

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 25 NUMBER 2
MARCH-APRIL 2026

**AUCTION RESULTS
CONCOURS HIGHLIGHTS
DRIVES INCLUDING SUVs, EVs,
RETURN OF GASOLINE DODGE CHARGER
PLUS PHOENIX RACEWAY,
ADOT FREEWAY EXPANSIONS
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news & features March-April 2026

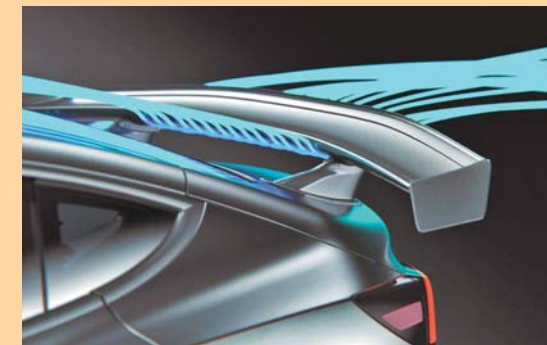
A Week With	2025 Lexus LX 700h Overtrail12
	A more beastly beast in the premium field.
Motorsports	Phoenix Raceway Spring Weekend 2026 A15
	Exciting weekend includes NASCAR plus IndyCar.
A Week With	2026 Volkswagen ID.4 AWD Pro S16
	One of the hottest-selling EV brands globally, VW has just two entries in our market—the ID.Buzz and this.
A Week With	2026 Lucid Air Touring18
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COVER: From classic Dodge Charger and Challenger muscle cars, to the neoclassics of this century, with a redirection to just Charger and just EV, now returning to internal combustion (as well as EV), still under the Charger name only, though in two or four doors, as the entire powertrain situation gets recalibrated worldwide.



START YOUR ENGINES : FROM THE PUBLISHER

It's easy to think that the most creative styling over the past few years has been applied where the most radical powertrain evolution has been taking place—many an EV has had dramatic new looks, while conventional internal combustion models have not progressed much. (As with most things, there are exceptions, of course.)

But now there are signs this is doubling back, as the EV push itself has dramatically backed off. Examples of all this in this issue's weekly wheels include conventional powertrain vehicles with conventional looks, some with styling that has cautiously evolved, a couple of actual EVs, of course, and a key Detroit model the had taken cues from ICE predecessors, applied them to an all-new EV (only), and has now dramatically (and fairly abruptly) doubled back to donate its new good looks to a return to gasoline.

It's a sea change, just not the one the industry had expected, embarked upon, invested in, transformed major assets for—only to arrive at a rather sudden and rapid retreat. Product planners industrywide have been heading back to their meeting rooms, supply chains are being reinvented or restored, workers with previously shunned skills feverishly scouted to return, and so on. There's lots to watch, as the dust rises, then settles.

Beyond car shopping we have some huge cyclical events in this issue—ones that have long put Arizona on the global enthusiast map. January Auction Week was down to just three events, which to some degree has snuck up on people, from a high of eight at the start of 2020, just as the pandemic lockdowns loomed. But they are three of the best, and they were joined once again by the previously paused Arizona Concours d'Elegance. Results and highlights of all of these are in these pages.

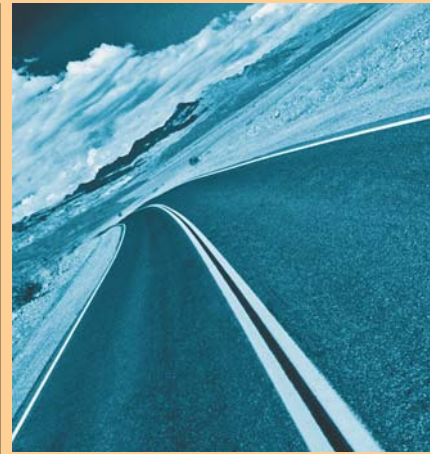
There has been no missing the increasing rate of freeway and highway construction in Arizona. Also in this issue are ADOT's next 20-25 years' plans for new highways and freeways in the south-southwest Valley. Transformation and growth continue unabated.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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SturgisSturgis Motorcycle Museum & Hall of Fame
USFRAUtah Salt Flats Racing Association
USMAUnited States Motorsports Association

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AUTOMOTIVE NEWS UPDATE



Renault Filante Record 2025 electric demo car

▼ One challenge **Renault** set for itself at the beginning of 2025 was to drive an electric vehicle more than 1,000 km (about 600 miles), with a battery the same size as the Scenic E-Tech electric's, at realistic motorway speeds, without stopping to recharge. The first attempt was scheduled in October, but was called off at the last minute due to bad weather. The team finally pulled it off on 18 December at the UTAC test track in Morocco. If their only goal had been to drive the longest possible distance between charges, the designers and experts could have fitted the car with a huge battery or driven it in eco mode at 30 km/h (± 18 mph) on average. But Renault was aiming much higher for an efficiency record: it powered Filante Record 2025 with a regular battery (87 kWh, like the one in Scenic) and tasked the drivers with keeping its average speed of over 110 km/h (± 66 mph). The objective was to cover more than 1,000 km in less than 10 hours, including technical stops and driver changes. This challenge entailed pushing every efficiency lever as far as it would go—maximizing aerodynamics, minimizing weight and optimizing materials. Wind-tunnel tests last spring had led to significant redesign, underlining the vital role of aerodynamics in the car's efficiency. The result: the Renault Filante Record 2025 electric demo car drove 1,008 km in less than 10 hours, at an average speed of 102 km/h and a consumption of 7.8 kWh/100 km, with an 87 kWh battery—demonstrating that this level of range is achiev-

able in motorway-like conditions. At the finish, Filante Record 2025 had 11 percent battery capacity remaining, enough to travel an additional 120 km at speeds over 100 km/h. This test lab on wheels weighs just 1,000 kg (2,200 lb) and is packed with steer-by-wire and brake-by-wire, ultra-light materials, 3D-printed components and other cutting-edge technologies. Renault will be creating a three-episode mini-series documenting the project—a behind-



Ram Power Wagon with 6.7L Cummins HO Turbo Diesel

the-scenes look at the human adventure and the mounting pressure, all the way up to the moment the record was broken.

▼ **Ram Trucks** has introduced the first availability of the 6.7-liter Cummins High-Output (HO) turbo diesel in the Ram Power Wagon with a best-in-class base diesel torque of 1,075 lbft. The 2027 Ram Power Wagon with Cummins turbo diesel retains the title of most off-road-capable full-size pickup, offering front and rear electronic-locking differentials, Bilstein shocks, extensive underbody protection, class-exclusive five-link coil rear suspension, hill descent control, Mopar accessory rock rails and class-exclusive disconnecting front stabilizer bar. The new Power Wagon also gains fifth-wheel gooseneck preparation and available automatic-leveling rear air suspension for the first time, further improving ride quality and towing convenience. A new 3.42 rear axle ratio, paired with TorqueFlite HD eight-speed automatic, enhances towing, fuel efficiency and power delivery. The truck's 31-gallon fuel tank and diesel efficiency deliver an esti-

imated 600 miles of range for overlanding and remote travel. Styling elements on the new Power Wagon with Cummins turbo diesel include Power Wagon bed decals, standard sport performance hood, trail-



Chevrolet Corvette ZR1X

ready body protection and Satin Black Cummins badging. The truck is billed as having the most premium interior in the heavy-duty segment. The 2027 Ram Power Wagon with Cummins turbo diesel arrives in the second half of 2026 at a starting price of \$88,470 including destination.

▼ The **Chevrolet Corvette ZR1X** is billed as the most advanced Corvette ever, the quickest American production car available, and the fastest way to get down a quarter-mile drag strip for under a million dollars. Testing on the ZR1X culminated in October 2025 with validation at US 131 Motorsports Park—reflective of real-world environments where Corvette customers exercise their vehicles. On a prepped surface, the ZR1X completed the quarter mile in 8.675 seconds at 159 mph, on pump gas, using standard-equipment tires and production 50-state street-legal engine calibration. It achieved a zero-to-60 time of 1.68 seconds on the same run, in under 100 feet, generating a peak 1.75G of acceleration force. “When we made the revolutionary shift to a mid-engine platform, this is the type of performance we knew was possible,” said General Motors president Mark Reuss. The car was equipped with ZR1X's standard aero configuration, standard Michelin PS4S tires and available carbon fiber wheels. This acceleration was not a one-off, either—the vehicle used for testing completed multiple back-to-back quarter-mile runs all under 8.8 seconds. The 2026 Corvette ZR1X uses its twin-

turbo LT7 V8 engine and front-axle electric motor to generate a total of 1,250 hp, sent to the ground via electrified all-wheel drive. Corvette development engineer and test driver Stefan Frick earned this record-

breaking quarter-mile performance using Corvette's standard Custom Launch Control feature, found throughout the lineup from Stingray to ZR1X. This feature manages tire spin, transmission clutch application rate and numerous other parameters, allowing the driver to optimize acceleration runs by adjusting launch RPM and wheel slip targets from an auxiliary driver display. On an unprepped surface, the Corvette ZR1X equipped with available ZTK



Hagerty UK Bull Market List: "Ten Cars to Watch"

Performance Package can complete the quarter mile in 8.99 seconds and accelerate 0-60 mph in 1.89 seconds. The 2026 Corvette ZR1X—built in America at GM's Bowling Green Assembly Plant in Kentucky from US and globally sourced parts—began production in December 2025.

▼ Classic car insurer **Hagerty UK** has announced ten “cars to watch” in a 2026

Bull Market List, applying expert insights and extensive market data to pinpoint ten cars representing excellent value for enthusiasts and collectors to achieve rewarding buys this year. The selection covers a full range of eras and genres, with modern classics continuing to be especially popular. The list features cars—all of which hold a special place in motoring history—for budgets from a few thousand pounds to nearly £100,000. Each car has been selected by the expert valuation specialists at Hagerty UK who compile the *Hagerty Price Guide*, the resource behind the *Hagerty Valuation Tool*. Applying market data and deep knowledge, the cars have been selected not only for excellent value for money, but also their desirability and ownership experience—from the pre-war Riley Nine Imp to the extremely collectible Ferrari F430. Ford Transit, the UK's favorite van, made the list as the Mk 1 celebrated its 60th anniversary last year, while the immensely popular Volkswagen Golf GTI Mk 2 is on the list in the year the famous hot hatch turns 50. Finally receiving the recognition it deserves, Porsche 911 generation 996 also appears on the list. The 2026 Hagerty UK Bull Market List with average “excellent” prices is as follows:

- 1966-1986 Alfa Romeo Spider.....(Veloce £21,200)
- 2004-2009 Ferrari F430.....(Spider £95,400)

- 1965-1977 Ford Transit Mk 1....(2-litre gas £17,200)
- 2004-2011 Mercedes-Benz SLK R171.....(£5,200)
- 1955-1962 MG MGA.....(£25,700)
- 1997-2006 Porsche 911 996.....(£17,800)
- 1934-1935 Riley Nine Imp.....(£60,100)
- 1993-2002 Toyota Supra A80.....(£40,000)
- 1971-1979 Vauxhall Viva HC.....(£4,300)
- 1983-1992 Volkswagen Golf GTI Mk II.....(£15,300)

KEEP RIGHT >>

▼ The **Cadillac** Formula 1® Team's historic debut is imminent, at the Australian Grand Prix in Melbourne on March 8. In anticipation, General Motors president Mark



▼ US-based fractional investment platform **aShareX** has joined with UK-based collectible car manager **TheCarCrowd** to launch the first fractional sale of a con-



Reuss unveiled the team's Special Edition testing livery in January, at GM's new global headquarters, the Hudson's Detroit building, marking a major milestone on Cadillac's journey to the Formula 1 grid. The livery would then be used at the all-team Shakedown Week in Barcelona, Spain, in late January, ahead of unveiling the final livery before the first race. The testing livery was developed through a cross-continental collaboration between the GM Global Design team and Cadillac Formula 1 Team, a partnership underscoring the global reach of the program and the deep creative and technical talent pools involved. The unveiling was part of GM's opening-week celebrations at their new headquarters, with a replica F1 car wearing the Barcelona Shakedown livery. The car was additionally on public display at the Detroit Auto Show in January. Distinct from the official race livery, testing liveries are created specifically for the demands of pre-season development, helping to mask aerodynamic details ahead of competition, much like camouflaged prototypes in the consumer automotive world, while still expressing brand identity. Revealing the Special Edition testing livery at the Hudson's Detroit building honored Cadillac's deep legacy in the city. The new GM global headquarters sits just a few miles from Cadillac's original Detroit headquarters, symbolically linking the brand's storied past with its Formula 1 future, aiming to create a landmark moment for American motorsport on the global stage.

cours-quality lefthand-drive Ferrari 328 GTS, promoted as one of the finest examples of its kind, as the first sale of fractional shares in a collectible car went live for investment in January on the aShareX platform. The Ferrari 328 GTS is regarded as a benchmark example worldwide—considered one of the most iconic Ferrari road cars of the late 1980s, combining analogue driving characteristics and timeless design—representing an investment



grade modern classic with strong long-term collector demand. This example had been driven just 2,000 kilometers (about 1,200 miles) and was selected by TheCarCrowd for its exceptional condition, ultra-low mileage and documented provenance. One of a limited supply of top tier examples, it has been curated to institutional grade standards and positioned as a long term collectible asset. From here,

aShareX and TheCarCrowd plan to introduce additional blue chip collectible vehicles and other passion assets as part of an expanded cross-border offering strategy. The total underlying asset value is approx-

imately \$227,000, with fractional interests offered from just \$100. The vehicle will be professionally held, managed and insured with no "heavy lifting" for investors, unlocking collectible car investment opportunities without the usual burdens of possession, maintenance and storage.

For more information on aShareX:
www.aShareX.com
For more information on TheCarCrowd:
www.TheCarCrowd.uk

▼ The full range of French sports premium brand **Alpine Cars** was on display for the first time ever at the Brussels Motor Show, as its latest model, the Alpine A390 sports fastback, arrives in market. The presence showcased the company's vision of incorporating its heritage of performance

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and emotion while moving into the future. At the heart of the stand was the Alpine Dream Garage, led by the all-new A390—their first sports fastback—and rounded out by the Alpine A290, Alpine A110 GTS,



Alpine A390

T-Roc is already one of the most popular models in the global VW range, with more than two million sold since its debut in 2017—making it Volkswagen’s most successful SUV after the Tiguan—and it has a



Volkswagen T-Roc

▼ **Hyundai** Motor Company unveiled a STARIA multi-purpose EV at the Brussels Motor Show, marking a new, fully electric chapter for Hyundai’s MPV. Designed to

and a dedicated Passion Zone showcasing motorsport and concepts. The A390, a 100 percent electric sport fastback, marks a major step forward in Alpine’s transformation, combining high-level performance, advanced technology and everyday versatility. Produced in France at Alpine’s historic Dieppe plant, the Alpine A390 is a key model in the expansion of the range, launched as the brand enters an all-new sector. The Alpine A390 offers generous interior space for five occupants and a practical luggage compartment, striking a balance between performance and everyday functionality. It’s built around a sophisticated tri-motor electric architecture, with one motor at the front and two independent motors at the rear, enabling fully electronic all-wheel drive. The A390 also features AATV (Alpine Active Torque Vectoring), which precisely distributes torque between the rear wheels in real time. This enhances traction, agility and stability, for precise and engaging handling, while reinforcing safety and driver confidence. Also on hand was the Alpine Formula One car, while the A526 would be unveiled in Barcelona for the 2026 FIA Formula 1 World Championship season. The Alpine A390 is available to order in key European markets from a starting price point of 67,500 euros including VAT.

▼ **Volkswagen** overseas started the new year with a new car available to order—the second-generation T-Roc, which went on sale in the UK in January.

list of awards under its belt. The gen-two T-Roc launched in the UK with Life, Style and R-Line trims, boasting high-quality interiors and increased volume for luggage and passengers. Assist systems and technologies from higher vehicle classes are incorporated, and a completely new full hybrid powertrain is planned for the future. Alloy wheels up to 20 inches (a first for the T-Roc) and bold colors including a new Canary yellow, Flamed red and Celestial blue



Hyundai STARIA Electric

complete a sporty look. New option packages tailored to customer preferences aim to make configuration as simple as possible, for a streamlined range of standard and optional equipment in an attractive price range. Orders opened at Volkswagen UK Retailers in January, with prices ranging from a 116-PS T-Roc Life at £31,620 to a 150-PS T-Roc R-Line at £38,920, all on-the-road retail prices including VAT.

meet the needs of families, shuttle operators and active lifestyles alike, STARIA Electric brings zero-tailpipe-emission mobility into a segment where interior space, comfort and practical usability are key decision factors. As Hyundai Motor’s flagship MPV, STARIA Electric embodies many cues toward the company’s direction in this segment. STARIA features an 84-kWh battery paired with a 160-kW front-wheel-drive electric motor. Long-distance travel

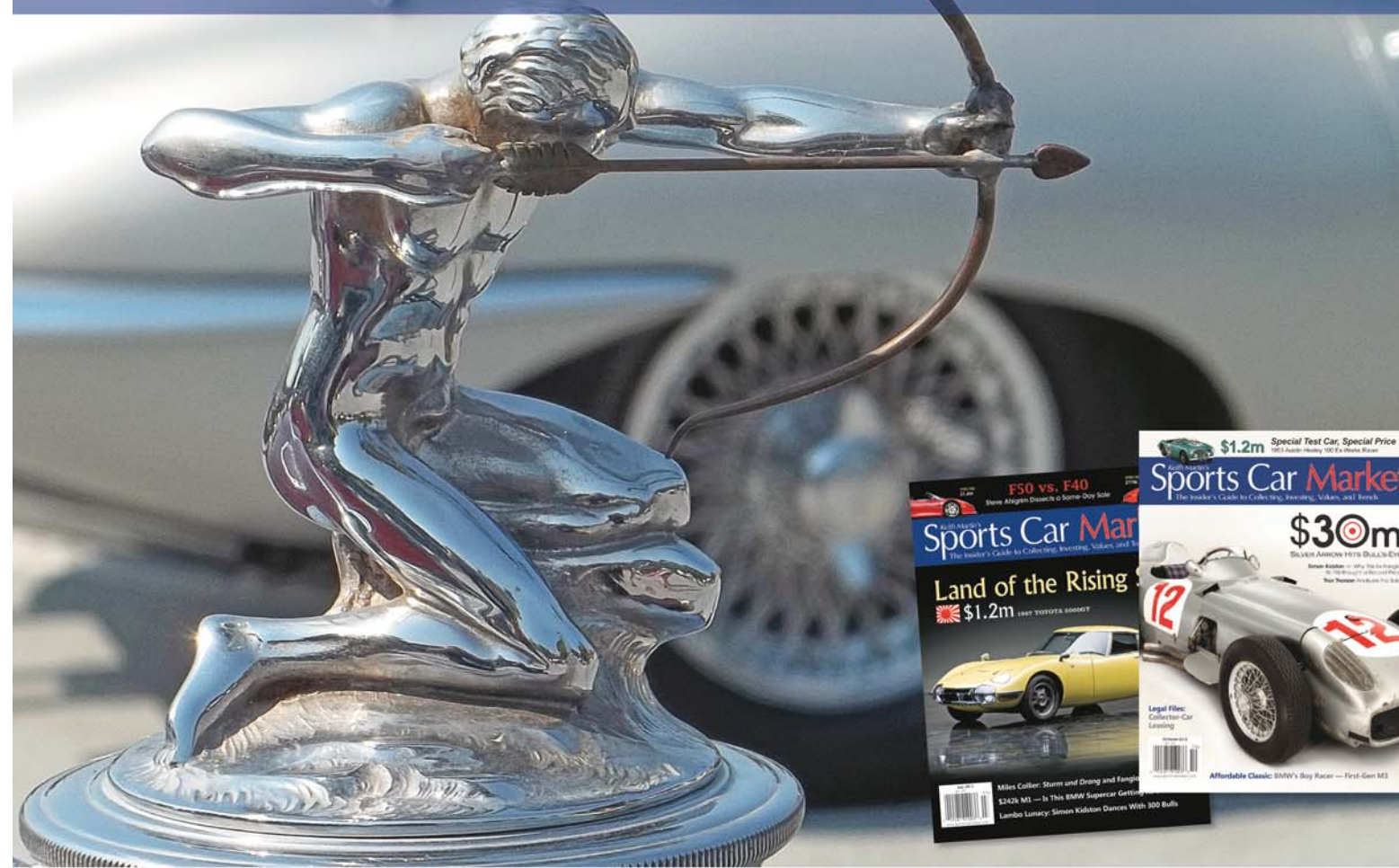
is possible thanks to an advanced 800-volt system that supports high power flow while minimizing heat generation, enabling repeated fast charging. The adaptable interior, high roofline and quiet drivetrain all aim to increase comfort and functionality for a wide range of service and travel needs. STARIA Electric goes on sale in Korea and Europe in the first half of 2026, with additional markets to follow. ■

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Lexus LX is purpose-built on multiple levels. As a Lexus, it's the more premium-luxe partner to the Toyota Sequoia, a buying decision that largely sorts itself. As thus a cousin to the body-on-frame Toyota Tundra full-size pickup, it delivers traditional full-size SUV strength, utility and flexibility.

While Lexus LX has been with us for just over 30 years, it is in just its fourth generation, new in 2022. Significant for this cycle was migration from V8 versions to a potent six. And our sample here, new in 2025, brings additional purposeful distinctions, with (a) a hybrid powertrain and (b) a new build—the Lexus LX 700h Overtrail (two or three rows), which adds a layer of off-pavement-capable purpose to an already strongly appealing package.

As a hybrid, it boasts a formidable formula of

457 hp and 583 lb-ft of torque, while achieving an estimated 22 mpg city fuel mileage—all of these more than the standard powertrain—while priced at the low end of the prestigiously-priced hybrid set, or a hair under the top non-hybrid (see chart).

The LX Overtrail telegraphs its special capabilities via earthy colors inside and out, semi-aniline leather-trim interior with open pore wood accents, and all-weather off-road floor liners. A matte gray grille, black door handles, dark gray roof rails, dark chrome-finished trim and black overfenders add to the potent feel. Overtrail's tires are 33-inch all-terrains on 18-inch wheels, an over-the-top fitment on some vehicles, scaled perfectly on the already strong presence of the LX. Functionally, the Overtrail build adds front and rear locking differentials,

a front skid plate and a 2400W AC inverter.

The biggest trick of this new LX is really just an amplified flavor of its best trick all along—feeling right-sized in town, but right-sized out on the trail to adventure—all of which can mean completely different things at different times or to different owners. Bigger may be better for head count or cargo content, maybe even for a general feel of domination (whether in the wide open wilderness or the clubhouse lot), while smaller may be better when it really counts, whether in tight parking lots or even tighter trail turnarounds. And Lexus LX, all these years on, is still a perfect fit for all of this.

Even at over three tons—which is, of course, exactly what is wanted in a big SUV—the hybrid LX is not only powerful, as its powertrain output

would suggest, but surprisingly nimble and accurate on pavement or off.

We took our LX hybrid Overtrail on one particularly fun run that put all of the above to the test—from local streets, to freeway ramp acceleration, to long four-lane boulevards, to a narrow, winding mountain two-lane, to a steep, rutted dirt climb with a tight, cliff-defying turnaround for a finale.

Under acceleration to highway speeds, the hybrid build delivers ample power, a great growl and great presence. You know you're dressed in a city suit, but this SUV has beast mode in its bones.

That mountain two-lane, one we visit often, is so loaded with successive alternating curves—and with unforgivingly tight guardrails to boot—it's a challenging test straight away. And on this stretch, the LX's handling is very precise—notably more accurate than people coming the other way, in fact, where the real challenge often lies.

We likely could have tackled our dirt climb right out of the box, but popped it into 4WD, via an extremely handy switch on the console, and locked the differentials front and rear just for good measure. Through enough troughs and swales to redirect many machines, we powered straight up.

What we semi-jokingly refer to as a 17-point turnaround up top provides a chance to check our trust levels with any camera system, though we usually do get out at some point to see where we are. The overlays on our backup image were complex—all the more useful to a regular owner, a bit of a trust challenge when unfamiliar—but proved accurate, and we were done, descended and on the road back out, pronto.

As a larger beast, the LX does have a higher center of gravity, which you can feel in some ways, but not much—it's more accurate and more nimble than many a vehicle of much smaller size or (at

least visually) ground-hugging profile.

Being a hybrid, its powertrain will drop to silent at a stop, but it is always ready—and still promising MPG in the 20s. On some surfaces, the all-terrain tire and wheel set produces a little more road noise than a purely city build, just enough to remind you it is ready for the weekend.

It's common enough to see mainstream brands pick up some premium touches from their own premium sibling brand, an aspirational move with clear benefits to the customer base. What we may see less often is the inverse of that—the premium-luxe brand picking up tough duty touches from its more mainstream sibling brand. The trick is that the premium LX has plenty of presence to take on the rougher, tougher elements of its rock-worthy cousins. Enter the new Lexus LX Overtrail—with a successfully executed new range of opportunity in the premium-luxe range. ■

A more beastly beast

Tough new offering in the premium field

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Toyota Auto Body, Yoshiwara
ROWS/SEATS	(opt) three / seven
ENGINE	3.5L TSI 24v V6, DOHC, EFI, chain drive,
BATTERY	NiMH 288 kW, 240 cells
HP/TORQUE	457 hp / 583 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	10-spd automatic
DRIVETRAIN	4WD
0-60 / TOP SPEED	6.4 sec / 210 mph
SUSPENSION	F: dbl wishbone; R: multilink
STEERING	elec pwr steering
BRAKES	F: 13.94 x 1.26 vented; R: 13.19 x 0.79 vented
WHEELS	18-in matte gray metallic alloy
TIRES	265/65R18 33-in all-terrain
LENGTH / WHEELBASE	200.59 / 112.2 in
GROUND CLEARANCE	(Overtrail) 8.07 in
APPR / DEPART	(Overtrail) 23.0 / 22.0°
TURNING CIRCLE	39.4 ft
HEADROOM (F/2/3)	37.8 / 38.98 / 35.24 in
LEGROOM (F/2/3)	41.14 / 36.61 / 31.1 in
CARGO CAPACITY	7.23 / 30.98 / 62.43 cu.ft
TOW CAPACITY	8000 lb
WEIGHT	6230-6260 lb
FUEL / CAPACITY	.95+ oct prem unl / 17.97 gal
MPG	19/22/20 (city/hwy/comb)
BASE PRICE	\$114,000
AUDIO: Mark Levinson 25-speaker 2400-watt Reference Surround Sound	2660
DESTINATION CHARGE	1350

TOTAL **\$118,010**
Ours was a 2025 model; see 2026 pricing, below.

2026 LEXUS LX LINEUP

LX 600: 409 hp / 479 lb-ft	
Premium	\$107,950
F SPORT Handling	114,950
Luxury	116,950
LX 700h: 457 hp / 583 lb-ft hybrid	
Overtrail	▼ \$116,685
F SPORT Handling	118,950
Luxury	120,950
Ultra Luxury	142,450

NASCAR/INDYCAR SPRING WEEKEND: TWO SERIES, ONE TRACK: THURSDAY-SUNDAY MARCH 5-8, 2026

Tickets are available now for a historic NASCAR/INDYCAR Spring Weekend at Phoenix Raceway, March 5-8. Action begins Thursday with the ARCA Menards Series and continues Friday with NASCAR O'Reilly Auto Parts Series and NTT INDYCAR SERIES practice and qualifying. That leads to an action-packed Saturday, which includes an INDYCAR/NASCAR doubleheader beginning with the Good Ranchers 250 and concluding with the NASCAR O'Reilly Auto Parts Series' GOVX 200. Then on Sunday, stars of the NASCAR Cup Series take center stage with the Straight Talk Wireless 500.

Thursday, March 5, 2026: 4:00 pm
SPRING ARCA MENARDS RACE

Start your race weekend as the stars of tomorrow fight it out for the top spot!

Saturday, March 7, 2026: 1:00 pm
NTT INDYCAR GOOD RANCHERS 250

The NTT INDYCAR Series is making its long-awaited return to Phoenix!

Saturday, March 7, 2026: 5:00 pm
NASCAR GOVX 200

Rising stars of the NASCAR O'Reilly Auto Parts Series take on the track!

Sunday, March 8, 2026: 12:30 pm
NASCAR STRAIGHT TALK WIRELESS 500

Witness the power, the speed, and the moments that make champions as you watch the sport's biggest names battle it out in person.

ALSO: Monday, March 9, 2026: NASCAR RACING EXPERIENCE
Drive a real NASCAR Race Car yourself! After training and instruction, you can get behind the wheel and drive for up to 48 minutes on Phoenix Raceway! ■

GET YOUR TICKETS:

- Reserved Grandstand seats • Infield • Grandstand + Infield Bundle

PREMIUM EXPERIENCES:

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My Dream Chevrolet Impala—a mix of excitement, pride, and anticipation. It wasn't in perfect shape, but that only made the journey more rewarding. Every dent and faded detail held a story, and I was ready to bring it back to life. Countless weekends were spent sourcing parts, getting my hands dirty, and learning the ins and outs of restoration. Slowly, it transformed from a worn-out relic into the car I always imagined. Now, every time I drive it, I'm reminded of the hard work, patience, and passion it took to make that dream real.

1966

Notable History:
"My 427 Chevrolet motor is a true powerhouse, built for performance. Upgraded with high-flow dual carburetors, a performance camshaft, forged pistons, and a custom intake system, this big block delivers serious horsepower and torque. Tuned for track and street, it's a perfect blend of classic muscle and modern performance engineering."

KEY FEATURES:

- Chevrolet Impala 427 cubic inch engine
- L36 with 390 horsepower and 460 lb-ft of torque.
- Holley four-barrel carburetor
- Four-bolt main
- Solid-lifter cam
- 11.0:1 compression ratio
- the three-speed Turbo Hydramatic

1967

ORIGINAL FEATURES:

- Engine: 428-cubic-inch V8 (355 hp, 420 lb-ft torque)
- Transmission: 4-speed manual or optional 3-speed automatic
- Suspension: Stiffer front springs, upgraded anti-roll bar, and Gabriel shock absorbers
- Brakes: Front disc brakes standard
- Fog Lamps
- Performance: 0-60 mph in 6.5 seconds, quarter-mile in 15 seconds at 95 mph
- Body: Initially only available as a fastback coupe, convertible added in 1968

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Though Lucid Motors builds its vehicles here in Arizona, at a factory outside Casa Grande, the company is based in Newark, California, across the Dumbarton Bridge from Palo Alto. While we have driven them at comparos elsewhere (where they have done well with awards, thus landing on our cover here), this would be our first time behind the wheel here at home, in the state of their birth.

We've all seen EVs that are given the "luxury" tag simply because they are pricey. Lucid is pricey, too, but it has earned this tag. There are two basic vehicle forms in the family—Lucid Air, a sedan, and Lucid Gravity, an SUV or crossover. Four trims of the sedan range wildy in key attributes—from 430 to a whopping 1,234 horsepower and from \$70,900 to a whopping \$249,000 in base price. Our Touring is just second-up of these four, but is no slouch, at 600 hp and \$79,900, passing \$100k once optioned.

Range is one of Lucid's biggest bragging points, with all versions estimating over 400 miles, some over 500 miles, and adaptation to the Tesla Super-charger network, as of last year, expanding their positioning angle as good road-trippers.

Typically enough, we noted smartphone-caliber features often found in Silicon Valley-hearted vehicles, saying "not unique to this brand (well, quite

a few may be), they have certainly taken them to a much higher level," and "card tricks, magic shows and disappearing acts can be fascinating, even charming, but less so at three tons and 80 miles an hour." We noted features that were "like having a magician get in the way of your BBQ, when all you want is someone to hand you a cheeseburger, but he's gonna turn it into a whole flourishing show, fun at first, till you're raising an eyebrow and waiting for it to please just stop." But again, all this is to be expected.

We found it more useful, though, to refer back to our comparo results from two years ago, competing among alternatives largely still representative today (although rapid evolution is likely looming).

NWAPA in the Pacific Northwest had combined Run to the Sun (performance) and Drive Revolution (pure BEV and PHEV) into a blended event that allowed the same vehicle's participation in both.

Interestingly, Lucid entered the same two different price levels of full EV in the luxury subset of both events (a rear-drive Lucid Air Pure, the least expensive though optioned to \$98k, and a Grand Touring at \$138k). Perhaps surprisingly, these had no wins in the more targeted, EV-centric Drive Revolution (which was won instead by vehicles in the

2025 LUCID AIR LINEUP

AIR PURE 430 hp, RWD, range ≤420 miles	\$70,900
AIR TOURING 600 hp, AWD, range ≤406 miles	▼ 79,900
AIR GRAND TOURING 819 hp, AWD, range ≤512 miles	114,900
AIR SAPPHIRE 1234 hp, AWD, range 427 miles	249,000

\$43-74k range). Yet in the all-powertrains Run to the Sun performance vehicle event, Lucid took the trophies for both its luxury category and the overall event (in both cases the \$138k Grand Touring, competing against others from \$53-206k).

This may suggest that Lucid's EV nature is not necessarily the prime driver for its audience. Sure, they're shopping EVs, but that's a given for them by the time they hit the dealers. Rather, it's the fundamental nature of the beast that seals the deal. From this, we reached a conclusion that may seem a little offbeat, but makes sense and sticks with us—familiarity. Finicky? Sure, it can be to the uninitiated. But there are breeds of dogs like this, that are fully responsive to one owner, one master. You can reach a solid understanding with one, if it's yours, but it's going to be a deep one-on-one relationship. And this suits Lucid just fine. ■

Loyalty.

A one-on-one partner.

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Casa Grande, Arizona
ENGINE/TRANS BUILD	USA / USA
PARTS CONTENT	US/Canada 59%
MOTORS	dual perm magnet elec
BATTERY	92 kWh (18 module), platform archt 700V+
MAX POWER / TORQUE	.620 hp / 885 lb-ft
TRANSMISSION	single-speed (ratio 7:1)
DRIVETRAIN	AWD
0-TO-60 / TOP SPEED	3.4 sec / 140 mph
SUSPENSION	F: Alum-intensive virtual axis dbl wishbone; high strength steel coils, hollow anti roll bar; adaptive dampers w indep compression & rebound control at 500Hz (unique calib for modes); R: Alum-intensive multi-link. High strength steel coils, anti roll bar; adaptive dampers w indep compression & rebound control at 500Hz (unique calib for modes)
STEERING	elec assist rack & pinion
BRAKES	F: 15-in vented, 6-piston fixed; R: 14.8-in vented, 4-piston fixed
WHEELS/TIRES	opt 20 / Michelin Pilot Sport summer, Lucid-specific compound and constr: F: 245/40ZR20, R: 265/40R20
LENGTH / WHEELBASE	195.9 / 116.5 in
HEADROOM (F/R)	(metal roof) 39.6 / 37.8 in
LEGROOM (F/R)	45.4 / 37.6 in
GROUND CLEARANCE	(std 19-in wheels) 4.9 in
TURNING CIRCLE	39.4 ft
CARGO CAPACITY	trunk: 22.1 cu.ft, frunk: 10.0 cu.ft
WEIGHT	(std 19-in wheels) 5009 lb
DC CHARGE POWER	up to 250 kW
CHARGING TIMES	na
RANGE	(20-in wheels) 377 miles
MPGe	(MPGe) 126/121/123 (city/hwy/comb)
BASE PRICE	\$79,900
PAINT: Fathom Blue Metallic	800
DREAM DRIVE PRO: incl Drive Assist & future-capable ADAS hardware	6750
AUDIO: Surreal Sound Pro w 21 spkrs	2900
WHEELS: 20-in Aero Lite Stealth	1750
COMFORT & CONVENIENCE PACKAGE: soft-close doors, pwr frunk, pwr rear & rear side sunshades, four-zone climate, heated wipers, heated steering wheel, heated rear seats, rear center console display	3000
FRONT SEATS: 20-way power, massage, ventilation	3750
DESTINATION CHARGE	1500
TOTAL	\$102,100

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ARIZONA CONCOURS BEST OF SHOW, CLASS WINNERS & HIGHLIGHTS

The annual Arizona Car Week of auctions and events was kicked off by the Arizona Concours d'Elegance, with a brilliant showing of collector vehicles on Sunday, January 18, on the lawns of the Scottsdale Civic Center.

While much of the nation shivered under a wintry cold snap, the weather in Scottsdale was ideal for the Arizona Concours automotive garden party and celebration of motoring past and present. The weather was ideal, as the Arizona Concours hosted a terrific array of more than 100 collector vehicles from the US and Europe. More than 100 collector cars and historic motorcycles were on display and professionally judged for awards in 13 car classes and one motorcycle class, as well as receiving special prizes and awards, with German and British examples—one for a pre-World War II vehicle and one for post-WWII—chosen by the judges from the 14 class winners for the top awards.

BEST OF SHOW AWARDS

Pre-World War II

The 140th anniversary of Mercedes-Benz was honored, so the selection of the supercharged 540K—one of the most powerful and elegant cars of its day—as Best in Class was appropriate. Taking the trophy was an impressive 1936 Mercedes-Benz 540K Cabriolet B owned by Valerie and Aaron Weiss of San Marino, California.

Post-World War II

The post-war winner was chosen from the class called European Sports/Racing Cars – Early (1948-1960). A 1955 Jaguar D-Type in the brilliant red paint scheme that Carroll Shelby raced it in the '50s, the winning beauty is owned by Jeremy McChesney of Laguna Beach, California.

MAKE-A-WISH® ARIZONA

One of the most-coveted special awards was presented by the Arizona Concours' longtime beneficiary, Make-A-Wish® Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions.

A group of Wish Kids were present at the Concours to pick out their favorite car, with the award going to a perky 1964 Amphicar 770, a combination automobile and watercraft owned by Jared Guynes and Jessica Sapp of Royse City, Texas.

(cont'd)

(At right):

Class 3. Continental Elegance in Motion – 1930s European Coachwork
1936 Mercedes-Benz 540K Cabriolet B
Valerie and Aaron Weiss, San Marino, California | Rob Mains photo

Class 7. Post-War Sculpture in Motion –
European Sports/Racing Cars (1948-1960)
1955 Jaguar D-Type
Jeremy McChesney, Laguna Beach, California | Rob Mains photo

Make-A-Wish Arizona - Wish Kids' Award
1964 Amphicar 770
Jared Guynes and Jessica Sapp, Royse City, Texas | Bob Golfen photo



ARIZONA
Concours d'Elegance

SPECIAL AWARDS

The full list of Special Awards is as follows:

Scottsdale Arts Award for Automotive Artistry

1931 Mercedes-Benz 38/250 SSK
Touring Auto Collection, Decatur, Illinois

Frank Lloyd Wright Foundation Award for Automotive Design that is Both Unique and Elegant

1929 Cord L-29 Cabriolet
Jason Manns, Festus, Missouri

Arizona Concours Award for Design that has Endured the Ages

1955 Mercedes-Benz 300 SL "Gullwing" coupe
Robert J. Lavinia, Paradise Valley, Arizona

The Clive Cussler "Passion for Collecting" Award

1935 Swallow Coachbuilding SS1 Coupe
Eduardo and Michelle Zavala Harris, Saint Petersburg, Florida

Arizona Concours Award for Exceptional Engineering in Period

1952 Mercedes-Benz W194 300 SL Coupe
Bruce McCaw, Bellevue, Washington

The Russ and Nellie Jackson Memorial Award

1939 Mercedes-Benz 540K Special Roadster
Touring Auto Collection, Decatur, Illinois

Arizona Concours Director's/Chairman's Award

1936 Bugatti Type-57 Stelvio
Carolyn and Craig Jackson, Scottsdale, Arizona

Arizona Concours Director's/Chairman's Award

2024 RUF CTR Anniversary Edition
Dan Withers, Phoenix, Arizona

Fashion Designer Award

1955 Jaguar D-Type
Jeremy McChesney, Laguna Beach, California

Fashion Designer Award

1939 Buick Special Model 46 Business Coupe
Terry and Carol Stines, Phoenix, Arizona

BEST IN CLASS AWARDS

The full list of Best in Class Awards is as follows:

Class 1. Sculpted for Speed – Pre-war Sports and Race Cars

1908 American 50/60HP Underslung Roadster
The Singleton Collection, Costa Mesa, California

Class 2. Art Deco Sculpted Luxury – 1930s American Coachwork

1935 Auburn 851 Supercharged Boattail Speedster
The Singleton Collection, Costa Mesa, California

Class 3. Continental Elegance in Motion – 1930s European Coachwork

1936 Mercedes-Benz 540K Cabriolet B
Valerie and Aaron Weiss, San Marino, California

Class 4. Avant Garde – 1930s, 40s, and 50s Visions from Maverick Minds

1954 Cadillac Eldorado
Ed and Norma Ramirez, Scottsdale, Arizona

Class 5. Featured Class – Elegance meets Utility – Nostalgic Mid-Century Family Wagons

1963 Pontiac Bonneville Safari
Rich and Nancy Wilkinson, Paradise Valley, Arizona

Class 6. Patina and Provenance – Mostly Original, Well Preserved, and at least 50 years old

1959 Buick LeSabre hardtop
Rich and Nancy Wilkinson, Paradise Valley, Arizona

Class 7. Post-War Sculpture in Motion – European Sports/Racing Cars (1948-1960)

1955 Jaguar D-Type
Jeremy McChesney, Laguna Beach, California

Class 8. Post-War Sculpture in Motion – European Sports/Racing Cars (1960-1975)

1966 Jaguar XK-E OTS
Christopher and Julie O'Leary, Scottsdale, Arizona

Class 9. Post-War Sculpture in Motion – Ferrari Sports/Racing Cars (1961-1975)

1966 Ferrari 330GT Series II
Ed and Kimberly Montini, Gilbert, Arizona

Class 10. There's No Replacement for Displacement – American-Powered Sports/Racing Cars (1950-75)

1953 Chevrolet Corvette
James and Valerie Sheehan Stingray Ranch Collection,
Cave Creek, Arizona

Class 11. Slicing the Air at 200 mph – Exotic Sports Cars 2000-2025

2025 Mercedes-Benz AMG One
Paul Devers, Sylvania, Ohio

Class 12. Featured Class – Celebrating 140 years of Mercedes-Benz Engineering and Design

1956 Mercedes-Benz 300 SC Cabriolet
Mercedes-Benz of Northern Arizona, Flagstaff, Arizona

Class 13. Featured Class – Sun, Sand & Surf – Cars built for the Beach

1958 Vespa 400 Jolly
The Nethercutt Collection, Sylmar, California

Class 14. Sculpture on Two Wheels – Classic & Historic Motorcycles

1973 Husqvarna 250cc WR/RT
John J. Hernandez, Dolores, Colorado

ARIZONA CONCOURS INFORMATION

For more information, visit ArizonaConcours.org. ■

(At right):

Class 1. Sculpted for Speed – Pre-war Sports and Race Cars
1908 American 50/60HP Underslung Roadster
The Singleton Collection, Costa Mesa, California | Rob Mains photo

Class 6. Patina and Provenance – Mostly Original, Well Preserved, and at least 50 years old
1959 Buick LeSabre hardtop
Rich and Nancy Wilkinson, Paradise Valley, Arizona | Bob Golfen photo

Class 11. Slicing the Air at 200 mph – Exotic Sports Cars 2000-2025
2025 Mercedes-Benz AMG One
Paul Devers, Sylvania, Ohio | Rob Mains photo



This piece is longer than some, for multiple reasons. The new Dodge Charger looks great coming or going, so we show both angles. Our sample's "Peel Out" paint lights up the pages. The car showcases significant trends, reflecting and redirecting the state of migration (or not) to (and/or back from) EVs. Maybe it's just the objectively sexiest thing in here. And/or we just had a lot to say.

We welcome the triumphant return of internal combustion to the Dodge muscle car family. It's a simple lineup for now, and its recent life story is also not that complicated. Or then again, it is.

The long-running two-door Challenger and four-door Charger lineups have undergone much change

over the past couple of years, melding into one EV, the Dodge Charger Daytona—with one (electric-sounding) name, one style evoking the spirit of both, and your choice of two or four doors.

Then as EV fever abruptly cooled, Stellantis has been among the first and most comprehensive in recalibrating to bring back internal combustion as quickly as they could. Thus now we have variety—not one but two gasoline-powered Chargers, in the same style as Charger Daytona, which is still an EV and still available, now making three options.

Ours is the 2026 Dodge Charger Scat Pack Plus 2-Door AWD, with a 550-hp SIXPACK high output 3.0L twin-turbo inline-6. With a 420-hp R/T arriv-

ing this spring, ours marks the top ICE, or the middle of a three-versions ICE-plus-EV lineup, by horses (see chart at right). Four doors are yours on any for \$2,000 more.

Without the EV detour, who knows when there may have been a restyling of the two veterans. But that chapter did bring us an updated look, both old school and new school—traditionally cool, while modernized in so many ways.

DRIVING—The engine and exhaust sounded exciting from the moment our Charger pulled up. True, many are clamoring for a V8 (and we would certainly be fans). For now, when it comes to the reasons why—power, sound and feel—this ful-

fills a lot of them, in its own way. With a generally higher and tighter note than a V8, and with a tap of the pedal generating a more immediate jump to action than expected based on lingering V8 feels, the new powertrain is magical for this era, if not in quite the same way.

Be that as it may, we quickly felt like we were driving the coolest thing on the road. It sounds especially great when starting up, accelerating or idling with a solid rumble. We appreciated the car's own soundtrack to the point that we uncharacteristically drove with our own audio off, to better experience the powertrain's own acoustic feed.

Performance features beyond the powertrain include everything from suspension to Performance Pages, where all of the above come together. Not having a track opportunity, we largely using regular drive modes with default steering, suspension and drivetrain. Suspension and steering through turns could feel a little skittish for AWD, although

it's a little hard to analyze, as it runs through its low gears quickly. Funny insight, though—while we appreciate its flat-top-flat-bottom track-style steering wheel, this may multiply (or itself create) that irregular feel. We look forward to more time, in more conditions, with full run of the modes, including even a RWD mode.

That was all in town, so we headed out to some of our favorite high country two-lanes. Here, any nitpicking analysis quickly melted away, as we became one with every hill and curve. We made few comments on these more thrilling roads—in short, summed up as 100 percent "shut up and drive!"

And this then stayed with us as we returned to daily duties and city streets. By this point, whether for sound effects or bursts of pep, you may find yourself likely to show off when the light turns green. And this suits its personality very well.

Great fun to drive, beautifully executed, all in all once again one of the best head-turners on the

(cont'd)

QUICK COMEBACK

Part rebirth, part reinvention, powertrain course correction has some rough spots, but we're just so glad it's come home

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Windsor, Ontario, Canada
BUILD	steel unibody / aluminum hood
SEATING CAPACITY	five
ENGINE/TRANS BUILD	Mexico / USA
PARTS CONTENT	US/Canada 42% / Mexico 27% / Hungary 25%
ENGINE	3.0L twin turbo SIXPACK HO inline-6, DOHC, roller finger followers, 24v, dual VVT phasers, GDI 350 bar central injection, deep skirt cast alum w PM steel main bearing caps
HP/TORQUE	550 hp / 531 lb-ft
COMPRESSION RATIO	9.5:1
TRANSMISSION	8-spd auto / paddles
DRIVETRAIN	AWD
0-100 / TOP SPEED	3.9 sec / 177 mph
QUARTER-MILE	12.2 sec at 114 mph
SUSPENSION	F: multi-link, spring rate 70 N/mm, monotube shocks, 90mm jounce travel, 100mm rebound; R: integral link, spring rate 111 N/mm, monotube shocks, 100mm jounce travel, 100mm rebound
STEERING	constant ratio gear
BRAKES	fixed Brembo front / floating rear: F: 380x36mm vented; R: 360x32mm vented
WHEELS	20x11-in luster aluminum wheels
TIRES	305/35ZR20 all/season
LENGTH / WHEELBASE	206.6 / 121.0 in
GROUND CLEARANCE	5.5 in
TURNING CIRCLE	40.0 ft
HEADROOM (F/R)	39.1 / 36.9 in
LEGROOM (F/R)	42.6 / 37.2 in
CARGO CAPACITY	22.752 / 37.390 cu.ft
WEIGHT	4816 lb
WEIGHT DISTRIBUTION	F/R: 55.4 / 44.6 %
FUEL / CAPACITY	91 oct prem unl / 17.5 gal
MPG	tba (city/hwy/comb)

BASE PRICE	\$54,995
PAINT: Peel Out	795
CUSTOMER PREFERRED PKG 22B: leatherette seats, vented front seats, heated rear seats, 8-way pwr front psngr seat, 2-way pwr lumbar psngr seat, radio/driver seat/mirrors memory, premium instrument panel, 16-in color driver display, Performance Pages, map-in-cluster display, Uconnect® 5 nav w 12.3-in touchscreen, integrated voice command, Alexa built-in (wifi req'd), wireless charge pad, surround-view cameras, bright pedals, connected travel/traffic services, heads-up display, attitude-adjustment lighting, side mirror lamps w logo, rain-sense wipers, power hatch, premium interior accents & door trim panel, bi-function LED premium headlamps, key fob windows down, power tilt/telescope steering column, black multi-function mirrors, GPS nav	4995
BLACKTOP PKG: dual rear exhaust w black tips, dark exterior badging	1095
20-IN WHEEL PKG: 20 x11.0-in luster aluminum wheels, 305/35ZR20 all-season tires	1095
FULL GLASS ROOF	995
ALPINE AUDIO: 18-speaker high-performance w subwoofer	1495
DESTINATION CHARGE	1995
TOTAL	\$67,460

2026 DODGE CHARGER LINEUP

	2-door*
R/T	420 hp... \$49,995
Scat Pack	550 hp... \$54,995
Daytona Scat Pack (EV)	670 hp... 59,995

*4-door version of any model is \$2,000 addtl



Current heir to both bloodlines, our Charger pauses to visit with a recent Challenger cousin (left).

A Blacktop Package has dual black tips on performance-tuned dual-mode active exhaust (below).

control being found under comfort, which sounds more like a drive mode or seat adjustments. Do high beams being “disabled” when we need them most mean we’re not in auto mode but should be? Or we are in auto mode and that disabled them? A thin binnacle screen is stylish, but harder to stage a finger or two atop, to operate stalks or switches while in motion. That region is also tight to the point that it’s easy to unintentionally paddle-shift. Finding an interface to adjust the HUD is less than intuitive. Audio controls were more complex than average, and we never achieved great sound. The shifter is all electronic, also not uncommon, but ambiguity between reverse and park is ripe for a wrong choice in a tight maneuver. Things like that.

Of course, you just have to learn the ropes, as in anything. More time will reveal all the quirks and any solutions or workarounds. We always advise shoppers to get time alone in the cabin and dig into all their most important and most frequent settings. So much is revealed in a good orientation

road, the new Charger secures its birthright.

FEATURES— We did note a range of nitpicks during our week, though when you come down to it, many are minor and most, big or small, are very likely to be updated—over-the-air or otherwise, a topic easily found in online discussions of all sorts.

What set the stage for our features experience every time was the door handle engineering. Upon arrival or departure, from outside or inside, these are electronic and vague. We have a hunch that

many of these smartphone-like e-features came with a new EV-centric crew, and things will be updated as the old crew gets pulled back together.

A further sampling includes some overly attentive driver assist features, not unusual in this era, things that may be fine-tuned (or can be turned off, at the price of protections). Telling whether the vehicle is turned on or off is not always certain (also currently disturbingly common in the industry). Some features are oddly identified, such as climate



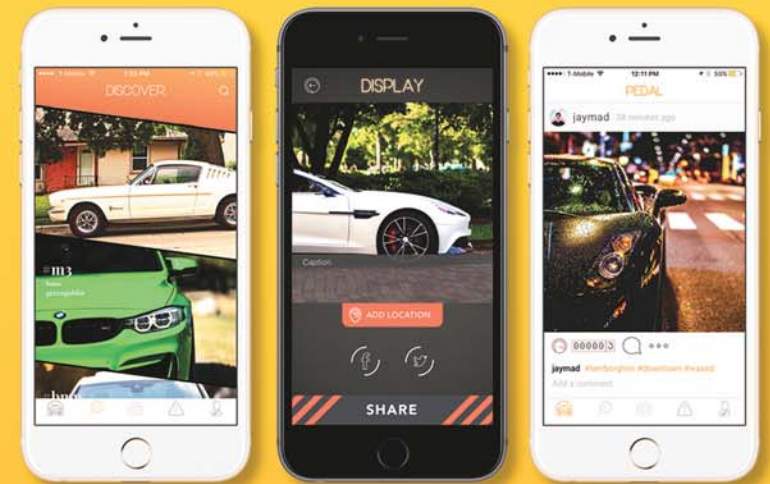
up front.

ALL IN ALL— With so many nitpicks, why do we love it so? It’s a valid question we kept asking ourselves. On the one hand, as the headline indicates, we are just so glad to have it back, so glad it exists. More broadly, maybe it’s like that significant other who can sometimes drive someone crazy with annoying details, but they could never live without. Moreso, as the meme goes, they think they can fix them—and in this case, being an inanimate (of sorts) object and most likely being already well underway, they probably can and will or even already have.

Pretty much no matter how you slice it, for customers and fans who turned away in frustration as the brand started its migration to all-electric, and so much that had been held dear simply seemed to disappear, this is all great news.

Have they resurrected of the old formula? Created a new formula? Some of each? The newest round of the new Dodge Charger family—the first round many will really dig into—is surely some of each. And there’s certainly room—with an enthusiastic audience waiting—for continued development. HQ does hear the requests for that V8. ■

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PEDAL

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Nine days: Saturday, January 17 - Sunday, January 25, 2026

WestWorld of Scottsdale, Loop 101 & FLWright Blvd, Scottsdale AZ 85260

BARRETT-JACKSON launched the new year with their January 2026 Scottsdale Auction achieving \$195.2 million in total auction sales, with a 100 percent No Reserve docket featuring 1,911 collectible vehicles, 949 pieces of authentic automobilia, more than 6,500 registered bidders, and a 100 percent sell-through rate.

On Friday, January 16, the third annual Rock The Block concert, sponsored in part by Arizona Lottery and Tito's, kicked off the busy week, headlined by country music star Cole Swindell, with Chase Rice as the opening act. Festivities continued on Sunday, January 18, with the glamorous Opening Night Gala, then on Monday an invitation-only welcome dinner hosted at Ocean 44. Some of the biggest moments happened on Super Saturday, January 24, presented by Gila River Resorts & Casinos, led by the sale of the 1955 Mercedes-Benz 300SL Gullwing Coupe (Lot #1377) for \$2.53 million and high energy sale of the 1966 Lincoln Continental Custom Convertible (Lot #1426) for \$1.1 million. Across the auction, nine vehicles raised a total of \$5,855,000 for charitable causes (see facing page). To date, Barrett-Jackson has raised more than \$170 million for charity.

The top 10 vehicles sold at the 2026 Barrett-Jackson Scottsdale Auction included:

1. 1955 Mercedes-Benz 300SL Gullwing Coupe (above).....(Lot #1377)\$2,530,000
2. 1961 Mercedes-Benz 300SL Roadster(Lot #1378)1,870,000
2. 2019 McLaren Senna(Lot #1366)1,870,000
4. 2011 Ferrari 599 GTO(Lot #1381)1,622,500

5. 2021 McLaren Elva(Lot #1378.1)1,512,500
 6. 2022 Ford GT '64 Heritage Edition(Lot #1382)1,237,500
 7. 1966 Lincoln Continental Custom Convertible.....(Lot #1426)1,100,000
 7. 2023 Porsche Brabus 900 Rocket R.....(Lot #1383)1,100,000
 7. 1963 Chevrolet Corvette Z06 "Big Tank" Split-Window.....(Lot #1379)1,100,000
 7. 2022 Ford GT one-of-one (below right)(Lot #1365)1,100,000
- Of a \$4.7 million total, the top three automobilia sales included:

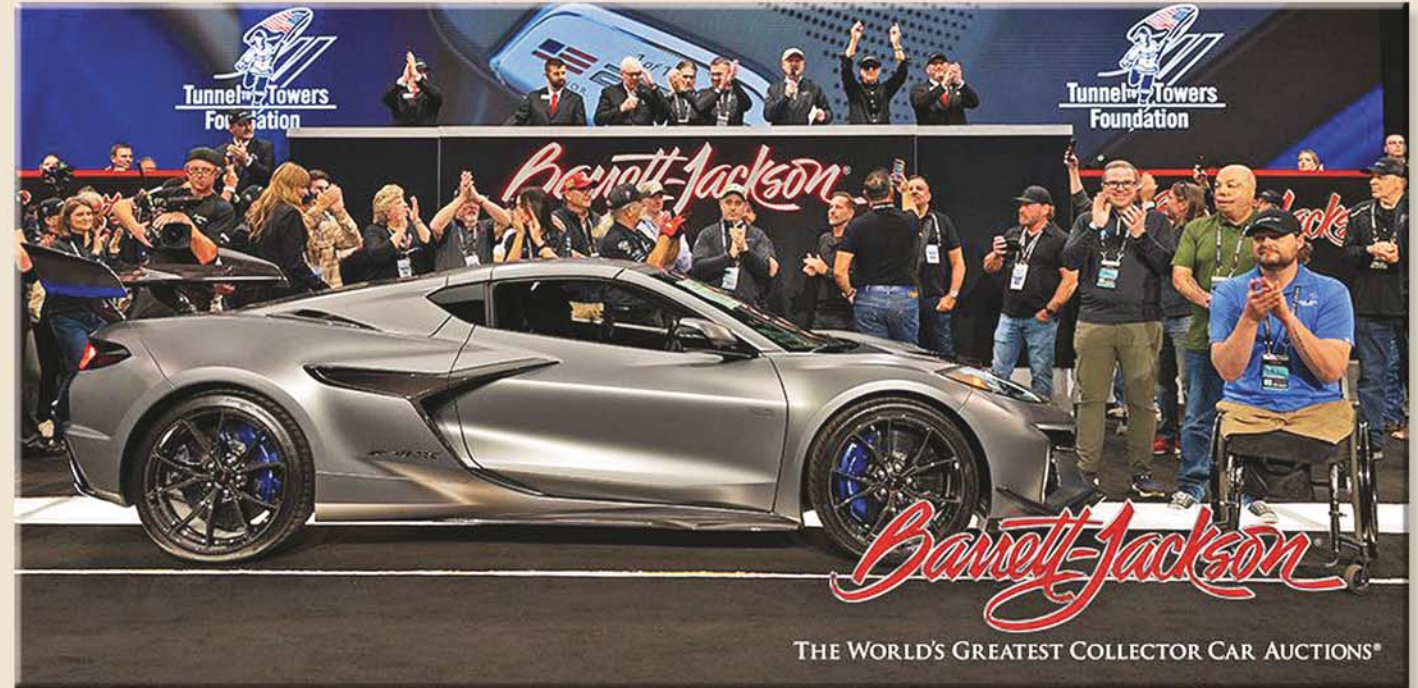
1. 1920s Maple Leaf Clear Vision Twin Visible Gas Pump.....(Lot #9460)\$80,500
2. Circa 1950s Airport Motel Neon Porcelain Sign.....(Lot #9480)78,200
3. Custom 1960s-Style Shelby Cobra Go-Kart(Lot #9580.1)57,500

"The demand for late model supercars was incredibly strong in Scottsdale, like the 2019 McLaren Senna ...at nearly \$2 million. There was also a healthy demand for rare, restored classics, like the 1955 Mercedes-Benz 300SL Gullwing ... our top sale, commanding over \$2.5 million, as well as the 1961 Mercedes-Benz 300SL Roadster," said Barrett-Jackson chairman and CEO Craig Jackson.

During the auction, entertainment icons, professional athletes and titans of industry—including Arie Luyendyk, Chip Foose, Drew Brees, Tim Allen and Erik Estrada—joined attendees to indulge in the world's most immersive automotive lifestyle event. "One of the highlights was when Grammy-nominated singer/songwriter Linda Perry rolled up onto the auction block in her 1967 Chevrolet Camaro (Lot #4000)," notes Jackson, "singing her smash hit 'What's Up' with a gospel choir leading the way."

Barrett-Jackson returns to Palm Beach April 16-18, with advance tickets, VIP packages, consignments and bidder registration underway. Following that are their inaugural Columbus (Ohio) Auction, June 25-27, then a return to Las Vegas, September 10-12.

▼ www.barrett-jackson.com



Barrett-Jackson charity highlights

The Barrett-Jackson January 2026 Scottsdale Auction raised \$5,855,000 million for charity through the sale of nine vehicles, which included:

- One-of-one 2026 Chevrolet Corvette ZR1X Stars & Steel Limited Edition—created in celebration of the nation's 250th anniversary—sold for \$2,600,000 and receiving an additional \$5,000 donation from the Scottsdale Fire Department, with the total benefitting the Tunnel to Towers Foundation (Lot #3008) (above).....\$2,605,000
- 2026 Ford Mustang Dark Horse SC Track Pack Spec Ed VIN 001 (#3007).....1,250,000
- 2005 Ford GT (Lot #3006).....550,000
- 1972 Chevrolet C50 Custom Pickup (Lot #3005): sold first for \$200,000 and immediately donated back to sell three more times, for a total of.....875,000

- 2018 Jeep Wrangler Unlimited Rubicon Custom SUV (Lot #3004)110,000
- 2004 AM General Humvee M1152A1 (Lot #3003).....75,000
- 1965 Ford Mustang Custom Convertible (Lot #3002): sold for \$100,000 with an additional \$10,000 donation for a total of110,000
- 2025 Indian Sport Chief RT Motorcycle (Lot #3001).....180,000
- 1957 Chevrolet Bel Air Custom Coupe (Lot #3000)100,000

Tunnel to Towers honors fallen FDNY first responders, veterans and their families, with 100 percent of proceeds funding mortgage-free homes and related support services. The Scottsdale Firefighters Association donation is the latest in a series of them over the past few months that have also included the McDowell Sonoran Conservancy, Scottsdale Food Bank, Coronado Boys Soccer Winter Program and Partners for Paiute.

Barrett-Jackson Cup awards

Capping off a week of voting, a field of 50 world-class custom vehicles were showcased on the auction block in the Barrett-Jackson Cup Parade on Super Saturday, January 24, during the event's live broadcast on HISTORY, presented by CRC and Blueprint Engines.

2026 BARRETT-JACKSON CUP ULTIMATE BEST IN SHOW—a 1959 Chevrolet Impala (below right) built by BBT Fabrications and owned by Eugene Bothello—emerged victorious from the field of 50, which had been narrowed to five finalists before renowned judges Chip Foose, Bobby Alloway and Troy Trepanier selected the overall winner. The winner received a \$20,000 cash prize (below left), along with a custom one-off set of Revo Forged Wheels, a Barrett-Jackson Cup logo neon sign created by Neon Road and the event's gold-plated trophy, designed by Barrett-Jackson's Corbin Snyder.



The other top finalists—receiving awards including a custom-wrapped South 40 Specialties toolbox, a special gift package and \$5,000 Blueprint Engines gift certificate, gift certificates from Summit Racing Equipment and Speedtech, as well as custom trophies sponsored by Craftsman, Pryde Metal Craft and Advanced Plating—included:

- 1940 Ford Truck.....Harold Chapman, built by Customs & Hot Rods of Andice
 - 1969 International ScoutJustin Gray, built by Driven Speed Shop
 - 1964 Corvette CoupeSteve & Lee Anne Weaver, built by Mike Goldman Customs
 - 1970 Dodge Challenger.....Steve and Linda Nettleingham, built by Hot Rod Garage
- 2026 BARRETT-JACKSON CUP PEOPLE'S CHOICE AWARD**, determined by having received the most votes during online voting, was claimed by a 1958 Chevrolet Corvette owned by BJ and Morgan Dees, built by Mike Goldman Customs. ■





Bonhams | Cars
15th Annual Scottsdale Auction
 Friday, January 23, 2026

Westin Kierland Resort & Spa, 6902 E Greenway Pkwy, Scottsdale AZ 85254

BONHAMS | CARS kicked off its 2026 auction calendar with The Scottsdale Auction, held on January 23 at the Westin Kierland Resort. A packed house, lively in-room bidding and a strong performance delivered a 90 percent sell-through rate, as the event attracted strong interest from collectors and enthusiasts, with impressive results that set a confident tone for the year ahead. Featuring an exceptional lineup of 59 collector cars, the auction totaled \$11 million in sales.

- Top sales and highlights included:
- 2024 Bugatti Chiron Super Sport "Éléphant Blanc" (above; below left)...\$5,065,000
 The headliner and undisputed highlight at Bonhams was the Bugatti Chiron Super Sport "Éléphant Blanc"—a one-of-one Sur Mesure commission conceived as a contemporary tribute to the legendary Type 41 Royale and its famed motif. Presented in its original Glacier White finish with just 2,750 miles, it embodies the seamless blend of heritage and innovation that define Bugatti's most exclusive modern creations, ultimately exceeding its pre-sale low estimate.
 - 1957 Mercedes-Benz 300SL Roadster\$945,500
 Following the success of the Bugatti, another highlight was the 1957 Mercedes-Benz 300SL Roadster that realized \$945,500 including premium. Delivered new from Stuttgart in a rare special order palette and now finished in Ivory with Dark Red leather, it remains a well presented example of one of the most iconic sports cars of its era.

- 1996 Hummer H1 Four-Door Hard Top Pickup.....\$456,000
 The last car purchased by the late Tupac Shakur and a defining artifact of his brief but monumental career, this Hummer Pickup exceeded its pre-sale low estimate, selling for \$456,000 including premium, establishing a new world auction record for a Hummer H1. Modified during Tupac's ownership and accompanied by documentation from his estate, the truck is an instantly recognizable emblem of 1990s rap culture and a rare surviving link to one of music's most influential voices.
 - 2026 Porsche 911 GT3 Touring.....\$373,500
 Showing only 19 miles from new, this factory fresh Touring is finished in Slate Grey Neo over Exclusive Guards Red leather and represents a particularly desirable specification of Porsche's celebrated GT3 lineage.
 - 2006 Ferrari F430 Spider.....\$362,500
 This single owner, 6,300-mile example is finished in Rosso Corsa over black leather and is equipped with the coveted gated 6-speed manual gearbox, making it an especially appealing F430.
 - 1966 Aston Martin DB6 Coupe.....\$246,400
 Originally in factory Silver Birch over Red leather, this numbers-matching DB6 now presents beautifully in Oyster Shell Grey. A three-time Great Race finisher, it is a highly desirable and rally prepared example of the ultimate evolution of the classic "DB" series.
- Bonhams | Cars headed next to its annual The Paris Sale on January 30, staged for the first time at historic Polo de Paris during Rétromobile Week. US events in 2026 include The Miami Auction on May 3, during the Formula 1 Miami Grand Prix; The Greenwich (Connecticut) Auction on May 31; a dedicated sale for the National Automobile Museum in Reno on June 13; and Monterey Car Week auction on August 13.
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**RM Sotheby's
28th Annual Automobiles of Arizona
Friday, January 23, 2026**

Arizona Biltmore Resort and Spa, 2400 E Missouri Ave, Phoenix AZ 85016

RM SOTHEBY'S launched the 2026 auction season at the Arizona Biltmore Resort & Spa, achieving \$63 million in total sales during its 28th annual Arizona auction. The single-day sale posted a 94 percent sell-through rate, as collectors from 23 countries competed for historically significant modern and post-war icons, led by standout results for the Ferrari marque—a 1995 Ferrari F50 sold for \$8,805,000, a 2003 Ferrari Enzo sold for \$9,300,000, and a 2015 Ferrari LaFerrari sold for \$5,477,500. In total, six world records were set, including a 2005 Porsche Carrera GT at a record-breaking price of \$3,085,000.

- The top 10 lots sold at the 2026 RM Sotheby's Automobiles of Arizona included:
1. 2003 Ferrari Enzo (above; below left).....\$9,300,000
 2. 1995 Ferrari F508,805,000
 3. 2015 Ferrari LaFerrari.....5,477,500
 4. 2005 Porsche Carrera GT(new record) 3,085,000
 5. 1988 Porsche 959 Komfort.....(new record) 2,535,000
 6. 1993 Porsche 911 Turbo S Lightweight.....2,480,000
 7. 2012 Ferrari LaFerrari Prototype P2.....2,425,000
 8. 1929 Duesenberg Model SJ Convertible Sedan by Murphy.....1,572,500
 9. 2020 McLaren Senna GTR.....1,270,000
 10. 1994 RUF RCT Evo Widebody.....1,242,500

The 2003 Ferrari Enzo is one of 111 examples specified for the US market and one of

498 built overall, a low-mileage vehicle showing just 746 miles from new and having had only three private caretakers, including 17 years with its most recent owner, at sale.

Significant records broken include:	previous record	new record
2005 Porsche Carrera GT	\$2,200,000	\$3,085,000
1988 Porsche 959 Komfort.....	± 2,135,815	2,535,000
2022 Ferrari 812 GTS 'Ispirazioni'	770,000	995,000
2010 Porsche 911 Sport Classic.....	764,000	775,000
2013 Porsche 911 Carrera S Club Coupe.....	± 231,784	318,500

"It's one of those sales where you truly see the full spectrum of the market," said RM Sotheby's president Gord Duff, "from pre-war greats like Duesenbergs, to modern Ferraris, and everything in between. Ferrari's halo cars are having a moment, as we've seen in recent weeks, and we're seeing the same strength at the top of the Porsche market, with cars like the Carrera GT setting new benchmarks by significant margins."

RM Sotheby's claims a spot as the world's largest collector car auction house by total sales, with over 45 years of proven results in the industry. RM's services include auctions (live, online, and Sealed), private sales, estate planning and financial services for the global collector car market. RM Sotheby's is currently responsible for six of the top ten most valuable motor cars ever sold at auction.

Next for RM Sotheby's were their Paris event in late January, Cavallino Palm Beach in mid-February and Miami in late February, as well as sealed auctions and The February Memorabilia Sale Featuring The Rob Walker Collection.

Coming up for RM are additional sealed auctions and Magnus Walker: The Outlaw Collection, as well as auction events in Monaco, Germany and the UK, then their return to the US at Monterey in August.

▼ www.rmsothebys.com ■



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CST# 2019108-10

The Mazda CX-30 and CX-50 have the tidiest styling in the CX crossover and SUV lineup (the CX-90, also in this issue, being notably larger). We drove the CX-30 in our last issue, liking everything about it, comfortably covering distance-hours while carrying considerable cargo, though finding it inarguably smaller than, well, a bigger one.

Fate would provide clarification—and enlightenment—in shorter order, as now we have the CX-50 in hand. While the CX-30 has plenty of its own appeal, the CX-50 is also priced starting in the \$20s, or a bit higher for our hybrid version, but this comes with far higher fuel mileage—way upper 30s, pushing 40 mpg, versus a 24-to-31 mpg range for the CX-30, which has no hybrid. And depending upon what appeals to you most about larger/smaller sizes, the CX-50 even has a tighter turning circle (35.4 feet) than the smaller CX-30 (37.4 feet). (Subjectively, the CX-50 is also arguably more utility-shaped than the CX-30, which has more of a tall-car shape—which can of course

have its own appeal—while the most compelling CX-30 factor for some is its lowest-of-any price, when in its lowest-of-any powertrain and trim.)

You could stop right there and make a decision. Or dig deeper, upon which variables run in multiple directions, all the moreso when you compare the hybrid and non-hybrid CX-50's nuances in legroom, cargo and tow capacities, top speed and more—things that really just come along for the ownership ride, moreso than being decision points.

Some of these could fulfill specific needs, but those might have to be pretty pressing, to not go for the high fuel economy of the CX-50 Hybrid. This does not, for example, have the highest top speed, but as we noted during our week, who cares—we were driving it all day and having a ball. And they don't state a zero-to-60 time, but its electric share of torque guarantees lively acceleration, as borne out in any number of familiar scenarios.

We noted one instance of mild fishtailing, while carrying a moderately hefty unsecured item in the

2026 MAZDA FULL SUV LINEUP

CX-30	.....from \$25,975	
CX-5	.....29,990	
CX-50	.....29,900	CX-50 Hybrid ▼ 34,750
CX-70	.....42,250	CX-70 PHEV 44,250
CX-90	.....38,900	CX-90 PHEV 50,495

rear cargo area—a reminder, perhaps, of its torsion beam rear suspension (an arrangement typically trading certain aspects of motion for weight and space advantages—and shared by the CX-30). But it really was a fairly atypical one-off scenario.

In all, Mazda has created a crossover-SUV lineup with considerable variety—far beyond one style in three sizes, or even simple staircase power, weights and prices. The coexistence of CX-5 and CX-50 is one good proof. Splitting the larger SUV into two, CX-70 and CX-90, by row count is another. Only having a hybrid from CX-50 up is another, while being the only non-PHEV is a cost-saver. And while style can always sell, to our eye the CX-50 has a big advantage here. ■

CX-50 formula is better than 50/50

BY JOE SAGE



SPECIFICATIONS

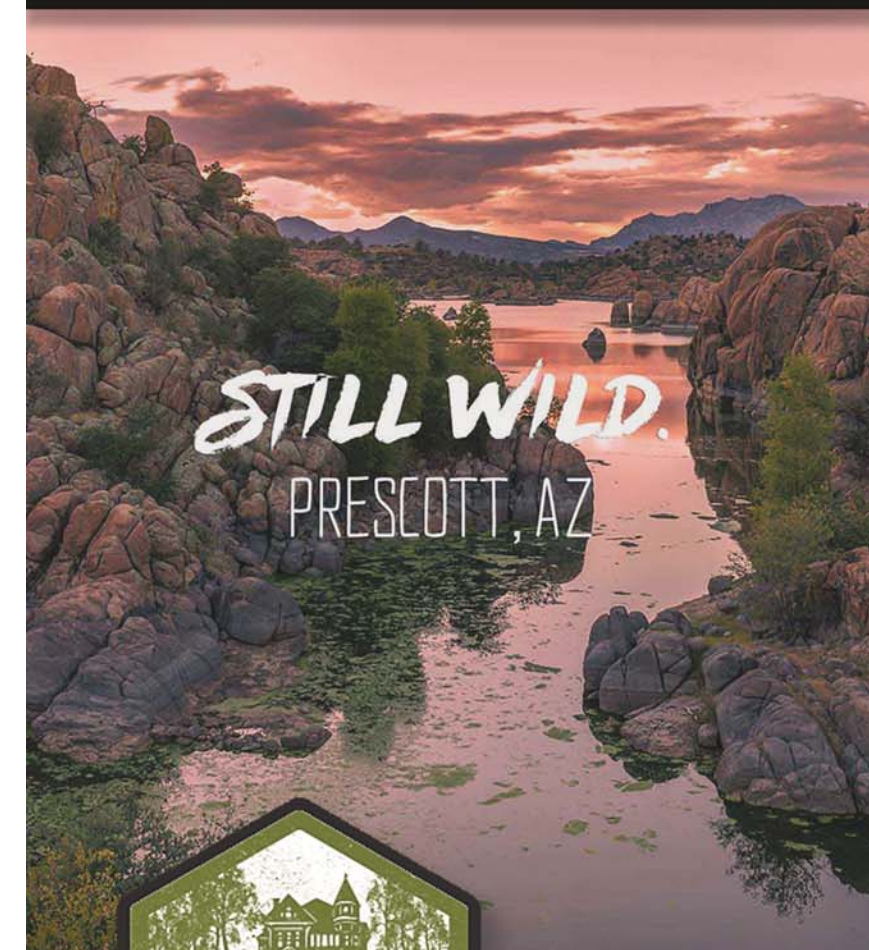
ASSEMBLY	.....Madison, Alabama
ENGINE/TRANS BUILD	.....USA / Japan
PARTS CONTENT	.....US/Canada 65% / Japan 25% / Mexico 10%
ENGINE	.....2.5L 4-cyl hybrid, alum alloy
COMPRESSION RATIO	.....14.0:1
HORSEPOWER: ENGINE	.....176 hp
" : ELEC MOTOR (front/rear)	.....118 / 54 hp
" : SYSTEM	.....219 hp
TORQUE: ENGINE	.....163 lb-ft
" : ELEC MOTOR (front/rear)	.....149 / 89 lb-ft
TRANSMISSION	.....electronic CVT (e-CVT)
DRIVETRAIN	.....electric AWD (e-AWD)
TOP SPEED	.....112 mph
SUSPENSION	.....F: MacPherson strut w stblzr bar; R: torsion beam
STEERING	.....pwr assist rack & pinion w engine speed-sensitive variable asst
BRAKES	.....F: 12.8 vented; R: 12.8 solid
WHEELS	.....(Prem Plus) 19-in alum alloy w black metallic & machining cut
TIRES	.....(Prem Plus) P225/55 R19 all-season
LENGTH / WHEELBASE	.....186.1 / 110.8 in
GROUND CLEARANCE	.....(Prem Plus) 8.1 in
APPRCH / DEPART	.....(Prem Plus) 18.0 / 23.0°
TURNING CIRCLE	.....35.4 ft
HEADROOM (F/R)	.....38.6 / 36.7 in
LEGROOM (F/R)	.....41.7 / (hyb) 37.8 in
CARGO CAPACITY	.....29.2 / 55.3 cu.ft
WEIGHT	.....4008 lb
TOW CAPACITY	.....1500 lb
FUEL / CAPACITY	.....reg unl / (hyb) 14.5 gal
MPG	.....39/37/38 (city/hwy/comb)
BASE PRICE	.....\$40,450
PREMIUM PLUS:	19-inch alloys w P225/55 R19 a/s tires, heated steering wheel, heated rear seats, active driving display, auto power-fold side mirrors, black metal paint trim inserts, adaptive front lighting system.....incl
PAINT: Wind Chill Pearl	.....595
MAZDA NAVIGATION SYSTEM	.....500
RETRACTABLE CARGO COVER	.....225
DESTINATION CHARGE	.....1495
TOTAL	.....\$43,265

Our sticker price above; published pricing below.

2026 MAZDA CX-50 LINEUP

CX-50 2.5 S	187-hp 2.5L SKYACTIV-G, 6-spd auto, AWD, 24/30/26 mpg (city/hwy/comb), tow 2000 lb
2.5 S Select	.....\$29,900
2.5 S Preferred	.....32,400
2.5 S Meridian Edition	.....33,150
2.5 S Premium	.....34,900
CX-50 Hybrid	219-hp 2.5L Hybrid engine, eCVT, eAWD, 39/37/38 mpg (city/hwy/comb), tow 1500 lb
Hybrid Preferred	.....\$34,750
Hybrid Premium	.....38,150
Hybrid Premium Plus	.....▼ 40,150
CX-50 2.5 Turbo	256-hp 2.5L Twin Scroll Turbo, 6-spd auto, AWD, 23/29/25 mpg (city/hwy/comb), tow 3500 lb
2.5 Turbo\$37,900
2.5 Turbo Meridian Edition40,400
2.5 Turbo Premium Plus42,900

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Southwest Media Communications

We have a place in our hearts and garages for SUVs and crossovers of all sizes, each filling its own niche or satisfying its own itch. And we have been running through all Mazda's sizes in recent months—CX-30 in the prior issue, CX-50 in this issue, CX-90 a year ago and again here. That leaves CX-70 (which is simply a separately designated two-row equivalent of the CX-90) and CX-5 (which, as their best seller, is still carried over from their prior lineup, but equal parts sort of does and does not fall in with the two-digit family).

Our CX-90 last year was the Turbo S Premium Plus, the top-top of non-PHEV models (those being inherently pricier, if not necessarily more top-top). The big difference this year is that while the lower trim Turbo S last year was simply called the "Premium," this year that changes to "Premium Sport," which—although there are some other updates to the model—largely unifies Turbo S levels with the top two non-S Turbo levels, basically just a name game, but a helpful clarification for shoppers.

As noted last year, this is a powerful, premium, high-style beast, its 3.3-liter inline-six turbo adding a 48-volt mild hybrid boost (which adds a few horses, but a whole lot more torque—bringing the engine's 369 lb-ft to a whopping 482 total). Mazda has also engineered this system, as they often do, to run on either regular or premium fuel, putting out 340 hp on premium, 319 on regular. Power or economy decisions are yours to make at the pump.

Among CX models, the -90 (or -70) most evokes the feeling of a cruiser—a midsize often taken to be full-size—on freeways, in town or on the open road, providing a driving experience so smooth you might call it transparent or, better still, satisfying.

Features, controls and readouts are full of little delights. For example, in regular drive mode on a freeway, we noted very light animated contextual graphics to identify speed limits—just useful reference, no overkill (say when the limit is 55 but everybody's going 70), a red tick showing where you are and where you might want to be, very intuitive,

with no need to decode numbers no-one is driving.

There are a few nitpicks in anything, but in this one's very few cases, it only took about a half-second of orientation to turn them from nuisances, or just surprises, into benefits or even pleasures.

As for soundtrack, there is a fairly notable high whine from the turbo powertrain. But on the audible plus side, the Bose sound system—with more than enough range and settings to find optimization well before its limits are reached—is a stand-out, its options easy to perfect, while also enticing to play with additionally on a long trip or over a lifetime of ownership. Good job, Bose.

Choosing your best CX size should come easily. It might be easy to assume the CX-50 is Goldilocks-sized, though it may fall toward the smaller end of CX-30-to-70/90 range. But the bigger point is that not everybody is Goldilocks-sized. We've enjoyed them all and could be happy owning any, but as we're on the taller side, we were quite spoiled in the big CX-90 all week. ■

Smooth operator

"Plus" one "Sport": same basic lineup now has a more unified naming scheme. BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Hofu, Japan
ROWS / SEATS	.....three / eight (2/3/3)
ENGINE	.....e-SKYACTIV G 3.3L inline-6 turbo, alum alloy / alum alloy
COMPRESSION RATIO	.....12.0:1
BOOST	.....48V Mild Hybrid Boost w i-Stop
BATTERY	.....44.4V / 0.33 kWh / 7.5 Ah
MOTOR/GENERATOR	.....11 kW
HP/TORQUE	.....(prem fuel) 340 hp / 369 lb-ft (reg fuel) 319 hp / 369 lb-ft (elec motor) 16.6 hp / 113 lb-ft
TRANSMISSION	.....SKYACTIV-Drive 8-spd auto w manual-shift mode
DRIVETRAIN	.....i-ACTIV AWD
DRIVE MODES	.....Sports, Off-road, Towing
TOP SPEED	.....130 mph
SUSPENSION	.....F: dbl wishbone; R: multilink w stblzr bar
STEERING	.....elec power rack & pinion
BRAKES	.....diagonal hydraulic: F: 13.7 vented; R: 13.8 vented
WHEELS	.....21x9.5J alum alloy, black finish
TIRES	.....275 / 45 R21 107W M+S
LENGTH / WHEELBASE	.....200.8 / 122.8 in
HEADROOM (F/2/3)	.....(mnr) 39.2 / 38.6 / 36.9 in
LEGROOM (F/2/3)	.....41.7 / 39.4 / 30.4 in
GROUND CLEARANCE	.....8.1 in
TURNING CIRCLE	.....38.1 ft
CARGO CAPACITY	.....14.9 / 40.1 / 75.2 cu.ft
WEIGHT	.....4945 lb
TOW CAPACITY	.....5000 lb
FUEL / CAPACITY	.....prem rec'd / 19.6 gal
MPG	.....23/28/25 (city/hwy/comb)
BASE PRICE	.....\$53,940
PAINT: Soul Red Crystal Metallic	.....595
(OPTIONS/PACKAGES)	.....(no information)
DESTINATION CHARGE	.....1530
TOTAL	.....(unknown)

2026 MAZDA CX-90 LINEUP

3.3 Turbo	Select	.....\$38,900
	Preferred	.....42,950
	Premium Sport	.....46,980
	Premium Plus	.....50,270
3.3 Turbo S	Premium Sport	.....▼ \$53,940
	Premium Plus	.....57,370
PHEV	Preferred	.....\$50,495
	Premium Sport	.....55,300
	Premium Plus	.....58,500

FULL SUV LINEUP

CX-30from \$25,975
CX-5" 29,990
CX-50" 29,900
CX-50 Hybrid" 34,750
CX-70" 42,250
CX-70 PHEV" 44,250
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Valley freeways expanding in southwest valley

Tres Ríos Freeway (SR 30)

The Arizona Department of Transportation (ADOT), in cooperation with the Federal Highway Administration (FHWA) and the Maricopa Association of Governments (MAG), has initiated a project to build a new freeway in the southwest valley, State Route 30 (Tres Ríos Freeway). The new freeway will serve as a traffic reliever and alternate route to Interstate 10, crossing the cities of Buckeye, Goodyear, Avondale and Phoenix.

This project seeks to address population growth, economic development and employment patterns that have resulted in increased congestion on the existing regional freeway system and arterial streets in the area.

The SR 30 project was divided into three segments (center, east and west) for planning purposes, as in the updated Regional Transportation Plan (RTP) for the Maricopa County region. The center segment will be constructed first, due to its potential to relieve congestion on I-10.

CENTER (from upcoming Loop 303 southward extension to Loop 202 South Mountain Freeway). Funded for final design and construction first, from FY 2027 to FY 2033, work on this segment will progress in phases from east to west (see map), on this anticipated timeline:

- 97th Avenue to Loop 202 (from FY 2027)
- Dysart Road to 97th Ave (from FY 2029)
- Estrella Parkway to Dysart Rd (from FY 2031)
- Loop 303 to Dysart Road (from FY 2033)

The design phase for this project began in October 2024 and is expected to be completed in fall 2026. Construction is slated to begin in summer 2027 and is expected to take approximately three years to complete, ending in summer 2030.

This project creates a new 4.5-mile segment of SR 30 between 97th Avenue and Loop 202 and includes improvements to Loop 202 for a new system interchange with SR 30.

The initial SR 30 freeway is designed for anticipated growth and traffic volumes through 2050,

able to expand to a configuration with four general purpose lanes and one HOV lane in each direction and direct connecting HOV ramps between SR 30 and Loop 202. The project includes:

- New freeway with three general-purpose lanes in each direction
- New system-to-system interchange at SR 30 and Loop 202 (South Mountain Freeway)
- Widening Loop 202 between Baseline and Buckeye roads, and widening existing bridges at Loop 202 and Baseline Road, Southern Avenue, Broadway and Lower Buckeye roads, the Roosevelt Irrigation Canal and Buckeye Road, to accommodate new SR 30/Loop 202 system ramps
- Traffic interchanges at 91st, 83rd and 67th aves
- New bridges at 91st, 83rd, 75th and 67th aves
- Drainage improvements and new lighting throughout the project area
- A multi-use pathway from 97th Ave to Loop 202
- Noise walls where warranted

EAST (from Loop 202 to Interstate 17). Preliminary design/environmental work is expected to begin in FY 2027 to determine the connection between SR 30 and I-17. Construction of this segment of SR 30 is not slated to begin until FY 2045.

WEST (from SR 85 to Loop 303). This segment is currently in early stages, with preliminary design and environmental work planned to start in FY 2027. Construction of interim improvements to this segment is currently planned for FY 2046, to be identified as part of its environmental/scoping effort.

SR 30 Center Segment construction is identified in MAG's Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) and is funded in part through Proposition 479, a dedicated half-cent sales tax for transportation approved by Maricopa County voters in 2024.

**Schedules are approximate and subject to change.*

Loop 303 extension

The Arizona Department of Transportation, in cooperation with the city of Goodyear, the Federal Highway Administration, the Maricopa Association of Governments and the Flood Control District of Maricopa County has initiated a project to construct a new segment of Loop 303 between Maricopa County Road 85 (MC 85) and Van Buren Street in Goodyear. This project is related to an ADOT study completed in 2018. Highlights of the project include a new section of Loop 303 elevated over cross streets and the Union Pacific Railroad, from MC 85 to Van Buren Street; two general purpose lanes in each direction from MC 85 to Lower Buckeye Road; three general purpose lanes in each direction from Lower Buckeye Road to Van Buren Street; signalized and diamond traffic interchanges; front roads; sound walls; and more.

Construction of the Loop 303 extension is anticipated to begin in mid-2026 and to last approximately four years. ■



A lot of trends have been occurring industry-wide for quite some time—slight yet unremitting increases in size (most within existing categories), in many cases increases in power, in as many cases as possible increases in fuel economy, and often expansions into ever more premium territory in terms of fit, finish and features.

The new-for-2026 gen-seven Subaru Outback has created quite a stir. With what seems at first glance to be a migration into more widely typical midsize crossover styling, does it still have what it takes “to make a Subaru a Subaru”? The short answer is yes. So is the longer answer.

“It’s what makes a Subaru a Subaru” is a slogan from when Subaru was much more of a niche brand (found in numbers in New England, the Pacific Northwest and Colorado ski towns). Now the brand is huge and growing, and guess what? The slogan still works. Originally drawing attention to a quirkier standing, it now defines confidence in a widely popular brand known for content, value and reliability. Their marketers and product planners may or may not have realized the slogan would

adapt so well to evolution, but it certainly has.

The new Outback achieves our definition of the most successful new generations, a phenomenon in which a well-established vehicle receives what seems a radically new look, only to—in no time at all—become a just-as-firmly-established styling, while the prior one, which may have seemed eternal, quickly becomes the past, however popular.

Driven here is the Limited, second up out of six trims in a fairly tightly spaced price walk and bearing a 180-hp base powertrain. Half the lineup has this, the other half a 260-hp turbo, a significant difference in horses, yet with reasonably similar fuel mileage—and with overlapping price ranges.

The new Outback is a decidedly handsome vehicle, inside and out. While they do have a Wilderness build (a mid-priced turbo), even our near-base Limited carries tougher styling cues, some new, some echoing tradition—including a blacked-out grille, beefy black wheel arches, black roof rails and more—that give any trim that “ready for town and also ready for the weekend” look.

Inside baseball—for our weeklong drives, we get one build, their decision. And what it follows is completely random. These are both the opposite

of a full launch or comparo event, where we can try powertrains and features back-to-back, across the range. This lower-powertrain Outback sample arrived right on the heels of something with about twice the horsepower—and we felt it big time, at first. But by the second day, we were finding that, though not a racing powerhouse, the 180-hp base Outback had enough power to grab an open gap or make a point.

Overall, though, the power is where we would almost surely make our Outback decision. Since price ranges overlap, you’ll want to review inclusions by trim. The lower powertrain may force you upward, anyway, for features we were missing in ours. Or you just may find a win-win (more power minus features you didn’t even want). In your real world decision mission, you can compare easily.

The beloved Subaru Outback, restyled and updated, will remain beloved. You recognized the old one coming or going, and you still will. Dramatically different at first, it quickly appears inevitable and familiar. It’s really just a lane change, a turning of the page in the same book, a vehicle with such longevity, it has simply caught up with itself. And it has done so very successfully. ■

SUBTLE YET CERTAIN EVOLUTION

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Yajima, Shoyacho, OTA, Gunma, Japan
ENGINE	..2.5L 4-cyl Boxer 16v, DOHC, chain-driven cams, dual active valve control syst intake/exh, alum/alum
HP/TORQUE	.....180 hp / 178 lb-ft
COMPRESSION RATIO	.....12.0:1
TRANSMISSION	.....CVT w 8-spd manual mode, paddles
DRIVETRAIN	.....Symmetrical AWD; X-Mode dual-mode system (snow/dirt and deep snow/mud settings) with hill descent control
SUSPENSION	..F: MacPherson-type struts; lower L-arms, coils, dampers, stblzr bar, hydraulic engine mounts R: dbl wishbone, coils, dampers, stblzr bar
STEERING	.....elec pwr assist rack & pinion (dual pinion)
BRAKES	.....F: 12.4 vented; R: 11.8 vented
WHEELS	.....18-in black finish alum alloy
TIRES	.....225/60R18 100H all-season
LENGTH / WHEELBASE	.....191.7 / 108.1 in
GROUND CLEARANCE	.....8.7 in
APPRCH / DEPART / BRKVER	.....18.0 / 21.4 / 19.4°
TURNING CIRCLE	.....36.49 ft
HEADROOM (F/R)	.....40.2 / 40.5 in
LEGROOM (F/R)	.....43.0 / 39.5 in
CARGO CAPACITY	.....34.6 / 80.5 cu.ft
WEIGHT	.....3799 lb
FUEL / CAPACITY	.....reg unl / 18.0 gal
MPG	.....consumer site est: 25/31/na (city/hwy/comb)
BASE PRICE	.....\$41,715
DESTINATION CHARGE	.....1450
TOTAL	.....\$43,165

2026 SUBARU OUTBACK LINEUP

Premium	.....180-hp	.....25/31/na	.....\$34,995
Limited	....."	....."	.....▼ 41,715
Touring	....."	....."	.....45,395
Limited XT260-hp turbo21/29/na44,365
Wilderness"21/27/na44,995
Touring XT"21/29/na47,995

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It has always been pretty easy to tell the Subaru Forester from the Outback. At the core, this was by size—Outback was originally a tougher variant of the Legacy wagon, an offshoot of the Legacy sedan, while Forester was an offshoot of the smaller Impreza sedan (as were the WRX and WRX STi). While all have now migrated to the Subaru Global Platform (with WRX currently the only remaining sedan), this remains useful reference for that most durable Outback-Forester distinction: size.

As with Outback, Forester has had ongoing evolution of its styling along with its structure, although the two have happened at their own overlapping paces. Outback, also in this issue, has just entered its seventh generation (in 2025 as a 2026 model), arousing considerable discussion from a dedicated and highly tuned-in customer and fan base. Forester entered its sixth generation a year earlier (in 2024 as a 2025 model)—which seemed to have happened more quietly, although the relationship is now crystal clear. And it's all increasingly useful in defining the entire Subaru lineup.

Forester has always had a look of its own, notably due to its distinctive tall stature, as it was specifically invented to create more of a crossover

form (in fact, some say that term was born with this vehicle), while Outback had arguably required a more discerning eye, for as long as it and the Legacy wagon continued in parallel. Despite Forester arriving first, Subaru product planners have their own crystal ball, and it may be fair to guess that, although happening in inverse sequence, the newest Forester “follows” the even newer Outback in its considerable transformation.

Any Subaru Forester is an agile unit with surprising power beyond its numbers, in town or on the trail. Among tamer, sportier and fancier siblings, our Wilderness sample—up-specced for off-pavement emphasis, from ground clearance to tow and roof loads and more—is always a favorite.

Note that while Forester has the same powertrain in all, Outback has a more powerful (and only slightly lower-mpg) turbo in its upper trims.

Subaru Crosstrek, Forester and Outback sell in similar annual volumes in the US (about 180,000, 175,000 and 170,000 respectively in 2024, shifting to about 192,000, 175,000 and 158,000 in 2025). Slight changes could be parsed against updated styling or generational releases (Crosstrek's evolution has been more subtle to date), but all in all,



they are quite stable—restylings seeming to happen at just the right time, positioning preserved.

In the case of Forester, we had already easily adjusted to its styling, in fact appreciating it as rebalancing some of its longstanding somewhat exaggerated tall nature. But when comparing more closely with the priors (seen side-by-side, above), we can see that the form had not really changed as much as it had seemed to. Rather, an entire new front and flatter roofline have become more appropriately scaled to its proportions.

Best of all, evolution of Outback on a similar timetable has not muddled the positioning of the two, but rather clarified it—and put a new spotlight on Forester, too. Quite an achievement. ■

POISED AND POSITIONED

BY JOE SAGE

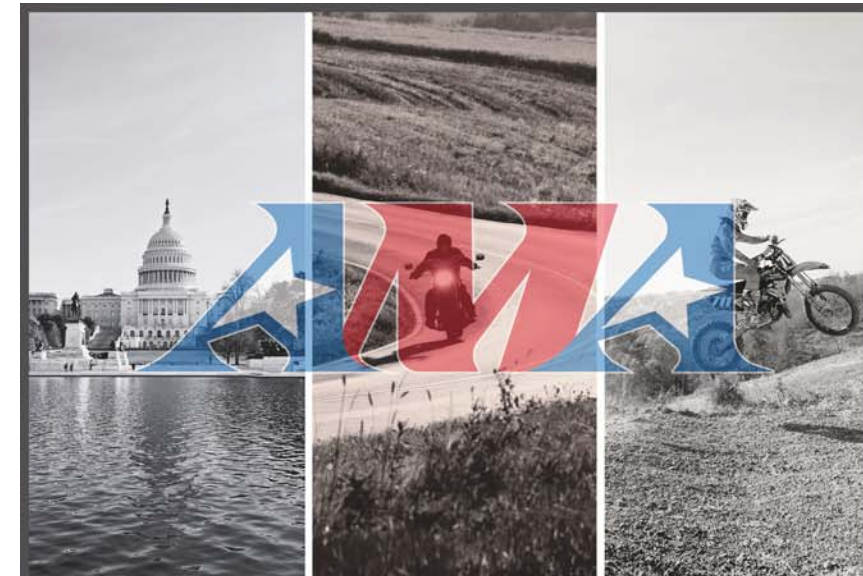


SPECIFICATIONS

ASSEMBLY	.....Lafayette, Indiana
ENGINE	..2.5L 4-cyl Boxer 16v, DOHC, chain-driven cams, dual active valve control syst intake/exh, alum/alum
HP/TORQUE	.....180 hp / 178 lb-ft
COMPRESSION RATIO	.....12.0:1
TRANSMISSION	.....Lineartronic CVT; Wilderness adds 8-spd manual mode, paddles
DRIVETRAIN	.....Symmetrical AWD X-Mode dual-mode system (snow/dirt and deep snow/mud settings) with hill descent control
SUSPENSION	..F: MacPherson-type struts; lower L-arms, coils, stblz bar, hydraulic engine mounts R: dbl wishbone, coils, stblz bar
STEERING	.....elec pwr assist rack & pinion (dual pinion)
BRAKES	.....F: 12.4 vented; R: 11.8 vented
WHEELS	.....17-in matte black alloy
TIRES	.....235/60 R17 102T raised white letter Yokohama Geolander all-terrain; full-size spare
LENGTH / WHEELBASE	.....182.9 / 104.9 in
GROUND CLEARANCE	.....9.3 in
APPRCH / DEPART / BRKVER	.....23.5 / 21.0 / 25.5°
TURNING CIRCLE	.....35.4 ft
HEADROOM (F/R)	.....40.0 / 37.7 in
LEGROOM (F/R)	.....43.3 / 39.4 in
CARGO CAPACITY	.....27.5 / 69.1 cu.ft
TOW CAPACITY	.....3500 lb
WEIGHT	.....3675 lb
FUEL / CAPACITY	.....reg unl / 16.6 gal
MPG	.....24/28/26 (city/hwy/comb)
BASE PRICE	.....\$38,385
OPTIONS PKG:	Harman Kardon speaker system, navigation, power rear gate, full digital gauge cluster .....2200
DESTINATION CHARGE	.....1450
TOTAL	.....\$42,035

2026 FORESTER LINEUP

(base)	.....\$29,995
Premium33,385
Sport36,105
Limited37,695
Wilderness▼ 38,385
Touring41,595



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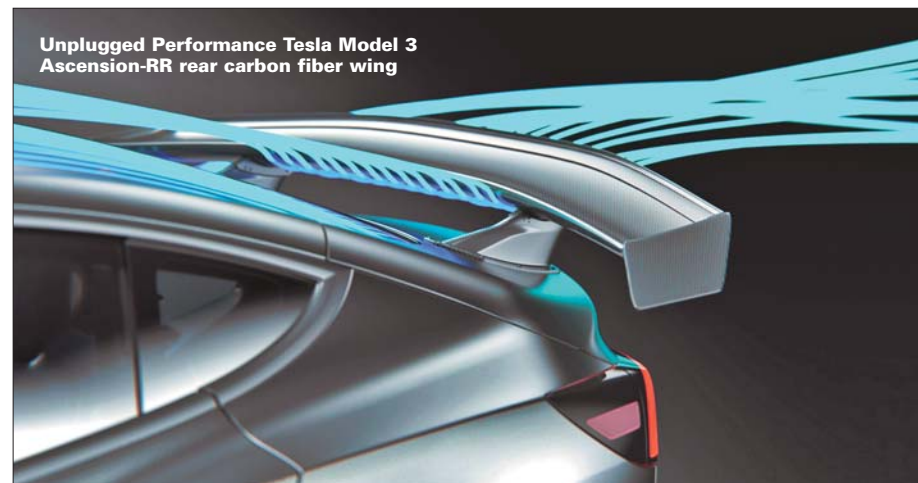




▼ **Hyundai** won the Best of Innovation Award in Robotics at CES 2026 for MobED (Mobile Eccentric Droid), developed by Hyundai Motor Group's Robotics LAB, the first time Hyundai has received this prestigious award. The program rewards outstanding achievements in design, innovation and engineering across various categories, with the Best of Innovation Award reserved for the top-rated product in each category. First unveiled at the International Robot Exhibition 2025 (iREX 2025) in Tokyo in December, MobED is a versatile platform designed to operate across various terrains and adapt to diverse industrial and daily applications. It incorporates the Robotics LAB's proprietary Drive and Lift (DnL) technology, for stable performance on uneven surfaces, inclines and curbs, even in challenging environments. Available in two models, MobED Basic is controller-operated, for research and development flexibility, while MobED Pro harnesses advanced autonomous capabilities powered by integrated LiDAR-camera fusion sensors, ensuring precise and seamless navigation. MobED features a simple, balanced design, focusing on core functionality of the mobile platform, equipped with AI-based algorithms and autonomous driving technology, and supports a wide range of applications, including logistics, broadcasting, guidance services and digital signage, as its modular design accommodates diverse top-mounted modules. These capabilities allow the platform to navigate both narrow indoor paths and

rugged outdoor terrain. The Group's strategy is to evolve from an automotive manufacturer into a comprehensive provider of smart mobility solutions. MobED commercialization and mass production will begin in the first quarter of this year.

▼ Aftermarket performance engineering firm **Unplugged Performance** has introduced the Ascension-RR Rear Carbon Fiber Wing for the Tesla Model 3 (2024 or



newer). Developed via computational fluid dynamics (CFD) analysis and real-world track validation, the wing is engineered to deliver maximum usable rear downforce with exceptional aerodynamic efficiency while preserving rear visibility and road usability. Unlike cosmetic aero components, Ascension-RR is designed as a true track-focused aerodynamic upgrade. CFD development prioritized counteracting the

inherent rear lift generated by Model 3's roofline at high speeds, to improve stability, balance, and consistency in aggressive driving and sustained track sessions. At 150 mph, the wing generates 2332 N (525 lbs) of rear downforce, increasing tire loading where most effective. When combined with Unplugged Performance's complete Model 3 Performance carbon fiber aero package, total aerodynamic load increases to 3155 N (710 lbs) with a 46/54 front-to-rear aerodynamic balance, ideal distribution for a neutrally balanced chassis such as the Model 3 Performance. With the full package installed, including the wing, the Model 3 achieves a coefficient of lift (CL) of just 0.48, firmly in track-focused sports car territory. The wing is also fully adjustable, to tailor aerodynamic output to a driver's use case, from a zero-degree setting for efficiency and reduced drag in street or high-speed driving, to four degrees for maximum track downforce. The Ascension-RR Rear Wing is compatible with all 2024+ Tesla Model 3 trims, including Performance, Long Range and Rear Wheel Drive variants. Priced at \$2,495, the

wing is sold as a complete kit including the carbon fiber rear wing element, carbon fiber stands and mounting hardware. For additional performance tuning, there is an optional gurney flap designed specifically for the Ascension-RR. This installs easily with high-strength adhesive and increases wing effectiveness by improving airflow attachment and pressure recovery at the trailing edge, to further refine rear

grip without changing the primary wing configuration. First production is shipping now, with preorders open for further allocations. The company also has a Model S-specific version in development.



TALOS XXT "Verde Jewel"

▼ With roots in defense special operations vehicles and motorsport, British automotive engineering and coachbuilding specialist **Talos Vehicles** now produces a range of modified classic cars, road cars and limited run supercars—hand-crafted bespoke vehicles tailored to suit each customer's individual vision for luxury and performance. Talos has revealed some of the most popular customization requests they have received from prospective customers for the TALOS XXT model, an ultra-exclusive race-inspired Grand Tourer of which there will only be five units worldwide. Fully customizable to an owner's individual requirements, bespoke options include the vehicle's finish and paintwork, two examples of which have been revealed. The prospective UK owner of an eye-catching "Verde Jewel" customization (shown here) is set to turn heads with its striking green finish, offset with a red Alcantara interior, in a nod to the car's Maranello roots. To further reflect the customer's own heritage, the exterior features the Union Jack on the rear wing end-plates, also reinforcing the British craftsmanship of the XXT. Showcasing the XXT's carbon fiber craftsmanship, another example, "Full Carbon" (not shown), has naked matt carbon fiber panels, complemented by a black interior with Alcantara seats and trim. The 674-bhp TALOS XXT boasts zero-to-62 mph in 3.5 seconds, with a 205 mph top speed. Starting life as a donor 599 Ferrari GTB, TALOS XXT is available in both left- and

right-hand-drive variants, with further bespoke options available including custom engine upgrades, manual gearbox, drivetrain, exhaust, roll cage and in-car entertainment. For more information about

Talos Vehicles, based in Yorkshire, England, visit www.talos-vehicles.com.

▼ The original Detroit home of **General Motors** opened in 1911, on Woodward Avenue. They have now returned to Woodward to launch a new era for the company. The new GM global headquarters at Hudson's Detroit is inspired by more than a century of automotive innovation and motivated by an undefeated spirit in the



General Motors' new Hudson's Detroit headquarters

resurgent city of Detroit. The architectural design invokes Eero Saarinen's work at GM's Global Technical Center in Warren, Michigan and integrates installations from prominent Detroit's own Harry Bertoia. The company's continued dedication to the city is highlighted throughout the building. In the lobby at Entrance One, a tribute to the landmark J.L. Hudson Department Store

that once stood on this ground, you'll be greeted by a showcase of GM's latest vehicles. The message: the echoes of the company's past power their dreams for tomorrow—right on historic Woodward Avenue.



As the state's largest automotive employer, GM drives about four percent of Michigan's GDP, directly contributing over \$29 billion in 2024. In just the last decade, they've invested \$17.3B in their home state. GM's presence in Michigan includes:

- 38 facilities, including 5 assembly plants
- 210 dealers
- 1,000 Tier 1 supplier locations

Their move to Hudson's Detroit declares a commitment to keeping America's auto-

motive industry rooted in the Motor City, with Michigan at the forefront.

▼ **Cyngn**, of Menlo Park, California, has announced notice of allowance for a new patent related to their autonomous vehicle (AV) innovations. The patent—System and Method of Adaptive, Real-Time Vehicle Sys-

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tem Identification for Autonomous Driving —was expected to be issued in February. Cyngn's growing intellectual property portfolio supports a broader mission to accelerate adoption of safe, flexible and



scalable autonomous systems across industrial environments like manufacturers and logistics companies. In the past year, Cyngn has introduced new capabilities for its DriveMod Tugger platform, expanded commercial deployments and deepened integrations with leading warehouse and manufacturing technologies. A steady cadence of patent allowances highlights the company's commitment to long-term innovation and to building a defensible technology foundation to reduce operating costs, improve safety and increase operational efficiency. The company addresses significant challenges facing industrial organizations today, such as labor shortages and costly safety incidents. Cyngn DriveMod technology—currently available on Motrec MT-160 Tuggers and BYD Forklifts—helps customers bring self-driving technology to their operations seamlessly, without high up-front costs or new infrastructure. The DriveMod Tugger hauls up to 12,000 lbs, travels indoors and out, and targets a typical payback period of under two years. The DriveMod Forklift lifts heavy loads using non-standard pallets and is currently available to select customers.

▼ The 2026 Audi A5 and Q5 model lineups receive comprehensive hardware and software design updates, including an all-new MMI design, an updated multifunction steering wheel, new Audi drive select features and upgraded voice control capa-

bilities. In addition to the feature and technology upgrades, every new 2026 model arrives with Audi scheduled maintenance included for the first three years or 30,000 miles (whichever comes first). Audi's goal

is to demonstrate the ongoing extensibility of its newest platforms—including the Premium Platform Combustion (PPC) and E3 electronic architectures underpinning the latest A5 and Q5. A user interface highlight, an all-new Audi Digital Stage, will debut across the new A5 and Q5, creating a more consistent appearance and familiar touchpoints throughout the vehicle and myAudi app interfaces, delivering more clarity and a more easily identifiable and



usable structure. The more modern look will also integrate a new 3D model of the owner's vehicle shown uniformly across the different displays, even reflecting that vehicle's specific color. For the center MMI touch display, the new user interface features fewer lists and more graphical representations, leveraging intelligent applications of background palettes and contrasts, seeking to speed recognition and

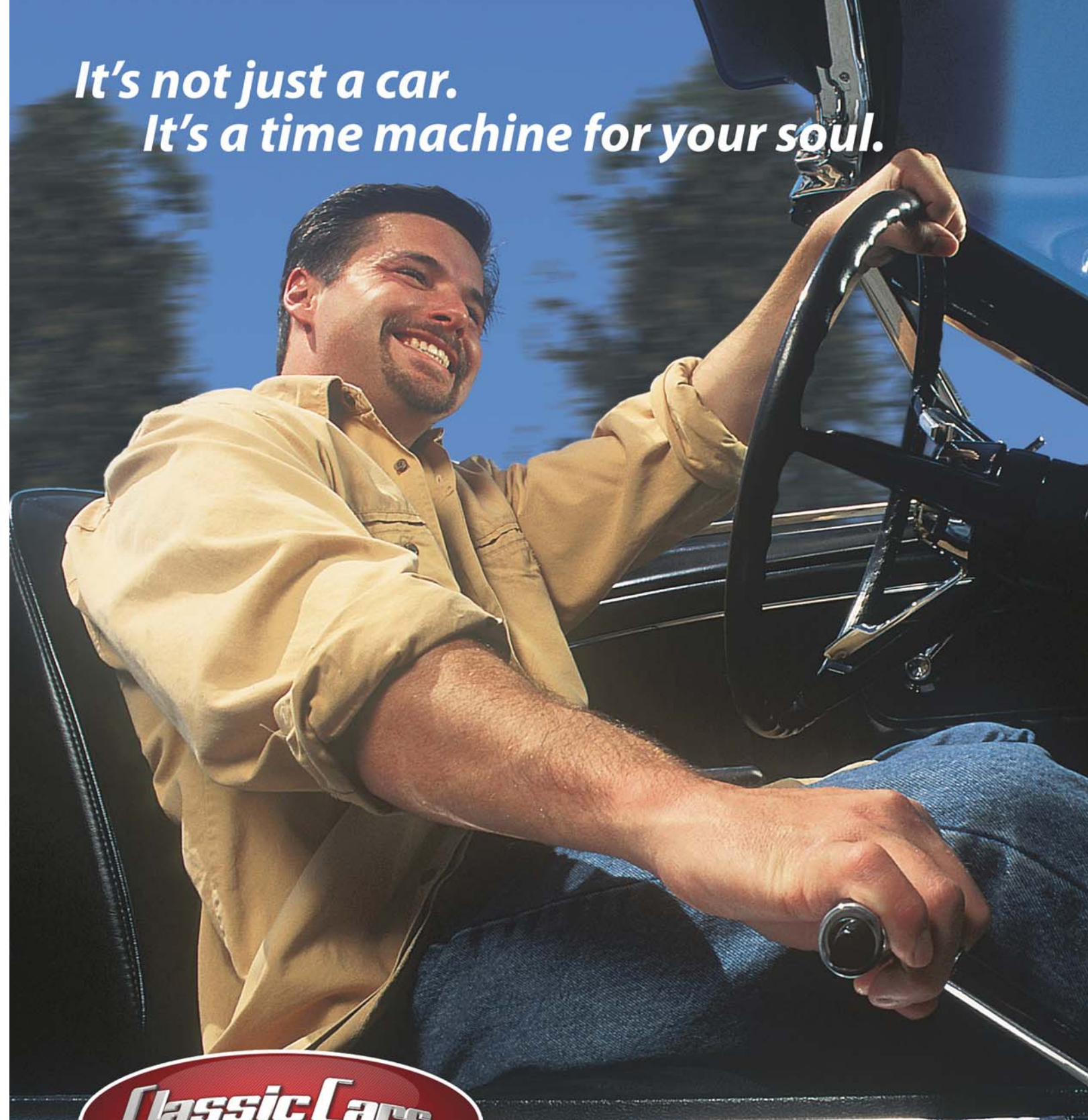
further reduce distractions. More emphatic separation of status indicators from selectable content aims to make functionality more distinct, with brighter monochrome embedded Audi apps now featuring white backgrounds, while third-party apps are displayed in color, with the color gradations now amplified to help differentiate active and non-active apps (e.g. when using Android Auto or Apple CarPlay). The voice-activated Audi digital assistant features new animations, and a clock display is now docked in the upper left of the MMI touch display. The Audi virtual cockpit display features reduced icons and a clearer structure to make operation notably easier, and adds functional improvements including three different views, toggled through via a steering-wheel mounted button. Customers can choose between the classic round instrument view, the return of a navigation view with maps, or the integrated driver assistance view. In addition to the all-new Audi design structure, smartphone interface functions are more deeply integrated into the infotainment system, to mirror a smartphone's navigation, media and telephone functions directly into the Audi virtual cockpit, as well as in the MMI touch display.

▼ Honda Motor Co., Ltd. is discontinuing

production, before the end of 2026, of the current model of fuel cell system now produced at Fuel Cell System Manufacturing LLC (FCSM), a joint venture (JV) between Honda and General Motors. Moving forward from there, Honda will utilize a next-generation fuel-cell system they are developing independently. FCSM was estab-



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lished in January 2017 in Brownstown, Michigan as the first ever joint venture in the automotive industry to produce advanced fuel cell systems. Combining expertise in development, production and



Honda Fuel Cell System Manufacturing

procurement, the JV realized various synergies including development of high-quality fuel cell systems with excellent durability and low-temperature resistance; the introduction of cutting-edge production technologies; and cost reduction through commonizing parts suppliers. As this collaboration yielded some positive results, the two companies held extensive discussions regarding the continuation of FCSM business and reached an agreement to discontinue production of fuel cell systems at FCSM. Honda will continue to leverage next-generation fuel cell system technologies developed independently, seeking to grow hydrogen as one of their new core businesses. In addition to striving for carbon neutrality in all its products and corporate activities by 2050, Honda seeks to achieve “zero environmental impact” of not only its products, but the entire product lifecycle including its corporate activities, with initiatives in three key areas— carbon neutrality, clean energy and resource circulation. While positioning hydrogen, along with electricity, as high-potential energy carriers, Honda has been conducting research and development of hydrogen and fuel cell technologies for over 30 years.

▼ The creative ethos at **Bugatti** has always been about pushing boundaries. From the pioneering performance of the Veyron to the extraordinary speed of the Chiron Super Sport and the uncompromising character of the Bolide, Bugatti has

always created hypercars that defy convention. Now, that spirit of innovation extends once again beyond the Atelier in Molsheim and into the hands of enthusiasts around the world as Bugatti and the

LEGO Group unveil two new models. The LEGO Technic Bugatti Chiron Pur Sport and the LEGO Speed Champions Bugatti Vision Gran Turismo both mark a new milestone in the collaboration between Bugatti and LEGO. With these additions, four different Bugatti LEGO models will be available simultaneously for the first time, alongside the LEGO Speed Champions Bugatti Centodieci and LEGO Technic Bugatti Bolide, extending the Bugatti experience



LEGO Speed Champions Bugatti Vision Gran Turismo

for fans around the world. The Bugatti Chiron Pur Sport is geared toward agility and precision. Lighter than its siblings and designed with optimized aerodynamics and shorter gear ratios, it is the most dynamic expression of the Chiron family, built for drivers who live for winding roads. The LEGO Technic Bugatti Chiron Pur Sport brings this engineering excellence to life through 771 pieces, capturing the distinc-

tive character of the Chiron Pur Sport, with a vibrant orange bodywork and black livery. Details include working steering and opening doors and hood, as well as an intricate model of the iconic Bugatti W16. Measuring over 3 inches high, 11 inches long and 5 inches wide, the 771-piece creation makes a remarkable display for builders aged 9 and older. The Bugatti Vision Gran Turismo occupies a unique place in the brand’s history. Conceived as a pure concept car for the Gran Turismo video game and unveiled as a show car in 2015, it represents Bugatti’s tribute to its illustrious racing heritage of the 1920s and 1930s. Drawing inspiration from icons such as the Type 57 Tank and its victories at the 24 Hours of Le Mans in 1937 and 1939, the Vision Gran Turismo was created as a thoroughbred Bugatti for the virtual racetrack. That bold Bugatti vision has now been transformed into an official LEGO set. The LEGO Speed Champions Bugatti Vision Gran Turismo celebrates this distinctive design through 284 pieces, capturing the aesthetic that made it a favorite in the virtual racing world. Created for passionate Bugatti fans, it embodies a genuine Bugatti down to the last detail, reflecting the brand’s unrestricted values. The LEGO model faithfully recreates the defining features of the Vision

Gran Turismo: the signature horseshoe front grille, the dramatic rear wing, the distinctive eight-eye headlights, a sculpted roof fin and wide tires imprinted with “Michelin.” A minifigure wearing a Bugatti outfit completes the set, ready to take position in the single-seat cockpit. Measuring over 1.5 inches high, 5.5 inches long and 3 inches wide, this model is for fans and gamers of all ages. ■



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Mazda Mazda3 2.5 S Sedan Carbon Edition



TAWA Texas Auto Roundup



Photo courtesy of Texas Autowriters Assn.

Lexus RZ 500e F SPORT AWD



Sally McNulty - Arizona racer and race car builder



Courtesy Sally McNulty

Alfa Romeo Giulia Intensa RWD



NWAPA Mudfest: Outdoor Activity Vehicle comparo



Doug Berger (DBPics.com) for NWAPA

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