

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 6 NUMBER 1
JANUARY-FEBRUARY 2007

AUTO SHOWS

Arizona International Auto Show

Los Angeles Auto Show

NAIAS Detroit Show Preview

Cycle World International Motorcycle Show

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

CONTENTS

SPECIAL EVENTS

JANUARY-FEBRUARY 2007

| | |
|--|----|
| Auto Show Season | 6 |
| By the editors | |
| Arizona International Auto Show | 7 |
| A Phoenix has its own annual auto show, a representation of what's in the marketplace, manufacturers and dealers' associations for advice, and ride-and-drive programs. | |
| Los Angeles Auto Show | 8 |
| E The LA Auto Show offers a great power-to-distance ratio, meaning it's one of the most significant shows you could attend, considering it's not all that far away. We attended and brought back some snapshots and an overview. | |
| Detroit Show preview | 12 |
| C The Detroit show (as it will always be called) is one of the biggest. It runs in January; we bring you early highlights. | |



MOTORCYCLE EVENT

| | |
|--|----|
| Cycle World International Motorcycle Show | 13 |
| D A few weeks before the Phoenix auto show (above) is this wide-ranging motorcycle bash, with lots of gear but also quite a few entertaining events, at Cardinals Stadium. | |

TEEN DRIVERS

| | |
|--|----|
| Autobytel Editor's Choice for teens | 28 |
| Hey, teens ... looking for that perfect gift request, or a way to spend that money you earn after school? Here's one group's professional opinion on just what you want. | |

TEST DRIVE

| | |
|--|----|
| Audi S6 and S8 | 30 |
| What do you get when you take the already stunning Audi A6 and A8 way over the top. Is it worth the cost? By Bill Schaffer | |

VEHICLE EVENT

| | |
|---|----|
| Audi S and RS performance tour | 32 |
| E We learn the details and then drive the full S-RS lineup: Audi S4, S4 Cabriolet, S4 Avant, RS4, S6 and S8, on a Valley rally route. We suggest you collect the whole set. By Joe Sage | |

VEHICLE EVENT

| | |
|--|----|
| Ford Expedition Tailgate Tour | 36 |
| E Just as a smaller crop of SUVs and crossovers becomes more visible, Ford takes the Expedition and makes it larger and more trucklike. They have their reasons. | |

VEHICLE REVIEW

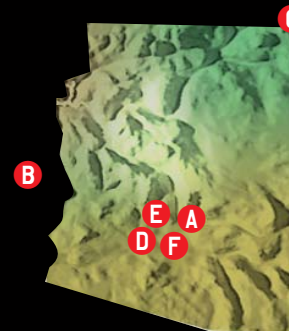
| | |
|---|----|
| Saturn Vue Green Line | 44 |
| GM continues its slightly different approach to the hybrid. | |

VEHICLE CONCEPT

| | |
|---|----|
| Chevrolet Sequel | 45 |
| GM also has this ground-up program to reinvent the car. | |

DEPARTMENTS

| | |
|--|----|
| FROM THE PUBLISHER : START YOUR ENGINES | 4 |
| DESTINATION DIRECTORY | 14 |
| AUTO NEWS UPDATE | 16 |
| CAR SMARTS : QUIZ | 24 |
| MOTOR RESOURCES DIRECTORY | 34 |
| THE INSIDE TRACK: BRIEFS & RUMORS | 42 |
| UPCOMING FEATURES | 46 |



COVER: Atrium of the Los Angeles Convention Center at the November 2006 Los Angeles Auto Show. Photo by Joe Sage.

START YOUR ENGINES : FROM THE PUBLISHER

Love those auto shows. It's a great time to see what's coming, mingle with the bigwigs, and grab a lot of new material to share with you, our readers. This year, there were two auto shows and one motorcycle show close at hand, not just the two right here in Phoenix, but we are able to attend the Los Angeles Auto Show press days as well. We have credentials for Detroit, but on top of the holidays and with the auction onslaught looming, we may or may not attend. We do have a Detroit preview for you in this issue, though, and we'll present some show highlights in the next issue. You'll find much of interest, and it'll help you plan your next six purchases.

Ford has been hard at work on the venerable Expedition, which—with the withdrawal of their Super Duty pickup-based Excursion—is again the captain of their SUV fleet. Accordingly, they have moved it in a larger and more trucklike direction in some ways, while knocking themselves out on engineering and creature comforts. The new Expedition fills its own prior slot and the Excursion's gap, both, by coming in two lengths. We had a chance to join Ford's engineering team on this one at the Cardinals' new University of Phoenix Stadium in Glendale, where they were prepping the Excursion Tailgate Tour, a chance for the public to check out the new Expedition—and the Ford Edge—and the stadium—up close and personal.

We also visited with Audi recently, when they brought us every S and RS model in their lineup, from the three S4 models (sedan, cabriolet, avant), to the even more potent RS4, the newest S6, and the flagship S8. Let's see how they perform. Enjoy the drive.



Joe Sage
Publisher/Executive Editor

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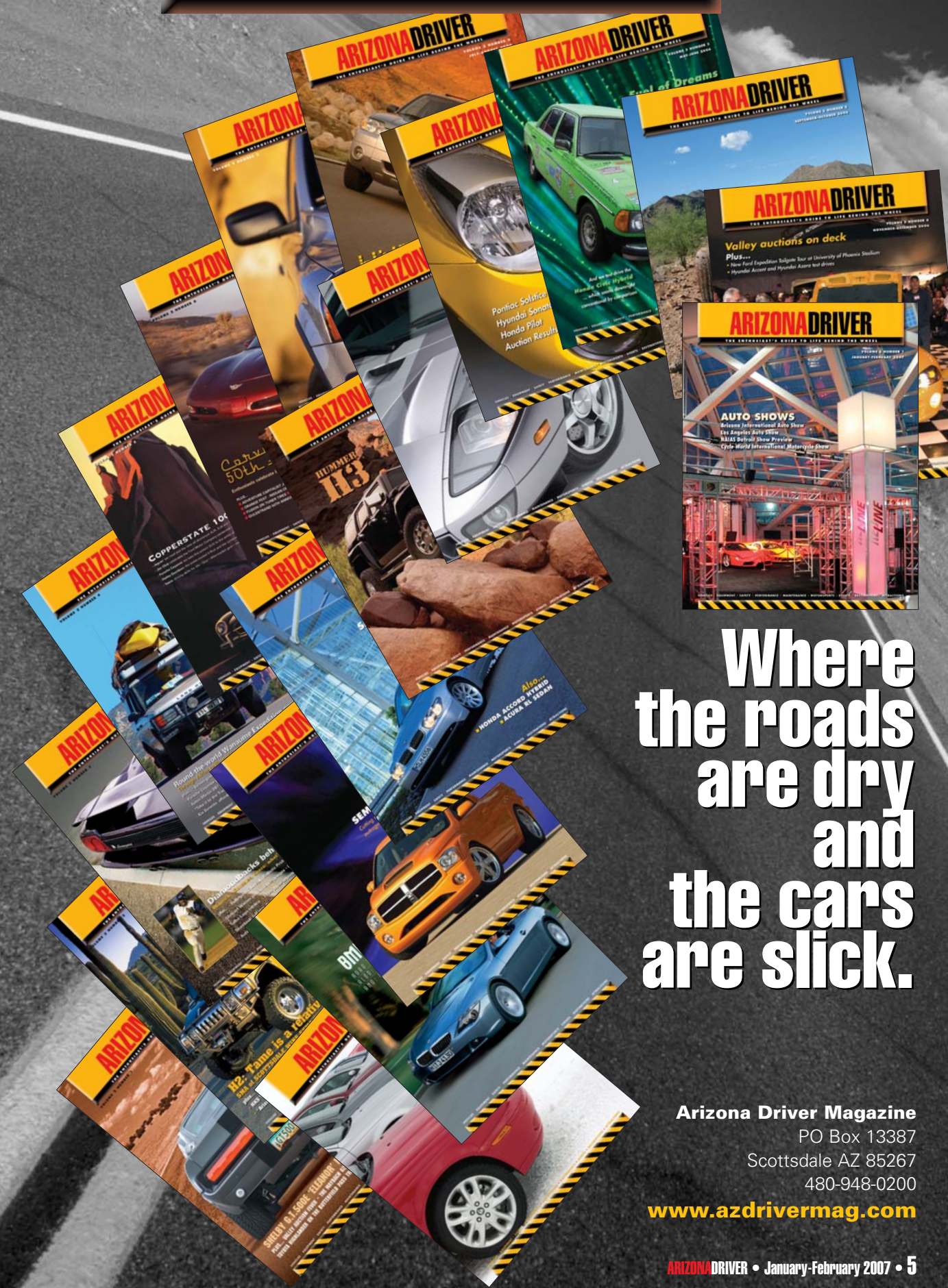
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Auto Show Season

GREATER
LA AUTO SHOW

PHOENIX

Arizona International Auto Show

PHOENIX CONVENTION CENTER
NOVEMBER 23-26, 2006

"Green" vehicles, luxury rides and more at the Arizona International Auto Show

More than 400 of the latest cars, trucks, minivans and sport/utility vehicles rolled into the Phoenix Convention Center for the 2007-Model Arizona International Auto Show in late November. This special automotive event allowed attendees to check out all the newest vehicles in a non-selling environment.

There was an opportunity to learn more about the increasingly popular "green" auto movement, including hybrids and alternative fuel vehicles. The show also offered the public an up-close look at concept cars, crossover vehicles, sports cars and much more.

Visitors also got a look at the \$600 million expansion of the Phoenix Convention Center, which will triple the Center's size by nearly 900,000 square feet of rentable space to more than 2 million square feet total. The expansion is taking place in phases so the Center remains open for convention business throughout. Phase one was complete in July 2006, and the balance will be finished in 2008 and open for business in 2009.

Representatives from more than 30 leading manufacturers were on site to answer questions and provide information on the latest vehicles. Ride & Drive events and special exhibits included:

Arizona Ford Dealers Ride & Drive and The All New Chevy Silverado Ride & Drive: Attendees had a chance to get a real feel for the performance and handling of several Ford models including the redesigned Ford Expedition EL. Attendees also checked out the all-new Ford Edge (not available for test drives). They also could try out the all-new Chevrolet Silverado.

Exotic Vehicle Display: Come see a collection of high-dollar-value exotic vehicles from Ferrari & Maserati, courtesy of Scottsdale Ferrari Maserati.

Ford SEMA Vehicles: Ford brought two SEMA vehicles, the Ford Mustang GT Convertible "Built Live" and the Ford Explorer Sport Trac "Adventurer."

Celebrity Vehicles on Display: Celebrity owned and customized vehicles, courtesy of G.A.M.E. Automotive.

The Arizona International Auto Show is produced by *Motor Trend Auto Shows, Inc.* and presented by the Valley Auto Dealers Association. ■



LOS ANGELES

Los Angeles Auto Show

LOS ANGELES CONVENTION CENTER
DECEMBER 1-10, 2006

Over two dozen world and North American debuts, and 1000 of the latest cars and trucks, all at the LA Auto Show

The Phoenix show is a good one to get you in the general mood, but the Los Angeles show is one of the big boys, and pretty convenient for Arizonans to attend. This one's on a par (arguably) with the biggest of all—Paris, Geneva, Tokyo, Frankfurt, New York and Detroit—but just a one-hour flight or six-hour drive away. We opted for the flight, arriving for the two press days on November 29-30 before the show opened to the public. (But of course we recommend the drive if you have the time.)

This is a chance to walk through the whole show as the finishing touches are put on displays, and in fact before (and as) many brand new products and concepts are revealed for the first time. The press days also mean a lot of miles of walking, all in the LA Convention Center, carrying cameras and notebooks and an ever-growing pile of literature, CDs, trinkets and memorabilia (professional bling), so it's wise to wear lightweight clothing and really comfortable shoes. At the same time, press days mean a lot of meet and greet, with name tag in place, so it's wise to wear a sport coat and really uncomfortable shoes. The best part is the media center, where all the heavy gear and literature is packed and shipped back to our office door by trained professionals.

The general show opened on Friday, December 1, though those with the means (or an extra itch for a jump on things) could attend Sneak Preview Night on Thursday, touring the show with a VIP group of sorts and enjoying a cash bar and hors d'oeuvres for just \$125 (or \$250 with deluxe hors d'oeuvres). Don't ask us what the difference is—we were back in Arizona by the time that event got going.

The displays have tremendous planning, funding and energy behind them. Much is apparent during the public show, but press reveals can be as stunning for a mildly revised Japanese sedan as the stage show at a Pink Floyd stadium tour.

Growing number of world debuts staged for LA Auto Show press days

In a shift of emphasis, automakers conducted more world debuts than ever before at the 2006 LA Auto Show. The LA show ran in January until a couple of



Audi R8



Dodge Challenger



Aston Martin AMV8



Toyota FJ Cruiser

years ago, but now the earlier dates make the LA Auto Show the first major North American auto show of the season. A record-breaking 21 world debuts and 12-plus North American introductions occurred during press days, November 29 and 30. The new dates help automakers looking to gain an early edge for their newest production and concept vehicles.

According to Ed Welburn, GM's vice president of global design, "California has long been a leader in cutting-edge design, advanced technology and environmental awareness—three areas that are literally redefining the automobile around the world, and three areas where GM is intensely focused right now," Welburn said. "The Los Angeles Auto Show is a major platform for positioning our company with global automotive leaders and media." He meant it, too, as the press days began with a keynote by GM Chairman Rick Wagoner, introduced by Los Angeles Mayor Antonio Villaraigosa, in which both men addressed the challenges and opportunities facing governments and automakers, head on. The theme for this year's show, *A New Beginning*, aptly captures this pivotal point.

Another shift occurring with the LA Auto Show is the growing emphasis of design. In addition to the show hosting upwards of 500 automobile designers at the third Design Los Angeles conference, there will be a record number of seven concept vehicles making their world debut. Four of these seven—Acura, Honda, Hyundai and Mazda—were designed by their Los Angeles-based studios. These concepts are among the most forward-thinking expressions of new design directions for their brands.

"With our US headquarters in the Los Angeles area and our R&D Design Centers playing an ever increasing global role, it makes great sense for American Honda to increase our presence at the LA Auto Show," said John Mendel, senior vice president of American Honda Co., Inc. "We believe (our) concepts reflect the automotive excitement and passion of our Southern California designers."

Additionally, more than a dozen vehicles were introduced to the North American market for the first time. From Audi and its R8 super sports car to Volvo's nimble new C30, a wide range of model types were revealed, including vehicles from Ferrari, Hyundai, Jaguar, Kia, Land Rover, Lotus, Maserati, Mercedes-Benz and Porsche.

Acknowledging the growing importance of the LA Auto Show, the Organisation Internationale des Constructeurs d'Automobiles (OICA), an international automotive trade association, has placed the show on its international calendar for the first time.



Los Angeles Mayor Antonio Villaraigosa



GM Chairman Rick Wagoner



J Mays and the Ford Interceptor Concept



BMW X5

KEEP RIGHT >>

LOS ANGELES

(CONT'D)

To get a feel for the breadth and depth of the LA Auto Show, from which we can bring you only a handful of images here, check out this list of debuts and concepts from the 2006 show:

World debuts

Acura Advanced Sedan Concept
Aston Martin V8 Vantage Roadster
Audi TT Roadster
BMW Hydrogen 7
BMW X5
Buick Enclave
Callaway C16
Chrysler Sebring Convertible
Ford Escape
Ford Escape Hybrid
Giugiaro Mustang Concept
GMC Yukon Hybrid
Honda FCX Concept
Honda REMIX Concept
Honda STEP BUS Concept
Hyundai HCD 10 Hellion
Lamborghini Murcielago LP640 Roadster
Mazda Nagare Concept
Nissan Altima Coupe
Nissan Sentra SE-R
Saturn Aura Green Line
Saturn VUE
Volkswagen Tiguan

North American debuts

Audi R8
Ferrari 599
Hyundai Tiburon
Jaguar XK-R
Kia Amanti
Kia Rondo
Land Rover LR2
Lotus Exige S
Mercedes Benz CL63 AMG
Mercedes Benz S63 AMG
Porsche GT3
Porsche Targa 4
Volvo C30

Concept vehicles

Acura Advanced Sedan
Chrysler Imperial
Dodge Challenger
Dodge Hornet
Giugiaro Mustang
Honda FCX
Honda REMIX
Honda STEP BUS
Hyundai HCD 10 Hellion
Mazda Nagare
Saab Aero X
Volkswagen Tiguan



Volkswagen Tiguan



Mazda Nagare Concept



Nissan Altima Coupe



Land Rover LR2

Aftermarket

Of course, any Arizona motorhead also tries to attend the SEMA show in Las Vegas, earlier in November. If you want to get a bit of SEMA at the same time as the rest of this show action, consider this: the Los Angeles Auto Show has a tremendous aftermarket show included. In addition to amazing displays from all the major vehicle manufacturers, the LA Auto Show is a place to discover and purchase almost anything you can think of associated with cars, trucks, vans and SUVs. Kentia Hall is where it's at for all the fun things one can do to a vehicle. Here is a glimpse of what we found at this year's show:

Specialty Vehicles - Conversion vans remain popular with families and folks with active lifestyles and given \$3/gallon fuel, alternative fuel vehicles were there, too.

DUB Celebrity Car Showcase - This giant exhibit, like DUB Magazine itself, featured tricked-out vehicles from some of the hottest music and sports celebrities.

Wheels, Tires & Suspension - Stock just won't cut it anymore, and wheel manufacturers were on hand to show all the latest styles and sizes for cars, trucks and SUVs. Of course a set of wheels won't do you much good without tires to match, so Yokohama Tire had an assortment of the round and black rubber on display.

Tuners & Performance - The quest for more has now reached dealerships and manufacturers.

Trucks, Vans & SUVs - Truck, van and SUV owners certainly aren't left out when it comes to vehicle personalizing at the LA Auto Show.

Electronics & Technology - Satellite technology has taken the automotive world by storm these past few years, especially for navigation systems and radio.

Appearance - This is what gets you noticed on the streets and in the valet lots.

Motorsports - Plenty of exhibitors to whet the appetites of racing enthusiasts for the 2007 season.

Hydrogen and alternative fuels

Outside the LA Convention Center, we found a full contingent of hydrogen-powered (and other alternative fuel) vehicles, from Honda, Ford, GM, even a big Dodge pickup, including some already in use by the military. We were offered a chance to drive several of them, and we'd like to say we did. We'd also like to say we drove them up Highway One with Arnold Schwarzenegger. But, alas, we had a plane to catch and this story to file by deadline, so we had to pass—for now. But we'll be back next year, and we'd encourage you to starting planning, now, to do the same. ■



Scion xA



DETROIT PREVIEW

NAIAS: North American International Auto Show

COBO CONFERENCE/EXHIBITION CENTER
JANUARY 13-21, 2007

We'll bring you some news of this enormously significant show in our next issue. Here are some of the highlights already on the schedule for Detroit:

Debuts and concept vehicles

Acura Advanced Sports
Audi Q7 V12 TDI
2007 BMW 3 Series Convertible
2008 Cadillac CTS
Chevrolet Camaro
Convertible Concept
2008 Chevrolet Malibu
Chevrolet Volt Concept
Chrysler Nassau Concept
2008 Dodge Avenger
2008 Dodge Caravan and Chrysler Town & Country
2008 Dodge Magnum SRT-8
2008 Dodge Viper SRT-10
Ford Airstream Concept
2008 Ford Focus
2008 Ford Five Hundred
Ford Interceptor Concept
Honda Accord Coupe Concept
2007 Hyundai Veracruz
Jaguar C-XF Concept
Jeep Trailhawk Concept
Kia Kue Crossover Concept
2007 Lamborghini Murciélago LP640 Roadster
Lexus LF-A Concept
2008 Lexus IS-F
Lincoln MKR Concept
Maserati Quattroporte
Mazda Ryuga Concept
2008 Mazda Tribute HEV Hybrid
Mercedes-Benz Ocean Drive Concept Convertible
2007 Mini Convertible Sidewalk
2008 Mitsubishi Evolution X
2008 Mitsubishi Lancer
Nissan Bevel Concept
2008 Nissan Rogue
Pontiac G6 GXP
Pontiac G6 GXP Street
Pontiac Torrent GXP
Porsche Cayenne
Rolls-Royce Phantom Drophead Coupe
2008 smart fortwo
2008 Subaru Legacy and Outback
Toyota FT-HS Hybrid Sports Concept
2007 Toyota Tundra CrewMax
2007 Toyota Tundra Double Cab
Volvo XC60 Concept ■



Jaguar C-XF Concept



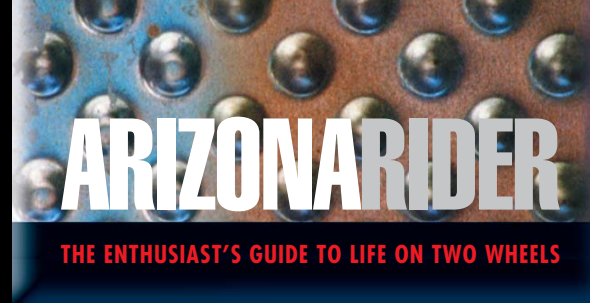
smart fortwo



Nissan Bevel Concept



Kia Kue Concept



PHOENIX

Cycle World International Motorcycle Show

CARDINALS STADIUM
NOVEMBER 3-5, 2006

Street bikes, dirt bikes, ATVs and more at Cycle World International Motorcycle Show® presented by Toyota

Hundreds of 2007-model street bikes, dirt bikes, cruisers, concept bikes and vintage bikes from more than 17 manufacturers rolled into the new Cardinals Stadium for the three-day 2007-Model Cycle World International Motorcycle Show® presented by Toyota. From cool custom choppers and tricked out sport bikes to everything off-road, this show offered something for everyone. This motorcycle extravaganza gave enthusiasts of all ages the opportunity to check out the latest gear and aftermarket accessories and see amazing live-action entertainment, including the BOSS "Ball of Steel" Freestyle Stunt Show. New this year, a welcome center educated potential first-time riders on how to get started, safety courses, necessary gear and more.

There were representatives from more than 17 manufacturers—including Honda, Yamaha, Harley Davidson, Ducati, Suzuki, Victory, Kawasaki, Vespa, Aprilia, BMW, Buell, Husqvarna, Moto Guzzi, MV Agusta, Piaggio, Star and URAL—on site to answer questions and provide information on the latest motorcycles. For the 13th consecutive year, Cycle World, the nation's most popular motorcycle magazine, was the title sponsor for the series, and Toyota returned as presenting sponsor. Progressive Motorcycle Insurance was once again the official product sponsor.

The Cycle World International Motorcycle Shows® presented by Toyota is Fueled by Advanstar, the leading provider of integrated media solutions to the automotive aftermarket, off-road and powersports industries (www.advanstar.com).

For information about next year's show, check out www.motorcycleshows.com ■



Photos: Spin Communications



Arizona

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National Park Service - Arizona
http://www.nps.gov/state/az

Grand Canyon National Park
PO Box 129 • Grand Canyon AZ 86023
923-638-7888 Visitor Info Recorded Message

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Petrified Forest National Park
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Petrified Forest National Park AZ 86028
928-524-66228 Visitor Information

Saguaro National Park
3693 South Old Spanish Trail
520-733-5153 Visitor Info Rincon Mtn District

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AUTOMOTIVE

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National Automobile Museum
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775-333-9300 • www.automuseum.org

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http://www.nps.gov/state/ca

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San Diego Convention & Visitors Bureau
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800-359-6205 • www.sandiego.org/nav/Visitors

AUTOMOTIVE

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CP 31000 Chihuahua, Chihuahua • (14) 29-3421

Sinaloa State Tourism Office
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Edificio Banrural 4 Piso
CP 82100 Mazatlán, Sinaloa • (69) 16-5160

Sonora State Tourism Office
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Edificio Estatal Norte 3er Nivel
Comonfort y Paseo Río -
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Of national interest

AUTOMOTIVE

Henry Ford Museum & Greenfield Village
20900 Oakwood Blvd. • Dearborn MI 48124
www.hfmgv.com • 313-271-1620

Imperial Palace Auto Collections (see Nev.)

Motorcycle Hall of Fame Museum
Pickerington OH 43147
www.motorcyclemuseum.org • 614-856-2222

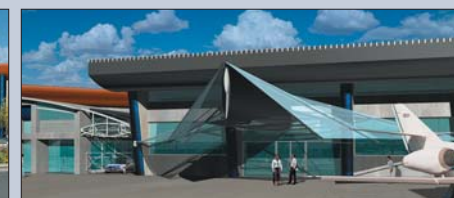
National Automobile Museum (see Nev.)

National Corvette Museum
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Petersen Automotive Museum (see Calif.)

Shelby American Collection (see Colorado)

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FORD GOING TO THE EDGE

Ford dealers have a new mid-size crossover called the Edge. Built on the same proven Mazda6 platform as the Ford Fusion and the Mazda CX-7, the Edge is a five-passenger wagon with a bold design, Ford style grille and an innovative interior. The engine is an all-new 3.5-liter V-6 rated at 265-hp with a six-speed automatic transmission. In standard trim, the Edge is a front-wheel drive, but all-wheel drive is an option. Features on the base SE model include rear spoiler, dual exhaust, 60/40 split fold flat rear seats and 17-inch wheels with a \$25,995 price. The all-wheel drive SE starts at \$27,990. The top-level SEL gets more equipment and option packages with most of the convenience features normally found on \$30,000 vehicles. As expected, the Edge has a full line of safety equipment including Advance Trac®, anti-lock brakes, Safety Canopy™ with rollover sensor, front and front seat side-impact air bags and more. ▼



Ford Edge



Mercedes-Benz CL600

Suggesting elements of the self-parking Lexus as well as Audi's back-up path prediction system, Mercedes gives the urban driver some useful guidance.

MERCEDES-BENZ PARKING ASSISTANT

▲ The new Mercedes-Benz flagship, the CL, has an optional parking guidance system that helps find a parking space large enough for the car and once the spot is identified it guides the driver into the spot. Cruising by parked cars at speeds under 25 mpg, the radar based system measures the length of parking spaces. When the driver stops at a space that is long enough a big "P" lights up on the screen. When the reverse gear is engaged, the display, which shows a graphic representation of the space, shows the driver the steering angle required to back into the spot.

BMW HYDROGEN-POWERED LUXURY

BMW will produce a small quantity of hydrogen-powered 7 Series luxury sedans for testing in the United States. The cars are powered by V-12 internal combustion engines designed to burn both gasoline and hydrogen. Using the same engine, the fuels can be switched back and forth between the two fuels. Combined they will have a range of more than 400 miles. The V-12 hydrogen engine accelerates from 0 to 62 mph in about 9.5 seconds and has a top speed limited to 143 mph. The vehicles will be placed in the driveways of influential people who live

near a hydrogen refueling station for testing in routine driving conditions. These are not concepts they are limited edition vehicles. In the hydrogen mode, the vehicles will emit only water vapor from the exhaust.

MONRONEYS ADD "STARS ON CARS"

Starting in September 2007, the new vehicle Monroney stickers will include a new section called "Stars on Cars" with the 1 to 5 star vehicle crash ratings. Last year, Congress passed a law requiring crash and rollover ratings to appear on the window stickers. The National Highway Traffic Safety Administration has now completed the rules that institute the program. However, Joan Claybrook, president of the Public Citizen consumer group, says the tests must be refined because most vehicles score well and ratings don't show much variation between the best and worst.

LEDs MOVE TO THE FRONT OF THE CAR

LEDs (light-emitting diodes) are about to move around to the front end of cars to become the headlight of the future. Many manufacturers have been using the long-lasting energy-saving light sources in taillights and interiors, but several suppliers are working on headlight systems.

The new LED systems are smaller, require less power and do not require a vacuum bulb. They produce as much as 1,000-lumen in low beam mode making them about as bright as a Xenon headlight. LEDs will be an option on the upcoming Audi R8 supercar when it debuts in Europe next year.

HONDA CLAIMS CLEAN DIESEL ENGINE

Honda engineers, noted for their advanced engine designs, are claiming they have a 2.2-liter diesel engine with advanced engine controls and a new type of catalytic converter that is capable of running as clean as a gasoline engine. The diesel uses "an elegant" system to neutralize oxides of nitrogen, NOx, in diesel exhaust. The engine's computer control instructs the engine to burn a rich fuel-air mixture briefly. This results in a quick burst of exhaust laden with hydrogen compounds. In the catalytic converter, the hydrogen compounds generate ammonia, and the ammonia in turn breaks down the NOx releasing harmless nitrogen through the exhaust system. It sounds like a bit of magic, but remember, Honda engineers were the ones that created the CVCC engine that

KEEP RIGHT >>

HYUNDAI VERACRUZ CROSSOVER

Hyundai will be adding a ninth vehicle called the Veracruz to its lineup starting with the 2007 model year. The midsize crossover is larger than a Honda Pilot and will have more cargo volume than the full-size Mercedes-Benz GL. With sleek styling, a car-like ride and premium features, the Veracruz will be another step in moving the Hyundai brand more upscale. Standard equipment will include a Hideaway™ third-row seat, a simple-to-use 50/50 split fold into the floor seat creating room for seven passengers. The Veracruz is powered by a standard 3.8-liter V-6 engine with a six-speed automatic transmission. Standard safety equipment includes stability control, side airbags and side curtain airbags for all three rows of passengers. Competitors will be the Honda Pilot, Nissan Murano, Subaru B9 Tribeca and Lexus RX350. ▼



Recently revealed to showgoers as the IS-F, this smaller high-performance rear-driver from Lexus is expected to enter the marketplace as the IS500.

>> AUTO NEWS UPDATE - cont'd

didn't need a catalytic converter. Diesel particulates will be removed by a filter on the exhaust system. Currently, the system has only been lab-tested and they are not sure it will work with the new low sulfur diesel fuel to be sold in the US. If Honda can resolve some remaining issues and jump through all the EPA hoops there could be a diesel-powered Accord available as early as 2009.

ACURA BRINGS BACK THE TL TYPE-S

When the new generation TL was introduced, the sporty Type-S version was dropped because the new version actually had better performance than the old Type-S. Now, Acura is bringing back the Type-S to the TL model in an effort to bring more affluent, younger men into the showrooms. The new Type-S gets 28 more horsepower (now 286). Other enhancements include stiffer springs and shocks and paddle shifters on the automatic transmission version. It's identified on the exterior by a black grille, wide side sills, a rear spoiler, dark silver aluminum wheels and Type-S badges. Inside there are sport seats in the front and stainless steel accelerator and brake pedals.

LEXUS TAKES ON PERFORMANCE GIANTS

▲ When it comes to high-performance sport sedans, the top of the list has two names: BMW M3 and Audi RS4. Now Lexus wants to get into that highly visible market with the IS500. Starting with the impressive IS350, plans call for a Yamaha developed 5.0-liter V-8 from the LS 600h, tuned to a minimum 400 horsepower. The car is expected to be fitted with a quadruple exhaust system, and possibly a new double-clutch automatic shifting manual transmission like the Volkswagen DSG. The suspension will get the full performance treatment along with wider 19-inch wheels and tires fitted under aggressive fender flares. The IS500 is expected to reach dealers late in 2007 along with a near \$70,000 price tag.

GRAND PRIX FROM DOWN UNDER?

General Motors officials are driving their Australian division's Holden Commodore to see if it might work as the next generation Pontiac Grand Prix. The Commodore SS-V model being tested is based on GM's Zeta rear-wheel drive architecture and is powered by a new 6.0-liter Vortec V-8 rated at 362 horsepower. The Australian car is available with a six-speed manual or six-speed automatic transmission. Originally, the Commodore

was scheduled to come to the US with a Buick badge, but plans were scrapped when GM focused Buick on a new range of SUVs instead. This could be an easy way for Pontiac to move a step closer to having an all rear-wheel drive lineup.

BRAZILIANS CREATE FIRST TRIBRID

Rio-de Janeiro-based Obvio is planning to sell a car that captures and reuses the power it generates, like a hybrid, and it runs on either gasoline or up to 100 percent ethanol. Obvio calls the car a tribrid. The car automatically optimizes the engine for whatever fuel the driver has used to fill it up. Two models, which are both about four feet shorter than a Mini Cooper, will be sold in the United States by Zap Motors of Santa Rosa. Zap sells electric and other alternative energy small cars.

RED PHOTOS IN "INSIDE FERRARI"

Jon Nicholson's new book, "Inside Ferrari", is filled with photos of red cars, red racing suits and red helmets. Red is the signature color of the Ferrari racing team and it fills nearly every one of the 300 plus color photos. Ferrari F1 racing fans will get a good picture of all the behind the scenes activities along with many racing shots.

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DODGE AVENGER LOOKS LIKE SMALLER CHARGER

The Dodge Avenger, scheduled to replace the aging Stratus, debuted at the Paris show in October as a traditional sedan with a strong resemblance to the Dodge Charger. US models will get 235-hp 3.5-liter V-6, 190-hp 2.7-liter V-6 or 2.4-liter four-cylinder engines. European models will have an optional 2.0-liter turbodiesel, which may ultimately find its way to the US. ▼



Dodge Avenger

Chevrolet HHR Panel



Demonstrating that the HHR is not just the "me-too cruiser," the HHR Panel adds a functional aura to the little truck. Not that it won't cruise well, too.

>> AUTO NEWS UPDATE - cont'd

Published by Firefly Books, the hardcover 288-page coffee table style book sells for \$39.95. For more information about "Inside Ferrari" and other automotive books go online to www.fireflybooks.com.

CHEVY IS ADDING HHR PANEL VERSION

▲ Chevrolet is adding a panel version of the popular retro-styled HHR wagon that will bear a strong resemblance to the original 1949 Chevrolet Suburban panel model. The side windows in the rear doors and the cargo compartment are replaced by steel panels and the cargo area gets a rear liftgate with a window. The Panel is designed to appeal to businesses for a delivery vehicle and for individuals who might like to "express their individuality" on the sides of the panel. The new HHR Panel will be offered in LS and LT trim levels and it will still seat five people. Engine choices include a 2.2- or 2.4-liter four-cylinder engine both with fuel economy ratings over 30 mpg. The cargo doors will not have exterior handles, but will have a dashboard release button. A full range of options will include various radio systems, 17-inch alloy wheels and leather seating. Prices have not been announced, but are

expected to be similar to the standard HHR, which has a base price in the \$15,000 to \$17,000 range.

FORD F-150 WILL GET DIESEL ENGINE

Ford will offer a diesel engine in the F-150 starting in 2008 or 2009 according to a Ford official. The new engine has been developed by PSA/Peugeot-Citroen for use in a Range Rover that was launched in Europe earlier this year. The Range Rover engine is a 3.6-liter V-8 producing 267-hp with 472-lb.ft. of torque and the Ford truck version should be about the same. The engine is a double overhead cam with twin electronically controlled turbochargers, but it will need to be reworked to meet US emission standards. The Range Rover engine gets about 25 mpg, which will be a significant improvement over the best gasoline powered F-150 which is rated at 16/20 by the EPA.

JAGUAR PLANS FOR SEDANS

Unless the brand is sold off or money runs out, both the Jaguar S-Type and XJ sedans are due for complete redesign in the next few years. The changes are expected to be dramatic, to move away from the traditional styling themes that have had lackluster results recently. First out, in 2008, the S-Type is expected to get an

aggressive four-door coupe-look with twin nostril grille and a wedge shape. Like the current model, there will be a variety of V-6 and V-8 engines including a new 5.0-liter V-8. By 2010, the XJ flagship will get a major redesign and a high-tech aluminum body. XJ styling will be unique, but it will share the brand grille look with the S-Type.

CHRYSLER DUAL CLUTCH TRANNY

Industry analysts say that Chrysler is planning to use dual-clutch gearboxes in front-wheel drive vehicles. The company is working with Getrag to supply the cutting-edge transmissions for up to 700,000 Chrysler products annually. The powered manual transmission is as smooth as an automatic, but has the fuel economy of a manual transmission. Currently the only vehicles using the dual clutch transmissions are certain Volkswagens and Audis. VW and Audi already have plans to expand the technology to all their models within five years.

GERMANS UNITE TO PROMOTE DIESEL

Watch for the Mercedes-Benz Bluetec diesel emission treatment system on Audi, BMW and Volkswagen diesel-powered vehicles in the near future. In a

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>> AUTO NEWS UPDATE - cont'd

first of its kind alliance, the four German automakers have agreed to use the Bluetec system to promote diesel power in the US. The Bluetec system includes particulate traps and filters, in addition to a urea injection system that shoots an ammonia-like acid into the exhaust pipes to dramatically reduce oxides of nitrogen. Bluetec has already been announced for the Mercedes E-, R-, M- and GL-Class vehicles. Bluetec versions of the BMW X5, Audi Q7 and upcoming Volkswagen Tiguan were introduced at the Los Angeles auto show in December. The system is also expected to be used for Jeep diesels. Currently about half of the vehicles sold in Europe are diesel, compared with only two percent in the US.

BMW FOUR DOOR COUPE

The beautiful Mercedes-Benz CLS design has designers scrambling to produce similar cars with the "four-door coupe" look. BMW's entry, codenamed the LC5, is expected to take a different design approach with no B-pillar and rear doors overlapped by the front doors, requiring the fronts to be opened first. Watch for the twin-turbo in-line six from the 3 Series coupe as a base engine with a 400-hp twin-turbo V-8 and 550-hp V-10 M version along with a 3.0-liter twin turbo diesel. Transmissions will be a six-speed manual and two automatics, one with a double-clutch system. No naming program is identified yet, but speculation is it will be either a 7 Series coupe or a variation of the 6 Series. It's expected to debut in 2010 as a 2011.

FORD ADDS FUSION AWD

Building on nine months of success, Ford has added an all-wheel drive option for its mid-size Fusion. With a price starting at \$24,025 for the SE or \$1,095 more for the top SEL model. Both AWD packages include up to \$1,000 in extra equipment including MP3 audio input, side-impact airbags, side air curtain, perimeter alarm and fold-down front passenger seat. The SE also gets 16-inch aluminum wheels, a 6-disc in-dash CD changer and foglights. The SEL also adds automatic headlamps, compass, self-dimming mirrors and heated side mirrors with puddle lamps. All 2007 models are now on a five-year /

60,000-mile powertrain warranty with roadside assistance.

FORD ADDS CARGO STEP TO F-SERIES

After spending time learning from their customers, Ford designers believe they have made access to the truck bed much easier with the Tailgate™ Step. The fully integrated step is housed in the tailgate and is virtually invisible when not in use. The step folds down from the tailgate to provide a convenient 16.7- by 4.5-inch step, which will handle up to 1,000 pounds. There is also a unique grab handle that folds up and out of the tailgate to provide extra support for someone using the Tailgate Step. Vehicles equipped with the step also have special non-slip coating on the bed surface.

LIVE ON VICTORY LANE

Development and sales have started on Victory Lane, the Phil Hill Motor Sports Complex built in the countryside about 80 miles west of Savannah, Ga. The 3,000-acre development includes a 4.5-mile road track that can be run in 16 different configurations. The 5,400-ft. front straightaway also doubles as an FAA-approved runway. The track is said to be one of the safest, longest and most challenging in the world. Victory Lane also has an 18-hole golf course, clubhouse, fishing and recreational lakes, an equestrian center and 1,600 acres of nature preserve for horseback riders. The 120 lots range in size from 3 to 30 acres and are priced from \$675,000 to \$2 million. Additional half-acre parcels are available for private hangers. Monthly homeowner's fees run \$1,800 for facility maintenance and a high level of security and privacy. For more information go to www.unlimitedspeed.net.

WHEELS WITH A VIEW

Doug McGoon, a product engineer for custom wheel maker Forgiato Designs by D'Vinci, has developed wheels with clear two-inch thick polycarbonate centers. The clear plastic centers let everyone see your expensive brakes. The wheels have passed all the SAE and SAEJ tests and are legal for street use. They will go on sale soon in 20- and 22-inch sizes for about \$10,000 per set. The down side is, because they are solid, the brake cooling is less than desirable and they get dirty



Team Hybrid Scion xA

A tuner and customizer's favorite right from the get-go, the Scion xA has had small size, high presence, low horsepower, and great potential.

easily from brake dust. McGoon says he's considering a continuous cleaning system for future models. He thinks they could be popular for cruising, but not everyday use.

SCION WILL DROP THE xA AND xB

▲ If you've been thinking about buying a new Scion xA or the famous boxy xB you'd better shop soon, because Toyota plans to stop production. All along, Toyota has said the Scion vehicles will be kept fresh and "hip" with short production runs, and they are living up to their word. Since sales began on the youth-oriented small cars in June 2003 nearly 80,000 xA's and 145,000 xB's have been sold. Toyota has not indicated what will replace the departing Scions, but it is likely to be a US version of something already sold in the Japanese market. The popular tC coupe (which went on sale in June 2004) will stay, for now.

CARS THAT IDENTIFY DRUNK DRIVERS

Nissan and Toyota are both working on systems designed to curb drivers who have had too much alcohol to drink.

Nissan is experimenting with systems that use equipment like an on-board breathalyzer and a sophisticated camera system to identify erratic driving. Toyota is also working with a breathalyzer system and a computer system that monitors driving style through steering wheel movements. The difficulty of building such systems is to ensure the driver won't have someone else "take the test" or having a system that is accurate enough to distinguish between drunk driving and an erratic driver who may be eating or talking on a cell phone.

AUDI ADDS UPSCALE COMPANY STORE

Audi has opened an upscale showroom on New York's Park Avenue. Called the Audi Forum, the company-owned store will feature high-end vehicles not normally found in dealerships. For example, the New York store has the R8 sports car, which was unveiled recently in Paris and the A8 W12 top-end luxury sedan. The showroom also features a Bang and Olufsen sound system and three 63-inch plasma video screens to show products. Purchases made through

the 6,400-square-foot showroom will be delivered by the buyer's local dealer. Audi is also looking at locations in Los Angeles and Miami.

REAR-IMPACT PROTECTION

In Japan Lexus is offering a radar-based rear precrash safety system on the LS460. As the radar detects a collision within 1.5 seconds, it flashes warning lights to warn the approaching vehicle. If the vehicle continues to threaten, it activates an intelligent headrest on the driver's seat within one second of the collision. The headrest automatically senses where the driver's head is and then moves the headrest forward, up to 2.4-inches, to a point just behind the driver's head. When the impact occurs, the driver's head will hit the headrest almost immediately to minimize the motion that can cause a whiplash injury. Watch for the system on American vehicles as early as 2007. ■

Auto News Update includes a summary of auto news from industry sources, trade journals and consumer magazines compiled for *Arizona Driver* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.



- Where did Alan Mulally, Ford Motor Company's new president, work before?
 - Volkswagen
 - Boeing
 - IBM
 - Proctor & Gamble
- Where are the Panoz sports cars built?
 - Italy
 - Georgia
 - Australia
 - California
- What is the powertrain warranty for all GM cars starting with the 2007 model?
 - 4 years or 60,000 miles
 - 5 years or 75,000 miles
 - 5 years or 100,000 miles
 - 6 years or 120,000 miles
- Which famous watch maker supplies the timepiece for the Bentley Continental dash?
 - Omega
 - Breitling
 - Rolex
 - Tag Heuer
- What is the Mothers PowerBall Mini?
 - A high performance speaker for a car
 - An ergonomic shifter ball
 - A device for polishing your wheels
 - A wireless cell-to-audio device
- What percentage of drivers say they always fill their vehicle when they get fuel?
 - 41 percent
 - 51 percent
 - 61 percent
 - 71 percent
- What new distance record did Volvo P1800 driver, Irv Gordon, recently set?
 - 2 million miles
 - 3 million miles
 - 4 million kilometers
 - 5 million kilometers
- What year did Tom McCahill, a writer for Mechanix Illustrated magazine, invent the 0 to 60 mph acceleration test?
 - 1946
 - 1954
 - 1962
 - 1970

- When did Lee Iacocca go to congress to ask for loan guarantees to save Chrysler?
 - 1975
 - 1977
 - 1979
 - 1981
- How many new Aston Martin DBS prototypes were destroyed during the filming of the upcoming James Bond movie "Casino Royale"?
 - none
 - one
 - two
 - three
- What was the new land speed record set by JCB Dieselmex for a diesel-powered car at the recent Bonneville Speed Week?
 - 250.092 mph
 - 300.092 mph
 - 350.092 mph
 - 400.092 mph
- In a "Fuel IQ" survey done by Shell, what percentage of drivers usually fill up at the last minute and frequently drive on empty?
 - 27 percent
 - 33 percent
 - 41 percent
 - 49 percent
- What single major component is common to the Cadillac XLR, Acura MDX, Ferrari 599, Chevrolet Corvette and Audi TT?
 - tires
 - seats
 - steering wheel
 - shock absorbers
- When did Nissan first start work on the continuously variable transmission (CVT)?
 - 1979
 - 1983
 - 1987
 - 1991
- When was the SPEED channel (then called Speedvision) started?
 - 1994
 - 1996
 - 1998d.
 - 2000
- What percentage of US trucks and buses will be using the new Ultra Low Sulfur Diesel fuel that became available this fall?
 - 45 percent
 - 60 percent
 - 75 percent
 - 90 percent
- How long has the Kelly Book existed?
 - 40 years
 - 60 years
 - 80 years
 - 100 years
- What was the top driving pet peeve of responders to a survey done by the Haggerty Collect Network?
 - Drivers who weave through traffic
 - Drivers who tailgate
 - Slow drivers in the fast lane
 - Drivers talking on their cell phones
- What percentage of respondents to a Pew Research Study like to drive?
 - 45 percent
 - 58 percent
 - 66 percent
 - 80 percent

- What is the industry average number of problems per 100 vehicles in the 2006 J.D. Power and Associates survey?
 - 146 per 100
 - 192 per 100
 - 227 per 100
 - 283 per 100
- What percentage of new vehicles are equipped with "black boxes" to record data about how the vehicle is being operated?
 - 32 percent
 - 48 percent
 - 64 percent
 - 80 percent
- What years did Porsche produce its front engine 928 coupe?
 - 1968 to 1985
 - 1973 to 1990
 - 1978 to 1995
 - 1983 to 2000
- How many Toyota dealerships in the US also sell the popular Scion?
 - 50 percent
 - 60 percent
 - 75 percent
 - 90 percent
- What percent of the Chevrolet Impalas sold in 2006 were the high performance SS model?
 - 5 percent
 - 9 percent
 - 15 percent
 - 18 percent
- What was the most popular car color for new cars in 2006?
 - white
 - silver
 - black
 - red
- Which manufacturer is planning to race in the 2007 Nextel Cup, Busch Series and Craftsman Truck series for the first time?
 - Ford
 - Dodge
 - Toyota
 - Hyundai
- What percentage of new car dealers said they were not profitable in a recent survey done by Automotive News?
 - 8.9 percent
 - 14.6 percent
 - 21.0 percent
 - 26.7 percent
- Which of the following companies does not discount the price of their European delivery vehicles?
 - Porsche
 - BMW
 - Mercedes-Benz
 - Volvo
- Which auto company's chief executive was recently knighted by Queen Elizabeth of England?
 - DaimlerChrysler
 - Nissan/Renault
 - BMW
 - Toyota
- When was the first Honda dealership opened in the United States?
 - 1959
 - 1963
 - 1968
 - 1971

ANSWERS ON PAGE 8 >>

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>> ANSWERS (quiz on page 24) >>



1. Answer: b. Ford's new President and CEO, Alan Mulally, was the CEO of Boeing Co.'s commercial airline business.
2. Answer: b. The Panoz sports cars are built in Hoschton, Georgia. The aluminum intensive, high performance two-seaters start at about \$97,000.
3. Answer: c. The new General Motors powertrain warranty for all 2007 models sold in the US and Canada is 5 years or 100,000 miles. The previous warranty was typically 3 years or 36,000 miles.
4. Answer: b. Breitling supplies the timepiece in the center of the Bentley Continental dash. They also have a wristwatch (chronograph) called the "Breitling for Bentley."

5. Answer: c. The Mothers® Power Ball Mini™ is a ball-shaped cleaning device on a stick that makes it easier to clean spoked wheels and other tight areas on cars.
6. Answer: c. According to a recent Shell Oil survey, 61 percent of the respondents say they always fill their vehicles when they get gas.
7. Answer: c. Long distance driving champion Irv Gordon set another new record in his 1966 Volvo P1800 recently when his total mileage rolled over the four million kilometer mark (2,485,484 miles).
8. Answer: a. Tom McCahill invented the 0 to 60 mph acceleration test in 1946.
9. Answer: c. In 1979, Chrysler president Lee Iacocca, went before congress and asked for a \$1.5 billion loan guarantee to try to save Chrysler from collapse.
10. Answer: d. Three of the Aston Martin DBS prototypes were destroyed during the filming of the new James Bond "Casino Royale" movie. It's not a major loss because traditionally prototype vehicles cannot be sold and are scrapped anyway.
11. Answer: c. The JCB Dieselmax car set a new world record of 350.092 mph for a diesel-powered car at the annual Bonneville Speed Week.
12. Answer: b. According to the results of the "Fuel IQ" done by The Shell Group of Companies, 33 percent of US drivers usually fill up at the last minute and frequently drive their car around on "empty".
13. Answer: d. The Cadillac XLR, Chevrolet Corvette, Acura MDX, Ferrari 599 and Audi TT all use the same Delphi magnetic rheological shock absorber system.

14. Answer: a. Nissan started development of the CVT transmission in 1979. Nissan now uses a CVT transmission in most of its cars.
15. Answer: b. The Speedvision channel went on the air January 1, 1996. After five years, it was sold to Rupert Murdoch and his FOX networks and the name was changed to SPEED.
16. Answer: d. more than 90 percent – or about 13 million – of today's trucks and buses will be using the new ULSD (Ultra Low Sulfur Diesel). This will result in the annual reduction of 2.6 million tons of nitrogen oxides and 110,000 tons of particulate matter annually.
17. Answer: c. The Kelley Blue book, the bible of vehicle pricing, has been in use for 80 years.
18. Answer: d. According a survey of thousands of members of The Hagerty Collector Network (the insurance company for collectors), the number one pet peeve was drivers on cell phones, followed in order by slow left lane drivers, tailgaters and drivers who weave through traffic to gain one or two car lengths.
19. Answer: c. According to a Pew Research study, 66 percent of the respondents said they like to drive. That's down from 80 percent in 1991.
20. Answer: c. The industry average in the 2006 J.D. Power and Associates survey of vehicle problems is 227 per 100 vehicles. The top score this year again went to Lexus, with only 136 problems per 100 vehicles.
21. Answer: Answer: c. Although they are not required, the National Highway Traffic Safety Administration (NHTSA) says 64 percent of the new vehicles have "black boxes" to record data about how the car is being driven. The NHTSA does not have access to any of that data, only the manufacturers do.
22. Answer: c. The front engine, rear-wheel drive Porsche 928 coupe was built between 1978 and 1995.
23. Answer: c. 918 (75 percent) of the 1222 US Toyota dealerships sell the popular small Scion.
24. Answer: d. According to Chevrolet, 18 percent of the 2006 Chevrolet Impala sales were of the high performance SS model.
25. Answer: b. According to PPG, 24 percent of the new vehicles built in 2006 were a silver color. White – 16 percent. Red and black each 13 percent.
26. Answer: c. Toyota is planning a major NASCAR offensive for 2007 with vehicles running in the Nextel Cup, Busch Series and Craftsman Truck Series.
27. Answer: c. In a survey done recently by Automotive News, 21.0 percent of the new car dealer survey said they were not profitable. 12.4 percent said they were breaking even and 66.6 percent said they were profitable.
28. Answer: a. BMW, Mercedes and Volvo offer a variety of discount programs and travel incentives for new cars picked up at the factory. Porsche charges extra for the service, but does offer some travel incentives.
29. Answer: b. Carlos Ghosn, CEO of both Nissan Motor Co. and Renault SA, has been appointed an honorary knight commander of the British empire. The award is given to an individual making significant and inspiring contributions in any field.
30. Answer: a. The first US Honda dealership was opened in California in 1959.

The Car Smarts quiz includes news and trivia from industry sources, trade journals and consumer magazines compiled for *Arizona Driver* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

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Autobytel Editor's Choice: Honda CR-V best for teens

Autobytel has released its Editor's Choice Awards, with one category just for teens. Time to start pinning photos on the fridge, as you now know you have an endorsement to pass along to your folks. Here are the results, based on 2006 models (and yes, it's a little heavy on Honda products, isn't it!):

- Car of the Year.....Honda Civic
- Best New Small Car.....Honda Civic
- Hybrid of the Year.....Honda Civic Hybrid
- Truck of the Year.....Honda Ridgeline
- Best Family Car.....Honda Odyssey
- Best Car for Teen Drivers.....Honda CR-V

Prices for the 2007 Honda CR-V range from \$20,600 for the CR-V LX model to \$26,000 for the CR-V 4-WD EX-L model. Honda's Satellite-Linked Navigation System with Voice Recognition™ and rearview camera is available as a \$2,000 factory-installed option.

New features on 2007 CR-V models include:

- Distinctive, upscale, dynamic and versatile styling
- Standard safety equipment includes ACE Body Structure and Active Front Head Restraints
- Interior design and amenities deliver near-luxury style and

- refinement
- New body and chassis designs result in smoother, more agile performance and a quieter cabin
- 10 more horsepower (166 hp) and standard 5-speed automatic transmission
- Improved ingress/egress with optimized door designs and 1.3 inch lower step-in height than the previous generation CR-V
- Dual-deck cargo shelf (available)
- Available Honda Satellite-Linked Navigation System with Voice Recognition

The all-new CR-V features a sophisticated interior design that delivers near-luxury style along with improved refinement and a more powerful and efficient 166-horsepower, 2.4-liter, 4 cylinder engine. As part of Honda's industry leading "Safety for Everyone" initiative, all Honda light trucks, including the CR-V, are equipped with a Vehicle Stability Assist™ (VSA™) system and a comprehensive list of standard safety features, including side curtain airbags with roll-over sensors, front side airbags with Occupant Position Detection System and anti-lock braking system. The 2007 CR-V features Honda's innovative Advanced Compatibility Engineering™ (ACE®) Body Structure for enhanced frontal collision safety. ■



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AUDI'S LAMBORGHINI V-10 POWERED LUXURY SEDANS

By Bill Schaffer

Audi S6



Audi S8

Gather a bunch of automotive writers; send them out for a drive in the country in the latest Audi "S" cars and you'll get some great discussions about the vehicles' attributes later over drinks and dinner.

There is no argument about acceleration and handling of Audi's new larger luxury performance sedans and a near reverence for the sounds that are piped out through the quad tailpipe outlets. The only arguments advanced were whether the extra power was even necessary, given the impressive A6 V-8, and the V-8 and W-12 powered A8 sedans.

There was also no argument about the exterior and interior styling or the well-designed controls. The beautiful sport seats are form-fitting, with adjustments to tailor the fit to nearly any driver. There's also an upgraded Bose® audio system, navigation system and upscale leather package to round out the deal. S8 buyers with audiophile sensibilities can put down another \$6,300 for a Bang & Olufsen® advanced sound system, complete with tweeters that rise out of the corners of the dash when the system is turned on and descend when it goes off.

Which brings us to the reason a shop-



per might want to spend \$72,000 or \$92,000 for the S6 and S8 plus options, destination charge and gas-guzzler tax. The biggest reason has to be the new Lamborghini-derived Audi 5.2-liter V-10 engines, which weigh in at 435 horsepower in the S6 and 450 hp in the S8.

Both cars are equipped with Audi's wonderful six-speed Tiptronic automatic quattro all-wheel drive with its 40/60 front/rear torque split. There are also 19- and 20-inch wheels and tires on the S6

and S8 respectively.

Of the two, the S8 is more luxurious and more outrageous. The car is dynamic, with its aluminum-intensive platform and body. It hints at being a bit more rigid than the rock-solid S6, but it's more forgiving on the bumps. Both cars have very tight suspensions to provide no-compromise handling.

Powertrains like these demand top-performing brakes with massive discs at all wheels, along with all the latest generation anti-lock, brake assist and stability

control. We were more than satisfied with the quick, controlled stopping power during a couple of high-speed tests.

The V-10 power provides instant gratification when the throttle is stomped to the floor. There's none of that showy burning rubber. The quattro all-wheel drive and wide rubber assure there is no slippage and then propel the car forward like one of the gravity-enhancing rides at an amusement park. The net result is 0-to-60-mph times of 4.7 seconds for the S8 and 5.1 seconds for the S6. During hard acceleration, any loose skin on your face slides back just like there was a plastic surgeon in the back seat demonstrating what you'll look like when he is done with surgery.

The best way to identify the S6 is to stand in front of one as it approaches, or on those rare occasions it might be in your rearview mirror before blowing by you. Designers have marked the front of the S6 with five LED daytime running lights on each side of lower grill inlets. The two horizontal rows of bright lights are designed to subtly mark the Audi as a 10-cylinder model. It's one of the best branding signatures we've ever seen. The larger A8 also gets five LED driving lights, but they



are in a circle near the headlights, and appear more like traditional driving lights.

We've never been a fan of 10-cylinder engines because, until now, they have never sounded quite as good as a V-8 engine, in our estimation. This engine has one of the best sounding exhaust tones we've ever heard, from the deep rumble as the car cruises by in a parking lot or city street, to a powerful blast during full-throttle acceleration.

Back to the auto writers' debate on the merits of the S8 and S6 versus versions of

the A8 and A6. Most of us loved the S models, especially their acceleration, sounds and the daytime running lights on the S6. However, if it came to deal or no deal time, most would opt for an A6 or A8 because they offer all the Audi attributes, a little less performance but a more forgiving ride for less money.

Nevertheless about 2,000 lucky Audi enthusiasts annually will get the rare opportunity to own one of the world's most impressive and exclusive luxury performance sedans. ■



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Tailgatin'!

The Ford Expedition Tailgate Tour showcased the new 2007 Ford Expedition in cities nationwide. The event came to Glendale on Sunday, September 24, to give the public a detailed, hands-on look at the new hardware outside the Arizona Cardinals game

against the St. Louis Rams. We were invited to a presentation the day before, headed up by Ford Expedition chief engineer John Viera. Ford's boasts include increased comfort, safety and capability from a totally

redesigned Ford Expedition. What's most interesting is how this vehicle has grown while many SUVs shrink away from rising gas prices and other concerns, and even as Ford pulled the plug on its big Excursion.





Tailgate parties and football are a natural combination, and Ford wants to add the 2007 Expedition to that list. Last fall, the new Expedition and all-new Expedition EL appeared at five football games in key Southwestern and Southern markets, for tailgate events where fans could experience the new Expedition's cargo- and people-hauling capabilities.

"This is a ... fun way to introduce people to the new Expedition," said Michael O'Brien, Expedition marketing manager. "In both the standard and the extended length (EL) models, the 2007 Expedition enhances comfort, safety features and cargo capacity, everything a customer needs for a family vacations, everyday adventures, or a first-rate tailgate party." Seconding Ford's promotional pitch, website Cars.com named the 2007 Expedition EL as one of the top vehicles for tailgating. Along with fun, the Ford tailgate events represented a shift in Ford's marketing strategy, particularly for the SUV segment.

"The full-size SUV market has declined, but there still is a substantial core group of

consumers who want or need a large SUV," O'Brien said. "To reach them we have to be much more targeted in our marketing. Instead of concentrating on mass advertising, we need to try different techniques like taking the vehicle to our customers—grassroots marketing." And thus we found ourselves at the Arizona Cardinals' spanking new (and newly named) University of Phoenix Stadium in Glendale, to preview the vehicles and to hear about the science and development behind them, straight from the engineers and development team, a day before the masses would arrive for the Arizona-St. Louis game and the full Tailgate Tour experience.

Large SUV customers tend to be family oriented. For the Expedition, they are also what Ford refers to as "Big Appetite for Life" customers, people with large families, who are adventurous, want new experiences and enjoy the outdoors.

According to O'Brien, 92 percent of Expedition customers use the vehicle for family vacations, while 82 percent have occasion to

carry three or more people behind the first row. They have a need not only to carry people, but with their desire for outdoor experiences, Expedition owners need room to carry equipment, from skis and bikes to all the ingredients for a successful tailgate party.

The Expedition's cargo capacity behind the first row is 108.3 cubic feet in the standard model and 130.8 cubic feet in the EL. The tailgate event included a graphic demonstration of the Expedition's capacity, pitting the Ford against rival Chevy Tahoe. Fans could also try to guess the number of objects the Expedition would hold and win such tailgate prizes as home team pennants, coolers with beverages, grills, stadium chairs, and more. Attending fans received a "Big Family Adventure Passport," stamped as they moved from exhibit to exhibit. A completed passport earned a prize. Along with football fans, events were also held with local dealers and media, including the time we spent with Expedition chief engineer John Viera (originally from Phoenix and enjoying the weather).



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Welcome To The New
2007 Ford Expedition and
The All-New Expedition EL.
Choose Your Adventure.

- Check out the new 2007 Expedition and the all-new 2007 Expedition EL.
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- Guess the cargo in the back of Expedition EL, and you could win a tailgating kit for your trip to the next game.
- Visit three Expedition Passport stations and get a free prize.

BOLD MOVES



Ford launched the modern large-SUV segment with the Expedition in 1997. The 2003 Expedition introduced several firsts to the segment, including independent rear suspension, fold-flat seats with a power-folding third row, Safety Canopy™ air bags and AdvanceTrac® with RSC®. Today, the market in America is changing. Large traditional utility vehicle sales have declined from a peak of more than 1 million units in 2003 to a bit more than 800,000 in 2005. Ford anticipates the market of large SUVs will continue to decline through the rest of the decade before stabilizing. Full-size SUV customers want room for all their friends and all their gear, says Ford., and many want four-wheel drive and towing capability.

New EL extends full-size appeal

With 14.8 inches of additional overall length, the Expedition EL delivers 130.8 cubic feet of cargo space—including 24 cubic feet more behind the third-row seat than the already spacious Expedition. The EL rides on a 131-inch wheelbase—12 inches longer than standard—to preserve the base model's superior ride and handling. "We lengthened the wheelbase on the EL to add all that extra cargo capacity without compromising driving dynamics," says John Viera, Expedition chief engineer.

Expedition EL is unique from the B-pillar back with its own floor pan, one-piece body side, running boards, rear fascia, roof rack, rear quarter glass, one-piece headliner and quarter panel trim. The second-row doors are also unique to improve the ingress and egress to both second and third rows.

Comfortable and capable inside

Each trim level features a distinctive look. The XLT defines tough luxury. The technical grain of the deep gray dashboard contrasts with embossed cloth seat inserts and warm steel trim. Two Eddie Bauer options combine rich, warm-gray first- and second-row leather-trimmed seats with a choice of camel or stone accents. Limited is a statement in monochromatic rich gray or charcoal black luxury. Heated and cooled front seats are available. The driver's seat's rearward track travel was increased by 20 millimeters to accommodate drivers from 4 feet 11 inches up to 6 feet 4 inches tall. Expedition XLT features six-way power-adjustable front seats, with a 10-way-power driver's seat standard on all models with leather trim. One-lever action, kneel-down, 40/20/40-split second-row seats fold flat with the load floor to offer extra cargo space and easy third-row access.

A Centerslide™ section can move for-

ward up to 11 inches to give a front-seat passenger easy access to a child. The second row is available in 40/20/40 bench configuration or with two captain's chairs and walk-through center passage. Available 60/40-split third-row seats accommodate passengers as tall as 6 feet 2 inches. This folds flat into the floor, providing easy cargo access without the inconvenience of removing a heavy rear seat. An optional Powerfold™ third-row seat folds flat with the touch of a button. An available power liftgate has the lift mechanism to the side, out of the driver's rear view. Climate control utilizes a new scroll compressor and larger air ducts and vents for improved airflow, to warm the cabin and defrost windows in two-thirds the time of the previous model.

Improved road-cruising quietness

Normal conversation works from the front all the way to the third row, thanks to improved sound-deadening materials, thicker side glass and an acoustical windshield. Improved body, engine and transmission mounts isolate the cabin. Wind tunnel-tuned outside mirrors reduce noise. Even Expedition's tires have been specifically tuned to reduce road noise.

New navigation, MP3, satellite radio

A new DVD-based navigation system covers the US, including Alaska and Hawaii, with an improved 6.5-inch color touch screen, voice activation and spoken details in three languages. Standard is an audio input jack for iPod. An available 340-watt AM/FM audio system is MP3 capable with in-dash six-CD changer, six premium speakers and subwoofer. SIRIUS satellite radio and a DVD system with 8-inch flush-mounted flat-panel display and remote-control infrared headphones are optional.

All-new chassis and suspension

Engineered to F-Series truck standards, Expedition's chassis uses revised front geometry and increased box section thickness to provide a 10 percent improvement in torsional rigidity and bending stiffness. The chassis features all-new front suspension, front frame section and modular front-end construction for ease of assembly and improved quality. All-new independent rear suspension has a five-link design for better control of fore/aft and lateral load forces. Monotube shocks on all four corners allow for more precise tuning and a better ride. A new variable boost steering pump uses aluminum components and reduces steering efforts by 15 percent for easy maneuverability at slow speeds with firm, responsive feel at highway speeds.

Larger front and rear brake calipers and thicker rotors improve durability and increase stopping capability. A new dual-bore master cylinder gives a better brake pedal feel and more control over the brake curve, increasing stopping confidence.

5.4L V-8 and fuel-efficient 6-speed

Expedition is powered by Ford's tough truck-proven 5.4-liter Triton™ V-8. With single overhead cams, three valves per cylinder and variable cam timing, the 5.4-liter engine delivers a balance of refinement and muscle. Rated at 300 hp and 365 lb-ft of torque, Expedition can tow up to 9,200 pounds. The engine is paired with a new standard 6-speed automatic transmission with manual shift capability and wide 6.04:1 gear ratio and two overdrive gears for improved performance and fuel economy.

Safety: AdvanceTrac® with RSC®

Expedition offers seat-mounted front side air bags and three-row Safety Canopy™ rollover detection system with extended-duration side curtain air bags down to the beltline for increased coverage. The system also features roll-fold deployment for enhanced protection. AdvanceTrac® with RSC® (Roll Stability Control) also is standard on both Expedition and Expedition EL. Ford's system utilizes a gyroscopic roll rate sensor to accurately measure yaw and roll angles. If the sensor detects a significant roll angle, it applies countermeasures—such as brakes to one or more wheels or reduced engine power—to help maintain control. Ford has 82 patents and 197 pending patents on this system.

Dual-stage front air bags deploy with varying power based on crash severity, the driver's seat position and safety-belt usage. Ford uses environmentally responsible heated-gas hydrogen inflators for the passenger air bag. A stroking steering column is designed to compress as much as three to four inches to help absorb energy in a frontal crash. Door trim works with the available seat-mounted side air bags to enhance occupant safety in a side impact.

The 2000 Expedition was the first full-size SUV to earn five-star front safety NCAP ratings for the driver and passenger from the NHTSA, a recognition it has maintained every year since. Expedition meets all known future crash standards. The new frame meets vehicle-to-vehicle impact standards two years ahead of the required time.

While others have been bringing smaller SUVs to market, Ford has been very hard at work on the new Expedition. If you really need an SUV, you may find you really need the new Ford Expedition. ■



THE INSIDE TRACK: BRIEFS & RUMORS

■ **Volkswagen's** new small SUV, the Tiguan, debuted at the LA auto show. Built on the Golf platform, the Tiguan is a little smaller than competitors like the



Volkswagen Tiguan

Honda CR-V, Ford Escape and Toyota RAV4. Power will come from the venerable turbocharged 2.0-liter four-cylinder with either a six-speed manual or six-speed DSG automatic. A GTI version is in the works.

■ **Audi** has introduced a 6.0-liter V-12 diesel engine for the Q-7 crossover, unfortunately only for European models, so far. The engine is reminiscent of the unbeaten R10 Le Man's racing car and produces 0 to 62 mph times of 5.5 seconds and to a top speed of 155 mph. The turbo direct injection (TDI) produces 500-horsepower and 738-lb.ft. of torque.

■ German media reports **BMW** is working on a smaller Z2 roadster to compete against the MX-5 (Miata) and Pontiac Solstice. As the Z4 moved upscale in the last iteration, the Z2 could easily slide into the entry-level position, but not for three or four more years; probably after the next generation Z4 debuts in 2009. A Z2 would likely share components with the 1 Series and 3 Series. Engines are expected to be



Opel Corsa

a 1.8- and 2.0-liter four-cylinder with up to 300-hp, which is already under development for the entry-level models.

■ **General Motors** has developed a 6.3-liter V-8 engine with a three overhead valve configuration (two intake, one exhaust). The engine produces 470-hp at 6700 rpms and 385-lb.ft. of torque at 5600 rpms. The third valve boosts horsepower by 13 to 18 percent, according to GM engineer Fred Rozario. The small-block engine is now ready to go into trucks or cars, but no application has been announced.

■ The new **Audi TT** may be powered by a five-cylinder engine made up from one-half

of the Maserati Gallardo's V-10 engine. With a turbocharger, the 2.5-liter derivative could develop up to 350 horsepower, putting the little coupe and roadster into an entirely new performance category. The transmission will probably be a six-speed manual, with possibly the DSG automatic later when it's adapted for a transverse engine. The high performance model will also get more spoilers and possibly even a ceramic brake disc option. Don't look for the engine until 2009.

■ **Saturn** will get an entry-level car developed from the next-generation Opel Corsa. Bob Lutz, the General Motors pro-

duction boss, says plans call for building 80,000 to 100,000 of the rebadged Corsas annually starting around 2011.

■ DaimlerChrysler has opened a factory in China to build **Chrysler** 300C kit cars. The manufacturer will ship the kits from Ontario to China for final assembly before being sold there. They are also looking for Chinese parts suppliers for Chrysler (and Mercedes-Benz) vehicles being built there so they can achieve a 40 percent local content level and take advantage of lower Chinese tax rates that will go into effect in 2008.

■ **Chrysler** is working on a replacement for the PT Cruiser for release in 2010. The sheet metal is expected to be less retro and otherwise very different from the current model. There is also some discussion



Audi TT

about changing the name to "PV Cruiser". At the same time, they are working on a Dodge crossover, something being referred to by insiders as a "sport tourer", using the same platform and mechanicals.

■ Rumors continue and spy shots are starting to appear of a small **Mercedes-Benz** SUV called the GLK-Class. The next-generation C-Class wagon is expected to provide the underpinnings for the GLK with the 268-horsepower 3.5-liter V-6 as the power plant. Other possibilities include a 3.2-liter diesel and ultimately a 6.3-liter AMG. The transmission will probably be the same seven-speed automatic used in most Mercedes models currently. No announcement date has been mentioned, but competitors are the next BMW X3 and the upcoming Audi Q5.

■ **Volvo**, still a leader in safety, is adding new features to its menu. One upcoming system is a sensor that can warn the car owner that someone is inside the car. The system actually senses a heartbeat and notifies the driver by flashing two lights on the key fob, allowing the driver to run to safety and go for help. The system has a range of about 325 feet. It will be first offered in the second-generation S80 sedan that goes on sale in February.

■ **Nissan** will introduce the Rogue, a new crossover, in January at the Detroit auto show. Smaller than the Murano, the Rogue will be front-wheel drive, maybe with an optional all-wheel drive. The engine is expected to be Nissan's 2.5-liter four-cylinder rated at about 175 horsepower.



Nissan Rogue concept

■ **Rolls-Royce** will add a second and smaller model within the next four years. Rolls-Royce chairman and CEO, Ian Robertson, says the model will be priced from \$250,000 to \$350,000 to compete with other ultra luxury vehicles like the Bentley. The first model will be a sedan, but other style are under consideration. Production should begin in 2010 with a plan to build up to 800 cars annually.

■ **Lexus** has been spotted testing a highly camouflaged, but exotic looking, two-seat sports car at Germany's famed Nuerburgring racetrack. The \$100,000-plus car resembles the LF-A concept shown originally at the Detroit auto show in 2005. The car is expected to debut on September 30, 2007 at the F1 Grand Prix at Fuji International Speedway. The track is Toyota Motor Corp.'s home track in Japan and that date is just weeks before the Tokyo auto show.

■ **Mitsubishi's** next Lancer Ralliart will get turbocharging and all-wheel drive in an effort to compete with the lower level Subaru WRX. The Ralliart is expected to be a milder version of the next generation highly regarded Evo X (10) rally-style sedan that is due in 2009.

■ Seen testing at Nuerburgring was a mildly disguised version of the **Chevrolet** HHR SS prototype. If the HHR version meets acceptable performance and handling levels it could be added to the Chevy lineup for 2008. The HHR, which is built on the same platform as the Cobalt SS, would likely have the same 173-hp 2.4-liter engine as the Cobalt.

■ Some upcoming **Lincoln** products will get a slightly larger engine than is used in Ford and Mercury vehicles. Ford has announced that the Lincoln MKS sedan and possibly the MKX crossover will now get a new 3.7-liter V-6 engine with horsepower levels that could near 300. Planners have received media criticism when it was announced the Yamaha-engineered V-8 used in the Volvo, would not be used in the Lincoln.

■ Rumor has the **Toyota** Tundra release delayed because it discovered the new Chevrolet Silverado and GMC Sierra



Toyota Tundra

trucks might have the same new upscale interiors that grace the Tahoe and Denali SUVs. They do. So Toyota quickly decided to spiff up the interior on the new Tundra.

■ **Chrysler** will soon decide whether to build the Imperial concept. Developed from the rear-wheel drive Chrysler 300 platform the big luxury sedan is nearly 18-inches longer and six-inches taller



Chrysler Imperial concept

than the 300. The concept, which takes styling cues from the Bentley Arnage, was first shown at the 2006 Detroit auto show. It's powered by the Chrysler Hemi V-8. A decision should be reached by the end of 2006 or early 2007 and could be available at dealerships as early as 2009 if the answer is affirmative.

■ The next generation **Honda** Accord is due in 2007 as a 2008 model and it will face a challenge with recent new mid-size models like the Toyota Camry, Nissan Altima, Ford Fusion, Saturn Aura, Kia Optima and several others. Look for the new model to take design cues from the new sleek Civic with a wider stance, large wheels and clean styling. Also possible is a "clean diesel" Honda promised by 2009.

■ In 2009, **Volkswagen** will offer a SportVan, developed from the Audi A6 platform. The 16-foot-plus-long people-mover will feature a 2-2-2 seating configuration, like the Mercedes-Benz R-Class, but with staggered theater-style seats that fold and swivel. Power will be provided by VW's turbocharged 2.0-liter four-cylinder engine and the 3.2-liter V-6. 4Motion all-wheel drive and height-adjustable air suspension will be options. VW will also launch a rebadged of the Chrysler minivan in 2007. ■

Briefs & Rumors is a summary of auto news from industry sources, trade journals and consumer magazines compiled for *Arizona Driver Magazine* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.



A little more like a hybrid

By Barbara and Bill Schaffer



GM has pledged another vehicle to the elite HEV fraternity. It's hard to think of the other GM hybrids, the Chevrolet Silverado and GMC Sierra, as true Hybrid Electric Vehicles, because electricity doesn't really power the vehicles. The new Saturn Vue Green Line is a little more of a hybrid, but still not the kind that will allow you to silently motor through parking lots or cruise silently through slow-moving traffic.

The Saturn Green Line drive system combines sophisticated controls and an electric motor/generator with a 2.4-liter four-cylinder gas engine with variable valve timing and four-speed automatic transmission. The system provides additional power during acceleration and increased fuel economy through engine shut-off at idle, fuel cut-off during deceleration and the capability to capture elec-

tric energy through regenerative braking. This means owners should not anticipate 50 mpg fuel economy ratings; rather the EPA says to expect 27 mpg for city driving and 32 mpg on the highway. That compares with 22/27 for the comparable gas-powered model or about a 20 percent improvement over a gasoline-only Vue.

The Vue has a clean contemporary styling with fender flares, a unique five-grille front fascia and distinctive flat roof rear panel. Inside nearly all switches, including window and mirror controls, are conveniently located on the center console panel that extends down from the dash and surrounds the shifter. The steering wheel houses redundant audio controls as well as cruise controls.

The Vue seats four adults comfortably or five tightly. The 30.8 cubic foot cargo area can be expanded to 63.8 cubic feet by folding the 70/30 split rear seat backs. The front row passenger seat also folds flat to haul longer cargo like ladders or boards. The cargo compartment has an organizer that flips up to hold grocery bags and side storage bags that will hold items as large as a one-gallon milk carton.

The Vue's gasoline engine is the Ecotec 2.4-liter four-cylinder, which is rated at 170 horsepower; that's 27 more horsepower from the 2.2-liter base engine. Combined with GM's smooth four-speed automatic transmission, the front-wheel drive Vue is comfortable to

drive. It's not very fast, 0 to 60 mph in 10.1 seconds, but it's about one-second quicker than the base model.

The Green Line Vue has a base price of \$22,995 including the destination charge. It comes with an extensive list of features including cruise, power windows and locks, keyless entry, automatic dimming rear view mirror with compass and outside temperature. Available options include leather seating, Comfortably Safe package (head curtain side air bags, six-way power driver's seat, heated front seats and XM® Satellite Radio), power sunroof, AM/FM stereo with six-disc in-dash CD/MP3 player, and rear DVD entertainment system.

The Vue received five-star crash test ratings for front and back seat occupants in both frontal and side impacts.

We were disappointed that the Vue Green Line lacked a trip computer for the driver to keep track of fuel economy levels. That defeats one of the fun things to do while driving a hybrid—monitoring your fuel economy. It also lacks an available stability control system.

Just like the non-hybrid version, the Saturn Vue Green Line is fun to drive. The ride is smooth and quiet with agile handling and plenty of power for the average driver. Slightly higher ride height gives the driver a little better forward view than a sedan, but it's not high enough to feel venerable in sharper corners. ■

THE CAR-REINVENTED

By Barbara and Bill Schaffer



I imagine that you are the head of research and development for the world's largest automaker, when the CEO tells you to reinvent the car. That order must have given GM Vice President of Research & Development and Strategic Planning Larry Burns sleepless nights. Where do you start?

We recently drove the latest chapter of the first four years of work, the Chevrolet Sequel concept. On the surface, it looks much like many of the new crossovers introduced recently by other manufacturers. There are no wings or glass canopies; visually the only features that identify the Sequel's innovative technology are large inlets and outlets in the front and rear used to pull in oxygen for the fuel cells and cool the system.

Under the attractive skin, however, lies the most technologically advanced automobile ever built. "General Motors is proving that advanced technology can remove the automobile from the environmental debate and reduce our dependence on petroleum," explains Larry Burns. "Chevy Sequel clearly shows that our vision for the future of the automobile is real and sustainable."

This is the first GM vehicle to integrate a fuel cell propulsion system with advanced technologies like wheel hub motors, brake-by-wire controls, lithium-ion batteries and a lightweight aluminum structure. The fuel is hydrogen and exhaust is water vapor.

Like most concepts, the Sequel interior is clean and simple. To make it easy for people like us to drive, the controls are traditional. The Sequel test vehicle came equipped with two engineers to explain how it works and to otherwise protect the multi-million-dollar concept from auto writers tempted to test quarter-mile acceleration or to see if it will do burnouts.

We expected the Sequel to glide silently over the roads, but instead there was a loud whine as the fuel cell converted hydrogen into electricity to power the electric drive motors. We were told much of the noise would be removed on future models. Engineers tell us this vehicle will accelerate from 0 to 60 mph in about 10 seconds and has a range of about 300 miles. The fuel cell system is also able to start and operate in sub-freezing temperatures and has a life expectancy of about 50,000 miles (very good for a fuel cell system). Specs like that make the Sequel more reality than scientific experiment.

"Sequel fundamentally changes the DNA of today's automobiles...exchanging an internal combustion engine, petroleum and mechanical systems for fuel cell propulsion, hydrogen and electrical system," Burns said. "In Sequel, GM has created a real vehicle that promises to excite customers and lead to long-term, sustainable automotive transportation."

This is just the start, future models will have unequalled traction capabilities on



all surfaces, better torque, shorter stopping distances and the ability to "talk" to other vehicles about traffic and road conditions.

Later the same day we were introduced to the next chapter in the reinvention process, the Chevrolet Equinox Fuel Cell. GM is building more than 100 Equinox Fuel Cell vehicles for consumer use. Labeled "Operation Driveway," the program will place these vehicles in different driving environments in three parts of the country: California, Washington DC and the New York metropolitan area, so engineers can test fuel cell propulsion in real world conditions and use the information to move to the next chapter in the process of reinventing the automobile that GM CEO Rick Wagoner challenged the company to do in 2002. ■

UPCOMING FEATURES

Audi R8



Now that we've had our hands on the Audi R8 quasi-supercar at the LA Auto Show, we're all set to give you a thorough onceover on this fine machine in our next issue. Stay tuned.

Volkswagen Eos hardtop convertible



It's hard not to take a second look at the VW Eos, a retractable hardtop convertible from the generally frugal but well-engineered maker. We'll take a first look at it in our next issue.

Phoenix International Raceway event information



PIR has a hot and heavy calendar on the horizon for this spring. See our next issue for details of three NASCAR races under the lights, back-to-back nights, this coming April.

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