

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 7 NUMBER 4
JULY-AUGUST 2008

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WITH AUDI A5 AND Q7 PRIZES



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#1029

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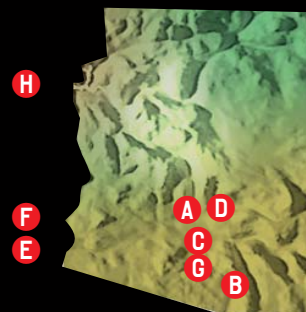
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COVER: Audi A5 coupe at the Audi Quattro Cup golf tournament, Westin Kierland Resort & Spa. Photo by Randall Bohl.

We never cease to be amazed at what Red Bull has parlayed out of the sale of its little cans of potent carbonated beverage. Last year, we followed local wizard John Swauger as he competed in the Red Bull Soapbox Race. Another Red Bull event is the Flugtag, in which similarly whimsical craft take to the air, at least to the degree achieved by pushing themselves off a high pier. But they really take to the air in the Red Bull Air Race World Series, which takes motorsports literally to new heights. We journeyed to San Diego to catch Arizona pilot Kirby Chambliss in his quest to be a repeat winner of the series.

Fun is always at the heart of motorsports, but math and science loom large. We've all seen the emails: with gas at \$4/gallon, it still compares favorably with a gallon of White-Out® or Chanel No. 5. Well, let's see... at about eight bucks for four 8.3-oz. cans, Red Bull works out to about, yep, over \$30/gallon. Which leads us straight to alternative fuels and biodiesel. However, this time we're not talking about Mercedes-Benz BlueTEC, but rather Earthrace, "the coolest boat in the world," still en route across the Arabian Sea as we go to press, seeking to dethrone a prior record standing since 1998, but with the added touch of this one being a 100% biodiesel, 100% carbon neutral run. We almost joined them in Mexico for the run to San Diego, but we did at least get to visit at the SD stop.

We present our *Arizona Rider Magazine*, *Arizona Flyer Magazine* and *Arizona Boater Magazine* titles as occasional features within *Arizona Driver Magazine*. This issue, for the first time, we have all titles at once. Whether we make you seasick, airsick or just lovesick for new wheels, we always hope you enjoy the ride.



Joe Sage
Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE

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DESIGN & PRODUCTION: AdZone Arizona
ADVERTISING SALES: 480-948-0200

ARIZONA DRIVER MAGAZINE

PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC
Arizona Driver Magazine
PO Box 13387 - Scottsdale AZ 85267
www.arizonadrivermagazine.com
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Arizona Driver Magazine, Arizona Rider Magazine,
Arizona Flyer Magazine and Arizona Boater Magazine
are registered tradenames of AdZone Arizona LLC.

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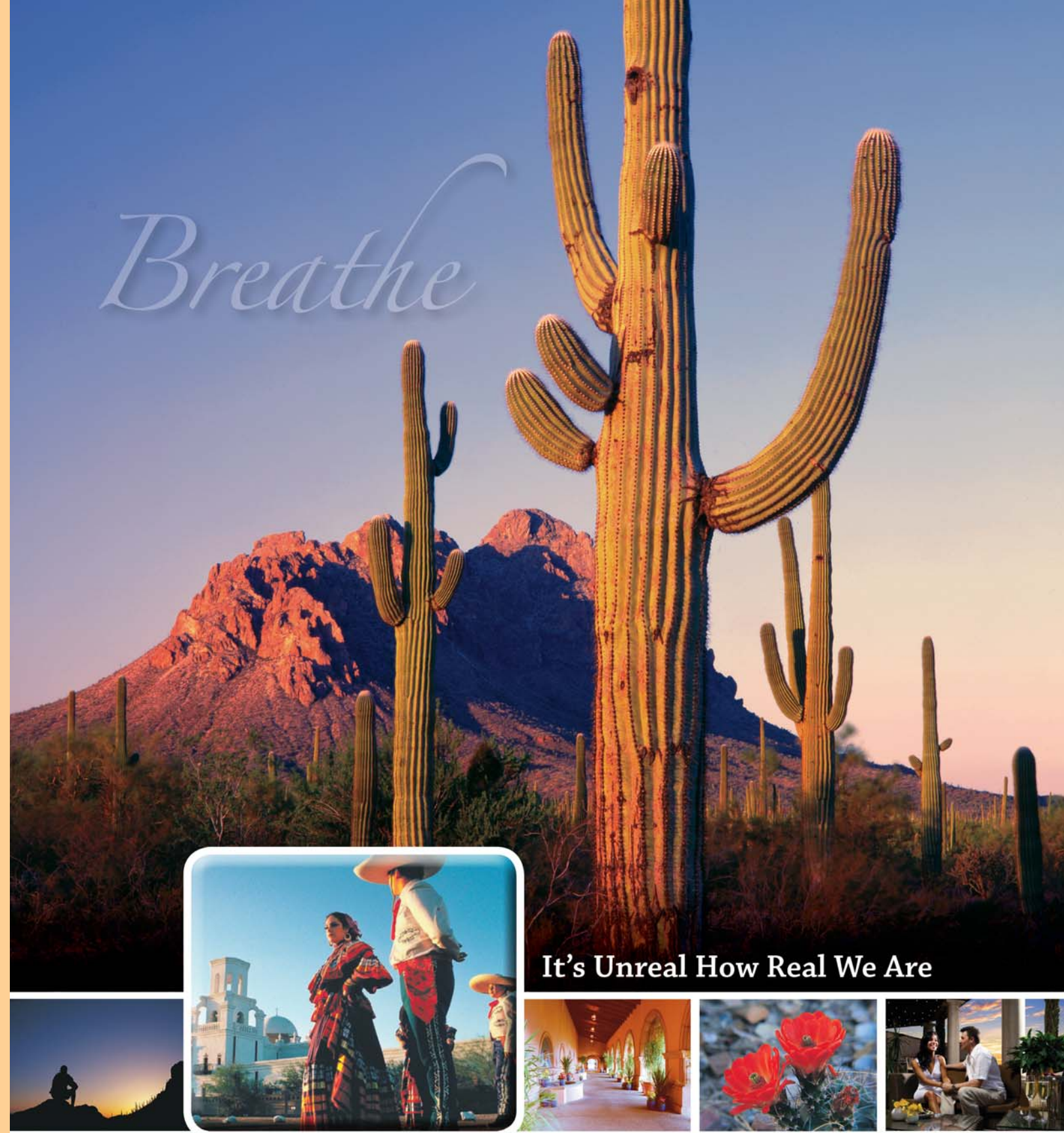
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GM MAKES BIG CHANGES

At the GM annual shareholders' meeting in June, Chairman and CEO Rick Wagoner announced a range of strategic initiatives in response to growing demand for fuel-efficient vehicles and to economic challenges in North America.

NEW CHEVY MODELS AND ENGINE. The GM board has approved a next-generation compact Chevrolet for US and global markets, a next generation of the popular Chevy Aveo, and GM's turbocharged 1.4-liter four-cylinder engine for the US. The new compact aims to set equipment, quality and safety benchmarks for the size class. The new Chevy Aveo is also expected to have class-leading fuel economy when it goes on sale in the US in late 2010.

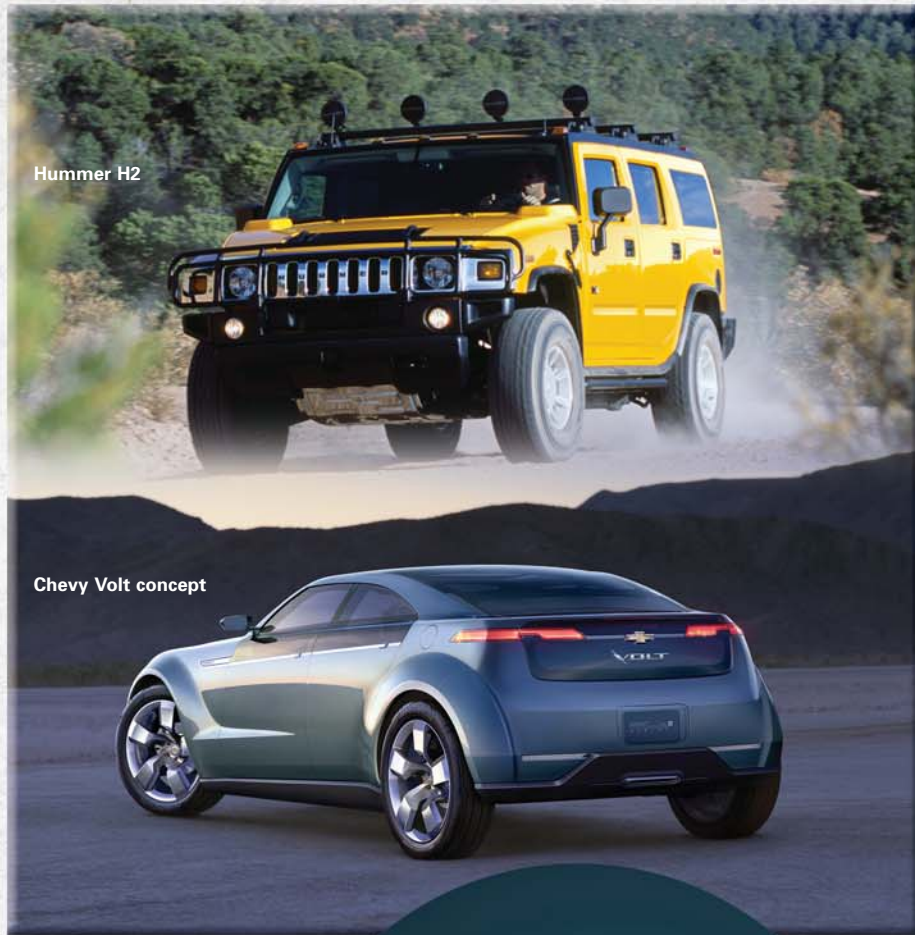
CHEVY VOLT IS A GO. The Chevy Volt took a major step toward the showroom with board approval for funding production development and tooling. Technologies for this extended-range electric vehicle, including its lithium-ion batteries, should be ready for volume production on schedule. GM plans to produce the Volt at the Detroit-Hamtramck plant, subject to government deals.

CAPACITY ADJUSTMENTS. GM will also quickly increase production of small and midsize cars, while reducing production of pickups and truck-based SUVs. Arizona's Midwest transplants will want to know about plants. GM plans to add a third shift in September at the Orion Assembly Center in Michigan, which builds the hot-selling Chevy Malibu and Pontiac G6, and a third shift at Lordstown Car Assembly in Ohio, which builds the Chevy Cobalt and Pontiac G5.

On the other side of the equation, GM will cease production at four truck plants. Oshawa Truck Assembly in Canada, which builds the Chevy Silverado and GMC Sierra, will likely cease production in 2009, while Moraine, Ohio, which builds the Chevy TrailBlazer, GMC Envoy and Saab 9-7X, will end production at the end of the 2010 model run, or sooner. Janesville, Wisconsin, will cease production of medium-duty trucks by the end of 2009, and of the Tahoe, Suburban and Yukon in 2010, or sooner, if market demand dictates. Chevrolet Kodiak medium-duty truck production will also end in Toluca, Mexico, by the end of this year.

STRATEGIC ASSESSMENT FOR HUMMER BRAND. GM is undertaking a strategic review of the Hummer brand to determine its fit within the GM portfolio. The company is considering all options, from a complete revamp of the product lineup to a partial or complete sale of the brand.

The big automakers have long made most of their profit from trucks and SUVs. GM is now counting on beating others to growth in the compact and fuel-efficient markets. We'll stand by to see what others do. "These higher gasoline prices are changing consumer behavior and rapidly," said Wagoner. "We don't think this is a temporary spike or shift. We think it is permanent." ■

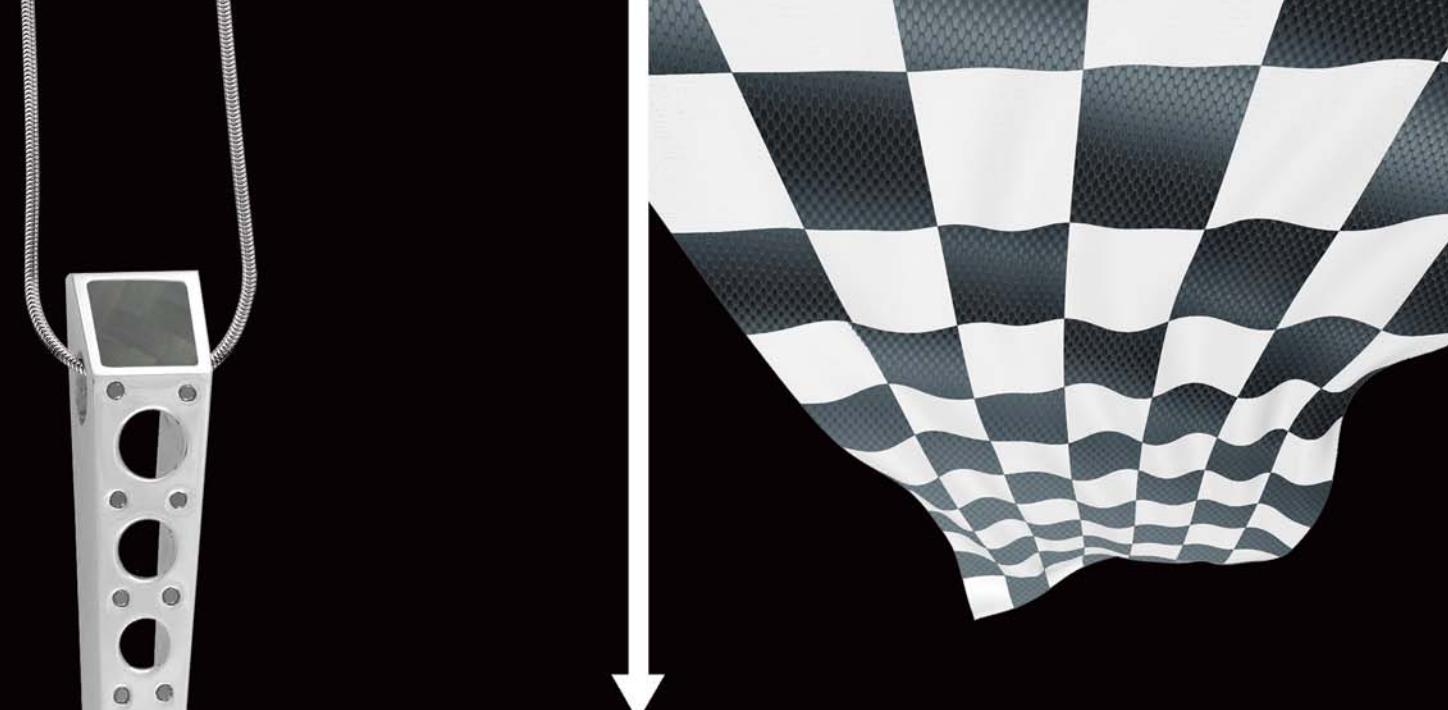


Hummer H2

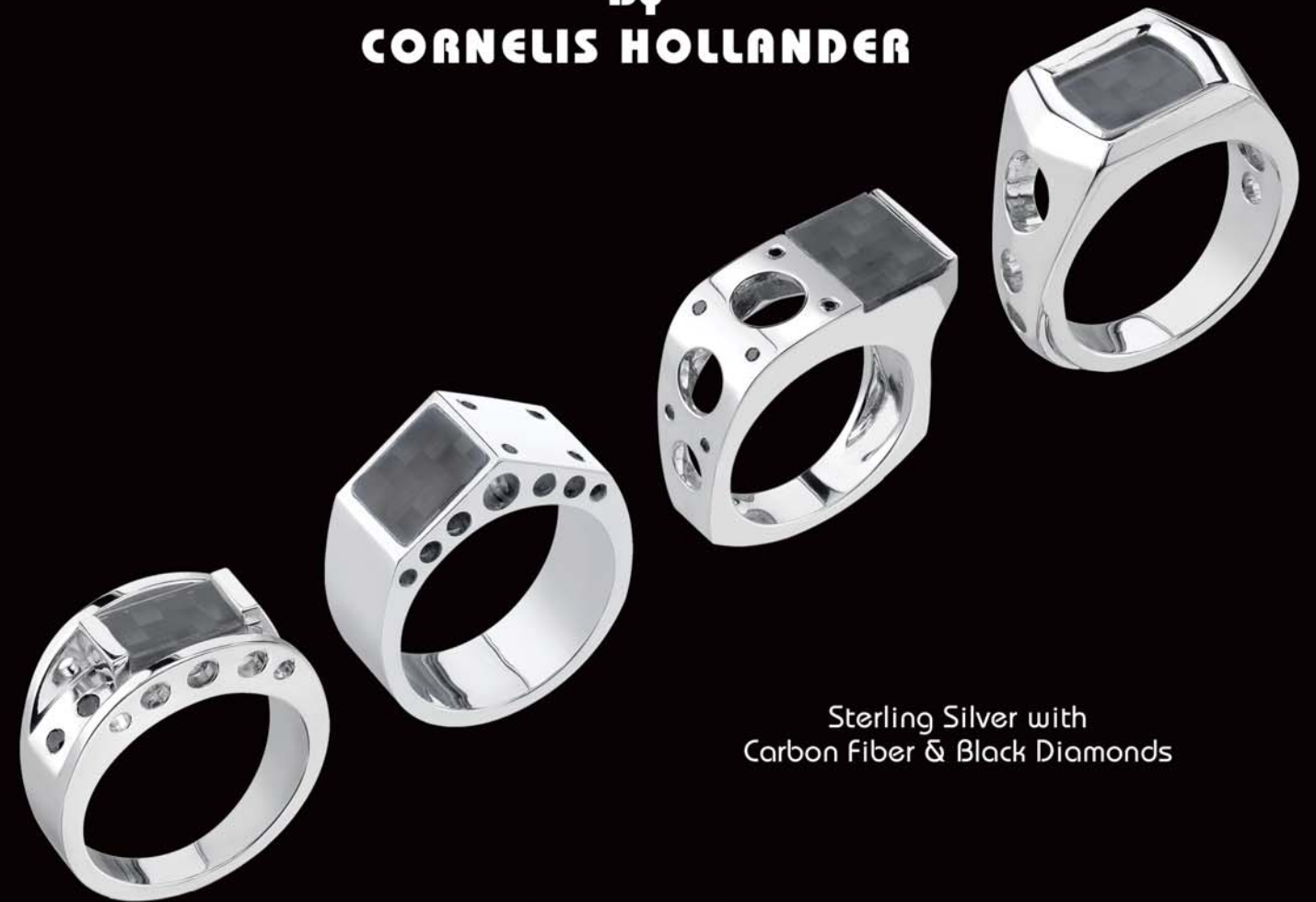
Chevy Volt concept



Chevy Aveo



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Imperial Palace Auto Collections (see Nev.)

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National Automobile Museum (see Nev.)

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AUDI ADDS SECOND SUV

Audi is already adding a second, smaller SUV to its line up late this year as a 2009 model. The Q5 will build on the foundation established by the Q7 when it was introduced just a year ago. The Q5 is about the same size as the new Infiniti EX35, the BMW X3, Lexus RX350 and several other luxury brand versions. It will be powered by a 265-hp version of Audi's 3.2-liter V-6 engine with a six-speed Tiptronic transmission and quattro® all-wheel drive. Audi says the Q5 should accelerate from 0 to 60 in just 6.8 seconds. Features planned include a hard disk drive navigation system with real-time traffic information, Bang & Olufsen sound system plus heated and cooled cupholders. ▼



Audi Q5



Tiger Woods with baseball legend Al Kaline

Imagine meeting Tiger Woods. Imagine golfing with Tiger Woods. Imagine Tiger Woods caddying for you and sharing his tips. www.teeoffwithtiger.com

BUICK PRIZE: TIGER WOODS AS CADDY

▲ The grand prize for a new Buick online contest is playing nine-holes at the Torrey Pines course near San Diego, on October 20, with Tiger Woods as the winner's personal caddy. According to Buick spokesman David Darovitz, Woods will fill "the traditional caddy role, including carrying the clubs and giving advice." To win, entrants have to predict Woods' hole-by-hole scores during the tournaments he plays this year. Register for the contest at www.teeoffwithtiger.com. Other prizes include the Buick that Woods is scheduled to drive at each of the tournaments during the contest. The contest runs through Sept. 28.

AUDI 7-SPEED TWIN CLUTCH TRANS

Before most automakers introduce their first twin clutch transmission, Audi is showing its second one, a lightning speed seven-speed version. Developed to work with longitudinally installed engines with quattro all-wheel drive, the new S tronic works on two transmission structures. Both are continuously active, but only one gets the engine power at a time. As the driver goes to second gear, for example, third gear is ready to go, as soon as that

clutch is activated by the shifter. The process takes only a few hundredths of a second and without traction interruption. A unique feature of the S tronic is the two separate oil systems with one using automatic transmission fluid and the other hypoid gear oil.

KIA WORKING A PICKUP FOR THE US

Kia is close to a decision about building a pickup for the US. New Kia Motors America CEO Ahn Byung-Mo is pushing for the truck and has been talking it up with dealers. If built, the truck will likely be a front-wheel drive, powered by a V-6 engine and built on the same unibody platform planned for the second generation Sorento and possibly resembling the Honda Ridgeline in design. The Sorento will be the first vehicle built at the company's new West Point GA plant, starting in November 2009, and the pickup should appear about two years later.

NISSAN'S X-BY-WIRE CONCEPT

Using wires and electrical impulses instead of mechanical linkages for the control of major systems such as steering, braking and transmission, the new Nissan X-by-Wire technology is able to

eliminate many restrictions in how vehicle systems integrate. Applied to a first-generation Nissan Murano crossover, the EA2 concept, the system allows greater flexibility in vehicle packaging and helps reduce vehicle weight, resulting in performance gains, better fuel economy and lower emissions. The electronic technology creates more space too, allowing designers to add space for a third row seating in the Murano concept. The Shift-by-Wire system allows for the installation of an innovative movable center console that makes it easier to move between the driver and front passenger seats. Timetables for the new electronic technology were not announced, but the systems should soon find their way into upcoming Nissan and Infiniti products.

WI-FI FOR YOUR CAR

A Marin County, Calif. company has developed a small box that turns any vehicle into a Wi-Fi hot spot. The Autonet Mobile Inc. system connects to the Internet through cellular data, rather than using a voice or network system. Customers will pay about \$39 a month

KEEP RIGHT >>

VW HAS BIG PLANS FOR US MARKET

In addition to a US assembly plant, Volkswagen has plans to sell a lot more cars and perhaps a pickup in this country. According to Group CEO Martin Winterkorn, interviewed at the recent Geneva auto show, the plant site will be announced by early summer. In the running are North Carolina, South Carolina and Georgia. He said the new plant would most likely build a Passat replacement, which is expected to get a new name and lower price in the \$20,000 range. The current Passat has a base price of \$24,680 including shipping. Other new vehicles being considered for the US market include a car the size of the European VW Polo (about the same size as the Honda Fit), a family of small vehicles based on the Volkswagen 'space up!' concept and a body-on-frame pickup. Other changes include a cheaper Jetta and a smaller successor to the top of the line Phaeton that was discontinued in the US after the 2006 model year. ▼



Volkswagen Polo GTI (Europe)



Nissan GT-R

This is the Japan-only car that savvy import tuners and enthusiasts have had their eye on for years. It now comes to our shores, to rave reviews.

for a constant Internet connection that will allow passengers to play games, watch movies, use their laptops for a navigation system, or use other mobile devices in the car through an in-car router. No special exterior antenna is needed and the system may be used simultaneously by multiple devices in the car. Download speeds run from 600Kbps to 800Kbps with upload speeds of about 200 Kbps. The continuous service allows users to watch movies or play games without lapses in the signal. Currently Autonet is signing up auto dealers to sell the technology, but it is also working with Delphi to develop a unit to be installed at the factory. More information is available at www.autonetmobile.com.

TOYOTA EVALUATING SMALL IQ FOR US

Toyota may bring its iQ mini-car concept to the US if it does well in crash testing. Only 9-feet-9.5 inches long (about 33 inches shorter than the Toyota Yaris liftback) the iQ seats three adults and a child behind the driver. There is no cargo space, but the rear seat back is split 50/50 and can be folded to allow space for cargo. With its long wheelbase (for a car this size) and short overhang, engineers have

developed a compact differential to allow more room in the engine compartment.

GT-R SAME EVERYWHERE, EVEN SNOW

▲ Nissan planners determined that even buyers of supercars, like the new 480-hp GT-R, like to drive their cars year around, so they have equipped it with a push-button snow setting for the transmission. When activated the button reduces the cars racy low-end torque to avoid spinning out on snowy or icy roads. Previously Nissan, and other automakers, have often set cars like the GT-R differently for Asia, Europe and the US, but due to the limited production capacity (estimated at 12,000 per year); all markets will get the same version.

SPEED LIMITED ON JAPANESE GT-R

Nissan has limited the top speed of Japanese versions of the new GT-R supercar to 111 mph according to Simon Sproule, Nissan Corporate Vice President Global Communications. Sproule said the speed limiter is controlled by GPS system in the GT-R but it allows the car to go to its full potential (normally about 184 mph) on recognized or preprogrammed race tracks in that country.

INFINITI FX NUMBER CHANGE

Redesigned for 2009, the second generation V-8-powered Infiniti FX gets sleeker exterior and more elegant new interior, but the most interesting changes are under the skin. The new 5.0-liter V-8 engine boasts 390 hp (up 70 hp from the previous model) necessitating changing the name from FX45 to FX50. The FX will be the first Infiniti to use a new Nissan seven-speed automatic transmission. The brakes are designed to warn driver of a collision and then brake automatically with as little as one second of response time. Other technology includes a control to maintain safe distances between vehicles in heavy traffic and a continuous-damping active suspension system. The new FX50 is due at US dealerships by June. The V-6 version is scheduled for a later release.

ALFA PLANS TO BUILD CARS IN US

Alfa Romeo is looking for a place to build cars in the United States. They are either looking for a plant that might have been closed by one of the Detroit 3 automakers or to expand one of the 11 existing Case New Holland agricultural machine or

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RWD HYUNDAI GENESIS COUPE IN '09

Shown in production trim at the recent New York auto show, the Hyundai Genesis coupe is aiming at two different markets. The base engine is a 210-hp, 2.0-liter turbocharged four-cylinder entry-level model for younger customers. It will be the only rear-wheel drive four-cylinder coupe on the market and should get an MSRP in the low \$20,000s. The upper model has a 306-hp, 3.8-liter V-6 designed as a lower-priced alternative to the Infiniti G37. Pricing should be significantly less than the \$36,515 G37's base price. Both engine choices will come with a standard six-speed manual transmission or an optional six-speed automatic transmission for the V-6 and a five-speed for the four-cylinder version. ▼



Hyundai Genesis Coupe

2010 Pontiac G8 Sport Truck



For those who've missed the Chevy El Camino or the Ford Ranchero from decades ago, this car-based adaptation will bring back their sport and utility.

construction equipment plants. Fiat owns Alfa and Case. The plant is expected to go into production in 2011 or 2012 producing cars that will be sold in North America and Europe.

PONTIAC BRINGS TWO G8 VARIANTS

▲ Pontiac introduced two new versions of the G8 sedan at the recent New York auto show. In concept, the G8 sport truck resembles the El Camino that Chevrolet produced from 1959 through 1987. From the front bumper to the B-pillar the truck is nearly identical to the Pontiac G8 GT with its 6.0-liter, 361-hp V-8 engine and six-speed automatic transmission, but with a pickup bed in the rear. Yet to be named, Pontiac is taking suggestions for the truck name on the Internet at www.pontiac.com/namethiscar with the winner getting one of the first to roll off the assembly line. This is a real truck with a 1,074-pound cargo capacity and 3,500-pound tow rating. Reskinned as a Pontiac here, the truck is sold in Australia as the Holden Ute. The truck should arrive in showrooms late in 2009 as a 2010 model.

The other G8 is a top-of-the-line GXP high-performance sedan powered by a detuned version of the 6.2-liter V-8 used

in the 2008 Chevrolet Corvette. Pontiac says 0 to 60 mph times should be about 4.7 seconds. It will be available with an optional six-speed manual transmission with a six-speed automatic as standard equipment. The GXP is due out later this year as a 2009 model.

SEE THEM BEFORE THEY EXIST

Look closely at the next television commercial, brochure or print ad for a new vehicle—it may be a computer generated (CG) image instead of a real thing. With the magic of CG, ad people can change scenery, colors and features with just the click of the mouse. It also allows them to make changes to the product when the actual vehicle is changed during the advertising cycle. It will allow advertising to be done before the actual product is built. In addition to the flexibility of using CG, experts say the cost of producing the image is generally less expensive than using traditional photography.

ESCALADE FIRST: FULL LED HEADLIGHTS

The 2009 Cadillac Escalade Platinum edition will be the first vehicle to offer upper and lower beam LED headlights as an option when it goes on sale later this

summer. The bi-LED lights are about 25 percent brighter than the bluish-colored Xenon lights and the color is close to that of natural daylight. The other advantages of LEDs are their very low power consumption, they last about 20 times longer than conventional lamps and they reach full intensity in 0.1 seconds. The downside is the LED headlights cost about double the price of regular headlights and they create extra heat. Hella, the manufacturer of the LED headlights has developed an active cooling and ventilation system to cool the Cadillac lights. According to Cadillac, the Escalade will also have LED side markers and interior lights. No price has been announced.

TARGA COUPE FOR PONTIAC SOLSTICE

Pontiac is finalizing a coupe version of the sexy Solstice sports car. Expected at dealerships in the spring of 2009, the enclosed Solstice will actually be a targa with a removable panel over the passenger compartment. Evidently, legal constraints would not allow an easy adaptation of the coupe, but the targa was a workable option. The Solstice will have

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the same powertrain options as the original roadster, a 173-hp four-cylinder and a turbocharged 260-hp four-cylinder in the GXP. One of the shortcomings of the roadster was a dinky cargo area, which will grow in the coupe to a slightly better 5.6-cubic feet. There are no plans to create a coupe version of the Saturn Sky. Automobile magazine estimates the base price for the GXP at \$28,500.

VW'S CAREFREE MAINTENANCE

In an effort to get past its past image of poor quality and costly repairs, Volkswagen Group of America has instituted a free maintenance program beginning with the 2009 model year. The new Carefree Maintenance Program will give owners of new VW products free scheduled maintenance for three years or 36,000 miles. The program includes free service every 10,000 miles and a free checkup after 90 days or 6,000 miles. The new Chrysler-based Routan minivan, which debuts this fall, will get the service every 6,000 miles. VW COO Mark Barnes, says the program is designed to build owner loyalty and add the brand to more buyers' lists. It will also be the only automaker among key competitors to offer a no-charge maintenance program.

MERCEDES GLK DEBUTS IN CHINA

The Auto China auto show in Beijing in April was the setting for the debut of the Mercedes-Benz GLK-Class sport utility vehicle. About the same size as the BMW X3 SAV, the GLK is powered by a 268-hp, 3.5-liter V-6 engine with a seven-speed automatic transmission. It is available either in rear-wheel drive or with the 4MATIC all-wheel drive system. The distinctive design with short overhands, slim roof pillars and a steeply raked windshield take design elements from contemporary Mercedes passenger vehicles. In addition to the long list of standard equipment, the GLK has five available option packages and nine stand-alone options including a Panorama Sunroof, power liftgate, COMAND control system with hard-drive navigation system and full leather interior with burl walnut trim. The GLK is equipped with state-of-the-art Mercedes electronics including the sophisticated Agility Control suspension and Electronic Stability Program with a vehicle/trailer stabilization function. The

GLK can tow up to 3,500 pounds. It goes on sale in January 2009 as a 2010 model.

THE NEXT MAZDAS

Larger and more powerful than the last version, the 2009 Mazda6 will follow in the footsteps of the highly successful CX-7 and CX-9 crossovers as it debuts in the American market. In addition to the larger size, the Mazda RX-8 sports car influences the new styling. The base engine is an all-new 2.5-liter four-cylinder with a six-speed manual transmission or optional five-speed automatic. The optional V-6 comes from the CX-9 offering 273-hp and 270-lb.ft. of torque with a choice of six-speed manual or automatic transmission. The new Mazda6 carries over elements from the Ford Fusion platform, which was initially borrowed from the Mazda6. The 2009 Mazda 6 will be available as a sedan, five-door hatchback and wagon.

IMSATURN.COM OFF TO A GOOD START

Saturn started a social networking web site at ImSaturn.com to provide a place for Saturn owners and customers to get together and talk about the cars. They expected to attract 1,000 people in six months, but have pulled in 1,200 in the first three weeks. Saturn ad manager Dave Koziara says, "It puts a face on who we are." It's for owners, enthusiasts and friends, a place where members can read Saturn news, send photos, upload videos, chat with other members, play video games or post music recommendations. Members can join or form groups based on their interests.

AUDI SPORTSCAR EXPERIENCE

Audi's new Sportscar Experience allows drivers to experience the Audi R, RS and S model cars at the Infineon Raceway at Sears Point in California. According to Scott Keogh, chief marketing officer, Audi of America, "The Audi Sportscar Experience allows participants to test and sharpen their driving skills and push our cars in a controlled environment. There is no better way to demonstrate the foundation of this company than behind the wheel and on the track."

A half-day introductory program (\$695) allows drivers to get a taste of racing in the S4, the new S5, and the 450-bhp S8.

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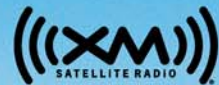
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Dodge Challenger SRT8

Besides the iconic Hemi Orange Pearl, the Challenger SRT8 comes in Bright Silver Metallic, Brilliant Black Crystal Pearl and special edition Petty Blue.

The top of the group of available programs is a two-day (\$3,495) R8 program where drivers hone their driving skills on the paddock and then take the R8 to its limits on the 2.52-mile road-racing course at Infineon Raceway. A complete schedule of events can be found online at www.audidrivingsperience.com.

FIRST CHALLENGER SRT8 SOLD OUT

▲ As production started on the Dodge Challenger SRT8, 90 percent of the initial scheduled production of 5,000 had already been sold. Many dealers have reportedly been adding significant up-charges for the first models, even though Dodge discourages price-gouging above the SRT8's MSRP of \$37,995. A special edition painted (Richard) Petty Blue was sold for \$228,143.43 in a charity auction. Due to the popularity of the SRT8, Dodge has squeezed 1,400 more out of the factory in Brampton, Ontario. When Dodge starts production of the 2009 model in a few months, the Challenger will be available in three trim levels, each with a different engine.

HYUNDAI DROPS TIBURON HATCHBACK

Hyundai announced plans to phase out the Tiburon two-door hatchback at the end of the 2008 model year. Hyundai will be offering a new rear-drive coupe called the Genesis in the Spring of 2009. Production will continue until the new Genesis goes into production in the spring of 2009. According to John Krafcik, Hyundai product development vice president, Genesis will not replace the Tiburon and that the company is "seriously looking at a small front-wheel drive coupe to replace the Tiburon at some time in the future."

CHEVY'S HIGH MILEAGE COBALT XFE

Chevrolet has added a new XFE (Xtra Fuel Economy) version of the Cobalt as a package for the LS and 1LT coupe and sedan models with manual transmissions. Using low rolling-resistance tires, a new 3.74:1 final drive ratio and some other technologies, the car achieves an EPA fuel economy rating of 25 mpg in the city and 36 mpg on the highway or a 9 percent increase over the previous high mileage.

The XFE models come with head curtain side-impact air bags, air conditioning, XM radio, AM/FM radio with CD and MP3 playback, two power outlets on the center console among other features. The engine is a 2.2-liter Ecotec four-cylinder.

SAAB'S NEW TURBO X AWD

Recalling the heritage of the first turbocharged Saab 99 hatchback in the fall of 1977, Saab is introducing an all-black Turbo X version. Available in a Sport Sedan or five-door SportCombi body style with enhanced aerodynamics, they are powered by a 280-horsepower 2.8-liter turbocharged V-6 engine. The all-wheel drive drivetrain is standard and there is a choice of a six-speed manual or automatic transmission. The Turbo X has special suspension, brakes and electronic control system to maximize driving pleasures. It is priced at \$42,510 for the Sport Sedan and \$43,310 for the SportCombi. ■

Auto News Update is compiled from a variety of industry sources for *Arizona Driver Magazine* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

Rings of Success

THE 2008 AUDI QUATTRO CUP

Story by JP Molnar
Photos by Randall Bohl Photography
www.randallbohl.com



Audi Q7

Power. Precision. Style. Beauty. At first glance, one might think that these terms apply only to a sports car, but delve deeper and the process of propelling a small white ball across acres of manicured turf in the game of golf incorporates the same elements. It is a game of precision and patience played on a canvas of green beauty. It requires dedication to improving skills, commitment to obtaining the right equipment, and the proper application of power and finesse. Perhaps it is only natural, then, that when one of the world's great carmakers, Audi, sought to tie its rich history into a competitive sport, golf made for the perfect venue.

Formed from the combination of four leading German automotive manufacturers in 1932, the "four ringed company" has built its reputation on engineering solid, precise high-performance sedans, coupes, wagons and two-seaters that have established a unique niche across the globe. In some areas like all-wheel drive, Audi's Quattro series vehicles have set the standard for delivering high performance traction and horsepower wrapped in a sporty, sexy and solid package.

In many ways, today's Audi is the automotive equivalent of the "white-collar athlete", which also happens to be the majority of golf enthusiasts and players. Since golf is a sport of finesse and power, played through an expression of style and beauty, its players appreciate the engineering and refinement evident in high-tech clubs, balls and course designs. So, too, do they appreciate the same qualities of high-tech engineering, sophisticated engine, suspension, interior offerings, and timeless style offered by the Audi lineup. It only made sense, then, to combine these two markets on a "green" playing field through the development of the Audi Quattro Cup.

Founded in 1991, the Audi Quattro Cup was started in Germany by local Audi dealers. It featured 51 golf tournaments throughout Germany, and attracted over 6,000 participants. Fast forward 17 years, and the tournament has skyrocketed in prominence, as the golfing world in general exploded in popularity. How much prominence, you might ask? Consider that in 2007 more than 42 countries participated, with over 700 tournaments and



Audi RS4, A6 and S6



Audi TT Cabriolet

Audi Q7



Golfers enthusiastically teed off in hopes of achieving a hole-in-one that would put them behind the wheel of either their own new Audi Q7 (top left) or A5 coupe (bottom left). There's no question the R8 supercar (center) drew rave reviews, too, but it wasn't on the prize list. Back at the Westin Kierland Resort & Spa, however, Audi was doing a promotion for the just-released film *Iron Man*, with a chance to win an R8 test drive.

more than 80,000 amateur golfers swinging the irons in hopes of victory. Winners of each of these tournaments moved on to regional competition, where winners moved to national championships. Ultimately, the national winners faced off against the best of the rest of the world to determine the best Audi Quattro Cup golfers on the planet.

2008 is no different, as Audi continues to support the relationship between performance on the road and performance on the greens. The 2008 Quattro Cup tournament visits numerous cities around the country, one being Scottsdale this past May. As the event sponsor, the good folks at Audi North Scottsdale and Audi Chandler invited us to the fantastic fairways of the Westin Kierland Resort & Spa to experience the Quattro Cup firsthand. Located at 6902 East Greenway Parkway, the resort offers 27 holes of beautifully manicured golf designed by Scott Miller, a former senior designer for Jack Nicklaus. This allows for three different configurations, which allows for more flavors and challenges to choose from.

This year's Scottsdale event featured 144 golfers, making for 72 teams vying for the chance to compete in the US National Finals to be held this September at both the Pelican Hill Golf Club and The Island Hotel Newport Beach in Newport Beach, California. The winner of that tournament will go on to compete in the World Finals, which will be held October 17-21, 2008, at the Abama Resort in Tenerife, Spain, in the Canary Islands.

Closer to home, competitors at this year's Scottsdale event were also treated to the opportunity to employ their golf skills to win a new Audi A5 Coupe or Q7 sport wagon, simply by getting a hole-in-one. For those not familiar with either, the A5 Coupe is the gorgeously sculptured two-door platform that features a 3.2-liter engine that smoothly delivers 265 horsepower to the ground through either a 6-speed manual transmission or a Tiptronic automatic gearbox, mated to

Scores continued to be tallied as the golfers returned to the hotel for a Southwestern buffet lunch and silent auction, while awaiting their final tournament results. Audi North Scottsdale General Manager Mark Reicks (top right) and Michael Erne, Valley-based General Manager of the Pacific Southwest for Audi of America, presented awards. Despite no-one getting a hole-in-one and winning one of the cars, dozens of prizes were awarded.

Audi's legendary Quattro all-wheel drive system. The A5 comes with a myriad of standard features, one of which is the intrinsic road feel that only the Germans seem to know how to deliver across all of their offerings. The A5 is also the base car for its feisty cousin, the S5, which employs a larger, 4.2 liter engine that sends a stout 354 horsepower to all four corners, in search of a road to carve up.

For those seeking something larger without being lumped into the SUV or dreaded minivan mold, the Q7 is Audi's answer to having style, function and fun while still being able to transport little Johnny and six of his closest friends. It also comes with the same standard and super-size engine options à la the A5 and S5, but also features cool features like a power tailgate, multiple power outlets and a unique "kneeling feature" that utilizes the Q7's rear air suspension setup to lower the rear floor area temporarily for loading cargo. Of course, the most striking aspects of the Q7 are its aggressive, sporting lines, coupled with Audi's signature four rings emblazoned across a waffled nose that makes for no mistake as to what you are driving.

Speaking of which, none of the 144 participants in the Scottsdale event drove their golf ball well enough to take home either one of these Teutonic beauties, but it's a sure thing they left behind more than a few fingerprints, and a lot of envy for those fortunate to have either one parked squarely in the driveway at home.

The 2008 Audi Quattro Cup presented by Audi North Scottsdale and Audi Chandler at the Westin Kierland Spa and Resort is one of hundreds of Audi events held worldwide in 2008. If the attendance at this event is any indication, Audi's belief that business and pleasure on the links translates to sales in the showroom makes for a definite hole-in-one. For more information about the 2008 tournament, visit www.audiquattrocup.com, and visit www.audiusa.com for more information on the beautiful Audi A5 and Q7. ■



Westin Kierland Resort & Spa



Audi R8



Audi A5





- Which will be the first to have full LED headlamps for both low and high beam?
 - BMW 7 Series
 - Audi A8
 - Cadillac Escalade
 - Lexus LS600h
- What percentage of drivers in fatal crashes did not have a driver's license?
 - 5 percent
 - 10 percent
 - 20 percent
 - 40 percent
- What kind does John McCain drive?
 - Lincoln Town Car
 - GMC Denali
 - Cadillac CTS
 - Chrysler Pacifica
- Which engine was installed in the largest number of vehicles in 2007?
 - 1.8L 4-cyl. — Honda
 - 2.4L 4-cyl. — Honda-Acura
 - 3.5L V-6 — Nissan-Infiniti
 - 2.4L 4-cyl. — Toyota-Scion
- What does a five-star rating mean in the NHTSA rollover rating system?
 - less than 5 percent rollover risk
 - less than 10 percent rollover risk
 - greater than 40 percent rollover risk
 - greater than 50 percent rollover risk
- Which carmaker had a model called the Turnpike Cruiser?
 - Mercury
 - Rambler
 - Chrysler
 - Edsel
- When was the first Ford Model T built?
 - 1906
 - 1908
 - 1910
 - 1912
- What was the most influential reason for buyers to purchase a GM car in 2007?
 - exterior styling
 - fuel economy
 - performance
 - the deal

- How long has the Ford F-Series pickup been the top selling truck in the US?
 - 21 years
 - 26 years
 - 31 years
 - 36 years
- What tire company is the official tire of the Golf Channel and the PGA Tour?
 - Michelin
 - Bridgestone
 - Dunlop
 - Continental
- How many diesel vehicles has Volkswagen sold in the US?
 - 275,000
 - 525,000
 - 815,000
 - 1.1 million
- How many licensed drivers in the US are over 65 years old?
 - 15 million
 - 29 million
 - 37 million
 - 54 million
- What will the added cost be for CAFE standards of at least 35 mpg by 2020?
 - \$4,000/vehicle
 - \$5,000/vehicle
 - \$7,000/vehicle
 - \$9,000/vehicle
- How often is a vehicle stolen in the US?
 - every 25.5 sec.
 - every 55 sec.
 - every 2.5 min.
 - every 5 min.
- What percentage of limousine and livery vehicles are made by Ford?
 - 20 percent
 - 40 percent
 - 60 percent
 - 80 percent
- What was the average price of a motorcycle in 2007?
 - \$6,775
 - \$8,242
 - \$10,451
 - \$12,304
- What is the median age of passenger cars in the United States?
 - 6.9 years
 - 9.2 years
 - 11.4 years
 - 13.1 years
- What was the horsepower of the V-10 engine in the original 1992 Dodge Viper?
 - 400 hp
 - 450 hp
 - 500 hp
 - 550 hp
- How many 2008 model cars have "Grand" in their name?
 - one
 - three
 - five
 - seven
- How many scale model cars has Hot Wheels® built in its 40-year history?
 - 1 billion
 - 2 billion
 - 3 billion
 - 4 billion
- What percentage of all cars and light trucks in the US were scrapped in 2007?
 - 2.0 percent
 - 4.1 percent
 - 5.5 percent
 - 6.9 percent

- Which company owns the automobile names Rover, Daimler and Lanchester?
 - Daimler
 - Ford
 - Tata
 - BMW
- How many automotive brands sold in the US have a round logo?
 - 6 round logos
 - 10 round logos
 - 14 round logos
 - 18 round logos
- How many use an oval-shaped logo?
 - 7 oval logos
 - 11 oval logos
 - 16 oval logos
 - 20 oval logos
- Which automaker features "Drive One" ads with employee spokespersons?
 - Ford
 - Chevrolet
 - Toyota
 - Dodge
- How long does it take to build one Bentley Brooklands?
 - 110 hours
 - 220 hours
 - 440 hours
 - 660 hours
- What was the median age of light trucks on the road in 2007?
 - 3.8 years
 - 5.1 years
 - 7.3 years
 - 9.5 years
- Which auto insurance company is title sponsor for the 100 mpg X Prize?
 - Progressive
 - Nationwide
 - Geico
 - Allstate
- What years did Chevrolet produce the last big rear-wheel-drive Impala SS?
 - 1992-1994
 - 1994-1996
 - 1996-1998
 - 1998-2000
- What share of Mazda does Ford own?
 - 34 percent
 - 49 percent
 - 61 percent
 - 100 percent
- What is the official horsepower rating of the upcoming Chevrolet Corvette ZR1?
 - 565 hp
 - 599 hp
 - 638 hp
 - 666 hp
- How many have read or sent text messages while driving during the last month?
 - 3 percent
 - 7 percent
 - 10 percent
 - 14 percent
- When did BMW introduce the M1?
 - 1982
 - 1987
 - 1992
 - 1997
- How many vehicles cross the US/Mexico border annually?
 - 10 million
 - 20 million
 - 40 million
 - 80 million

ANSWERS ON NEXT PAGE >>



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What's the difference between a driving shoe and a regular shoe?

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>ANSWERS (quiz on previous page)



1. Answer: c. The Lexus LS600h is the first vehicle to offer low beam LED headlights, but the Cadillac Escalade will be the first to offer full (upper and lower beam) LED headlights starting with its 2009 Platinum Edition.
2. Answer: c. According to NHTSA Fatality Analysis Reporting System statistics, 20 percent of drivers in fatal accidents did not have a valid driver's license.
3. Answer: c. Arizona Senator John McCain drives a Cadillac CTS, according to *Motor Trend* magazine.
4. Answer: d. According to Ward's Automotive and the Specialty Equipment Market Association, there were 536,600 Toyota 2.4-liter 4-cyl. engines installed in the Solara, RAV4, Scion tC and xB in 2007. The 1.8L Civic 4-cyl. was in 269,000 cars. The 2.4L 4-cyl. went into 267,100 Honda Accords and Acura TSXs. 263,5000 Nissan 3.5-liter V-6 engines went into the Nissan Altima, Maxima, Quest, Murano and Infiniti G35, M35, FX35.

5. Answer: b. An NHTSA five-star rollover rating means a vehicle has less than a 10 percent chance of overturning in a single vehicle accident. Rollover ratings are based on an engineering analysis of each vehicle's center of gravity and the width between the front tires.
6. Answer: a. The Mercury Turnpike Cruiser was the Mercury halo car in 1957 and 1958. It became part of the Montclair line in 1958 and was discontinued in 1959. It included a slanted-in retractable rear window.
7. Answer: b. This year Ford celebrates the 100th anniversary of the first production of the Model T in 1908.
8. Answer: a. According to J.D. Power and Associates, styling was the number one reason people bought a GM vehicle in 2007, followed in order by fuel economy, performance and the deal.
9. Answer: c. The Ford F-Series pickup has been the best selling pickup in the US for 31 years.
10. Answer: b. Bridgestone is the official tire of the PGA Tour and the Golf Channel.
11. Answer: c. Volkswagen has sold 815,000 diesel-powered vehicles in the US during the last 30 years. The next new one will be the 2009 Jetta sedan and SportWagen, expected at dealerships by mid-2008.
12. Answer: b. According to AAA, there were 29 million licensed drivers over 65 at the most recent count, in 2005. This expected to grow to 40 million by 2020.
13. Answer: c. GM Vice Chairman of Global Product Development Bob Lutz has said that the federal corporate average fuel economy mandate of 35 mpg by 2020 could run \$7,000 to \$8,000 a vehicle.
14. Answer: a. According to OnStar, the company that builds vehicle communication systems, a vehicle is stolen every 25.5 seconds.

15. Answer: d. 80 percent of vehicles used for the limousine and livery vehicles in the US are made by Ford.
16. Answer: d. According to the *Wall Street Journal*, the average price of a motorcycle in 2007 was \$12,304. That is up from \$11,480 in 2002.
17. Answer: b. R.L. Polk and Co. says the median age of passenger cars in operation in 2007 was 9.2 years.
18. Answer: a. The original Dodge Viper had an 8.0-liter V-10 engine rated at 400 horsepower. The 2008 Viper has an 8.4-liter V-10 with 600 horsepower.
19. Answer: c. There are five 2008 model cars with "Grand" in their in their name: Pontiac Grand Prix, Jeep Grand Cherokee, Dodge Grand Caravan, Mercury Grand Marquis and Suzuki Grand Vitara.
20. Answer: d. This year Hot Wheels is celebrating 40 years and 4 billion cars produced. To celebrate, they have created a unique diamond encrusted 1:64-scale car cast in 18-carat gold valued at \$140,000.
21. Answer: c. R.L. Polk & Co. estimates 5.5 percent of cars and light trucks in the US were scrapped in 2007.
22. Answer: c. When Indian automaker Tata bought Land Rover and Jaguar from Ford earlier this year, it also got the right to use the Rover, Daimler and Lanchester names. Ford bought the Rover name in 2006 to protect the Land Rover name, and Jaguar owned the Daimler name (not the same Daimler as the one that owns Mercedes-Benz) and the Lanchester name.
23. Answer: b. Ten automotive brands sold in the US have a round logo: BMW, Buick, Cadillac, Fisker, Lotus, Mercedes, Mercury, Nissan, Saab and Volkswagen.
24. Answer: b. Eleven brands in the US market have an oval logo: Bugatti, Ford, Hyundai, Infiniti, Kia, Land Rover, Lexus, Maserati, Scion, Subaru and Toyota.
25. Answer: a. Starting in April 2008, some Ford ads featured employees talking about quality, safety, green and smart technologies under the tagline "Drive One."
26. Answer: d. It takes artisans at the Crew Cheshire, England, factory 660 hours to build one Bentley Brooklands. It takes 16 hours to build a Toyota Corolla.
27. Answer: c. R.L. Polk & Co. reports the median age for light trucks in the US in 2007 was 7.3 years.
28. Answer: a. Progressive Insurance has joined with the X Prize Foundation as the title sponsor of the X Prize, which is offering \$10 million for the group that can design, build and bring to market a 100 mpg vehicle that people want to buy and that meets market needs for price, size, capability safety and performance.

29. Answer: b. In 1994, Chevrolet created a special edition of the big Caprice sedan, the Impala SS, powered by a 260-hp version of the LT1 V-8 engine. The Impala SS was discontinued after the 1996 model year.
30. Answer: a. Ford owns 34 percent of Mazda.
31. Answer: c. The new Corvette ZR1's 6.2-liter V-8 engine is rated at 638 horsepower and 604-lb.ft. of torque. The 200-mph-plus supercar goes on sale this summer.
32. Answer: d. According to a recent AAA survey, 14 percent of respondents admitted to reading or sending a text message while driving during the previous month.
33. Answer: b. BMW introduced the revolutionary M1 sports car in 1987.
34. Answer: d. According to GMAC insurance, about 80 million vehicles cross the US/Mexico border annually.

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



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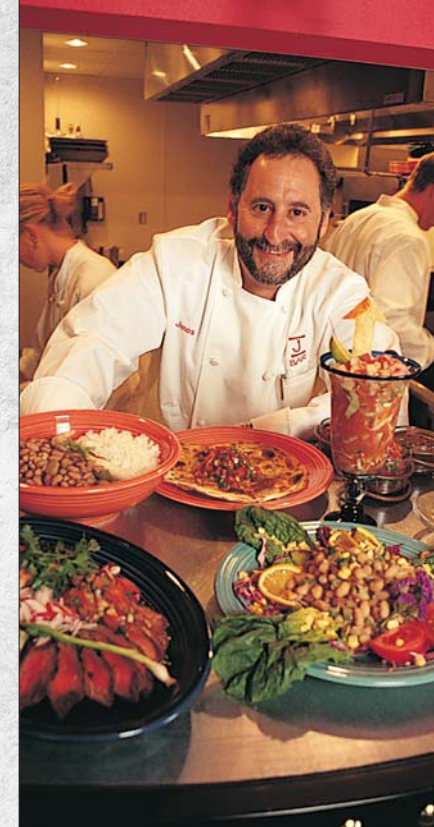
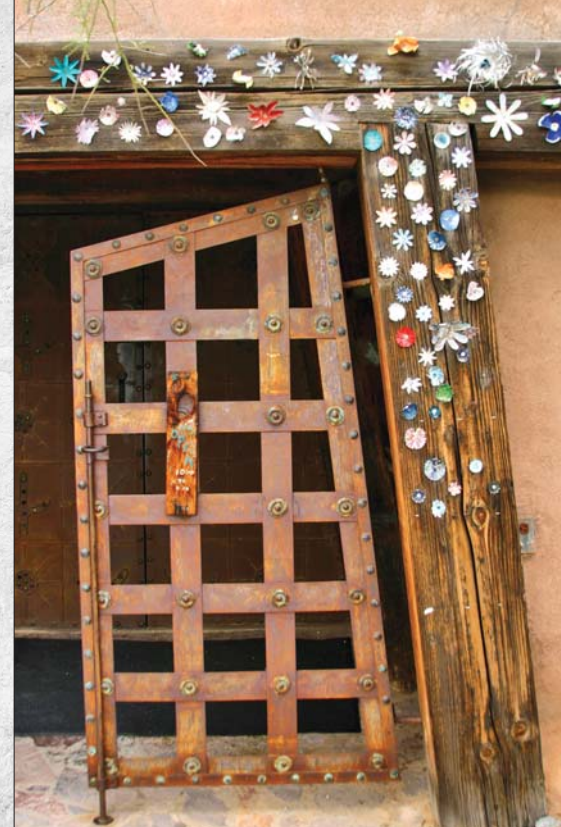
Tucson one- of-a- kinds

How well do you really know Tucson? Perhaps you last saw it when you graduated from the University of Arizona, while in for a quick meeting, or buzzing down I-10 on your way east. It's time to get to know this amazing city. The perfect weekend or weeklong getaway is closer than you think; with no flying required. Just two hours' drive south of the metro Phoenix area, a new adventure awaits. Visit "that city" down south. Whether it's a first or fiftieth visit, Tucson will surprise you when you open your senses and take in what the Old Pueblo has to offer.

Most people know Tucson offers highly rated resorts, challenging desert golf, amazing spas and stunning scenery. What may surprise you is the seemingly never-ending list of unique things to do once you've finished lying poolside or sinking a putt.

Escape the mid-day sun by exploring Tucson's one-of-a-kind galleries, museums and unique arts attractions. For instance, tucked in the foothills of the Santa Catalina Mountains north of Tucson, the DeGrazia Gallery in the Sun is a hidden treasure. This 10-acre retreat built by artist Ted DeGrazia includes a gallery of his thousands of works of art, an open-air mission, and his home – all built by the artist's own hands, with the help of his Native American friends. DeGrazia is beloved and well known for his impressionistic paintings of Native Americans. His images have become iconic of Southwestern life. A fascinating walk through the artist's studio and home will open your eyes to his influences and processes, while a visit to the gallery offers a perfect opportunity to be surrounded with functional and decorative pieces created from a true passion for the Southwest. For those seeking a more contemporary collection, Ansel Adams' Center for Creative Photography at the University of Arizona appeals to the shutterbug in any casual observer. Today the Center houses the works of more than 50 renowned 20th century artists, including Adams, Edward Weston, Richard Avedon and Lola Alvarez Bravo, to name a few. The Polaroid Library at the Center contains one of the world's most comprehensive collections of photographic materials and more than 26,000 volumes on the history of photography.

The contemplation of art (or the art of



contemplation; whichever you've experienced at Tucson's galleries) will surely do one thing—make you hungry. Tucson has developed a reputation for fabulous Mexican and Southwestern cuisine. In a time when big-box stores and chain restaurants take over the food scene in some towns, Tucson will surprise you with hundreds of original dining options. Taking full advantage of native ingredients like cactus paddles and saguaro blossoms, some of the finest chefs in the world create new dishes with old flavors that thrill locals and visitors alike. For a unique dining experience, enjoy "New Southwestern Cuisine" from one of its creators, Chef Janos Wilder, at Janos. Or treat yourself to the elegance of Contemporary Continental Cuisine at the Five-Diamond Ventana Room. Food from the Far East can indeed be found out West. Tucson boasts an array of Japanese, Chinese, Thai and Indian specialties. For a taste fusion of all these ancient cultures, try the Malaysian cuisine served up at Neo and Seri Melaka. This pair of restaurants offers exotic entrees prepared with ingredients from the markets in Southeastern Asia, India and China. The authentic taste of Sonora, Mexico, can be found by venturing to South Tucson for a world-famous Sonoran Hot dog, or some carne asada tacos. Hop aboard Gray Line Tours' "Best of the Barrio" tour, which offers an opportunity to sample the cuisine of South Tucson's

historic Barrio neighborhood in an air-conditioned bus. To help your choice of dining options, visit www.visitTucson.org/culinary to find what you crave.

Wine lovers may be surprised to discover that just a short drive south of downtown Tucson, the beautiful rolling grasslands of Southern Arizona are ripe with vineyards sure to leave no palate unpleased. It's hard to say which is more wonderful, the drive down, or the tasting experience! Enthusiasts and casual wine drinkers alike will find a wine to their liking, guaranteed. Some say the climate and soil conditions in the Southern Arizona communities of Sonoita and Elgin are similar to those in Burgundy, France, which creates a perfect environment for fabulous wine creations. Why not see for yourself on a day trip to Arizona's wine country? Check out vineyard and other day trip options at www.visitTucson.org/daytrips.

From off-the-beaten-path exhibits to unexpected culinary adventures, once you decide to open your mind and really explore, Tucson will surprise you. You don't have to seek out new discoveries on your own. Help is available at the Tucson Visitors Center at 100 S. Church Avenue, or by consulting the Metropolitan Tucson Convention & Visitors Bureau's information specialists at 800-638-8350. Visit us online at www.visitTucson.org. ■

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BOB BONDURANT SCHOOL OF HIGH PERFORMANCE DRIVING: NEW TEEN DRIVING PROGRAM

We've all been exposed to at least some of these disturbing national teen driving statistics:

- Motor vehicle crashes are the leading cause of death for teenagers
- 16-year-olds have higher crash rates than drivers of any other age
- 16-year-olds are three times more likely to die in a motor vehicle crash than the average of all drivers

- 3,490 drivers ages 15-20 died in car crashes in 2006, up slightly from 2005
- Drivers ages 15-20 accounted for 12.9 percent of all drivers involved in fatal crashes and 16 percent of all drivers involved in police-reported crashes in 2006
- The National Highway Traffic Safety Administration (NHTSA) estimates the economic impact of auto accidents involving 15- to 20-year-old drivers is over \$40 billion

- A recent report by AAA estimates the cost of crashes involving 15- to 17-year-olds to be \$34 billion
- Graduated drivers license programs appear to be making a difference. Fatal crashes involving 15- to 20-year olds in 2005 were down 6.5 percent from 7,979 in 1995, to the lowest level in ten years
- Fewer 16-year-olds are driving. In 2006 only 30 percent of 16-year-olds had their driver's licenses, compared to 40% in 1998, according to the Federal Highway Administration

According to a 2005 Allstate Foundation survey of 1,000 people ages 15 to 17:

- More than half (56 percent) of young drivers use cell phones while driving

- 69 percent said that they speed to keep up with traffic
- 64 percent said they speed to go through a yellow light
- 47 percent said that passengers sometimes distract them
- Nearly half said they believed that most crashes involving teens result from drunk driving
- 31 percent of teen drivers killed in 2006 had been drinking, according to NHTSA. and 25 percent had a blood alcohol concentration of .08 or higher
- Statistics show that 16- and 17-year-old driver death rates increase with each additional passenger (IIHS)

With 40 years of experience and more than 250,000 graduates, the Bob Bondurant School of High Performance Driving, together with General Motors, has the facilities, tools, vehicles, and personnel to combat this teen driving epidemic. Their experience shows that one of the most dangerous things anyone do is hand the keys of a vehicle to a teen driver with only sub-par training and very limited experience behind the wheel.

The Bondurant School uses its collective expertise to achieve their vision: to reach out to the next generation of drivers, give back to the future of our country and world, and save lives. They start with clipboard-

carrying, dual steering wheel and brake pedal, 24-student-to-1-instructor experiential training, and add their time-tested techniques to accomplish this vision.

At a maximum of 24 students per one day class, a maximum of three students per instructor, and just one student per car, this one-day driver introduction program provides the seat time necessary for a strong basis in car control skills. More than just awareness training, students practice car control skills and experience first-hand of innovative safety features designed into GM vehicles such as the Pontiac Solstice, Chevy Impala,

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THE BEST NEW DRIVER STILL HAS PLENTY TO LEARN





Cadillac CTS, and Chevy Silverado.

The Bondurant School's Summer Teen Driving Program is designed for teen drivers who have attained the requirements to apply for a driver's license or have recently acquired their license. At a minimum, drivers will have 40+ hours with their permit and plan to apply for their license within the next 30 days. (Teenagers who have been driving for six months or more with a license will be encouraged to take Bondurant's Advanced Teen Driving program.)

Each teen will be provided with the essential skill set to be a safer driver and to learn respect for the road. The focus of the program is not on achieving the vehicle's limits, but to develop confidence, awareness of surroundings, and a proper foundation for being a safer driver. Graduates of the Teen Driving Program will be encouraged to return for the Advanced Teen Driving program as a way to expand their skills and understand a vehicle's limits and their own limits.

"My daughter just completed your teenage driving course. Just one week later your teaching and skills saved her life. She was driving in the rain and the car she was driving hydroplaned. She started sliding towards a telephone pole and she told me that she did not touch the brake but turned into the skid and applied a little throttle and regained control of the car. She stated that it was the skid car instruction that you gave her that allowed her to avoid a crash"

Teenage drivers are especially ill-equipped to handle the pressures of driving in the Phoenix metro area. Teens are granted permission to drive without having the experience to handle emergency situations. Parents are rightly concerned with their teenage driver taking the family car out for the first time on their own, without having this valuable experience. Bondurant believes there is information that graduated driver licensing programs miss before teens are granted a license to drive, and they understand that parents don't want to send their kids out on the road without proper training. Bondurant is well known as being expert in the performance driver training arena, and with their purpose-built facility, the School is well equipped to bridge that gap.

The 24 students in each class will be divided into as many as four groups rotating through the different exercises. Skills learned will include weight transfer, visual technique, increased awareness, anticipation of events and confidence in the vehicle and themselves.

SLALOM – This course will teach the student to elevate their vision, to experience lateral weight transfer and choosing the best path through the course at common street driving speeds.

SKID CONTROL – Teens will experience both understeer and oversteer conditions and the proper skills to recover in slick conditions.

ACCIDENT AVOIDANCE SIMULATOR – An emergency lane-change scenario will teach students the pros and cons to avoiding a situation versus braking for it. Students will also learn skills in vehicle weight transfer, proper use of their vision, and time required to maneuver a vehicle. Distractions with cell phones and conversations with passengers in the vehicle will be discussed.

MARICOPA OVAL – This will teach teens to look through a corner to where they want to go and choose the safest path to get there.

PMC (PRECISION MANEUVERS COURSE) – Students will develop the ability to judge where the four corners of their vehicle are while maneuvering through a low-speed course. Maneuvers include parallel parking, garage entry, back-in parking, 3-point turn, and a low speed slalom course.

"My son's 16th birthday present a couple of years ago was a day at The Bob Bondurant School of High Performance Driving. Not only was it the best day of his life, he also recently used his skills that he learned there. He was driving home from work and someone swerved into his lane. He said that everything he learned at Bondurant just came back to him and he was able to avoid an accident. So, we love Bondurant!"

WHERE: The Bob Bondurant School of High Performance Driving at Firebird Raceway, Chandler, AZ.

WHEN: July 19, August 16, and September 6. Additional dates may be added in December and early January. Dates will be selected according to Bondurant's seasonal trend to avoid our busiest season and ensure the focus necessary for these students.

HOW: Without the distraction of more mature drivers wanting to experience the limits of the vehicles and having vehicles of substantially different capabilities, teens will be able to focus on the training with others at a similar skill and experience level. The facility will be solely used for the 24 teens enrolled in our teen driving program on pre-scheduled dates, typically on weekends. Vehicles used for the program will include Bondurant's Pontiac Solstice, Chevrolet Impala and Malibu. All vehicles have automatic transmissions.

PRICE: \$795.

CONTACT: For more information, or to reserve your spot in this program, call or visit online: 480-961-0143 • www.bondurant.com

The Bob Bondurant School of High Performance Driving is the Official High Performance Driving School of General Motors. ■

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Precious Cargo

DrivingMBA Teaches Teens Critical Driving Skills

Story by Molly Miller

Chew on the following facts for a moment. Since the war in Iraq started, the United States has regrettably lost more than 4000 soldiers in combat operations. In the same amount of time, more than 27,000 teenagers have been killed on American roadways. Our kids are killing themselves in crashes at a rate that make it the number one cause of death for teenagers in the United States. (Source: NHTSA, 2006).

Enter DrivingMBA

After a series of devastating teen driving fatalities in 2003, Richard and Maria Wojtczak decided to take advantage of their decades of technology and training backgrounds to help put a stop to this carnage. The result was the opening of DrivingMBA, a driver training facility that incorporates state-of-the-art simulation technology that elevates teen driver training to an unprecedented level. The advantage of using simulation technology is that students can be exposed to numerous hazardous situations without risking life and limb, and it allows for the teaching of basic skills teenagers need on a day-to-day basis. DrivingMBA incorporates a tiered simulation process to allow students to learn in a structured environment. The simulators, combined with expert behind-the-wheel training, make DrivingMBA one of the most advanced teen driver training facilities in the United States. To date, the company has trained over 2500 teen drivers, and analysis shows that graduates have a fraction of the amount of crashes that their untrained peers have.

Additional programs and services

The company also offers permit and licensing classes, assessments for older drivers, and recently introduced S.A.V.E., a fully certified, validated and legally defensible driver training program for commercial and corporate clients seeking to reduce operating costs and liability. For more information, contact DrivingMBA at (480) 948-1648, or visit their comprehensive website at www.drivingmba.com. ■



S.A.V.E. *The Commercial Driver Training Program*

Since 2003, DrivingMBA has been the source for comprehensive, advanced teen driver instruction programs. We have accomplished this through multi-level, advanced simulation-based training – the same type of driver training taught to law enforcement agencies, fire departments, ambulance services and large fleet companies. Now, your business can benefit too.

DrivingMBA introduces **S.A.V.E.**, our Simulation-based Advanced Vehicle Education program tailored specifically for any business that uses vehicles in the field. Our fully customizable program takes proven instruction techniques and adds other important information and training including:

- Driver assessment
- Vehicle Dynamics
- Weight transfer
- Understanding limits
- Principles of car control
- Employee responsibilities behind the wheel
- Public image on the roadway
- Risk Assessment
- Effects of a crash on the business
- Advanced scenario training on some of the most advanced driving simulators in the world
- Additional option for closed-course, behind the wheel skills training

If you own a business, or work for one that uses vehicles, our S.A.V.E. certification will help:

- Reduce Liability
- Minimize injuries
- Reduce crashes and associated costs
- Reduce downtime
- Provide legal argument and defense of employee training
- Save fuel costs
- Keep your employees safe and healthy!

Get instant feedback with Profiler™ technology!



For five years, DrivingMBA has been committed to keeping teen drivers alive on our roadways. Let us help you maintain that same level of driving awareness and safety at your place of business.

For more information on corporate **S.A.V.E.** certification, please call us at 480-948-1648.

S.A.V.E. – For your business. For your family. For your future.



Locations in Scottsdale and Chandler
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www.DrivingMBA.com

Red Bull Air Race World Series "The new motorsports"

We follow Arizona pilot
Kirby Chambliss
to San Diego

Story and photos
by Jan Wagner
www.AutoMatters.net
or as noted



Red Bull Air Race World Series 2006 Champion Kirby Chambliss of Arizona performs a knife maneuver through the Quadro Air Gate during qualifying runs, skimming over San Diego Bay in front of the crowds at Embarcadero Marina Park. Photo: Jan Wagner.

The Red Bull Air Race World Series made its inaugural visit to San Diego in 2007, thrilling a live audience of 50,000 race fans as the planes raced their way through the timed obstacle course marked by huge, inflated Red Bull pylons. This year's World Series makes stops at 10 cities in nine countries around the world. The Series returned to San Diego this May, with more than 120,000 spectators present to enjoy the spectacle taking place mostly in the air over San Diego Bay.

Proudly representing the USA—along with Mike Mangold and Michael Goulian—was 2006 season champion and Arizona resident Kirby Chambliss. Kirby lives on the Flying Crown Ranch, near Tucson. It is no coincidence that his aircraft hanger is part of his house. Just feet from his back door, he built a runway.

Always a popular destination for visitors from Arizona (and vice versa), San Diego served up picture-perfect Chamber of Commerce-caliber weather on Friday and Saturday. That made for some great photo opportunities, as well as some quality beach time for spectators on the Coronado side of the bay.

A free sea and air parade, part of Fleet Week San Diego 2008, took place on Saturday morning, to pay tribute to San Diego's military. Surrounded by modern era aircraft carriers, there was a mock sea battle, complete with smoking cannon fire, between the Californian (which is based on an 1847 revenue cutter) and the HMS Surprise (a replica of the HMS Rose, a British frigate which participated in the American War for Independence).

The fly-bys of military and civilian aircraft were fascinating. They included everything from jet fighters to a sea plane, a helicopter performing amazing feats of upside-down flight, and demonstrations of challenging rescues from the water, using military and Coast Guard helicopters.

The Red Bull Air Race World Series elevates air racing, and indeed motor-

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Pilots tackle the race course, over San Diego Bay, in front of aircraft carrier USS Ronald Reagan.



The pilots in front of the control tower at the Red Bull Air Race airport at North Island Naval Base, Coronado, during Friday's Media Pit Lane Walk.

Sunsets, US Navy fly-by, Gaslamp Quarter, full sail and wildlife enhance a San Diego weekend.

The Red Bull Grumman Albatross seaplane.

Clipping a pylon, 2007 (near Coronado Bridge).

Photos: Jan Wagner.



sports, to a whole new level. Taking place in the air as it does, it adds a spectacular new dimension to traditional motorsports, which have usually been limited to land or water. So, exactly what is the Red Bull Air Race World Series?

Just as in other forms of motorsports, a race consists of competitors following a designated race course while trying to beat the other competitors in their class. There are rules and regulations, which include provision for penalties for deviating from the course.

The course

There is a start line and a finish line. Typically the course is about three miles in length. It is marked out by 65 foot tall, inflated pylon pairs known as Air Gates. Since there is a definite vertical component to this competition, each pylon is marked with stripes to indicate where the planes must pass between them. Not only must the pilots pass through the gates in specified places, but they must also do so in a certain way. They must do level (horizontal) flying when passing through the start Air Gate and Air Gates marked in blue, "knife (vertical) flying" through Air Gates marked in red, slalom flying (knife, level or, presumably, anywhere in between) through the Chicane (single pylons marked in red) and knife flying through the Quadro, which consists of four pylons marked in red and grouped in a square. The finish can be flown in a horizontal or vertical attitude. Presumably celebratory rolls, climbs to high altitude and dives back towards the water are optional. They are certainly crowd pleasers, based on their enthusiastic response.

In order to avoid catastrophic accidents, costly repairs, injuries and lengthy delays in the racing action, the pylons are engineered to safely come apart upon impact. They are easily and quickly repairable, and the event does continue with very little delay, after the highly skilled repair crews rush out to the platforms in speedboats, replace the damaged sections and then reinflate the pylons. Just in case, emergency personnel also stand by on personal watercraft.

The fundamentals

At the risk of oversimplifying the competition, here is a brief explanation of the race format. Each event weekend includes *training sessions*, *qualifying day* and *race day*. For safety, only one pilot is on the course at any given time.

Each pilot must participate in two mandatory training sessions. The time of their final training session counts.

Qualifying day includes time trials, of which there are once again two mandatory flights. Each pilot's best time counts. Those who qualify in first through eighth place move on to what are called the Super Eights, where the eight quickest pilots compete for places in the Semi Finals.

Those pilots who qualified in eighth through twelfth place move on to what is referred to as Point One. The winner here gets one World Series point.

By the end of each event, points will be awarded for first through ninth place, with each improvement in position yielding one additional point. The first place pilot is awarded the maximum, which is nine points.

Race Day begins with the semi-finals, where the four quickest pilots from the Super Eights do battle with each other. The two runners-up pilots then compete in the 3rd Place Fly-off, which is a knockout competition to determine who will be awarded third place and its seven World Series points.

It all builds up to the Final, where the top two pilots lay it all on the line to see who will come in first and win the Red Bull Air Race, along with its nine World Championship points.

Maximum G-forces

So what is it like to be in one of these planes, travelling at speeds approaching 230 mph, negotiating sharp, high G-force turns and constantly changing from horizontal to vertical flight? Perhaps this comment from 27-year-old wakeboard champion Parks Bonifay, who went on a demonstration flight, will help to provide an answer to that question. (Bear in mind that Parks "has spent [his] lifetime flipping through the air behind speed boats.")

"You can't mentally comprehend what he's doing, because it's happening so fast," says Bonifay. "People are not used to being upside down and flipped around like that. It's kind of what I do too but I don't go from 1,000 feet to 10 feet off the ground so fast. I'm used to going upside down for a second or two. It's so much faster, your body's just not physically used to going up, your stomach going up, going down, handling all the Gs, and the horizon line just doing flips over and over." Are these pilots athletes in the truest sense of the word? You bet.



OUR SAN DIEGO TRIP 1

We drove to San Diego in a new Audi S5 354-hp coupe, leaving midafternoon, grabbing a bite in El Centro and arriving in the evening. Lodging was at the Hotel Solamar, a Kimpton Hotel, in downtown San Diego, near the Gaslamp Quarter, PETCO Park, the convention center and the waterfront. The Solamar accurately describes itself as a hip luxury hotel: highly stylish but unpretentious. Rooms are beautifully furnished and very comfortable. The widest array of dining and clubbing options are all within blocks, and the Tijuana Trolley is just two blocks away. We were guests of Red Bull, but online rates range approximately \$289-589 per night, from king beds to corner rooms to master suites. AAA members save additionally. Valet parking is provided, though we chose to park in a city structure just two blocks away, being control freaks with an irregular schedule.

Hotel Solamar

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www.hotelsolamar.com

On the return trip, we took advantage of the Audi's GPS to explore small roads and towns large and small along the Mexican border. Twelve hours behind the wheel was not remotely enough to get familiar with all the Audi's electronics and features, but it was a smooth and easy drive. ■



Photos courtesy Hotel Solamar, a Kimpton Hotel





Kirby Chambliss (USA, foreground), Nicolas Ivanoff (FRA) and Nigel Lamb (GBR) take a reconnaissance flight in formation, over the desert near Abu Dhabi. Photo courtesy Red Bull Air Race.

Upper far left: Lamb sees his shadow over San Diego Bay. Lower far left: Red Bull Air Race hostesses with High Flyers pass. Photos: Red Bull Air Race.

Left: The charming Red Bull Air Race hostesses greet us at a rooftop part at the Solamar Hotel on Friday evening. Photo: Joe Sage.

Below left: Race course control tower at Embarcadero Marina Park. (There is another tower at the airfield). This is one of six larger structures in the event, along with hangars and media facilities. They say the control tower is *not* the hardest to set up. (That would be their cantilevered Platform A.) In all, the event has 270 tons of gear that needs to be shipped from point to point. This requires either two 767 cargo jets or one 747. The race series always ends up in Australia, where the gear is serviced and stored until next time. The Red Bull Air Race control crew uses a lot of the same equipment as F1 auto racing, including radio communications, video and internet. They utilize 42 cameras, all high-definition, about 30 of which are wireless. They are a pioneer in HD pencil cams. The Red Bull Air Race attracts 159,000,000 viewers in the US alone. Photo: Joe Sage.

Facing page: Kirby Chambliss in a knife maneuver. Photo courtesy Red Bull Air Race.

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Kirby Chambliss. Prior to the race, Chambliss had told us, "Paul Bonhomme probably has the fastest plane, and Mike Mangold the second fastest. Mine is probably third fastest. BUT... I will try to make it up in technique. Anyone can make a mistake or hit a cone." Photo courtesy Red Bull Air Race.

Chambliss greets eager fans and autograph hounds at Embarcadero Marina Park. Photo: Jan Wagner.

Crowds and control tower. Photo: Red Bull Air Race.

The crowd follows the action. Photo: Jan Wagner.

Mike Mangold, Paul Bonhomme and Kirby Chambliss on the podium. Photo: Jan Wagner.

Victory parade, sponsored by Audi, with Mangold, Bonhomme and Chambliss. Photo: Red Bull Air Race.

Kirby Chambliss with his first place trophy in Detroit, four weeks later. Photo: Red Bull Air Race.

Race day San Diego

On race day the San Diego Red Bull Air Race came down to a battle among three pilots: Kirby Chambliss (USA), Mike Mangold (USA) and Paul Bonhomme (GBR).

Competition was very close, but in the end Paul Bonhomme took the victory over second place Mike Mangold, with a race winning time of 1:18.01 to Mangold's time of 1:19.24. The USA did very well, scoring second (Mike Mangold), third (Kirby Chambliss) and fifth (Michael Goulian) places.

Kirby Chambliss

Kirby has been hooked on flying since he was a young boy. He first soloed at age 20. In 1988, at age 29, he became the youngest captain at Southwest Airlines. His list of accomplishments in the air is impressive: five US National Aerobatic championships, two Red Bull wins in 2004, and the Red Bull Air Race World Series championship in 2006, an accomplishment that he'd very much like to repeat in 2008.

A third place podium finish in San Diego this year was not quite good enough for Kirby. He's been quoted as saying "To me, second place is nothing but the first loser," so it most certainly pleased him to place first in the following stage of the Red Bull Air Race World Series, in Detroit, where he narrowly beat out San Diego's race winner Paul Bonhomme.

Followup coverage

If you would like to see more than these still photos show, and of course to find out who wins the overall Series, the Fox Sports Network is scheduled to air each race on Sunday evenings starting in July. The San Diego race will air on July 20 and again on September 28. Check your local listings. Also check out the Red Bull Air Race World Series online at www.redbullairrace.com. ■



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Hot

ARIZONA BOATER

THE ENTHUSIAST'S GUIDE TO DESERT WATERSPORTS

**'Round-the-world
speed record run...**

**100% biofuel...
100% carbon neutral.**

**We catch Earthrace in San Diego.
And almost in Manzanillo, México.
And almost ride along.
And still might.
Or not.**

Photo: Joe Sage



We've been asked many times how we first found out about this boat. It may have been in a PR feed, or it may have been in the news; we're not sure at this point. But once we saw it, we had to know more. We checked their website (www.earthrace.net) and saw the route included a stop in Mexico and one in San Diego. We contacted them to find out when those would be, as it would be pretty compelling to catch up with it while in our neighborhood. Thus began months of correspondence, from a flurry of emails to several-times-per-day calls by satellite, cell and even ground crew home phones in Spain.

The captain and the record

The current/prior record for circumnavigating the globe by speed boat is 75 days, set by captain Ian Bosworth in the boat Cable & Wireless in 1998. Sir Richard Branson, of Virgin Records, Virgin Airlines and Virgin everything-else fame, holds the Atlantic crossing record, since 1986. Enter Pete Bethune, an intrepid New Zealander with degrees in mechanical engineering and applied mathematics, a seasoned former oil engineer with Schlumberger in the North Sea and North Africa. He is also a yachtmaster, offshore medic and founder of CamSensor Technologies, a combination that provides a sound foundation for this effort.

Branson, Bosworth, Bethune: all start

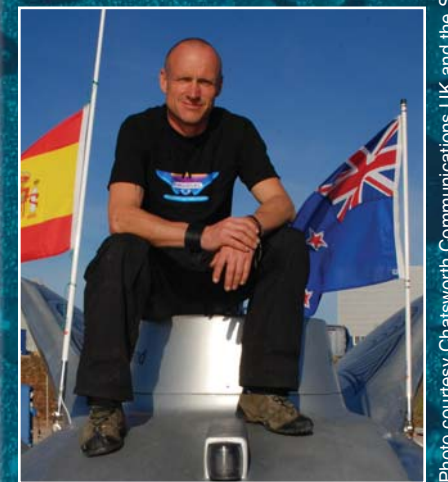


Photo courtesy Chatsworth Communications UK and the Sunday Times (London).

with B as in boat. Hmm.

Pete has staked his home and any other life's savings on trying to beat the record. And he one-ups his predecessors by making the attempt completely on 100% carbon neutral biofuels. This, of course, has not escaped Branson's attention, as he expands his efforts to

KEEP RIGHT >>



Photos courtesy Chatsworth Communications UK and the Sunday Times (London).

power Virgin Airlines with biofuels, having made his first successful flight earlier this year. Nor does it escape our attention, as US gasoline crosses the \$4/gallon mark, and alternative fuels become increasingly newsworthy for daily transportation, as well.

Alternative fuels

Working within a target schedule of just 65 days, this effort has run the gamut on the bio-fuels issue, as first the world saw spikes in food prices, some of which were intimated to perhaps be caused by a spike in development of ethanol fuel from corn and sugar cane, followed by the dramatic climb in the price of oil, which quickly renewed interested in alternative fuels, followed by an increasing spike in food prices, blamed by some on the use of food as fuel, and by others as simply the result of fuel itself raising the normal incidental costs of growing and delivering food.

(By the way, a number of biofuels have been tried, including the fat gathered during liposuction, for which Pete even volunteered whatever he could from his own fit frame.)

One thing for certain, Earthrace is a noble effort, with broad applications, and it's more newsworthy every step of the way.

The race attempt begins

We've also been asked many times if this is a race, why aren't there other boats? This is a record attempt, a race to best an existing record. The race is against the clock, the calendar, the machinery and human endurance.

As the event launched from Valencia, Spain, we were glued to the GPS tracking feature on the Earthrace site. A run around the harbor, then west past Gibraltar and on to the first stop: the Azores. From there, it was a long stretch to Puerto Rico, and that's where the schedule had its first hiccup. Fuel has to be shipped in by a worldwide logistics company, and there will be no compromise in the use of 100% biodiesel. The Puerto Rico shipment had been diverted, so the crew lost about 30 hours there. On to Panama and two more delays.

Engineer Mark Russell caught his big toe on a shard of carbon fiber and pretty well ripped it off. Quick attempts to duct-tape it back were insufficient, so they took Mark to a qualified medical team, who basically duct-taped it back professionally. They would check it further in Mexico and seek further help there or in San Diego, if need be.

Another logistical issue loomed in Panama, though. There were a good 100 or so boats backed up at the Atlantic/Caribbean end of the canal (strictly speaking, this is the west or northwest side... check a map to see the convoluted path of the Panamanian isthmus). There was some discussion of this being due to labor issues at the Canal, but in the course

of finally getting moved to the front of the line, it was agreed that the Canal Authority had been most helpful and that there were no issues as first reported, after all.

These delays cost another couple of days.

We ready our visit

Meanwhile, we were sitting in Arizona, studying the GPS updates, calculating the speed and projected distance and time against maps from Panama, past Central America, to Manzanillo, on the Mexican coast, southwest of Guadalajara, between Puerto Vallarta and Zihuatanejo. (As fate would have it, the key rep from the printer of this magazine, who had happened to be in San Diego during the Red Bull Air Race, was now going to be in Zihuatanejo at this time, enabling him to potentially see the boat pass, or at least hear about it. There was happenstance and synergy galore afoot here.)

We were also studying flight schedules to Manzanillo, which amount to two airlines with two arrival times fairly close together, about midafternoon if all were timely, and of course with stops variously in LA, Houston or our favorite, a 23-plus-hour layover between flights in Ciudad de México DF. If we had time to hang out in Manzanillo for a few days waiting, it'd be easy. But we'd have to be efficient with our time away, so we kept watching the boat's progress and the flight and hotel possibilities. (The ground crew's hotel would suit us just fine, a beautiful facility right on the waterfront, with its own harbor to accommodate the boat's refueling and toe-repair stop.)

The thing is... by this point, we'd progressed beyond just going to Manzanillo (and San Diego, next) just to see the boat, but rather were talking about riding along. This was indeed available to us, but it's a sponsorship arrangement, and despite some offers of sweetheart pricing, still a bit much for us. At the same time, that didn't rule it out. So we watched the schedule, watched the flights, watched the bank balance and the wisdom that does or does not reside within, and the clock ticked down.

Life on board

Now, to go along means a fair amount of preparation. The boat is lean and mean. The shell is constructed of carbon fiber, with a cockpit as purpose-built as any F1 race car, an efficient galley and head (with a door reluctantly added to the head just for the sake of some prior ride-along guests, despite its additional few pounds of weight... remember, this is a speed record attempt), and berths in the bow area. There are actually eight berths cast and mounted into the bow area, though the crew is limited to four, and the guest list is limited to two, again for the sake of weight,

not to mention the jockeying of human mass in tight areas with pressing tasks at hand.

One of the remarkable things about the Earthrace boat is that it is designed and engineered to ride pretty much flat, submerging straight through the waves. (Videos of this can be found at their website, and/or on YouTube with a simple search.) The radical trailing outrigger pontoons of this trimaran help keep the boat stable as it does this. But the berth area has only one small hatch in the deck above, and that is often closed for the sake of the submerging cycles.

Add to this the two 1100-hp Cummins diesels, which provide thunderous vibrations throughout the carbon fiber shell and background noise of 85 dB or more at all times. Protective headgear must be worn, along the lines of helicopter piloting.

Sleep is in the schedule, but realistically is one of the first things to be deprioritized.

The crew eats pretty well, with various delicacies provided by kind souls at most of the refueling stops. However, every pound does count, so not everything makes it aboard. And the ride can be rough. So dining also gets deprioritized. On top of trying not to eat too much in Mexico before boarding a fast boat for a few days, we figured there was a serious weight-loss program in our future.

Countdown to Manzanillo

Alas, procrastination was too easy to come by, with the schedule uncertain, the packing list undetermined, the sponsorship price not finalized, and the looming possibility of not just buying a one-way ticket to Mexico, but also buying it at the last minute, two things sure to earn us an extended conversation with TSA agents. And since we would be heading to Mexico not completely sure whether we would be boarding for the ride to San Diego, then flying back from there, or booking a return flight from Manzanillo... well, we were up until 11pm the night before the boat was finally most likely to arrive, with the alarm set for 3am, just in case.

We could still probably book a flight, and it would arrive in Manzanillo either just in time for the boat's arrival, or at least almost certainly in time to catch up with the crew while they were on their two-to-four-hour refueling, medical and provision stopover. We were on the satellite phone to Spain again, checking to see whether Mark's toe would be fixed in the harbor, or whether there'd be that little margin of time if he went to the hospital for care. It would be quick, in the harbor, probably.

We were up at 3, but the rest became like watching the proverbial slow-motion train wreck. We watched our last-minute packing and then airport deadlines come and go,



OUR SAN DIEGO TRIP 2

Having spent some near-sleepless nights on our Manzanillo options, we flew to San Diego this time. We rented a Hyundai Tucson: solid, comfortable and sized right.

Lodging was at the Pacific Terrace Hotel in Mission Beach, handy to Shelter Island while avoiding downtown parking, Ocean Beach airport noise and even freeways.

Rates ran from \$317 up to \$417 for a full ocean view. AAA discounts are available. Full ocean view was not available with a king bed, but a queen still offered a great night's sleep with the surf right outside. The shifting race schedule forced several changes in our reservation, and the staff accommodated this graciously. Included are secure underground parking, a pool and hot tub fronting the ocean, and complimentary breakfast with patio seating.

Pacific Terrace Hotel

610 Diamond St., San Diego CA 92109
800-344-3370 • 858-581-3500
www.pacificterrace.com

Mission Beach retains its funky nature, but this hotel gives a top-notch oceanfront stay that might cost two or three times as much a few miles up in La Jolla. The hotel was so nice, we stayed an extra day. ■



Photos courtesy Pacific Terrace Hotel

Photo: Joe Sage



Photos: Joe Sage

watched the boat approach Manzanillo (via GPS tracking) and tracked the flights we'd missed. The flight was indeed a little late. We never were certain whether we'd be able to dash out the airport door, grab a cab and ask in our best minimal Español to be taken to the Manzanillo harbor, or whether it might be a little more casual than all that. And we weren't certain how easy it would be to find this small boat in that big harbor. Imagine our surprise and confusion, then, when the boat (still tracking on GPS) cruised right past Manzanillo harbor as we understood it, past the airport, which is on the coast to the north of the harbor, and pulled into another coastal spot to the north of that.

We had, indeed, had some difficulty locating the hotel on satellite maps, but had figured it was just brand new and that the maps hadn't been updated yet (which if you've ever checked a Phoenix location, you know is often the case). Well, if we'd grabbed that cab, one of two things would have happened: either we would have headed south to the major harbor, and we likely would have missed the whole deal, as our cabbie helped us poke around the whole wrong area; or the cabbie would have been more savvy, headed north, and we would have probably assumed we were being kidnapped.

If we had it to do over, we clearly would have flown down a day early, enjoyed the Mexican cuisine, and let our busy schedules and digestive tracts sort themselves out as best they could.

Countdown to San Diego

So, now the boat was off to San Diego, and we were not aboard. An opportunity clearly missed in Manzanillo, we were not about to let the same thing happen in southern

California. Fortunately, of course, there are many more flights to San Diego, so our options were much more flexible. And having learned the above lessons about timing and the uncertainties of arrival times for the race itself, we went ahead and flew to San Diego about 22 hours ahead of the anticipated arrival time. This was just one short day and a half after we might have caught the boat in Manzanillo. Time was flying, as was the boat.

In one prior abandoned attempt at the record, as well as in some trial runs, Earthrace had encountered some major adventures. They were once chased down by Colombian gunboats (and still have the bullet holes to back up the story). Another time, they were chased down by pirates and/or the authorities near Palau and detained for enough days to blow the speed attempt. And one time they had a tragic collision with an unlighted fishing boat, in the middle of the night, off the coast of Guatemala. To paraphrase the popular bumper sticker, things can happen. We wondered a bit what it might entail to cross from Mexico into the US by boat. Reading the captain's blog during the run from Manzanillo to San Diego, we were fascinated by a tale of weapons, brought along after the Colombian adventure and with pirate risks in mind, but ordered by Spanish authorities to remain sealed for the duration, until they were registered back in New Zealand. As you can read online, Pete's logic was that as soon as they were out of Spanish waters, they were back under New Zealand authority, if any. And in New Zealand, only the owner had to be registered, not the hardware. And he was already registered. And yet... they would be back in Spain before they were ever back in New Zealand, so logic came with a conundrum. Nonetheless, somewhere between Manzanillo and San Diego, the crew decided it would help pass the time if they uncrated their guns and fired at the occasional lemon, flung from the deck out over the ocean. This added to our own low-level paranoia about what might happen during the customs process when the boat arrived in the US. Well, we weren't aboard, so call it interest, rather than paranoia.

Shelter Island, arrival eve

When we arrived in San Diego, after dark the evening before the boat's scheduled arrival, we headed straight to Shelter Island, to get oriented to the boat's specific point of entry (not wanting a repeat of what might have happened had we done the Manzanillo taxi dash). Seeing no obvious signs of activity nor a major venue, we stuck our heads in what turned out to be the back door of the San Diego port police, which was just open for a little fresh air. They hadn't heard a thing about

this, although they did remember the boat coming through a year or two back, and they were able to go straight to the Earthrace website with us. They did say the first stop would have to be next to their office, where customs officials would be the first to welcome them to our shores.

Shelter Island, arrival day

We continued to track the boat's speed via GPS, and to pull satellite images and maps into Photoshop, where we could apply mileage scales, convert metric knots per hour into MPH and guess the arrival time. We headed back to Shelter Island the next day. Manzanillo had attracted hundreds of spectators and enough press to fill a substantial media tent. We saw few people and no tent at Shelter Island. Going back online, wireless from our rental Hyundai, we located the marina facility that was due to host the fuel loading, and we headed to their boatyard office. The office staff was mostly oblivious to this big event, too, though they did note they'd received other inquiries, and the phone did keep ringing with still more.

Shelter Island is attached to the mainland by a causeway, and when the boat came in from the ocean, it would have to head between the island and the mainland for customs, but then either dock on the opposite side of the causeway from the boatyard's own docks, or head back out, around, and the full length of Shelter Island, then back in from the east end, to get to the docks. Nobody was quite sure how these logistics would work, and we hoped not to get caught in heavy onlooker traffic, if we guessed wrong.

Showtime San Diego

A good handful of people were gathered at the west tip of Shelter Island by 4pm or so, including one local TV news photographer with his videocam, who unfortunately had to give up and return to the station by 5:10pm max, the outside of his window of opportunity for a 6pm news item. The boat came into sight about 5:20pm. They indeed seemed to first head toward the far end of the island, toward the fueling docks, but were turned about and directed back around to customs. Mark's folks had arrived on the scene, to see how his foot was doing and just say hello. A couple of other people were there who had happened upon the event as it passed through Panama and wanted to catch up with everyone again. As the boat maneuvered to the customs dock, a collection of uniformed people headed down to meet it. We weren't positive whether they were EMTs for Mark's injured foot, and/or customs officials. Some of the spectators inquired, but were met with silence. Not EMTs, we guessed.

The customs officials did find something of great interest, which cost the boat a precious hour or so of its turnaround time. Weapons? Mexican contraband slipped aboard by unknown parties? No. Well, yes. It was Mexican contraband, but just bacon and eggs.

The boat finally was released to its refueling tasks. Rob Drewett, world-experienced underwater and documentary cameraman, was the first off the boat, and we joined him, and/or he us, as we both raced around the island, catching good vantage points as the boat passed the North Island Naval Station on Coronado Island, San Diego Harbor and the downtown skyline, and headed to the docks.

An enthusiastic group met the boat and crew at the docks, and many had brought special treats, which the crew would carefully review for their pleasure and nutrition versus weight ratio. As darkness fell, a plank was laid from the dock to the stern, and people were able to file aboard for a peek.

Pete has long since reconciled himself to the fact that he may have sunk substantial funds and time into this project, but "at least I have the coolest boat in the world." Everyone seems to agree with that assessment. Not many seemed as though they'd really want to cram themselves into those quarters for days at sea, however. But us? We can see their point, but nonetheless really wish we'd done the Manzanillo to San Diego run. When a once-in-a-lifetime opportunity presents itself, that generally means you don't get a second chance.

The rest of the trip

We toyed with the idea of Hawaii to the Marshall Islands, a leg which was heartily recommended to us by the ground crew. And as we go to press, and the boat heads from Singapore to India, we still toy with the idea of the Oman to Egypt leg. Imagine the fun TSA would have when we show up with a one-way ticket to Oman.

The boat has had another snag or two. One driveshaft failed after Palau, and a new one had to be crafted and installed in Singapore. At that point, which is also as we go to press, the new record was still in sight. Log on to www.earthrace.net to find out how it all turned out.

And while online, check out everything; we can barely scratch the surface here. There is extensive information on the boat's benchmark technologies and fuel efficiency, as well as Pete's overall commitment to minimum impact on the precious waterways of the world, which go beyond the fuel to every detail of outfitting and maintenance. And read the captain's and crew's blogs; yes, we seem to have missed an opportunity. ■



BMW offers special allowances to members of US armed forces



In appreciation of the commitment and sacrifice of the men and women serving in the US armed forces, BMW Motorrad USA is pleased to announce a special motorcycle purchase program for all active members. The program—which runs through December 31, 2008—is designed to help military personnel purchase the BMW motorcycle of their choice for personal use.

To be eligible for the program, purchasers must be active members of the US Armed Forces. Active members include active duty (including activated Reservists) of the U.S. Air Force, Army, Navy, Marines, National Guard and Coast Guard, and those who have recently finished active service (within 6 months) with a current military identification card. A copy of Department of Defense form 214 may be necessary for retired service members and those who have recently been discharged from active service. The following allowances are available on all models within every BMW model series:

- K-Series\$500
- R-Series\$400
- G-Series\$250
- F-Series\$250

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A 2006 production model BMW K 1200 S, piloted by Andy Sills of San Francisco, set a world land speed record in the 1000-1350 cc stock, partially streamlined, naturally aspirated motorcycle class at Utah's famed Bonneville Salt Flats.

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Factory customized Ford Mustangs

MUSTANG BULLITT AND SHELBY COBRA GT500



By Barbara and Bill Schaffer

Like the car in the Bullitt movie, the new limited edition Ford Mustang Bullitt is fitted with Euro-Flange 'Bullitt' wheels with a charcoal satin finish. The only difference is the originals were probably the 14-inch, and these are 18-inches.

In its 44-year, five-generation history, the Ford Mustang has probably been one of the most customized cars from an American automaker. The customizations came not only by the owners, but also from aftermarket builders like Shelby and Saleen, along with a dozens of Ford factory special editions.

So far this year, Ford is offering six different special edition Mustangs: the Shelby GT500 coupe and convertible, Shelby GT500 KR coupe, Shelby GT coupe and convertible, GT California Special coupe, Bullitt coupe and the Warriors in Pink coupe and convertible, for which a portion of sales of the pink-striped Mustang goes to breast cancer research.

There has also been the collaboration of Ford, Barrett-Jackson Auction and Shelby to create a limited edition 2008 Barrett-Jackson Mustang Shelby GT (see the January/February 2008 issue of *Arizona Driver Magazine*).

Two of the most popular special Mustangs, the Shelby GT500 and the Bullitt, recently found their way into our garage.

Bullitt Mustang

In 1968, legendary actor Steve McQueen drove a Dark Highland Green 1968 Mustang GT in the movie *Bullitt*, with a seven-minute chase that has become one of the most famous movie car chases of all time. Marking the 40-year anniversary of the movie, the Mustang Bullitt closely parallels the look of McQueen's car. Unlike the way cars are "placed" in movies today, the practice in Hollywood in 1968 was to remove all exterior badges and logos from the car, including the pony on the grille, and that's

how the Mustang appeared in the movie.

To match that look, the 2008 Bullitt model is painted a close match to the original color, and badging is confined to Mustang emblems on the wheel hubcaps and the word "Bullitt" in a gun-sight graphic at the center of the faux gas cap in the center of the decklid (the location of the filler in the original). However, the car is so iconic, it needs no labels for almost anyone to know what it is.

Ford did take some liberties by using a much more powerful 4.6-liter V-8 rated at 315 horsepower. The chassis and suspension are upgraded from the GT, and the dual exhaust was designed to match the sound of the original car as closely as possible.

Inside, the Bullitt is fitted with black leather seats, satin metallic trim and a hand-machined aluminum swirl panel appliqué. A satin aluminum shift ball replaces the leather shifter knob for the five-speed manual transmission. The Bullitt logo caps the center of steering wheel and "Bullitt" is embossed on the metal sill plates.

It was fun simply to drive around town and listen to the near-musical exhaust notes, but the car begs to be pushed, up to its 6500 rpm redline. The suspension is compliant, but not harsh. The modern version is very fast, running from 0 to 60 mph in 5.0 seconds, and it has an estimated top speed of 151 mph, according to Ford. Both those numbers are significantly faster than the original.

The Bullitt package adds \$3,310 to the standard vehicle price of \$27,020, or about the equivalent of a 2008 Mustang GT Premium. Our test vehicle also had an anti-

Bullitt Mustang

STANDARD EQUIPMENT

Premium audio system with 6 CD & MP3 changer; Air conditioning; Leather seats; Power driver's seat; Speed control; Tilt wheel; Power locks and windows; Traction control; Keyless entry.

Base Price \$ 27,020

Options:

Active anti theft\$ 325
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 Ambient lighting.....\$ 295
 Triptunes™\$ 295

Total Options.....\$ 6,940

Freight.....\$ 745

Price as Tested\$ 34,705

DIMENSIONS

EPA SizeSubcompact
 Weight.....3,483 lb.
 Wheelbase107.1 in.
 Length.....187.6 in.
 Width.....67.774.0 in.
 Height54.5 in.
 Fuel Capacity16.0 gal.
 Cargo Capacity.....13.1 cu. ft.

MECHANICAL

Engine.....4.6L SOHC V-8
 Horsepower315@6000
 Torque325@4250
 Transmission6-spd. man.
 Drive.....rear wheel
 Brakes.....Disc ABS
 Tires235/50ZR18

PERFORMANCE

0 to 60 mph.....5.0 sec.
 Top speed151 mph
 EPA economy rating15/23 mpg

COMPETITORS

BMW 1 Series, Honda Accord coupe, Infiniti G37, Mazda RX-8, Mitsubishi Eclipse, Nissan Altima coupe, Pontiac G6 coupe, Toyota Camry Solara, Volkswagen R32, Volvo C30



An option (\$295) in new Ford Mustang Shelby GT500, shown here, is a seven-color programmable ambient lighting feature, with a switch to cycle through different colored lights on the front console, footwells and around the cupholders.

theft system (\$325), HID headlamps (\$525), DVD-based navigation system (\$1,995) and a couple of other features that bought the MSRP to \$34,705 with shipping. Production is limited to a total of only 7,700 cars.

Shelby GT500

Today, McQueen's Bullitt character would probably be driving the Shelby GT500. The modern successor to the famous 1967-1970 Shelby GT500 is more awesome than the original. Powered by a 500-hp supercharged 5.4 liter V-8 with a six-speed manual transmission, race-tuned suspension and Brembo brakes, the GT500 appears to be as close to a street-ready race car as you can get. Nevertheless, this car could easily be an everyday driver that just happens to accelerate from 0 to 60 mph in 4.3 seconds and with a top speed limited to 155 mph. Imagine how quickly it will merge in with freeway traffic.

We expected a clutch that required both feet to push to the floor, but this one, although stiff, was reasonable. The body is extremely rigid, but the suspension is a step or two tighter than the Bullitt version.

It's easy to spot the Shelby version, with its sinister-looking front end that includes wide upper and lower fascia openings and the Cobra logo in place of the pony in the center of the grille. Of course, the optional GT500 premier trim package (\$500) with two broad racing stripes over the length of the car is a big clue, too.

Developed in collaboration between Carol Shelby and Ford's SVT (Special Vehicle Team), the Shelby is available as a coupe or a

convertible. The engine is force-fed to 8.5 pounds of pressure by a "Roots-type" supercharger that provides an instantaneous response. To make sure all that power can stop, engineers fitted the car with 14-inch four-piston Brembo brakes in the front and 11.8-inch vented discs in the rear.

As a top-of-the-line model, the Shelby GT500 has a high level of equipment, plus some extras—like an aluminum hood with air extractors, rear spoiler and multiple Cobra emblems. Options on our \$40,930 test vehicle included Sirius Satellite Radio (\$195) and the GT500 trim package (\$595).

A penalty for the 500 horsepower is fuel mileage of 15 mpg city and 21 mpg highway, according to the EPA, and as a result there is a \$1,300 Gas Guzzler Tax. With this extra tax, options and shipping, our car was priced at \$43,765, which equates to a very reasonable \$87.53 per horsepower.

If that's not enough, this spring a Shelby GT500KR (King of the Road) version was also introduced in a limited run of 1,000 cars (see May/June 2007 *Arizona Driver Magazine*). After starting life as a "regular" Shelby GT500, the cars are sent to Shelby's Las Vegas facility to be further customized with more performance upgrades, and the engine is further modified to 540 hp. Each car can then be hand-customized and delivered to each customer in an enclosed transporter, like the legendary Ford GT.

Regular Mustang prices start at \$20,235 including destination charges, for a Deluxe version with a 4.0-liter V-6 engine. For more information, see your local Ford dealer. ■

Shelby GT500

STANDARD EQUIPMENT

Aluminum hood; Premium audio with 6 CD/MP3 changer; SVT suspension; Brembo brakes; Traction control; Keyless entry; Air conditioning; Keyless entry

Base Price \$ 40,930

Options:

Sirius Satellite Radio\$ 195
 GT500 premier trim package\$ 595

Total Options and Gas Guzzler.....\$ 790

Gas Guzzler tax\$ 1,300

Freight.....\$ 745

Price as Tested\$ 43,765

DIMENSIONS

EPA SizeSub compact
 Weight.....3,920 lb.
 Wheelbase107.1 in.
 Length.....187.6 in.
 Width.....74.0 in.
 Height54.5 in.
 Fuel Capacity16.0 gal.
 Cargo Capacity.....12.3 cu. ft.

MECHANICAL

Engine.....5.4L SOHC Supercharged V-8
 Horsepower500@6000
 Torque480@4500
 Transmission6-spd. man.
 Drive.....rear wheel
 Brakes.....Disc ABS
 Tires.....Front 255/40ZR18
 Rear285/40ZR18

PERFORMANCE

0 to 60 mph.....4.3 sec.
 Top speed155 mph
 EPA economy rating15/21 mpg

COMPETITORS

Audi A5, BMW 3 Series, Dodge Challenger, Infiniti G37

IHBA Lakefest Top Fuel Hydro

Firebird International Raceway • April 25-27, 2008



Hot Licks Racing: The Bullet • by GERALD LANEY, "Right Side Engine," New Braunfels TX
Photos: Randall Bohl Photography - www.randallbohl.com

The season opener went well for Hot Licks Racing's Bullet Top Fuel Hydro gang. The crew serviced the boat flawlessly in record time, Jarrett Silvey did an outstanding job of driving all weekend, and the boat went from A to B every pass, on Mr. Dennis (Hoot) Gibson's tuneup. This resulted in putting the last two reigning world champions on the trailer and giving the team the win.

Hot Licks was paired with Speed Sports for the first round of qualifying and gave the huge crowd their money's worth with a great side-by-side pass. Jarrett was on his game with a .056 reaction to John Haas' very respectable .106 reaction time. The boat was a little lazy out of the lights, but Dennis' new big-end tuneup ran clean and dry through the lights with a 4.934 e.t. @ 242.54 mph, the top mile-per-hour of the event.

Sunday morning greeted the team with wind and the not-so-pleasant knowledge that they had to race Eddie Knox's beautiful new Problem Child. The air had taken a turn for the worse, so Hoot got out his small wrenches and made some big changes during the warmup. Jarrett left them at the tree, with a fantastic .044 reaction time. Problem Child suffered from some new boat handling blues, forcing driver Kevin Burgess to lift off the throttle after a couple of hundred feet. Jarrett had lined the bullet up at an angle on the rope, counting on the wind to blow him straight when he closed the lid. But the wind laid down, leaving Jarrett a poor lane lineup. During the pass, the boat was drifting toward the center lane buoy, when he got the news over the radio that P.C. was done. He shut it down avoiding possible disqualification. The boat still ran a 5.03 e.t. @ 209.70 mph with Jarrett pulling the chutes and shutting it down at 900 feet.

The finals were going to be a dog fight: The Bullet and the current world champions, The Speed Sport Special. The air got even worse, setting the stage for a tuners' battle. Jarrett left with a .134 reaction time advantage over John Haas. At half track, he was still pulling away. Adding to the excitement for the crowd, the boat burned a couple of pistons at 1000 feet, pushing a bunch of oil out and lighting it on fire. Jarrett drove it all the way out the big end, trailing a 20 foot ball of fire for his first Top Fuel Hydro win, running 4.988 @ 225mph against Speed Sports' 5.069 @ 231.30mph.

Hoot won the tuners' battle against Hall of Fame member "Famous" Amos Satterlee. Hot Licks Racing left with the little man (the winner's trophy) as well as the points lead going into the Nitro Nationals at Red Bluff, California. A great weekend. ■



The Tire Pros 10th Annual Monster Truck Nationals and Jet Jam

Firebird International Raceway • April 26-27, 2008

Jet Jam: Invader Jet Dragster • by Curt Eierdam, Driver, Chandler AZ
Photos: Randall Bohl Photography - www.randallbohl.com

Jet Jam, during the Monster Truck Nationals, presented four of the quickest jet dragsters on the west coast: Bob Goettel's G Metal, Tony Franco's Terminal Velocity, Al Arriaga's Blu-By-U and the Invader (photo, upper right). Saturday night's first round paired the Invader against G Metal. The Invader put on a huge fire show, then both cars entered the staging beams on a slippery surface. Bob was unable to hold it and launched early. The Invader launched a split second later, but got the win. Doc Brophy, driving Blu-By-U, squared off against Terminal Velocity next. Doc was out to a quick lead, but a glitch in the afterburner allowed Tony to streak past for the win. Sunday brought clear, warm weather. First up were the Invader and Blu-By-U. The Invader launched hard and ran a 5.70 e.t. at 287mph. Franco and Goettel faced each other next. Bob's car auto-lighted and was again off before the tree, with Tony chasing after him for the win. For the final round, it was Tony versus the Invader with two wins each. The pair blasted heat and flame for the crowd, then rolled into the beams. Even trying to be careful, the Invader still slid almost four feet past the beams. Tony was handed the win, but the Invader gave fast pursuit, almost catching her at the traps. Tony was the weekend victor, running 3-0. ■



THE INSIDE TRACK: BRIEFS & RUMORS



Ford Flex

■ **Ford's** newest crossover, the Flex, will sit at the top of the automaker's lineup with a base price starting at \$28,995, including shipping, when it goes on sale this summer. The Flex has three-row seating, three trim levels and has standard front-wheel drive and optional all-wheel drive. The top of the line Limited is priced at \$37,255.

■ **Nissan** is pushing hard to offer a pure electric car in Japan and the United States. The timetable calls for fleet sales starting in 2010 and then adding retail customers by 2012. The cars will be powered by lithium ion batteries, developed jointly by Nissan and NEC Corporation. The small vehicle, which is expected to resemble the Denki Cube concept (which in turn resembles Toyota's boxy Scion xB), will have an estimated top speed of 75 mph and will require about eight hours for a full recharge.



Nissan Denki Cube concept

■ **Toyota's** Prius Hybrid has been so successful that there are rumors the company may expand the Prius lineup to include other models. Kazuo Okamoto, Toyota Motor Corp's vice president of research and development has been quoted as saying the company was studying the possibility of making Prius a brand of its own with other models than a five-door hatchback.

■ Automotive interior manufacturer **Lear Corp.** has developed a dynamic headrest that not only moves forward, but also up, to cradle the head during a rear-end collision to help prevent whiplash. Studies have shown more than 75 percent of adjustable headrests are left in the down position by drivers and may be too low to protect from whiplash.

■ **Mercedes** plans to add another Black Series performance car to its AMG lineup in July. The SL65 two-seat coupe/roadster will get major mechanical and bodywork modifications to push it near the same level as the exotic McLaren SLR. The engine is a twin-turbo 6.0-liter V-12 producing 680 horsepower. One insider says, "We could have easily gotten 720 hp without any significant modifications."

■ **General Motors** is encouraging dealers to consolidate Cadillac, Saab and Hummer dealerships into luxury superstores. The plan is similar to the Pontiac-Buick-GMC consolidation a few years ago.

■ Spy photographer Brenda Priddy's network of photographers have caught a **Cadillac** CTS wagon testing three times now, so it's likely that CTS variant will be coming to market. On another related note, Cadillac is expected to kill the SRX crossover during the first or second quarter of 2009 and replace it with the forthcoming BRX crossover utility vehicle. The CTS wagon is expected to fall between the sedan and SUV segments of the Cadillac lineup.

■ **Chevrolet** is refreshing the SS lineup using the same parts package that made the HHR SS a high performance hauler. By summer, Chevrolet dealers will offer a new 260-hp, turbocharged 2.0-liter four-cylinder Cobalt SS for a \$22,995 base



Chevrolet Cobalt SS

price. Performance numbers include a 5.7-second 0-to-60-mph time and 155 mph top speed. With features including Brembo brakes and "Launch Control", that's a lot of bang for the buck.

■ **Rolls-Royce** has been seen testing prototypes of a smaller sedan that would still be a little larger than a BMW 7 series. Code named RR4, the high-level luxury sedan would have some frame elements from the next-generation BMW 7 Series (BMW owns Rolls-Royce) and possibly even the twin-turbo, direct injection V-8 just unveiled in the BMW X6 SUV crossover. The car is expected to show its face as a 2010 model with a price tag of about \$340,000.



Kia Koup concept

■ **Kia** is showing a dramatic coupe concept called, the Koup. With its striking wedge-shaped design and greenhouse panoramic-view windshield and glass roof, it resembles a jet fighter cockpit. A 2.0-liter Theta II turbocharged engine producing 290-hp powers the front-wheel drive concept. The direct injection engine, which uses a twin scroll turbocharger, also develops an amazing 289-lb.ft of torque at 2,000 rpm. No announcements were made about production of the Koup.

■ **Nissan** is rumored to be thinking about a four-door version of the recently introduced GT-R running with an Infiniti badge. Senior sources at Nissan have hinted a high performance luxury sedan powered by the same 480-hp V-6 engine that powers the new Nissan GTR supercar. The idea makes sense because it will help Nissan amortize the component costs of the GT-R across a larger volume and provide a halo car for Infiniti.



Maybach Landaulet

■ With fuel economy on its mind, **Ford** is rumored to be working on a twin-turbo 3.7-liter V-6 for the Mustang that produces more horsepower than the base V-8 engine does now. By using the EcoBoost V-6 engine from the upcoming Lincoln MKS, the Mustang will be lighter, handle better, accelerate quicker and get better fuel economy. Ultimately, CAFE standards will require changes like this, but now the big question is: will customers give up the V-8 image?

■ **Ford** added Trailer Sway Control (TSC) as standard equipment on the 2009 Explorer. TSC works with Advance Trac with Roll Stability Control to monitor if the trailer is swaying. When it detects trailer swaying, it applies precise braking or reduced engine torque to help bring both the vehicle and trailer under control.

■ Another hybrid in the **Mercedes-Benz** shop is the S300 Bluetec Hybrid, which marries a 2.2-liter, twin turbocharged, four-cylinder diesel engine with an electric motor powered by lithium-ion batteries. Mercedes claims the 221 hp and 413-lb.ft. of torque drivetrain will get 43.6 mpg. No time line was indicated for the diesel hybrid model, but the V-6 gas version, the S400, is scheduled to arrive in Europe in mid-2009 and in the US in the third quarter of 2009.



Mercedes-Benz Bluetec Hybrid S-Class concept

■ **Federal Express** announced recently that the 170 hybrid trucks they operate around the world have logged a total of two million miles of commercial use. FedEx says the hybrids have improved fuel economy by 42 percent, reduced greenhouse gas emissions by approximately 30 percent and cut particulate pollution by 96 percent.

■ **Ford** added Trailer Sway Control (TSC) as standard equipment on the 2009 Explorer. TSC works with Advance Trac with Roll Stability Control to monitor if the trailer is swaying. When it detects trailer swaying, it applies precise braking or reduced engine torque to help bring both the vehicle and trailer under control.

■ By the terms of a recent agreement, **Chrysler** will build **Nissan**-badged pickups starting in 2011 and Nissan will discontinue its Titan pickup. At the same time, Nissan will build a small car based on the Nissan Versa for Chrysler to sell in South America. They are also looking at other production synergies.

■ For the ultimate in prestige, check out the 2009 **Maybach** Landaulet four-door limousine. For open air driving, the passenger compartment opens from the B-pillar back so rear seat passengers can enjoy a bit of sunshine, much like the style of limos from 60 years ago. The price? If you have to ask, you cannot afford the \$1.35 million sticker. ■

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*.

ROLEX MONTEREY HISTORIC



MARIO ANDRETTI GUEST OF HONOR AT MONTEREY 35TH ANNIVERSARY

The Rolex Monterey Historic Automobile Races presented by Toyota will celebrate its 35th anniversary this year by celebrating highlights from the event's illustrious past. The event will salute the Alfa Romeo, which was the first marque to be featured at the Historics in 1975.

To commemorate the event, a variety of featured marques from the past 34 Monterey Historic races will be recognized during the weekend of exciting and highly competitive races. Legendary driver Mario Andretti will be the official guest of honor for the event.

Andretti, who is widely considered the most accomplished driver in motorsports history, will participate in a variety of events throughout the weekend, including driving a few demonstration laps in his Formula One Championship winning Lotus 79 and autograph sessions both Friday and Saturday. Today, he remains the only driver ever to win the Indianapolis 500 (1969), the Daytona 500 (1967), and the Formula One World Championship (1978).

"The Rolex Monterey Historic is the premier historic auto racing event in the country," said Andretti. "Laguna Seca has always been one of my favorite tracks. For a driver, it's a truly technical and challenging course that provides immense satisfaction. For a spectator, it's phenomenal because of the many vantage points to watch the action."

Rolex will present their award-winning Motor Sports History Display "Moments in Time" honoring the singular achievement of a car and driver in racing history. Highlighting the display is the 1938 Alfa Romeo 8C-2900B Mille Miglia Spyder that Phil Hill drove to first place in the Del Monte Trophy Race in 1951 at Pebble Beach. Hill and the Mille Miglia Spyder have a long history, as he drove the Spyder again during the second Monterey Historic Automobile Races in 1975 where he took the checkered flag. ■

TIM SHARP TO RUN BABY AUSTIN 7 SPECIAL AT MONTEREY HISTORICS

Phoenix Automotive Press Association president Tim Sharp will be running his recently acquired supercharged Austin 7 Special GP car in the 35th Rolex Monterey Historic Automobile Races at Mazda Raceway Laguna Seca this August 15-17. While we head to Monterey for the Russo and Steele Auction and the Pebble Beach Concours d'Élegance, our intrepid contributor HR Driver plans to follow Tim to Laguna Seca, to see how he does.

"The little Austin 7 Special must compete against much larger and far more expensive pre-war Grand Prix cars," Sharp says. "However, the Austin 7 Special is light and has an excellent power-to-weight ratio... good for the tight Laguna Seca race track."

"The difficulty with racing this little car with the larger GP cars is not to get run over by them while using the Austin 7's nimbleness in the corners to optimal advantage," states Sharp.

Sharp is a former SCCA and IMSA road racing champion with 10 series championships to his credit. However, he recognizes that the challenge of racing his new vintage car is different. "The expense and rarity of these historic race cars requires that you pass with care. These cars are rolling works of art."

Watch for results in the September/October issue of *Arizona Driver Magazine*. ■



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UPCOMING FEATURES

Mercedes-Benz BlueTEC 2009 International Press Introduction



Mercedes-Benz introduced their fuel-sipping clean diesel technology with the E320 BlueTEC (see Sept/Oct 2007 *Arizona Driver*). Now we're headed to Vermont to drive the 2009 M-, R- and GL-Class versions of this technology.

Alternative Fuels & Vehicles Institute (AFVi) Conference 2008



Photos: HR Driver

To contributor HR Driver, "going green" means the starter dropped the flag and the race is on! He reluctantly headed to Las Vegas for three days about miles per gallon, global warming and going green. And found much in common.

Arizona-New Mexico Corvette Caravan 2009



Photos: Luis DeBonoPaula

Locals drove to Bowling Green KY in 2003 for Corvette's 50th birthday (see AZD, Nov/Dec 2003). In 2009, it's the 15th Anniversary of the National Corvette Museum. Event Captain Bob Kroener rounds 'em up again.

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