

ARIZONA DRIVER

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VOLUME 25 NUMBER 4
JULY-AUGUST 2026

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news & features

July-August 2026

A Week With	2026 Genesis GV80 Coupe 3.5T e-SC MHEV AWD12
	A followup to last year's GV80 SUV, this time in Coupe and e-supercharged mild hybrid electric vehicle form.
Vehicle Comparo Event	NWAPA Outdoor Activity Vehicle of the Year Awards A 14
	One of our favorite events for checking the pulse on some of our favorite categories of vehicles—let's see how they did!
A Week With	2026 Subaru Crosstrek Limited Hybrid18
	We continue to work our way through Subaru's subtly yet transformatively evolving lineup and find another winner.
Special Event	Overland Expo West 2026 Flagstaff: recap B21
	This annual event remains the core of a growing national group.
Good Works	Overland Expo Foundation B23
	The Flagstaff event has spawned many good works.
A Week With	2026 Volvo XC60 T8 AWD Plug-in Hybrid / Ultra24
	A followup to our recent XC90, smaller size, more fun.
Special Event	Barrett-Jackson inaugural Columbus results C26
	New event for Barrett-Jackson moves to America's heartland.
A Week With	2026 Toyota C-HR XSE28
	If you've been EV-curious, surprise—very accessible and fun.
ARIZONA RIDER MAGAZINE	AMA Land Speed Grand Championship D31
	Watch for local followup on this if all goes well!
A Week With	2026 Ford Explorer Tremor 4WD 3.0L EcoBoost V632
	Ford continues to expand its dirt-duty lineup in this departure from the last Explorer we had, which was an unlikely rear-driver.
ARIZONA FLYER MAGAZINE	HondaJet APMG S Upgrade Package35
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A Week With	2026 Mazda CX-70 3.3 Turbo S Premium Plus44
	Two-row follows otherwise basically identical three-row CX-90.
Special Event	Arizona Concours d'Élegance 2027 G47
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A Week With	2026 Kia K4 Hatchback GT-Line Turbo48
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COVER: In an era where quite a few vehicles look very similar from the rear, this issue happens to feature quite a few that are more distinctive than average from that angle—here, the handsome Volvo XC60.

Doug Berger (DBPics.com) / NWAPA



Overland Expo West



Barrett-Jackson



American Motorcyclist Association



Villa Premiere Boutique Hotel



Arizona Concours



START YOUR ENGINES : FROM THE PUBLISHER

It's possible that our weekly vehicle drives might be a bit like online dating must be. Sign up for dinner, and it's so enchanting, you want to have dinner again every night forever. Other times, you might kind of wish you could just get up and leave. Some may generate a list of annoyances—long or short—some of which seem like deal-killers, while others are in that notorious meme humor category of “I can fix this!”

Then there must be ones that are intriguing enough that you'd like to have a longer date sometime. On the other hand, you might be wondering if they have a sibling.

These things happen to us regularly in the form of comparative product positioning—how does this vehicle stack up against others in the lineup? Against others we've driven recently, or others that are better known, bigger sellers, been around longer, and so on?

We've often found ourselves saying, gee, it'd be useful to drive multiple models back-to-back. But now we've realized that “back-to-back” is not necessarily the right term.

What we've had in mind is what we often have at new vehicle launch drives. Emphasis may be on an entire model lineup, with all trim levels and powertrains, and we drive all in succession, all top-of-mind. Or perhaps all of the same off-road build or performance powertrain, but applied to different models from the same manufacturer, by size, for example. We also sometimes have these opportunities at our various regional comparo and awards drive events, which is one of the many reasons we attend those.

But—as we have recently had a run of same-model-different-trim-or-powertrain vehicles, separated by just an issue or two or three—our realization is that “back-to-back” is not what we meant, so much as “side-by-side” (more comparative, less repetitive).

As it is, in this issue, we have several back-to-back vehicle reviews—different versions (by size, powertrain, generation, etc.) of vehicles also driven recently. We refer back and cross-reference, but remember—even more is also conveniently archived on our website.

Enjoy the ride!

Joe Sage • Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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▼ Automobili **Lamborghini** is celebrating two things with one new special model—a milestone anniversary and the power of their connection with North America, a market that continues to play a pivotal role in the brand’s global success. The Lamborghini Revuelto1 NA63 is a limited-edition of its first V12 High Performance Electrified Vehicle (HPEV), produced in just 63 units, all destined for the United States and Canada. Its NA63 designation pays tribute to a number that is deeply embedded within Lamborghini, recalling the year 1963, when Ferruccio Lamborghini founded the company, and it gains further significance in 2026, marking the 63rd anniversary of the brand. The Revuelto NA63’s distinctive livery was specifically developed to reflect both Lamborghini heritage and the cultural identity of North America. The exterior features bi-color stripes running across the hood, with coordinated accents on the side skirts, front splitter profiles and rear diffuser wing elements, as a cohesive, dynamic visual signature. The first of four available configurations presents a Blu Marinus bodywork, enhanced by front stripes in Rosso (Red) Mut and Bianco (White) Monocerus Matt—a tribute to the US flag (red, white and blue), while also the Canadian flag (red and white). Rosso Mut accents are echoed across the additional exterior details. Three alternative color configurations are Grigio Serget bodywork with Blu Royal and Bianco Monocerus accents; Bianco Sideralis bodywork with Rosso Mars and Blu Royal

details on the hood; and Grigio Acheso bodywork with Nero Nemesis and Arancio Xanto accents. The Revuelto represents a benchmark in its segment, combining the iconic naturally aspirated Lamborghini V12 engine with a hybrid system delivering a total output of 1,015 CV and 807 Nm of torque. This translates into acceleration from 0 to 100 km/h in just 2.5 seconds and a top speed exceeding 350 km/h, redefining performance, driving dynamics



and efficiency. The NA63 edition retains the full technical architecture of the Revuelto, preserving its cutting-edge hybrid powertrain, advanced aerodynamics and innovative chassis technologies.

▼ **Bentley** has unveiled a Bentayga EWB Chalet Edition, a collaboration between Mulliner, Bentley Motors’ in-house bespoke division, and the Gstaad Guy, a social me-

dia personality. Conceived as the consummate Alpine companion, it is the result of a detailed design partnership, combining Mulliner’s craftsmanship and the Gstaad Guy’s aesthetic sensibility, in a first for the latter, who is collaborating with Bentley to produce a dedicated limited-edition collection. The configuration features a curated palette of materials and colors paying tribute to the refined world of upscale Alpine living—the environment that inspired the Gstaad Guy’s channel, where he has captivated a global audience with his incisive, satirical portrait of ultra-high-net-worth life, with equal parts knowing wit and genuine reverence for understated luxury, exceptional experience and the art of living well. Configured as the Bentayga EWB Azure, the Chalet Edition channels that sensibility into vehicle form. A chalet-inspired bespoke interior has four comfort seats, engineered to reduce fatigue, and a rear center console. A warm and tonal color palette, natural materials, textures and lighting create a luxury cocoon. Rich saddle leather, tweed detailing, diamond-quilt surfaces and Liquid Amber open-pore wood

veneers evoke the warmth of an Alpine chalet. Fireglow accents add depth without excess. The highest-specification Naim for Bentley audio system is seamlessly integrated. The Gstaad Guy’s emblem and a chalet graphic are applied to the front wing panel through laser etching and with discreet badging on the seat inserts and fascia panels. GG’s favorite Alpine Flower motif is embroidered in rich red and green

onto the headrests and cushions, a symbol of Swiss heritage. The Edition is available exclusively through Bentley Mulliner.

▼ The **Ferrari** Special Projects program



is aimed at creating unique Ferraris (“One-Offs”) characterized by exclusive design crafted to the requirements of any individual client, who thus becomes the owner of a one-of-a-kind model. Originating from an idea put forward by the client, each project is closely developed with a team of designers from Ferrari Design Studio. Once the car’s proportion and forms have been defined, detailed design blueprints and a styling buck are produced, before the manufacturing process for the new One-Off begins. The entire process takes about two years on average, with the client closely involved in assessing the design and verification phases. A new Ferrari from the One-Off series, part of the Special Projects program, was unveiled at Ferrari Racing Days, at Circuit of the Americas in May—the HC25. Designed under the direction of Flavio Manzoni, the car is a mid-rear internal combustion V8 model derived from the F8 Spider, from which it inherits its layout, chassis and powertrain. Styling of the HC25 expresses the muscularity typical of Ferrari models, almost echoing the aesthetic language of the F80. This One-Off can be seen as a bridge from the iconic mid-rear-engined V8 platform into the futuristic path Ferrari has taken with its flagship models, the Ferrari 12Cilindri and F80. The HC25 has a strong graphic identity, its dual-volume structure creating interplay in which the front and rear appear as two distinct bodies, joined by a highly three-dimensional central band. This element appears as a functional black ribbon

incorporating essential thermal-management components, including air intakes for the radiators and heat extraction for the powertrain—the true heart of the car. The side view gains momentum from the

arrow-shape of the band, designed to emphasize the rear muscles. Proportions of the HC25 have been refined to minimize the visual impact of the glass and to lower the perceived shoulder line that shapes the car’s silhouette. The headlights have been created specifically for this car, using modules never before featured on any Ferrari, to achieve a very slim lens with a central indentation that mirrors the split design of the rear lights. By contrasting gloss



and matt surfaces, an interplay has been created between the matt Moonlight Grey body and the glossy black band running through it. Yellow accents of the Ferrari logos and brake callipers are echoed in the cabin, with the sophisticated grey of technical fabric and yellow graphics. Five-spoke wheels feature a diamond-finished outer rim, with a double recessed groove on the outer channel that visually enlarges

the wheel itself, while slender, dynamic spokes are finished in dark tones.

▼ A landscape of ice, snow and extreme cold was the test site for a new generation of **Bugatti** hypercar, at Colmis Proving Ground in Arjeplog, Sweden, with validation prototypes immersed in one of the most exacting environments in automotive development. The Tourbillon has been conceived to define a new era for Bugatti. With an all-new platform, a naturally aspirated V16 engine, three electric motors and a hybrid powertrain producing 1,800 hp total, it represents the state of the marque’s engineering and performance philosophy. In Sweden, this is tested under some of the harshest con-

ditions a road car can encounter. Here, the pursuit of performance takes the form of a pursuit of control. Grip is reduced to its most fragile state—polished ice, packed snow, slush and asphalt present constantly changing surfaces, each revealing a different layer of the car’s behavior. Although hyper sports cars are seldom associated with snow and ice, Bugatti’s development standards demand that the Tourbillon be validated at the boundaries of engineering

possibility The work in Arjeplog focuses on low-MU conditions, where the coefficient of grip is dramatically reduced. In such an environment, the task is to ensure that the Tourbillon’s immense performance remains accessible, intuitive and faithful to the driver’s inputs. With its power, that requires seamless integration of all-wheel-

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drive torque distribution, traction control, braking systems and electronic stability control. Across four weeks of winter validation, the team adapts continuously to the conditions. During the first part of the



program, temperatures reached -30°C, before warmer weather altered the surface profile and introduced new challenges. You can watch the full episode, “A New Era: Extreme Conditions,” on Bugatti’s official YouTube channel.

▼ In the **Porsche** Sonderwunsch program, individualization is taken down to the finest detail. Using numerous components created specifically for the meticulously crafted project, a truly unique vehicle was created here, based on the modern 911 GT3 RS series model. Exterior and interior are meticulously aligned for a cohesive interplay of materials, colors and surfaces. Every detail bears the signature of experienced manufacturing specialists adhering to the exacting quality standards that define every Porsche. Reinterpreting the legendary Sonderwunsch program from the late 1970s, **Porsche** is making personalized one-off creations possible—co-created with the customer and professionally realized by Porsche. The offering for new vehicles includes integration of bespoke Sonderwunsch options directly within the production process. One highlight available to customers when ordering their vehicle is Paint to Sample Plus—based on the customer’s individual wishes, Porsche creates and develops a unique exterior color. Other possible vehicle refinement can include completely redesigning the vehicle’s interior and exterior or, as part of the Sonderwunsch Factory Re-Commission offering, creating technically highly

individual pieces with the support of Porsche’s dedicated development and design team. For older vehicles, this always includes restoration, which can still also be commissioned separately. The 911 GT3

RS shown here was realized in close collaboration between Porsche Centre Geneva and Porsche Sonderwunsch in Zuffenhausen, an illustration of the breadth and depth of Porsche’s individualization offer. Careful attention was given to the interplay between the 911’s sharp lines, exposed carbon elements and selected metallic tones. The design works through nuance—light, texture and reflection. The body color is a deep Macadamia metallic



from the Paint to Sample range, paired with carbon components whose clear coat has been infused with brown pigments, developed exclusively for this project. The rear wing in tinted carbon is subtly highlighted by Weissach branding on the side plates, along with orange Porsche lettering for a measured flash of color. A detail in Pastel orange appears in the accent rings of the LED headlights. Inside, the same de-

sign philosophy continues, with a carefully balanced palette of brown and orange—Truffle Brown leather and RaceTex form the foundation, contrasted by orange decorative stitching, as numerous details create a cohesive overall impression.

▼ 2026 marks one hundred years since the birth of Giotto **Bizzarrini**, the virtuoso engineer whose genius defined an era of Italian motorsport. In honor of this milestone, Bizzarrini has revealed the Centenario Edition of the 5300 GT Corsa Revival, a continuation of the most iconic car to bear his name. Drawn by the hand of Giorgetto Giugiaro, the 5300 GT’s elegant, flowing lines need little embellishment. The Centenario Edition is finished in deep gloss black paint, a deliberate choice that strips away distraction and allows the predatory stance of this Le Mans class-winning race car to speak for itself. The result is among the most visually striking examples produced in the limited Revival series. Beneath that commanding exterior, the Centenario Edition remains faithful to the engineering principles of the original 5300 GT. A lightweight single-piece composite body over a steel frame, independent rear suspension to Giotto’s innovative Corsa specification, all-round disc brakes, and a period-specific 5,300cc V8

producing over 400 horsepower combine to deliver a power-to-weight ratio that rivals a modern supercar. Every car in the Revival series is constructed with required components to FIA Appendix K regulations, race-ready and is entirely hand-built. The Centenario Edition was on display at Fuori Concorso, at Villa Grumello, Lake



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Como, Italy, May 16-17. It marks the final car of the Revival series, as Bizzarrini closes this chapter in its history and looks ahead to its most significant moment yet—the upcoming launch of the first all-new



Bizzarrini production model since the 1960s. In addition, Bizzarrini is announcing an official registry program—Fabbrica Bizzarrini will invite collectors to officially register their vehicles directly with the brand. The three pillars of the program include registration, authentication and restoration. Further details of the program will be forthcoming. For now, owners are encouraged to register their interest and their original vehicle by contacting Bizzarrini directly at Fabbrica@Bizzarrini.com.

▼ Established in 2019 by Lukas and Kevin Czing, **Czinger Vehicles** was founded to reimagine high-performance automotive design from first principles. With Bio-Logic Engineering—which combines advanced design tools with additive manufacturing (3D printing)—Czinger has developed an entirely new approach to the hypercar industry. The result is Czinger 21C, a fully street-legal hypercar built at Czinger's Area 21 production facility in Los Angeles. Powered by an in-house-developed twin-turbo hybrid V8 engine with an 11,000 rpm redline and the highest power density of any production V8, the 21C offers record-setting performance—it holds numerous production car track records, including Laguna Seca and Circuit of the Americas. Limited to just 80 units and available in both High-Downforce (HDF) and VMax variants, the 21C claims an otherworldly driving experience. Czinger Vehicles continues to expand its global presence, partnering with Newport Beach Au-

tomotive Group to open Czinger Newport Beach. Less than 40 miles from where the 21C is built, the new location further deepens the brand's footprint in its concentrated luxury automotive market Southern Cal-

ifornia home. Situated within the Group's expansive 60,000-square-foot facility, the space offers a refined environment for client engagement. While delivering vehicles around the world, expansion into a key market like Orange County allows Czinger to more closely support their growing client base while maintaining a highly personalized ownership experience.

▼ With purposeful duty in mind, **Ford** is



evoking history from World War II, when Detroit automakers dramatically (and hugely successfully) converted their production capacities to the war effort (automotive enthusiasts and historians of all stripes are aware there were no cars produced between 1942 and 1946). Ford is now ready to answer the call again. Beginning last year, several governments in North America and Europe engaged with Ford to dis-

cuss how Ford's highly capable commercial vehicles and cutting-edge technologies could support their modern defense needs. These governments recognized that the features and software provided to construction fleets, utility crews and other workers in the essential economy through Ford Pro could be exactly what they need to modernize their own vehicle fleets. Some governments already rely on Ford vehicles for security—from military transport in Ford Ranger pickups, to Ford Police Interceptor vehicles. Traditional, purpose-built military hardware can take years to develop and cost billions, whereas using commercial, off-the-shelf solutions from Ford can bring world-class technology at a fraction of the time and cost. Ford F-Series and Ranger platforms, including Super Duty lines, are already built for the most punishing terrains and jobs on earth. Innovations like Pro Power Onboard—which turns a truck into a mobile power source—as well as reliability ratings and service parts availability, are elements that traditional military vehicles cannot match. While Ford assembles more vehicles in America than any other manufacturer, they point out that their perspective and operations are global, thus suited to security as a collaborative effort. Ford Ranger, for example, is built and sold around the world,

making it an ideal candidate for international defense cooperation. During World War II, Ford assembly lines produced hundreds of thousands of aircraft, trucks and engines for the Allied effort. Ford notes that they are still in the early stages of this work, saying that while they have not finalized any specific projects in the defense market, their dialog with governments remains productive. ■

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Military grade Ford Ranger

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.

Ford Mustang 1967

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

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Most people will likely arrive at this one by wanting an SUV, liking the Genesis brand and falling visually for its coupe form. The fact that the coupe group leans more heavily into the performance end will be icing on the cake.

Or for others, the performance quotient will be the starting point, especially the upper-upper 409-horsepower twin-turbo e-supercharged V6 mild hybrid version, not available on the two-box SUV but rather coupe-only—the one we’re driving here.

Some will find practicality landing them elsewhere in the lineup, but nobody will be disappointed. The opportunities expanded this year, in fact, as the GV80 lineup moves from seven versions to eleven—from just one Coupe version last year to three this year, and adding one more top-top two-

box SUV trim plus a RWD base-base SUV.

This continuing expansion surely spins off success, and is likely also the benefit side of an original slow start—Genesis GV80 launched in 2020 during the distractions and general delays of covid lockdowns, and now, its traction is still growing.

The eleven versions of GV80 start with five 300-hp turbo-four two-box SUVs (four AWDs same as last year, plus that one new base RWD), then three 375-hp twin-turbo V6 SUVs (one more than last year, a Prestige Black treatment at the top).

Then, where last year offered just one Coupe (a 409-hp), this year there are three, with a 375-hp twin-turbo V6 slotted in below the prior one and a Prestige Black treatment added above. The E-Supercharged nature of the 409-hp engine is spelled

out in the name, as well as its mild hybrid (MHEV) basis. Along with the Prestige Black jump (at just \$1,750 more), ours is basically an equal top build, though skipping the apparently self-evident Prestige name, while definitely bearing the top powertrain out of all available throughout the range.

There are other variables, too. The Coupe has two rows, the SUV two rows standard but offers three. And wheels vary from 19 to 20 to 22 inches.

All have notably premium-luxe style and materials throughout, with well-executed interfaces.

The incredible variety from a 4-cylinder RWD to a superpowered super-twin-turbo e-supercharged coupe is ultimately only about a 50 percent overall price walk, just under \$60k to just under \$90k. And pretty much any buyer, once they’re in the hunt and

salivating, will find their perfect level easily.

In the case of the Genesis GV80 Coupe we are driving here, it had been 14 months since our previous week with a GV80, so a specific set of comparatives also flowed freely. Our prior GV80 had been the standard SUV (itself stylish, even curvaceous for a two-box design). Additionally, the prior one was a standard 375-horse 3.5-liter twin turbo-six (again, representing two out of seven builds last year and four out of ten this year).

Our GV80 Coupe sample this year adds a supercharger (one out of seven builds last year, two out of ten this year), bringing horses up to 409, while also powering that system with a 48-volt electrical system, which christens the boost as an e-supercharger, thus also making it a mild hybrid (MHEV).

You might think that this, in turn, would raise fuel mileage—and it does, just barely, its city rating going up by one point, while highway and com-

bined are unchanged. Its more significant benefits are in performance—notably the low-end torque that is a hallmark of electrified powertrains.

Some of those e-effects can be quite strong, in fact, and some buyers may want to cross-shop the 375-horse version, even save a few bucks. Or not.

It’s been a long time since very many vehicles have been this distinctive from both front and rear (seriously—think 1950s-’60s). For most brands, the face has become everything. Genesis, however, has scored big with their integrated Two Line design, tip to tail, and GV80 is a top execution.

Both the GV80 SUV and Coupe body forms are things of beauty—sleek and distinctive from all angles. We live in a world full of a great many similar two-box SUVs, as well as a number of awkward attempts at SUV coupes. But not this one.

The Genesis GV80 Coupe is turn-around-and-look-again-as-you-walk-away handsome. ■

Powerful elegance

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Ulsan, SKorea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	SKorea 80% / US/Can 3%
ENGINE	3.5L twin-turbo V6, 24v DOHC, alum/alum, w dual CVVT, GDI-MPI + 48V e-Supercharger
HP/TORQUE	409 hp / 405 lb-ft
COMPRESSION RATIO	11.0:1
ALTERNATOR	48V (MHSG) 277A
TRANSMISSION	8-spd auto, paddles, six drive modes incl new terrain mode
DRIVETRAIN	AWD
SUSPENSION	F&R: multi-link, high performance gas shocks, electronically controlled suspension w road preview
STEERING	rack-mtd motor-driven rack & pinion, variable ratio
BRAKES	F: 14.9 vented, 4-piston; R: 14.2 vented, 1-piston; black calipers, integrated electronic booster
WHEELS	22x9.5J black matte, machined fin
TIRES	265/40R22
LENGTH / WHEELBASE	195.5 / 116.3 in
GROUND CLEARANCE	8.1 in
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	40.2 / 37.6 in
LEGROOM (F/R)	41.6 / 38.7 in
CARGO CAPACITY	29.3 / 61.1 cu.ft
WEIGHT	5160-5294 lb
TOW CAPACITY	(w trailer brakes) 6000 lb (without trailer brakes) 1650 lb
FUEL / CAPACITY	prem unl / 21.1 gal
MPG	17/22/19 (city/hwy/comb)
BASE PRICE	\$87,650
PAINT: Bering Blue	650
DESTINATION CHARGE	1495
TOTAL	\$89,795

2026 GENESIS GV80 LINEUP

GV80 SUV	RWD	AWD
2.5T : 300-hp 2.5L turbo-4		
2.5T (base)	\$57,700	\$59,850
2.5T Select	--	63,750
2.5T Advanced	--	68,600
2.5T Prestige	--	73,500
3.5T : 375-hp 3.5L twin-turbo V6		
3.5T Advanced		\$75,950
3.5T Prestige		82,330
3.5T Prestige Black		83,250
GV80 Coupe		AWD
3.5T : 375-hp 3.5L twin-turbo V6		
3.5T (base)		\$81,850
3.5T e-SC : 409-hp 3.5L twin-turbo V6 e-SC		
3.5T e-SC		\$87,650
3.5T e-SC Prestige Black		89,400

Rough 'n ready

Mudfest comparo challenges a variety of wheels over a combination of track and terrain

By Joe Sage
Vehicle & event photos
by Doug Berger (DBPics.com) for NWAPA

The NWAPA Northwest Outdoor Activity Vehicle of the Year Awards comparo—popularly known as Mudfest—is a don't-miss event for us most years. Though we had a conflict this year and did indeed miss it, the results are always of interest, as there is a lot of commonality between our turf and the Pacific Northwest—elevation range, off-road, rural and urban mix—all of which help this event inform our choices here in Arizona.

The two-day event is held at The Ridge Motorsports Park, on Washington's lower Olympic Peninsula. Here, members of the Northwest Automotive Press Association (NWAPA) drive a range of vehicle types, each one on pavement and in the dirt.

Day One evaluates acceleration, braking, handling and road dynamics on paved, coned courses and a kart track (a scale version of their big track). Day Two uses custom off-pavement courses built in the Park's motocross area, to focus on tougher performance—climbing, crawling, descent and at speed—evaluating traction, clearance, extreme suspension limits, and advances in off-road tech.

This is a region that commonly features serious wet weather, for us a chance to add a dimension to our testing that is harder to come by in Arizona. (And we do enjoy the change of pace, to a point.) The weatherman went light on rain and the name-sake mud this year, but drier weather doesn't affect the ability to compare, as many of our water and mud features are event-engineered, anyway, for consistent repeatability.

Vehicles are driven in random sequence—each driver committed to driving each vehicle in all sets of conditions—while scored in categories. Many vehicles may be entered into multiple categories—by vehicle type, seat count, extreme purpose and so on. Value is also a category, although it's always interesting to contemplate how much that may have been considered in the other categories.

EVs were strongly represented in this year's results, even as the segment cools, possibly suggesting some cultural or market differences between that region and ours, or possibly revealing broader trends that will apply everywhere.

It's all part of the constantly unfolding land-

(cont'd)



PICKUP TRUCK
Ram 1500 Warlock Crew Cab 4x4



BEST VALUE
Toyota RAV4 Hybrid
Woodland



LUXURY SUV
Lucid Gravity Grand Touring



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scape we're following together, and why we attend these far and wide, ongoing. Stay tuned!

AWARD WINNERS

HPtorque.....towing.....MPG (or MPGe*)

PICKUP TRUCK

Ram 1500 Warlock Crew Cab 4x4.....\$55,660
395.....410.....6,680.....16/20/18

BEST VALUE

Toyota RAV4 Hybrid Woodland.....\$41,350
236.....163.....3,500.....41/36/39

LUXURY SUV

Lucid Gravity Grand Touring.....\$94,900
828.....909.....6,000.....113/103/108*

EXTREME CAPABILITY

Jeep Wrangler Moab 392 4x4.....\$79,995
470.....470.....3,500.....13/16/14

THREE-ROW FAMILY SUV

Kia Telluride X-Pro.....\$53,000
291.....262.....5,500.....18/23/20

TWO-ROW FAMILY SUV

ELECTRIFIED ACTIVITY VEHICLE

OUTDOOR ACTIVITY VEHICLE OF THE YEAR

Subaru Trailseeker Limited.....\$42,400
375.....396.....3,500.....125/103/114*

OTHER VEHICLES ENTERED:

Genesis GV80 3.5T Prestige Black.....\$83,250
375.....391.....6,000.....16/22/19

Genesis GV80 Coupe 3.5T Prestige Blk.....\$89,400
409.....405.....6,000.....17/22/19

Honda Pilot Elite.....\$55,000
285.....262.....5,000.....19/25/21

Hyundai IONIQ 5 XRT.....\$46,725
320.....446.....2,700.....103/85/94*

Hyundai Palisade XRT Pro.....\$49,870
287.....260.....5,000.....18/24/20

Kia Sportage X-Pro.....\$39,690
187.....178.....3,500.....23/26/24

Mazda CX-5 S Premium Plus.....\$40,485
187.....186.....1,500.....24/30/26

Mitsubishi Outlander Trail Edition.....\$31,955
174.....206.....2,000.....26/31/28

Polestar 4 Dual Motor Pilot & Plus.....\$79,100
544.....506.....3,500.....86/80/83

Subaru Outback Wilderness.....\$46,445
260.....277.....3,500.....21/27/23

Subaru Uncharted GT AWD.....\$45,245
338.....323.....na.....123/101/112*

Volkswagen Tiguan SEL R-Line Turbo.....\$44,000
268.....258.....1,800.....22/29/25 ■

EXTREME CAPABILITY

Jeep Wrangler Moab 392



THREE-ROW FAMILY SUV

Kia Telluride X-Pro SX-Prestige AWD



TWO-ROW FAMILY SUV

ELECTRIFIED ACTIVITY VEHICLE

OUTDOOR ACTIVITY VEHICLE OF THE YEAR

Subaru Trailseeker Limited



The niche Subaru inhabits is growing fast, as the entire lineup becomes more handsome, more hearty or both, depending upon each model's mission, your perceptions or both. Subaru Crosstrek is both of those—and also kinda cute, while utterly purposeful. This is a winning combination.

Maybe it's that perky profile, moreso than most of the lineup. Or the tough cladding you'd expect on their off-roaders. Or the extra capability already baked into the cake—ground clearance, wheelset and turning circle that can tackle the outdoors in its spare time without even breaking a sweat.

Maybe it's the notably high fuel mileage AND extra punch that come with its dual electric motor-generator almost-horsepower-doubling, more than torque-doubling hybrid powertrain.

Maybe it's the attention-grabbing Citron Yellow Pearl paint on our Crosstrek (and yes, some might say green), giving it an edge that reflects its lively

performance and sunny personality.

Put it all together, and you have not only what makes a Subaru a Subaru, but one that could appeal to the widest market of any Subaru ever.

Driven here is the 2026 Subaru Crosstrek Limited Hybrid, with a next-gen series-parallel hybrid system—a newly developed version of its engine plus electric motors and high-capacity battery.

Is it wrong if one of our favorite Subarus is the least expensive one? (The Impreza sedan is actually \$400 less, but you get the idea.) Our Limited Hybrid at \$34,995 is the top of seven versions starting at \$26,995—five non-hybrids and two hybrids (at just two or three grand more than their comparable non-hybrids)—with value all around. All have the new 180-hp 2.5-liter Subaru Boxer engine.

The hybrids' electric motors and high-capacity lithium-ion battery boost the base 180 horsepower with their own 118-horse equivalent (a lot), cal-

culated at a combined 194 hp (a nice bump), given the usual variables of electric participation. Torque is simpler to figure—154 lb-ft base adds 199 lb-ft electric, the latter with instant effect. The system is rated at 36 mpg across the board in ours (city/hwy/comb). As usual for Subaru, all are AWD.

This colorful little machine was peppy from the word go, promptly putting us in one of our favorite moods, where now that we're in motion, we just want to keep going, maybe even coast to coast. It could put us in the go-anywhere do-everything mood even while parked. It was perfectly comfortable, and controls are friendly. The tank hardly seemed to drop, which called our attention to its charge-economy indicator, delivering generous payback from the regenerative electrical system.

When the light turns green, this is a smooth, tight and precisely handling little rocket. Its full-time AWD feels on a par with far pricier such sys-



tems, and dare we say may even feel better.

Cargo volume is generous—just over 50 cubic feet with rear seats down or close to 20 with them up (beyond even a large sedan trunk). About five-foot-six long inside with seats down, it's sleepable only for shorter folks, which could push some toward, say, the Outback. But smaller size and nimble handling are the whole point of the Crosstrek. (And there's always the two-car garage solution.)

You may have experienced some just-along-for-the-bragging-points hybrids. Then there are carrying-their-fair-share hybrids. The Subaru Crosstrek electrified system carries its fair share and then some. It's not just a matter of saving on gas, the traditional hybrid touchstone—it's a matter of also providing significant power and torque, the EV touchstone. All this in one very attractively priced build, in two trim levels. A keeper. ■

Punching way above its weight

by Joe Sage

Hard to miss in our sample's Citron Yellow Pearl paint, the new Crosstrek is worth a look in any color.



SPECIFICATIONS

ASSEMBLY	OTA, Gunma, Japan
POWERTRAIN	next-gen series-parallel hybrid system w two electric motor generators, internal combustion engine, hybrid transaxle
ENGINE	2.5L 4-cyl Boxer (Hybrid Type), Atkinson/Miller cycle, alum/alum
ENGINE HP/TORQUE	180 hp / 154 lb-ft
COMPRESSION RATIO	12.0:1
ELEC TRACTION MOTOR (3-phase AC synchr)	118 hp (88 kW)
ELEC MOTOR OUTPUT	199 lb-ft
ELEC MOTOR TORQUE	199 lb-ft
BATTERY SYSTEM	high-volt sealed Li-ion
HORSEPOWER: NET COMBINED	194 hp
TRANSMISSION	Lineartronic CVT (Hybrid Type)
DRIVETRAIN	Symmetrical AWD
X-Mode dual-mode system (snow/dirt and deep snow/mud) w hill descent control	4-wheel indep, raised: F: MacPherson-type struts; lower L-arms, coils, stblzr bar, hydraulic engine mounts R: dbl wishbone, coils, stblzr bar
STEERING	elec pwr assist rack & pinion (dual pinion)
BRAKES	F: 12.6 vented; R: 11.2 vented
WHEELS	hybrid-exclusive 18 x 7.0 alum alloy, dark gray machine-finish
TIRES	225/55 R18 98V all-season
LENGTH / WHEELBASE	176.4 / 105.1 in
GROUND CLEARANCE	8.7 in
APPRCH / DEPART / BRKVER	18.0 / 19.3 / 30.1°
TURNING CIRCLE	35.4 ft
HEADROOM (F/R)	(moonrf) 38.7 / 37.6 in
LEGROOM (F/R)	42.9 / 36.7 in
CARGO CAPACITY	18.6 / 50.6 cu.ft
MAX LOAD LENGTH AT FLOOR	seats up 31.8 in rear seats down 63.8 in
WEIGHT	3662 lb
TOW CAPACITY	1500 lb
FUEL / CAPACITY	reg unl / 16.6 gal
MPG	36/36/36 (city/hwy/comb)
BASE PRICE	\$34,995
PAINT: Citron Yellow Pearl	395
OPTIONS PKG 37: power moonroof, 360-degree surround view monitor	1600
DESTINATION CHARGE	1420
TOTAL	\$38,410

2026 SUBARU CROSSTREK LINEUP

(base)	\$26,995
Premium	27,995
Sport	30,625
Limited	32,995
Wilderness	33,795

HYBRID

Sport Hybrid	\$33,995
Limited Hybrid	♥ 34,995

We like these particular machined wheels, 18-inches with the presence of, say, 20s, but still with a sidewall that allows serious dirt time. (We're also thinking that not that long ago, you could have paid this vehicle's total purchase price just for a set of custom wheels as cool as these, alone.) •

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SPECIAL EVENT : OVERLAND EXPO WEST 2026 : RECAP

Flagstaff remains the flagship of the series

After 17 years in Arizona, Overland Expo West has history behind it, but it does not keep running on history alone. Rather, even with their own additional events coast-to-coast through the year, they boast that Flagstaff is the most complete overlanding event experience anywhere in the world.

It has rigs. It has launches. It has gear. It has education. It has camp culture, evening programs, nonprofit support, exhibitor depth and a community that brings it all to life. Most of all, it claims the authority that comes from being an event where the overland world gathers in full force for a weekend to remember, with a vibe all its own.

All weekend long, events, gatherings, roundtables and plenty of impromptu conversations create a place to find people passionate about every facet of adventure travel. This year, 420 exhibitors showed off gear needed for outfitting adventures—from armor, tents, tires and other big items, to small gear that can really make a trip memorable.

Plus, attendees had a chance to score huge discounts on gear. Educational programming with 132 expert instructors helped attendees expand their skill sets and prepare for future adventures—whether brand new to overlanding or looking for specific training for an international expedition.

And the Women Who Wander Networking Event, sponsored by MAXXIS Tires, fostered conversation, connections and community.

The Oasis Bar and Food Court, sponsored by Nexen Tire America, was the hub to refuel and refresh, and the spot to be each night for Happy Hour sponsored by Barebones Living, TOPS Knives and BRS Offroad. Subaru hosted a dog adoption event that brought canine companions to some very lucky overlanders.

Friday night, the toughest decision was where to head next, with Toyota's Game Night, the Moto Party Dinner and Raffle sponsored by Rider Justice and the Overland Expo Film Festival sponsored by

Remote Vans. The film festival gave us a preview of the final entry in XOverland's milestone series, followed by a Q&A with the team that completed this truly epic 25,000-mile journey.

Saturday saw the return of an Overland Expo West tradition, the AT Overland, Equipt and Overland Collective Party, packed with good people and great times. Saturday night also saw the always exciting Overland Expo Foundation Raffle raising over \$23,000 that will go to support protecting public lands, expanding trail access and introducing more people to overlanding.

If you missed the Flagstaff weekend, Overland Expo has other events from coast to coast throughout the year: overlandexpo.com. ■

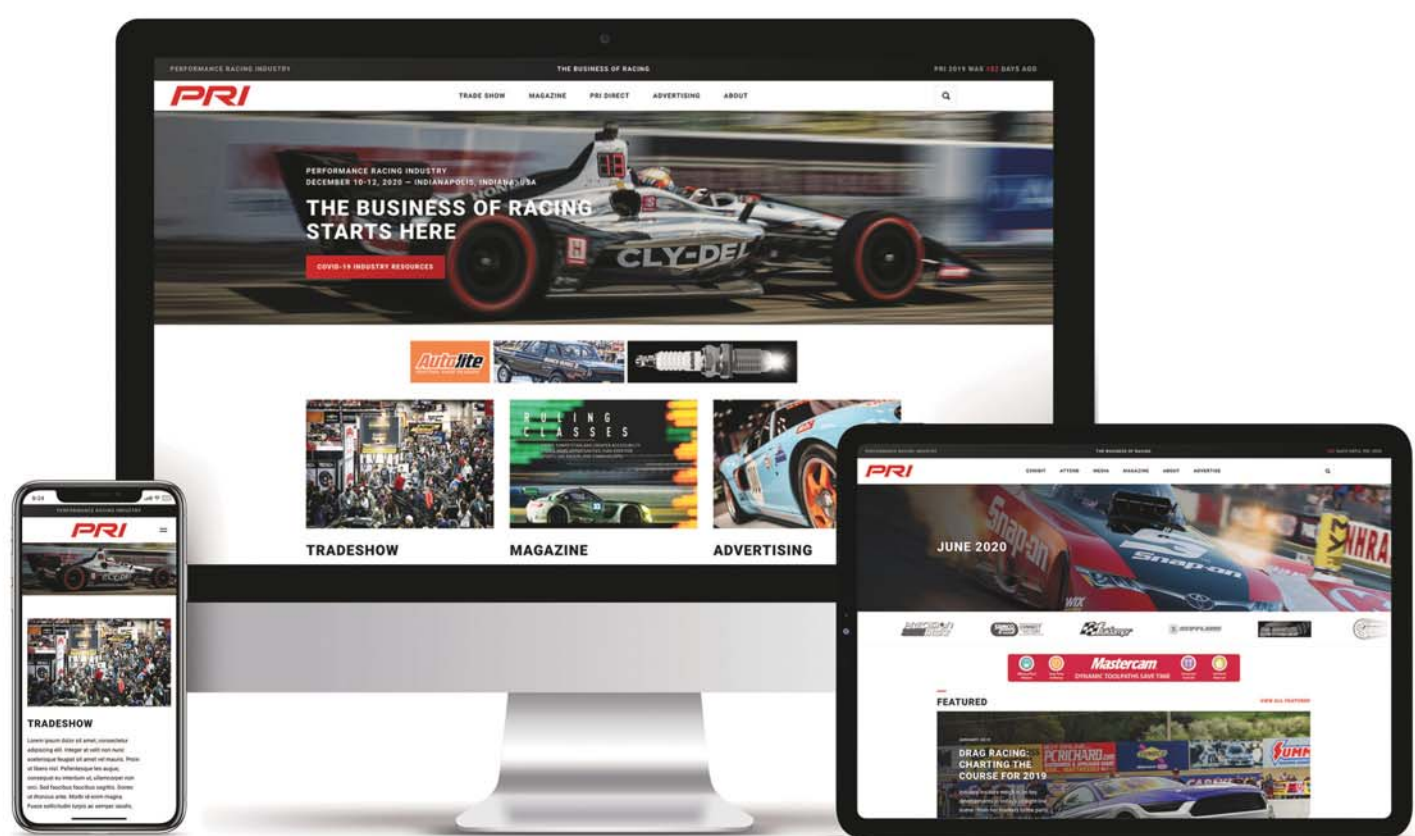


Photos courtesy Overland Expo



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GOOD WORKS : OVERLAND EXPO FOUNDATION

Educating visitors and protecting trails in Arizona

Access to public lands depends on more than trails and roads—it depends on education, stewardship and a community willing to invest in their future. In May, with the support of a \$5,697 Overland Expo Foundation Grant, Tread Lightly! and local organizations volunteered their time to improve visitor education and stewardship on one of Arizona's most popular off-highway vehicle routes. Located near the iconic Edge of the World overlook, the project focused on installing a new educational kiosk and cleaning up heavily used recreation areas to help visitors have information and resources needed to recreate responsibly.

BETTER ACCESS THROUGH EDUCATION: On May

16, twenty volunteers gathered at the intersection of Forest Roads 535 and 89A to install a new two-panel educational kiosk and accompanying trail signage. The kiosk provides updated maps of legal routes, responsible recreation messaging, outdoor ethics information and educational resources, all to encourage sustainable use of public lands. This installation complements a previous kiosk funded through the Foundation in 2024, creating a consistent educational experience for visitors traveling the full route to Edge of the World. Together, they provide guidance for thousands of recreationists who visit the area each year.

By ensuring accurate information is available at

key trail access points, the project helps reduce resource damage, improve visitor experiences and promote responsible OHV recreation throughout Coconino National Forest.

STEWARDSHIP BEYOND THE KIOSK: The day's impact extended well beyond the kiosk installation. Volunteers spent the remainder of the project cleaning nearly six miles of trails and surrounding forest areas, removing about 500 pounds of garbage from this heavily visited recreation corridor. The efforts helped restore the area's natural beauty, while demonstrating the important role volunteers play in protecting access to public lands. Every bag of trash removed represents a stronger partnership between recreationists and land managers and a healthier landscape for future visitors.

POWERED BY PARTNERSHIP: Projects like this are only possible through collaboration. The Overland Expo Foundation is proud to support stewardship initiatives that bring together nonprofits, businesses, volunteers and land managers to protect the places we all enjoy. Partners who helped make this project possible create a culture of stewardship that extends far beyond a single project day:

- Tread Lightly! ■ Trails Offroad
- Thret Offroad ■ San Tan Ford
- Tonto Recreation Alliance
- Coconino National Forest

HOW TO GET INVOLVED

■ Tread Lightly! leads stewardship projects across the country that protect access and promote responsible recreation for all outdoor enthusiasts. To learn more about their mission or volunteer at an upcoming event, visit treadlightly.org.

■ Become a member of the Overland Expo Foundation to help fund similar projects. By investing in people and places, the Foundation supports programs that use adventure as a pathway to lasting impact—on the trail, in communities and in the lives of those who serve. Visit their News & Projects page to learn more about past projects:

overlandexpofoundation.org.



Photos courtesy Overland Expo Foundation



Volvo XC60 could be seen as a synthesis of the full history of Volvo in the US, with echoes of a great many handsome, reliable sedans, wagons, even famous P1800 performance coupes and three-door shooting brakes, all rolled into one—the very definition of a crossover, you might say. XC60 is Volvo’s global best-seller by far, while in the US, where bigger often sells better, it runs neck and neck with the XC90, with the XC60 edging out the 90 for top spot here last year. This unit arrives highly credentialed. We had the XC90 in our prior issue and had grown interested in its size category and relativity. For as anyone can see, the XC90 is the big one in the lineup, the XC60 the middle, and an XC40 the small one. Sounds like that most basic formula—full-size, midsize and compact—papa, mama and

baby bear. But it’s not. In line with multiple measures—from government ratings to market positioning goals, to such wild cards as row count—things have grown complex, especially as many lineups go well beyond three sizes. Volvo, at least in the US, still has just three. And while the bigger Volvo XC90’s traditional two-box design suggests SUV, while the 60 and 40 are clearly crossovers, the XC90-60-40 family overall seems so unified. Well, by today’s definitions—which some might think are too fluid and others may think are too rigid—despite being the biggest of three and having three rows, the big XC90 is officially midsize, the XC60 compact and the XC40 subcompact. We suspect most people—owners included—might never suspect any of this. Would it make our XC60

feel smaller to us than it otherwise might? We reflected on this all again, as we drove the mid... um, middle-sized XC60 this time around. For this one, you see, is a compact. (And that smallest third one, XC40, which one might otherwise have thought would be the compact, is a subcompact. But anyone will still shop the three as small, medium and large. So just how big is this middle-size-of-the-pack compact? This riddle would run through our week. Our particular XC60 is an Ultra, a top trim that appears to be dead center in the upper-powertrain T8 set—about \$70 grand amid five T8s from about \$60 to 80 grand, clearly a value spot—only by virtue of two specialty versions this year (one style, one performance) that slot above it by price. (The full XC60 lineup, including a lower priced, bit high-

er fuel mileage B5 hybrid group of four, runs roughly \$50 to 80 grand.) No matter how you parse it, this hot little PHEV sits in a very sweet spot. Partly statistically and somewhat subjectively, the smaller XC60 can have advantages as a compactish-midsize two-row over a midsizeish-fullsize three-row XC90. Many specs are the same (power-suspension-etc) or largely the same (approach-departure-breakover-etc) between the two sizes. The same powertrain is quicker in the smaller, lighter XC60, and, though smaller overall, there are also slight legroom and cargo advantages in XC60 as a two-row. Creature comforts include a readily accessible massage system. Clearances are also greater in the XC60. Towing is the same for both. Sounding pretty attractive so far? Well, it is. The smaller size, along with T8’s extra plug-in hybrid punch, can launch the XC60 like a bolt of energy. Its front-based drivetrain can be revealed a little by that torque, but is promptly balanced by

electric power to the rear. Handling is also nimble and convenient, as you would expect from its size. Suspension is sophisticated up front and simpler but clever in the rear, while ours had optional air suspension, which worked flawlessly. Call this a crossover, which it is, or call it sport and a utility, and you also hit the mark. The XC90 arguably has a bigger utility quotient, while the XC60 has a sportier look, although it bears its appropriate share of both factors. If we had to make a non-case-specific tentative choice, we might say if you don’t need a third row, you’re probably going to like everything about the XC60 best, if it works for your own physical size (we’re over six-foot, and still liked it), unless you just really crave the larger presence of the XC90. No wonder this is their global best-seller. ■ The global best-selling Volvo XC60 is built in a number of places, ours in Sweden. But starting very soon, US units will be built in South Carolina.

When less is more

SMALLER XC WILL APPEAL TO MANY

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Torslanda, Sweden
ENGINE/TRANS BUILD	Sweden / Japan
PARTS CONTENT	Swed 35% / Fin 15% / US/Can 0%
ENGINE	2.0L 4-cyl trans GDI, alum/alum
HP/TORQUE / ENGINE	228 hp / 400 lb-ft
COMPRESSION RATIO	10.3:1
BATTERY	Li-ion, 18.8 kWh nom / 14.7 usable
ELEC MOTOR	107 kW / 309 Nm
DRIVELINE MAX POWER	±455 hp / ±335 kW / ±709 Nm
TRANSMISSION	8-spd automatic
DRIVETRAIN	AWD = FWD + rear elec motor
ZERO-TO-100 KM/H (62 MPH±)	4.9 sec
TOP SPEED	180 km/h (108 mph±)
SUSPENSION	(OURS: opt active air susp; (STANDARD): F: dbl wishbone, coils, hydraulic shocks, stblzr bar; R: integral axle w transverse composite leaf spring, hydraulic shocks, stblzr bar
STEERING	elec pwr assist rack & pinion
BRAKES	*F: 400x38mm; *R: 320x20mm
*check w dealer; specs only go to 20-in wheels	
WHEELS	(opt) 22-in matte black diamond cut alloys
TIRES	265/35 R22 102V M+S (ours: Pirelli Scorpion Zero all-season)
GROUND CLEARANCE	±8.23 in
APPRCH / DEPART / BRKVER	21.2 / 23.4 / 20.8°
TURNING CIRCLE	±37.4 ft
LENGTH / WHEELBASE	±185.4 / 112.8 in
HEADROOM (F/R)(pano sunfr)	±39.72 / 38.03 in
LEGROOM (F/R)	±41.54 / 38.0 in
CARGO CAPACITY	±21.1 / 49.26 cu.ft
WEIGHT	±4189-4740 lb
TOW CAPACITY	±4960-5291 lb
FUEL / CAPACITY	rec'd 95-98 oct unl / ±18.76 gal
MPG	elec 63 MPGe (comb) / gasoline 28 MPG (comb)

BASE PRICE	\$70,950
ULTRA INCLUDES: Harman Kardon premium audio, interior high-level illum, 20-in diamond cut alloy wheels, tailored dash, Crystal Geartronic shifter by Orrefors, air purifier, laminated side door glass, HomeLink, front passenger seat memory, 4-way pwr lumbar support (front seats), graphical heads-up display, power front cushion extension, vented front seats, Pilot Assist:incl in Ultra	
CLIMATE PRO PKG	750
WHEELS: 22-in five-double spoke matte black diamond cut alloys	1475
ACTIVE AIR SUSPENSION	1800
BOWERS & WILKINS AUDIO	3200
FRONT SEAT MASSAGE	600
DESTINATION CHARGE	1295
TOTAL	\$80,070

2026 VOLVO XC60 LINEUP

B5 HYBRID	
Core	\$49,700
Plus	54,300
Ultra	59,650
Black Edition	60,800
T8 PLUG-IN HYBRID	
Core	\$61,150
Plus	65,600
Ultra	70,950
Black Edition	72,050
Polestar Engineered	79,800

Barrett-Jackson inaugural Columbus auction

Thursday-Saturday, June 25-27, 2026: Ohio Expo Center & Fairgrounds, Columbus



Festivities for Barrett-Jackson's inaugural Columbus, Ohio auction event began in grand fashion on Wednesday evening, June 24, with an Opening Night Party featuring the acclaimed Emerald City band.

Throughout the three-day auction, Thursday through Saturday, guests exploring the auction site enjoyed DJ sets at the Pepsi Pavilion and Main Street Pavilion, took in the buzz of the North and South Showcases, featuring hundreds of collector cars, bustling Exhibitor and Lifestyle Marketplaces, and Dodge Thrill Rides on the Barrett-Jackson Performance Track (included with admission). Children 12 and younger received complimentary

admission; student tickets were just \$10.

The first 500 through the gates each day could explore with a Barrett-Jackson Experience Passport, an adventure that sent guests around the auction site to collect stamps at featured stops, and a completed passport brought a special Barrett-Jackson limited-edition commemorative coin at the final stop.

From the auction arena to screens around the globe, fans followed every moment live on the HISTORY Channel and the Barrett-Jackson livestream.

Thursday, June 25

Day One began with 100 pieces of authentic

automobilia and over 150 collector vehicles all sold with No Reserve, in front of thousands in the full arena and those watching around the world on the Barrett-Jackson livestream and live television broadcast on FYI.

The inaugural event attracted local celebrities like Vic "St. John" and Christine (Hamilton) St. John, fan favorites from Season 10 of Netflix's hit show *Love is Blind*.

Friday, June 26

Big Friday shifted the weekend into high gear, with the first six-figure sales of the event. Nearly 200 No Reserve vehicles crossed the block, joined by close to 80 pieces of glowing

automobilia that added color, character and vintage flair to the day.

Leading the charge were a custom 1956 Chevrolet Corvette convertible and a 1932 Ford Highboy custom topless roadster formerly owned by Vic Edelbrock, each finding a new home for \$165,000. Top sales also featured a custom K20 pickup and two standout Chevrolet Nomad customs.

The day's most meaningful moment came with the charitable sale of a custom 2022 Ford Bronco built by RealTruck in collaboration with NFL quarterback Joe Burrow and Pro Motorsports. This brought a \$90,000 hammer price, bid by Joe Riley—noted philanthropist and longtime member of the Barrett-Jackson family—with 100 percent of the sale benefitting the Joe Burrow Foundation. Launched in 2022, the Foundation works to fight food insecurity and provide critical mental health resources for young people.

Beyond the auction block, guests made the most of high-energy entertainment and activities across the site, from the Pepsi Challenge at the Pepsi Pavilion to live music at the Main Street Pavilion, presented by Patio Vault.

Saturday, June 27

Super Saturday delivered a thrilling finale, with nearly 200 collector cars rolling across the auction block. The arena erupted with cheers as a 2015 Porsche 918 Spyder claimed top sale honors at \$2,695,000, while a trio of Ford GTs—a 2021 '66 Heritage Edition, a Diamond Blue 2022 model and a 2021 Studio Collection Series Edition—brought over \$2.8 million combined. The excitement continued with a world auction record of \$1,045,000 for the sale of a 1969 Ford Mustang Boss 429.

One of the most meaningful moments came when a 2025 Chevrolet Silverado 1500 custom Anduril Edition pickup sold for \$150,000, with 100 percent of the hammer price benefiting the Call of Duty Endowment and its mission to help US and UK military veterans secure high-quality careers.

The morning's Automobilia Auction showcased over 75 pieces, topped by a 1920s Standard Gold Crown Fry Model No. 17 "Mae West" visible gas pump selling for \$138,000.

Next: Las Vegas

Barrett-Jackson heads next to Las Vegas for its highly anticipated return, September 10-12 in the West Hall of the Convention Center. ■

Thursday: 1968 Ford Mustang Shelby GT350-H convertible recreationLot 140.....\$64,900



Friday: 1956 Chevrolet Corvette Custom ConvertibleLot 446.....\$165,000



Saturday: 2015 Porsche 918 SpyderLot 736.....\$2,695,000



We first saw the new Toyota C-HR at a drive event for its close kin, the latest Toyota bZ (its name shortened from bZ4X) and bZ Woodland (a new more rugged and powerful variant), just a week before receiving this C-HR in our fleet for a week. (We also drove their cousin, the Lexus RZ, in our prior issue.) The entire group comprises new and evolved models and new and evolved powertrains, together creating a broader than ever full battery-electric lineup from Toyota.

To help you remember where the hyphen goes, or not, C-HR reportedly stands for compact high roof or coupe high rider (either one explaining the location of the hyphen) or cross hatch runabout (which does not), or various combinations thereof.

What have you been waiting for?

If EV-curious, very possibly this.

BY JOE SAGE

The C-HR lineup is extremely clean and simple, with just two trims (SE and XSE)—both AWD, same powertrain, just distinguished by wheel size (18- or 20-inch) and accordingly by EV range (287 or 273 miles), as well as by price (\$37k, \$39k). Ours is an XSE, in Tandoori paint (an India-Indian name for a color well suited to copper-famed Arizona).

It's useful to compare this simplicity to the wider variety of bZ offerings, too—see sidebar chart. The most obvious power, price, range and wheel variables aside, even where C-HR numbers may be a little less, they have appeal—it weighs a little less, it's a little shorter for tighter maneuvering, and a little less rear legroom is of near-zero concern to a lot of people, who only put their groceries

or jacket back there, anyway.

Within C-HR, other differences between SE and XSE include typical details—mirrors, available sunroof, seating materials and such, in some cases with each other's options back and forth.

Basically, any tradeoffs are familiar ones, and this is one of the simplest comparisons you'll ever face for a \$2,000 difference. For most buyers, it likely comes down to range versus tires. For style, bigger wheels usually win, while for range smaller ones usually do—although a buyer with tougher duty in mind might want the smaller wheels, anyway, for them a win-win.

The drive experience is equally simple. Performance and handling are absolutely tops, finding

power aplenty without even trying, just applying smooth pedal and learning it can leave luxury performance cars, at four times its price, in the dust.

We realized we hadn't even considered drive modes, which is actually how we like it—best performance, by default, seeming preferable to having to ask for it. (Of course, we know some may have other goals, like better range, and may not want to ask for it. And it does have an eco mode, as well as a snow mode.) It was then that we realized the C-HR has very effective regenerative braking—converting otherwise-wasted energy into stopping power, which is becoming more widely implemented, but again not having to ask for it, which is great, because we value it. And this is the best kind for most people. Full “one-pedal” regenerative braking—where stopping power is so strong, a letup on the accelerator pedal will lead to a full stop without needing to apply the brake pedal (golf cart-style, you might say)—is a neat

trick, and we are among those who do like it, at least as an option. Even for anyone for whom this tech could be unfamiliar, especially those new to driving, or going back and forth among multiple vehicles with different technologies, this implementation is, as Goldilocks would say, just right.

That detail carries the spirit of the whole C-HR. It makes the drive experience simple, powerful and effective, even exciting. These are near-universal goals. But more broadly, it makes the EV decision accessible. First question: are you interested in an EV? If so, Toyota C-HR is an easy answer to your question. If on the fence, however, this is a great place to start your search. You will quickly realize how many questions this answers without even having to ask or investigate further.

Then comes the icing on the cake—that easy lineup, two trims with minor differences, both almost equally affordable, and that's about it.

Just pick a color. And you're good to go. ■

SPECIFICATIONS

ASSEMBLY	Toyota Takaoka, Aichi, Japan
SEATING	five
MOTORS	dual, in front and rear eAxs
ELEC MOTORS MAX OUTPUT	...(F/R) 167 / 88 kW
TOTAL SYSTEM OUTPUT	338 hp
TORQUE	(F/R) 198 / 125 lb-ft
BATTERY	lithium-ion 74.7 kWh 391V
DRIVETRAIN	AWD
TRANSMISSION	1-spd automatic; paddle shifters, regenerative braking
ZERO-TO-60 MPH	4.9 sec
SUSPENSION	F: indep MacPherson strut type, stblzr bar; R: multi-link, stblzr bar
STEERING	elec pwr asst rack-and-pinion
BRAKES	F: 12.9-in vented; R: 12.5-in vented
WHEELS	(XSE) 20-in machine-finish gun metal multi-spoke alloys
TIRES	235/50R20 100V; ours: Yokohama Geolandar X-CV
GROUND CLEARANCE	8.0 in
TURNING CIRCLE	36.0 ft
LENGTH / WHEELBASE	177.9 / 108.3 in
HEADROOM (F/R)	(sunr) 38.62 / 36.38 in
LEGROOM (F/R)	42.12 / 32.19 in
CARGO CAPACITY	25.3 / 59.5 cu.ft
WEIGHT	(XSE) 4366 lb
CHARGING	NACS compatible; AC Level 1 120V, AC Level 2 240V 11kW; DC Fast Charge compat 150 kW in approx 30 min (10-80% in ideal conditions)
RANGE	(XSE) est 273 miles
MPGe	est 112 (city/hwy/comb)
BASE PRICE	\$39,000
PAINT: Tandoori w Midnight Black	
metallic roof	500
PANORAMIC ROOF	1000
DESTINATION CHARGE	1595

TOTAL.....\$42,095*

* Our sample had no Monroney sticker. Obvious options (paint, sunroof), as well as destination charge, priced from consumer website. • Notable options not on ours include JBL audio (\$600), Cold Weather Pkg (headlight cleaners, heated rear seats \$450), an Activity Mount (100 lb capacity for “hitch-mounted accessories,” \$600), and several others.

2026 TOYOTA C-HR LINEUP.....AWD

SE	338 hp, 287 mi range	\$37,000
XSE	338 hp, 273 mi range	▼ 39,000

2026 TOYOTA bZ LINEUP

C-HR has much in common with the Toyota bZ lineup, more complex with multiple powertrains and two body and mission styles (bZ and bZ Woodland) a bit different from each other and a bit different from C-HR.

bZ.....FWD.....AWD

XLE FWD	
168 hp, 235 mi range	\$34,900
XLE FWD Plus	
221 hp, 314 mi range	37,900
XLE AWD	
338 hp, 288 mi range	39,900
XLE Limited FWD / AWD	
221 hp, 299 mi range	43,300
338 hp, 278 mi range	45,300

bZ WOODLAND.....AWD

375 hp, 281 mi range (or 260 w A/T tires)	
Woodland	45,300
Woodland Premium	47,400

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AUGUST: AMA LAND SPEED GRAND CHAMPIONSHIP



The world's fastest motorcycles compete for records on the Bonneville Salt Flats, August 23-27, 2026

The 2026 AMA Land Speed Grand Championship will run August 23-27 at the iconic Bonneville Salt Flats in Wendover, Utah.

The AMA Land Speed Grand Championship is a co-sanctioned event promoted by Deliccate Promotions, LLC, and is recognized by the Fédération Internationale de Motocyclisme, allowing riders to contend for both an AMA National Championship title and/or FIM World Record.

"There's nothing quite like the AMA Land Speed Grand Championship, where some of the world's fastest motorcycles show off their straight-line speed," AMA Track Racing Manager Ken Saillant said. "We are grateful to Deliccate Promotions, LLC, for their tireless promotion of this event, and we look forward to getting back to the beautiful Bonneville Salt Flats for another running of this outstanding event."

At the AMA Land Speed Grand Championship, racers will have the opportunity to set AMA National Records and FIM Land Speed World Records on machines that range from 50cc minibikes to 3,000cc streamliners.

Event classes are determined by engine displacement, modification levels and various degrees of streamlining, and competitors range from weekend enthusiasts to professional racing teams.

Learn more about the Bonneville Motorcycle Speed Trials at bonnevillemsr.com.

Stay up to date on the AMA's land speed racing efforts at AmericanMotorcyclist.com/racing/track-racing/landspeed-record. ■



Engineering is always interesting. But product planning is every bit as much so. Calculations and tooling, after all, do not start in earnest until they know what they want to build and why.

As with so many things, the Ford Tremor story is equal parts simple and complex. It largely spins off Ford Raptor, and the two together could fill a book. The state of the market is clear—once introduced, neither ever goes away, as they are so popular.

F-150 Raptor was the first—an extreme special duty pickup project, originally aimed at competitive dune-running. Our market is, of course, the perfect example of how people are going to buy them anyway, as a daily driver. And despite its very high end position, an F-150 Raptor has a quite reasonable base price of \$79,005. And now there are three Raptors, all built atop high-volume models already with significant core off-road chops—F-150, Ranger and Bronco—all in Ford's Performance Vehicles group, a stable combining these with Ford GT, the

raciest Mustangs, and Explorer ST.

Tremor splits differently—an F-150 and Ranger, yes, then also adding the lower-volume core-chops F-250, as well as the innovative unibody Maverick and—a different kind of echo to Raptor's Bronco inclusion—the larger Expedition SUV and now Explorer. These are not in the Performance Vehicles stable, rather just among the various trims available for each, like XLT or Lariat. (To stir it up a little more, there is also a Tremor package, not a full build, on Bronco Sport, not Bronco.) As direct comparison to Raptor, F-150 Tremor starts at \$58,321.

Among Ford pickups, there are more radical off-roaders, but in the Explorer this is the off-roadiest.

This kind of pattern—extreme iterations, begetting more moderate and accessible evolutions—has many precedents in many vehicle types. Maybe the product planners caught a clamoring for an

Explorer Raptor, but market numbers supported a Tremor. Or maybe the clamoring was for exactly this. Maybe it fills a spot that shifted in the current wax-and-wane of EV interest. Maybe it's a punch-list and timeline that existed all along.

Whatever the case, with Ford Explorer already a diversely capable vehicle, this a build providing inspiration and attitude, as much as actual physical and engineering edge. Its personality ensures it is more than the sum of its parts, which themselves already add up well—a mildly-modded off-roader with beefed-up suspension, an inch more ground clearance, a 400-hp 3.0-liter EcoBoost V6, 10-speed automatic, 4WD of course, and a range of additional details and features. And its well-established EcoBoost tech delivers 22 mpg highway in a substantial 4500-plus-pound three-row utility.

In line with its Tremor-adapted mission, we did a bit of off-pavement time, the weekend warrior kind, with default drivetrain, in normal mode, as these met all challenges, with more extreme systems never really demanded or coming into play.

We did play with drive modes a bit during the week. A console-based controller spins freely, as you keep an eye on the binnacle to see where to land (off-road, sport, tow-haul, eco, normal, slippery). These are all things we would expect to be solid straight out of the box, anyway. And whereas we could get a noticeable if slight bump in sport on ramps and freeways, we were generally fine in normal. It has 400 horsepower, after all (on premium fuel, which is user-optional at any time). We prefer this approach—modes for a little extra, but not essential, fine in default, not vital alternate realities, just icing on the cake if desired.

The 10-speed automatic could be very active at

times, but is mostly transparent. It did seem to be its smoothest when in normal mode.

Fuel mileage rating proved accurate—we had reset it at the start and averaged 18.6 mpg the entire time, as usual with no special care applied.

[One note: in an era of complex and often invasive user interfaces, this Google-based unit is especially so, requiring an unusual amount of personal and travel data. We recommend research.]

Ford Explorer as a model lineup sits right in a golden spot of power, size and expectations, probably bearing the most popularly calibrated dimensions and capacities. With the Explorer Tremor build, if you expect 400 horses to feel like a lot of power, you may find that you also feel its medium-large SUV heft. If you expect to feel its medium-large SUV heft, you will likely thrill to the V6 EcoBoost's impressive power. Either way, it's well balanced and more than the sum of its parts. ■

Attitude and intent

Explorer with an edge

BY JOE SAGE



SPECIFICATIONS

(Compiled from multiple sources.)

ASSEMBLY	Chicago Assembly Plant
ENGINE	Lima (OH) Engine Plant
CONSTRUCTION	unibody
ROWS / SEATS	three / six
ENGINE	(opt) 3.0L EcoBoost 60° 24v V6: DOHC, twin indep var cam timing, roller finger follower, compacted graphite iron alum block, alum head w integrated exh manifold, compos shell-welded intake manifold w runner pack, forged steel crank
HP/TORQUE	(w prem fuel) 400 hp / 415 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	10-spd auto
DRIVETRAIN	Intelligent 4WD
0-TO-60	approx 5.1-5.5 sec
TOP SPEED	approx 130-143 mph
SUSPENSION	(Tremor) off-road tuned w unique spring rates, upgraded dampers, one-inch factory lift
STEERING	speed-sensing elec power
BRAKES	upgraded from heavy-duty Ford Police Interceptor: F: 13.6 vented; R: 12.6 unclear whether solid or vented
WHEELS	18-in High Gloss Ebony Black painted alum w Electric Spice accents
TIRES	P265/65R18 All-Terrain (A/T)
GROUND CLEARANCE	8.7 in
APPRCH / DEPART / BRKVER	24.1 / 23.6 / 18.7°
TURNING CIRCLE	approx 40 ft
LENGTH / WHEELBASE	198.7 / 119.1 in
HEADROOM (F/2/3)	(mnrf) 38.9 / 38.2 / 38.9 in
LEGROOM (F/2/3)	42.9 / 38.3 / 32.2 in
CARGO CAPACITY	16.3 / 46.0 / 85.3 cu.ft
WEIGHT	approx 4523 lb
TOW CAPACITY	5000 lb
FUEL / CAPACITY	reg unl / 20.2 gal
MPG	17/22/19 (city/hwy/comb)

BASE PRICE	\$48,465
PAINT: Vapor Blue	495
ULTIMATE PKG: moonroof w fixed glass & power shade, ambient lighting, B&O 14-spkr audio, multicontour front seats, auto-dim rear mirror, driver's seat memory, powerfold third row seats	11,850
KEYLESS ENTRY KEYPAD	455
18-IN SPARE WHEEL & JACK KIT	400
CONNECTIVITY PKG: 1-time 7-yr	745
SIRIUSXM W 360L: 3-yr plan	300
DESTINATION CHARGE	1695

TOTAL \$64,405

Note: price has gone up since ours; see chart.

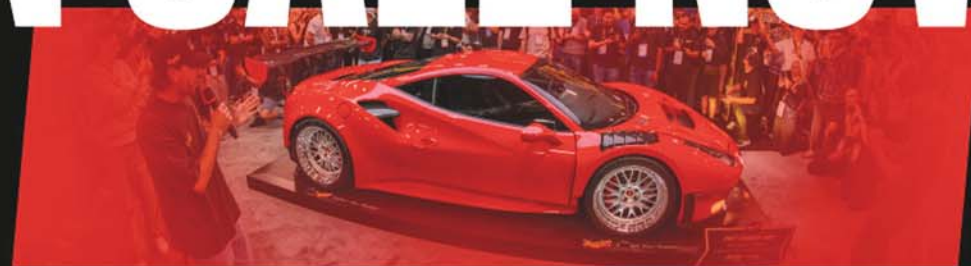
2026 FORD EXPLORER LINEUP

	RWD	4WD
Active 100A	\$38,465	\$40,465
Active	40,585	42,585
ST-Line	45,155	47,155
Tremor	—	48,965
Platinum	50,965	52,965
ST	54,905	56,905

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HondaJet Classic and APMG owners in Mexico now join US owners in the ability to upgrade their aircraft with performance and technical innovations introduced on more recent iterations of the platform, such as HondaJet Elite S, with Mexico's Federal Civil Aviation Agency's (AFAC) formally certifying the HondaJet APMG S performance upgrade package. US Federal Aviation Administration (FAA) certification was announced in December 2025.

The HondaJet APMG S upgrade package includes avionics software and hardware that deliver faster processing speeds and enable future innovation across the legacy HondaJet fleet. These enhancements also bring key features from the HondaJet Elite S, such as the Advanced Steering Augmentation System (ASAS), to a wider portion of the fleet. These advancements support handling precision and expand crosswind capability. As part of the modifications, owners and operators also gain access to a 136-kg (300-lb) increase in Maximum Takeoff Weight (MTOW) versus the unmodified legacy HondaJet, enabling an expanded range of useful loads. Operators also gain Graphical Weight and Balance features, enabling pilots to input loading and fuel data to estimate takeoff and landing weights.

The APMG S modifications package is offered through Honda Aircraft Company's Greensboro NC Service Center, as well as its global network of 21 Authorized Service Centers.

AVEMEX is the official HondaJet distributor for Mexico, offering sales and MRO services, including the APMG S upgrade package.

The Honda Aircraft Company has also already modified several pre-owned HondaJet aircraft with APMG S upgrades, which are available through its pre-owned aircraft program. ■



Infiniti has piled a lot into the QX60's size and format. QX60 is a midsize SUV, smaller than the full-size QX80. Both have three rows (more common for full-size) and fully independent suspension (common for QX60's unibody). QX60 weighs around 4,700 pounds (and tows 6,000 lb). The bigger QX80 weighs closer to 6,200 pounds (and tows 8,500 lb).

Where they diverge is in powertrains. The QX80 bears a 450-hp 3.5L twin-turbo V6 (16/19/17 mpg). The QX60 has a new smaller 268-hp 2.0-liter turbo-four (22/27/24 mpg). QX60's fuel mileage advantage runs 38-42 percent higher than QX80.

Power-to-weight ratios are 0.073 for QX80 and 0.057 for QX60. Inversely, that's weight-to-power of 13.78 for QX80, 17.54 for QX60. Either way, it's about a 28 percent power disadvantage for QX60. And filling three rows of both makes that moreso.

For most people's comparisons, the mpg advantage for QX60, versus power-to-weight advantage for QX80, should support the QX60's new direction.

For comparative shopping, the two QXes are still quite different. But our broader curiosity about it was motivated by the QX60 drive experience.

Engine compression is always a factor, as well. And Infiniti has applied another innovation to address the inherent range of differences above—variable engine compression. They were first to introduce this into regular production, named to *Wards 10 Best Engines in 2018*. The idea is to emphasize grunt at lower RPMs, then smoother cruising power. This intentionally equals uneven power delivery—which aims to be transparent.

We had seen the spec, but not thought much of it until driving, when power was notably sluggish through our first turn. We tried sport mode, but it was just as doggy, even on straights. Some shifts could feel like throwing out a sandbag. Our minds went to a possible CVT (which we generally don't mind). But no, this is a 9-speed automatic. Hmm.

Cruising on a gently rolling road, we could not help but notice strain. Coming to a red light also suggested something unusual, as engineered, as it surged, dropped, surged again, without any input from us. We were ready to jump on the brakes if it might goose itself right into a vehicle in front of us.

Departing sport mode didn't change any of this.

2026 INFINITI QX60 LINEUP

	FWD	AWD
Pure	\$51,200	\$53,200
Luxe	56,800	58,800
Sport		61,700
Autograph		66,150

Numerous notes were along these same lines—variable technology delivering varying feelings, when transparency had no doubt been the goal.

We're not sure, and it would take a much deeper investigation. It's possible that—like CVTs—some people will notice all of this, some not, and some might notice it all but love it or not care.

We like the Infiniti brand. We like the QX60 and its size overall. Ours was in a striking new color. But we couldn't ignore these powertrain oddities.

We did something we usually don't—looked to see what others were saying. And found the same.

One could easily guess that the clever new engineering may have been motivated by fuel-mileage regulations as much as anything. And these, themselves, are an evolving target. We suspect Infiniti will continue to fine-tune the approach. ■

SPECIFICATIONS

ASSEMBLY	Smyrna, Tennessee
ENGINE/TRANS BUILD	Japan / US
PARTS CONTENT	US/Canada 45%
ENGINE	2.0L 4-cyl turbo, DOHC, 16v, dir inj, alum/alum
HP/TORQUE	268 hp / 286 lb-ft
COMPRESSION RATIO	variable: 8.0:1 to 14.0 to 1
TRANSMISSION	9-spd auto, shift-by-wire, paddles
DRIVETRAIN	intelligent AWD
SUSPENSION	F: Macpherson strut, 29mm stblzr bar; R: multilink indep, 28.6 stblzr bar; twin tube shocks w dual-flow path
STEERING	vehicle speed-dep variable assist
BRAKES	F: 13.78 x 1.18 vented, dual-piston calipers; R: 12.99 x 0.63 vented, single floating caliper
WHEELS	20x8 machined alum alloy, "luxury"
TIRES	P255/50 R20 all-season
LENGTH / WHEELBASE	198.1 / 114.2 in
GROUND CLEARANCE	6.8 in
APPROACH/DEPART/BRKOVER	14.7 / 21.1* / 15.5° *departure 22.6 w/o tow hitch)
TURNING CIRCLE	38.7 ft
HEADROOM (F/2/3)	41.0 / 37.5 / 35.7 in
LEGROOM (F/2/3)	42.1 / 37.7 / 28.0 in
CARGO CAPACITY	14.5 / 41.6 / 75.4 cu.ft
WEIGHT / DISTRIB (F/R)	4742 lb / 54/45%
TOW CAPACITY	6000 lb
FUEL / CAPACITY	prem unl / ±18.5 gal
MPG	22/27/24 (city/hwy/comb)
BASE PRICE	\$66,150
TECHNOLOGY PKG: ProPILOT Assist w trial, 3D Around View monitor w spin, fixed 2nd row console	3150
PREMIUM PAINT: Deep Emerald	1695
CARPETED FLOOR MATS	nc
PANORAMIC ILLUMINATED HEADLINER	535
DARK ILLUMINATED KICK PLATES	nc
DARK ILLUMINATED CARGO SCUFF PLATES	455
DESTINATION CHARGE	1495
TOTAL	\$73,480

Variable.
BY JOE SAGE



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TRAVEL : VILLA PREMIERE : PUERTO VALLARTA, MÉXICO

Boutique adults-only hotel, Puerto Vallarta

For US travelers looking to maximize a long weekend rather than get into extensive travel time, Puerto Vallarta is one of Mexico's most accessible coastal destinations from Phoenix (as well as other major gateways, including Los Angeles, Dallas, Houston, Austin and San Francisco).

Villa Premiere Boutique Hotel & Romantic Getaway is an intimate Puerto Vallarta boutique hotel promising a more refined and relaxed alternative to large-scale resorts, in a beautiful, beachside setting. With just 80 ocean-view rooms and suites, three à la carte restaurants and a tranquil spa, this is notably an adults-only resort. Its promise is of something increasingly rare—all-inclusive hospitality with an emphasis on tranquility, personalized butler-style service, and romance, all with effort-

less beachfront access, just steps from the Malecón seaside boardwalk, and all just minutes from the vibrant heart of downtown Puerto Vallarta.

"At Villa Premiere, luxury is not about excess—it's about space, calm and meaningful experiences," says sales director Angelica Garcia. "Many travelers today are looking for destinations where they can truly disconnect, slow down and reconnect with themselves or with someone special."

Guests can choose between European Plan and Gourmet All-Inclusive experiences and are welcomed with a signature anti-stress massage upon arrival. The hotel's ocean-view accommodations feature private terraces, contemporary Mexican-inspired design and personalized amenities.

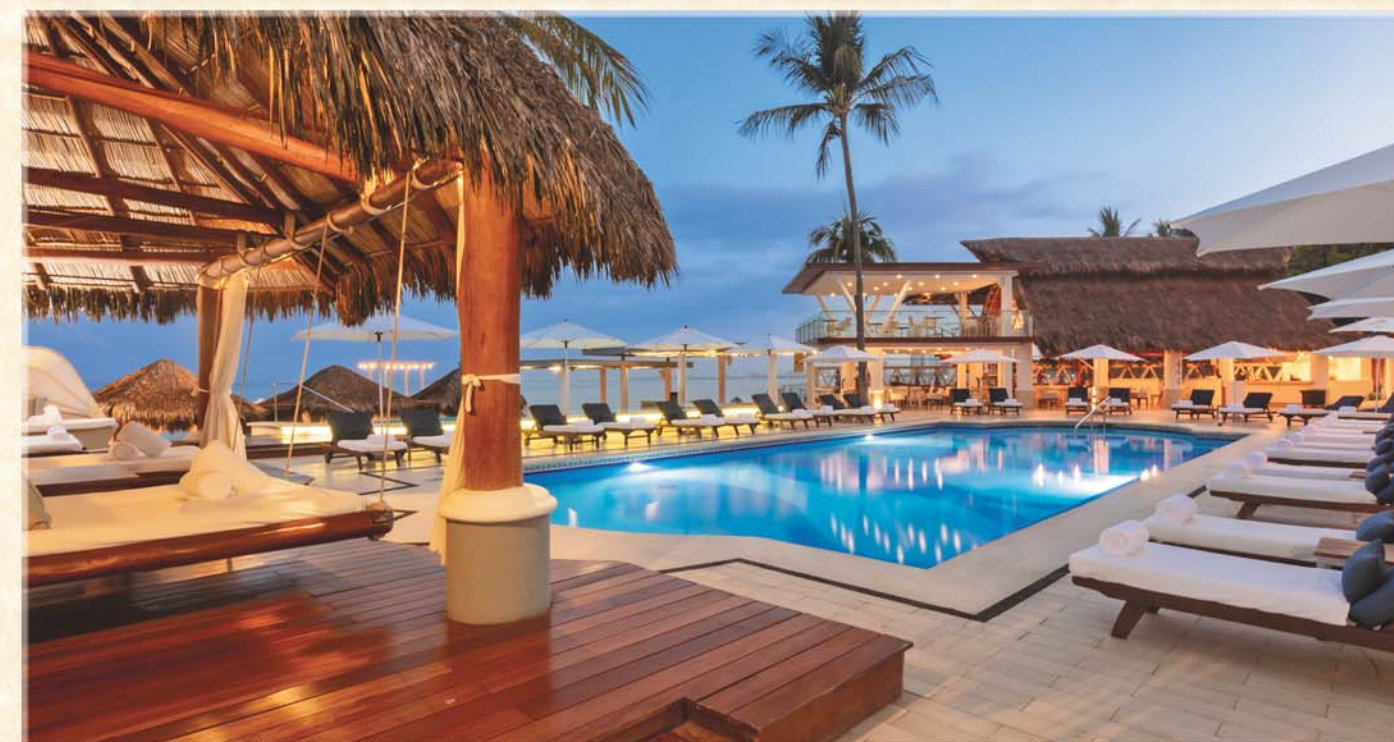
The property's three à la carte culinary concepts

range from elevated Mexican coastal cuisine to sophisticated fine dining.

Additional experiences include beachfront yoga and wellness activities; Serena Spa wellness rituals and couples treatments; heated oceanfront pools; themed dinners and live music on select evenings; and walkable access to Puerto Vallarta's art galleries, nightlife, and culinary scene.

Villa Premiere has maintained strong recognition within the hospitality industry, including AAA Four Diamond status for 18 consecutive years and TripAdvisor Travelers' Choice Best of the Best.

Info/reservations: premiereonline.com.mx



We had the Lexus LX two issues ago, but in a new and different build, the LX 700h Overtrail, headlined as “a more beastly beast,” in contrast to the rest in the lineup’s performance or luxury emphasis. Overtrail has an outdoorsy mission, with locking differentials, skid plate and 33-inch all-terrain tires on rock-ready 18-inch wheels. It also gets you into the upper realm of the overall LX lineup—the 457-horsepower LX 700h hybrids—yet at a hair lower price than the highest of the 409-horse LX 600 sport and luxury non-hybrids.

This set the stage for flipping the script here. We again have the more powerful LX 700h hybrid, but this time in Luxury trim. Already knowing that a lower-powertrain LX 600 Luxury tops the LX 700h Overtrail by price, it is inherently clear that a 700h Luxury will. And from that perspective, a price just \$4,265 higher than Overtrail (just a 3.5 percent bump in this fully high-end model’s realm) can easily be seen as a value equation. You can also bump up another \$21,500 (17.8 percent) to a 700h Ultra Luxury, if you want to land clearly head-and-shoulders within the upper set. (And this suggests a likely reason the Ultra Luxury trim is not available

in the LX 600, as that would expand that 600-into-700h price overlap from minor novelty into almost complete overlap that could stall any buyer’s orientation or decision momentum.)

But you won’t have to deal with that at all in this LX 700h Luxury. Its position is clear—a definitive upper trim in a definitive upper powertrain.

On top of that, this build is very complete as-is—ours added one package and a handful of options that raised its price almost not at all.

It’s a winning formula. As with the Overtrail, we find an over-three-ton, three-row beast that runs zero-to-60 in just 6.4 seconds, cruises at a theoretical 210 mph top speed, while promising 22 mpg highway fuel mileage. What’s not to love?

Setup is more appealing than average, with a combination of tactile and touch controls across a smaller screen in the center stack and a larger one above that—none seeming oversize in a vehicle of this heft. Vents are well arranged around these.

The drive experience itself presents a combination of its high-end, high-powered build and its traditional two-box form. You can feel its higher center of gravity at times, but in line with its form.

2026 LEXUS LX LINEUP

LX 600: 409 hp, 479 lbft	Premium	\$108,050
	F SPORT Handling	115,050
	Luxury	117,050
LX 700h: 457 hp, 583 lbft hybrid	Overtrail	\$116,785
	F SPORT Handling	119,050
	Luxury	121,050
	Ultra Luxury	142,550

The turning circle, not tiny by spec, was favorably noted more than once in parking and U-turns, seeming to benefit from steering accuracy. (Times we did note oddities in steering turned out to almost certainly actually be in lane-keeping tech.)

One thing you can say about a traditional SUV box design like this is that you know where its corners are. And for parking, the boxier the better.

We had many notes about trying to keep the big cabin cooled, and with temperatures only in the 90s that week. It seemed that a second row control center needed equal attention—a perk if occupied, but given more time, front-row-only drivers will want to dig for a way to sync, set and forget.

Anecdotally, it seemed thirstier than its specs (we don’t track this in detail). But we probably just drove it a lot. You probably will, too. ■

SPECIFICATIONS

ASSEMBLY	Toyota, Aichi, Japan
ROWS/SEATS	(opt) three / seven
ENGINE	3.4L 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	22-in forged alloy, machined finish
TIRES	265/50R22 112V M+S
LENGTH / WHEELBASE	200.59 / 112.2 in
GROUND CLEARANCE	(per tire & trim) 8.07 in
APPR / DEPART	(per tire & trim) 23.0 / 21.0°
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	\$120,000
PAINT: Atomic Silver	nc
APPEARANCE PKG: matte gray grille, gray roof rails, black door handles and mirrors, black chrome window and bumper trim	1295
CARPETED CARGO MAT	150
TOW ADAPTER 7-TO-4-PIN	17
CROSS BARS	450
WHEEL LOCKS	99
DESTINATION CHARGE	1450
TOTAL	\$123,641

Note: prices have gone up since ours; see chart at left.

Civilized beast

BY JOE SAGE



TRAVEL SITES TO BE SEEN



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CST# 2019108-10

SPECIAL EVENT : PEBBLE BEACH CONCOURS D'ÉLEGANCE 2026 : UPCOMING

Celebrating 75 years: featured classes

The Pebble Beach Concours d'Elegance makes history hosting first-ever or once-in-a-lifetime gatherings of cars and pairing the world's greatest designers with their creations. The 75th celebration on August 16 will revisit those landmark gatherings, with a range of features and new classes.

FEATURED MARQUE: FERRARI: A Ferrari first appeared here in 1951, as Gentleman Jim Kimberly, heir to the Kimberly-Clark fortune, showed his 1949 Ferrari 166 MM Touring Barchetta at the Concours and went on to compete in the Road Races. Over 900 Ferraris have appeared since, the first repeat postwar featured marque in 1973, with two or three Ferrari classes sometimes featured. This year showcases Chinetti and NART competition cars, with Vignale the featured coachbuilder.

CARROZZERIA ALFREDO VIGNALE: Born in 1913, Alfredo Vignale first found work as a panel beater at age eleven. After working with Pinin Farina and later Stabilimenti Farina, he started his own carrozzeria in 1948, in 1950 beginning his cooperation with Stabilimenti alum Giovanni Michelotti, giving a stream of Ferrari, Lancia, FIAT 8V, Maserati and other Italian chassis their golden touch. Today, these rare cars are the coachbuilt embodiment of 1950s la dolce vita: sleek, smart and breathtaking.

EARLY AMERICAN SPEEDSTERS (PRE-WORLD WAR I): In the tumultuous years leading up to World War I, the Speedster was an exciting, fast, bare-bones

machine—a powerful engine, rudimentary hood, lightweight fenders, two bucket seats, cylindrical fuel tank and a pair of spare tires, like road and track racers of the era. Several of the best-known American Speedsters will be shown, along with several exciting lesser-knowns.

THE BIRTH OF THE STREAMLINER: The latter 1930s saw upheaval in automotive design, yet great creativity, as the new science of aerodynamics rose to the fore. While some were wind tunnel-tested teardrops, others caught the spirit of the age via streamlining. Design studios experimented, creating some of the most extravagant and breathtaking machines ever, with flowing fenders, sloping grilles and fastback rear ends—an ode to a Flash Gordon future where the sky was literally the limit.

PEBBLE BEACH ROAD RACING GREATS: The first Pebble Beach Road Race was in November 1950, with the first Pebble Beach Concours held in tandem. Cars were shown and judged in a field near the tennis courts, then paraded down the start-finish straight of the race course. Racing continued in Del Monte Forest through 1956, with top racers and constructors. Too dangerous as speeds increased, a purpose-built circuit was carved from a nearby dry lake—Laguna Seca. This year showcase cars that raced in the forest in the early '50s.

JAPANESE MOTORSPORTS: THE RISING SUN AT LE MANS: Long considered the most challenging en-

durance contests, marques like Bentley, Alfa Romeo, Ferrari, Ford and Porsche all enhanced their reputations with impressive victories at Le Mans. As Japanese automakers were eager to show that their cars could compete in that grueling international endurance race. Toyota, Mazda and Nissan entered the 24 Hours of Le Mans in the 1990s. In 1990, Nissan won pole position, six seconds faster than the nearest Porsche, then continued to battle Jaguar and Porsche that year until sidelined by mechanical issues. Mazda won the Sarthe Classic in 1991 with the unconventional Mazda 787B Rotary. Honda ran at Le Mans from 1994 to 2006, winning the GT2 Class in 1995. And Toyota won Le Mans five years in a row, 2018 to 2022, fielding a variety of hybrid racing configurations. A fine array of Le Mans cars from Japanese will be shown.

GENERAL ADMISSION: Stroll the show field, watch the judging and end with the awards show.

VIP HOSPITALITIES: Choose from Club d'Elegance; The Venue Above the Concept Lawn; The Concours Gallery; Patron's Patio at the Winner's Circle; and Chairman's Hospitality at The Lodge—each with food and beverage services and its own particular view and access.

The 75th Pebble Beach Concours d'Elegance is on August 16: pebblebeachconcours.net



Photo courtesy Pebble Beach Concours d'Elegance



Apples'n'oranges

BY JOE SAGE

Running through the range of Mazda SUV sizes in recent months, we had a week each with the CX-90 and the CX-50 just two issues ago. As noted at that time, this left us just the CX-5 and CX-70 not recently driven. Well, here is the CX-70. Mazda CX-90 and CX-70—without so much as a CX-80 in between—are an unusual pairing. Despite obviously different numbers, which commonly (including in their own lineup, CX-5 aside) means different sizes—the bigger the number, the bigger the size—CX-70 is the result of a non-standard approach. The CX-70 is a two-row equivalent of the three-row CX-90. This 70/90 scheme, whether it immediately seems to make sense or not, may be defensible in that the 70 is smaller in row count and seat count. Where it may puzzle people, though, is in pricing—the smaller-model-numbered, fewer-rowed CX-70 costs more than the CX-90. Yes, this is atypical. But beyond the model num-

ber and row count being lower and fewer than CX-90, the price becomes higher as the CX-70 is further distinguished by a more luxurious interior. But it certainly didn't have to be structured this way. Why wasn't this just achieved via one model with one number, then options for rows and seats, and options for luxury finishes and features? This is done all the time. It seems a valid question. Product planners always have their reasons—customer psychographs, price, profit and positioning, industry trends and their own dealer inputs. They analyze it all. As with any data, you can reach more than one conclusion. And this is theirs. Very likely, as positioning evolved, the three-row may have been nudged more toward a soccer team persona, while the two-row was fancied up as more of a four-executive corporate suite. This explains it, but still doesn't answer the question—why not flip the numbers to climb by price

walk, or why not just use one number? At any rate, let's drive. It should be much like the recent CX-90, right? All vital specs are identical. Our initial perception this time was of it being a bit ponderous, with a low growl, a steady, measured application of power, evoking a lion awakened from slumber. Within a couple of days, though, we were calling it the king of the beasts and stating that it had "all the power in the world." And that's in line with our prior CX-90 week. We also had especially noted a standout Bose audio system both times. If nothing else, as two- and three-row offerings overlap marketwide, this CX-70-90 identity quirk may help you better remember the Mazda lineup. So go shop the two and see which one suits you best. The thing is, many people are likely to decide based on two rows versus three first, price and features second. Others, the opposite. Although luxury level and price are inverted, most anybody can find exactly the fit they need, from among this mix. They and others will nonetheless surely wonder why the odd apples'n'oranges presentation. ■



SPECIFICATIONS	
ASSEMBLY	Hofu, Japan
ROWS / SEATS	two / five
ENGINE	e-SKYACTIV G 3.3L inline-6 turbo
COMPRESSION RATIO	12.0:1
BOOST	48V Mild Hybrid Boost w i-Stop
HP/TORQUE	(prem fuel) 340 hp / 369 lb-ft (elec motor) 16.6 hp / 113 lb-ft
TRANSMISSION	SKYACTIV-Drive 8-spd auto
DRIVETRAIN	i-ACTIV AWD
SUSPENSION	F: dbl wishbone; R: multilink
BRAKES	F: 13.7 vented; R: 13.8 vented
WHEELS/TIRES	21x9.5J machine cut / 275/45 R21
TIRES	275/45 R21 107W M+S
HEADROOM (F/R)	(mnrf) 39.6 / 38.4 in
LEGROOM (F/R)	41.7 / 39.4 in
GROUND CLEARANCE	(21-in wheels) 8.1 in
TURNING CIRCLE	38.1 ft
CARGO CAPACITY	39.6 / 75.3 cu.ft
WEIGHT	4863 lb
TOW CAPACITY	std 3500 / w pkg 5000 lb
FUEL / CAPACITY	prem rec'd / 18.5 gal
MPG	23/28/25 (city/hwy/comb)
BASE PRICE	\$56,670
PAINT: Zircon Sand Metallic	595
CARGO ORGANIZER	100
ILLUM DOOR SILL PLATES	390
LOGO WELCOME LIGHT	175
RETRACTABLE CARGO COVER	215
DESTINATION CHARGE	1530
TOTAL	\$59,675

Note: price has gone up slightly since ours; see chart.

2026 MAZDA CX-70 LINEUP

3.3 Turbo	Preferred	\$42,750
	Premium	46,780
	Premium Plus	49,570
3.3 Turbo S	Premium	\$53,440
	Premium Plus	56,870
PHEV	SC	\$44,450
	SC Plus	47,450

vs Mazda CX-90 3-row

CX-90 (3-row)	from \$38,900
CX-90 PHEV	50,495

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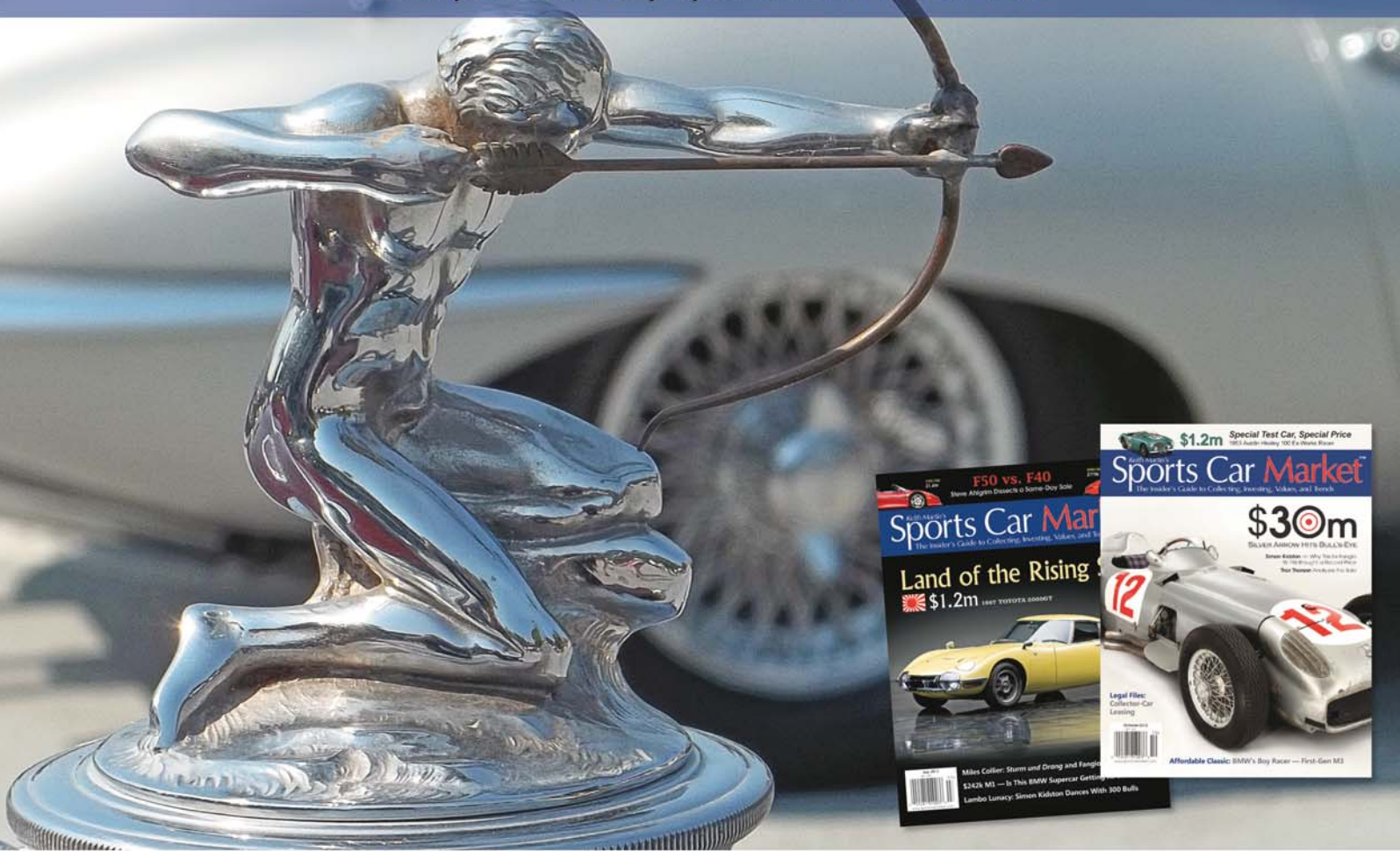
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SPECIAL EVENT : ARIZONA CONCOURS D'ELEGANCE : JANUARY 2027

CALL FOR ENTRIES

ARIZONA CONCOURS : SUNDAY, JAN. 24, 2027

The Arizona Concours d'Elegance, returning for its fifth year to the Scottsdale Civic Center on January 24, 2027, has announced its call for entries, seeking rare, exquisite and historically significant automobiles for the acclaimed show and competition. The professionally judged and curated event will feature about 100 impressive vehicles ranging from the dawn of motoring, through the Art Deco era, post-war sports cars, and the most exciting hypercars of modern times.

Sixteen classes have been chosen for the 2027 event. Awards are presented in each class, along with special awards and the two coveted Best of Show trophies—one for pre-World War II and one for post-war. The overall theme for the 2027 Arizona Concours is “The Art of Elegance at Speed.”

FEATURED MARQUE: Ferrari is the honored marque, celebrating 80 Years of Ferrari Excellence, with many examples of the legendary Italian racing and sports cars expected for up-close viewing on the lawns in Scottsdale's Old Town.

CALL FOR ENTRIES: Owners and caretakers of special vehicles are invited to submit their entries (since June 1) on the ArizonaConcours.org website. Early acceptance announcements will be made on September 30 while entry submissions will be open until November 30.

CLASSES: Along with classes honoring Ferrari, other special classes for 2027 will feature endurance racing cars of the late 20th Century (as in Le Mans, Daytona and Sebring), as well as Arizona Concours' first class dedicated to Japanese cars pre-2005, including rare JDMs (Japanese Domestic Market). A full class for motorcycles has yet to be decided. Classes as of now include:

Class 1. The Dawn of Motorized Motion – Carriages and Brass Era (pre-1916)

Class 2. Sculpted for Speed – Pre-war Sports and Race Cars

Class 3. Art Deco American Luxury – 1930s American Coachwork

Class 4. The British are Coming! – 1930s English and European Coachwork

Class 5. Avant Garde – 1930s, 40s, and 50s Visions from Maverick Minds

Class 6. Fabulous 50s – Mid-Century Elegance

Class 7. Patina and Provenance – Mostly Original, Well-Preserved, at least 50 years old

Class 8. Post-War Elegance at Speed – European Sports/Racing Cars (1948-1960)

Class 9. Post-War Elegance at Speed – European Sports/Racing Cars (1961-1975)

Class 10. American-Powered Sports/Racing (1950-75)

Class 11. Slicing the Air at 200 MPH – Exotic Sports Cars 2000-2027

Class 12. Featured Class-Post-War Ferrari – Sports/Racing Cars (1948-1960)

Class 13. Featured Class-Post-War Ferrari – Sports/Racing Cars (1961-1975)

Class 14. Featured Class – 80 years of Ferrari Excellence

Class 15. Featured Class – Exceptional Japanese Cars, including JDM –Pre-2005

Class 16. Featured Class – Endurance race cars of the 70s/80s/90s – Icons of Daytona, Sebring & Le Mans

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

The non-profit event supports Make-A-Wish® Arizona, as well as the arts and local artists.

MORE INFO: ArizonaConcours.org



A Ferrari is a dream – people dream of owning this special car. And for most, it will remain a dream, apart from a lucky few. — Enzo Ferrari

Photo courtesy Arizona Concours

We met the new Kia K4, successor to Forte, a year ago, a new alphanumeric name on a long, lean, almost coupe-like sedan. We liked it well overall, with solid, easy performance, clear value and generous interior volume for a compact. (A low doorframe and tight pedals did have us compare it potentially with K5, for bigger people.)

Now we have a new comparative. As Kia K4 replaced Forte, K4 Hatchback now replaces Forte5. (Thanks to alphanumerics now ruling the primary names, this is actually more usefully descriptive.)

As with Forte, we predicted the Kia K4 is poised to sell well, and we expect the same for K4 Hatchback. Small and economical do not have to be a formula for dull. Also styled long and low, maybe even moreso, the K4 Hatch has an especially lively look, evoking the emotion of premium European “shooting brakes,” a term not found on our shores.

They say looks are everything. Then again, there is always more. The style difference between K4 and K4 Hatchback is inherent and obvious, creating a pairing of spirit and personality. But it is also

dimensional. Having noted the roofline and rear opening immediately, you may realize the rest secondarily, as you also quickly find it’s more maneuverable. The wheelbase is the same, so freeway sweeps and surface street cornering are essentially the same. But considerably less body overhang can change parking lot and other tight squeezes meaningfully. Cabin room is similar for both, but the Hatch body is fully 11 inches shorter. Approach angles are near-identical, but departure increases from 18.7° in the sedan to 23.0° in the Hatchback.

What do you lose? Some people will say nothing. In fact, numerically, you gain, with cargo volume growing from 14.6 cubic feet in the sedan to 22.2 in the hatch. This often means a tradeoff in concealment versus visibility of cargo—a defined, closed, locked trunk versus the open volume of a hatch, crossover-style. But as you investigate, you will find security more similar between these two.

The Hatchback lineup puts more emphasis on the 190-hp Turbo with 8-speed auto, as on ours (or actually fewer 147-horses; see chart). The turbo is

2026 KIA K4 LINEUP

2.0L MPI Atkinson - 147 hp / 132 lb-ft — IVT	FWD
LX	\$22,290
LXS	23,390
EX	24,490
GT-Line	25,490
1.6 Turbo GDI - 190 hp / 195 lb-ft — 8-spd AT	FWD
GT-Line Turbo	\$28,390

2026 KIA K4 HATCHBACK LINEUP

2.0L MPI Atkinson - 147 hp / 132 lb-ft — IVT	FWD
EX	\$24,990
GT-Line	25,990
1.6 Turbo GDI - 190 hp / 195 lb-ft — 8-spd AT	FWD
GT-Line Turbo	\$28,890

very reasonable money well spent, and the hatch’s smaller size just makes it that much livelier.

Is the body decision a paradox? A riddle? Simply art? Might one lean toward buying it because it’s sort of a wagon, therefore presumably bigger? Or knowing the length, considering parking and liking it smaller? Some will buy by function, but many will likely choose by style. And that’s why we have choices. They are both quite likeable. ■

SPECIFICATIONS

ASSEMBLY	Pesqueria, Nuevo León, Mexico
ENGINE/TRANS BUILD	USA / S Korea
PARTS CONTENT	Mexico 45% / S Korea 30% / US/Canada 20%
ENGINE	1.6L DOHC turbo 4-cyl GDI, D-CVVT 16v HLA 4-cyl, alum/alum
HP/TORQUE	190 hp / 195 lb-ft
COMPRESSION RATIO	10.0:1
0-TO-100 KPH (±62 MPH)	8.1 sec
TOP SPEED	130 mph
TRANSMISSION	8-spd auto
DRIVETRAIN	FWD
SUSPENSION	F: MacPherson strut; R: multi-link; hydraulic twin-tube gas shock
STEERING	column-mounted motor-driven pwr
BRAKES	hydraulic, vacuum pwr-assist; F: 12.008 x0.984 vented; R: 11.181 x0.394 solid
WHEELS/TIRES	8.0J x18 alloy / 235/40R18
LENGTH / WHEELBASE	174.4 / 107.1 in
GROUND CLEARANCE	na
APPROACH/DEPART	13.8 / 23.0°
TURNING CIRCLE	35.16 ft
HEADROOM (F/R)	(sunroof) 37.2 / 38.3 in
LEGROOM (F/R)	42.3 / 38.0 in
CARGO CAPACITY	22.2 cu.ft
WEIGHT	3338 lb
FUEL / CAPACITY	92 oct prem unl / 12.4 gal
MPG	26/33/28 (city/hwy/comb)

BASE PRICE	\$28,790
GT-LINE TURBO INCLUDES:	1.6L turbo GDI engine, 8-spd auto, pwr sunroof w shade, hwy driving assist, LED projector headlights, LED fog lights, LED rear lights, Harman/Kardon premium audio, 12.3-in touchscreen w nav, 12.3-in instrument display, rear air vents, Kia AI Assistant (program req’d), incl
PAINT: Sparkling Yellow	395
GT-LINE TURBO TECH PKG:	highway driving assist 2, parking collision avoid-assist-reverse, parking distance warn-fwd-rev-side, surround view & blind spot monitors, multi-color LED ambient lighting, driver’s seat & mirrors memory, vented front seats, heated steering wheel, smartphone digital key (program req’d)
CARPETED FLOOR MATS	2300
DESTINATION CHARGE	1195
TOTAL	\$32,870

Same 'cept different
KIA K4'S NON-IDENTICAL NEW TWIN
BY JOE SAGE



TRAVEL SITES TO BE SEEN

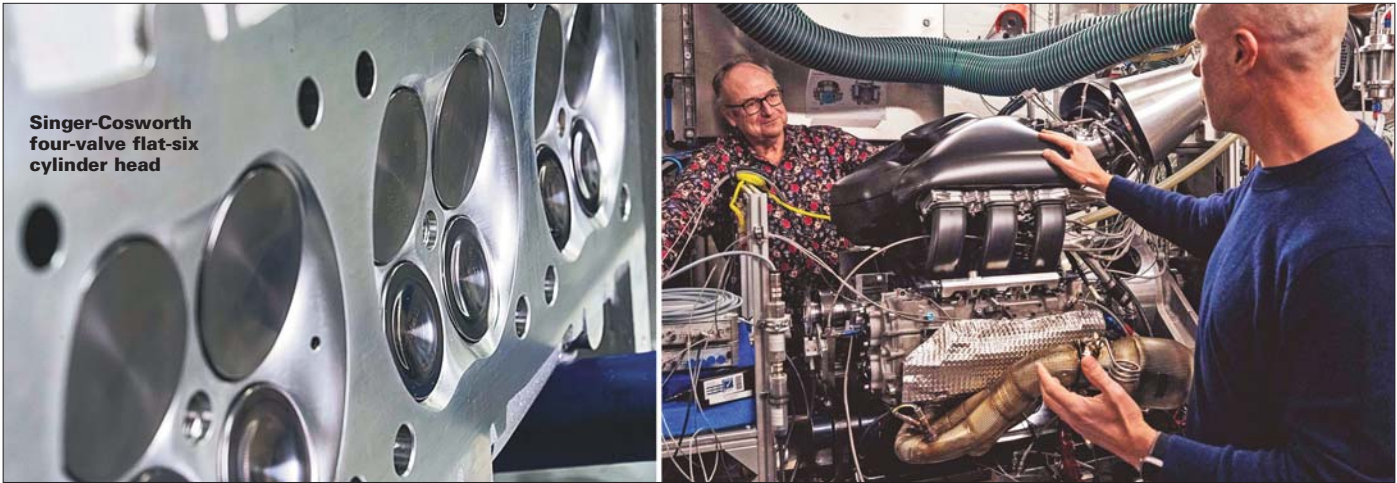
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THE INSIDE TRACK: BRIEFS & RUMORS



▼ The Porsche 911 Carrera Coupe & Cabriolet Reimagined by **Singer** is the latest effort from this California-based luxury specialist, which restores and reimagines classic Porsche 911s in collaboration with their owners. The first step of restoration involves the owner's car—a Porsche 911 (Type 964) from over thirty years ago—being carefully disassembled. The interior, the bodywork and all mechanical components are removed. Then the chassis is painstakingly assessed, cleaned, and prepared to optimal condition. The chassis is strengthened to enhance rigidity of the original, the engine is removed, and work begins to prepare the iconic flat-six. The process draws on Singer's long experience with the 911 and DLS program, where their first four-valve cylinder head was born, to further the performance potential of the Type 964's flat-six, through development of a revised, optimized four-valve cylinder head. Singer has jointly developed this execution with **Cosworth**, who have unparalleled experience in variable valve timing, combustion chamber design and intake and exhaust path. The engine in a Porsche 911 Carrera Coupe or Cabriolet Reimagined by Singer represents multiple firsts. It is the first Singer engine restoration to feature variable valve timing, optimizing drivability at low speeds, power at high revs and a more linear torque curve across the entire rev range. And it is the first naturally aspirated engine restored by Singer to use water-cooled cylinder heads combined with air-cooled cylinders, and an electri-

cally powered fan, utilizing cues from the DLS Turbo program. The restored internal components incorporate ultra-low-friction surface coatings pioneered at the highest levels of motorsport, for reliable operation at extreme speeds and loads. The cylinder head has fully machined intake and exhaust ports, and precision-machined combustion chambers, to maximize performance and consistent cylinder-to-cylinder repeatability. The rebuilt 4.0L flat-six devel-

Each restoration is unique, and prices depend on each owner's specification. All 100 allocations for the coupe are spoken for. Limited availability remains for the 75 allocations for a Porsche 911 Carrera Cabriolet Reimagined by Singer.

▼ The flagship of **Aptera** Motors Corp is an ultra-efficient solar electric vehicle leveraging breakthroughs in aerodynamics, material science and solar technology to



ops 420 hp, with broad torque across a wider range of engine speeds. The engine will rev to over 8000 rpm and, to encourage exploring that range, an optimized six-speed manual can be specified, with power to the rear wheels. A raised shifter may be specified with an exposed shift mechanism. A newly developed titanium exhaust system provides free breathing for the flat-six and its famous soundtrack.

pursue new levels of efficiency. A public benefit corporation headquartered in Carlsbad, California, Aptera is committed to building a sustainable business positively impacting its stakeholders and the environment. Aptera recently announced that five validation vehicles have been driven off their newly established low-volume val-



TRAVEL SITES TO BE SEEN



sedona.net
flagstaff.com
prescott.com
thecanyon.com
grandcanyon.net
oakcreekcabins.com

Hotels, Resorts and Lodging
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idation assembly line in Carlsbad, where trained technicians move through 14 stations using processes designed to scale. Running multiple vehicles through the line in sequence validates not only the vehicle

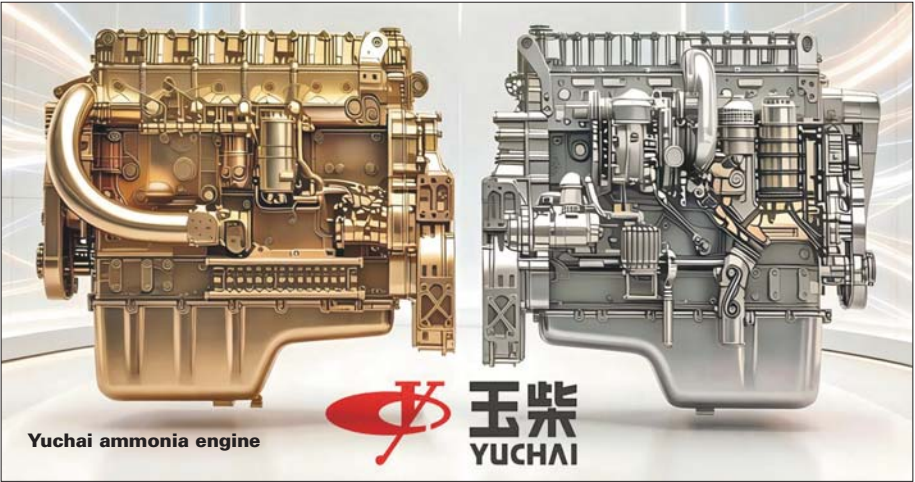
the route of the 49th edition (the eighth in this part of the world) is a rather “modest” affair. As they make their way around a giant loop starting and ending in King Abdullah Economic City, the riders, drivers



itself, but the system required to build it consistently. The result is continuous improvement to a production system that is becoming faster, more efficient and more predictable with every vehicle built, as the team has improved its cycle times, refined workflows and discovered improvements to carry onto future vehicle builds. The validation fleet will continue to expand and move through a comprehensive testing program covering road performance, durability, safety verification, software and firmware integration, and real-world solar energy collection. With nearly 50,000 reservations on record, this milestone represents a critical step in transitioning from development to production.

▼ The **Dakar 2027** route has been announced. The first stone for King Abdullah Economic City (KAEC) was laid twenty years ago, marking the birth of a metropolis, a business hub and a major tourist destination built around one of the largest trading ports directly on the Red Sea. An XXL bivouac for the rally, near the center of KAEC (with a sea view, of course) will host the scrutineering and serve as the mustering point for competitors. The journey of exploration continues, as while the rally has covered tens of thousands of kilometers since it came to Saudi Arabia in 2020, but even this pales in comparison to the bountiful secrets of the biggest country in the Middle East, which would take forever to chart out. A cursory glance at the map could give the impression that

and crews will feast their eyes on the kaleidoscopic landscapes of each stage. In fact, there will even be changes of scenery—and therefore technical requirements—within stages. The ability to adapt to an environment in constant flux is a key asset in rally raids. Yet, above all, rally raids are the ultimate test of endurance. A night at the bivouac-refuge and a more conventional marathon stage will remind the whole caravan of the importance of keep-



ing man and machine in good working order. On the technical front, the proportion of sand in all shapes and colors, much greater than last January, will come as a relief to those who start sweating at the mere mention of rocky terrain.

▼ **Yuchai** (China Yuchai International, through its principal operating subsidiary, Guangxi Yuchai Machinery Company Ltd)

is a powertrain manufacturer founded in 1951. Specializing in the design, manufacture and sale of light-, medium- and heavy-duty engines for trucks, buses, pickups, construction, agricultural, marine and power generation applications, their portfolio ranges from traditional diesel and natural gas engines to alternate fuels and new energy products—including pure electric, range extenders, hybrid and fuel cell systems. Their newest effort is the first high-pressure, direct-injection internal combustion engine capable of operating entirely on ammonia, designed for heavy-duty commercial vehicles, a breakthrough for the company’s low- and zero-carbon power research initiatives in hydrogen-, methanol- and now, ammonia-based propulsion. This milestone validates and operationalizes key technologies—specifically the integration of a high-pressure ammonia-to-hydrogen generation system with the high-pressure direct injection of liquid ammonia ignited via a pre-chamber jet. Boasting a thermal efficiency on par with the highest levels of heavy-duty diesel engines, this technology delivers a new zero-carbon power solution for heavy-duty, long-haul commercial vehicles. This innovation effectively balances the advantages of low total lifecycle costs with facilitating a transition from traditional internal com-

bustion engines.

▼ **Winnebago** has launched ARKA, with a public debut at Overland Expo West in Flagstaff in mid-May. ARKA is a new off-grid, all-season adventure truck, expanding the Winnebago RV portfolio for travelers “who go farther and stay longer.” Join-



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ing the Winnebago Backcountry Series alongside Revel and EKKO, ARKA is designed to be tough, approachable and reliable, prioritizing durability and real-world performance. Bridging off-road capability



and premium RV comfort, ARKA is a self-reliant basecamp engineered for the demands of real backcountry travel. Purpose-driven design is backed by OEM-level testing, including durability simulations replicating over 100,000 miles of road and trail input. ARKA focuses on transitioning from rugged exploration to total comfort, so adventurers can recover and recharge. ARKA is built on a Ram 5500 chassis with 15,000-lb tow capacity, to tackle tough terrain, vibration and gear-heavy adventures. A purpose-built exterior and optimized underbody provide protection and stability required for extended backcountry travel. Inside, ARKA balances rugged utility with comfort via hydronic heating, heated tanks and floors, advanced insulation and industry-first heat recovery ventilation to regulate temperature, manage humidity and reduce condensation across conditions from -10°F to 120°F. A durable interior features aluminum cabinetry, modular sleeping options, a convertible dinette, L-track mounting and full-height gear garage. Essential systems are centrally managed and accessible, with Winnebago Connect to monitor and control power, climate, water and security from a connected device. A 48-volt electrical architecture with up to 15kWh of lithium battery capacity, a 3,600-watt inverter and multiple charging sources—including solar, alternator and shore power—deliver reliable, long-duration autonomy without added complexity. Modular storage solutions and a curated range of bolt-on interior and exterior accessories

provide a flexible platform that evolves with its owners over time as needs change. ARKA made a second appearance at Overland Expo PNW in Oregon in late June and will be shown again at Overland

Mountain West in Colorado in late August.

▼ **Organic Transit** CEO Rob Cotter first dreamed up the **ELF** while working as a consultant for the CitiBike bikeshare system in New York. “It dawned on me that if New York City is putting in 300 miles of bike trails,” he says, “then there’s a market for a different kind of bike, one that keeps you out of the rain, provides greater safety, allows you to carry passengers and



cargo, gets you up the hill without sweating.” Another way he described his vision: “How close can we come to getting what we needed from a car, without being a car?” Organic Transit is working on a new ELF model that will not require pedaling, and they are participating in an autonomous vehicle experiment with the University of Washington. There are already shared networks of ELFs at universities,

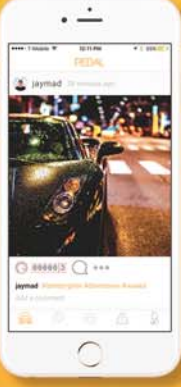
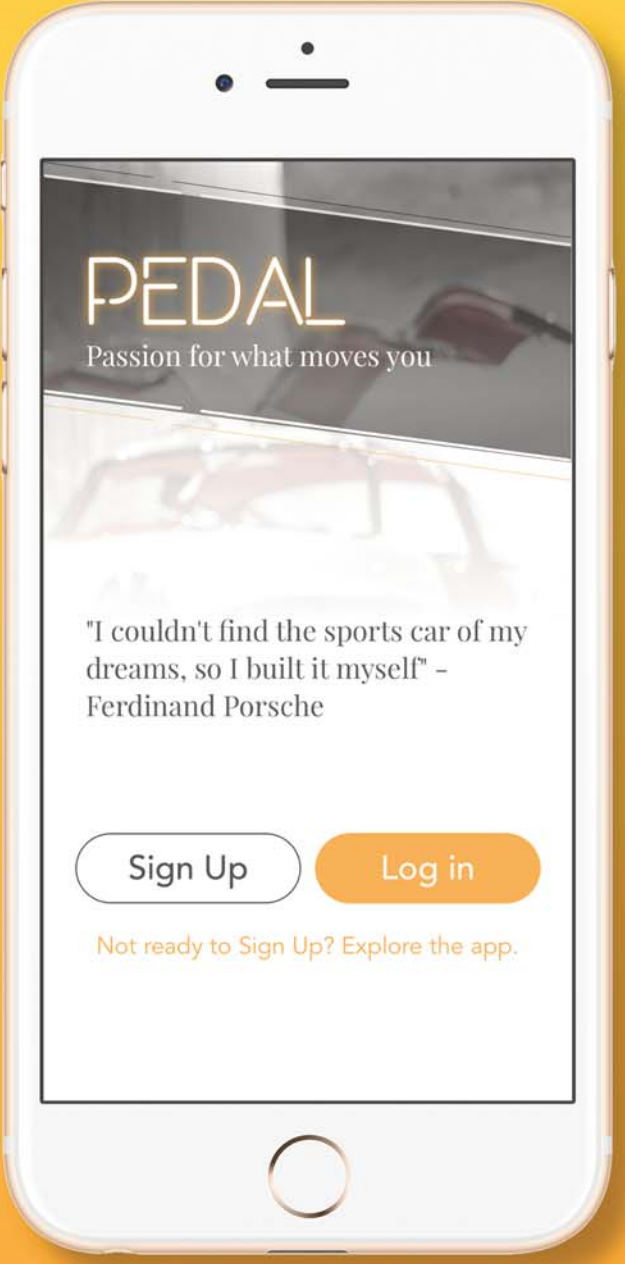
resorts and among private employers. The company is now looking at more shared options for the general public, which could speed adoption among potential ELF pilots who can’t afford to purchase one out-

right. “Ultimately, to fuel people’s needs in the urban environment, we’re going to need a variety of vehicle applications for different purposes and personal needs,” says Cotter, “and all of them are pretty much wonderful for specific uses—really, except for the automobile.” The company believes little vehicles will conquer the city, saying “nearly all of them look silly, but if taken seriously, they could be a really big deal for urban transportation.”

▼ You know we will see a few of the following on the road in Arizona now and then. Continuing an international product offensive, **Renault** has unveiled the name of a new pickup, the Niagara. This vehicle is part of a futuREady strategic plan, involving the launch of 14 new models out-



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side Europe between now and 2030. The name “Niagara” is intended to convey strength, resilience and an ability to withstand the elements—an invitation to explore the great outdoors, while also ide-



ally suited to everyday activities and usage. Inspired by a Renault Niagara Concept revealed in 2023, this new pickup will be unveiled in Argentina on September 10, 2026, and will be assembled at the Córdoba plant in Argentina. Latin America is a strategic region for Renault Group. The launch of this new pickup builds on recent launches of the Renault Boreal and Renault Kardian. The new Renault Niagara pickup consolidates the Renault range in Latin American countries. Versatile, spacious and comfortable with strong styling, this pick-up will meet the needs of all our customers. Sylvia dos Santos, head of naming strategy in Renault's global marketing division, explains that the name Niagara is of Native American origin, referring to the thundering sound of the water and the immensity of the land, evoking the grandeur, power and robust strength of the elements while also inviting us to explore the great outdoors—conveying the promise of the vehicle.

▼ A new European study on closed-loop recycling highlights its potential contribution toward meeting new European Union regulations, applied to improving **plastics recycling from end-of-life vehicles**. Four to six million cars are scrapped each year in the EU, with the loss of valuable resources. The EU End-of-Life Vehicles Regulation is intended to ensure these materials are recovered and reused in new vehicles. Researchers at the Technical University of Munich (TUM) analyzed a process

developed within the Car2Car research project that keeps plastics within the recycling loop, showing the potential of meeting upcoming EU requirements. A vehicle taken out of service is quickly reduced to

its basic components. Batteries, wheels, catalytic converters and airbags are removed, fluids are drained, and what remains is sent to a shredder. The result is a heterogeneous collection of metals, textiles, plastics, foams and composite materials. Extracting recyclable plastics from this mixture is complex, but is becoming increasingly important for automakers and suppliers, as the EU is currently planning a new regulation on the treatment of end-



End-of-life vehicle plastics recycling

of-life vehicles, stating the share of recycled plastics used in new vehicles that must come from post-consumer recycling. A portion of this content must come from “closed loop recycling,” meaning from end-of-life vehicles back into new vehicles. In the EU proposal, this should account for at least 20 percent of the required recycled content, increasing over time to 25 percent, from about 200 kg (440 lb) of plastic

generated per end-of-life vehicle. A study examined to what extent the proposed recycled content quotas could realistically be met, building on results from another research group within the Car2Car consortium, which focused on so-called refuse derived fuels—mixtures of shredded plastics, textiles and rubber residues generated during vehicle dismantling and shredding. Today, these residual materials are predominantly incinerated in industrial facilities. (The EU also notes greenhouse gas emissions created in the process.) The research team developed a sorting process in which residues are further shredded, screened and then sorted, using sensors operating in the mid-infrared range. The process was tested on more than 400 end-of-life vehicles with different powertrain types, producing plastics recyclates that could potentially be reused, if additional processing steps are applied. Using this dataset, the team developed a material flow model to investigate how factors such as the extent of vehicle dismantling, vehicle composition and the newly developed sorting process affect proposed EU quotas. In some scenarios, the improved sorting process could already meet the automotive closed loop recycling quota of 3 percent required by the EU in 2035. In addition, the sorting process could reduce

greenhouse gas emissions that would otherwise result from incineration by up to 29 percent. The study group notes, “Our experiment had certain limitations, as all vehicles came from the same manufacturer and were of a similar age. Nevertheless, we consider the results a success, because at this stage the key is to find a pragmatic entry point into a more sustainable automotive industry.” ■

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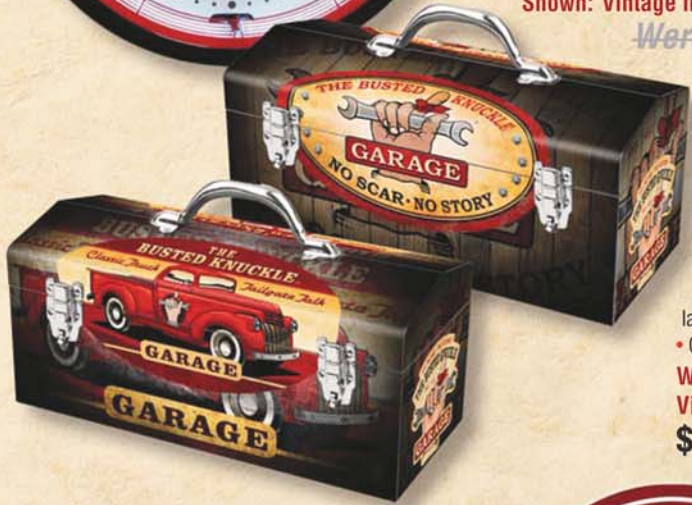
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