

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 24 NUMBER 6
NOVEMBER-DECEMBER 2025



McLaren 750S JC96
Japanese Limited Edition

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

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A Week With Vehicle Comparo / Award	Phoenix Raceway NASCAR Fall 2025 Weekend B18
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	2025 Lexus TX 350 F Sport Handling AWD20
	NWAPA Drive Revolution 2025 C23 Evolution breeds more evolution, not always in the same direction. This combined event—originally an open-road comparo and a more localized “alternative powertrain” event—brings the best of both, with categories continuing to be recalibrated.
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COVER: McLaren has unveiled a Japan-only limited edition—the 750S JC96—paying homage to their F1 GTRs that competed in the All-Japan Grand Touring Car Championship (JGTC), winning the Driver's Championship in 1996. Just 61 cars will be available—the race number of the Championship winner. (See more in our Automotive News Update pages, page 7.) Photo: McLaren Automotive



START YOUR ENGINES : FROM THE PUBLISHER

This issue covers a lot of ground, starting with events. We have top results from the latest Barrett-Jackson Scottsdale Fall Auction, as well as early information on famous Arizona Auction Week in January. The January week starts again with the Arizona Concours D'Elegance, then proceeds with just three auctions, as of now, after the past couple of decades with typically about six (or a one-time high of eight in 2020, after which all were affected by the pandemic). Remaining are local giant Barrett-Jackson, Bonhams: Cars (UK) and RM Sotheby's (Canada). On the heels of those are more shows and auctions (Concours in the Hills, Mecum Glendale and more) we'll have more details about in the next issue. NASCAR at Phoenix Raceway runs in the very first days of this issue, and we also have news about IndyCar returning to the track in 2026.

New vehicles driven in this issue may look like a Toyotathon, at a glance—five out of eight are Toyota or Lexus—but there is a lot of variety among those (as well as a special relationship among a few). This might suggest other brands are on a bit of a pause, as the huge EV push has suddenly hit the brakes globally, causing great shifts in product direction. And that's partly true, though we do have one EV in here, and it's a superb one. In fact, there is happenstance to the lineup. Lexus TX could have juuuust squeezed into the prior issue, but we balanced it into this one, not knowing its near-twin-cousin Toyota Grand Highlander would then join the schedule, but that was a neat opportunity. Sienna, another platform sibling, was also a late change, as something else was pulled. The new Prius went for two weeks, as a domestic EV was pulled on the day it was going to arrive—representing both the flux in the industry and a different brand balance that almost was.

Speaking of which, don't miss what Horse Powertrain is developing to repurpose EVs. The brand mix is broadened with results from NWAPA's Drive Revolution comparo and awards event—one of five that occurred in this cycle, but you just can't do 'em all.

Enjoy the ride!
Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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SAMASouthern Automotive Media Association
TAWATexas Auto Writers Association
TxMPATexas Motor Press Association
WAJWestern Automotive Journalists

ACMLeMay—America's Car Museum
SturgisSturgis Motorcycle Museum & Hall of Fame
USFRAUtah Salt Flats Racing Association
USMAUnited States Motorsports Association

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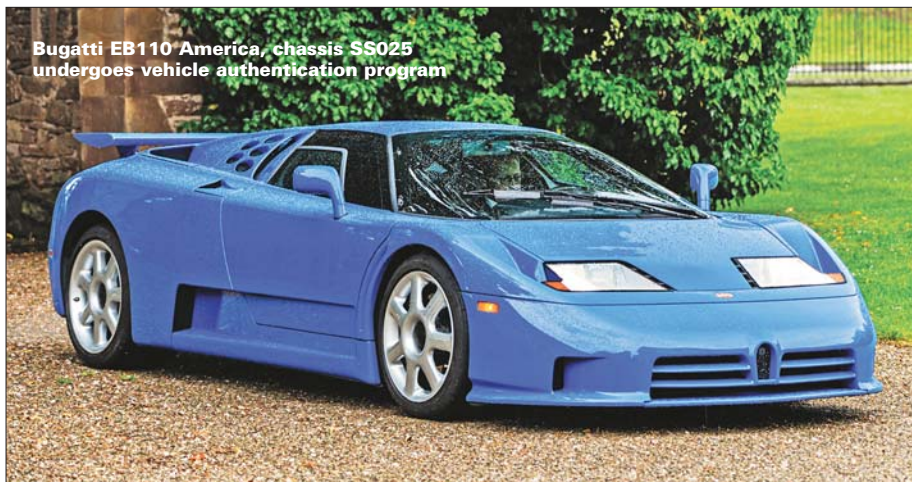
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Bugatti EB110 America, chassis SS025 undergoes vehicle authentication program

▼ From the era of founder Ettore Bugatti in 1909, to the latest Tourbillon hypercar, preserving the value of a **Bugatti** vehicle, historic or modern, requires a meticulous record of the car's story and details, from the moment it was commissioned to the present day. This is a mission of Bugatti's La Maison Pur Sang (Pureblood House) vehicle authentication program, established in 2020 to pursue in earnest. A full range of documents and resources—order records, assembly change logs, transmission servicing documents, road test certificates—are pored over by Bugatti's experts, authenticating each part, service and assessment the vehicle has undergone through its life. For a vehicle owner, immersion in the history of the car can reveal unexpected details and forgotten stories. Customers are invited to bring their vehicle to its spiritual home in Molsheim, France, for the marque's specialists to conduct a fastidious appraisal. The specialist teams recently meticulously traced the authenticity of an exceptionally rare example of a Bugatti—the EB110 America, chassis SS025. With complete originality across chassis, bodywork, powertrain, mechanical components and cockpit, it is now a verified source of immense pride for this rare example's current owner, as a rich history of passionate collectors, magazine features, TV show appearances and prestigious concours and luxury automotive gatherings punctuate the car's story. Originally a development vehicle for the model, EB110 America SS025 represented a blend of the EB110 GT

and EB110 SS—combining both long-distance comfort and exceptional performance. After leaving the Bugatti factory in Campogalliano, Italy, the car was transported to North America to serve as a demonstrator. It had already adorned the front cover of *Robb Report*, earned the People's Choice Award at the Concorso Italiano in the US, and was featured at the Chicago Auto Show in early 1995. It participated in the Trieste Opicina Historic be-



Audi Concept C

fore being acquired by its first independent owner, Italian entrepreneur Romano Artioli—the driving force behind Bugatti's 1990s revival—in 2000. Carefully storing the vehicle in France before subjecting it to a comprehensive service in Campogalliano, Romano elected to transform the paintwork, in 2007, from its original Grigio Chiaro to a quintessential hue: Bugatti Blu. Piquing the interest of a UK collector who

would become the second owner in 2013, the vehicle's new colorway proved to be an inspiring choice, going on to grace the lawns of Salon Privé at Blenheim Palace in the UK and the front cover of *Octane* magazine, while earning a spotlight in Jeremy Clarkson's feature on *The Grand Tour*, the story of the 1990s' finest supercars.

▼ **Audi** has revealed the Audi Concept C—an all-electric two-seat sports car embodying the brand's newest design philosophy and paving the way for the future. From every angle, the concept car demonstrates radical simplicity—the stated core of Audi's new design philosophy. Its new brand face features a vertical frame, evolving the brand's legacy, and a distinctive four-element light signature. The roof concept offers benefits of a convertible while retaining the essence of a monolithic body style. A minimalist interior relies on haptic controls. Inspired by the Auto Union Type C of 1936 and the gen-three Audi A6 (2004), the Concept C's clear, upright form is stated to be a progressive interpretation of Audi's legacy, while its proportions result

from a central-battery layout—the cabin extends far back and sits firmly atop the beltline. The concept's electrically retractable hardtop is a first on an Audi roadster, comprising two roof elements to achieve both a monolithic shape and an open-top driving experience, with horizontal slats at the rear. The Audi Concept C is stated to preview a future production model and will shape further models beyond that.

▼ **McLaren** Automotive has unveiled a Japan-only limited edition of the McLaren 750S—the 750S JC96—that pays homage to the McLaren F1 GTRs that competed in



McLaren 750S JC96 Japan-only limited edition

the All-Japan Grand Touring Car Championship (JGTC), winning the Driver's Championship in 1996. Just 61 cars will be available—the race number of the Championship winner. The first McLaren limited-edition car to be offered only in Japan, the 750S JC96 is distinguished by its blend of unique paint (in reference to the livery of the Team Goh F1 GTRs that competed in the 1996 JGTC campaign), plus F1 GTR inspired interior features and new Ultra-Lightweight 15-spoke forged alloy wheels. The car is available as a coupe or a Spider, the latter marking the first application of the 750S MSO High Downforce Kit (HDK) on an open-top variant of the McLaren 750S. F1 GTRs entered jointly by McLaren and Team Goh featured a distinctive "Tiger Stripe" design blending Rocket Pink and Tarmac Grey paintwork, and every 750S JC96 is offered with paint informed by this livery. Unique details are applied to the front splitter, rear wing endplates and door mirror casings, these available in Memphis Red, Titanium Silver, Ice White and Graphite Grey—these four colors chosen to go with the wide palette of paints that 750S JC96 customers can choose from for the car body color. Customers can also apply a unique paint for their car through the MSO Bespoke paint program. The ultra-exclusive JC96 Tribute Livery continues these Tiger Stripe paint details across the whole body. It is a hand-painted, full livery delivered by MSO, the option of which will be strictly limited to just four customer cars. Inspired by the first ever

high downforce kit developed by McLaren for the F1 LM (subsequently evolved and integrated into the 1996-spec F1 GTR), the MSO High Downforce Kit (HDK) for 750S JC96 features a suite of components work-

ing in harmony to increase aerodynamic performance; a revised front bumper housing the enlarged dual-element splitter, a raised active rear spoiler with integrated endplates, and a louvred under-wing panel. In combination, the HDK delivers up to 10 percent additional downforce, enhancing track performance. The legacy of the McLaren F1 GTR also inspires the interior of the 750S JC96. Performance interiors—in three variations of full alcan-



Johnny Bohmer's BADD GT

tara upholstery—all feature an F1-inspired pedal set, drive select switches and a dedication plaque all completed with a gold finish. Mounted in the front luggage compartment, an optional McLaren Track Record Plaque, directly inspired by the concept first seen in the McLaren F1 road car, honors the defining championship and race wins in McLaren's history, and the iconic cars that achieved them.

▼ **Johnny Bohmer**, high-speed pioneer and record-setting driver, is gearing up to once again push the boundaries of performance with his legendary street-legal hypercar, the BADD GT. Following a world-shaking 310.8 mph verified top-speed run, Bohmer and **RAV Performance** have announced their next goal: a groundbreaking attempt to reach 330 mph on a tarmac surface in approximately 1.5 miles, which would solidify the BADD GT as the fastest street-legal car on Earth again, by a wide margin. Primarily developed and tested at the Johnny Bohmer Proving Grounds, at the 3-mile-long NASA Shuttle Landing Facility runway within Kennedy Space Center in Florida, the BADD GT is no ordinary hypercar. It began as a 2006 Ford GT that has undergone nearly two decades of engineering refinement—continually setting world records along the way—while maintaining a street-legal profile and achieving performance numbers typically reserved for purpose-built race cars or theoretical concepts and unproven vehicles. BADD GT is a largely self-funded, grass roots project undertaken by Bohmer on a gentleman's bet on whether he could make a Ford the fastest street legal car in the world. While automotive brands like Bugatti, Koenigsegg, SSC and Hennessey continue to fight

for top-speed supremacy, none have matched Bohmer's 310.8 mph record in a street-legal vehicle on a verified and professionally measured course, despite such companies' immense resources. Entirely USA street legal, this is a fully registered vehicle complete with air conditioning, stereo with subwoofer and cup holders, regu-

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larly driven around South Florida, rain or shine—designed to set world records on the tarmac, then drive to the grocery store. Bohmer and his team have spent tens of thousands of hours on aerodynamic test-

Z32-inspired elongated oval shapes are also seen in the modern Z's front grille. The cabin has three gauges atop the dashboard, as seen on many past Z cars. For 2026, these show turbo boost pressure, tur-

clusive models; new levels of performance and technical innovation; and iconic and essential design from Lamborghini Centro Stile, which 20 years ago presented the first car entirely designed by the recently-founded Sant'Agata Bolognese design department. Fenomeno is an original Lamborghini "design manifesto," taking the brand's most representative stylistic elements to the extreme. In addition to the unique design and custom aerodynamics developed for the vehicle, the Fenomeno is equipped with the most powerful V12 in Lamborghini's history, combined with three electric motors. The total power output is 1,080 CV, with a record 835 CV provided by the naturally aspirated V12 engine and a further 245 CV from its three electric motors (horsepower figures are almost the same)—which the driver can fully exploit thanks to technical solutions incorporated for the first time on a Lamborghini, such as the 6D sensor and CCM-R Plus carbon-ceramic brakes. The drive to the four wheels is provided by the internal combustion engine that delivers traction to the rear wheels, and by the pair of electric motors installed on the front axle, while the third radial flux electric motor positioned above the gearbox provides torque to the rear depending on the selected driving mode. The aeronautics-inspired

2026 Nissan Z Heritage Edition

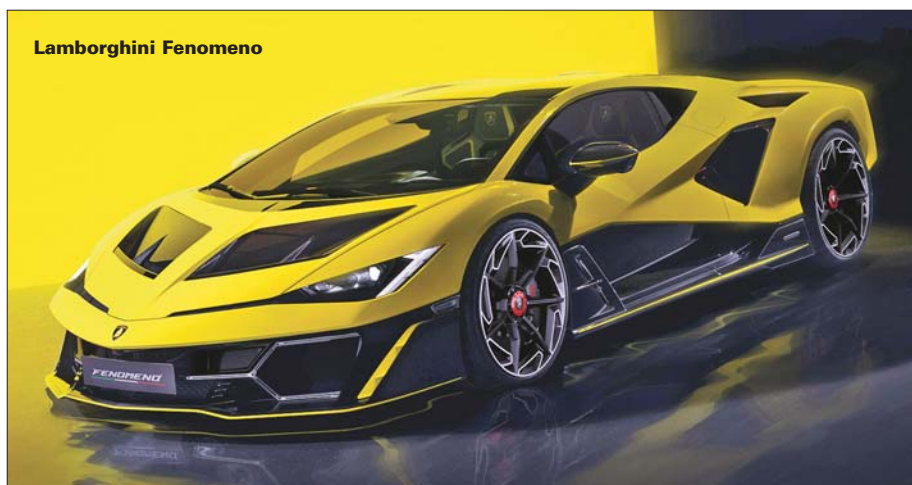


ing, drivetrain optimization and data collection, with every run carefully documented, reviewed by engineers and third-party verified to ensure transparency and authenticity. The attempt at 330 mph is expected to take place in 2026.

▼ Paying homage to its fourth generation, the 2026 **Nissan Z** adds a new Heritage Edition package with visual enhancements that evoke 1990s Z cars. The new Z, reaching dealers now, offers three grades—Sport, Performance and NISMO. Heritage Edition is offered exclusively on Performance grade for \$2,940, bringing this build to \$55,910. The Nissan 300ZX (Z32) was introduced in 1989, two decades after the first Nissan Z. Low, wide proportions and extremely short overhangs relayed its performance potential, which included an available twin-turbo V6. The 2026 Z Heritage Edition evokes that model with bronze 19-inch RAYS wheels, a carbon-fiber rear spoiler with a retro-style "Twin Turbo" badge, and bronze "Twin Turbo" graphics on the body sides. Interior enhancements include unique door kick plates and exclusive floor mats. The final touch is Midnight Purple, one of the most beloved paints in Nissan performance car history, from the GT-R. A hood bulge with sharp creases recalls the original Z, and twin crescent-shaped LED running lights on each headlight recall the glass-covered headlights of the 240ZG. The rear is clearly influenced by the Z32, including its elongated-oval taillights and blacked-out center section.

bine speed and battery voltage. The new Nissan Z Sport starts with a 400-hp 3.0-liter twin-turbo V6, with choice of six-speed manual or nine-speed automatic with paddles. Performance adds a mechanical limited slip differential, the 19-inch RAYS with Bridgestone Potenza S007 high performance tires and performance brakes, as well as upgraded audio and other features. The 2026 Nissan Z NISMO ups engine output rises to 420 horsepower and adds a

Lamborghini Fenomeno



faster-shifting transmission, NISMO-tuned suspension and brakes, revised aerodynamics, wider wheels with more aggressive tire, manual Recaro seats and more. Starting prices are Sport \$42,970; Performance \$52,970; and NISMO \$65,750

▼ Automobili **Lamborghini** presents the Fenomeno, a few-off limited edition of 29 cars celebrating the brand's heritage of ex-

chassis, as well as a monocoque made of multi-technology carbon fiber, has a front structure in forged composite, a material made of short carbon fiber soaked in resin, produced and used since the 2007 debut of Reventón, the forerunner of all Lamborghini few-offs. An eight-speed dual-clutch gearbox, with lightning-fast shift times, op-

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Ringbrothers
1971 Aston Martin DBS "Octavia"

gear on the basis of instantaneous speed during braking, for total control.

▼ Custom car builder and parts manufacturer **Ringbrothers** unveiled their 1971 Aston Martin DBS "OCTAVIA," a fully bespoke commission, their first Aston Martin and debut at Monterey Car Week. This British motoring legend is rendered in carbon fiber, wholly modern and tech-rich. A donor 1971 DBS underwent over 12,000 combined hours of extensive modifications showcasing engineering, craftsmanship and artistry. The carbon-fiber body echoes the original silhouette penned by William Townsend, while its curves and contours are decidedly more chiseled and pronounced. Designer Gary Ragle was instrumental in engineering countless details, including the engine bay, complete interior with a multitude of bespoke components, and the Aston's honed shape. Its track was widened 8 inches at the front and 10 inches at the rear, creating a distinctively muscular Coke-bottle curvature evocative of late-model Aston Martins. Underneath the clamshell hood is a Ford Racing-sourced 5.0-liter engine topped with a specially engineered 2.65-liter Harrop Performance supercharger. The V8 produces a potent 805 horsepower in street tune, and is backed by a six-speed manual gearbox. The wheelbase is extended, with the front wheels brought forward three inches, while an integrated structural cage is seamlessly joined to the adjusted body for maximum rigidity. One-off three-piece

centerlock wheels were designed in collaboration with Ragle Design and HRE as an homage to the original DBS. Stopping power is provided by a set of custom 14-inch Brembo brake rotors with six-piston

front calipers, with four-piston calipers in the rear. Completing the setup are Fox RS SV fixed valve coilovers mounted at all four corners with Ringbrothers-designed and machined upright arms at the front. All is mated to a custom Roadster Shop Fast Track chassis for a decidedly menacing stance and dramatically improved handling capabilities. The body is painted in BASF Glasurit's Double-0 Silver, with accents in Nuclear Olive Green. "OCTAVIA"



Arcade Cars
Mercedes-Benz 240 GD

marks the first time Gentex Corporation's auto-dimming visors have been featured in a road car, along with a suite of cameras to rival even the finest tech from Q-Branch. The first stages of this build are on Ringbrothers' YouTube channel.

▼ Founded in 2023 by Rishav Kanoria and Felix Timmer, **Arcade Cars** is headquartered in London, with operations in

Austria and Germany. The brand specializes in restoring and re-engineering Mercedes-Benz G-Wagens. Working with former AMG race engineers, Arcade ensures each vehicle's standards of performance, craftsmanship and German TÜV certification. Each restoration preserves the vehicle's original military engineering while integrating modern technology to achieve the G-Wagen driving experience collectors seek. Master artisans fully disassemble each vehicle, documenting every component to ensure authenticity during reassembly. The chassis undergoes extensive metalwork to repair decades of military wear, while paint specialists apply anti-corrosive treatments and premium finishes in climate-controlled facilities. The military cabin is reimagined as a luxury environment, with options from luxury grade leather to adventure-ready synthetics, premium audio, and bespoke sports and overlanding equipment. Arcade Cars made their successful first appearance at Pebble Beach in August 2024, returning this year. In September, they entered the East Coast collector market, showing on the grounds of historic Bridgehampton racing circuit overlooking Sag Harbor, New York. Then in October, Arcade Cars unveiled their most dramatic vehicle yet, at the Audrain Concours in Newport, Rhode Island—an open-top Mer-

cedes-Benz 240 GD. The ultra-limited convertible was one of only 60 to 70 airdrop-ready military vehicles originally produced by Mercedes-Benz for the Singaporean Army. Each vehicle retains its military features while incorporating personalized luxury features. Only 10 bespoke examples will be built, each in collaboration with its clients, placing these among the world's most exclusive G-Wagens. ■

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— Cheers! Michelle

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1957



TRD means something to everyone right away. To some, it evokes the prowess of TRD Off-Road or TRD Pro, to others Toyota's Baja racing achievements, or for others pavement-oriented TRD Sport. Toyota Tundra has held its own, for decades, in the full-size pickup category, notoriously dominated by the domestics. Long masters of hybrid powertrains, Toyota kept their compass focused during the EV push, enabling them to bring an admirable combination of power, tow capacity, all-conditions ruggedness and relative fuel frugality to Tundra, currently offering 32 different basic builds.

Powertrains include the 389-hp (479-lbft) twin-turbo V6 i-Force—23-24 MPG highway—and the 437-hp (583-lbft) twin-turbo hybrid V6 i-Force MAX—22-23 MPG highway, or 20 in the TRD Pro. The latest entry, the new-for-2025 TRD Rally Package, is built atop the SR5 i-Force, keeping the price for a TRD off-roading Tundra in the midrange (a good \$10 grand less than TRD Pro, which is only built with the i-Force MAX powertrain). In a lineup this complex, that split keeps things pretty simple. Tundra TRD Rally combines off-road elements—strong-sidewall 18-inch TRD off-roaders with a

hint of split-rim style, Bilstein shocks, upgraded skid plates and specialty drive modes—with well-known yellow-orange-red badging cues from Baja racing heritage, along with interior upgrades. It's clean and bright and shiny and colorful on top and decently off-roaded on the bottom—simultaneously racy, sporty, rough, stylish and down-for-dirt. It's ready for anything. Or everything. We loved our drive time, and this is a keeper. That said, some of its free spirit can be tempered by sometimes highly potent driver assist systems.

All Tundras come standard with Toyota Safety Sense 2.5, which, among other things, includes lane departure alert with steering assist, along with lane tracing assist to keep the truck centered in its lane. These are well-intentioned and could save someone's bacon in certain situations. But overall, dead center between painted lines is seldom the perfect position on a curvy road, and these were often aggressive. (We don't like to turn off any safety-claim features on someone else's truck, but likely would on our own.) We also might put in a suggestion for ever-so-slightly more powerful or immediate brakes.

We always notice kin to what we're driving, during this week an upfitted example of an earlier 4Runner, black with the Baja racing stripes, larger

on side rear windows, smaller on a rooftop carrier. As with the new Tundra, they're subtle enough to not notice if not tuned in, bold and meaningful if you are—a little something that really jumps out. Tundra TRD Rally Package comes in four purist colors—Ice Cap (our sample), Magnetic Gray, Midnight Black Metallic and Celestial Silver. We'll be watching for the others, to contemplate a possible favorite with the Baja touches. All great choices for this, we suspect that will be any of them.

Tundra is built in the US, at Toyota's San Antonio, Texas truck plant (along with the truck-based Sequoia SUV). This is a great truck with a solid and varied lineup. We remain convinced that if Toyota added a heavy-duty version of the Tundra, their share of the pickup market could be huge. ■

Two personalities

TRD off-roading and Baja racing

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	San Antonio, Texas
ENGINE	i-Force 3.4L twin-turbo V6, w water-cooled intercooler, 24v DOHC, chain drive w Dual VVT-i
HP/TORQUE	389 hp / 479 lb-ft
COMPRESSION RATIO	10.4:1
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), Multi-Terrain Select
SUSPENSION	F: indep dbl-wishbone w stblzr bar, twin-tube shocks; R: multi-link w coils, outboard-mounted twin-tube shocks
STEERING	elec power asst rack & pinion
BRAKES	F: 13.9 vented, opposed dual-piston; R: 13.6 vented, single piston
WHEELS	PKG: 18-in TRD Off-Road alloys
TIRES	PKG: 265/70 R 18 A/T ours: Michelin LTX Trail
LENGTH / WHEELBASE	145.7 / 233.6 in
INSIDE BED LENGTH	65.6 in
BTWN WHEEL WELLS	48.7 in
GROUND CLEARANCE	(SR5) 11.2 in
APPR / DEPART	21.0 / 24.0°
TURNING CIRCLE	48.6 ft
HEADROOM (F/R)	(no pano) 41.0 / 38.5 in
LEGGROOM (F/R)	41.2 / 41.6 in
WEIGHT (i-Force CrewMax 4x4)	5390-5490 lb
PAYLOAD	(SR5) 1820 lb
TOW CAPACITY	11,170 lb
FUEL / CAPACITY	87-oct reg unl / 22.5 gal (avail 32.2 gal)
MPG	(4x4) 17/22/19 (city/hwy/comb)

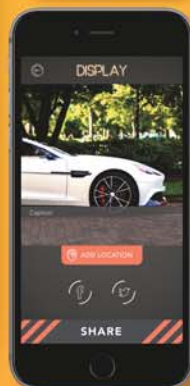
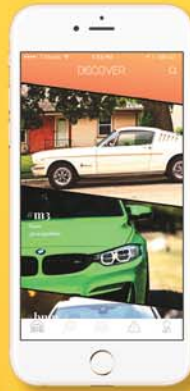
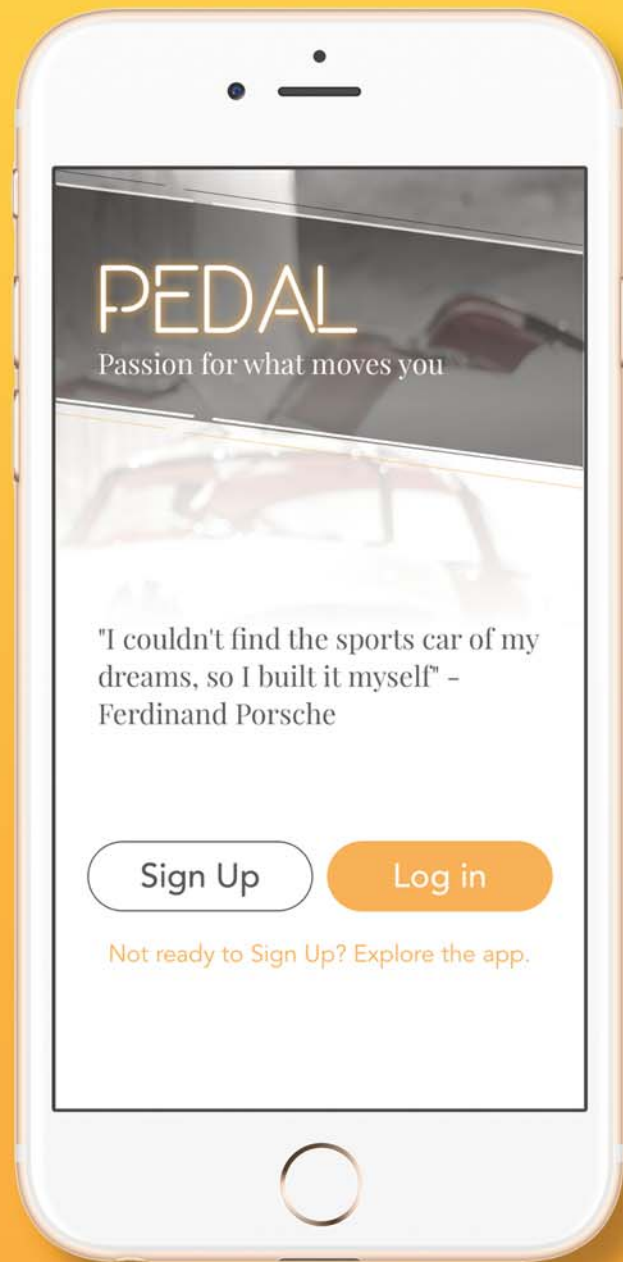
BASE PRICE	\$51,010
TRD RALLY PACKAGE: 18-in TRD Off-Road alloy wheels w A/T tires, multiple tri-color decals, off-road suspension w Bilstein shocks, skid plates, mud guards, red TRD engine start button, TRD leather-wrapped shift knob and wheel, electronic lock rear diff, multi-terrain select & monitor, crawl control, downhill assist control, SofTex seats, 8-way+pwr lumbar front seats, dual zone climate	8660
SPARE TIRE LOCK	75
WHEEL LOCKS	105
TRD PERFORMANCE AIR FILTER	135
CARPET FLOOR MATS	199
BALL MOUNT	89
BED MAT	224
DESTINATION CHARGE	1945
TOTAL	\$62,442

2025-26 TOYOTA TUNDRA LINEUP

iForce: Dbl Cab or CrewMax, 5.5 - 6.5 - 8.1 bed	
4x2	4x4
SR	\$41,260-43,260 .....\$44,260-46,260
SR5	46,510-49,375 49,510-52,375
Limited	54,860-55,190 57,860-58,190
Platinum	(5.5) 63,695 (5.5) 66,695
1794 Edition	(5.5) 64,380 (5.5) 67,380
iForce MAX: all CrewMax, 5.5 or 6.5 bed	
4x2	4x4
Limited	\$58,560-58,890 .....\$61,560-61,890
TRD Pro	(5.5) 72,565
Platinum	70,605-70,935
1794 Edition	71,305-71,635
Capstone	(6.5) 80,800



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MILESTONE : SALEEN S7 SUPERCAR 25TH ANNIVERSARY

SALEEN MARKS 25TH ANNIVERSARY OF S7 SUPERCAR



Silver is traditional for the 25th anniversary, and Saleen celebrated this landmark at the same place their iconic S7 supercar debuted—the Monterey Peninsula at “Car Week.” Developed by championship driver and automotive pioneer Steve Saleen, this US designed and built supercar captured race wins, global imagination and cemented itself as the new leader in on-street performance, as well as in pop culture.

At two major events—The Paddock and Concorso Italiano—a special silver S7 was on display with race and street versions of the latest Saleen S1 supercars, along with multiple versions of the signature 302 sports car. Steve Saleen was at both events to meet with similarly minded enthusiasts interested in the best American performance supercars, trucks, sports cars and hypercars.

“25 years ago today, we debuted the S7, which was created to set a new benchmark for American performance, engineering and style,” said Saleen. “Not only was it the car that Tony Stark owned in Ironman and that ‘God’ drove in Bruce Almighty, but racing versions won in nearly every major circuit around in the world, including Shanghai, Mount Fuji, Silverstone, Imola, Laguna Seca, Nürburgring, and even a class win in the 2010 24

Hours of Le Mans.”

Ever the racer, Saleen continued, “When the S7 was actively competing, it achieved more than 100 race victories—beating Ferrari, Lamborghini and McLaren combined—and arguably the most successful American supercar ever built. And in Monterey, we celebrated the S7, but also continuing the winning legacy with the lightweight S1 supercar, available soon.”

Born and raised in Southern California, Saleen won the very first race he entered, in 1973. He went on to break records in Formula Atlantic, sports cars and road-racing trucks, as well as to compete in IndyCar, but it was Saleen’s entrepreneurial vision that would reshape American performance manufacturing, resulting in thousands of Saleen-branded vehicles built since 1984, as well as engineering and construction of OEM vehicles such as the 2005-2006 Ford GT and 2007-2008 Dodge Viper.

However, it was on August 19, 2000, when Saleen turned the traditional supercar world on its head with the introduction of the S7, the first fully American-designed and manufactured supercar. With a mid-mounted 550-horsepower 7.0-liter naturally aspirated V8, carbon fiber body, and blister-

ing performance, the S7 proved that an American builder could go head-to-head with the best from Italy, Germany and England, and do it with a unique style.

Now, as it celebrates 25 years, the S7 returns to the spotlight where it belongs, as a landmark in design, engineering and performance. But Saleen’s 40-plus year legacy is far from over, and the company continues to build innovative sports cars and trucks with power, handling and functional aerodynamics, taking on the world’s best.

“While we celebrate the S7’s 25th anniversary, our team is hard at work exploring the future of American performance,” said Saleen. “We look forward to sharing more celebrations with our owners and enthusiasts around the world.”

ABOUT SALEEN: Founded in 1983, Saleen Automotive has been designing and manufacturing high performance vehicles for more than 40 years. Saleen’s current lineup includes the 302 sports car, with up to 850 supercharged V8 horsepower and functional aerodynamics; the SportTruck, offered in street or off-road (XR) versions with up to 775 horsepower while maintaining truck utility; and the track version of the upcoming S1 supercar.

For more information, visit www.saleen.com or follow on Instagram, Facebook and YouTube. ■

Saleen GT4 race car, S7, S1 and 302 featured at Monterey



The real deal.

BY JOE SAGE
Product positioning brings a one-of-a-kind

Reverse spoiler alert: we had the VW Golf R in our prior issue and liked it so well, it went on our cover. Reviewing its evolution from more specialized versions like the R32, we had concluded that it is “a hot hatch that is sure to delight not just a narrow target audience, but many others, (delivering) purity of mission and execution, achieved with a simple purity of style and performance.” And this despite its lack of a coveted manual transmission.

Golf R is a standout in the hot hatch category—but wait, what’s this? A hot sedan? With a manual? And more affordable? Let’s have a look.

Much has been made of a supposed disappearance of sedans over recent years. On a closer look, this has mostly been defined by the Detroit brands (as much as anything, a nod to higher profits from SUVs, rather than any detriment of the sedan it-

self). But in fact, we’re surrounded by this vehicle type every day, so mainstream it’s almost invisible.

But a key subset flies higher—the sport sedan. And when piloting one, you notice others. You also perceive those others at a keener level, and for the most part, it is a quietly cooperative performance class, not a boy-racerish bunch.

As such, we had an especially good time piloting this particular Jetta—the GLI Autobahn.

VW’s Jetta has long had a mainstream position of its own. Its formula of content, format, reliability and price has made it a favorite, an easy choice for, say, an offspring’s first car, to head off to college. But the factors of its appeal can span generations well beyond this and last a lifetime.

Our sample, in sporty GLI form, was thoroughly enjoyable both as [a] a collective behind-the-wheel

experience and [b] when parsed point-by-point.

The new GLI has updated front and rear styling treatments complemented by new wheel options, with interior features including a revised display.

For reasons of volume, price points or both (not because it can’t be done, as they make all three), each version of Golf or Jetta comes with just one shift option. All Golfs (three trims of the 241-hp GTI and the 328-hp Golf R) come with a 7-speed direct-shift gearbox (DSG). For Jetta, four trims of the basic 158-hp powertrain all come with a mainstream 8-speed automatic. From there, Jetta steps ahead of the pack—the 228-hp GLI offers a choice (yes, a choice!) of 6-speed manual or the DSG.

Our Golf R did have AWD, enjoyable and practical, but perhaps necessary to offset front torque steer with its whopping 328 horses. At 228 horses, the Jetta GLI essentially doesn’t need it, and not having it keeps both weight and price down.

Despite lower horsepower than Golf R, Jetta GLI offers advantages many enthusiasts will salivate

over. It may be equal parts tough choice or no contest. The top Jetta GLI is roughly the same price as a base Golf, the top Golf R about \$15 grand more than either. We enjoyed our recent Golf R’s power and AWD cornering, but found the Jetta GLI still highly spirited (the Jetta GLI also weighs over 200 pounds less). And there’s that manual trans!

Best of all, the Jetta GLI manual does *not* have rev-matching (“blip-shifting”) to nurse the inexperienced, as on so many already-rare manuals from other brands lately. It just lets you drive it, truly manually, and how refreshing is that?!

Running through the boulevard grid and freeway ramps, applying aggressive acceleration in precision turns (along with precision manual shifts), any torque steer was just about completely negligible—remarkable for such a peppery front-driver (surely benefitting from VW corporate cousin brands that have engineered this out for years).

The Jetta GLI also has great stopping power, bearing the front brakes from not the newest but the prior Golf R, a very high spec on this, pro-rata.

Regardless of various spec comparatives and subjective emotional or driving preferences, there

is the objective difference of the Jetta, as a sedan, having a separate locking trunk for road trip luggage or urban cargo. (If you want to get more comprehensive, we compared Golf, Jetta and also VW Tiguan’s cargo volumes, finding considerable variety but also some overlap, what with seat-folding options and such. But it is still just the Jetta that has that separate, dedicated locking trunk.)

Less expensive and less extreme than Golf R, Jetta GLI presents a formula that will sort out its customers pretty easily—with several layers of variables, even atop the hatch/sedan alternative, easy for some and hard for others to choose.

The Jetta GLI is a highly refreshing entry overall—solid performance, priced in the \$30s, high fuel mileage, advanced suspension and brakes. And did we mention that glorious, non-blip-shifting manual transmission?

Speaking of VW corporate cousins, we were reminded throughout of S Audis from 20-25 years ago, but this is yours for half the price, even more-so counting all the inflation through those years.

This outwardly fairly unassuming VW performance sedan is a fine drive and a great deal. ■

SPECIFICATIONS

ASSEMBLY	Puebla, México
ENGINE	2.0L TSI 16v 4-cyl transverse, turbo/intercooled, DOHC, chain-driven, var intake & exhaust, mntnce-free hydraulic lift; cast iron block, forged steel crank w five main bearings, alum alloy head/crossflow
HP/TORQUE	228 hp / 258 lb-ft
COMPRESSION RATIO	9.6:1
TRANSMISSION	6-speed manual (7-spd DSG also avail)
DRIVETRAIN	FWD
SUSPENSION	F: strut-type w lower control arms, coils, telescopic dampers, stblzr bar; R: multlink 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	18x7.5J alum alloy
TIRES	225/45 R18 91H all-season
LENGTH / WHEELBASE	186.9 / 105.6 in
GROUND CLEARANCE	5.2 in
APPR / DEPART / BRKOVER	14.5 / 16.3 / 15.3°
TURNING CIRCLE	35.8 ft
HEADROOM (F/R)	38.5 / 37.2 in
LEGROOM (F/R)	41.1 / 37.4 in
CARGO CAPACITY	14.1 cu.ft
WEIGHT	(manual) 3241 lb
FUEL / CAPACITY	reg unl / 13.2 gal
MPG	(manual) 26/36/30 (city/hwy/comb)
BASE PRICE	\$32,715
GLI HIGHLIGHTS INCL:	multi-link indep rear susp, lowered sport susp (-0.6 in vs base), DCC adaptive damping system, VAQ limited-slip diff, XDS diff, variable-ratio steering, drive mode select, Mk7 Golf R front brakes
PREMIUM PAINT:	Monument Gray Uni .....455
BLACK PKG:	on GLI, adds black roof to black upper and lower grilles .....650
DESTINATION CHARGE	1225
TOTAL	\$35,045

Note: sticker price varies from info below.

2025 VW JETTA LINEUP

JETTA	FWD
158-hp 1.5L turbo/intercooled	8-AT
S	\$22,995
Sport	24,275
SE	25,775
SEL	29,500

JETTA GLI	FWD
228-hp 2.0L turbo/intercooled	(opt trans)
GLI Autobahn: 6-MT	\$33,215
GLI Autobahn: 7-DSG	\$33,215

Compare: 2025 VW Golf Lineup

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

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



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.

GET YOUR TICKETS:

- RESERVED GRANDSTAND SEATS
- GRANDSTAND + INFIELD BUNDLE
- DESERT DIAMOND CASINO INFIELD EXPERIENCE

PREMIUM EXPERIENCES:

- BUSCH LIGHT LOUNGE
- THE PERCH
- LUXURY SUITES

CAMPING: BOTH RV AND GLAMPING

PACKAGES: 2025 NASCAR CHAMPIONSHIP RACE 2-DAY OR 3-DAY

SPECIAL DISCOUNTS:

MILITARY, FIRST RESPONDERS, EDUCATORS AND GROUPS
Reserve ASAP at **866-408-RACE (7223)** or phoenixraceway.com
You can also buy and resell tickets at SeatGeek.com

Friday, October 31, 2025: 5:30 PM
NASCAR CRAFTSMAN TRUCK SERIES CHAMPIONSHIP
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! ■



NTT INDYCAR SERIES RACE ADDED TO PHOENIX RACEWAY'S SPRING 2026 NASCAR RACE WEEKEND

LONG-AWAITED OPEN-WHEEL COMEBACK
CREATES HISTORIC NASCAR/INDYCAR
DOUBLEHEADER WEEKEND WITH NASCAR
O'REILLY AUTO PARTS SERIES IN MARCH

NTT INDYCAR SERIES racing is roaring back to Phoenix Raceway on Saturday, March 7, 2026, for a highly anticipated showdown, joining forces with the NASCAR O'Reilly Auto Parts Series for an action-packed doubleheader.

The return underscores a Phoenix Raceway commitment to blending tradition with innovation, providing fans with a weekend featuring the best of NASCAR and INDYCAR. The Saturday doubleheader will showcase the high-speed precision of INDYCAR followed by the door-to-door intensity of the NASCAR O'Reilly Auto Parts Series—all in one unforgettable day.

This is the first NTT INDYCAR SERIES race at Phoenix Raceway since 2018 and continues a legacy that spans more than five decades. The track, which first hosted INDYCAR SERIES competition in 1964, has long been a proving ground for some of the sport's greatest legends.

The spring race weekend will also include the NASCAR Cup Series race on Sunday, March 8 and an ARCA Menards Series race. Additional event details will be announced soon.

INFORMATION AND TICKETS:

For more information visit www.NASCAR.com and www.IMSA.com, and follow NASCAR on Instagram, YouTube, TikTok, X and Facebook.

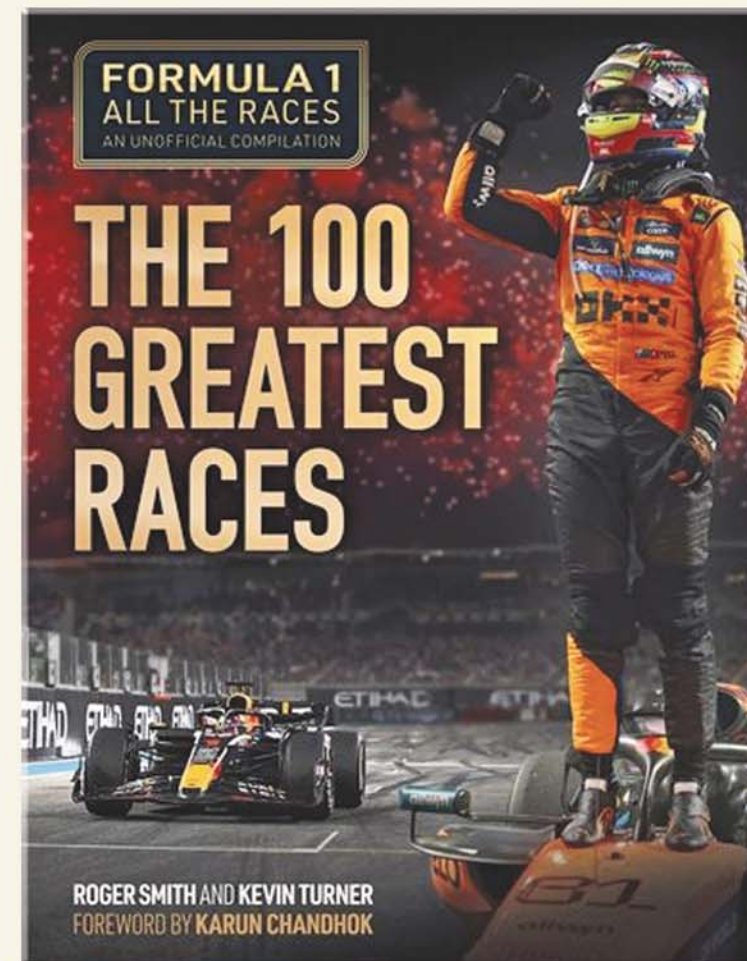
Once announced, tickets will be available at **866-408-RACE** or phoenixraceway.com ■



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Formula 1 All The Races The 100 Greatest Races

Roger Smith and Kevin Turner
Foreword by Karun Chandhok



Formula 1 All The Races - The 100 Greatest Races
ROGER SMITH AND KEVIN TURNER - FOREWORD BY KARUN CHANDHOK

The 100 Greatest Races celebrates 75 years of F1 with a thrilling collection of the sport's most iconic moments, diving into 100 extraordinary races that define the pinnacle of motorsport. This impressive book features expert analysis, stunning photography, and unforgettable storytelling.

Expert authors Roger Smith, a lifetime fan and student of F1, and Kevin Turner, Chief Editor for Autosport, revisit the most memorable battles, from edge-of-seat photo finishes and masterful drives, to heroic comebacks and shocking upsets.

With insights from Karun Chandhok, former F1 driver and expert pundit.

A meticulously selected and ranked list of the most thrilling, game-changing, and legendary Grand Prix races in F1 history.

Brand: Veloce
Publication Date: October 14 2025
Binding: Hardback
Format: 270 x 210 mm
Extent: 160

SKU 9781836440581
£19.99
www.veloce.co.uk

New in 2024, the three-row Lexus TX SUV is the luxury-brand cousin to the Toyota Grand Highlander, introduced in the same cycle. This is plain to see, but can be confusing as lineups continue to grow and platforms overlap industrywide. Lexus TX and Toyota Grand Highlander are siblings to existing smaller crossovers—Lexus RX and Toyota Highlander, respectively. The smaller siblings used to be considered compacts, but are now considered midsize, though Lexus RX is a two-row and Toyota Highlander now optionally a three-row.

Distinctions get fuzzier as Grand Highlander is also (most often, but not always) considered midsize, while fraternal twin Lexus TX is (most often, but not always) considered full-size. (This is surely also partly due to interpretations of both badges’

larger offerings—Toyota Sequoia’s relationship to the full-size Tundra pickup is very clear, while bigger Lexus SUVs are less so.)

The root of such variable interpretations is that Toyota has nine different crossovers and SUVs by size, Lexus just five, in turn making classic papa-mama-baby bear sizing—full-size, midsize, compact—somewhat obsolete, although still used (often now awkwardly) in government rankings.

We mention all this for the sake of any comparative shopper who might otherwise be easily confused—though in the case of Lexus TX, the cross-cousin comparison is surely the most obvious.

The good news is that the Lexus can be considered, freestanding, based as usual on the brand’s typically more refined styling, finishes and fea-

tures. The two brands also have different offerings in terms of powerplants, drivetrains, trim and performance variants—for Lexus TX, now a total of ten across three powertrains (see sidebar).

More good news is that the TX build we are driving here—new for 2025—is a distinctly Lexus version within their F Sport-branded family.

An original very small set of Lexus “F” high-performance vehicles, over time, added F Sport (a mid-range hint of full-F), eventually evolving into just the F Sport. These have more recently split into two—F Sport Handling and F Sport Performance, each with its emphasis where its name suggests.

The 2025 TX F Sport Handling adds active variable suspension, augmenting the damping force on all wheels, near-instantly, per driving or surface

conditions. The exterior, with a distinct fascia, has black mirrors, trim and wheels. Other F Sport upgrades range from seats to a panoramic roof.

Size nomenclature aside, the cabin is so spacious, you feel like you’re easily in a full-size, yet with admirable maneuverability.

Tight and handsome overall, TX is long and lean from the side. Its 22-inch wheels contribute to an imposing stance. The grille continues evolution of brandwide uniformity without losing the family connection, while stronger and more up-to-date.

For TX, Lexus has added just F Sport Handling to only the 275-hp non-hybrid AWD powertrain, leaving F Sport Performance to the higher-output 500h hybrids. Names could make you think you have to choose between handling and performance, but both promise “Sport,” and they deliver.

The powertrain and transmission are extremely smooth (especially important as some drivers get

used to shift-free EVs). Cruising speed is attained notably quickly. While handling is the name of the game, it didn’t seem to play a major part in a highway drive. (Had we encountered a sudden pothole or wandering elk on a curve, it surely would have.) Still a relatively large, heavy and tall SUV, this is not intended to become a sports car. We valued its adaptable suspension just as much in town.

We inherited a running fuel mileage of 18.4 mpg (not bad given likely spirited driving by priors) and did not reset it. If budget allows and curiosity calls, the more powerful *and* fuel-frugal 500h and 550h+ hybrids (including two F Sport Performance versions) may also be worth a look.

Overall, the difference is largely nuance—additional positioning in, and expansion of, the lineup, in a highly competitive segment. Lexus TX makes a solid mark. Daily, weekend or open road, there is nothing not to like and everything to enjoy. ■

Nuance

THE NEW-TO-TX F SPORT HANDLING IS NOT QUITE A SPORTS CAR, BUT DOES EXPAND THE LINEUP

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Princeton, Indiana
ENGINE	2.4L inline-four, D-4S inject
HP/TORQUE	275 hp / 317 lb-ft
COMPRESSION RATIO	11.0:1
TRANSMISSION	8-spd direct auto
DRIVETRAIN	AWD
0-TO-60 / TOP SPEED	7.8 sec / 112 mph
SUSPENSION	F: MacPherson strut; R: multi-link; adaptive variable susp
STEERING	elec rack & pinion
BRAKES F	13.3 vented, floating single-piston;
	R: 13.3 vented, floating single-piston
WHEELS	22-in split-5-spoke alloy, matte black
TIRES	(ours) 255/45 R22 107V M+S
	Continental CrossContact LX20 ECO Plus+
LENGTH / WHEELBASE	203.15 / 116.14 in
HEADROOM (F/2/3)	40.02 / 38.57 / 36.53 in
LEGROOM (F/2/3)	41.68 / 39.5 / 33.5 in
GROUND CLEARANCE	(AWD) 7.87 in
APPROACH / DEPARTURE	17.1 / 22.3°
TURNING CIRCLE	38.0 ft
CARGO CAPACITY	20.2 / 57.4 cu.ft
TOW CAPACITY	5000 lb
WEIGHT	4720 lb
FUEL / CAPACITY	prem unl / 17.83 gal
MPG	20/26/23 (city/hwy/comb)

BASE PRICE	\$64,410
PAINT: Incognito	incl
CONVENIENCE PKG:	front cross-traffic alert, traffic jam assist (requires Drive Connect subscrip), digital key (req Remote Connect subscrip)
	895
AUDIO: Mark Levinson Premium	1160
TECHNOLOGY PKG:	panoramic view monitor and advanced park w remote park
	1280
(BUNDLE):	carpet cargo mat, cargo net, key glove, wheel locks
	335
DESTINATION CHARGE	1350

TOTAL \$69,430

Note: sticker price varies from info below.

2025 LEXUS TX LINEUP

TX 350	FWD	AWD
275 hp 2.4L 4-cyl - 21/26/23 to 21/27/23 mpg		
(base)	\$56,490	\$58,090
Premium	59,290	60,890
Luxury	61,640	63,420
F Sport Handling		65,760
TX 500h		AWD
366 comb. hp 2.4L 4-cyl hybrid - 29/28/29 mpg		
F Sport Performance Premium		\$70,010
F Sport Performance Luxury		73,160
TX 550h+		AWD
404 comb. hp 3.5L V6 hybrid - 27/28/27 mpg		
Luxury		\$78,560



EVOLVING EVOLUTION

By Joe Sage / Photos: Doug Berger (DBPics.com) for NWAPA

Things are changing fast in powertrain evolution. One thing that's suddenly changing fastest is that the *rate* of change is slowing dramatically. The EV push has had the brakes applied, in ways large and small. While some programs forge ahead with vigor, for now, others are being reversed, abandoned or redirected. You'll find news in this issue about some of these directions, e.g. new interest in one of the earliest ideas, extended range vehicles.

NWAPA DRIVE REVOLUTION: The Northwest Automotive Press Association's exceptional comparative drive event takes the pulse of the latest hardware and technology, under time-intensive, controlled, competitive circumstances. Many automakers send product planners and engineers, providing added depth.

With some directions suddenly so new, this is a snapshot of right now. Everything driven here is available currently and surely will be for awhile. Some shoppers will want to jump right on them, some will figure they'll still be around, and some may want to wait and see. So let's see what we've learned.

EVENT EVOLUTION: This is a consolidation of what used to be two paved events—Run to the Sun, with vehicles emphasizing fun and performance; and an original Drive Revolution event with a focus on "alternative" powertrains.

Combining the two has proven appropriate, as EVs are now common, hybrids even moreso, widely folded into conventional powertrains, including in performance vehicles, not just the little fuel-sippers of hybrids' early years.

Run to the Sun's original format—hundreds of miles of open road—has given way to Drive Revolution's hub-and-spoke format, as EVs' recharging needs are a hugely limiting factor against an open country map and the tight timing formerly enjoyed on Run to the Sun. But time and miles in each remain similar.

The two were first combined two years ago. Vehicle categories were recalibrated last year to better reflect evolution of both distinctions and growing commonalities among powertrain types and performance leanings.

A key attribute from Run to the Sun carries forward in the combined event. Unlike randomly grabbing vehicles until each driver has (hopefully) driven them all, which causes bottlenecks and costs valuable time at most comparos, at NWAPA Drive Revolution the rotation of drivers and vehicles is mapped out in advance—each driver is assured (as required) of driving every vehicle.

THE VEHICLES: Winners would be chosen among three powertrain-based categories—internal combustion engine (ICE), hybrid (including PHEV), and BEV (pure battery electric vehicle, a.k.a. EV), with driver-judges considering ride and handling, powertrains, braking, exterior and interior design, and technology.

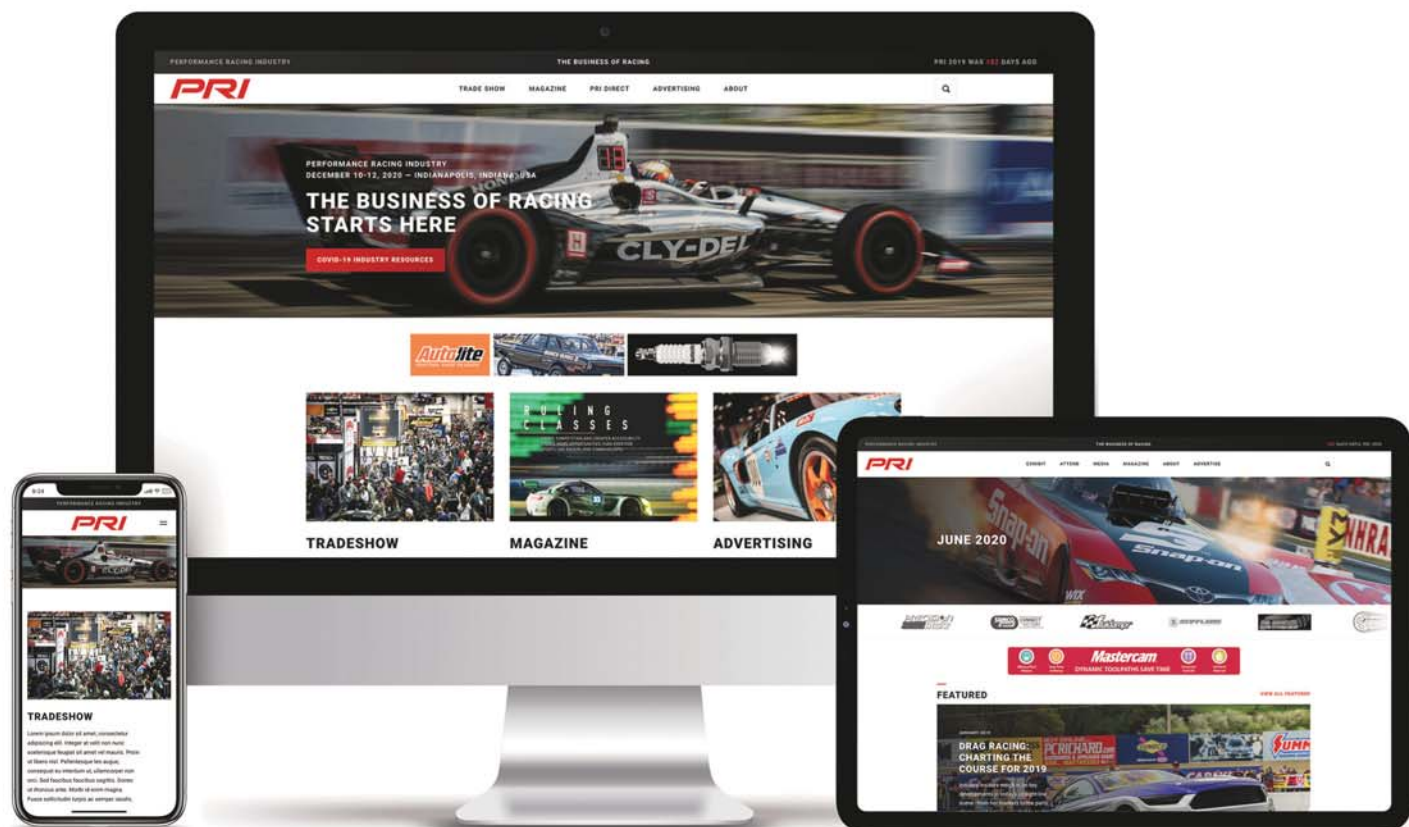
A Best Value vote was added back this year, reflecting increasing commonality of the overall buyer-owner experience regardless of powertrain.

Separate votes would then pick an overall performance winner (including

(cont'd)

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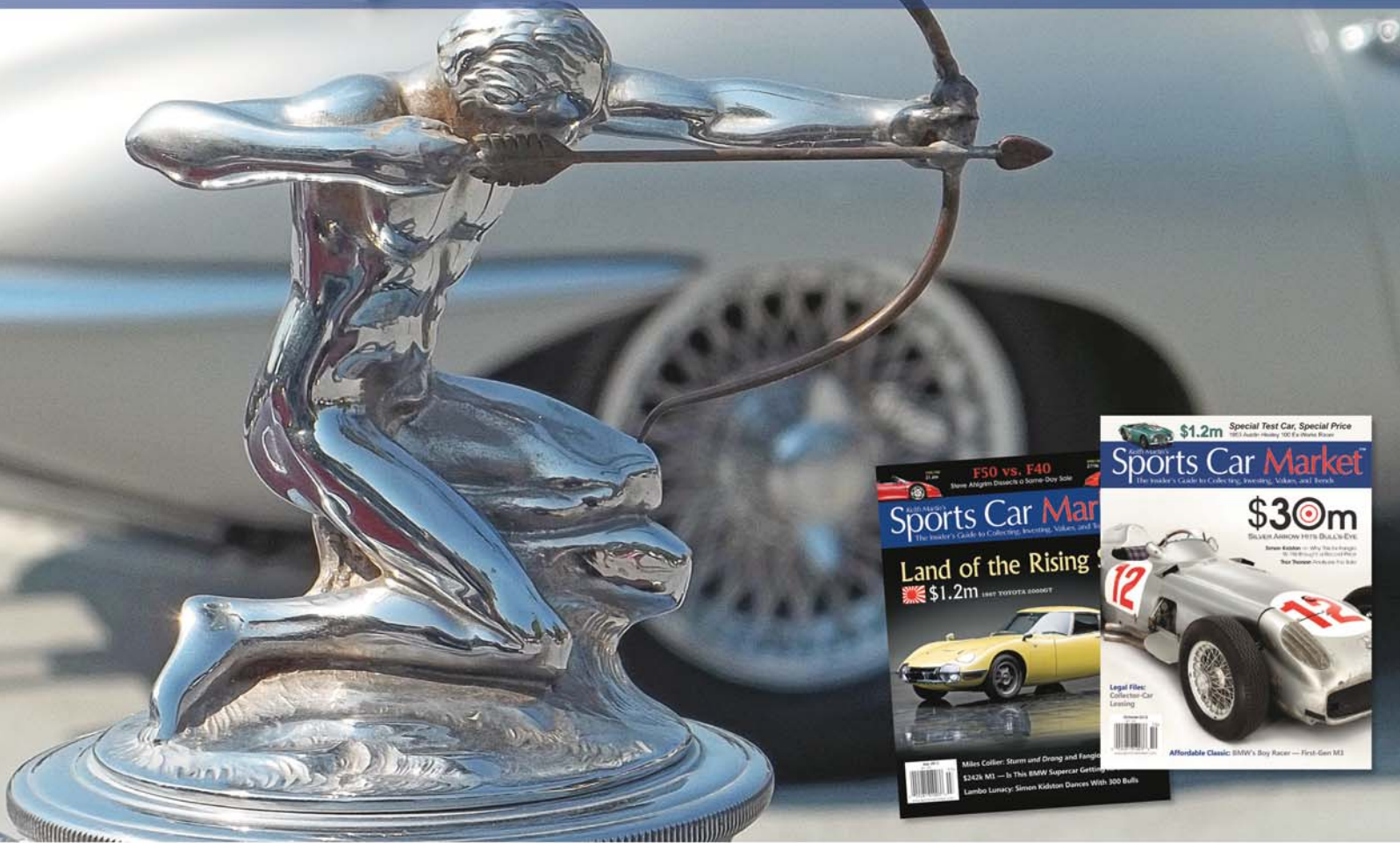


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ICE or electrified) and an overall electrified winner (anything but ICE).

It's also a chance to dig into four dimensions—where each vehicle falls within (sometimes narrow, sometimes dramatic) ranges of power, price, operating economy and so on, within its category—to consider which characteristics might most dominate a buying decision. And it's a chance to interpret multiple automakers' product directions, by what they choose to spotlight. Not every brand and model is ever present at such events, but it's a great cross-section, providing a range of insights that are solid reference, ongoing.

WINNERS: As with Mudfest last spring, only winners and runners-up were announced. For us, not attending this year, or for you as a shopper, the halos are all we get to see—like knowing who won the World Series without knowing who else was playing, we're first to agree. But that's how it is for now. The good news is, the halos represent a great starting point for your shopping.

Category winners and the overall title winner are shown at right and listed below (along with runners-up). The top trophy—Vehicle of the Year—went to the new-for-2026 Hyundai IONIQ 9 AWD Performance Calligraphy, which also won its category as Best BEV. We have driven and reported on all the winners in recent issues, except the new-to-market Hyundai IONIQ 9. Ditto all the runners-up except the Dodge Charger Daytona. (See our feature archives online.) We can attest to this event's awards going to some very solid entries.

CRYSTAL BALL: This event is already, by its very nature, a serious look at the current state of things as well as a deep well of clues and indicators to likely directions in a full range of attributes, particularly powertrains.

The EV landscape is going through major recalibration at this point in time, with investments and lineups rapidly changing. It seems entirely possible that the format and categories for this event may continue to evolve. ■



BEST ICE VEHICLE: 2025 Toyota GR Corolla Premium Plus
RUNNER-UP: 2025 Mazda MX-5 Miata Club

BEST HYBRID OR PHEV: 2025 Hyundai Santa Fe Hybrid Calligraphy AWD
RUNNER-UP: 2026 Kia Sportage Hybrid SX-Prestige AWD

BEST EV (BEV): 2026 Hyundai IONIQ 9 AWD Performance Calligraphy
RUNNER-UP: 2025 Dodge Charger Daytona Scat Pack Track Package

BEST VALUE: 2025 Volkswagen Tiguan SEL R-Line
RUNNER-UP: 2026 Kia Sportage Hybrid SX-Prestige AWD

2025 VEHICLE OF THE YEAR: 2026 Hyundai IONIQ 9
RUNNER-UP: 2025 Lucid Air Pure





Barrett-Jackson Arizona fall results

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 crossed the 2025 auction season finish line at full throttle with its four-day Scottsdale Fall Auction, presented by Gila River Resorts & Casinos, in mid-October at WestWorld of Scottsdale.

The event boasted new amenities, including a Collectors Club hospitality pavilion in an elevated space just steps from the Staging Lanes, the Fan Zone presented by Hilton Grand Vacations, and Dodge thrill rides on the Barrett-Jackson Performance Track.

The event featured 643 collectible vehicles bringing over \$38.8 million, at a 100 percent sell-through rate, with 449 automobilia pieces at \$1.4 million bringing total auction sales to over \$40 million. Three vehicles also raised a combined \$495,000 for charity.

The top 10 vehicles sold were:

1. 2006 Ford GT Heritage Edition No. 3(Lot# 1026)\$742,500
 2. 2006 Ford GT(Lot #1056)\$660,000
 3. 2021 Ford GT MK II(Lot# 1051)\$605,000
 4. 1976 Ford Bronco Custom SUV(Lot #1086)\$440,000
 5. 1968 Ford Mustang Licensed Eleanor 25th Anniversary Limited Edition(Lot #1068)\$429,000
 6. 1972 Ford Bronco Custom SUV(Lot #1082)\$379,000
 7. 2025 Porsche 911 Turbo S(Lot #1045)\$341,000
 8. 2006 Mercedes-Benz SLR McLaren(Lot #1056.1)\$330,000
 9. 1963 Chevrolet Corvette Custom Split-Window Coupe(Lot #1063)\$330,000
 10. 1957 Chevrolet Corvette Custom Convertible (Lot #977)\$291,500
- Celebrities at the event included William Shatner, on the block to help sell his 2011 Porsche Panamera Turbo (Lot #964); professional

skier Julian Carr; Boston Red Sox player Jarren Duran; and Netflix stars Bill and Tom Kaulitz of German band Tokio Hotel.

Top automobilia sale was a 1920s Standard Oil Red Crown Rush Model "H" stovepipe visible gas pump (Lot #9467) at \$63,250.

Charitable sales included a 2022 Chevrolet Camaro SS Pace Car (Lot #3000) donated by Chevrolet selling at \$150,000 to benefit the American Cancer Society; a 1966 Harley-Davidson FLH Custom Motorcycle (Lot #3001) that sold for \$145,000 to support Tunnel to Towers; and a 1988 Chevrolet Corvette 35th Anniversary Edition (Lot #3002) selling, immediately donated back and selling again for a total of \$200,000 to benefit the American Heart Association. To date, Barrett-Jackson has raised more than \$164 million for charity.

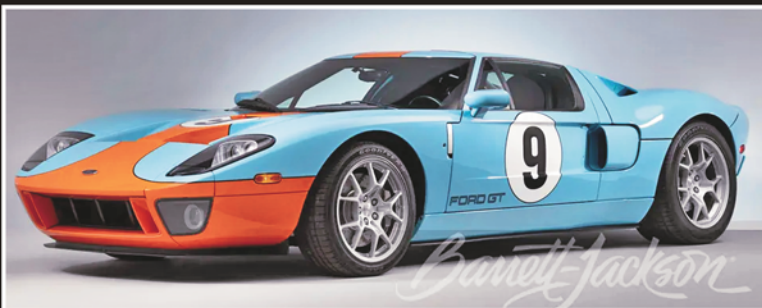
Barrett-Jackson also uses its platform to support veterans, first responders and those suffering from illness, raising \$495,000 here.

"Our Fall Auction continued to set the standard in the collector car hobby," says Barrett-Jackson president Steve Davis. "We saw a massive amount of interest in cars from the 1940s to the 1960s, showcasing the diversity of the hobby. The high-quality vehicles continue to attract the attention of buyers, selling for top dollar."

Up next for Barrett-Jackson is their flagship 2025 Scottsdale Auction, for nine days from January 17-25, 2026, again at Westworld of Scottsdale, with tickets now available. Following that are Palm Beach, April 16-18, and a new Columbus, Ohio event, June 25-27.

Follow Barrett-Jackson on Facebook, X, Instagram and YouTube, or visit online:

▼ www.barrett-jackson.com ■



Lower photos (5) courtesy Barrett-Jackson Auction Company

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Meet a new-for-2025 version of the Toyota Grand Highlander, the Nightshade Hybrid trim. It brings the incredible fuel mileage of the midrange Hybrid lineup (see chart)—mid-to-upper 30s per gallon—in a spacious three-row SUV.

Nightshade creates a new top trim in the Hybrid group (yet at a lower price than standard-powertrain Platinum). Each group has its wonders—lowest price (Standard), highest MPG by far (nearing double in the Hybrid, for a couple of grand more), or by far most power (Hybrid MAX, lower MPG but still beating Standard, for a couple of grand on top of that). Clearly, the mid-group Hybrids strike a balance point—and, as it turns out, have considerable power, as we found in a busy two weeks.

Grand Highlander is a direct relative of two others in this issue—its obvious cousin the Lexus TX and its less obvious sibling Toyota Sienna. (All are tops, and your choice will as always come down to basics of style, budget and purpose. And powertrains also vary among them.) Also, the Standard engine tows 5,000 pounds, the Hybrid 3,500.

Nightshade Edition adds multiple black exterior accents, 20-inch black alloy wheels, and JBL premium audio. The wheels are a big visual contributor to its long yet lean balance and stance, yet they maintain the model's nimble turning circle (a good spec that beats even many a two-row SUV).

One way the Hybrid achieves its high MPG is by being outfitted with an electronic CVT (the others have direct-shift automatics). Most people never notice, and you still have paddles and modes, if you want. We played with those briefly, but were satisfied with default for the duration. The drivetrain is so smooth, in fact, we also went through two full weeks without even turning off auto start-stop (the first thing we do every time in most brands).

Our Grand Highlander Hybrid thumbed its nose at the gas pumps for two weeks of very spirited and varied driving over many miles.

You'd be hard-pressed to find a significant difference between this and the Lexus TX, other than the carefully calibrated (yet ever closer) value and finish distinctions between the two badges them-

2025 GRAND HIGHLANDER LINEUP

Standard gasoline	FWD	AWD
265 hp 2.4L turbo - 21/28/24 to 20/26/22 mpg		
LE	\$41,360	\$42,960
XLE	44,130	45,730
Limited		48,860
Limited XLE		50,460
Platinum		54,545
Hybrid	FWD	AWD
245 hp 2.5L hybrid - 37/34/36 to 36/32/34 mpg		
Hybrid LE	\$44,710	
Hybrid XLE	\$45,880	47,480
Hybrid Limited		52,210
Hybrid Nightshade		53,190
Hybrid MAX	AWD	
362 hp 2.4L turbo hybrid MAX - 26/27/27 mpg		
Hybrid MAX Limited		\$55,190
Hybrid MAX Platinum		59,275

selves (and with Grand Highlander, you save about \$15 grand). Toyota has significantly higher volume, and an SUV is a widely-sought format, giving this a range of tangible advantages over its relatives also in these pages. Variety brings decisions, but tough choices can be good choices, and Grand Highlander offers plenty of good choices. ■

SPECIFICATIONS

ASSEMBLY	Princeton, Indiana
ENGINE	2.5L 4-cyl hybrid, 16v, dual VVT-i
HYBRID BATTERY	NiMH, 5.0Ah, 259V
HP/TORQUE	245 hp / 310 lb-ft
COMPRESSION RATIO	14.0:1
TRANSMISSION	e-CVT
DRIVETRAIN	Dynamic Torque Control AWD
SUSPENSION	F: indep MacPherson strut w 28.6mm stblzr bar; R: multi-link w 18mm stblzr bar
STEERING	elec pwr-assist rack & pinion
BRAKES	F: 13.38 vented; R: 13.3 vented
WHEELS	20-in black alloy w black lug nuts
TIRES	255/55 R20 a/s (ours) Continental CrossContact LX20 m+s
LENGTH / WHEELBASE	201.4 / 116.1 in
HEADROOM (F/2/3)	40 / 38.5 / 37.2 in
LEGROOM (F/2/3)	41.7 / 39.5 / 33.5 in
GROUND CLEARANCE	8.0 in
TURNING CIRCLE	38.06 ft
CARGO CAPACITY	20.6 / 57.9 / 97.5 cu.ft
TOW CAPACITY	(hybrid) 3500 lb
WEIGHT	(7-seat) 4620 lb
FUEL / CAPACITY	min 87 unl / 17.17 gal
MPG	36/32/34 (city/hwy/comb)
BASE PRICE	\$52,610
PANORAMIC VIEW MONITOR	600
PANORAMIC ROOF	1350
WHEEL LOCKS	105
CARPET FLOOR MATS / CARGO MAT	378
CONNECTED SERVICES TRIAL: 2 addtl years	325
DESTINATION CHARGE	1450
TOTAL	\$56,818

Note: sticker price varies from info at left.

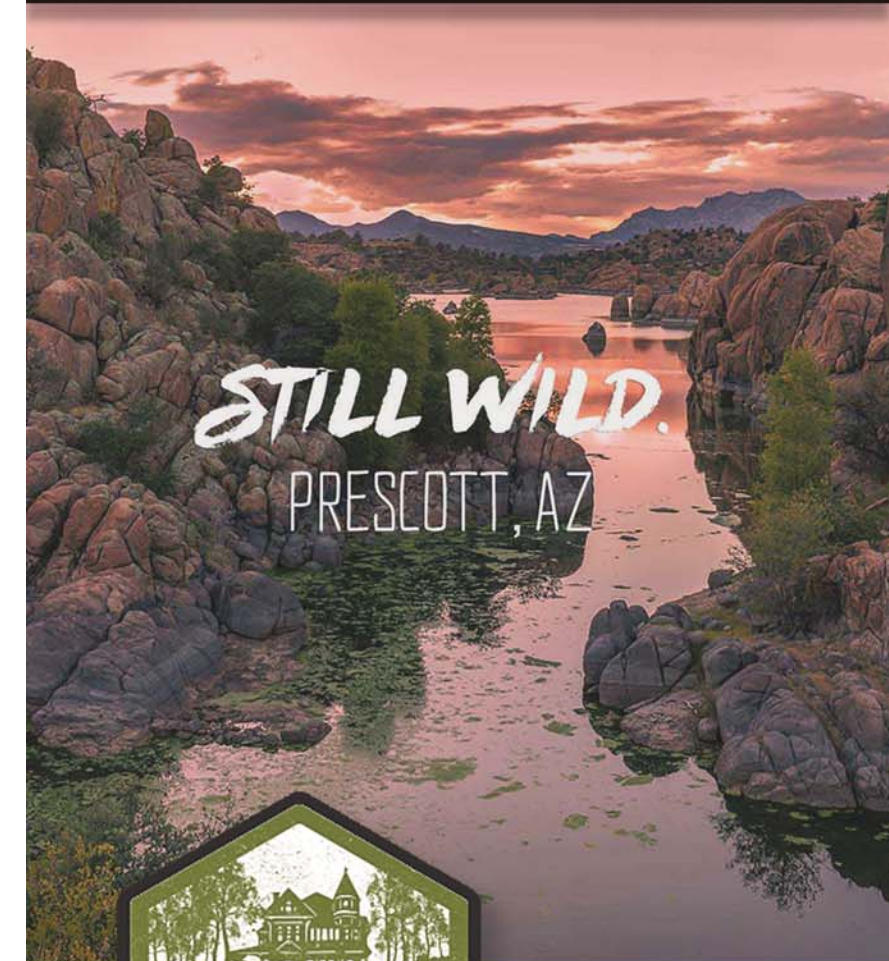
Tough choice?

THAT CAN BE A GOOD THING!

BY JOE SAGE



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SPECIAL EVENTS: JANUARY AUCTIONS

PREVIEWS	AUCTIONS	17 SAT	18 SUN	19 MON	20 TUE	21 WED	22 THU	23 FRI	24 SAT	25 SUN
Barrett-Jackson										
Bonhams: Cars							TBA			
RM Sotheby's							TBA			

**Arizona
Auction
Week
2026**

From a high of eight auction events in January 2020 (before the pandemic changed the game in ways that would ripple forward for years), Arizona's January Auction Week was down to four events for January 2025. January 2026, as of now, will be dropping it down to three (below).

Gone from January are Gooding & Co., Russo and Steele, Worldwide Auctioneers, the once-ever Leake, and now also MAG Auctions (evolved from Silver Auctions).

(There are now also other auctions here at other times—Mecum in spring, Barrett-Jackson now with a second event in fall.)

The January week itself remains strong. The Arizona Concours returned in 2023, many other events still dovetail with this week, visitors still descend from all around the globe, and the remaining events draw record crowds for record sales. Hotels, restaurants and airports are doing fine

Watch for any additions and updated information in our next issue.



Barrett-Jackson

55th Annual Scottsdale Auction

Nine days: Sat Jan 17 - Sun Jan 25, 2026

WestWorld of Scottsdale (AZ Loop 101 & FLWright Blvd)
16601 N Pima Road, Scottsdale AZ 85260
www.barrett-jackson.com

Bonhams: Cars

15th Annual Scottsdale Auction

Friday, January 23, 2026 (starts at 12 noon)
(viewing dates-times: t.b.a.)

Westin Kierland Resort & Spa
6902 E Greenway Pkwy, Scottsdale AZ 85254
www.cars.bonhams.com

RM Sotheby's

28th Annual Automobiles of Arizona

Friday, January 23, 2026 (starting time t.b.a.)
(preview dates-times: t.b.a.)

Arizona Biltmore Resort and Spa
2400 E Missouri Ave, Phoenix AZ 85016
www.rmsothebys.com

LIMO-VAN

Stylish, spacious, versatile, frugal —what a combination! BY JOE SAGE

We co-drove a number of launch events with famed race driver, the late Denise McCluggage, highly flattered that she would ask us. It was always a good time, and it was inevitably punctuated by some rants—one of which was that sedans are a complete waste, because of all the unused space above the trunk area, that could be interior volume. Well, a minivan optimizes this.

Every vehicle has a defined zone and realm of purpose, some more specialized than others, many of them largely ignored. People buy sports cars even if not to race, SUVs even if not to go off-road, pickup trucks even if not to haul, and so on. But the minivan may hold a distinction as the vehicle type most likely to be driven as conceived.

An American mainstream mainstay, it is largely a self-sorting class—its advantages and purposes seem fairly obvious at face value, and the competitive set is quite lean. Avoiding the term “minivan,” Toyota calls Sienna an MPV (Multi-Purpose Vehicle). But then aren’t most? Among other vehicles in Toyota’s lineup with multiple purposes—SUVs and crossovers (it has close relatives in this issue), Sienna’s famous body shape, sliding doors and (to

a degree) seating are clear distinctions. And while Grand Highlander has three powertrains (standard, Hybrid and Hybrid MAX), the lower volume Sienna has the same powertrain as the midrange Grand Highlander Hybrid (the best power-MPG-price formula, by the numbers). And even then, there are a dozen variants of Sienna (see chart).

The Toyota Sienna can actually be a lot of fun to drive—with so much length behind you, it can feel like driving a limo, an elegant feeling in a quite affordable vehicle, itself a neat combination. Maybe it was our sample’s Midnight Black Metallic paint, or maybe it’s our area with all its showoffs and supercars, but there’s an appealing stealth aspect to this purposeful vehicle once you tune into that. (Speaking of stealth, as with many things, it can take driving one to realize they are everywhere!)

The transmission is an e-CVT, but we didn’t even notice it. Either it’s especially well done, which it probably is, and/or it’s just a type that is so suited to the task you wouldn’t think twice about it.

The steering and tight turns belie the vehicle’s size. With a turning circle just under 40 feet (our ideal benchmark being 36), the perception is likely

2025 TOYOTA SIENNA LINEUP

	SEATS	FWD	AWD
LE	8	\$39,485	\$41,485
XLE	8	44,295	—
	7	44,295	46,295
Woodland Edition	7	—	50,725
XSE	7	46,940	47,830
Limited	7	50,500	52,500
Platinum	7	56,445	57,205

attributable to its short overhangs. It feels both accurate and light on its feet. (The AWD version, by the way, even turns about a foot tighter.)

There are only a few major minivans now, but a range of reasons people stick with them—some “just because,” some preferring the style and format, some for the absolutely optimized interior volume, generally. Many value the main distinguishing feature—sliding rear doors. A few of the most dominant ones over the past several years have distinguished themselves by hybrid powertrains or by adding special features—maybe a reclining second row, maybe footrests, maybe a cooler, maybe even a vacuum cleaner in the back. Toyota Sienna at this point in time has all of these. Not content to rest on their laurels—having been at it a long time—they’re matching everyone feature by feature. Check it out. ■

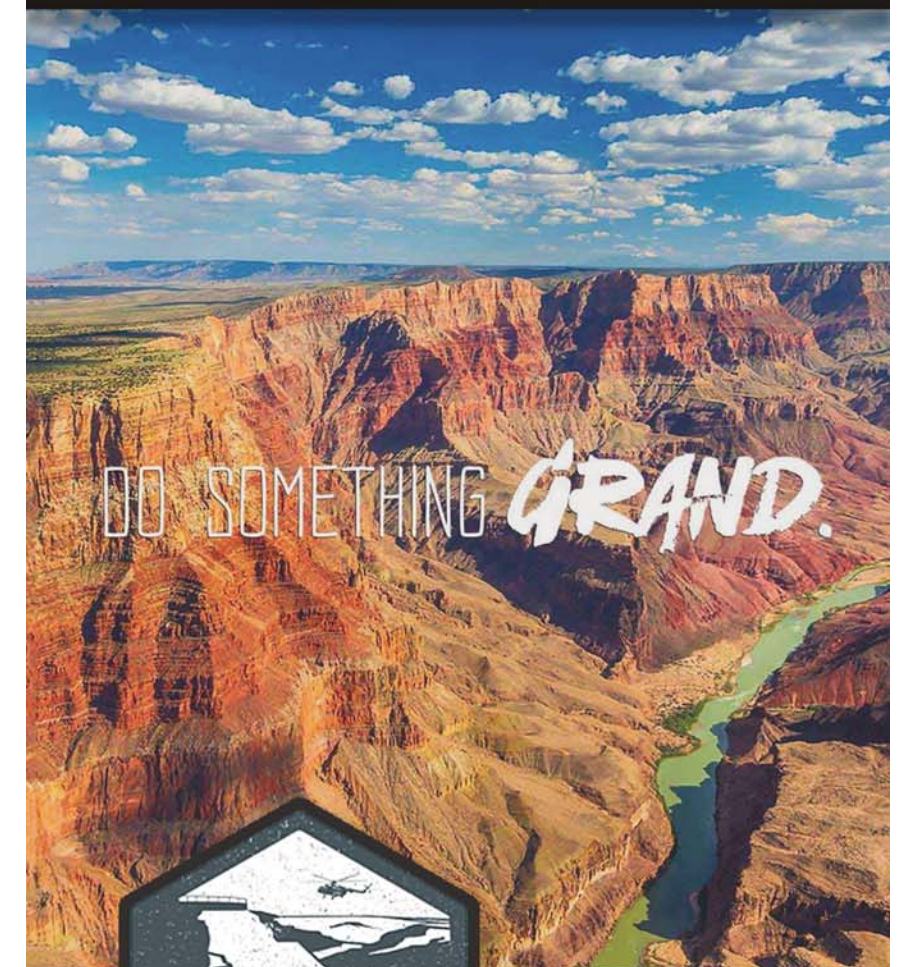


SPECIFICATIONS

ASSEMBLY	Princeton, Indiana
ENGINE	2.5L inline-four, 16v, DOHC, D-4S port+direct inject, var valve timing by intelligent motor (VVT-iE) intake, var valve timing-intelligent (VVT-i) exhaust
HP/TORQUE	189 hp / 176 lb-ft
COMPRESSION RATIO	14.0:1
MOTOR	perm magnet synchronous
BATTERY	nickel-metal-hydride (NiMH) 288V (40 cells) 650V system max
HYBRID SYSTEM NET HP	245 hp
TRANSMISSION	e-CVT
DRIVETRAIN	FWD
SUSPENSION	F: indep MacPherson strut, 27.2mm stblzr bar; R: multi-link w 15mm stblzr bar
STEERING	electronic power steering (EPS)
BRAKES	F: 12.9 vented; R: 13.5 vented
WHEELS/TIRES	20-in alloy / 235/50 R 20
LENGTH / WHEELBASE	203.7 / 120.5 in
HEADROOM (F/2/3)	40.1 / 39.3 / 37.4 in
LEGROOM (F/2/3)	40.3 / 39.9 / 38.7 in
GROUND CLEARANCE	6.3 in
TURNING CIRCLE	39.2 ft
CARGO CAPACITY	33.5 / 75.2 / 101.0 cu.ft
TOW CAPACITY	3500 lb
WEIGHT	4725 lb
FUEL / CAPACITY	87 oct reg unl / 18.0 gal
MPG	(FWD) 36/36/36 (city/hwy/comb)
BASE PRICE	\$56,145
RV MIRROR	digital rear view mirror with Homelink universal transceiver
DOOR SILL PROTECTORS	.95
REAR BUMPER APPLIQUE	.69
CARGO TRAY	140
ALL WEATHER FLOOR LINERS W VC	260
WHEEL LOCKS	.90
CONNECTED SERVICES	two addtl years of trial in addition to one included year: Drive Connect & Remote Connect
DESTINATION CHARGE	1450
TOTAL	\$58,774

Note: sticker price varies from info at left.

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We also have a dedicated corporate travel team that handles large accounts across the United States. Our partnership with The Frosch Travel Group gives us the tools necessary to tailor a corporate travel plan for your company, provide travel savings for your employees and give you the personal attention you need in this technology driven era. Our personal commitment to providing you the tools you need to travel safely and at the lowest cost is unmatched.

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SPECIAL EVENT : ARIZONA CONCOURS D'ELEGANCE 2026

ARIZONA CONCOURS

DEADLINE FOR VEHICLE ENTRIES: NOVEMBER 30
 EVENT: SUNDAY, JANUARY 18, 2026



Ready to have your exceptional automobile or historic motorcycle considered for the prestigious Arizona Concours d'Elegance? The event takes place Sunday, January 18, 2026 on the grounds of the Scottsdale Civic Center.

The Arizona Concours is a professionally judged and curated lifestyle event, with about 100 valuable dream cars and collector vehicles on display, dating from the dawn of motoring, through the Art Deco era, post-war sports cars, and the most exciting hypercars of modern times.

THEME: The theme for this 8th edition of the Arizona Concours is "Sculpture in Motion."

CLASSES: Fifteen classes have been designated for the 2026 Concours, with awards presented in each class, along with special awards and the two coveted Best of Show trophies—one for pre-World War II and one for post-war.

The 2026 Concours also includes such offbeat classes as those for nostalgic mid-century station wagons and dune buggies/beach cruisers.

Applications can be found on the event's web-

site (see below), along with full instructions, the perks of vehicle entry, and a listing of the 15 featured classes. The Concours is seeking the finest examples of vehicle types, such as those found at the Pebble Beach Concours d'Elegance or Goodwood Festival of Speed events. Take a look at the classes and see if your car or bike may qualify.

There are also awards for the best-dressed at the Concours, an event that also resembles an exclusive garden party or outdoor art show.

FEATURED MARQUE: The 140th anniversary of Mercedes-Benz, the event's featured marque, will be celebrated with a special class, as 2026 also marks 100 years since the merger of Mercedes and Benz. The 125th anniversary of Indian motorcycles also will have a special class.

"We're excited to be celebrating Mercedes-Benz this year, and we're assembling an exceptional display of vehicles from the very invention of the automobile," said Chuck Stanford, the Concours co-chair and head of the Selection Committee. "We'll have something to fascinate auto lov-

ers at every level."

The Arizona Concours is presented in partnership with Scottsdale Arts, the organization responsible for an array of artistic services in Scottsdale.

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

The Make-A-Wish kids also get involved in the Concours, including picking their favorite car and presenting it with a unique handmade trophy.

TICKETS & INFO: Tickets for the Arizona Concours d'Elegance at the Scottsdale Civic Center are available online, along with information about vehicle entry submissions and sponsorships:

ArizonaConcours.org

A 1936 Bugatti Type 57 SC Atalante shown at a previous Arizona Concours | Ian Martin photo



EVs started to enter the consciousness about 20-25 years ago (a bit longer in more experimental cases), on about the same timeline that some very small cars did—and often one and the same. The core idea was short-miles, small-capacity urban use. From there, though, EVs grew much larger, having to do with market tastes in general, but also with accommodating a huge battery for the sake of higher range, always a competitive point, though counter to the original idea.

Now, with a mandated EV migration receding, but automakers heavily invested, smaller EVs may be poised for a major comeback.

The Hyundai IONIQ 5 predates these pressures and shifts, so maybe it is just lucky, as are its cus-

tomers. Goldilocks-sized (“just right”), this EV is fun to drive, in a useful format for city or distance.

If you’ve been EV-curious, this is a great place to plug yourself in. Think of the first hybrids—20 or 25 years ago. When new and unfamiliar, many thought, “well, that sounds interesting. I wonder what I need to learn, to drive one.” Laughable now, it’s a parallel to where many are today on EVs. In both cases, one would hope the answer is, “nothing much, just get in it and drive, you won’t even know the difference.” While still a stretch with some EVs—many try way too hard to be different for the sake of being different—the IONIQ 5 is a

poster child for being, in a nutshell, normal.

The current IONIQ lineup spins off a pioneering Hyundai IONIQ family (in 2017), with fundamentally-the-same hybrid, PHEV and EV versions—likely a factor in the IONIQ 5 inheriting its “normal.”

Controls and interface are familiar, and so is the drive—with the bonus of rapid acceleration and awesome cornering, once confined to top-dollar performance cars, now inherent with electric motors and low-center-of-gravity batteries.

You’ll also enjoy the style and utility of this hatchback-ish iteration (to our eye, a standout even within the IONIQ family). Our sample is in top trim level, powertrain and drivetrain (AWD with EV power front and rear, for 320 hp, compared to 225 for

most others, or one base version at 168 hp).

Routine braking was immediately one of our favorite attributes. It’s not a full one-pedal effect (which we also like, but which can throw off an unfamiliar driver). Rather, it seems simply like the presence of regenerative energy transfer that provides solid and sure stops in routine conditions. It feels good, it feels strong, and it’s helpful.

We played briefly with mode settings—there are three separate subsets of normal vs sport options for motor, steering and/or brakes.

We tried the sport setting for brakes (thinking it might become one-pedal, as no basic braking improvement was really needed). Not sensing dramatic differences, we reverted to normal brakes from there. Steering and power both felt good already. As you can’t change modes while driving in this, we ended up giving further experiments little

thought. (Our philosophical preference is that all should be optimized as default, anyway.) More discoveries may be found by an owner over time.

Hyundai IONIQ 5 has sharp body styling full of details you will continually notice and admire. Its strong presence is effortlessly handsome and thoroughly modern—and this is a big piece of its magic, even within the overall brand family.

While big changes in the EV frenzy worldwide are already thinning the herd, Hyundai IONIQ 5 is clearly one that should survive and thrive on its own merits. The greater matrix aside, they’ve pretty much done everything right in creating this EV. Any seasoned EV driver will appreciate the packaging of IONIQ 5. Any new EV driver will appreciate its straightforward outfitting and operation. Families with multiple vehicles and multiple drivers will especially appreciate its universality. ■

Hot e-hatch

An EV that’s a perfect combination of special and normal

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Ellabell, Georgia
ENGINE/TRANS BUILD	US / US
PARTS CONTENT	Hungary 33% / South Korea 29% / US/Canada 29%
MOTOR	perm magnet synchronous
BATTERY	lithium ion, 697V, 84.0 kWh
MOTOR OUTPUT	F/R: 74 kW / 165 kW
MAX POWER / TORQUE	320 hp / 446 lb-ft
TRANSMISSION	single-speed reduction gear
DRIVETRAIN	AWD
SUSPENSION	F: MacPherson strut; R: multi-link (5-link)
STEERING	rack & pinion, motor-driven-rack-mtd
BRAKES	F: 12.8x1.2 vented; R: 12.8x0.5 solid
WHEELS/TIRES	20x8.5J alloys / 255/45R20
LENGTH / WHEELBASE	183.3 / 118.1 in
HEADROOM (F/R)	(w/sunroof) 39.1 / 37.5 in
LEGROOM (F/R)	41.7 / 39.4 in
GROUND CLEARANCE	6.1 in
APPROACH / DEPARTURE	17.5 / 25.4°
TURNING CIRCLE	39.4 ft
CARGO CAPACITY	26.3 / 58.5 cu.ft
WEIGHT	4806 lb
CHARGING TIMES (697V 84.0 kWh AWD):	
240V AC	(10-100%) ...7 hr 20 min
DC Fast 50kW	(10-80%) ...1 hr 21 min
DC Fast 150kW	(10-80%) ...30 min
DC Fast 250kW	(10-80%) ...20 min
RANGE	(Limited, AWD) 269 miles
MPGe	(MPGe) 108/88/98 (city/hwy/comb)
BASE PRICE	\$58,100
PAINT: Gravity Gold Matte	1000
CARPETED FLOOR MATS	210
DESTINATION CHARGE	1475
TOTAL	\$60,785

Note: sticker price varies from info below.

2025 HYUNDAI IONIQ 5 LINEUP

STANDARD RANGE	RWD
125 kW (168 hp) electric motor, range 245 miles	
SE	\$42,600
LONG RANGE	RWD
168 kW (225 hp) electric motor, range 318 miles	
SE	\$46,650
SEL	49,600
Limited	54,300
DUAL MOTOR	AWD
74 kW+ 165 kW (320 hp) motors, range 259-290 mi*	
SE AWD	*range 290 miles.....\$50,150
SEL AWD	53,100
XRT AWD	*range 259 miles.....55,500
XRT AWD w tow hitch	55,950
Limited AWD	*range 269 miles.....▼ 58,200

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BOND SPEEDBOAT, UPDATED

A NEW VERSION OF THE CLASSIC JAMES BOND SPEED BOAT THAT CARRIED DANIEL CRAIG DOWN AN ITALIAN LAKE IN *QUANTUM OF SOLACE* COMES TO MARKET FROM RBB LTD

After producing four boats for James Bond's enemies, here is a boat for 007 and the good guys—which both stirs and shakes—in memory of Robert Braithwaite, Britain's most successful power yacht entrepreneur.

The reimagined RBB 19 is a boat built as a tribute to Robert Braithwaite CBE DL (1943-2019), one of Britain's leading manufacturers.

The new boat, RBB 19, is a bigger version of the Sovereign Hostess 17, which featured in the Bond film *Quantum of Solace*, carrying Daniel Craig down an Italian lake, with Robert Braithwaite at the helm in a cameo role. The craft is produced by RBB Limited. And true to the Bond genre, this boat is a happy mix of brute force and impeccable style—an iron hand in a velvet glove.

The price of the new RBB 19 is expected to be £190,000-220,000 (approx \$260,000-300,000) excluding VAT and is available to order. A limited number—at least seven—will be built to order, and each will be numbered.

Technically, it is a tour de force, with a compos-

ite sandwich core construction, 19-ft length by 6-ft-5-in beam, draft to propeller 2.5 ft, and a Yanmar 4LV250 engine giving a range of 2 hours 45 minutes at a cruising speed of 35 kts with a top speed of 44 kts.

It was Robert's wish to reimagine his first-ever boat built, the Sovereign Hostess 17. Robert had several molds made in readiness for Robert Braithwaite Boats Limited, which is now continuing the reimagined project. Robert's eldest daughter Nicola Braithwaite and RBB's Stefan Wertans both agree that the project is dear to them, as is a tribute to Robert's wishes to recreate the original Sovereign boats and update them to modern day standards/technology. "The new boat, RBB 19, fits into the marketplace as an express cruiser/superyacht tender and even an inland cruiser, depending on the chosen engine," says Stefan.

The demonstration boat is available for viewing and sea trials by interested buyers. Call Stefan Wertans +44 (0) 7889 110 510 for waiting lists, build times or other information. ■



The RBB 19 is a tribute to British entrepreneur and marine engineer Robert Braithwaite CBE DL, the founder and original president (1969-2010) of powerboat builder Sunseeker Yachts, which provided four motor yachts for four James Bond films.



Reigning champion BY JOE SAGE

If you haven't discovered the all-new fifth-generation Prius (introduced during the lockdown era), you need to. It is totally transformed, while truer than ever to the mission where it has long reigned.

Everywhere we went, ours caused quite a stir. Some were seeing it for the first time: "That's the new Prius?!" Some already knew what it was: "That's the new Prius!" "And it gets 52 MPG!" we'd be sure to point out to all. (Some versions get even more, as high as 57 MPG.) And everyone left thoroughly impressed. Our sample's Mustard yellow paint was a big hit—a great choice by Toyota for what is essentially a promotional copy.

Our Prius came in new-for-'25 Nightshade trim, the latest update to this pioneering hybrid. Based on XLE, Nightshade blacks out its 19-inch alloy wheels, badging, bumper trim, shark fin antenna, even its doorsills. Inside are black 8-way SofTex front seats with grey stitching, as well as carbon

fiber details on the dash. It also optionally offers a 12.3-inch multimedia system otherwise only available on Limited (it was on ours, for just \$735).

We'll confirm right up front that we had a ball with this car. Is there anything it can't do? It maneuvers into tight spots like a compact, while at 6-foot-2 we did not feel cramped inside. And this is before even getting to its cargo capacity.

It was so peppy, we were not even thinking of sport mode till we were on an uphill grade and it crossed our minds to experiment. We did sense an immediate bump in terms of power, while shifting and acoustics seemed about the same. We don't dwell on modes much, with a philosophy that we almost wish they didn't exist—just engineer the best possible mix out of the box. But this wins either game, a well balanced occasional pick-me-up, or easily ignored and unneeded most of the time.

In aggressive 90-plus-degree turns from cross

streets up to freeway speeds, it tracked true with no hint of front-drive torquiness.

The highly aerodynamic body creates additional depth atop the dashboard, but Toyota has created a binnacle instrument set that, unlike most in this situation, was one more delight, giving us the feel of piloting an advanced yet simple future-jet.

We had initially thought we wished we had a pickup that particular week, as we had a number of things to move. But with the back seats down (one of the easiest such operations ever), it gobbled up boxes galore, even 24x24x19 U-Hauls, and even a dresser. Useful cargo volume, without even specifically comparing endless numbers, probably beats many a crossover. (And even if you had to make two trips, or maybe even three, it'll use less gas than one trip in that pickup.)

And the price of entry starts in the upper \$20s.

Our best surprise was yet to come. With an absolutely last-minute schedule change on the vehicle due to arrive next, the Toyota fleet saved the day by extending this one into a second week. To



us, this was an immediate win-win. We already loved the thing, but better still, we were headed into a series of daily runs from the far northeast Valley to NASCAR in the far southwestern corner, with multiple runs to Fountain Hills, Tempe, Glendale and north Phoenix throughout. Wow. The cancelled vehicle was a different brand's EV, and we were anticipating repeated all-night recharging. But what could be better than a 52-mpg all-purpose vehicle we could refill in minutes? What's more, we could drive it all week without refilling at all. (We

did refill once as we rolled into our second week.)

Ours was a 2025, but if you want one more dimension to the possibilities, for 2026 they are adding a plug-in hybrid (PHEV) version with an estimated 44 miles of pure-EV range.

Born as the humble—some may say homely—original king of the hybrid movement, Toyota Prius is now a handsome head-turning showpiece. And it is still royalty in the hybrid segment. Even as hybrids are now far more common than they were in the earlier era, Prius still rules the game. ■

SPECIFICATIONS

ASSEMBLY	.....Toyota, Aichi, Japan
ENGINE	.....M20A-FXS (Atkinson cycle) 2.0L 4-cyl, DOHC 16v VVT-i, alum/alum
HP/TORQUE	.....150 hp / 139 lb-ft
COMPRESSION RATIO	.....14.0:1
MOTOR GENERATOR	.....perm magnet AC synchronous, DC 600V
HP/TORQUE	.....111 hp / 152 lb-ft
HYB BATTERY PACK	.....Li-ion, 222V, 4.08Ah
HYBRID SYSTEM NET HP	.....(FWD) 194
TRANSMISSION	.....e-CVT
DRIVETRAIN	.....FWD
SUSPENSION	.....F: indep MacPherson strut, stblzr bar; R: multi-link, stblzr bar
STEERING	.....elec pwr assist rack & pinion
BRAKES	.....electronically controlled system: F: 11.1-in vented; R: 11.0-in solid
WHEELS/TIRES	.....19-in alloy / 195/50R19
LENGTH / WHEELBASE	.....181.1 / 108.3 in
GROUND CLEARANCE	.....6.0 in
TURNING CIRCLE	.....35.4 ft
HEADROOM (F/R)	.....38.0 / 36.4 in
LEGROOM (F/R)	.....43.2 / 34.8 in
CARGO CAPACITY	.....(seats up) 20.3 cu.ft
WEIGHT	.....3164 lb
FUEL / CAPACITY	.....87 reg unl / 11.3 gal
MPG	.....52/52/52 (city/hwy/comb)
BASE PRICE	.....\$32,560
12.3-IN TOYOTA AUDIO MULTIMEDIA	.....735
FIXED GLASS ROOF	.....1000
PREFERRED ACCESSORY PKG W CARPET MATS:	
carpet mats, cargo net, carpet cargo mat,	
carpet floor mats, first aid kit, rear bumper	
appliqué	.....463
ALLOY WHEEL LOCKS	.....90
CONNECTED SERVICES TRIAL: 2 addtl years	.....325
DESTINATION CHARGE	.....1135
TOTAL	.....\$36,308

Note: 2025 model; 2026 pricing info below.

2026 TOYOTA PRIUS LINEUP

	FWD	AWD
LE	\$28,550	\$29,950
XLE	31,995	33,395
Nightshade	32,800	34,200
Limited	35,565	36,965
PHEV SE	\$33,775	
PHEV XSE	37,025	
PHEV Nightshade	37,795	
PHEV XSE Premium	40,470	



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Horses of a different color

HORSE POWERTRAIN'S INNOVATIVE EV PLATFORM CONVERSIONS

Future Hybrid System: all-in-one hybrid powertrain

- "Future Hybrid Concept" showcased at Auto Shanghai, details of Future Hybrid System powertrain revealed at IAA Summit 2025—which can hybridize BEV platforms
- Uniquely compact 1.5-liter, four-cylinder all-in-one design integrates engine, motor, and transmission
- Allows conversion of BEVs into HEVs, PHEVs, or REEVs with minimal modification to vehicle platform
- Performance (P1 + P3 motor configuration) powertrain is 740mm (29.13 inches) wide; Ultra-Compact (P2 motor configuration) unit is just 650mm (25.6 inches) wide
- Enables AWD and FWD range extended electric vehicles in compact car classes
- Horse Powertrain investigating three-cylinder variant to follow for even smaller applications

MUNICH, GERMANY – Horse Powertrain's Future Hybrid System is a flagship offering within Horse Powertrain's X-Range family, a category of solutions designed to enrich EV platforms with combustion and hybrid technology.

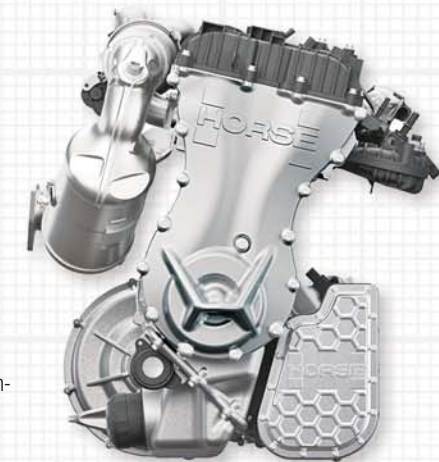
Future Hybrid System is a revolutionary "all-in-one" hybrid powertrain that combines an engine, transmission, motor and power electronics into a single system, enabling OEMs to hybridize Battery Electric Vehicle (BEV) platforms. A significant iteration from the "Future Hybrid Concept" first shown this year at Auto Shanghai, it replaces the front electric drive unit of BEV, offering an affordable and effective way to convert BEVs into hybrid EVs (HEVs), plug-in hybrid EVs (PHEVs) and range-extended EVs (REEVs).

Two variants—Performance and Ultra-Compact—both use a 1.5-liter, four-cylinder engine

and dedicated hybrid transmission. They also contain the full suite of power electronics required for hybrid powertrains and can also seamlessly integrate with systems like a DC/DC converter, on-board charger, and an 800V charging booster to maximize performance at low voltages.

The X-Range family of systems enables automotive OEMs to use their BEV platforms as foundations for hybrid vehicle lineups with minimal modification, leveraging Horse Powertrain's expertise over the full powertrain component stack to create tightly integrated systems that achieve best-in-class thermal, mass, and space efficiency.

Like BEV-native electric drive units, the powertrain is mounted directly to the vehicle's sub-frame. This maximizes re-use of BEV components and streamlines manufacturing, eliminating costly retooling and change processes. ■



Horse C15: ultra compact range extender system

- Horse Powertrain's Horse C15 is a combined engine and generator unit that can transform BEVs into range-extended EVs with minimal modification
- Briefcase-size package combines a 1.5-liter engine with generator, inverter, exhaust and cooling
- At just 500 x 550 x 275mm (19.7 x 21.65 x 10.8 inches), the system is designed to fit in BEV front compartments or in the rear, and can be easily integrated with existing EDUs

LONDON, UK – Horse Powertrain's Horse C15 offers compact range extender technology within Horse Powertrain's X-Range family, a set of solutions designed to enrich EV platforms with combustion and hybrid technology.

No larger than a briefcase, Horse C15 integrates a 1.5-liter, four-cylinder engine and an integrated generator, inverter and cooling package into a unit compact enough to be fitted within existing battery electric vehicle (BEV) platforms with little to no modification.

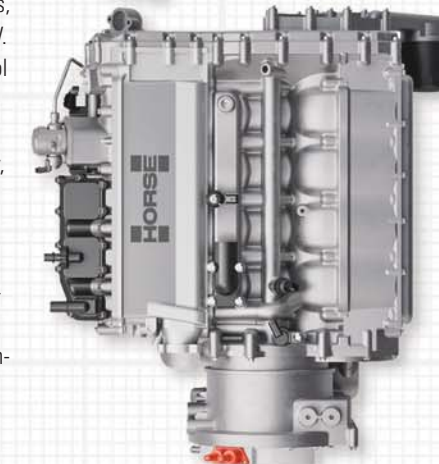
At under 20x22x11 inches, the naturally aspirated version of Horse C15 can be installed horizontally or vertically—thus in a BEV's front compartment or in the rear, unlocking exceptional flexibility in vehicle design—allowing OEMs to easily and efficiently convert a BEV platform into a range extended EV (REEV), to expand their product lineups to meet local market demands.

Designed for Euro 7 compliance (including China 7 and SULEV20), Horse C15 will be available in naturally aspirated form for B- and C-segment vehicles, with maximum engine power of up to 70kW. For larger D-segment vehicles and LCVs, a turbocharger increases power output to 120kW.

The unit can run on including gasoline, ethanol and methanol flex fuels, and synthetic fuels.

In all applications, the range extender maintains the charge level of the high-voltage battery, still used to power the vehicle's electric traction motor to power the wheels, driving with the same smoothness and responsiveness as a BEV.

Incorporating Horse C15 allows an OEM to reduce EV battery size, for big savings in cost and weight, with reduced pressure on the critical mineral supply chain—all without impacting range. The battery can also be charged the same as a BEV, using a public or domestic charger. ■



Hyundai has been hard at work on EV development for years, delivering a fine lineup. This includes the IONIQ 5 in this issue, one of the best EVs we've driven. And it includes the big three-row IONIQ 9, winner of both the EV category and Vehicle of the Year overall at this year's NWAPA Drive Revolution comparo, also in this issue.

For years, most EVs spun off internal combustion equivalents (concurrent or prior). Then came newer independently conceived EVs. Now, might we be seeing the inverse of the original—internal combustion versions that are spun off an EV basis?

Hyundai still has internal combustion engineers hard at work, who bring us a new-for-2026 gen-two of the popular Hyundai Palisade—a gasoline-powered direct sibling of the award-winning IONIQ 9.

Palisade delivers the segment's solid formula—three-row 7-or-8-seat SUV, with passenger com-

fort, around-town utility, plenty of cargo and seating for a good road trip.

Two powertrains for the new Palisade are the 287-hp V6 in our sample or a 329-hp turbo-4 hybrid in Hybrid Blue versions. There is a lot of price overlap between the two—out of 21 total versions (13 standard powertrain, 8 hybrid), fully 17 have their prices interwoven, with the hybrids just a couple of grand higher than the V6s, though with fewer trim levels (four instead of seven).

Driven here is the also-new-for-'26 XRT Pro. V6-only, it's also the only trim available as AWD-only, which speaks to its multi-personality mission. XRT Pro increases ground clearance by an inch and has a rear electronic limited-slip diff, all-terrain tires, terrain modes, recovery tow hooks and a built-in hitch. Premium touches include leatherette seating, Bose premium audio and ambient lighting.

While we've seen glowing reviews from others (who may have done a start-it-once-then-cruise event), several attributes repeatedly caught our attention in a full week—an accelerator pedal that takes a special nudge to bring to life, power drops in cornering, occasional inability to get up to speed when joining aggressive traffic, jarring full stops several feet too early when backing into parking. Maybe it's just us. We'd suggest you pay attention to these while you test drive it. (Also try the locks.)

It's clear the Hyundai EV team has a lot of resources at its disposal, and they've thrown a lot at this segment. We found ourselves visiting an (unconfirmed) idea that development prioritized the IONIQ 9, with this the spin-off. But then there are the Hybrid Blue versions. Although there is no XRT Pro version of this powertrain, we (and you) might both do well to give those a drive, too. ■

Might internal combustion be an alternative powertrain?

BY JOE SAGE

Differing from the newest Santa Fe, which misses no opportunity to suggest the letter "H" in lighting, grille and other details, Palisade is more subtle. The front DRLs are the most distinctive style feature, indirectly echoing those of Hyundai Tucson and Santa Cruz.



SPECIFICATIONS

ASSEMBLY	.....Ulsan, South Korea
ENGINE/TRANS BUILD	.....SKorea / SKorea
PARTS CONTENT	.....US/Can 1% / SKorea 90%
ENGINE	.....3.5L V6, MPI+GDI DOHC 24v, alum
HP/TORQUE	.....287 hp / 260 lb-ft
COMPRESSION RATIO	.....12.3:1
TRANSMISSION	.....6-speed auto
DRIVETRAIN	.....HTRAC AWD active on-demand
SUSPENSION	.....F: MacPherson strut w coils, stblz bar; R: multlink indep, separated springs & shocks, stblz bar, self-leveling
STEERING	.....rack & pinion, motor-driv, col-mt
BRAKES	.....F: 345 x 30mm vented; R: 325 x 20mm solid
WHEELS	.....18x7.5J alloy
TIRES	.....255/60 R18 108H all-terrain
LENGTH / WHEELBASE	.....200.4 / 116.9 in
GROUND CLEARANCE	.....(XRT Pro) 8.4 in
APPR / DEPART / BRKOVER	.....20.5 / 22.4 / 18.3°
TURNING CIRCLE	.....(XRT Pro) 39.0 ft
HEADROOM (F/2/3)	.....(sunrf) 40.1 / 40.0 / 37.7 in
LEGROOM (F/R)	.....44.2 / 43.0 / 32.1 in
CARGO CAPACITY	.....19.1 / 46.3 / 86.7 cu.ft
WEIGHT	.....4420-4872 lb
TOW CAPACITY	.....(w brakes) 5000 lb (w/o brakes) 1650 lb
FUEL / CAPACITY	.....reg unl / 19.0 gal
MPG	.....16/22/19 (city/hwy/comb)
BASE PRICE	.....\$49,370
CARPETED FLOOR MATS	.....245
DESTINATION CHARGE	.....1495
TOTAL	.....\$51,110

Note: sticker price varies from info below.

2026 HYUNDAI PALISADE LINEUP

V6: 287-hp 3.5L V6, 8-auto	.....FWD	.....AWD
SE	.....\$39,435	.....\$41,435
SEL 7p/8p	.....41,940	.....43,940
SEL Convenience	.....43,370	.....45,370
SEL Premium 7p/8p	.....45,300	.....47,300
XRT Pro	.....-	.....49,870
Limited	.....49,770	.....51,770
Calligraphy	.....54,560	.....56,560
Hybrid Blue: 329-hp 2.5L Turbo-4 hybrid, 6-auto	.....FWD	.....AWD
Hyb SEL 7p/8p	.....\$43,660	.....\$45,660
Hyb SEL Premium 7p/8p47,02049,020
Hyb Limited51,49053,490
Hyb Calligraphy56,28058,280

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THE INSIDE TRACK: BRIEFS & RUMORS



▼ Program manager explains the return of **Ford Racing**. “In 1901, my great-great-grandfather, Henry Ford, drove a car he built called ‘Sweepstakes,’ in a race against the most famous driver in America. He wasn’t a racer. But he had to win. If he lost that day, Ford Motor Company might not exist. He won. That DNA—that need to prove ourselves, to innovate under pressure, and to win—is why we are here today. It’s why we are going back to our roots. (Now), Ford Performance becomes Ford Racing. This is not a marketing exercise. This is a promise. It signals a new, more focused mission to tear down the wall between our race teams and the engineering of the vehicles you drive every day on and off road. Under one global Ford Racing banner, our engineers and designers will develop our performance road cars right alongside our race cars. The technology that survives the Baja 1000 will be in the DNA of the next F-150 Raptor. The aerodynamic lessons we learn at Daytona and Le Mans will be sculpted into the body of the next Mustang. This is a direct line from the track to your driveway, and it starts now. The first production vehicle born from this new Ford Racing mindset will debut this January. This is about more than just the machines. It’s about the experience. Our racing schools and the Bronco Off-Road are not side projects; they are a core part of our mission. They are where we prove that the capabilities we engineer on the track and on the trail are real, and where we share that excitement directly

with you. Starting (now), you will see our new identity roll out. The full force of Ford Racing will be unleashed in January when we kick off the new season at the Dakar Rally, the Rolex 24 at Daytona, and our own Season Launch event. Make no mistake: We are competing at the highest levels across the globe—from Formula 1 to the World Rally Championship, from Le Mans to Bathurst. And we are going there with a single purpose. We don’t just go to



racers. We go to win.”

▼ **Mazda** has signed an agreement with Iwakuni City and the Yamaguchi Prefecture to build the “Mazda Motor Corporation Iwakuni Plant,” a new facility for producing module packs using cylindrical lithium-ion battery cells supplied by **Panasonic Energy Co., Ltd.** Construction of the plant begins in November, with operations

scheduled to start in 2027. The Iwakuni Plant will be Mazda’s first new domestic facility since the Hofu No.2 Plant began operations in 1992. The program promotes electrification through a multi-solution approach, designed to flexibly address diverse customer needs. The Iwakuni Plant will be a key foundation for this global strategy, while also providing a safe, secure and comfortable workplace and contributing to local employment and economic development. The construction of the new facility marks an important milestone in Mazda’s transition, with its high-quality battery technology powering future electrified products and enabling the company to deliver attractive mobility solutions that meet increasingly stringent global emissions standards.

▼ A new report from market intelligence firm **IDTechEx—Advanced Battery Pack Sensors and Remote Monitoring 2026-2036: Technologies, Markets and Forecasts**—sees gas sensors poised for increasing adoption in battery packs in electric vehicles and energy storage systems. Gas sensors, such

as for hydrogen, carbon dioxide and volatile organic compounds (VOC), can provide earlier warning of thermal runaway events in battery packs than conventional sensors allow. This, in turn, can help to prevent or mitigate battery fires and explosive events, which remain an issue for electric vehicles and energy storage systems. Thermal runaway describes a chain reaction of exothermic reactions

that can occur in cells when sufficient temperature is reached or cell damage occurs, for example through unusually high currents. It can be broken down into several stages, which occur as different tem-



peratures are reached in the cell. To prevent thermal runaway from propagating between cells, thermal management including cooling systems are used; however they are not always successful in containing thermal runaway events—especially true for delayed runaway events, in which battery fires occur hours after use, while conventional sensors are non-operational (e.g. when an EV is parked). The battery pack gas sensor market is expected to exceed \$157.1 million by 2036.

▼ Since 1975, renowned artists from around the world have created **BMW Art Cars**. The idea was born when French racing driver and art enthusiast Hervé Poullain, together with Jochen Neerpasch, then Head of Motorsport at BMW, invited artist Alexander Calder to paint a race car. The result—a vibrant BMW 3.0 CSL—competed in the 24 Hours of Le Mans in 1975, captivating the crowd and making history. In 2026, *Rétromobile*, one of the world’s most prestigious automotive shows for the classic car sector, will celebrate its 50th anniversary—as does BMW’s legendary collection of Art Cars. To mark this milestone, BMW is bringing together all BMW Art Cars that have raced in Le Mans, for a spectacular reunion in Paris. From Calder’s groundbreaking debut in 1975, to Julie Mehretu’s sleek masterpiece in 2024, the BMW Art Cars that dared to race will return to the spotlight at *Rétromobile 2026*—not on the track, but in all their glory. BMW Art Cars on display at *Rétromobile*

in Paris will include:

- #1 (Alexander Calder, BMW 3.0 CSL, 1975);
- #2 (Frank Stella, BMW 3.0 CSL, 1976);
- #3 (Roy Lichtenstein, BMW 320i Turbo, 1977)
- #4 (Andy Warhol, BMW M1, 1979)

- #15 (Jenny Holzer, BMW V12 LMR, 1999)
 - #17 (Jeff Koons, BMW M3 GT2, 2010)
 - #20 (Julie Mehretu, BMW M Hybrid V8, 2024)
- Since a global kick-off in March, the world tour has featured an ambitious exhibition program on five continents, engaging over 20 markets, continuing until the end of 2026, with stops in Belgium, Morocco, South Africa, the US, Turkey and Italy.

▼ **Mercedes-Benz** established a partner-



ship in 2024 with **TSR Group GmbH & Co KG** to develop a sustainable circular economy for end-of-life vehicles. As part of an “urban mining” pilot project, the partners set up a pilot project—an innovative collection site for such vehicles for the first time—this summer. The aim is to strategically utilize urban sources of raw materials. Value chains are to be closed, and high-quality secondary raw materials re-

covered for use in new Mercedes-Benz vehicles. Together with **TSR**, end-of-life vehicles purchased in northwest Germany will be dismantled regardless of their make. Legally classified pollutants and valuable, easily accessible components will be removed. Materials will then be processed using an innovative recycling method developed by **TSR Group**. Materials such as steel, aluminum, plastic, copper and glass will be recovered, sorted by type and then reintegrated into the production cycle via selected material suppliers. The aim of the pilot project is to pave the way for a resilient and sustainable supply of raw materials for the automotive industry, demonstrating how closed industrial cycles can allow valuable materials to be reused efficiently. This is key to implementing Mercedes-Benz’s *Ambition 2039*, which aims to achieve a net carbon-neutral new vehicle fleet along the entire value chain and over the vehicles’ entire life cycle. Mercedes-Benz seeks to decouple resource consumption from volume growth and increase the use of secondary raw materials in vehicles to 40 percent within the next decade. A key goal is to avoid what is known as downcycling, as this leads to losses in material quality. A reliable supply of raw materials and access to more sustainable materials are increasingly impor-

tant for the automotive industry.

▼ Oklahoma muscle car restoration specialist **Trick Rides** revealed a first look at its new, widebody Mustang build dubbed “Scorched.” The line of only 20 examples marks the world’s first all-carbon 1969 Mustang engineered entirely in CAD with

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advanced 3D-scanning technology for aerospace-level precision. The first completed vehicle will make its official debut in the TMI booth (#24477) in Central Hall at the SEMA Show this November in Las



Trick Rides all-carbon 1969 Mustang

Vegas. Trick Rides has reimagined the iconic Mustang by crafting it entirely from pre-preg carbon fiber. Paying homage to the commitment to racing that inspired the original vehicle, Trick Ride's performance-driven interpretation elevates the legendary muscle car with advanced aerodynamics, precise panel fitment and significant weight savings. By incorporating carbon fiber throughout, Trick Rides has enhanced structural integrity and brought a new level of craftsmanship and innovation to one of the most celebrated muscle cars. In collaboration with TMI Products, "Scorched" will also feature a custom interior that includes all new high-back seating from the brand. TMI will also incorporate German square-weave carpeting, custom-made door panels, a console and an Alcantara headliner, all of which have been made and installed in the USA. "Scorched" customers can choose from three powerhouse engine options: a VMP-supercharged 5.0-liter Coyote V8, a 429 cubic-inch Kaase "Boss Nine" or a Ford Performance 427 cubic-inch V8. The engine is paired with a TREMEC T-56 six-speed manual and a custom exhaust system with Stainless Works headers and MagnaFlow mufflers. Built on a Roadster Shop chassis, "Scorched" boasts a Fox coilover-equipped independent front suspension, a parallel four-link rear and oversized sway bars for increased stability. Power is delivered to the ground by Forgieline three-piece wheels, wrapped in Continental ExtremeContact Force tires

and brought to a stop by custom six-piston Baer Brakes.

▼ **Porsche** has upped its commitment to both choice and ease of use for electric ve-

hicle charging, in September giving their customers soft launch access to the Tesla Supercharger network, giving Porsche owners access to 23,500 Tesla Superchargers in North America. Access to the Tesla network becomes possible via a Porsche-supplied NACS DC adapter being made available to Porsche customers. At soft launch stage, Porsche customers can use the Tesla app to enable charging. Charging through the My Porsche app and plug-and-charge



Porsche NACS DC charging station adapter

is expected to follow in coming months. Going forward, all new model year 2026 Porsche Taycan and Macan Electric models will include Porsche NACS DC adapter at no additional fee. Model year 2025 Taycan owners and all existing Macan Electric owners are eligible for a complimentary adapter. These owners may have already received notification via their My Porsche app to reserve their free Porsche NACS DC

adapter, or will shortly. Model year 2024 and older Taycan customers can purchase the Porsche NACS DC adapter from the Porsche Online Shop or at local Porsche Centers (available now) for \$185. This enables CCS-equipped Taycan and Macan Electric owners to use DC fast charging stations equipped with NACS/J3400 compatible cables, including select Tesla Superchargers. The soft launch allows customer access to the Tesla Supercharger network ahead of the full operational launch—which will add enhanced features such as access via the Porsche app and plug-and-charge capability—over the following months. Connecting to the NACS Tesla Supercharger will take two simple steps. First, download and register on the Tesla app to activate Tesla Supercharger stations. (Other stations, such as Ionna and Electrify America with NACS handles, can be activated via the My Porsche app.) Then, connect the new Porsche NACS DC adapter to the charging station cable, after which it can be plugged into the car. All 2026 Taycan and Macan Electric variants will come with the necessary navigation features to incorporate the additional charger locations. Model year 2024 and 2025 Macan Electric models will receive this software update before the end of the year, followed by 2025 or earlier Taycans. Soft-

ware updates will be complimentary.

▼ Select **Audi** e-tron models also gained access to these additional 23,500 compatible Tesla NACS Partner Superchargers via a manufacturer-approved NACS-to-CCS Level 3 DC fast charging adapter as a port-installed accessory beginning in September for most model year 2025 new e-tron model purchases. ■

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