type 33 driven by Jim Clark to his F1 title in 1965, and the Lotus 97T in which Ayrton Senna took his first F1 victory. Fans joined Clive Chapman, managing director of Classic Team Lotus, and Chris Dinnage, Classic Team Lotus team manager (who also served as number one mechanic for Ayrton Senna) for exclusive interviews and personal reflections of both drivers. Team Lotus also debuted its Emira Cup racer, heavily based on the road-going Emira sports car and de-signed to take enthusiasts or beginner racers from first track days to full competition in the Lotus Cup series around the world. The current Lotus lineup—Evija, Emeya, Eletre and Emira—all participated in daily dynamic hill runs, and visitors were able to explore these models in more detail on the Lotus stand, with product specialists on hand to support.

▼ **Mercedes-AMG** CONCEPT AMG GT XX is a pioneering technology program that

offers insight into a forthcoming four-door series-production sports car. With three axial flux motors and a high performance battery developed from scratch, the brand from Affalterbach presents a revolutionary drive concept that enables a whole new dimension of performance, with a range of technical solutions earmarked for use in the subsequent series-production models based on high performance AMG Electric Architecture (AMG.EA). In the near-60-



Mercedes-AMG CONCEPT AMG GT XX

year history of the Mercedes-Benz performance and sports car brand, the drive is always the heart of the vehicle. Technological underpinnings of the CONCEPT AMG GT XX were originally developed by British electric motor specialist YASA (a 100-percent subsidiary of Mercedes-Benz AG). For the CONCEPT AMG GT XX and subsequently in series production, a collaboration between Mercedes-AMG and

YASA has also developed the software for the operating strategy, which optimally utilizes the high performance of the engines in the technology carrier. The innovative electric motors enable high power from an extremely compact package and enter series production at Mercedes-AMG in 2026. Thanks to a peak output of over 1,000 kW, the CONCEPT AMG GT XX can reach top speeds of more than 360 km/h (224 mph). In combination with the new high performance battery, the three axial flux motors attain a completely new level, particularly in respect to continuous power, allowing the CONCEPT AMG GT XX to be pushed to its limits repeatedly, offering a new level of continuous performance that has previously been almost unthinkable in the world of electric mobility. The battery remains in an optimal temperature range even during intense driving, enabling not only performance on the road but also extremely fast charging. The concept vehicle can recharge energy for about 400 kilometers (249 miles) of range (WLTP) in around five minutes, which is roughly equivalent to the distance from

Affalterbach to Spa-Francorchamps. After the charging stop, the vehicle can immediately deliver full power again—an unprecedented capability.

▼ The first 2025 **Royal Enfield** “Journey, Destination, Memories” (JDM) events, running from Cooperb Motorcycles (Northants, England) to Brewpoint, with all riders welcome to join the opening ride, took

place this summer, along with other JDM events. Kicking off a season of special JDM events, it gave customers an opportunity to learn more about the Royal Enfield Custom project, take a test ride and (for the



Royal Enfield JDM Ride Event

Cooperb event) join the team on a ride out for dinner and drinks at Brewpoint. Running alongside the brand's Global Riders community events, the JDM program offers riders a unique insight into the Royal Enfield Custom Team, where many of its renowned machines showcased at events like BikeShed are conceived. On top of this, riders attending the Cooperb event could experience the Shotgun 650 and Super Meteor on the open roads of North-



Ferrari 296 GT3 Evo

amptonshire, with coffee and refreshments provided throughout the day. There was also an opportunity to ride the special ‘Wayward Edition’ Shotgun fitted with accessories, and for riders to chat with the Custom Team about ideas on designing their own rides. A total of 50 slots were available. For more info about future events visit the Royal Enfield UK Riders Club at [royalenfield.com/uk/en/rides-and-club](http://royalenfield.com/uk/en/rides-and-club).

WEC from the 2024 season) and the 296 GT3, which, since its debut, has won five titles, including Drivers' and Team titles in the Pro class of the GT World Challenge Endurance Cup—the benchmark championship for GT3 cars—as well as victories at the Nürburgring 24 Hours and 24 Hours at Daytona. The statistics take the tally to 140 victories, 405 podiums and 56 pole positions in 343 races. Client feedback

▼ The **Ferrari** 296 GT3 Evo is the result of experience gained in two seasons of competition with the 296 GT3 and the 296 LMGT3 version that races in the World

and racing experience have led to the development of the 296 GT3 Evo, the result of targeted and concrete actions aimed at creating an even more competitive car in all conditions, while maintaining the concept of “modularity” that has made the 296 GT3 a true benchmark, especially in terms of ease of maintenance and setup. The V6 combustion engine of the 296 GT3 Evo remains unchanged from the previous version. It retains the 120-degree V configuration with the turbochargers positioned inside the V, which offers significant benefits in terms of compactness and weight reduction, helping to achieve extremely high levels of power. Versatile, reliable and high-performing, the engine has always been appreciated for its power delivery and torque since its debut. The engine remains in the same position as in the 296 GT3, positioned further forward and lower down than in the road-going version. This location helps to lower the center of gravity and improve torsional rigidity. It was also tilted by 2 degrees, to allow more space for the rear diffuser. As for the gearbox, the 296 GT3 Evo adopts a new gear ratio cascade, optimized after analyzing data collected during the car's two years of use, to favor torque delivery at both low and high speeds. An upgrade kit is planned

for owners of the current 296 GT3.

▼ The **Alpine** A290 has won the “Best Fun EV” category in this year's *Autocar* Awards, with editors hailing it for “rewriting the formula” for a new generation of great driver's cars in the electric age. The pure-electric hatchback beat every other

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EV to the crown, including those that are much more expensive, after impressing the renowned magazine and website's judges with its driving dynamics, accessibility and usability. *Autocar* editor Mark

comes in five trims—GT, GT Premium, GT Performance, GTS and Launch Edition—and offers customers a powertrain choice of a 52 kWh battery with either 180 hp or 220 hp. Built to perform, the A290 has an



Alpine A290

Tisshaw says, "It might not be the first electric car to break the mold and show the world that EVs can appeal to enthusiasts, but the A290 rewrites the formula in an appealing, unique and accessible way. It deserves praise in pretty much every environment you're likely to take it and, being developed by the same people who gave us unadulterated thrillers such as the Renaultsport Clio 182, it picks up where Renault's hot hatches left off. It has a totally natural ability to flow from corner to corner without you having to continually jab the throttle and turn in with such ferocity that your passengers feel ill, and you won't be wanting for too much more when it comes to general usability, either. This car is also as intuitive to use as it is to drive, the A290's Google-based infotainment system being one of the easiest to use in its class and it also having a nice row of physical buttons for the ventilation system." Alpine brand director Nic Burnside adds, "It's fantastic to see *Autocar*'s highly experienced team recognize the A290's driving dynamics, fun factor and usability. The A290 adds a whole new dimension to Alpine, giving car buyers what was previously thought impossible: an exciting motorsport-bred hot hatchback that is as much at home on the track as in town, and which also happens to be fully electric." Starting from £33,500 OTR (about \$45,500), the A290 has agility and lightness at its heart. It continues the legacy of the A110, while bringing Alpine into an electric, performance-focused future. It

Alpine sport-tuned chassis with multilink rear suspension and hydraulic bump stops. Alpine Telematics also help to enhance the driver's performance, as the A290 offers challenges based on the brand's motorsport DNA. Additional touches underscore its sporty nature such as an F1-inspired steering wheel in the "Feel at one" cockpit, as well as an all-new overtake button that gives drivers instant access to maximum power. All combine for an over-



Toyota GAZOO Racing North America  
2026 Toyota GR Cup Series

all package that delivers what can be regarded as a true "driver's car." Alpine A290 offers rapid charging from 15-80 percent in 30 minutes. The 180-hp version provides up to 236 miles of range (WLTP), while the more powerful 220-hp model offers a range of up to 226 miles.

▼ **Toyota GAZOO Racing** North America (TGRNA), in partnership with SRO Amer-

ica, has announced the 2026 race schedule for the Toyota GR Cup Series. The series will once again feature 14 races across seven rounds, bringing thrilling action to some of the most famed racing circuits in North America, with drivers and teams competing in Toyota GR86 race cars for \$1 million in purse and prizes. The 2026 season will kick off March 13-15 at the inaugural Grand Prix of Arlington race weekend, taking place at a new 2.73-mile street circuit in Arlington, Texas, that circles the city's sports monuments of AT&T Stadium, Globe Life Field and Choctaw Stadium. The remainder of the 2026 schedule features a mix of returning venues where the GR Cup Series has seen strong success in its first three seasons, along with two additional events to be announced at a later date. The series' championship-deciding weekend will again take place at Indianapolis Motor Speedway, October 9-11. 2026 GR Cup schedule:

- March 13-15 .....Grand Prix of Arlington
- March 27-29 .....Sonoma Raceway
- April 24-26 .....Circuit of The Americas
- June 12-14 .....TBA
- August 28-30 .....TBA
- September 25-27 .....Barber Motorsports Park
- October 9-11 .....Indianapolis Motor Speedway

▼ **The Petersen Automotive Museum**

and the new ownership group for **Willow Springs International Raceway** have announced a new partnership that will integrate one of the world's preeminent automotive museums with the historic Southern California track. The Petersen Automotive Museum will play a key role in elevating Willow Springs as a cultural and his-

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torical landmark through the addition of the Petersen Pavilion as an outpost of the Los Angeles institution itself. "As one of the most iconic racetracks in America, Willow Springs is an ideal place to celebrate the

ing track design and safety, while Speedway Motorsports' subsidiary Sonoma Raceway is bringing years of expertise in delivering premier on-track experiences, to oversee track operations. Timing for the

was important to choose partners that share our values." Graham Rahal Performance (GRP), near Indianapolis, is the first appointed sales and aftersales partner for the United States. The first P39 Hy-



Petersen Automotive Museum  
Willow Springs International Raceway

passion, heritage and innovation that define the automotive world," says Petersen Automotive Museum executive director Terry L. Karges. "We look forward to bringing our expertise in storytelling and curation, to create an environment where enthusiasts can engage with automotive culture in a dynamic and meaningful way."

Willow Springs was purchased in April by an affiliate of CrossHarbor Capital Partners, in collaboration with Singer Vehicle Design. The new ownership group is focused on preserving the facility's rich history, while making significant investments to establish it as the premier venue for automotive and motorsport enthusiasts. "The Petersen has helped set the bar for automotive museums around the world, and it is the perfect partner to help us engage with the vibrant history and future of automotive culture," says CrossHarbor Capital Partners co-founder Sam Byrne. "Stunning exhibitions and immersive storytelling are at the heart of what the Petersen does, and the showcase will be a tremendous asset as we reimagine Willow Springs Raceway."

Maintaining public access is seen as a key element of Willow Springs' success, and the raceway will continue to host both public and private events. The Petersen Automotive Museum joins a growing list of industry experts who will help upgrade and improve the track experience. Former Formula 1 driver, Le Mans winner and track designer Alex Wurz, head of Wurz Design, will enhance exist-

construction of the new facilities will be announced at a later date. For more about Willow Springs and upcoming events, visit [willowspringsraceway.com](http://willowspringsraceway.com). For more information about the Petersen Automotive Museum, visit [petersen.org](http://petersen.org).

▼ **RML Group**, renowned British automotive and motorsport engineering specialists, announced their first global sales



RML Group  
P39 Hypercar

and aftersales partners ahead of the launch of the P39 Hypercar this year. "Our enthusiast customers quite rightly have high expectations not only from the cars they buy, but also from the service and after-care they receive," said Michael Mallock, board member and head of the Bespoke division of RML Group. "The P39 Hypercar is the result of innovation, engineering skill and relentless attention to detail, so it

percar is expected to arrive at their Zionsville showroom later this year, with customer deliveries beginning in 2026. NTT INDYCAR SERIES driver Graham Rahal's passion for racing extends to all types of cars, leading to the creation of Graham Rahal Performance (GRP), a high performance vehicle sales and service center in the heart of Indiana. GRP serves as one of the nation's leading specialty vehicle deal-

erships, locating and brokering sales for the rarest and most sought-after vehicles across the globe. "RML and GRP are natural partners, with a shared enthusiasm for great cars and great service," said Graham Rahal. "We love the ambition behind the P39. It's a stunning piece of design and engineering work, crafted by a team of real race engineers. We can't wait to receive our first car later this year." ■

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

Were \$399 • Now \$349 / Free shipping on this item!

### All-Steel Toolboxes

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

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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.  
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Since its European birth in 1996—through body alternatives; A, S and RS versions; refreshes and all the rest—this is just the fourth generation of Audi A3, and the third since arriving in the US.

The A3 first hit the US in 2006 as a Sportback, a four-door variant of its initial hatchback form, stylistically much like the A4 Avant of the same era. The sedan appeared in another decade or so.

Working through changes in relative positioning and meaning of Audi's odd and even alphanumeric badges can be a complex exercise. Ultimately, it's best to just take each for what it is at any moment in time. This is easy for the A3 (or S3 or RS3) today, a family of subcompact sedans-only, smallest in the US lineup.

In the market more broadly, smaller sizes now abound, while sedans are rarer. This puts the Audi 3-size family in an attractive niche.

Along with various style, material and functional changes, the whole lineup now has quattro all-wheel drive (you'd be forgiven for assuming they all had, all along). The S3 for 2025 also has chas-

sis upgrades, advanced torque-vectoring rear-axle tech from the RS 3, and a 22-hp bump to 328, bringing it closer to the pricier RS 3. A new turbo preload feature improves throttle response, for a new zero-to-60 time of 4.4 seconds.

Our sample driven here is the Prestige trim, the top S3 trim (\$54,900). (The overall lineup starts at \$38,200 for a base A3, \$48,700 for a base S3). This also sits in a nice power-to-price position against the RS 3 lineup (Audi treats A3/S3 as one family, RS 3 separately, but buyers will look at them all).

Some specs caught our eye even before arrival, with its headroom, rear legroom and particularly trunk volume on the smaller side. (It may look a lot like the currently discontinued A4, but it is still a subcompact.) It is on the lighter side, at just 3,549 pounds, counterbalancing its thirst for premium fuel, together nudging just about 30 mpg highway.

The S lineup has always presented a combination of performance build and premium finish, presented in its power and precision, as well as leading edge features. Styling to convey such a combi-

nation can emphasize either or both. We're fans of the burly black grille on the new S, which leans decidedly more toward powerful performance than luxury (either way, high end). After years of Audi leading much of the industry toward big unified grilles, combining prominent upper and secondary lower air intakes into one, the solid bar across this one has us wondering—does it suggest a move back toward separate grilles? Audi's styling evolution is often gradual, until one day you realize it has been transformed, so we'll keep an eye on this.

The larger 19-inch wheels are certainly part of this S3's bold stance. Some are available with 18s, but these are just perfectly balanced, visually.

The shifter is an odd new beast that does not telegraph its purpose or operation at first glance, looking sort of like a slider, but operating like a toggle, but it becomes intuitive pretty quickly.

Given both S price and S feature heritage, we were surprised not to have such simple features as automatic reverse-dipping and folding mirrors.

A dependence on touch (or capacitance) control

of many features, via subtle sliders on both steering wheel and console controls, is unnecessary, although the annoyance factor eased into a delight factor with some during our week, notably a multifunctional circular pad on the console, where a dial might be or could have been, that is sort of a touch-and-twirl volume control. We found its purposes intuitively and basically enjoyed it intuitively, and this is what matters the most.

On the delight side, the interior has subtle but stunning colored light patterns on the inside of the doors—the kind of thing that can be a \$15k package in a \$600k royal sedan—innovative, clever and contemporary engineering and materials use, incorporating 3D modeling, laser cutting and LEDs, simultaneously dramatic and low-key.

If there's one the instruments could use, it's a more legible gas gauge. This is so hard to see, we found it hard to be sure there's any there at all.

We never got completely comfortable, but we are taller than some, and they do offer other vehicle sizes. At the 3 size, we never did get our seat right and often bashed our knee on the steering column upon entry. (It's our own fault we're tall, but an S5 takes us to \$63k, S6 to \$76k, S8 to \$130k.)

We lament not fitting inside the 3-size a bit better. (Given time, we might—we've ultimately resolved this in our own little sports cars and such.)

This small S sedan is an appropriately hot performer, out of the box. (Philosophically, we prefer a vehicle operates at its optimum at all times, not dependent upon modes and tradeoffs.) That said, the change between S and D (done via the shifter) is not dramatic, which to us is favorable, but if you sometimes want to "go to eleven," you can. To us, it seems performance is about the same, but with more of a powertrain hum. This is all good. It's already an S, and you can apply more S to it. If nothing else, this mode may boost the show-off factor.

We find special appeal at the extremes—perhaps one Audi S3 and one Audi R8 in a two-car garage? That reflects outer boundaries by size and/or power, while also confirming that we like the models offered at either extreme. Being extreme was originally the turf of the S models, until RS. Good news—the price differentials through the Audi 3 range are not as extreme as with the larger sizes. Nonetheless, with RS treated as a separate model from the A-or-S offerings, Audi S3 maintains its solid position on the spectrum. ■

# A mainstream mix of extremes

BY JOE SAGE



## SPECIFICATIONS

ASSEMBLY	.....Ingolstadt, Bavaria, Germany
ENGINE/TRANS BUILD	.....Hungary / Germany
PARTS CONTENT	.....US/Can 1% / Germany 51%
ENGINE	.....2.0 TFSI, 16v DOHC, valve lift & variable timing, alum/alum
HP/TORQUE	.....328 hp / 295 lb-ft
COMPRESSION RATIO	.....9.3:1
TRANSMISSION	.....7-spd S-tronic
DRIVETRAIN	.....quattro AWD
TOP SPEED / 0-TO-60	.....155 mph / 4.4 sec
SUSPENSION	.....F: MacPherson strut; R: four-link
STEERING	.....electro-mech, speed-dep pwr asst
BRAKES	.....F: 14.1 (375x34mm) cross-drilled, vented; R: 12.2 (310x22mm) vented
WHEELS	.....19-in multispoke S design, bicolor finish
TIRES	.....235/35 R19 91Y XL non-run flat summer tires
LENGTH / WHEELBASE	.....177.4 / 103.6 in
GROUND CLEARANCE	.....na
TURNING CIRCLE	.....36.5 ft
HEADROOM (F/R)	.....36.8 / 36.6 in
LEGROOM (F/R)	.....41.2 / 35.2 in
CARGO CAPACITY	.....8.3 cu.ft
WEIGHT	.....3549 lb
FUEL / CAPACITY	.....prem unl / 14.5 gal
MPG	.....23/31/26 (city/hwy/comb)

## BASE PRICE (Premium) \$48,700

PRESTIGE PKG:	Matrix-design LED headlights, animated headlights-taillights, advanced key, Audi Connect nav-plus (trial), MMI nav plus, virtual cockpit plus (12.3-in screen), auto-dim interior mirror w compass, auto-dim power-fold exterior mirrors, garage door opener, hands-on steering wheel detect (deletes flat bottom), heads-up display, LED interior lighting pro pkg, driver's seat memory, SiriusXM (trial), SONOS premium audio w 3D sound, traffic sign recog, adaptive cruise w lane guidance	.....+\$6,200
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## SUBTOTAL (Prestige) \$54,900

PAINT:	Ascarl Blue Metallic	.....595
SEATS:	fine Nappa leather	.....1000
BLACK OPTIC PKG:	19-in multispoke S-design wheels, summer tires, anthracite Audi rings, black exterior trim & mirrors, dark chrome exhaust tips	.....1650
S SPORT PKG:	red brake calipers, S sport suspension w damper control	.....1100
BLACK ROOF		.....300
DESTINATION CHARGE		.....1295
<b>TOTAL</b>		<b>.....\$60,840</b>

## 2025 AUDI A3 / S3 / RS 3 LINEUP

Audi A3 : 201 hp / 236 lb-ft	
Premium	.....\$38,200
Premium Plus	.....40,800
Audi S3 : 328 hp / 295 lb-ft	
Premium	.....\$48,700
Premium Plus	.....51,100
Prestige	.....▼ 54,900
Audi RS 3 : 394 hp / 369 lb-ft	
	.....\$63,400
+ RS Technology Package	.....+2,000
+ Carbon Package	.....+2,750
+ Dynamic Plus Package	.....+5,600



## Barrett-Jackson fall event returns

**Barrett-Jackson Scottsdale Fall Auction 2025**  
 Wednesday-Saturday, October 15-18, 2025

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

**BARRETT-JACKSON** is gearing up to host its Scottsdale Fall Auction, October 15-18, 2025, at WestWorld of Scottsdale. The four-day event will feature hundreds of collectible vehicles and automobilia pieces.

Beyond the auction itself, you can explore the expansive Exhibitor Marketplace, enjoy a Thrill Ride with top auto manufacturers, and catch live music performances and diverse dining offerings—including the all-new Barrett-Jackson Cantina, an air-conditioned indoor facility with lounge-style seating, a variety of food and beverage options, live enter-

tainment, interactive exhibits and unforgettable photo ops.

Children ages 12 and under enjoy free admission with a paying adult, courtesy of Coca-Cola. General admission for students ages 13 through college are \$10, and adult tickets start at \$28. Those interested in consigning their vehicles can submit their online application. Bidder registration for the Scottsdale Fall Auction is open, with three packages to choose from and upgrades for Muscle Lounge access.

Barrett-Jackson hosts live collector car auctions in Scottsdale and in Palm Beach, Florida, and is adding Columbus, Ohio in 2026.

▼ [www.barrett-jackson.com](http://www.barrett-jackson.com)

▼ Facebook, X, Instagram and YouTube: #BarrettJackson, #BJAC  
 ▼ 480-421-6694 ■

*Consignments include (below left/top) the 2021 Ford GT Mk II powered by a track-calibrated 3.5-liter twin-turbo EcoBoost V6 engine with over 700 hp paired with a 7-speed dual-clutch automatic. Developed by Ford Performance and Multimatic, with FIA-compliant aerodynamic upgrades. • (Below left/lower) The 2022 Devin Z custom roadster is powered by a 700-hp LS7 engine mated to a 6-speed manual with twin-disc hydraulic clutch, a tribute to Bill Devin, 1956 SCCA Champion, custom chassis and one-off carbon-fiber body. • (Below right) Owned by legendary "Star Trek" actor William Shatner, this 2011 Porsche Panamera Turbo Sedan is powered by a twin-turbo 4.8-liter engine paired with a 7-speed automatic. Loaded with options, the all-wheel-drive sedan is finished in black over a black interior.*



## Barrett-Jackson Inaugural Columbus Ohio Auction

Thursday-Saturday, June 25-27, 2026

Ohio Expo Center & Fairgrounds, Columbus OH

**BARRETT-JACKSON** is adding Ohio to its calendar in 2026. The Ohio Expo Center & State Fairgrounds, one of the most dynamic event venues in the Midwest, has almost half of the nation's population within a 600-mile radius. On a 360-acre campus in the heart of Columbus, the Expo Center features 19 buildings, 1.4 million square feet of event space under roof, and on-site parking for 14,000 vehicles. The facility is undergoing a \$460 million renovation, to be completed in 2026.

▼ [www.barrett-jackson.com](http://www.barrett-jackson.com) ■



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# Pueblos Mágicos: powerful new programs behind delivering your next relaxing vacation in México

## First phase completed in national tourism strategy to boost 177 magical Mexican towns

Mexico's Ministry of Tourism (SECTUR) has finished the first phase of its *National Strategy to Strengthen Magical Towns*, a program designed to help 177 of the nation's most intriguing towns grow sustainably, while benefitting local communities.

As of July 31, SECTUR had completed gathering all the necessary information from every Pueblo Mágico in Mexico to create public policies that improve tourism quality, protect each town's culture and traditions, and bring economic benefits to residents.

The *National Strategy* aims to professionalize, consolidate and promote these destinations without losing their identity or unique characteristics. "In this administration, tourism is seen as a generator of shared prosperity," said Secretary of Tourism Josefina Rodríguez Zamora. "Today, more than ever, we are working toward a tourism industry that generates jobs and well-being in resident communities, making them part of the good news sector."

### FIVE PILLARS OF THE STRATEGY

The Pueblos Mágicos program recognizes towns for their cultural richness, historical importance and natural beauty, along with the goal of making each Pueblo Mágico stronger as a tourism destination—receiving support for infrastructure, promotion and training so it can attract more visitors—while preserving its heritage, history, traditions and way of life.

With 100 percent of technical information collected, SECTUR

now has a strong base to plan impending projects that will help these towns grow responsibly and attract more visitors.

The plan follows five main pillars: sustainability, infrastructure, professionalization, promotion and marketing.

### PARTNERSHIPS HELPING THE TOWNS GROW

**SECTUR-BBVA ALLIANCE:** Through the Avanzamos por México campaign, BBVA is giving national visibility to Pueblos Mágicos and the Mexico tourism brand. This includes 150 million pesos a year in advertising on ATMs, cash registers and BBVA's social media. The alliance also:

- Helps tourism service providers open bank accounts and get financial training
- Supports digital tools for towns like Real del Monte (Hidalgo), Zacatlán (Puebla) and Santiago (Nuevo León)
- Expands access to credit for small businesses through NAFIN and BANCOMEXT

**SECTUR-VISA STRATEGIC ALLIANCE:** This partnership uses technology to study how international tourists spend money in Mexico. The data will help promote Mexico more effectively, improve payment options for visitors and guide policy decisions.

**ALLIANCE WITH MÉXICO DESCONOCIDO:** This media partnership promotes more than 200 tourism and cultural events nationwide. So far, 17 states have participated, with 243 events published on-

line. This increases visibility for Pueblos Mágicos and encourages more travelers to visit.

### NEW PROGRAMS TO ATTRACT VISITORS YEAR-ROUND

**NATIONAL SPORTS TOURISM POLICY:** To spread tourism more evenly through the year, SECTUR is working with seven states (Aguascalientes, Durango, Hidalgo, Morelos, Sinaloa, Tlaxcala, Zacatecas) and the Magical Town of Zacatlán to host sporting events, forty-two of which have been held so far, bringing an estimated economic impact of 585.1 million pesos.

**MAGICAL COLOR ROUTES:** This program gives town centers a fresh look with colorful paint and murals, making them more attractive to visitors. To date, 170 municipalities have applied for the program, and 48 agreements have been signed. Thirteen towns have completed projects, and 10 more are now working on murals, each with an investment of 800,000 pesos.

### WHY THE PUEBLOS MÁGICOS PROGRAM MATTERS

The Pueblos Mágicos program started in 2001 to recognize towns that represent the heart of Mexico's culture, history and natural beauty. Examples include San Sebastián del Oeste in Jalisco, Real de Catorce in San Luis Potosí and Palenque in Chiapas.

Many of these towns have seen more visitors, better infrastructure and new tourism opportunities, all while keeping their character and traditions. In 2024, the 177 Pueblos Mágicos welcomed more than 15 million visitors, generating billions of pesos in local revenue and creating thousands of jobs, especially in areas that used to depend mostly on farming or small businesses.

### TOURISM THAT BENEFITS COMMUNITIES

Rodríguez Zamora stressed that tourism growth must help residents, not just visitors. The strategy encourages local people to be involved in tourism planning and decision-making so they can

### MÉXICO: RECORD VISITOR NUMBERS, NEW EXPERIENCES

Mexico's tourism boom shows no signs of slowing down. From January to July 2025, the country welcomed an unprecedented 47.4 million international visitors—up 13.8% from the same period in 2024. Of these, 23.4 million were tourists staying overnight, up 7.3% year-on-year. Visitors are also spending more, with \$18.68 billion in international visitor expenditure, marking a 6.3% growth over last year.

"Visitors are staying longer, spending more and discovering the diversity of experiences we offer," says Mexican President Claudia Sheinbaum Pardo, "from community tourism and ecotourism, to rural adventures that directly benefit local communities." The US and Canada remain top inbound markets, supported by strong air connectivity. In July alone, Mexico-US air capacity reached 4.6 million scheduled seats, a 5.5% increase from 2024—the world's second-busiest air corridor.

benefit directly from the industry. "Through the administration of Mexican President Claudia Sheinbaum Pardo, we will continue working tirelessly to strengthen tourism destinations with concrete actions that generate employment, inclusion and sustainable development in every corner of the country," Zamora said.

### NEXT STEPS

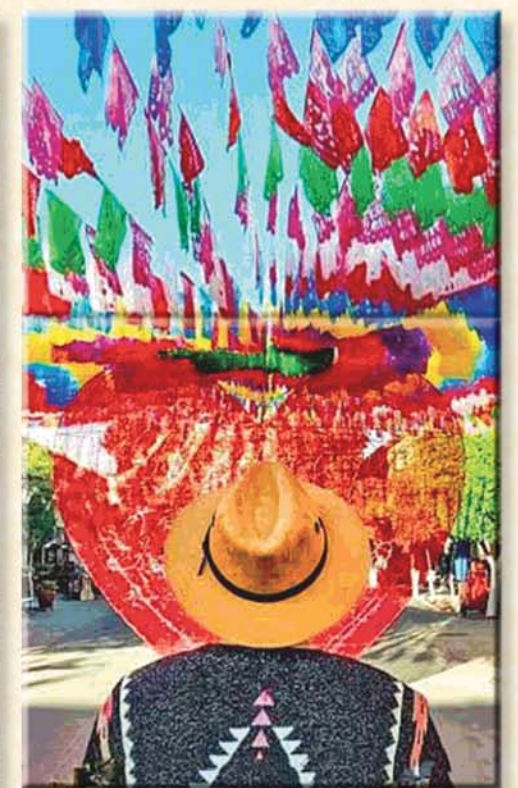
With Phase I complete, SECTUR will now:

- Launch targeted infrastructure projects in the towns
- Expand online promotion to attract more visitors
- Provide training for tourism workers
- Organize more tourist events outside the busiest months

The ultimate goal is to help each Pueblo Mágico grow in a way that protects its identity, supports its residents and makes it an even better place for travelers to experience. ■



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## LEGISLATION : SEMA STATEMENT ON NEW NEVADA LAW

### **SEMA SAYS NEW NEVADA LAW WILL NOT IMPACT THEIR ANNUAL TRADE SHOW—THE LARGEST IN LAS VEGAS**

#### **BACKGROUND**

Nevada Governor Joe Lombardo on June 10 signed into law SB 80, legislation that provides a new framework for local law enforcement to utilize, in tandem with existing inspection authority, to enforce against bad actors who are breaking existing state and federal emissions laws, establishing new penalties for illegal behavior. SB 80 amends existing Nevada state law (NRS 480.610) to identify the following unlawful activities:

- (e) Except as otherwise provided in subsection 2, tamper with a device for the control of emissions of a motor vehicle or remove such a device from a motor vehicle, including, without limitation, exchanging the engine of a motor vehicle for a different engine; or
- (f) Possess an electronic device capable of tampering with a device for the control of emissions of a motor vehicle.

Additionally, SB 80 provides the following clarification on legality:

- 2. A person does not violate paragraph (e) of subsection 1 by exchanging the engine of a motor vehicle for:

- (a) An electric motor; or
- (b) A different engine if any device for the control of emissions of a motor vehicle that is included with the engine being inserted into the motor vehicle is operational.

The Specialty Equipment Market Association (SEMA) seeks to dispel misinformation surrounding a forthcoming law in Nevada pertaining to local enforcement of state and federal vehicle emissions laws.

The organization specifically wants to reaffirm that the new law, which takes effect on October 1, will not impact the 2025 SEMA Show, which will be held November 4-7 at the Las Vegas Convention Center.

SEMA has issued this Statement on the matter:

“SEMA has always been aware of Nevada’s SB 80 and provided feedback on the bill on behalf of the automotive community as it was developed. SB 80 is common-sense legislation that maintains the status quo as it pertains to existing state and federal law. SEMA was, and is, comfortable with this bill, which reinforces existing state and federal bans on emissions system tampering. The law is still the law as it pertains to emissions systems.

“SEMA is once again proud to welcome our exhibitors, members, partners, and industry stakeholders to Las Vegas this November for the industry’s most anticipated annual gathering. For 58 years, the SEMA Show has remained a cornerstone of innovation, collaboration, and progress in the automotive aftermarket industry. This year will be no different. Whether you’re exhibiting your brand, debuting a custom build, or exploring the latest products and trends, the SEMA Show continues to deliver the trusted platform that drives business and fuels industry growth.”

Contact SEMA or visit them online for a long and detailed FAQ. ■



Kaiser-Jeep@-M725-concept courtesy Stellantis

Think of Warlock as being well on the way, but not all the way, to a Ram Rebel. Digging into its status as a model or trim level or option package ran us on varying courses, via specifications, its Monroney sticker or the public website.

Identified in some materials as a Tradesman and in others as a Warlock, our particular build is in fact a 2025 Ram 1500 Tradesman Crew Cab 4x4 (\$46,875) with a Warlock Package (21B, \$4690) adding a long list of features including black wheels, all-terrain tires, performance shocks, skid plates, graphics and more.

It seems to be a matter of simplifying the most basic product walk, while still offering a wide array of trucks. But don't be surprised if info appears a bit differently when you go shopping.

Under the hood of ours is another treat—the fabulous 540-horsepower 3.0L Hurricane-6 twin-turbo six, an efficient powerhouse rated at 24 mpg highway (a \$2695 option in place of the standard 420-hp Hurricane-6). Ours (built in Sterling Heights, Michigan, with its engine from Mexico) is out the door for \$57,945 with a few other options.

A Ram Trucks insider pointed out to us a few years ago that one of the most tremendous bargains available to the savvy shopper was a Tradesman with a package that brought it to very-near-Power Wagon equivalence, but at a significantly lower price. This seems to be in the same spirit.

Tradesman provides a more affordable starting point, with a (very attractive) fabric interior, manual seats, keyed entry and other base attributes.

(You get used to most of this, set and forget, except for the lack of keyless entry every time.)

We've taken all the Rams to their limits during comparo events and launch drives, but tend to go a bit easier on them during our weeklies. We did a good off-highway run in our Warlock, extremely stable at cruising speeds in 4HI. We did tackle some hills, rolls and rain troughs at a turnaround spot. We were especially struck by its turning circle—stated as 46.2 feet, we expected about a 3-or-5-point wrestle, but did an easy U-turn.

We generally don't track precise fuel mileage, but anecdotally, this one caught our eye as its fuel gauge never plunged. (This has the 26-gallon tank.

We always wish for Ram's 33-gallon tank, vital for our wide open Western distances, and have lob-

bied for this with the Michigan team.)

This is a great truck. In terms of capability combined with relative simplicity, it just may be about the closest you're going to find to what many buyers have so often wished somebody still made.

But it's the powertrain that really grabs our attention. You know the tale. As stringent standards (especially given European influences) have pushed the market to efficiency, with an emphasis on EVs, the big V8s cherished by many, certainly by full-size pickup buyers, were being retired.

We've never owned a big pickup, personally, without the biggest V8—for reasons of power, towing, even acoustics and presence. But the Hurricane-6 changes the game, delivering its own healthy balance of all that, with substantially more power and far higher fuel mileage.

Well, good news on all fronts. Ram 1500 has announced (with a combination of great and cau-

tious fanfare) the return of the 5.7-liter HEMI® V8 for 2026, at 395 hp, with the first ones in fact already due to be rolling in to dealerships.

While we are as excited about that as anybody, it may, on the other hand, already be yesterday's old-new news, in a manner of speaking, now that Hurricane is here. (There is little doubt that Ram will be watching the evolving take rates with extreme interest.) The thing is, in terms of specs and purpose, the Hurricane-6 really nails its mission, and we suspect it is very likely here to stay.

Call the evolutionary forces that brought the Hurricane-6 to life a hiccup, or call it a challenge, but in this whole era of extreme constraint, the engineering team at Ram has turned it all into to an opportunity, by creating this powertrain.

In the context of the full lineup and market, this build speaks for itself. It's handsome, powerful, efficient, durable and a solid value. It's a keeper. ■

## Powertrain bonus

Developed for change, itself already changing, this is sure to endure

BY JOE SAGE



### SPECIFICATIONS

ASSEMBLY.....	Sterling Heights, Michigan
ENGINE/TRANS BUILD .....	Mexico / USA
PARTS CONTENT .....	US/Can 55% / Mex 39%
ENGINE .....	3.0L inline-6 twin turbo, dir inj, DOHC, 24v w sodium-filled exhaust valves, roller finger followers, hydraulic lash adjusters, dual indep valve timing, hydroform tubular cams, single high-pressure pump to single fuel rail, deep-skirt cast alum block w cross-bolted steel main bearing caps, low friction plasma spray bore coated cylinders, structural die-cast alum alloy oil pan, alum alloy head w pent-roof combustion chambers, forged/twisted steel crankshaft, forged steel connecting rods, forged alum alloy pistons w DLC coated pins
HP/TORQUE .....	540 hp / 521 lb-ft
COMPRESSION RATIO .....	9.5:1
EXHAUST TYPE .....	dual 3-in straight-thru system w dual 5-in black tips
TRANSMISSION .....	TorqueFlite 8HP75
	8-spd auto, five clutches, four planetary gears, electr modulated torque converter clutch w torsional turbine damper
DRIVETRAIN .....	4x4
TRANSFER CASE .....	BW 48-13 full-time, 2-spd: 4auto, 4HI locked; neutral; 4LO locked
REAR AXLE RATIO .....	(opt) 3.92
AXLES .....	F: 215mm, R: 260mm
SUSPENSION .....	F: upper/lower A-arms, twin-tube shocks, stblzr bar; R: five-link w track bar, twin-tube shocks, stblzr bar, solid axle
STEERING .....	elec pwr steering
BRAKES .....	dual-rate tandem diaphragm vacuum power assist: F: 14.9x1.2 vented w 2.2-in two-piston pin-slider caliper & ABS; R: 14.8x0.87 w 2.2-in single-piston pin-slider caliper & ABS
WHEELS/TIRES .....	18x8 black painted alum, LT275/70R18 OWL
	Goodyear Wrangler Duratrac A/T
LENGTH / WHEELBASE .....	232.4 / 144.5 in
INSIDE BED LENGTH .....	67.4 in
WIDTH BTWN WHEEL WELLS .....	51.0 in
GROUND CLEARANCE.....(air)	6.7-8.7-9.9-10.7 in
APPR/DEP/BRKOVER.....	up to (Off-Road 2) (brkover w skid plate) 23.3/22.8/20.2
TURNING CIRCLE.....	46.2 ft
HEADROOM (F/R).....	40.9 / 39.9 in
LEGROOM (F/R).....	40.9 / 44.8 in
WEIGHT.....(base)	5431 lb (F/R: 3188/2243 lb)
GVWR.....	7100 lb
MAX PAYLOAD.....	1670 lb
GCWR.....(w opt 3.92 rear)	17,000 lb
TOW CAPACITY.....(w opt 3.92 rear)	11,200 lb
FUEL / CAPACITY .....	91-oct prem unl / 26 gal
MPG .....	17/24/19 (city/hwy/comb)
BASE PRICE .....	(TRADESMAN) \$46,875
HURRICANE ENGINE: 3.0-liter inline-6 Hurricane	SO twin turbo w start/stop .....
	2695
CUSTOMER PREF PKG 21B: 18x8 black wheels & A/T tires, full size spare, raised ride height, perf-tuned shocks, electronic lock rear axle, skid plates (fuel tank, steering, transfer case), Warlock decal, Selec-Speed, 400W inverter, 7-in TFT cluster, rear 60/40 seat, 2nd row in-floor storage, rear pwr-slide window, tow hooks, mats, map pockets.....	4690
BED UTILITY GROUP: pickup box lighting, Mopar spray-in bedliner, 115V exterior AC outlet, Mopar deployable bed-step, Mopar adjustable cargo tie-down hooks.....	945
TRI-FOLD TONNEAU BED COVER.....	550
3.92 REAR AXLE.....	195
DESTINATION CHARGE .....	1995
TOTAL .....	\$57,945

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**VEHICLE DEVELOPMENT : CHEVROLET CALIFORNIA CORVETTE CONCEPT**

**C9?**

**GM teases next-generation Corvette with SoCal roots and a firm grip on the future**

**GM** has revealed the second in a series of three Chevrolet Corvette concept design studies in 2025—the California Corvette concept—developed by GM’s Advanced Design studios in Pasadena, as part of a global design project. This latest concept reimagines the Corvette with a futuristic twist intended to reflect the brand’s deep roots in the Southern California design community.

“We invited multiple GM studios to envision Corvette-inspired hypercars,” says vice president of global design Bryan Nesbitt, “the first of which was revealed by our UK studio in March. The California team has now delivered a complementary study that honors Corvette’s legendary performance, while infusing it with their own distinctive vision.”

For decades, GM has leveraged the Corvette nameplate to introduce concepts, experimental cars and prototypes that push automotive design and engineering forward. While there is no production intent behind this design study, the Pasadena team embraced this project as a blank slate to reimagine what the Corvette could be.

“Duality of purpose is the basis of this concept’s design strategy,” says the Pasadena studio’s design director Brian Smith. The California Corvette concept, a one-of-one hypercar, blends racing-simulator inspiration with key Corvette cues. Dramatic exterior proportions—wide at the wheels with a narrow, tapered cabin and a narrow cockpit—reflect classic Corvette style points, while the dramatic single-piece, front-hinged canopy transforms the vehicle from a sleek sports car to a lightweight, open-air track car.

A minimalist interior centers on the driver, with integrated structural elements and performance-focused displays, including an augmented-reality HUD with only the most essential data displayed for high-speed driving.

GM’s Advanced Design studios in Pasadena comprises a 148,000-square-



foot campus spread across three buildings—housing about 130 staff spanning design, creative, facilities, operations, sculpting, fabrication and artisanship—fully equipped for advanced design, development, physical modeling and builds. GM’s global design network includes studios in Detroit, Shanghai, Seoul, the UK and Los Angeles. ■



**CONCEPT SPECIFICATIONS & ASSUMPTIONS**

**STRUCTURE**.....Tunneled underbody w lightweight carbon tub; active aero spoiler & air brake  
**POWERTRAIN**.....an assumed EV powertrain, with T-shape prismatic battery pack enabling low seating & better airflow around & through the chassis  
**WHEELS**.....staggered 21-in front, 22-in rear  
**DIMENSIONS** .....H 41.4 in; W 86 in; L 182.5 in; WB 109 in



# Monterey/Pebble/Quail auction highlights 2025



Bonhams:  
2020 Bugatti Divo  
\$8,600,000



Gooding Christie's  
1961 Ferrari 250 GT SWB California Spider Competizione  
\$25,305,000



Mecum Auction:  
Lamborghini Miura P400 S  
\$1,980,000



RM Sotheby's:  
2025 Ferrari Daytona SP3  
\$26,000,000

## Bonhams / Cars

The Quail Auction - Quail Lodge's West Farm Field, Carmel  
Friday, August 15, 2025 .....cars.bonhams.com

The Bonhams Quail Auction achieved \$44.7 million across 109 lots at a 96 percent sell-through rate, with more than 700 attendees filling the saleroom. At the heart of the excitement was a no reserve collection of 24 modern supercars with the 2020 Bugatti Divo achieving an impressive \$8.6 million. Highlights include:

2020 Bugatti Divo.....	\$8,600,000
2021 Bugatti Chiron Pur Sport.....	\$3,960,000
2023 Bugatti Chiron Super Sport.....	\$3,400,000
2022 Apollo Intensa Emozione "Ocean Dragon".....	\$3,500,000
2017 Pagani Huayra Roadster.....	\$3,300,000

## Gooding Christie's

Pebble Beach Auctions - Pebble Beach Parc du Concours  
Friday-Saturday, August 15-16, 2025 .....goodingco.com

Gooding Christie's, the official auction house of the Pebble Beach Concours d'Elegance for the 21st year, concluded one of its highest grossing sales to date, realizing \$127,931,810. Several major world records included the most valuable car ever auctioned by Gooding Christie's, the 1961 Ferrari 250 GT SWB at over \$25 million.

1. 1961 Ferrari 250 GT SWB California Spider Competizione...Lot 26.....	\$25,305,000
2. 1973 Ferrari 365 GTB/4 Daytona Competizione Series III.....Lot 38.....	\$8,145,000
3. 1961 Ferrari 250 GT SWB California Spider.....Lot 49.....	\$7,550,000
4. 1957 Ferrari 250 GT LWB California Spider Prototipo.....Lot 138.....	\$7,265,000
5. 1958 Ferrari 250 GT Tour de France Berlinetta.....Lot 16.....	\$4,850,000
6. 1990 Ferrari F40.....Lot 65.....	\$3,800,000
7. 1952 Jaguar C-Type.....Lot 148.....	\$3,635,000
8. 1961 Aston Martin DB4 GT.....Lot 156.....	\$3,195,000
9. 2021 RUF CTR Anniversary.....Lot 17.....	\$3,140,000
10. 1994 Bugatti EB110 Super Sport.....Lot 24.....	\$2,755,000

## Mecum Auction

Hyatt Regency Monterey Hotel and Spa - Del Monte Golf Course, Monterey  
Thursday-Friday-Saturday, August 14-16, 2025 .....mecum.com

Mecum Auctions had record attendance, attracting 500 classic and collector vehicles for auction, including exotic, domestic, vintage and modern cars, as well as 100 vintage and antique motorcycles. The auction saw overall sales reach \$45 million, bolstered by multiple vehicles in excess of the million-dollar mark. (The total is still on the rise as more sales continue to be finalized in the auction house's Bid Goes On department.)

1. 1969 Lamborghini Miura P400 S.....Lot S93.....	\$1,980,000
2. 1957 Mercedes-Benz 300SL Gullwing.....Lot S95.....	\$1,650,000
3. 1959 Mercedes-Benz 300SL Roadster.....Lot S72.....	\$1,485,000
4. 1932 Duesenberg Model J Sweep Panel Dual Cowl Phaeton.....Lot S47.....	\$1,320,000
5. 1969 Dodge Hemi Daytona NASCAR.....Lot S120.....	\$1,320,000
6. 1973 Porsche 911 Carrera RS 2.7 Lightweight.....Lot S91.....	\$1,045,000
7. 2006 Ford GT Heritage Edition.....Lot S90.1.....	\$891,000
8. 2025 Ferrari SF90 Spider.....Lot S79.....	\$715,000
9. 2021 Mercedes-Benz AMG GT Black Series P One Edition.....Lot S95.....	\$682,000
10. 2024 Porsche 911 S/T.....Lot S90.....	\$676,500

## RM Sotheby's

Portola Hotel & Monterey Conference Center, Monterey  
Friday-Saturday, August 15-16 2025 .....rmsothebys.com

RM Sotheby's 28th annual Monterey auction achieved over \$165 million in total sales, with an 87 percent sell-through rate, including 37 lots surpassing \$1 million and six exceeding \$5 million, with bidders from 46 countries. The \$26 million one-of-one 2025 Tailor Made Ferrari Daytona SP3 is the most valuable new car ever sold at auction, while Ferraris, pre-war Duesenbergs, RUF and Porsche established 12 world records.

1. 2025 Ferrari Daytona SP3 "Tailor Made".....	\$26,000,000 USD
2. 1993 Ferrari F40 LM by Michelotto.....	\$11,005,000 USD
3. 1995 Ferrari F50.....	\$9,245,000 USD
4. 2017 Ferrari LaFerrari Aperta.....	\$6,715,000 USD
5. 1935 Mercedes-Benz 500 K Special Roadster by Sindelfingen.....	\$5,340,000 USD
6. 2015 Ferrari LaFerrari.....	\$5,230,000 USD
7. 1935 Duesenberg Model J Torpedo Phaeton by Walker-LaGrande.....	\$4,405,000 USD
8. 1989 RUF CTR1 "Yellowbird" Lightweight.....	\$4,295,000 USD
9. 1990 Ferrari F40.....	\$3,855,000 USD
10. 1960 Porsche 718 RS 60 Spyder by Wendler.....	\$3,525,000 USD

# Torpedo-bodied Hispano-Suiza is Best of Show at the 74th Pebble Beach Concours d'Elegance

This year, 229 cars—including 55 international entries from 22 countries and 174 US entries from 31 states—pulled onto the competition field at the 74th Pebble Beach Concours d'Elegance.

Competition got underway on Thursday when the majority of Concours entries participated in the 27th Pebble Beach Tour d'Elegance, tracing about 70 miles of scenic coastal roads. Entries that complete the Tour have an advantage, if they go on to tie in the Concours class competition.

Best of Show was awarded to a 1924 Hispano-Suiza H6C Nieuport-Astra Torpedo shown by Penny and Lee Anderson Sr of Naples, Florida.

Hispano-Suiza has captured the top prize at Pebble Beach twice before, most recently in 1989.

Concours chairman Sandra Button notes, "This Hispano-Suiza ticks every possible box. The underpinnings are technically advanced. The body is meticulously hand-crafted, light and lovely. It was, notably, commissioned by aperitif scion André Dubonnet, and he raced it in both the Targa Florio and the Coppa Florio. A later owner added pontoon fenders to the car, but the Andersons sought to

return the car to its original form so you can see and truly appreciate its torpedo shape."

Known as the "Tulipwood" Torpedo, the car is in fact constructed of strips of mahogany, each individually carved to shape and joined to the inner ribs by 8,500 rivets. It reportedly weighed just 160 pounds when first built. Lee Anderson said it was all the wood that first attracted him to the car. "I like wood! I'm a wood boat antique collector. I started collecting them 40 years ago, before it became vogue-ish to do that. So I've always loved varnished wood, and when I saw this I said, my gosh! This is right in my wheelhouse."

## BEST OF SHOW

1924 Hispano-Suiza H6C Nieuport-Astra Torpedo  
Penny & Lee Anderson Sr., Naples, Florida

## BEST OF SHOW NOMINEES

1939 Maybach SW38 Spohn Sport Zweisitzer  
Dana & Patti Mecum, Geneva Lake, Wisconsin

1933 Invicta 4½ Litre S Type Corsica Drophead Coupé  
SBH, Riiffa, Bahrain

1956 Maserati 200SI Fantuzzi Open Sports Racer  
Phillip Sarofim, Beverly Hills, California

## ELEGANCE AWARDS

Gwenn Graham Most Elegant Convertible  
1933 Rolls-Royce Phantom II Brewster Henley Roadster  
Lehrman Collection, Palm Beach, Florida

B & Dorothy Nethercutt Most Elegant Closed Car  
1937 Bugatti Type 57 Atalante Rolltop Coupé  
The Pearl Collection, Zug, Switzerland

Jules Heumann Most Elegant Open Car  
1951 Ferrari 340 America Touring Barchetta  
Nikolay Miroshnichenko, Almaty, Kazakhstan

Strother MacMinn Most Elegant Sports Car  
1953 Siata 208 CS Balbo Coupé  
Jonathan & Wendy Segal, San Diego, California

The Pebble Beach Concours has already raised over \$4 million for charity this year, bringing total charitable donations to over \$45 million to date. Through the Pebble Beach Company Foundation, this benefit nearly 100 local nonprofits focused on youth education, impacting the lives of more than 10,000 children annually in Monterey County.

The 75th Pebble Beach Concours d'Elegance will be on August 16, 2026, featuring the marque of Ferrari and coachbuilder Vignale, also with curated classes for Pebble Beach Road Racing greats. Visit [www.pebblebeachconcours.net](http://www.pebblebeachconcours.net). ■

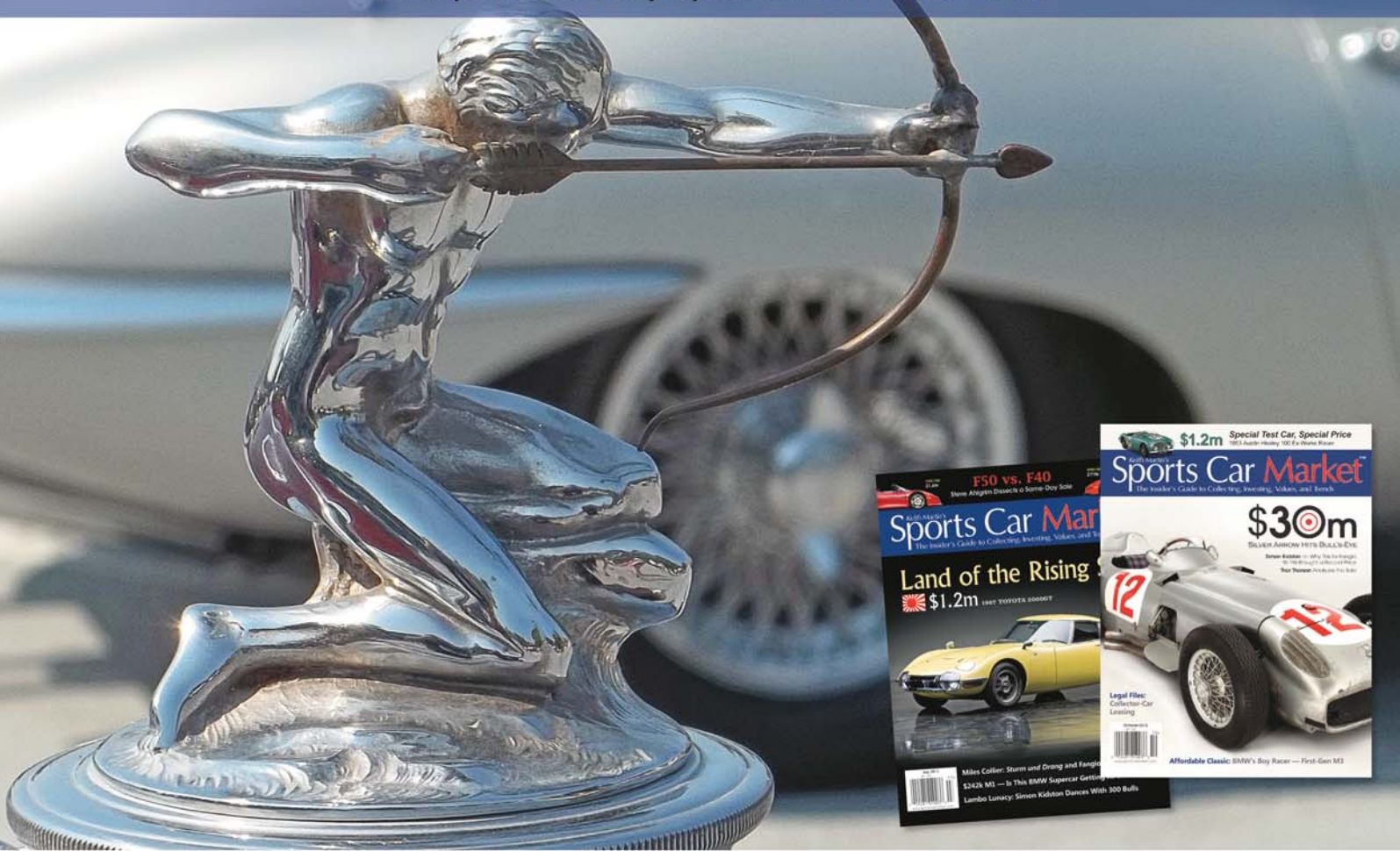


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**SPECIAL EVENT : ARIZONA CONCOURS D'ELEGANCE 2026**

## ARIZONA CONCOURS SUNDAY, JANUARY 18, 2026 DISCOUNTED TICKETS NOW ON SALE

**T**ickets are now on sale for the next Arizona Concours d'Elegance, a premier celebration of superb vehicles from the past and present, scheduled for Sunday, January 18, 2026, on the parklike lawns of Scottsdale Civic Center.

The eighth edition of the Arizona Concours will feature exceptional cars and motorcycles from around the world—guaranteed to impress and excite not only dedicated car lovers, but anyone who appreciates the beauty of expressive design, enjoyed in the atmosphere of a stylish garden party.

The professionally judged and curated assembly of 100 rarely seen dream machines and high-value collector vehicles is presented in partnership with Scottsdale Arts, a nonprofit organization that provides artistic services to the city of Scottsdale.

The Arizona Concours committee has designated 15 judged classes for 2026, including special classes that range from the 140th anniversary of Mercedes-Benz, the event's featured marque, to a class for dune buggies and beach cruisers.

Other classes include a celebration of 125 years

of Indian motorcycles, mid-century station wagons, post-war European sports/racing cars and exotic supercars from 2000 through 2025.

Awards are presented in each class, along with a variety of special awards and the two coveted Best of Show trophies—one for pre-World War II and one for post-war.

There are also special awards for the best costumes, with spectators and entrants encouraged to dress in period outfits from the last century.

Discounts are available for those who purchase tickets early. Ticket prices for the 2026 Arizona Concours, including early bird discounts, are:

- \$75 now through November 30, 2025
- \$90 from December 1–31, 2025
- \$100 from January 1–18, 2026

Student discounts (with ID, aged 13–18) are:

- \$50 now through November 30, 2025
- \$60 from December 1–31, 2025
- \$75 from January 1–18, 2026

Active members of the military with ID, as well as children 12 and younger, are admitted free.



Concours Plus tickets, which include Dawn Patrol admission on show day and entry to all Saturday seminars, are an additional \$25 per ticket.

Proceeds from the Concours benefit local artists and art programs, as well as the Concours' long-time beneficiary, Make-A-Wish® Arizona, founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions. The Concours also involves some of the Wish Kids in judging the cars, awarding a specially designed trophy to their favorite. Last year's winner was a bright yellow 2003 Ferrari Enzo.

Tickets are available at:

- [ArizonaConcours.org](http://ArizonaConcours.org)
- [ScottsdaleArts.org](http://ScottsdaleArts.org)
- The box office at Scottsdale Center for the Performing Arts (call 480-499-8587).



Spectators examine a rare 1966 Ford GT40 Roadster | Rob Mains photo

# Born ready. BY JOE SAGE

Meet the hot little hatch that graces this issue's cover, whether that's immediately obvious or not—the Volkswagen Golf R. Just R.

The history of the Golf R (and its predecessor, Golf R32) is fairly involved, enough so for its own book, but suffice it to say it has been intermittent, all with heightened performance, while with some of the key build specifics evolving (all the moreso when shopped against Golf GTI or even in parallel with comparable Audi cousins)—notably powertrain, transmission and door count, over time.

What we have now follows that pattern—this time, a four-door (or, as a hatch, five-door), with all-wheel drive (a huge plus), running through a direct-shift gearbox (no manual in the US this time).

Our chart at lower right shows power and price differentials between GTI and R. Compared to the

front-drive GTI's 241-hp 2.0-liter turbo, the AWD Golf R's 328-hp 2.0-liter turbo (up by 13 hp this year) has its cylinder head, pistons, valves, seats and springs modified, and has a larger intercooler and turbocharger. As an offshoot of its DSG transmission, it also receives an auxiliary oil cooler.

As obvious lust for the R sets in, note that while the GTI uses regular gas, Golf R requires premium.

Golf R also received a styling refresh this year—new headlights, illuminated grille and logo, and a more potent front bumper and fascia styling.

While there are three levels of GTI, there is only one of Golf R—basically—except this year has also offered a Black Edition (*not* what we are driving here). Compared with the base GTI, Golf R is about 50 percent pricier for (among other advantages) a 36 percent power advantage, though compared to

the top GTI, Golf R is only 15 percent pricier for that same 36 percent power advantage. Add in all the other variables, and Golf R definitely carries forward the value equation of GTI, if individual budget allows (including that ongoing higher fuel cost).

As with so much in life, there's nothing like a great first impression, and the Golf R gave us exactly that, in stages. We did setup of seats, mirrors, features and controls in the dark, easily. Even auto start-stop defeat was in plain sight before we even went looking.

The Golf R's cloth/velour seats can be seen as a distinctive plus, with just about everything else leather these days—a classic touch, more of a novelty, and with a sporty pattern (then on ours, a further upgrade as part of a \$3,795 Euro Style package, which also upgrades the door panels).

Seat adjustment is manual, but with power recline, and there is no mirror memory (at almost \$50k). On the seat, that's okay, adjust once and

done; for the mirrors, we wish we had it every time we back in and out of a space.

The car has sort of an alternative shift controller, something we often dislike because they may stop an unfamiliar (emergency or designated) driver in their tracks. But when you come down to it, this one is largely just a different style—its function does not particularly take special orientation. (We could, however, see keeping the same design, but making it larger, for both feel and importance.)

Style aside, the shifter is the gateway to one of the car's most pleasantly surprising key features—its DSG. Sure, if there were a manual offered, we'd order that by reflex. And if pressed, we might sum up two reasons people love manual transmissions as their entertainment factor and precision control. Well, great news—the VW Golf R as built provides plenty of entertainment as a whole. And the 7-speed DSG direct-shift gearbox provides a high level of precision control, often seeming capable of mind-reading your performance intentions.

Power is responsive and tight. The all-wheel-drive powertrain is precise and certain, as is the

steering, with any hints of front-drive heritage long since engineered away.

A bonus multilevel journey of discovery—directed to the area below the main level of the cargo floor, in the rear hatch (in search of a bit of documentation), we discovered a substantial center speaker and subwoofer, so big we at first thought it was a compact spare. This is one key to a very good Harman Kardon premium audio system, but was also our realization that the Golf R rides on perfectly fine Hankook run-flats with no obvious or apparent performance downside.

Go ahead, take the Volkswagen Golf R for a test drive if you want. You'll only need about a block. It scores pretty much "straight As," with power, pep, performance, its upgrades all purposeful (including those sporty cloth seats, the power mirror-seat delete, a simple spoiler). The precision of its DSG will make you forget you love a manual.

This is a hot hatch that is sure to delight not just a narrow target audience, but many others. A purity of mission and execution, achieved with a simple purity of style and performance. ■



## SPECIFICATIONS

ASSEMBLY	.....Wolfsburg, Lower Saxony, Germany
ENGINE/TRANS BUILD	.....Hungary / Germany
PARTS CONTENT	.....Germany 28% / Hungary 18% / US/Can 1%
ENGINE	.....2.0L TSI 16v 4-cyl turbo/intercooled, DOHC, chain-driven, var intake & exhaust, var valve lift; cast iron block, forged steel crank w five main bearings, alum alloy head/crossflow
HP/TORQUE	.....328 hp / 295 lb-ft
COMPRESSION RATIO	.....9.3:1
TRANSMISSION	.....7-spd DSG automatic
DRIVETRAIN	.....AWD
SUSPENSION	.....F: strut-type w lower control arms, coils, telescopic dampers, stblzr bar; R: multilink w coils, telescopic dampers, stblzr bar
STEERING	.....rack & pinion, elec pwr assist
BRAKES	.....F: 14.1 x 1.3 vented; R: 12.2 x 0.9 vented
WHEELS	.....19x8J alum alloy
TIRES	.....Hankook Ventus S1 evo3 235/35 R19 91Y summer performance
LENGTH / WHEELBASE	.....169.1 / 103.5 in
GROUND CLEARANCE	.....4.8 in
APPR / DEPART / BRKOVER	.....13.2 / 20.7 / 15.1°
TURNING CIRCLE	.....38.1 ft
HEADROOM (F/R)	.....38.5 / 38.1 in
LEGROOM (F/R)	.....41.2 / 35.0 in
CARGO CAPACITY	.....19.9 / 34.5 cu.ft
WEIGHT	.....3450 lb
FUEL / CAPACITY	.....prem unl rec'd / 14.5 gal
MPG	.....22/31/25 (city/hwy/comb)

BASE PRICE	.....\$47,100
EURO STYLE PKG:	solid roof replaces sunroof; titanium exhaust, manual driver's seat w power recline, delete front seat ventilation, diamond-pattern cloth seating w ArtVelours bolsters, padded door panels w ArtVelours inserts .....3795
MATS/LINER:	set of 4 Monster Mats, heavy duty trunk liner, VW CarGo Blocks .....296
DESTINATION CHARGE	.....1225
<b>TOTAL</b>	<b>.....\$52,416</b>

## 2025 VW GOLF LINEUP

<b>GOLF GTI</b>	241-hp 2.0L turbo/intercooled, 7-spd DSG, FWD
<b>Golf GTI S</b>	.....\$32,445
<b>Golf GTI SE</b>	.....37,420
<b>Golf GTI Autobahn</b>	.....40,880

<b>GOLF R</b>	328-hp 2.0L turbo/intercooled, 7-spd DSG, AWD
<b>Golf R</b>	.....\$47,100
<b>Golf R Black Edition</b>	.....48,415

More of anecdotal interest than comparative shopping interest, the Golf is very similar in a number of key dimensions to the otherwise seemingly quite different VW Tiguan also in this issue. Where it may actually become of comparative interest for some, there is notably less legroom in the back of the Golf, compared with the little SUV, but the ability to fold down the rear seat and expand cargo space in the Golf begs comparisons certain buyers may find worth a look.

# All in the details

Cool new stuff in a (largely) familiar package BY JOE SAGE

This relatively innocuous small crossover is in fact highly significant, as the top-selling vehicle, by far, from Volkswagen, the flagship brand of the first or second largest automotive manufacturing group in the world (the top two often swap).

While remaining immediately recognizable—familiar style, form, name, price, layout, lineup—the all-new third-generation VW Tiguan has plenty of ways to let you know it's all new—inside and out, and under the hood.

Tiguan's 2.0-liter engine received a boost in power this year (201 hp, up 17 from a prior 184), as well as in fuel economy. (Note that for 2026, the lineup will be adding an even more powerful 268-hp Tiguan SEL R-Line Turbo version.)

Body evolution can be spotted in the D-pillars at the rear corners, slightly more raked, emphasized by a chrome inlay, all somewhat evoking the mildly fastback-ish Atlas Cross Sport (which we find to be one of their most attractive), leading to a more angular tail. The new-gen Tiguan also adds LED

lights front and rear.

One element of the layout that remains familiar to most, but not all, is that the US version eliminates the third-row option this year.

Offered in seven builds (see chart), ours is the top for this year, the SEL R-Line 4MOTION. Each of four trim levels (three of which also offer FWD) adds its own impressive list of features, many of which seem extra generous for their price points.

Little things can mean a lot. Some of our top-trim SEL's coolest touches were stumble-upons for us, making them all the cooler—such as puddle lights, as you'd expect on a car at double the price, or an intricate pattern of "3D" colored lighting on the dash and doors, as we've typically seen on the highest of high end vehicles at, well, ten times the price. The top level adds many details—leather, heated wheel, massaging seats, high end audio—that, at still a hair under \$40 grand, may make this the starting point for many shoppers. (One thing for our wish list—seat-mirror memory did not seem

to include dipping the mirrors in reverse.)

Tiguan has a borderline-alternative shifter (the flip side of little things meaning a lot.) Housed in a right-hand stalk (itself not unique, though already not a favorite, as these are somewhat hidden by the wheel), this is unusual in that it says DNR, arguably implying common up-down motion, but it's a twisty—cool once oriented, but uncool for an unfamiliar, perhaps emergency, driver. Also unusual is that you twist up for drive and down for reverse, the opposite of traditional automatics.

All in all, the plusses and value overall rule the day, bringing us to a familiar positioning point. VW Group global includes closer cousins to Volkswagen brand itself—Skoda from the Czech Republic, SEAT from Spain—but its closest cousin in the US remains Audi, a premium brand.

As such, we often find ourselves contemplating how they keep VW such an affordable brand (as they must), as its content moves farther and farther upscale. It's a positioning challenge for the greater company, but for the buyer, it is sheer opportunity.

Case in point—the value, some of it understated, some of it a new delight, of the new Tiguan. ■



## SPECIFICATIONS

ASSEMBLY	VW de México SA DE CV, Puebla	
ENGINE/TRANS BUILD	Mexico / US	
PARTS CONTENT	US/Can 12% / Mex 39%	
ENGINE	2.0L TSI 16v 4-cyl turbo/intercooled, DOHC, chain-driven, var intake & exhaust, var valve lift; cast iron block, alum alloy head	
HP/TORQUE	201 hp / 221 lb-ft	
COMPRESSION RATIO	11:1	
TRANSMISSION	8-spd automatic	
DRIVETRAIN	4MOTION AWD, actv control, modes	
SUSPENSION	F: strut-type w lower control arms, coils, telescopic dampers, stblzr bar; R: multilink w coils, telescopic dampers, stblzr bar	
STEERING	rack & pinion, elec pwr assist	
BRAKES	F: 13.4 x 1.2 vented; R: 11.8 x 0.5 solid	
WHEELS	20x8.5J alum alloy	
TIRES	255/40 R20 H all-season	
LENGTH / WHEELBASE	184.4 / 109.9 in	
GROUND CLEARANCE	7.0 in	
APPR / DEPART / BRKOVER	18.0 / 25.2 / 21.2°	
TURNING CIRCLE	38.1 ft	
HEADROOM (F/R)	(snrf) 38.2 / 38.4 in	
LEGROOM (F/R)	40.2 / 40.2 in	
CARGO CAPACITY	tbd / tbd cu.ft	
WEIGHT	3801 lb	
TOW CAPACITY	(braked) 1800 lb	
FUEL / CAPACITY	reg unl / 15.6 gal	
MPG	22/30/25 (city/hwy/comb)	
<b>BASE PRICE</b>	<b>\$39,755</b>	
PAINT: Monterey Blue	455	
DESTINATION CHARGE	1425	
<b>TOTAL</b>	<b>\$41,635</b>	

<b>2025 TIGUAN LINEUP</b>	FWD	4MOTION
S	\$29,495	\$30,995
SE	32,295	33,795
SE R-Line Black	35,455	36,955
SEL R-Line	—	▼ 39,755

# TRAVEL SITES TO BE SEEN



Where to stay  
 Things to do - Food & drink  
 Downtown - Day trips  
 Visitor information  
 Event calendar  
**flagstaff.com**

Southwest Media Communications

# VINTAGE MEETS VTEC

## A DEEP DIVE ALONG ARIZONA'S "MOTHER ROAD"

BY TYSON HUGIE



**“You Kill It. We Grill It.”** That’s the phrase on the sign for the Roadkill Café along Route 66 in Seligman, one of the many landmark destinations on a recent trip back in time. I didn’t stop for any roadkill entrees there, but did have lunch down the road at the Grand Canyon Caverns. That’s a place where you can descend 210 feet beneath the earth’s surface, take a 30-minute tour, then have a bite to eat inside the cave.

My 1992 Acura NSX (their mid-engine 3.0-liter VTEC V6, 5-speed manual supercar) was the perfect ride for this roughly 430-mile round-trip adventure. While indisputably a “classic car,” now 33 years old, the Formula Red machine stood out like a sore thumb among the rusty 1950s and ’60s relics of Seligman and the surrounding vicinity. The drive route took me initially up Interstate 17 from Phoenix toward Flagstaff—an elevation gain of over a mile. Higher ground meant lower temperatures, something my NSX and I were both grateful for, since this trip took place during the middle of summer.

Seligman is home to only about 730 people as of the latest count, and the town thrives by being a popular stop for people (like me) who want to explore the Mother Road and see what it has to offer. The alignment for Route 66 passed through Seligman when the US highway system was established almost 100 years ago, in 1926. Just over 50 years later, in 1978, Interstate 40 bypassed Route 66 in

(cont’d)





many parts of northern Arizona, and some small towns dried up.

One of the surviving (even thriving) businesses in Seligman is the Snow Cap drive-in. It was built in 1953 by Juan Delgadillo and is still operated by his family. Their sense of humor becomes apparent when reviewing the menu, which includes items like a “Cheeseburger with Cheese” or “Dead Chicken.” I took the opportunity to wander around the property. ‘Round back were a number of classic cars like a 1952 Chevrolet 3100 pickup with faded Snow Cap livery.

It got closer to time for my cavern tour and lunch, so I headed toward the Grand Canyon Caverns about 20 miles west. My tour guide Dino took our group down 21 stories into the earth via elevator and gave us an overview of the cavern’s significance. One of the many unique things about the cavern is its form of “selenite” crystals called helictites.

Dino also walked us through a “motel room,” where you can pay about \$1,000 per night to stay inside the cave; I’ll have to save that for a future road trip. Besides, the inside of the cave stays a constant 56 degrees, and I probably would have wanted a light jacket if I spent any length of time down there.

One thing is for sure; Arizona never ceases to amaze me with its unique attractions and great driving roads. It’s the perfect playground for a road trip enthusiast, and I can’t wait to see what buried treasures (literally, in this case) I can find next. ■





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## MOTORSPORTS : PHOENIX RACEWAY NASCAR FALL 2025 CHAMPIONSHIP WEEKEND

# NASCAR FALL CHAMPIONSHIP WEEKEND: FRIDAY-SATURDAY-SUNDAY OCTOBER 31/NOVEMBER 1-2, 2025

**NASCAR CHAMPIONSHIP WEEKEND** returns to Phoenix Raceway this fall, running Friday/Saturday/Sunday, October 31, November 1-2. This will be the last NASCAR Cup Series Championship held here for a few years, as it rotates to a new track starting in 2026. Championship tickets sell out quickly, so don't wait—check plenty of choices online, but do it ASAP.

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**Friday, October 31, 2025: 5:30 PM**  
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**NASCAR CRAFTSMAN TRUCK SERIES**  
 The kickoff to the last NASCAR Championship Weekend in Phoenix.

**Saturday, November 1, 2025: 11:00 AM (ARCA) & 5:30 PM (NXS)**  
**NASCAR XFINITY SERIES CHAMPIONSHIP RACE**  
**& ARCA MENARDS SERIES**  
**DESERT DIAMOND CASINO WEST VALLEY 100**

High-speed action at Phoenix Raceway in the NASCAR Xfinity Series and ARCA Menards West Series Desert Diamond Casino West Valley 100 Championships, as tomorrow's stars race for the ultimate victory.

**Sunday, November 2, 2025: 1:00 PM**

**NASCAR CUP SERIES**  
**NASCAR CUP SERIES CHAMPIONSHIP RACE**

The thrill of the last NASCAR Cup Series Championship at Phoenix Raceway before it moves to a new track. Championship tickets sell out quickly, so don't wait—get your tickets today! ■



# FLAVOR AND FUNCTION

A FAMILY PYRAMID WITH MULTIPLE TOPS BY JOE SAGE

Toyota Sequoia represents that most utilitarian category of sport utilities, those built on the bones of corresponding full-size body-on-frame pickups, where the whole SUV idea got its start. The success of the Toyota Tundra pickup, in a market long ruled by Detroit and Detroit only, speaks to the credentials of the big three-row Sequoia.

To cement a domestic competitive spirit for Tundra and Sequoia, both are built in the US, at Toyota's San Antonio truck plant. This is on land originally established as Rancho de la Purisima Concepción in 1794, which was the inspiration for the Tundra's 1794 build, which has now been extended to Sequoia for 2025.

Sequoia 1794 brings an appealing mix of historic ranch styling cues (which are a lot like Arizona styling cues), especially inside—luxury leather and walnut wood-grain trim—and augments this with performance wheels, tires, shocks and drive modes (which are a lot like Arizona driving cues).

Heated and ventilated front seats include 10-way power adjustment and massage. In the rear are standard captains' chairs. Above them all is a panoramic moonroof, and the atmosphere is set by 14-speaker JBL premium audio.

All versions of the 2025 Toyota Sequoia (six 4x4 trim levels, plus the bottom two available as 4x2; see sidebar) have the same 437-horsepower 583-

lb.ft i-Force MAX twin turbo V6 hybrid powertrain.

While Capstone in core form is the top trim by price, at about \$84,000, either the TRD Pro or 1794 Edition are very close to it, at just over \$80,000. Add a TRD Off-Road Package to the 1794, as ours does, and you arguably have a new top dog, especially for our market, where rugged and stylish can be equally compelling (even though still a few dollars less than Capstone). Our finished product bears badging to represent all of it, with i-Force MAX on the hood, 1794 Edition on the doors, TRD Off-Road on the D-pillars, and, just to mix it up a little, boldly labeled TRD Pro floor mats.

A Tow Technology Package (with digital display rearview mirror, wifi trailer camera and trailer backup guide with straight path assist) is also included (as on other trims from Platinum up).

While a TRD Pro has 18-inch wheels, as you

would expect for an off-roader (where wider side-walls are a huge plus), and Capstone has 22-inchers (where big, big wheels are a fashion), ours, even with its TRD Off-Road credentials, shares a 20-inch wheel spec with the rest of the lineup, including 1794 itself—which could be seen as an extension of its multidimensional personality, or as a paradox. Or as underscoring its double duty credentials. Or as a balance point between its two personalities.

Put it all together, and, while a great build for any endless variety of urban and tough-duty week-end duty, we can see this really hitting its stride as a tow vehicle for the horse show circuit, unfazed by long highway miles or rough rodeo grounds.

Detroit still holds inordinate power in the big pickup segment, for reasons including tradition (we think Tundra would benefit exponentially from adding a heavy-duty build to its lineup). But this situation is not the same among their sibling SUVs. Here, Sequoia gets to shine. ■



## SPECIFICATIONS

ASSEMBLY	San Antonio, Texas
ENGINE	i-Force MAX 3.5L V6 hybrid, twin-turbo w water-cooled intercoolers, 24v DOHC 24v chain drive w Dual VVT-i
HP/TORQUE	437 hp / 583 lb-ft
COMPRESSION RATIO	10.4:1
ELEC MOTOR	perm magnet synchronous, parallel hybrid system w motor/generator btwn engine and transmission
HP/TORQUE	48 hp / 184 lb-ft
HYBRID BATTERY PACK	sealed Ni-MH, 288v (240 cells, 40 modules), 1.87 kWh, system voltage 650 V max
TRANSMISSION	10-spd electronically controlled auto w intelligence (ECT[-i]), sequential shift mode, uphill/downhill logic, Tow/Haul modes
DRIVETRAIN	4WDemand part-time 4WD, electronic 2-spd transfer case (hi/low), automatic limited slip diff; +TRD OFF-ROAD PKG: addtl modes/assist
SUSPENSION	F: indep dbl-wishbone w stblzr bar, twin-tube shocks; R: multi-link w coils, outboard-mounted twin-tube shocks; +TRD OFF-ROAD PKG: Bilstein shocks
STEERING	elec power asst rack & pinion
BRAKES	F: 13.9 vented, opposed dual-piston; R: 13.6 vented, single piston
WHEELS	(1794) 20-in alloy > +TRD OFF-ROAD PKG: 20-in TRD Off-Road alloys
TIRES	+TRD OFF-ROAD PKG: P265/60R20 112H Falken Wildpeak A/T AT3W
LENGTH / WHEELBASE	208.1 / 122.0 in
GROUND CLEARANCE	8.7 in
APPR / DEPART	15 / 20°
TURNING CIRCLE	40.2 ft
HEADROOM (F/2/3)	(pano) 39.2 / 37.5 / 35.6 in
LEGROOM (F/2/3)	41.2 / 39.2 / 28.1-33.7 in
CARGO CAPACITY	11.5-22.3 / 49.0 / 86.9 cu.ft
WEIGHT	6150 lb
PAYLOAD	1410 lb
GVWR	7560 lb
TOW CAPACITY	9010 lb
TOW TECH PKG INCL	trailer backup guide, straight path assist, wifi trailer camera
FUEL / CAPACITY	87-oct reg unl / 22.5 gal
MPG	(4x4) 19/22/20 (city/hwy/comb)
BASE PRICE	<b>\$80,135</b>
TRD OFF-ROAD PKG	20-in TRD Off-Road alloy wheels w A/T tires, TRD Off-Road badging, off-road suspension w Bilstein shocks, skid plates, red TRD engine start button, TRD leather-wrapped shift knob, alum sport pedals, electronic lock rear diff, multi-terrain select & monitor, crawl control, downhill assist control
TRD FRONT SKID PLATE	385
10-IN HEADS-UP DISPLAY	600
WHEEL LOCKS	105
CONNECTED SERVICES: 2 yrs addtl trial	325
DESTINATION CHARGE	1945
TOTAL	<b>\$85,630</b>

Note: sticker price varies from info below.

## 2025 TOYOTA SEQUOIA LINEUP

(all are i-Force MAX)	4x2	4x4
SR5	\$62,425	\$65,425
Limited	68,825	71,825
Platinum		79,570
TRD Pro		80,295
1794 Edition		80,385
Capstone		83,915

# Intelligence

BY JOE SAGE

Fully (28) versions of Toyota Corolla (see sidebar) start with (22) mainstream sedans, hatchbacks, Corolla Cross derivatives, hybrids, and FWD or AWD options, all with CVT or e-CVT. Top those off with GR Corolla, a 300-hp turbo-3 hot hatch, in (6) versions—three trim levels, all with AWD and (new this year) a choice of manual or automatic.

“GR” stands for Gazoo Racing, variants of which Toyota has three in the US: GR86, GR Corolla and GR Supra. Of these, GR Corolla—roughly midrange in price (about \$40k, vs \$30k for GR86 or \$60k for GR Supra) and in horses (300, vs 228 for GR86 or 382 for GR Supra)—is most conventional in form, with the largest interior and most cargo space.

But mainstream it is not. Continually track- and rally-honed, fine-tuning for the 2025 GR Corolla includes suspension, powertrain, cooling and aerodynamics. Torque is bumped from 273 to 295 lb-ft. Surface and finish details are updated inside and out. And the “intelligent” 6-speed manual (a rev-matching “iMT”) is joined this year by an available 8-speed Gazoo Racing Direct Automatic (DAT).

The sample driven here is the manual, a choice we generally love for its human command and control, while recognizing that automatic drivers have bigger numbers, these days.

Press the start button and the GR Corolla’s potent three-banger initiates a powerful soundtrack, more of a rich hum than a growl, ready to rock.

Under way, 300 horses are ample for just over 3,000 pounds. You will be at speed promptly, your

drive spirited and involved. This is the only GR that is front-drive-based AWD, with its Torsen limited-slip differentials front and rear overlaid by drive modes. Perceived an echo of torque steer in acceleration through curves, we verified that Normal mode is 60:40 front-biased, which likely explains this. Gravel mode is 50:50 front/rear. And Track mode is variable, to as much as 30:70 front/rear. We prefer this at-least-potential rear bias, closer to what the other two GR cars have baked in.

Seats are also manual, lighter weight and fine as a one-and-done setting, but in turn bringing only preset clicks for position, affecting the quest for perfect knee-flexing clutch pedal distance.

Binnacle readouts include your current gear, in a prominent square below digital speed, a reminder that rev-matching is partly aspirational, even

instructional, for new-to-manual drivers—a goal persisting even as the new automatic is offered.

The era of rev-matching (or “blip-shifting”) other-wise-manual transmissions brings varying implementations, and theories and application of these seem to be evolving. Having experienced overactive “goosing” between gears in vehicles from various manufacturers over the past couple of years, we generally turn this off ASAP. But we played with the GR’s “iMT” under multiple conditions.

A little rev at our first red light simply juiced it up, not a lot, seeming tamed way down from others’ earlier ones. (Perhaps we were not alone in thinking those were deal-killers?) That seemed like “high marks,” but in motion again, we turned iMT back off, noting everything now felt better. After all, if you want to blip-shift, you can do that yourself. In fact, it’s kind of a reflexive thing to do, keep the synchros spinning—but at your command.

We continued to experiment. Running down a boulevard at speed among well-spaced traffic, we prepared to gear down for a light ahead, with iMT back on. Expecting the usual over-revving “goose”

between gears, the system instead cooled its revs down a bit, perfectly matching our pattern. Nice.

At times, we were concluding they may have solved everything, and they may well be close. But then we had other instances of the more familiar, annoying over-revved goose between gears. We continued to go back and forth in our experiments and our perceptions.

We pondered whether, unlike a conventional automatic (a system that makes decisions *for* you), a manual with rev-matching might be seen as an automated system that *argues* with you about all your decisions, all in the guise of “helping.” Along these lines, we may have invented a new term for rev-matching—“rev-meddling,” arguably the dead opposite of why you want a manual, so you can be in charge of these decisions, not automation

So were we engaged? Or obsessed? In this case we may have been obsessed. Or let’s just call it analytical, since that is our mission each week.

Try it on for size. As a plus, this system is off by default (and easy to access when wanted). And we do still value the availability of the manual. ■

The GR Corolla has a “forged” carbon fiber roof surface. Maybe it’s because we had this car during a stormy week, but as an alternative to woven CF, it makes the roof look like a dirt-spotted off-black you can’t wipe clean, seeming out of place considering how shapely and shiny the rest of the car looks.



## SPECIFICATIONS

ASSEMBLY	Toyota, Aichi, Japan
ENGINE	G16E-GTS 1.6L 3-cyl turbo, dir inj + port inj (D-4ST), alum/alum
HP/TORQUE	300 hp / 295 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	6-spd iMT (intelligent manual w rev-matching); (also available: 8-spd Gazoo Racing DAT/paddles)
DRIVETRAIN	GR-Four AWD
0-TO-60 MPH	(MT) 4.9 sec
TOP SPEED	142.9 mph
SUSPENSION	F: MacPherson-type strut, 26.5mm stblzr bar; R: dbl wishbone type multilink, 23mm stblzr bar
STEERING	electronic pwr steering
BRAKES	F: 14.0 x 1.1, 4-piston alum fixed-caliper; R: 11.7 x 0.7, 2-piston fixed-caliper
WHEELS	(Premium Plus) 18-in cast alloy matte black 15-spoke
TIRES	Michelin Pilot Sport 4: 235/40R18
LENGTH / WHEELBASE	173.6 / 103.9 in
GROUND CLEARANCE	5.3 in
TURNING CIRCLE	36.1 ft
HEADROOM (F/R)	38.4 / 37.6 in
LEGROOM (F/R)	42.0 / 29.9 in
CARGO CAPACITY	17.8 cu.ft
WEIGHT	(Prem Plus / MT) 3303 lb
FUEL / CAPACITY	prem 91+ unl / 13.2 gal
MPG	(MT) 21/28/24 (city/hwy/comb)
BASE PRICE	<b>\$45,515</b>
PREMIUM PAINT: Heavy Metal	475
DOOR SILL PROTECTORS	179
MATS: carpet floor mat, carpet cargo mat	299
DESTINATION CHARGE	1135
<b>TOTAL</b>	<b>\$47,603</b>

## 2025 TOYOTA COROLLA LINEUP

<b>COROLLA</b>	169 hp, CVT
(4) SEDAN trims, FWD-only	\$22,325-28,040
(3) HATCH trims, FWD-only	\$23,780-27,080
<b>COROLLA HYBRID</b>	138 hp, e-CVT
(3) SEDAN trims - FWD	\$23,825-28,190
(2) SEDAN trims - AWD	25,225-27,665
<b>COROLLA CROSS</b>	169 hp, CVT
(3) trims - FWD	\$24,035-28,260
(3) trims - AWD	25,335-29,560
<b>COROLLA CROSS HYBRID</b>	138 hp, e-CVT
(4) trims, AWD-only	\$28,395-31,580

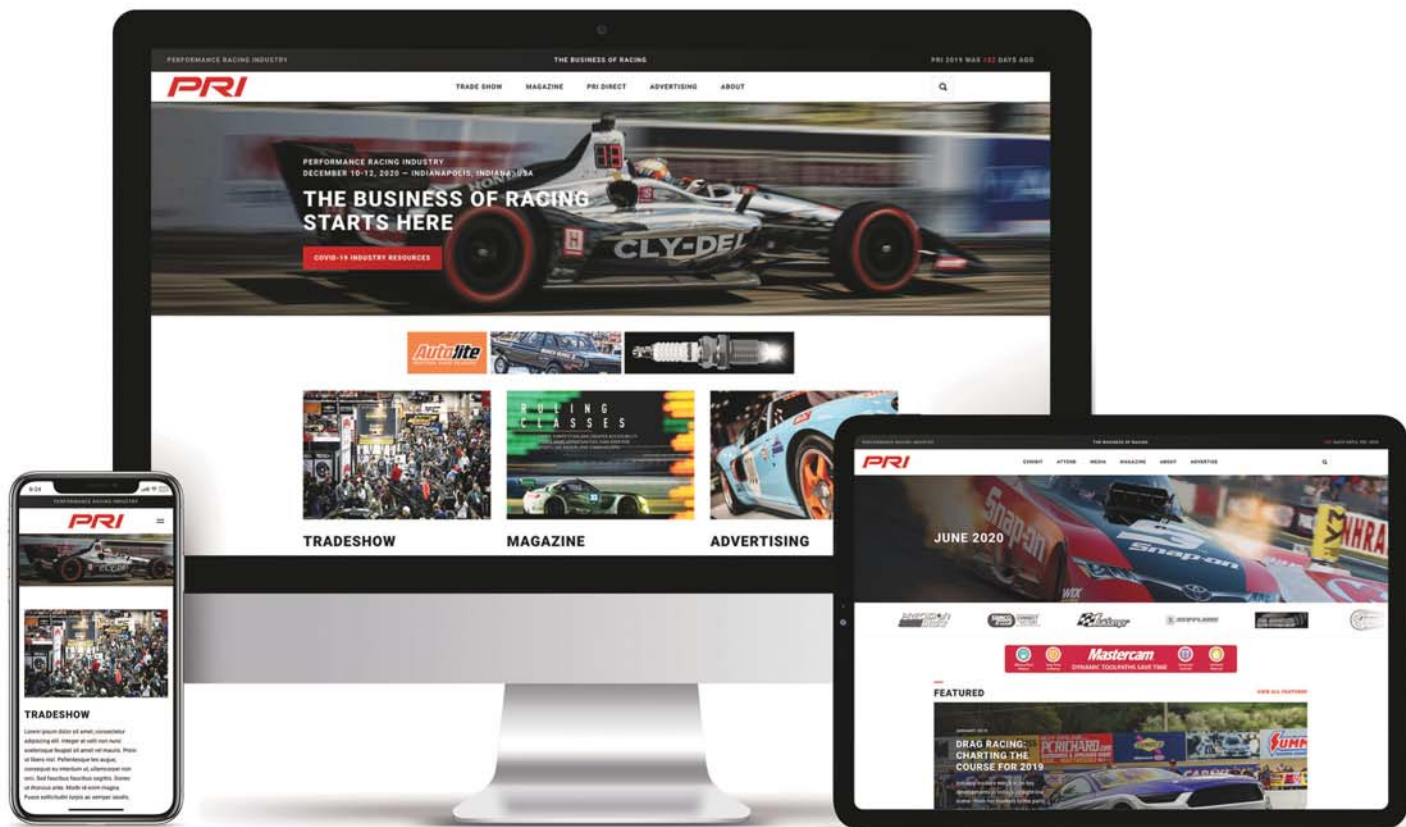
## GR COROLLA

300 hp, iMT/AT	
HATCH only, AWD-only,	
(3) trims x (2) transmissions	6 iMT ..... 6AT
Core	\$38,860 ..... \$40,860
Premium	41,440 ..... 43,440
Premium Plus	45,515 ..... 47,515



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## Spirit of Competition Award honoring Lyn St James

SIMEONE FOUNDATION AUTOMOTIVE MUSEUM - PHILADELPHIA - SATURDAY, OCTOBER 18

The Simeone Foundation Automotive Museum will be presenting their 2025 Spirit of Competition Award to trailblazing racer, author, mentor and advocate Lyn St James during a celebration on Saturday, October 18, 2025.

For more than fifty years, Lyn has competed at the highest levels of motorsport. She is a seven time Indianapolis 500 starter and earned Rookie of the Year honors in 1992, becoming the first woman to claim that distinction.

Her résumé includes victories at the Rolex 24 at Daytona, the 12 Hours of Sebring, Watkins Glen, Road America and the Nürburgring.

She has twice taken on the 24 Hours of Le Mans, raced in IMSA, Trans Am and SCCA, and set twenty-one national and international closed-course speed records, some surpassing 225 mph.

Off the track, Lyn co founded and leads Women in Motorsports North America, previously headed the Women's Sports Foundation, and serves on the

boards of ACCUS, IndyCar and NASCAR appeals commissions.

Lyn is a sought-after speaker on teamwork, performance and passion, and is the author of *An Incredible Journey* and *Oh, By the Way*.

Recognized among *Sports Illustrated's* Top 100 Female Athletes of the Twentieth Century, Lyn is an inductee of the Automotive Hall of Fame, the National Motorsports Press Association Hall of Fame, the Sebring Hall of Fame and other esteemed institutions. Her achievements have reshaped modern motorsport and continue to inspire future competitors.

This special daytime event will feature a personal appearance by Lyn, a showcase of cars on display as part of the Museum's Street Cred exhibition, and a salute to the enduring values that define the Spirit of Competition: courage, mastery, and unwavering determination.

St James, who lives in Phoenix, notes that this

is "such an amazing honor. I'm a huge fan of the Simeone Museum and how much Dr Fred Simeone loved sports cars, especially endurance racing, which I love as well. Very honored to receive this recognition."

Step into high octane history at the Simeone Foundation Automotive Museum's annual Spirit of Competition Award ceremony, as they salute and honor racing icon Lyn St. James. ■

**TICKETS AND INFORMATION:**  
[eventbrite.com/e/2025-spirit-of-competition-award-honoring-lyn-st-james-tickets-1571951111089](https://eventbrite.com/e/2025-spirit-of-competition-award-honoring-lyn-st-james-tickets-1571951111089)

**SATURDAY, OCTOBER 18, 2025**  
10am - 2pm (EDT)  
Simeone Foundation Automotive Museum  
6825-31 Norwitch Drive  
Philadelphia PA 19153

Though far from our first encounter, this one seems to have intrigued us anew, as we had pages of notes on features and interfaces, format and purpose, power and precision. It made an impression, and its lasting impression is good.

The midsize-to-compact pickup market has expanded exponentially. Competing with conventional cab-bed-body-on-frame trucks, others are reinventing the concept—some derived from SUV siblings, some clean-sheet designs—revisiting the basics of build and utility.

For a lot of people, Ridgeline may in fact work as an SUV, but one with another great trick. And even the diehard pickup buyer's profile is starting to expand and redefine itself around the edges.

Honda Ridgeline is the key pioneer of this "alt-pickup" direction, a unibody closely related to the

Honda Passport SUV. (While forgoing a long roof requires adding strength by other means—the first Ridgeline bearing notable triangulation from rear of cab to bed and beyond—remarkable engineering now accomplishes this internally, delivering a conventional pickup shape.)

The proof is in the field. Off-road, Ridgeline has all the same strengths and attributes that have had Honda's SUVs run as Baja champions.

Refreshed in 2024, the new TrailSport trim was also added, with certain more rugged styling cues, better dirt capability with off-road tuned suspension, steel underbody protection and all-terrain tires. In most other key areas, Ridgeline has the same specs across the lineup—same 280-hp 3.5L V6 engine, high-capacity cooling, drive modes, 5,000-lb towing, even ground clearance. Weight is

very close on all, though TrailSport takes a small ding in MPG (one point each highway, combined).

The biggest difference in the TrailSport is in its attitude—telegraphing a taste for sporty trail-running, not as a major rock-crawler, but in line with its Baja off-road competition credentials.

Notable features lineup-wide include a huge console bin; a moonroof (on all but base trim), all the better for having an opaque cover, as we had this in summer; and an unconventional shifter that is far from intuitive, as is the parking brake. Full-time owners will adjust to these.

As a lesson in relativity (that you, too, may have on a first test drive), we came to this straight from a high-performance car with very tight brakes, drivetrain, steering and handling, as well as lively power. Thus our Ridgeline notes at first reflected

perceived deficits in these. However, as the week went on, our perception of all of these rose notably. We did generally wish it had about 20 more horsepower (300 is a common aspirational point, and this smallish truck does weigh 4,495 pounds).

Those Baja wins are a completely different animal from daily driving. More than just the roads, speed and competition, it's that all-out pedal-to-metal power, use of brakes and steering nothing like in town, and power really to optimize and stay there. A great credential, racing is not necessarily always a benchmark for the daily drive. Then again, it's always a good foundation for engineering.

We've had Ridgelines in our local fleet before, and we've also driven them in multiple regional off-pavement comparos with extreme conditions, where they have always done well. This time, we cruised dirt roads at decent speeds, figuring this would tap its high capacity cooling, knowing TrailSport does not add additional ground clearance,

overall concluding it's more of a dirt trail-runner than a rock-crawler. And as with prior experience, it's quite good at this, much the same as its SUV equivalent. Back on our twisty, climbing four-lane highway after our session, we were equally satisfied with its power and handling.

Ridgeline comes to you in a convenient package and size. It's somewhat of a Transformer—easy to maneuver in tight parking, like a smaller crossover, then a load-carrying, dirt-running pickup when you need it, the rest of the time transparently all-purpose. This is where a lot of pickup buyers may face how realistic they want to be with themselves about their actual specific needs versus emotions, fun quotients, personality and other less tangible (but equally defensible) factors. Even as longtime conventional pickup owners, Honda Ridgeline puts a smile on our face every time we walk out to it and puts a smile on our face when we drive it. As they say at Circle K, what else do you need? ■

# READY FOR ANYTHING

BY JOE SAGE



## SPECIFICATIONS

ASSEMBLY.....	Lincoln, Alabama
ENGINE/TRANS BUILD.....	USA / USA
PARTS CONTENT.....	US/Canada 75%
ENGINE.....	3.5L V6, SOHC 24v i-VTEC, variable cylinder mgmt (VCM), high capacity radiator w 2 high power fans
HP/TORQUE.....	280 hp / 262 lb-ft
COMPRESSION RATIO.....	11.5:1
TRANSMISSION.....	9-spd auto, shift by wire, paddles, heavy duty transmission cooler
DRIVETRAIN.....	AWD
Intelligent Variable Torque Mgmt (i-VTM4)	
MODES.....	(Intelligent Traction Mgmt): normal, snow, sand, mud
SUSPENSION.....	off-road tuned:
F: MacPherson strut, 25.0 solid stblzr bar;	
R: multi-link, 26.5x4.5 tubular stblzr bar	
STEERING.....	elec power asst rack & pinion
BRAKES.....	F: 12.6 vented, R: 13.0 solid
WHEELS.....	TrailSport 18-in Pewter Gray alloy
TIRES.....	245 / 60R18 105T all-terrain
LENGTH / WHEELBASE.....	210.2 / 125.2 in
GROUND CLEARANCE.....	7.64 in
APPR / BRKOVER / DEPART.....	20.4 / 19.6 / 19.6°
TURNING CIRCLE.....	43.4 ft
HEADROOM (F/R).....	39.5 / 38.8 in
LEGROOM (F/R).....	40.9 / 36.7 in
BED LENGTH.....	64.0 in (5 ft 4 in)
BED WIDTH...at wheel wells 50.0; walls 60.0 in	
CARGO CAPACITY.....	In-Bed Trunk 7.3 cu.ft
2nd row underseat storage 2.9 cu.ft	
WEIGHT.....	4495 lb
TOW CAPACITY.....	5000 lb
FUEL / CAPACITY.....	reg unl / 19.5 gal
MPG.....	18/23/20 (city/hwy/comb)
<b>BASE PRICE.....</b>	<b>\$45,380</b>
PAINT: Diffused Sky Pearl.....	455
DESTINATION CHARGE.....	1395

**TOTAL.....\$47,230**

*Note: sticker price varies from info below.*

## 2025 HONDA RIDGELINE LINEUP

Sport.....	\$40,150
RTL.....	42,980
TrailSport.....	▼ 44,380
Black Edition.....	46,750

## ALT-PICKUP POSITIONING

Among the most obvious unibody pickups (at least one not using a different term for its form), Ridgeline has the longest and arguably most useful bed. Providing 50 flat inches between wheel wells means you can stack 4-foot-wide building materials meaningfully at bed level (with tailgate down). None, of course, have an 8-foot bed, but then neither do the midsize body-on-frame pickups nor any but a very few special-niche big pickups (generally the very simplest utilitarians or the biggest duallies).

**H**onda Civic could singlehandedly have others in the industry (notably the domestics) wondering why they ever abandoned a category as mainstream as the sedan. Of course, it has to do with beancounters seeing more profit per unit in other formats. But that's where the customer comes first with Civic (see lineup pricing at right).

Honda keeps things famously simple. Once you have decided which model you want, the trim levels each speak for themselves—any further options are seldom, if ever, needed.

That said, Honda Civic—which has received an overall refresh this year—is so immensely popular, it has generated ten different versions, based on four powertrains and two body types. Variables speak for themselves—sedans or hatches, wide-ranging powertrains including hybrid and high performance, and the Civic Si and Type R also differentiated by manual-only transmissions.

Our chart breaks it out pretty clearly—best all-around purchase and fuel economy; a full core range of super-high-mpg hybrids, then two performance levels, each quite distinct.

Sounds easy so far, but from this point, you are

faced with a few key tradeoffs—simple decisions for some, more complex for others.

The Civic Si—which we are driving here—has more horsepower than base versions (200 hp, versus 150). The hybrid, despite a lower-powered ICE engine, does match that, 200 hp combined, but the drives and personalities are different.

Ours is the Si Sedan HPT, its only difference being high-performance summer tires. But Honda's preference for trims, not options, explains that.

Weighing in at just 2,952 lb, our Si still achieves almost 30 mpg city and almost 40 mpg highway, and at about just \$30 grand, is priced lower than all but the lowest of the hybrids.

This is where the toughest purchase decisions may lie, out of the whole lineup—similar power, very different fuel mileage, and considerable overlap in prices. But the clearly distinctive manual transmission, personalities of both style and finishes, as well as the driving itself, bring focus.

If there is one thing that dominated our drive notes—and there is—it's the manual transmission's rev-matching feature. Not unique to this vehicle, to us it is a compromise for the seasoned

shifter, for the sake of newbies (in itself a very worthy goal). Well, Honda seems to have maybe gotten the memo. They seem to have made great strides at making it something a real shifter can live with more than in the past. This does not guarantee simplification—there are still tech rules of engagement—which on the one hand shows they've thought it through, though there seem to be a batch of algorithms attached, unlike with a pure mechanical manual. Give it a try.

All in all, that was the only digression from a fine and pure driving experience—"no further questions, your honor," in our notes. There is no question the roads are full of Civics galore, and we're pretty sure they are all happy with what they have, plain and simple.

Out of all the Civics, if the 6-speed manual is what catches your eye, you're down to two immediately. We would love to drive them back to back. Clearly one is more affordable (for both purchase and fuel economy), the other more powerful. For many, the Type R's power may be a handful, on a front-drive basis, and its styling more aggressive. Try them both. You'll know which one is yours. ■

# Power, economy...and gears!

BY JOE SAGE



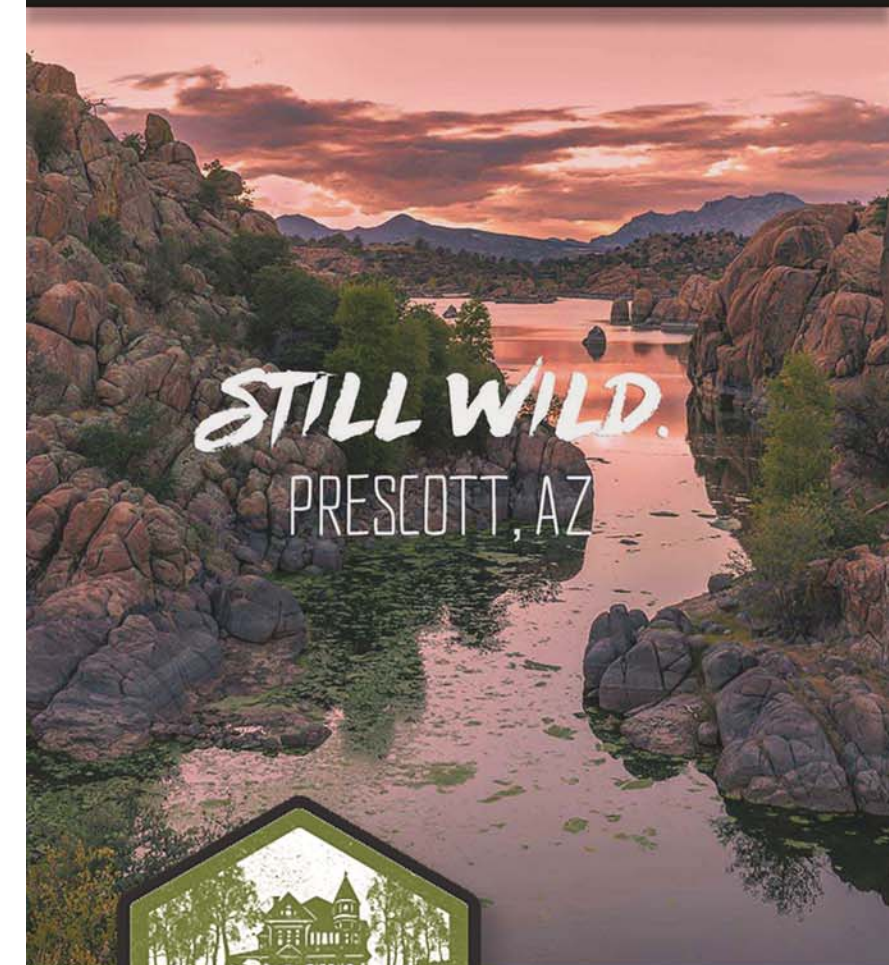
## SPECIFICATIONS

ASSEMBLY	.....Alliston, Ontario, Canada
ENGINE/TRANS BUILD	.....US / India
PARTS CONTENT	.....US/Canada 55%
ENGINE	.....1.5L 4-cyl turbo, 16v DOHC VTEC
HP/TORQUE	.....200 hp / 192 lb-ft
COMPRESSION RATIO	.....10.3:1
TRANSMISSION	.....6-spd manual
DRIVETRAIN	.....FWD
SUSPENSION	.....F: MacPherson strut, 27.0x4.5 tubular stblzr bar; R: multilink, 18.0 solid stblzr bar
STEERING	.....dual-pinion, var-ratio elec pwr steering
BRAKES	.....F: 12.3 vented; R: 11.1 solid
WHEELS	.....18-in matte black alloy
TIRES	.....(HPT) 235 / 40R18 95Y summer
LENGTH / WHEELBASE	.....184.0 / 107.7 in
GROUND CLEARANCE	.....na
TURNING CIRCLE	.....38.1 ft
HEADROOM (F/R)	.....37.6 / 37.1 in
LEGROOM (F/R)	.....42.3 / 37.4 in
CARGO CAPACITY	.....14.1 cu.ft
WEIGHT	.....2952 lb
WEIGHT DISTRIBUTION	.....F/R: 60/40
FUEL / CAPACITY	.....reg unl (prem rec'd) / 12.4 gal
MPG	.....27/37/31 (city/hwy/comb)
<hr/>	
BASE PRICE	..... <b>\$30,250</b>
PAINT: Urban Gray Pearl	.....455
DESTINATION CHARGE	.....1095
<hr/>	
TOTAL	..... <b>\$31,800</b>

## 2025 HONDA CIVIC LINEUP

LX	.....150 hp 2.0L ...32/41/36	..... <b>\$24,250</b>
Sport	.....* 31/39/34	..... <b>26,250</b>
Sport Hatchback	.....* 30/38/34	..... <b>27,450</b>
<hr/>		
Sport Hybrid	.....200 comb hp hyb ...50/47/49	..... <b>28,950</b>
Sport Hybrid Hatchback	.....* 50/45/48	..... <b>31,150</b>
Sport Touring Hybrid	.....* 50/47/49	..... <b>31,950</b>
Sport Tour Hyb Hatchback	.....* 50/45/48	..... <b>33,150</b>
<hr/>		
Si	.....200 hp 1.5L turbo / 6MT ...27/37/31	..... <b>29,950</b>
Si HPT	.....*	..... <b>30,250</b>
Type R	.....315 hp 2.0L turbo / 6MT ...22/28/24	..... <b>45,895</b>

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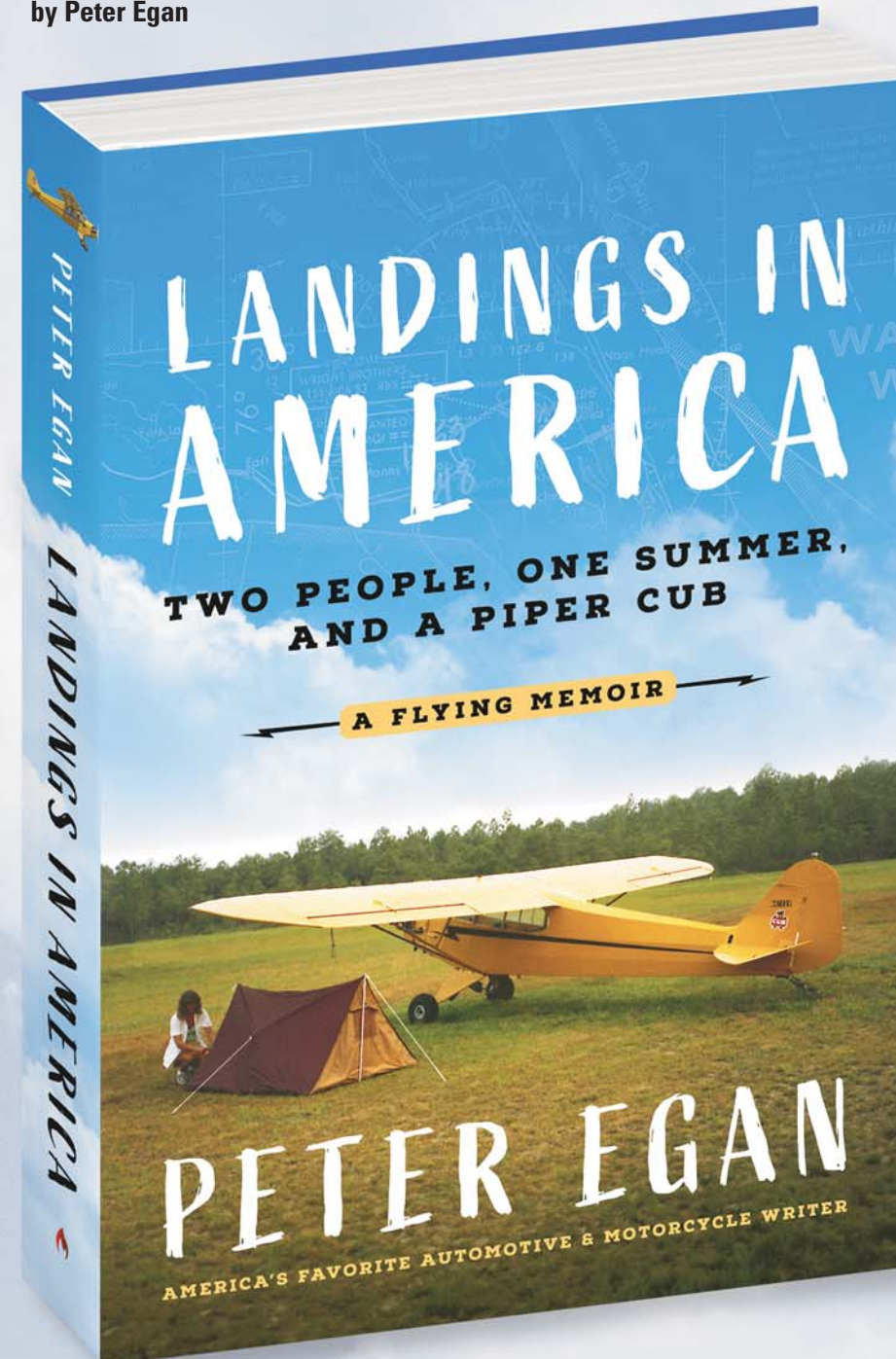


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**Landings in America**

Two People, One Summer, and a Piper Cub—a Flying Memoir by Peter Egan



**New from Octane Press**

Best known for his many years of columns and feature stories about cars and motorcycles in *Road & Track* and *Cycle World* magazines, in 1987, Peter Egan gave in to his lifelong fascination with classic airplanes and pursued a third branch of romantic modes of travel—namely, flying. *Landings in America* continues the enduring spirit of exploration that has defined his work.

Carrying only the barest essentials—a pup tent, a wad of cash and a change of clothing—Peter and Barbara Egan took off on a six-week, 7,000-mile trip around the US in their yellow 1945 J-3 Piper Cub, with no radio, no GPS and no hotel reservations. The story is part travel adventure, part memoir of post-Vietnam era America, part trek into personal reflections triggered by places and names encountered along the way. And always in the background of their trip was the unspoken search for a new place to live, far away from urban sprawl and crowded freeways, a place to someday fly home.

A travelogue-meets-time-machine for lovers classic machines and Egan's unmistakable voice, this "road" trip—floating several hundred feet off the ground—is a slow-motion journey through America's forgotten corners, capturing the rhythms of a country in a time that was on the verge of change.

*Landings in America* also delves into the machinery of exploration—the feel of a stick in your hand, the drone of a reliable engine, the thrill of trusting a map and a compass to show you the way. It's filled with the same mechanical empathy Egan has brought to stories about British sports cars, roadside repairs and the perfect drive. The journey is airborne, but the spirit is grounded in the same passion that drives every enthusiast who has ever loved the hum of a motor or the joy of getting lost.

*Landings in America* proves that even when Peter Egan's feet leave the ground, he never loses touch with what makes travel—and life—worth it.

**PETER EGAN** is synonymous with *Road & Track*, *Cycle World* and the golden age of gearhead storytelling. Born in Wisconsin and shaped by the US Army, rural life and a deep affection for mechanics and machines, Egan turned his journeyman's experience into a journalist's voice that's both wise and unpretentious. Today, Peter lives near Stoughton, Wisconsin, surrounded by old cars, guitars and his same sense of curiosity.

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www.octanepress.com



# If you've got a niche, scratch it

by JOE SAGE

Simple as can be, in its basic form, the Mazda MX-5 Miata comes in fully twelve builds. Of these, eight are Grand Touring variants (itself one of four trims). Other variables include a 6-speed manual or 6-speed automatic, traditional soft top or RF (Retractable Fastback hardtop convertible), and with or without Tan Leather (see sidebar).

Mazda Miata (officially Mazda MX-5 Miata and at one brief point just MX-5) is an eternal favorite. A classic. (Originally a modern interpretation of the classics, it has now been with us long enough to be a classic in its own right.)

Our sample driven here is near the base level, great for the pure experience—a second-step-up Club 6MT soft top, bearing the glorious manual transmission and ragtop, a classic Miata through and through. Though close to one end of the list, at \$33,030 it is actually mid-lineup. To maximize the car's presence and credentials, ours came in Mazda's unmatched Soul Red Crystal paint.

It is said that "MIATA" stands for "Miata Is Al-

ways The Answer." While that always resonates in background, and we have driven many a Miata and enjoyed it, we did look at some details anew.

Timing is everything, and—unlike most normal places—summer is seldom convertible season in the Sonoran Desert. We had our soft top Miata in mid-August, during a stretch of 118-degree heat. A few days on the open road at cooler altitude could have been great, but that was not in the cards.

So hop in. While lowering and raising the top is a super quick, one-handed (if shoulder-torquing awkward) action—so fast, you won't even time it—the heart of summertime here means top-up, at least while the sun is out. In fact, it was hard to effectively cool the interior (a highly manual HVAC setup does offer maximum control) even with the thin, black fabric top up. Not the best timing.

Then again, there is always the RF hardtop. This has a very different style and feel, not as loose and free-spirited, but it is surely easier to cool during the daytime, with the cabin solidly closed.

Going nocturnal was really our only way to enjoy top-down in that heat. It was still 104° at 1:30 am, but it felt great once out of the direct solar oven.

We had been asked about Miata's suitability for a tall person, which we conveniently are. While any low car is a little harder for entry, you can easily reach in and lower the top before stepping in, and then it's easy. Little long-hooded roadsters often surprise people with their legroom, once seated. Miata is pretty good here, not extreme, its 43.1 inches not that different from an above average sedan. The fact that the seat surface itself is lower to the ground affects fit, however, as it takes a few tries to get (tall) leg action just right for clutch operation. All this basically just comes with the territory. What was a bit tougher, tough, was pedal space, as we also have big feet (size 13, usually). The three pedals are in a tight enough footwell to overlap your shoes at a critical moment, for which we were constantly trying to reposition our heels farther back between shifts, in preparation.



The message is as you would expect—you will want to try the car on for size, and if driving shoes might be the answer, bring those along. But don't forget, you WILL no doubt fine-tune your position over more time, and it will likely end up just fine.

Lower power and smaller size can both be noticeable on the mean freeways in town. Time and miles on a beautiful open two-lane can erase such feelings (though road tripping storage is limited).

Such details, though, are really only secondary. Universal purpose is seldom the realm of the most compelling vehicles. Clearly a bit of a niche vehicle—in many cases likely a second or even third car—Miata is better thought of as mission-specific. It's sporty, affordable and fun. You may think of other things that fit that formula. But given its classic style and format, Mazda Miata is still (and perhaps forevermore will be) a one of a kind. ■



## SPECIFICATIONS

ASSEMBLY	.....Hiroshima, Japan
ENGINE/TRANS BUILD	.....Japan / Japan
PARTS CONTENT	.....Japan 85% / US/Can 0%
BUILD	.....monocoque unibody w backbone frame construction, front & rear suspension subframes
ENGINE	.....SKYACTIV-G 2.0L DOHC 16v 4-cyl, chain-driven DOHC, var intake valve timing (VVT), alum/alum, alum powerplant frame, enhanced engine response, single exhaust dual outlets, induction sound enhance
HP/TORQUE	.....181 hp / 151 lb-ft
COMPRESSION RATIO	.....13.0:1
TRANSMISSION	.....6-spd manual
DRIVETRAIN	.....RWD, torque-sensing asymmetric limited slip diff
SUSPENSION	.....F: dbl wishbone; R: multilink; monotube shocks (Bilstein on Club trim)
STEERING	.....rack & pinion, elec pwr assist
BRAKES	.....F: 11-in vented, single-piston; R: 11-in solid, single-piston alum
WHEELS	.....(Club & higher) 17x7 aluminum
TIRES	.....P205/45 R17 high-perf summer
LENGTH / WHEELBASE	.....154.1 / 90.9 in
GROUND CLEARANCE	.....(Club & higher) 5.32 in
TURNING CIRCLE	.....30.8 ft
HEADROOM (F/R)	.....(soft top) 37.4 in
LEGROOM (F/R)	.....43.1 in
CARGO CAPACITY	.....(soft top) 4.59 cu.ft
WEIGHT	.....(soft top, 6MT) 2366 lb
WEIGHT DISTRIBUTION	.....(soft top, 6MT) 53:47
FUEL / CAPACITY	.....87 ok, prem rec / 11.89 gal
MPG	.....26/34/29 (city/hwy/comb)

BASE PRICE	.....\$32,830
PAINT: Soul Red Crystal	.....595
APPEARANCE PKG FOR CLUB: front air dam, rear lip spoiler	.....incl
DESTINATION CHARGE	.....1185

**TOTAL** .....\$34,610  
*Note: sticker price varies from info below.*

## 2025 MAZDA MX-5 LINEUP

	Soft Top	RF
Sport 6MT	\$29,530	—
Club 6MT	\$33,030	\$40,850
Brembo/BBS/Recaro Pkg	+4,900	(incl)
Grand Touring 6MT	34,830	37,550
Tan Nappa Leather	+300	+300
Grand Touring 6AT	35,750	38,520
Tan Nappa Leather	+300	+300

# Variables galore by JOE SAGE

This 2025 Mazda CX-70 PHEV Premium Plus is a variation on, or an alternative to, a CX-70 Turbo S Premium Plus we featured last winter. The CX-70 is itself a variation on, or an alternative to, the Mazda CX-90, the only difference being that CX-90 is a 3-row and CX-70 is a 2-row.

**SEATS:** Why two separate models and names? Perhaps because each is complex in its own right—(7) versions of CX-70 across three powertrains, (9) versions of CX-90 across the same three powertrains. You can get one decision—seat count—out of the way right up front (which you could, anyway, but perhaps a different name adds focus).

So how to decide? One wild card is that the 3-row CX-90 offers a base trim that the 2-row CX-70 does not. Beyond that, the CX-90 is just \$500 more across the board. If you can swing that, why not

just buy the 3-row? If you never use it, you've lost nothing but the \$500 over a long term. But if you raise it even once, you get your money's worth.

**POWERTRAINS:** The CX-70 PHEV is very similar to the Turbo S in all regards (even power and mpg, despite the PHEV hybrid system being built on a 4-cylinder engine versus the Turbo S's inline-6). The difference? The PHEV can go 26 miles in pure EV mode, which for many daily drivers may be all the EV they'd ever want or need. And as a PHEV rather than a pure EV, you can also exceed that 26-mile cap any time you want, on gasoline.

The price difference for this trick is just \$1500. And you will need the charging facilities and discipline to charge it. (Regenerative adds minimally.)

**TOWING:** There is one more distinction, though, between the turbos and the PHEV—tow capacity,

5,000 lb for the turbo, just 3,500 lb for the PHEV. And unlike, say, the seating difference, which can potentially be ignored, this is a commitment. Some people have no towing needs or plans at all, but if you do—or think you might—calculate what your loads may be. It may become your key point.

**THE FORMULA THEREFORE:** If you make a commitment to benefitting from its percentage of EV range, which for some people will be 100 percent of their driving, then great. If you don't, then basically you're spending \$1500 more on the PHEV for the *potential* of EV advantages, but will have the *certainty* of less towing.

If, on the other hand, you save \$500 while buying the Turbo for the *certainty* of more towing, you have only lost the *potential* of electric driving.

It seems pretty easy to focus in this realm, even with some guesswork. Anyone else will pretty much be flipping a coin about murkier what-ifs. ■



## SPECIFICATIONS

ASSEMBLY	Hofu, Japan
ENGINE/TRANS BUILD	Japan / Japan
PARTS CONTENT	Japan 90% / US/Can 0%
ENGINE	e-SKYACTIV-G 2.5L four-cylinder, alum alloy / alum alloy
HP/TORQUE	189 hp / 192 lb-ft
ELECTRIC MOTOR	68kW motor/generator
BATTERY PACK	17.8 kWh Li-ion
HP/TORQUE	173 hp / 199 lb-ft
COMBINED HP/TORQUE	323 hp / 369 lb-ft
COMPRESSION RATIO	13.0:1
TRANSMISSION	SKYACTIV 8-spd auto
DRIVETRAIN	AWD
TOP SPEED	118 mph
SUSPENSION	F: double-wishbone; R: multi-link
STEERING	elec power rack & pinion
BRAKES	F: 13.7 vented; R: 13.8 vented
WHEELS	21-in alum alloy, black, machine cut
TIRES	275/45 R21 all-season
LENGTH / WHEELBASE	200.8 / 122.8 in
HEADROOM (F/R)	39.6 / 38.4 in
LEGROOM (F/R)	41.7 / 39.4 in
GROUND CLEARANCE	(21-in wheels) 8.1 in
TURNING CIRCLE	38.1 ft
CARGO CAPACITY	39.6 / 75.3 cu.ft
TOW CAPACITY	up to 3500 lb
WEIGHT	(PHEV) 5198 lb
FUEL / CAPACITY	prem unl / 19.6 gal
ALL-ELECTRIC RANGE	26 miles
MPG	MPGe 56 (comb) / MPG 25 (comb)
BASE PRICE	<b>\$57,450</b>
PAINT: Soul Red Crystal Metallic	595
DESTINATION CHARGE	1375
TOTAL	<b>\$59,420</b>

### 2025 MAZDA CX-70 (2-ROW)

3.3 TURBO	AWD
Preferred	\$40,445
Premium	45,900
Premium Plus	48,900
3.3 TURBO S	AWD
S Premium	52,450
S Premium Plus	55,950
PHEV	AWD
Premium	\$54,400
Premium Plus	▼ 57,450

### 2025 MAZDA CX-90 (3-ROW)

3.3 TURBO	AWD
Select	\$37,845
Preferred	40,945
Premium Sport	46,400
Premium Plus	49,400
3.3 TURBO S	AWD
S Premium	\$52,950
S Premium Plus	56,450
PHEV	AWD
Preferred	\$49,945
Premium	54,900
Premium Plus	57,950

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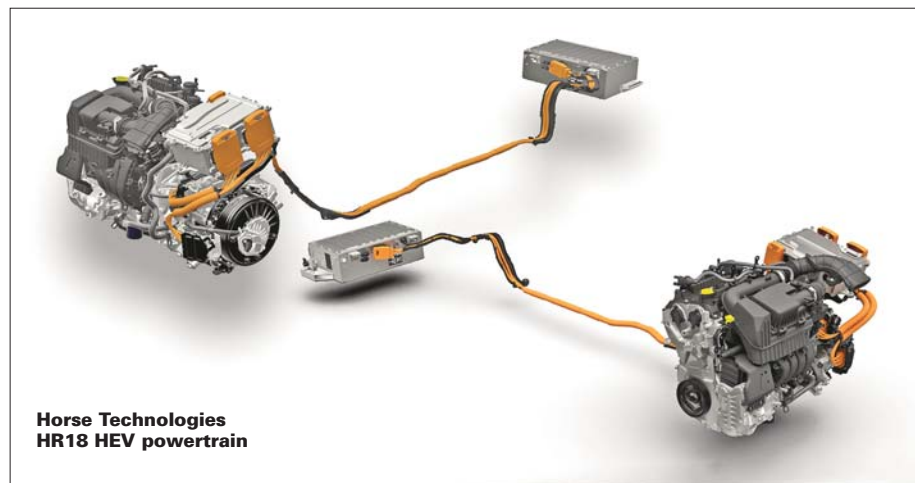
## THE INSIDE TRACK: BRIEFS & RUMORS



Home of Rolls-Royce, Goodwood extension final steel beam

▼ This summer, **Rolls-Royce** marked a major milestone in the development of its new extension at the Home of Rolls-Royce, Goodwood, Chichester UK. In a formal ceremony, members of the company's board of directors signed the final steel beam before it was installed in the building's internal structure, lifted into place at the structure's highest point. The signing ceremony came just four months after chief executive Chris Brownridge signed the first of 437 steel columns, each standing up to 13 meters high (42.65 feet), marking the beginning of the building's structure. The new 40,000m<sup>2</sup> (430,556 sq.ft.) building will support the marque's expanding Bespoke and Coachbuild capabilities and house a new Exterior Surface Center. With the full steel framework in place, attention turned to the next phase of the project, including cladding the structure and integrating it with the existing facility via a 30 meter (98.42-ft), 20-tonne (UK; 22.4-ton US) steel bridge, previously delivered and installed as a single assembly earlier this year. The ceremonial signing evoked an earlier Rolls-Royce tradition, in which supervisors would initial completed body panels or mechanical components with a chinagraph pencil before passing them to the next stage in assembly. This practice itself echoed Sir Henry Royce's own insistence on personally inspecting and approving every new component—often requiring near-daily, 400-mile round trips between the company's original factory in Derby and Sir Henry's home, "Elmstead," in West

Wittering. Just a few miles from the marque's present-day home at Goodwood, Elmstead served as both a retreat and a workspace for Royce, who would test, refine and sign off designs there—a legacy that continues on the very same Sussex roads still used today by the marque's test and development team. Costing over £300 million (\$406 million), the landmark new extension represents the largest single investment in the Home of Rolls-Royce Mo-



Horse Technologies HR18 HEV powertrain

tor Cars since it launched in 2003. Once completed, it will further strengthen the company's economic contribution to the United Kingdom, which currently exceeds £500 million (\$677 million) annually.

▼ **Horse Technologies**, a division of Horse Powertrain and a leader in innovative and low-emission powertrain systems, has announced its new integrated

hybrid drive unit, the HR18 HEV. The first complete powertrain unit designed, developed and produced under the Horse Powertrain brand, the HR18 HEV was developed at the R&D centers in Romania and Spain and will be produced at Horse Technologies' Bursa plant in Turkey and its Valladolid plant in Spain. The advanced hybrid powertrain consolidates key technologies from across Horse Technologies' product portfolio into a single, efficient unit that can power a range of mobility solutions, combining a combustion engine, electric motor, transmission and power electronics into a single solution. To coincide with the announcement of the new powertrain, Horse Powertrain is beginning production of its HR18 combustion engine, a new 1.8-liter, 4-cylinder gasoline direct injection engine. Weighing just 100 kg (220.5 lb), the HR18 delivers up to 80 kW (108 PS or 107.3 hp) of power and 172Nm (126.9 lb-ft) of torque. The HR18 is an Atkinson-cycle engine built specifically for use in hybrid powertrains, and is compatible with flex fuel blends of up to 10 percent ethanol content. It fully complies with

both Euro 6E-BIS and Euro 7 emissions standards. The HR18 engine was developed at the Horse Technologies' Bucharest R&D center in Romania and will be cast, machined, and assembled at the company's plants in Valladolid and Bursa. The HR18 HEV powertrain integrates a BTA Gen2 lithium-ion battery, developed at Valladolid. Weighing just 36 kg (79.4 lb), it can store up to 1.4kWh of energy.

▼ **Hispano Suiza** lays claim to the most exclusive and personalized customer experience in the automotive world. It begins at the company's facilities in Mont-



Hispano Suiza "Meet, Feel and Live" personalized customer experience

meló and at Peralada Castle, where guests are welcomed and guided through the configuration of their new hypercar. The process includes test drives on both road and track of Hispano Suiza models, a five-star hotel stay, a Michelin-starred dinner and more. Each model carries the legacy of a century-old brand, a pioneer in the Spanish automotive industry. The mission is to take luxury and performance to a new dimension, transforming car ownership into a unique and personal experience, via an exclusive journey that invites the customer to discover the brand's history, live its present and get behind the wheel to shape the hypercar of their dreams. The future owner becomes part of the creative process, with direct access to the technical and design teams, able to define every aesthetic detail of their vehicle. Each experience is conceived as a unique journey, fully personalized and tailored to the customer's tastes, divided into three chapters: Meet, Feel and Live. It begins with a personalized questionnaire, which allows the brand's team to know the tastes, expectations and desires of each owner. The welcome ("Meet") is held at the brand's Atelier, located at the company's HQ in Montmeló (Barcelona), where the client is greeted by CEO Sergio Martínez Campos, as well as the technical, marketing and events teams. They meet with design director Francesc Arenas—right where hypercars Carmen, Carmen Boulogne and Carmen Sagrera were born. In an intimate conversation, client and de-

signer will begin to configure the hypercar of their dreams. The second stage ("Feel") takes place at the Hispano Suiza Design & Innovation Center, inside the brand's private box located at Barcelona-Catalunya

Circuit, an experience no other manufacturer can currently offer. Hospitality and technology are combined in this environment, as the customer experiences pure adrenaline in a test drive on a closed track, accompanied by the company's driver ambassador, former F1 driver Luis Pérez Sala, under supervision of the technical team. After lunch, the client travels to Peralada (Girona), the historic birthplace of Hispano Suiza and residence of the Suqué Mateu



Fraunhofer Hearing Car project

family, owners of the brand ("Live"). The trip continues to Peralada Castle, with a private visit to the Hispano Suiza Museum and library—one of the largest in Spain—which houses editions of Don Quixote in several languages, original drawings and personal correspondence of Salvador Dalí, among other cultural gems. Dinner takes place at Castell Peralada, a Michelin-starred restaurant inside the castle. Guests

are welcomed by chef Javier Martínez and maître d' Toni Gerez, for an unforgettable meal. The night is spent at the Perelada Resort, a five-star hotel with a Michelin key, exquisite cuisine by chef Paco Pérez, a golf course and a wine spa. The tour concludes the next day with a visit to the new Perelada winery. Clients also have the chance to take a test drive behind the wheel of one of the brand's models on the roads of Peralada. Hispano Suiza takes care of every detail, including private transfers and personalized assistance. Learn more at Experience Hispano Suiza on YouTube.

▼ For years, we have relied on cameras, lidar and radar to detect the environment around passenger cars. However, the perception of external sounds has been lacking, even in development of autonomous driving. Now, **Fraunhofer** IDMT-HSA is researching integration of acoustic sensor technology into their KI4BoardNet project with The Hearing Car, as their branch in Oldenburg has equipped research vehicles with new microphones and specially developed measurement technology. To test both, the team traveled to a test site in Sweden last spring with project partner CARIAD SE, where their test vehicles are now on the road, ready to test new sensor and measurement technology in ice and

KEEP RIGHT >>

on cars have been intended to help automated vehicles recognize emergency vehicles in traffic. But many other scenarios are conceivable. Research is working to combine acoustic sensor technology with



speech recognition systems to interact with the vehicle from outside via voice commands and to find out how the microphones perform under different weather conditions and degrees of contamination.

▼ The elements of the **Bentley** iconography—the “Winged B”—have always been the same, with a prominent “B” at the heart of the design, flanked by a pair of feathered wings. When W.O. Bentley started his car company in 1919, he needed an emblem that summed up his quest to push the boundaries of performance. He turned to his friend F. Gordon Crosby, the most famous motoring artist of the pre-war years, who brought distant motor races and continental tours to life for readers of *The Autocar*. Crosby created the original Winged B, with a pair of wings chosen to represent the exhilaration of motion—and perhaps also a nod to W.O. Bentley’s background as a designer of engines for fighter planes in the First World War. Crosby gave each wing a different number of feathers to stay one step ahead of fraudulent imitations. When Bentley passed into the ownership of Rolls-Royce in 1931, a new emblem was created—symmetrical, with 10 straightened feathers on each side, flanking a simpler B in a plain black oval. This was the longest-standing version, in use until the emblem’s third iteration in about 1996, when, as a nod to Crosby, the central “B” was revised to echo the original, the emblem became more ornate, and

more pronounced curvature returned to the wings. Following Bentley’s purchase by Volkswagen Group in 1998, the emblem was redesigned again, in preparation for the first Continental GT, launched

in 2002—a car that took annual production from 1,000 cars to 10,000. At that time, a new Winged B was created, honoring the 1919 original by reverting to an asymmetric design—10 feathers to the left and 11 to the right. Now Bentley has unveiled a contemporary new emblem, the fifth iteration in their 106-year history, designed entirely in-house by a small and dedicated internal team, led by director of design Robin Page. The new emblem was



revealed this summer on the front of a future concept car. The mission was to capture some of the beautiful details from the previous designs—for example, the diamond pattern of the inner wings and the B “center jewel”—but in a more modern and progressive design. The shape of the new wings is sharper and more dramatic, and the lower feathers underneath the B have been removed entirely. While

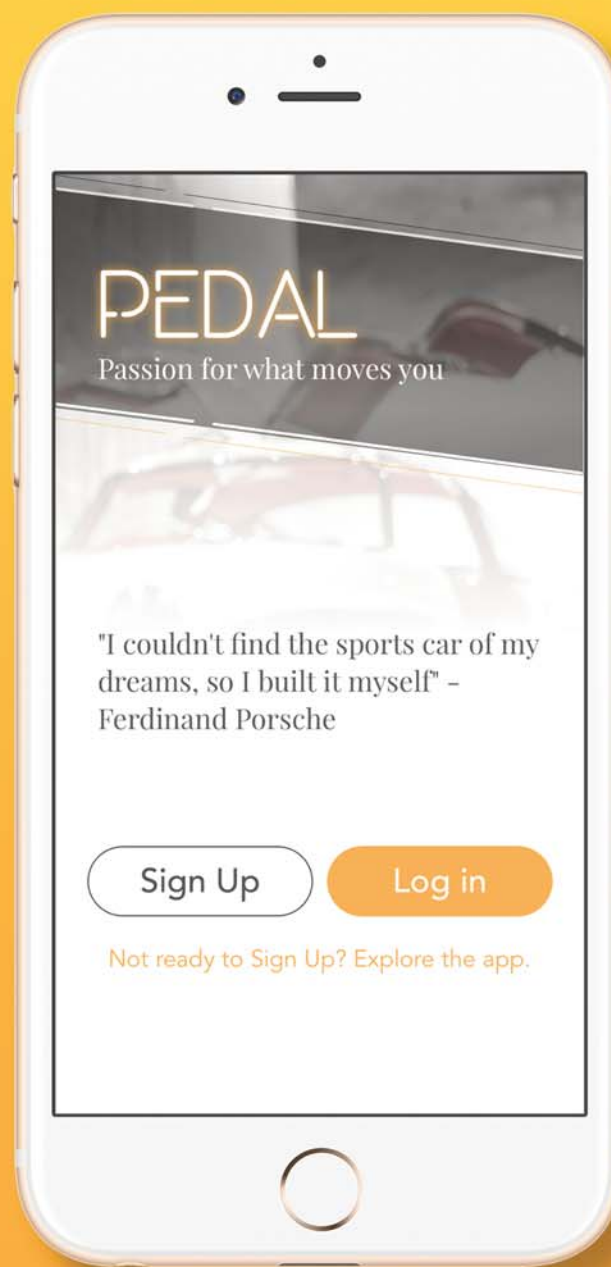
the center of the wings retains the “B,” it is redesigned in such a way that—most surprisingly—this device has the potential to stand alone and be used as a graphic without the wings.

▼ **Allotrope Energy** has developed a new class of supercapacitor with twice the energy density of current technology, which could form the basis of a new generation of hybrid powertrains that recover far more energy and provide greater power assistance, yet at substantially reduced cost and with easier integration. Supercapacitors are able to store energy much faster than batteries, making them ideal for use with regenerative braking systems in hybrid-electric vehicles. However, their relatively low energy density to date had limited their adoption by automotive manufacturers, who have instead had to rely on more conventional battery technology. Allotrope’s breakthrough comes from the use of Lignavolt, a sustainably-produced nanoporous carbon with a large surface area and an energy density of about double that of typical supercapacitors, allowing them to offer double the performance at a fraction of the cost. “Harvesting 100 percent of the energy available during even moderate braking would require a lithium-ion battery so large that it would be both

impractical and cost-prohibitive,” explains Allotrope Energy founder Dr. Peter Wilson. “The ability to deal with sudden surges of power safely is still beyond most battery technologies, and so they limit themselves to effectively skimming off the top. By contrast, a Lignavolt-based supercapacitor could recover all of that energy instantly using a pack the size of a shoebox weighing only a few kilos.” ■



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