

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 8 NUMBER 6
NOVEMBER-DECEMBER 2009

CAMARO SS

WITH RETRO-NUEVO MUSTANG AND CHALLENGER
ALREADY ON THE ROADS, DOES CHEVY HIT THE NAIL ON THE HEAD?



PLUS...

BARRETT-JACKSON LAS VEGAS • MEADOW BROOK CONCOURS D'ELEGANCE • MUSCLE CAR 1000 ROAD RALLY
KIA SOUL SPORT • CHEVROLET EQUINOX • TOYOTA RAV4 • KIA FORTE • SUBARU LEGACY • ICON CJ3B
ARIZONA AUCTION SCHEDULES • GREEN NEWS • SCCA VINTAGE RALLY • ELECTRIC CARS • AND MORE....

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL



CONTENTS

SPECIAL EVENTS

NEW VEHICLE

SPECIAL EVENT

SPECIAL EVENT

VEHICLE IMPRESSION

SPECIAL EVENTS

NEW VEHICLES

VEHICLE IMPRESSIONS

MOTORSPORTS

DEPARTMENTS



NOVEMBER-DECEMBER 2009

A January Auction Schedules 8

ICON CJ3B Limited Edition 22
The company that developed Toyota's FJ40 concept vehicles and then built their own FJ introduces an affordable Willys rebirth.

B Barrett-Jackson Las Vegas 2009 28
Always delivering more than just an auction, Barrett-Jackson started their Las Vegas event with a road rally. **By Larry Edsall**

C 2009 Muscle Car 1000 32
This exclusive road rally is distinguished by its muscle car specificity, as well as its deluxe accommodations. **By Joe Sage**

2010 Camaro SS 36
Long anticipated, the latest reborn pony car has hit the streets. We're among the first to spend a week with it. **By Joe Sage**

D Meadow Brook Concours and RM Auction 42
What better place than Michigan, to slip away midsummer for a top-tier concours d'elegance and auction? **By Kevin A. Wilson**

Wangers Signature GTO, Maserati GranCabrio 46

2010 Kia Soul Sport 48

2010 Kia Forte EX 50

2010 Subaru Legacy 2.5i 51

2010 Chevrolet Equinox FWD LT1 52

2009 Toyota RAV4 5-Door Sport 4x4 53

E SCCA Vintage Classic 58
This upcoming series at PIR has been infused with new life courtesy of Russo and Steele Collector Automobile Auctions.

FROM THE PUBLISHER : START YOUR ENGINES 4

AUCTION INDUSTRY NEWS 6

BREAKING NEWS : AVIATION, PUBLISHING 10

AUTO NEWS UPDATE 12

F G SPECIAL EVENTS : FILM & PORSCHE PREMIERES 20

GREEN TECH : ENVIRONMENT - ENERGY - ECONOMY 24

H TRAVEL NEWS : TUCSON 30

ELECTRIC VEHICLES : AUDI - VOLVO - FISHER - TESLA 54

THE INSIDE TRACK : BRIEFS AND RUMORS 56

MOBILE ELECTRONICS : TWO IPHONE APPS 61

COVER: 2010 Camaro SS. Photo: Christina Lawrie



We are bringing you lots of cars this issue, which may not seem surprising, but there have been quite a few to drive locally, and when not doing that, we found ourselves traveling far and wide—well mostly here and in southern California, but also to that heartbeat of all things automotive, Michigan—for a variety of shows, auctions, road rallies and other events.

Cars in this issue include a foursome of electric cars and their technologies, sure to be a big part of the discussion for awhile, and fairly likely to end up in your garage, though don't worry—there is a lot that you will find very compelling among them. Toward the other end of that continuum, we have the all-new Chevy Camaro SS. The convertible version of this car graced our cover exactly two years ago, and whereas we're still not positive when that will arrive for a drive, the hardtop has been here several times now, including for an extended period. If you've been interested in this one, you'll find they've pulled it together nicely. We bring you dueling smallish sedans—one from Kia and one from Subaru, one new and one refreshed—ready to take on the sales giants from Honda and Toyota. We think one of them might do well with that. Two compact SUVs also represent differing degrees of newness. But enough with the new.

Larry Edsall reports to us from the Barrett-Jackson Las Vegas auction, which started with a display of classic power during a road rally on the Strip. Kevin A. Wilson describes the beauty and detail of the long-running Meadow Brook Concours d'Elegance and RM Auction in Rochester Hills, Michigan, which we attended. And we bring you highlights of the Muscle Car 1000 in southern California, which we attended for one night of its five-night run.

Enjoy the ride.



Joe Sage
Publisher/ Executive Editor

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MAGAZINE

PUBLISHER / EXECUTIVE EDITOR:

Joe Sage

CONTRIBUTING WRITERS:

Nick Calderone
HR Driver
Larry Edsall
Gary Goldzweig
Bob Kroener
JP Molnar
John Priddy
Barbara and Bill Schaffer
Jan Wagner
Kevin A Wilson

CONTRIBUTING PHOTOGRAPHERS:

Randall Bohl
Luis DeBonoPaula
Christina Lawrie
Brenda Priddy
Jan Wagner

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letters@azdrivermag.com

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RUSSO AND STEELE EXPANDING TO CHINA
JOINT VENTURE WITH CHINESE LUXURY IMPORTER CHINA AUTO LOGISTICS INC.

Russo and Steele Collector Automobile Auctions of Scottsdale has signed a memorandum of understanding for a joint venture with China Auto Logistics Inc. (CALI), to develop the Russo and Steele business in China. Russo and Steele would coordinate auction events with CALI in China and work with them to develop marketing programs to reach potential consumers. CALI would advertise the Russo and Steele name to prospective clients and assist with the development of Russo and Steele online auction technology. The memo of understanding is subject to executing a Definitive Agreement.

With 2008 sales of about \$190 million, CALI is one of China's top sellers of luxury imported cars as well as one of the country's leading developers of websites for buyers and sellers of imported and domestic vehicles. It is also China's leading "one stop" provider of logistical services and financing to imported car dealers nationwide. CALI believes further expansion of its websites, including the addition of new web-based auto-related services, will drive future growth.

Russo and Steele owner Drew Alcazar says, "This is a very exciting step for us—bringing one of the premier US auctions...to China, which is now the largest automobile market in the world. ...Working with China Auto Logistics...with more than 3000 clients throughout the country, I believe the potential for success is very high."

China Auto Logistics president and CEO Tong Shing stated, "Russo and Steele has a well deserved reputation...in the US and we believe their marketing expertise will be very helpful to us in broadening the reach of our business, as well as in helping to make what would be the first high end collectible auctions in China a great success. (Their utilization of a LIVE online auction process) is an area where the technology we are utilizing...should prove helpful."

For more information, visit www.russoandsteele.com and www.chinaautologisticsinc.com. ■



BARRETT-JACKSON ADDING ORANGE COUNTY
FOURTH EVENT LAUNCHES THIS SUMMER

Barrett-Jackson Auction Company LLC, host of collector car auctions in Scottsdale, Palm Beach FL and Las Vegas, has announced a letter of intent with the OC Fair & Event Center, to add a fourth event to their annual lineup. This new event is expected to take place either June 25-27 or July 1-3, 2010, at the OC Fair & Event Center in Costa Mesa CA. Details are being finalized.

The event will encompass the OC Fair & Event Center grounds and include the famous collector car auction, sponsor promotions and displays, vendors, exhibitors, interactive demonstrations, galas and other festivities. As with the other Barrett-Jackson auctions, the Orange County event will feature several highlights for enthusiasts worldwide who are unable to attend the auction, including live online bidding.

Barrett-Jackson auctions are telecast nationally on *SPEED*, with over 70 hours of live TV and hundreds of hours of replays each year. For 12 months ending June 2009, Barrett-Jackson drew over 300,000 auction attendees, and they sold 2,126 vehicles for more than \$112 million, with over \$6.5 million donated to charities. The OC Fair & Event Center, in Costa Mesa CA, holds over 150 events each year. For information, visit ocfair.com. For more information about Barrett-Jackson, visit www.barrett-jackson.com or call 480-421-6694.

DELOITTE AUDIT RESULTS PROCEDURES COMPLIANCE VERIFIED

This fall, Barrett-Jackson retained global auditing firm Deloitte & Touche LLP to conduct an independent examination of their auction practices for the 2008-09 season, including their inaugural Las Vegas event, as well as Scottsdale and Palm Beach. Deloitte examined Barrett-Jackson's consignment process, bidder qualification and registration procedures, documentation of and adherence to contracted terms of sale, conformity to the commission structure and commissions charged, proper calculation and timely payment of seller proceeds, and general adherence to documented auction practices. Released in October, their Independent Accountant's Report states Barrett-Jackson complied with specific criteria for their Las Vegas auction in October 2008, Scottsdale in January, and Palm Beach in April. They conclude, "In our opinion, Barrett-Jackson complied in all material respects with the aforementioned assertions and criteria for the auctions noted above." ■



Reliable Carriers trucks have been a common sight on Arizona roads for years, as they transport vehicles to and from the auctions, auto shows and personal collections.

RELIABLE CARRIERS, INC. MECUM AUCTION NAMES RELIABLE AS PREFERRED VEHICLE TRANSPORTER

Mecum, the high-performance collector car auction specialist, has chosen Reliable Carriers, Inc. as their preferred transport carrier. Reliable Carriers, the nation's largest and specialized carrier in the automotive transportation industry, will be onsite at all Mecum auctions to assist customers in safely and efficiently shipping their new purchases. Customers simply visit Reliable's service desk to arrange turnkey vehicle transportation to anywhere in the US or Canada. In addition, sellers can use Reliable to transport their consigned vehicles to Mecum auctions.

"With such a large fleet of trucks and superior drivers who are real car guys, our customers can trust Reliable Carriers to load and ship their precious cargo quickly and professionally," said Dana Mecum, president of Mecum Auction.

Reliable has 350 specialized carriers and more than 300 expert drivers. The carriers have advanced lift gates, independent articulating racks, E-track flooring and customized tie-down systems to guarantee vehicles are in the safest environment possible. All cars are equipped with floor mats and seat covers at all times.

"We are committed to ensuring vehicles not only get where they need to be, but get there with the utmost care and respect," said Reliable president Tom Abrams.

The Mecum Auction Company has been specializing in collector cars, muscle cars and Corvettes for over 20 years. In spring 2008, the company sold its 50,000th car. Their auctions are broadcast live on Mecum's television series, *Mecum Auto Auction: Muscle Cars & More* on HD Theater—Discovery Communications' first 24-hour high-definition cable network. Consignment, Bidder, event and accommodation information is available at www.Mecum.com or by calling 815.568.8888.

Reliable makes US/Canada transcontinental transport a given—24 hours a day, 7 days a week. Founded in 1960, Reliable has transported every type of vehicle, from concept cars, prototypes and classics to test and engineering vehicles. With a broad reach and committed to quality, Reliable has gained a loyal customer base that continues to grow. For more information, visit www.reliable-carriers.com. ■



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Four "don't-miss" annual auction events in Arizona this January...

Barrett-Jackson

39TH ANNUAL COLLECTOR CAR AUCTION EVENT

Monday-Sunday, January 18-24, 2010

WestWorld - northeast of Frank Lloyd Wright Blvd. and AZ Loop 101 - Scottsdale

The granddaddy of Arizona auctions, boasting the longest schedule and most comprehensive options—from the auctions themselves, to automobilia and rock paraphernalia sessions, lifestyle activities, and a midway of vendors and food choices galore—Barrett-Jackson gets started with Ford Family Value Day benefitting Cox Charities, then continues on to several days of auctions, with the full event lasting a week. During full auction days, the bidding begins with automobilia, with the bidding of vehicles immediately following. Tickets are available with early-purchase discounts, or during the event by individual day, multi-day or full-week pass. Discounted prices for evenings and for seniors, students, military and children. Barrett-Jackson hosts annual auctions in Scottsdale in January, Palm Beach FL in spring, Las Vegas in October (see page 28) and has just announced a new event in Orange County (see page 6), to be held in late June or early July. For tickets or the latest schedule info, visit www.barrett-jackson.com.

Russo and Steele

10TH ANNUAL SPORTS AND MUSCLE IN SCOTTSDALE

Wednesday-Sunday, January 20-24, 2010

Scottsdale Road and Mayo Boulevard at AZ Loop 101 - Scottsdale

Russo and Steele celebrates "A Decade of Distinction" with its 10th annual Scottsdale auction this year. Russo and Steele is heavily promoting an All Reserve All The Time auction format, held in their familiar theater-in-the-round setting. The experts at Russo and Steele go beyond the singular focus and objective of their collector car auction all year long, being fellow enthusiasts who actively participate in concours d'elegance shows, road rallies, auctions, vintage racing and other collector car events. Russo and Steele's auctions include its signature auction in Scottsdale every January and Monterey in August, and now they are embarking upon plans for China (see page 6). For more information, call 602-252-2697 or visit www.russoandsteele.com.

Gooding & Company

3RD ANNUAL SCOTTSDALE AUCTION

Saturday, January 23, 2010 - (Preview Thurs-Sat, Jan 21-23)

West end of Fashion Square - Camelback Road and 68th Street - Scottsdale

Gooding & Company auction preview days are Thursday and Friday, January 21-22, from 9am to 6pm, and Saturday from 8:30-11:00am, at 68th Street and East Camelback Road adjoining Scottsdale Fashion Square. The auction starts at 11am Saturday. An auction catalog for \$75 admits two to the viewing and auction. General admission to the viewing and auction can be purchased at the tent for \$30 per person. For information, call 310-899-1960 or visit www.goodingco.com.

RM Auctions

11TH ANNUAL AUTOMOBILES OF ARIZONA

Thursday-Friday, January 21-22, 2010 - (Preview Thursday-Friday)

Arizona Biltmore Resort and Spa - northeast of 24th St and Camelback - Phoenix

RM Auctions is set to kick off the 2010 auction season in grand style, with the return of its Automobiles of Arizona event at the luxurious Arizona Biltmore Resort & Spa. The RM event has carved a reputation over the past decade as one of the highlights of Arizona's famed classic car week, presenting some of the world's finest and most historically significant automobiles to a discerning clientele. In addition to a full day auction on Friday, RM has announced the addition of a new evening auction to the program, beginning at 6pm Thursday. This event will have a distinctly British flavor and spotlight great British marques including Aston Martin, AC and Jaguar and others. For full event details, visit www.rmauctions.com or call 519-352-4575. ■

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British Pilot Paul Bonhomme (top, and center above) after winning the 2009 Red Bull Air Race World Championships in Barcelona, Spain, with second place Hannes Arch of Austria (left) and third place Matt Hall of Australia (right).

RED BULL AIR RACE BONHOMME OF UK IS NEW WORLD CHAMP

We follow the Red Bull Air Race and attend at a minimum the San Diego leg, following the quest of Arizona pilot Kirby Chambliss to regain his position at the top of the podium. There were some great moments along the way. In Budapest, Hungary, Chambliss took first place in both rounds of Qualifying, coming in at 221 mph with the fastest times in both Qualifying rounds, earning him one World Championship point going into Race Day.

Ultimately, Britain's Paul Bonhomme won the 2009 Red Bull Air Race World Championship with a thrilling victory in the final race of the season in Barcelona in front of a record crowd of 800,000 spectators, holding off a ferocious challenge from defending champion Hannes Arch of Austria. But it was a disappointing race for American Kirby Chambliss, finishing in 5th.

"I'm very happy," said Bonhomme. "It's been a lot of hard work but we got there in the end."

"It was a real good fight all year," said Arch, who warmly congratulated Bonhomme after their pulsating duel was finally over. "Paul didn't get anything for free. I was always setting the fastest times and pushing him. We'll see what happens next year."

Bonhomme had finished a painfully close second in both 2007 and 2008 but clinched his elusive first title with 67 championship points to Arch's 60. Australia's Matt Hall took 3rd place overall, the best result ever for a rookie, with 36 points.

Our hometown champion Kirby Chambliss just missed the podium, with a fourth place finish for the season. He is famously happy with nothing short of first, so we'll be following him again next year. Complete info is at www.redbullairrace.com. ■



AVIATION NATION 2009 TOP AVIATORS AT NELLIS AIR FORCE BASE FOR VETERANS DAY WEEKEND EVENT

Boyd Gaming Corporation will again support Aviation Nation, the United States Air Force's annual premier aerial event, held November 14-15 at Nellis Air Force Base in Las Vegas. Aviation Nation 2009 will pay homage to America's 21st century Air Force and its achievements in air, space and cyberspace, as well as salute the recent accomplishments of America's military, worldwide.

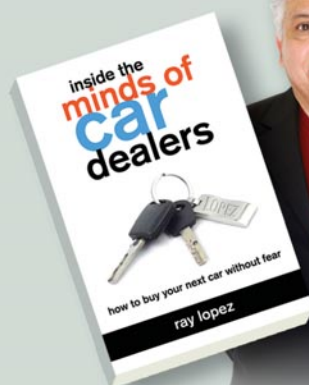
Nellis Air Force Base is home of the US Air Force Thunderbirds air demonstration squadron, and the team will close out their 2009 demonstration season with jaw-dropping maneuvers and intricate wing-tip to wing-tip formations in some of the world's fastest aircraft.

Some of the nation's top civilian aviators will join the Thunderbirds, including world-renowned MiG-17 pilot Bill Reesman, the four-ship Patriots Jet Team and The Horsemen—the world's only P-51 formation aerobatic team. More than 15 additional demonstrations including the US Air Force's A-10 and F-22, US Navy's F/A-18F and Royal Netherlands Air Force F-16 will take to the skies as well, ensuring the two-day event will have something for everyone.

Approximately 100 aircraft, covering everything from the earliest days of aviation to some of the nation's newest military aircraft, will also be on display.

Aviation Nation is the largest free public event in Nevada and draws spectators from around the world in celebration of Veterans Day weekend. Last year, the event attracted a crowd of more than 130,000.

Aviation Nation is open to the public on Saturday and Sunday, November 14-15. Gates open each day at 9am, and flying begins at approximately 9:30am. Free parking is available at the Las Vegas Motor Speedway, located adjacent to Nellis AFB. Free roundtrip transportation from the Speedway to Nellis will be available. For more information, visit www.nellis.af.mil/aviationnation2009. ■



BUY WITHOUT FEAR FORMER CAR SALESMAN GIVES YOU AN INSIDER'S LOOK AT YOUR CHALLENGES

Car shoppers often fear they may get ripped off in the process, but they may not realize they can be an auto dealer's most useful tool for this. Ray Lopez, self-proclaimed former "swift-talking, bloodsucking auto salesman," divulges exactly how it can happen in his newest book, *Inside the Minds of Car Dealers: How to Buy Your Next Car Without Fear*.

While most boys want to be firemen or doctors when they grow up, Ray Lopez dreamed of being a car salesman. Lopez's dream came true, and he worked for a wide range of big brands. Here's the eye-opening math. On average, Lopez saw 240 potential buyers per month or 2,800 customers per year. Over a five-year period, that comes to 14,000 customers, and the average person buys a new car about once every five years. This means that as a professional salesperson, Lopez honed his craftiness 14,000 times—14,000 opportunities to polish the psychology of selling—by the time the average person showed up on the lot. He knew how to overcome objections and how to get the most money from everyone who walked in the door—or sell them a car they didn't even want—and he did, no matter the cost, for the first 18 years of his career.

Then, something as simple as cutting someone a fair deal made him take a U-turn in life, and Lopez spent the latter part of his career working for reputable, honest dealerships that trained him to treat customers as though they were his immediate family. Lying, exaggerating and cheating were grounds for dismissal.

Now retired after 30 years of selling automobiles, Lopez educates the public on how to be informed, composed and wise car buyers. This comprehensive, tell-all exposé gives consumers a good look at every trick that might be used against them. *Inside the Minds of Car Dealers*, (ISBN: 978-1-58985-156-6) is published by Chandler AZ-based Five Star Publications, now celebrating their 24th anniversary. The book retails for \$15.95 and will soon be available at bookstores or through Amazon, indiebound.org and FiveStarPublications.com. Sounds like a pretty indispensable investment. For more info, visit www.buyyournextcarwithoutfear.com. ■

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SPORTY HONDA CR-Z HYBRID

Honda announced a new sporty hybrid coupe will go on sale in the US in 2010. The CR-Z, which stands for "Compact Renaissance Zero," was first seen at the 2008 North American International Auto Show in Detroit. Honda says it is a "forward-thinking exercise in inspired design and environmental technology. It draws its inspiration from a need to deliver spirited performance in an efficient manner."

The CR-Z is powered by a 140-hp, 1.8-liter four-cylinder engine derived from the Civic, with the hybrid mechanicals coming from the new Insight. ▼



2010 Jaguar XJ

A NEW NICHE FOR THE JAG XJ

▲ Jaguar is about to steer the new generation flagship XJ sedan to a new niche in the upscale luxury market. Unlike evolutionary design changes for past models, the new XJ takes on a unique look with a high-style all-aluminum body. In an effort to take the German brands on head-to-head, there will be abundant performance and luxury upgrades with commensurate price increases. Prices start at \$72,500 and can top out at \$115,000 for the 510-hp Supersport model. The 4.2-liter V-8 is replaced by a new 5.0-liter version. The standard equipment list includes lots of glass including a panoramic glass roof, a 12.3-inch digital instrument cluster and an eight-inch touch screen to control audio, video and climate. The XJ takes on the world's best in the US market starting this December.

BMW 7 SERIES WITH XDRIVE

BMW is adding an all-wheel drive option to the 7 Series sedan by the end of 2009. The xDrive all-wheel uses a single-range center differential with a clutch that opens or closes in 100 milliseconds. It works in conjunction with the stability control and active roll stabilization to deliver an enhanced sporting nature to the big sedan. The system uses a 40/60 front/rear torque split default to give the car a light agile feel. Base prices for the short wheel base version are estimated to

be \$86,000 and \$89,000 for the long wheelbase iL version.

UPCOMING CHEVROLET PREVIEWS

Chevrolet is making a big push into small cars with three new models. First, a redesigned Aveo five-door hatchback, about the same size as the current Cobalt, is scheduled for 2011. Second, is the Cruze, which is a little larger than the Aveo and priced a little higher. It will compete directly with the Honda Civic and Toyota Corolla. Developed on GM's global front-wheel drive architecture GM says it will offer a high level of refinement, a good ride and handling with a comfortable interior. A 1.4-liter four-cylinder engine, expected to get better than 40 mpg, powers the Cruze. A turbo version is also in the works. The third and smallest of the new Chevys is the Spark five-door hatchback, which debuts in 2012. Smaller than the Aveo, the entry level Spark is powered by a 1.2-liter four-cylinder sipping fuel at an estimated 50 mpg on the highway. A 1.0-liter, three-cylinder version is also being considered.

CHEVROLET'S CAMARO TRANSFORMER

Fans of the blockbuster Transformers movie can now order a Special Edition Transformers 'Bumblebee' yellow Camaro. The \$995 Transformers package includes an Autobot® shield on the driver and passenger side panels, on the four wheel's center caps and the shield is

embroidered on the center console. The Transformers logo is on the driver and passenger door sill plates as well as embedded in the hood rally stripes. A high-gloss black center rally stripe finishes out the package. The Transformer's option is offered on the V-6-powered Camaro, which includes Bluetooth phone connectivity, USB connectivity, XM Satellite Radio and OnStar.

BUICK PLUG-IN HYBRID CROSSOVER

General Motors announced that the Buick division will be offering a five-passenger plug-in hybrid crossover in 2011. Officials said it will be powered by an Ecotec 2.4-liter direct injection four-cylinder engine with an optional 3.0-liter V-6. The most fuel-efficient version will get at least 30 mpg on the highway. In a press release, officials said, "The Buick plug-in hybrid has the potential to achieve double the fuel economy of comparably-sized SUVs on short trips. This significant boost is achieved by combining a modified version of GM's proven 2-Mode Hybrid system with advanced lithium-ion battery cells and charging technology developed for GM's Voltec system, which will debut in the Chevrolet Volt extended-range electric vehicle in late 2010." Other details, like the name and pricing will be announced at a future date.

KEEP RIGHT >>



2010 Corvette Grand Sport

GRAND SPORT: STEP-UP CORVETTE

▲ To keep the Corvette fresh, Chevrolet is adding a new model for 2010, the Grand Sport. The body is exaggerated with wider fenders and it gets shark-like gill vents on the side plus some unique new wheels. Fitting between the base model and the Z06, the Grand Sport gets some Z06 parts like wheels, brakes and standard six-speed manual transmission. The engine gets the same dry-sump system used for the Z06 and ZR1, which is designed to keep the engine from losing lubrication during 1.0 g turns. Chevy says it accelerates from 0 to 60 mph in 3.9 seconds and has an EPA combined fuel economy rating of 18 mpg. Priced at \$44,720, the Grand Sport adds about \$5,000 to the price of a standard Corvette.

FORD DUAL FUEL PLANS

Ford is working on a dual-fuel engine that uses gasoline and ethanol as a secondary fuel. In testing, the system shows 30 percent (20 percent in trucks) fuel economy gains along with higher horsepower and torque ratings. Used in conjunction with Ford's EcoBoost turbocharged engine, the system draws ethanol in small quantities from a separate tank to boost power. Fuel economy improves because the extra power allows engineers to use a smaller engine to develop the same power. Mike Levine, editor of the web site *PickupTrucks.com* said he expects Ford to

start testing the system on the 5.0-liter twin turbocharged V-8 engine in the Super Duty pickup. The dual-fuel system should increase the engine to 500 hp and 750 lb.ft. of torque. Production of engines using the dual-fuel technology could be ready as soon as 2013 or 2014.

BMW M3 PERFORMANCE AT 90 MPG?

BMW debut its new Vision Efficient Dynamics at the recent Frankfurt motor show. Installed in a concept coupe, the new propulsion system combines lightweight construction and plug-in hybrid technology to achieve performance levels comparable to the BMW M3, but with fuel economy up to 90 mpg. The concept car is powered by an advanced diesel-electric hybrid system that uses a turbocharged 1.5-liter, three-cylinder diesel engine with a pair of electric motors. Combined, the system produces 356 hp and 590 lb.ft. of torque driving the 3,069-pound coupe. In addition to being capable of 90 mpg, the car is expected to accelerate from 0 to 62 in about 4.8 seconds.

BMW ADDING ELECTRICS AND HYBRIDS

BMW plans to offer a new brand of environmentally friendly vehicles under the BMW brand. Previous plans indicated a separate brand might be created for these vehicles. BMW CEO Norbert Reithofer, said the new class of vehicles could include a two-wheel vehicle targeted at commuters

in large cities. First launched will be an electric car. In a separate announcement Josef Kersher, president of BMW Manufacturing Co. said the Spartanburg SC plant is preparing to add a hybrid version of the X6 sports coupe later this year.

NISSAN DUAL FUEL INJECTION

Starting next year, some of the Nissan fleet will start using gasoline engines with dual fuel injection systems. Nissan says the technology helps build lighter, less expensive engines that produce better performance and fuel economy. The system uses two injectors in each port of the cylinder and allows the fuel flow in smaller streams and under lower pressure. Nissan says the dual system is about 60 percent less expensive than standard direct injection. Nissan also maintains that the system will reduce carbon-dioxide emissions and the amount of precious materials needed in catalytic converters.

FIA: BIG PLANS FOR LITTLE 500 IN US

Although details about where and exactly when it will happen, Fiat/Chrysler plans to bring the ultra-cute Fiat 500 to the US as a 2012 model. Three versions are expected, including a coupe, convertible and Abarth performance coupe. A 104-hp, 1.4-liter four-cylinder engine will power base models with the Abarth get-

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Mercedes-Benz Concept BlueZERO E-PLUS



ting a 133-hp turbocharged version. A special Esseesse model gets a 158-hp engine. The 500 is a three-door, four-passenger weighting in at only 2200 pounds, so it should be an inexpensive competitor for the Mini Cooper.

MERCEDES TAKING ON CHEVY VOLT

▲ Mercedes-Benz is planning to build a car to compete with the Chevrolet Volt electric car. Built on the A-class platform, the BlueZERO E-CELL PLUS is an all-electric car but uses a gasoline engine to charge the lithium-ion batteries sandwiched in the floor. Plugged into an electrical outlet, the batteries have a range of about 108 miles. When the batteries start to run down a gas online engine activates, providing power to the batteries and electric motor extending the range to about 370 miles. The BlueZERO hatchback seats five. Mercedes has plans to put the car into production in 2011 in limited volumes for lease in Europe and North America. The company is also working on a fuel cell version of the car.

MERCEDES S-CLASS INCLUDES HYBRID

Changes to Mercedes-Benz S-Class models for 2010 include a freshened front fascia, new headlights with LED running lights and new rear bumper. One of the most interesting new features is the Automatic Body Control system that counters crosswinds. Night vision, adaptive high beam

control and lane departure warning that vibrates the wheel should the car wander from the lane are other new features.

The entry-level version of the flagship Mercedes-Benz model will become a hybrid. The new S400 Hybrid will be the first hybrid utilizing a lithium-ion battery pack. Because of the small size and light weight (165 lb.) of the battery, it fits under the hood, rather than stealing cargo space. The mild-hybrid power comes from a 3.5-liter, 295-hp V-6 with a 20-hp electric motor integrated into the seven-speed automatic transmission. This allows the car to use the fuel saving stop/start technology to produce a 23/25 city/highway EPA rating. Zero to 60 mph acceleration takes 7.2 seconds. Pricing is about \$91,000.

CHEVY FUEL CELL LOGS MILLION MILES

In November 2007, Chevrolet built more than 100 Equinox fuel cell electric vehicles for consumer testing, and that fleet has now recorded more than 1 million miles. The program, which Chevrolet calls Project Driveway, gave a fuel cell Equinox to about 5,000 people in New York, Washington, D.C. and Greater Los Angeles to drive for about two months with free fuel and insurance in exchange for providing regular feedback to engineers. The fuel cell electric Equinox runs on electricity created by an on-board fuel cell stack. The only emissions are wisps of water vapor. The Fuel Cell Equinox car-

ries about 4.2 kilograms of compressed hydrogen on board, enough for about 168 miles before a five-to-seven minute refill is required. Regenerative braking, which sends energy created in stopping, back to the vehicle battery, extends the driving range. Drivers refill at hydrogen stations in New York, Washington, and South California. So far, this fleet has saved more than 50,000 gallons of gasoline.

BRIDGESTONE'S NEW-GEN RUN-FLATS

Bridgestone has developed a new series of original equipment run-flat tires. Run-flat tires work by using a very stiff sidewall to keep the tire in an inflated attitude allowing the driver to proceed for up to 50 miles, at speeds up to 50 mph, thereby eliminating the need for a spare tire. The downside has been a rough ride, higher weights and compromised handling. The new generation Bridgestone tires have a new rubber compound that allows use of thinner sidewalls thereby improving ride comfort, weight and compliance.

NEXT HYUNDAI TUCSON DUE 1Q 2010

The highly stylized new generation Hyundai Tucson went on sale in August in South Korea and will make its way to the US dealers by first quarter 2010. The redesigned Tucson has skid control, panoramic sunroof, rear-view camera and

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Hyundai Equus

downhill brake control among its new features. The North American version will not get a V-6 engine, rather shoppers have a choice of 2.0-liter or 2.4-liter four-cylinder engines. The 176-hp, 2.4-liter engine has better power and fuel economy than the previous V-6, which was rated at 173 hp.

HYUNDAI TAKING ON THE BIG NAMES

▲ The BMW 7 Series, Mercedes-Benz S-Class and Lexus LS 460 will have a tough new competitor next year when the Hyundai Equus debuts in North America. The Equus, which is currently being sold in South Korea, is powered by a 368-hp, 4.6-liter V-8 engine driving the rear wheels through a six-speed automatic transmission. The feature-laden luxury sedan has push-button start, electronic parking brake, lane-departure warning, radar parking assist, radar cruise control, a parking guide system, front and rear cameras, 17-speaker Lexicon 7.1 audio system, motorized power door closers and suede headliner. The rear passengers have heated and cooled seats that recline, remote controlled air massage and a flip-up wooden table. The base price is expected to be in the \$45,000 to \$55,000 range or at least \$20,000 under competitors.

FORD'S ALL-NEW QUIET DIESEL

Debuting early in 2010, the new 6.7-liter Power Stroke engine in the F-Series Super Duty pickups will be much quieter and

cleaner than previous versions. The previous Power Stroke engine, built by International Truck and Engine Corp., had quality issues that lost Ford customers. The new Ford-designed-and-built engine has fast-acting piezo fuel injectors, aluminum cylinder heads with inward-facing exhaust ports (to reduce noise) and a single sequential turbocharger. A new lightweight compact graphite iron block is 160 pounds lighter than the previous block. It uses a urea injection system similar to the one used by many of the ultra clean European diesel engines. The urea tank will need to be refilled every 7,500 miles. The engine is designed to go 300,000 miles without major service. Horsepower and torque ratings have not been released and prices will not be announced until later this year. The previous diesel added \$9,325 to the base price, but included a larger cooling system, brakes and stronger transmission to handle the additional power.

DRIVELINES CAN BOOST MPG 18-30%

Production ready advancements like eight-speed transmissions, more efficient electrical systems and lighter weight drivetrain materials could boost fuel economy as much as 18 percent for gasoline powered vehicles and 30 percent for hybrids according to a presentation given in August by Harald Naunheimer, vice president of corporate research at ZF

Friedrichshafen AG. Mr. Naunheimer's presentation was at the annual Center for Automotive Research's Management Briefing Seminars in Traverse City, Michigan. In documenting the increases, he said the 8-speed ZF transmission can improve fuel economy by 6 percent over 6-speed transmissions. Electric power steering adds 2 to 3 percent. Start-stop engine systems add 5 percent and new fuel efficient axles and bearings can add another 1 to 1.5 percent each.

NISSAN MOVES EV SALES UP 2 YEARS

Moving up the scheduled start date two years ahead of CEO Carlos Ghosn's initial estimate, Nissan is NOW planning to launch sales of the Leaf electric car in 2010. The new plan calls for a five-market test of the electric vehicle in Oregon, Seattle, San Diego, Phoenix-Tucson and Tennessee. Early sales are not to test the vehicle viability; rather it is the beginning of mass marketing, says Mark Perry, Nissan's director of product planning and strategy. Customers will buy their cars from the dealership, but they must agree to have their recharging habits monitored through an onboard black box for two years, so that government agencies can understand how consumers will recharge their vehicles ■

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



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WHEELS ON REELS
"LOVE THE BEAST" WITH ERIC BANA
PREMIERES AT CALIFORNIA FILM FESTIVAL

Australian actor Eric Bana kicked off the summer season as the heavily made-up villain in *Star Trek*, co-starred with Adam Sandler in the comedy/drama *Funny People*, then starred opposite Rachel McAdams in *The Time Traveler's Wife*.

But months before this unbelievable string of back-to-back box office hits put Eric Bana in the spotlight, his directorial debut made its US premiere at the Tribeca Film Festival in New York this past spring. The documentary entitled *Love The Beast* made its West Coast premiere at the inaugural Wheels On Reels Film Festival, October 23-24 at the Mary Pickford Theatre in Cathedral City, California.

Wheels On Reels focuses on the interactions of man and machine—automobiles and motorcycles—as that complex and sometimes emotional relationship continues to inspire filmmakers in so many ways. Hollywood has Cannes and Sundance, while Wheels On Reels calls to a uniquely different demographic—exhaust-loving, gear-shifting, tire-burning, speed-craving motorheads.

Love The Beast, written and directed by Bana, is the story of his 25-year love affair with his "Beast"—a '74 Australian Ford Falcon XB Coupe. The documentary was filmed mostly in Australia, yet is a story that will strike an emotional cord with anyone in America who owns or dreams of owning a muscle car. The film delves into Bana's man-car relationship—with appearances by television psychologist Dr. Phil McGraw, talk show personality Jay Leno, and *Top Gear* host Jeremy Clarkson.

Other films selected for screening at the inaugural event included *Truth In 24*, the documentary narrated by Jason Statham that chronicles the Audi Sport Racing Team in their attempt to earn a record fifth consecutive win at the 24 Hours of Le Mans; *The Rock Store*, a brilliant documentary by an award-winning stuntman that introduces you to Ed and Vern Savko, owners of a gas station and convenience store in the Santa Monica Mountains; and *The Indian*, a debut film by Southern California native James R. Gorrie about how the rebuilding of a 1917 Indian motorcycle repairs a relationship between a father and a son.

Proceeds from the Wheels On Reels Film Festival help provide advanced-level driving instruction for teens in the Palm Springs area; a project launched by Festival organizers Bernadine Bogdanovs and Chad McQueen in 2008. For Festival information, call 760-213-6826 or visit www.WheelsOnReels.com. ■



PORSCHE PANAMERA AT PORSCHE NORTH SCOTTSDALE
NEW PORSCHE 4-DOOR GRAN TURISMO IS A CROWD-PLEASER AT DEALERSHIP EVENT

By the time this event rolled around, we had seen the Panamera three prior times, but hadn't driven it.

First, while parked in an outer lot at the San Jose airport, early in the big Monterey event week in August, one surprised us as it roared by on our left, so our first live view was a 3/4 right rear, with sound effects, very striking. Next, we saw the car up close and personal at its Pebble Beach reveal, a static display, but a good chance to check its well-executed proportions from all angles, plus the roominess and purpose of its interior. Our third time was at Firebird International Raceway—while we were covering another event, the Panamera and its prime competitors were doing laps on the next track, then road testing while we were testing other vehicles. Not just another four-door—you can sure see one coming. In mid-October, Porsche North Scottsdale, part of the Penske Automotive Group on North Scottsdale Road south of the Loop 101, threw a Friday night launch party for its customers, with a full array of the stunning new four-door grand tourers on hand. That made four insider or near-insider exposures for us—though without having driven it yet.

The dealer event was packed. People were parked up and down the whole array of other Penske dealerships and in all entrances and drives. Crowd estimators told us the next day that some 800 to 1000 people had shown up. They came in their other Porsches, they came in their other luxury sedans and coupes, they even came in a Bugatti Veyron for their first glimpse. One easy conclusion—the car is a crowd-pleaser (or at a minimum, a vehicle generating much curiosity). The enthusiasm continued into the weekend, with a steady stream of shoppers taking test drives. By this point, we had indeed seen the car on the road quite a few times. By the time you read this, you likely will have, too.

The car is available in four models: the 400 hp Panamera S, starting at \$89,900 (0-60 mph in 5.2 seconds); the Panamera 4S, starting at \$93,800 and offering all-wheel drive, the same horsepower, but a quicker 0-60 time of 4.8 seconds; and the Panamera Turbo at \$132,600, generating 500 hp and hitting 0-60 in 4.0 seconds. If you haven't seen one yet, swing by the dealership. Though new and somewhat rare, they have secured a good supply pipeline and generally have something in stock for immediately delivery, or they can take orders for any of the models in the lineup. ■

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Thomas Edison said genius is part inspiration and part perspiration, and there is plenty of both applied at TLC, known for its ICON FJ vehicle series based not so much on the Toyota FJ Cruiser, as on the concept vehicles that preceded it—which they built—in turn based on the original FJ40.

CEO and Lead Designer Jonathan Ward first conceived the company in response to the direction he had seen the collector market heading, as demands and expectations on classic cars headed toward a preference for modern performance married to classic styling. He and his wife started TLC, a leading Land Cruiser sales, service, parts and restoration center, in southern California in 1996.

As that company's "Handmade in Los Angeles" reputation grew globally, Ward began to

work as a consultant for Toyota, Lexus and other OEMs. TLC began to handle special projects for Toyota and Lexus, ranging from outfitting prototype and show vehicles for special events, to eventually building three running and driving prototypes of what would evolve into the 2007 Toyota FJ Cruiser.

Their original prototypes had paid more direct homage to classic FJ40 Land Cruiser tradition than did the production FJ Cruiser, leading them to revisit the original FJ40 themselves. The result was the ICON FJ series, which combines classic styling, modern performance and timeless utility in three models.

Their newest project is the ICON CJ3B, also known as The Dog, because of the floppy-eared look given by its flat fenders (and because many see this vehicle as man's best friend).

While the current ICON FJ models trace their heritage to the vintage Land Cruiser, the ICON CJ3B was inspired by the venerable Willys CJ3B. Immediately following WWII, the civilian flat-fender Willys was quickly covering terrain around the world. The ICON CJ3B follows the fundamental design ethics of simplicity, value and utility infused in the original. ICON has designed its own state-of-the-art chassis, based on 2"x4" mandrel bent steel rails featuring coil-over suspension.

The engine is a highly efficient variable-valve-timing GM Ecotec 2.4 fuel-injected four-cylinder, producing over 200 hp and delivering an estimated 28 mpg. Power is delivered through an Aisin-Warner AX15 five-speed transmission and NP231 transfer case to modified production Jeep® Rubicon axles with four-wheel disc brakes and locking differentials. Variable-ratio power steering is standard, as are 31" tires with optional 33" tires for more aggressive uses.

The CJ3B will be built with an emis-

ICON FJ43



sions package (2009 GM HHR application service reference based) that retains performance while providing stellar reliability, exceptionally low emissions, and high fuel mileage ratings. The ICON CJ3B is all business and utility, with a significantly reduced wheelbase and vehicle weight (when compared to other ICON models).

ICON is currently building a first batch of ten CJ3B Limited Editions, all by hand. From those, they will fine-tune the design before entering full production. This Limited Edition batch starts by recycling vintage Willys, so each will maintain its original title and registration. Future production will fall under the Specialty Construction Vehicle titling process.

ICON CJ3B



Full production is anticipated by the first quarter of 2010, with a starting price of about \$50,000 for a turnkey vehicle.

The Limited Edition batch will be serial sequence tagged, with special trim, extensive options and unique details, all developed and built personally by Jonathan Ward. Each one specially equipped and born rare, these ten will be priced at \$79,000.

The ICON CJ3B will also be available in

Engineered Component Vehicle form (which may be a kit by another name, but the company tries hard to avoid that word), through established distribution channels in the 4x4 and outdoor lifestyle markets. Various ICON CJ3B kits are expected to range in cost from about \$15,000 to \$27,000.

The existing production ICON FJ vehicle line set the standard for detailed re-creation with classic American craftsmanship and top industrial design. The average ICON FJ sale price is \$130,000. The primary goal of the CJ3B is to offer a less expensive vehicle with the same high level of engineering and construction quality, by putting the focus on simplicity, while maintaining utility and longevity.

Other development efforts in the works include a four-wheel-drive pure electric version with in-wheel hub motors and a variable crawl ratio for optimum off-road performance. That prototype was still under construction as we went to press, scheduled to debut at the SEMA show in Las Vegas, in early November.

ICON is US-made, designed and built in California. To find additional information on the ICON FJ series, visit www.icon4x4.com. For more information on the ICON CJ3B Limited Edition, call 818-785-1728. ■



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ICON CJ3B

CLEANING THE AIR

ANNUAL AIR QUALITY CONFERENCE OF ELECTED OFFICIALS

On October 20, the Maricopa County Air Quality Department brought together a group of Arizona's elected officials at the Partnering for Cleaner Air Annual Air Quality Conference, to discuss their perspective on the future of air quality regulations for the state. The panel—titled *The Elected Official's Perspective: What Information is Needed for Informed Decision-Making for Future Air Quality Regulations?*—highlighted perspectives from all levels of state government. The panel discussed what needs to be done to meet federal clean air standards and create future regulations for Arizona.

Moderated by Nancy Welch, associate director for the Morrison Institute for Public Policy, panelists included Arizona Rep. Ray Barnes, Arizona Sen. John Huppenthal, Supervisor Don Stapley of the Maricopa County Board of Supervisors District 2, and Tempe Mayor Hugh Hallman.

The politicians get involved for reasons of health and well-being, but also to serve their constituencies financially: environmental impact from air pollution not only affects public health, but if not brought into compliance, the air quality crisis in Maricopa County is a threat to crucial transportation dollars coming into the state.

As a member of the Senate Retirement and Rural Development Committee, Sen. Huppenthal said, "The growth of Arizona is dependent upon meeting the needs of our citizens. Meeting air quality standards will solidify the future of Arizona, keeping us from losing much needed highway and freeway funding."

The Maricopa County Air Quality Department is a regulatory agency whose goal is to ensure federal clean air standards are achieved and maintained for the residents and visitors of Maricopa County. The department is governed by the Maricopa County Board of Supervisors and follows air quality standards set forth by the Federal Clean Air Act. For more information on the conference, visit www.AnnualAirQualityConference.com.

ARIZONA GREEN PROJECTS FIRST 200 DAYS OF THE RECOVERY ACT

Based on the American Recovery and Reinvestment Act of 2009, the Environmental Protection Agency (EPA) manages over \$7 billion in projects and programs that invest in environmental protection and provide long-term economic benefits to aid recovery efforts across the nation. EPA has obligated over \$88 million in Recovery Act Funds to Arizona, including:

- The City of Phoenix will receive \$829,697 million to reduce diesel emissions by retrofitting and replacing city-owned equipment. The City will retrofit 45 pieces of equipment with diesel particulate filters or diesel oxidation catalysts, and replace an aging garbage hauler. The retro-fitted vehicles will run on ultra-low sulfur diesel.
- Arizona will receive Recovery funding for brownfields projects to help revitalize abandoned and contaminated properties and return them to productive reuse.
- The City of Flagstaff is receiving \$126,900 for work at the Route 66 Creosote Pit Cleanup and Redevelopment project
- South Tucson is receiving \$400,000 to conduct site assessments at properties with potential contamination.
- To support sustainable water and energy-efficient drinking water and wastewater systems, the Arizona Clean Water State Revolving Fund program will receive \$26.4 million, the Drinking Water State Revolving Fund program will receive \$55.3 million and \$267,400 in Recovery Act funds for Water Quality Management Planning (WQMP) in Arizona has been awarded.
- A cooperative agreement with the Arizona Department of Environmental Quality will distribute over \$3,219,000 for assessment and cleanup of underground storage tank leaks.
- The Arizona Department of Environmental Quality will receive \$1.73 million in Recovery funds to support clean diesel projects and loan programs.
- Several Arizona Tribes—the Hualapai Tribe, Hopi Tribe, San Carlos Apache Tribe, White Mountain Apache Tribe, Yavapai-Apache Nation, Tohono O'odham Nation, Ak-Chin Indian Community and Quechan Tribe—will receive funds to improve water services.



Audi A3 TDI clubsport quattro (euro)



Volkswagen Golf TDI (euro)



2010 Honda Insight



2010 Toyota Prius



Mercury Milan Hybrid

FIVE FINALISTS FOR GREEN CAR OF THE YEAR® WINNER TO BE NAMED AT LA AUTO SHOW

▲ *Green Car Journal* has announced its five finalists for the 2010 Green Car of the Year®. The award honors environmental leadership among vehicles that are readily available to consumers during the award year. *Green Car Journal* editors identify five finalists, with the winner decided by then with jurors such as Jay Leno, Jean-Michel Cousteau, Carroll Shelby, Matt Petersen of Global Green USA and the Sierra Club's Carl Popes.

"We're seeing the trend for 'green' cars emerging at all levels, from entry-level to luxury models, performance cars and SUVs/crossovers," said Ron Cogan, editor and publisher of the *Green Car Journal* and editor of

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2010 Chevrolet Volt



GreenCar.com. "Plus, an array of technologies and fuels as well as strategies like lightweighting and reducing rolling resistance are being applied to the challenge."

This year's finalists reflect this diversity. Audi makes the final five for the first time with its sporty A3 TDI clean diesel. The new Volkswagen Golf TDI shows VW's growing focus on clean diesels. The Honda Insight is a completely new hybrid. The Toyota Prius is a third-generation total redesign. The Mercury Milan Hybrid puts Ford's advanced-hybrid technology in an upscale mid-size sedan.

The award will be announced December 3, during LA Auto Show press days. The show is open to the public December 4-13. For info, visit LAautoshow.com.

FLEETS SPUR CHANGE LOWER EMISSIONS, HIGHER FUEL ECONOMY —AND INCREASED GREEN JOB GROWTH

The "greening" of corporate vehicle fleets can move a substantial number of highly efficient, clean-fuel vehicles onto the road in a relatively short timeframe. A newly released report by the Sustainable Transportation and Communities group at the Center for Automotive Research (CAR), an Ann Arbor-based nonprofit research organization, examines both the economic and environmental benefits of converting corporate fleets from gasoline to compressed natural gas (CNG) and hybrids.

Using AT&T's vehicle replacement program as a case study, CAR estimated the impact of buying or converting 15,000 vehicles to cleaner technology over a 10-year period. Replacing fleet vehicles powered by standard internal combustion engines with either hybrid vehicles or vans and trucks converted to CNG could reduce gasoline consumption by more than 49 million gallons over those 10 years and trim CO₂ emissions by 211,000 metric tons total over that period—the equivalent of removing more than 38,000 vehicles from the road for just one year.

In addition, the AT&T replacement program will help support an average of 1,000 vehicle-manufacturing related jobs each year from 2009-2013.

CAR performs numerous studies for federal, state and local governments, corporations, and foundations. Financial support for this study was provided by AT&T. To view the complete study, visit the CAR web site at www.cargroup.org.

230 MPG CHEVY VOLT? PLUGGING IN DAILY MAY BE ONE KEY

▲ GM says the Chevrolet Volt extended-range electric vehicle may achieve city fuel economy of at least 230 miles per gallon, based on development testing using draft EPA federal fuel economy methodology for plug-in electric vehicles. The Volt, scheduled to start production in late 2010 as a 2011 model, is expected to travel up to 40 miles on electricity from a single battery charge and be able to extend its overall range to more than 300 miles with its flex fuel-powered engine-generator. According to US Department of Transportation data, nearly eight of 10 Americans commute fewer than 40 miles a day.

"From the data we've seen, many Chevy Volt drivers may be able to be in pure electric mode on a daily basis without having to use any gas," said GM CEO Fritz Henderson. "EPA labels are a yardstick for customers to compare the fuel efficiency of vehicles. So, a vehicle like the Volt that achieves a composite triple-digit fuel economy is a game-changer. The key to high-mileage performance is for a Volt driver to plug into the electric grid at least once each day."

Actual gas-free mileage will vary depending on distance, cargo and passengers, and how much air conditioning or accessories are used. Based on unofficial development testing of pre-production prototypes, the Volt has achieved 40 miles of electric-only, petroleum-free driving in both EPA city and highway test cycles.

Under new draft methodology, EPA weights plug-in electrics as traveling more city miles than highway miles on only electricity. The EPA methodology uses kilowatt hours per 100 miles traveled to define the electrical efficiency of plug-ins. Applying EPA's methodology, GM expects the Volt to consume as little as 25 kilowatt hours per 100 miles in city driving. At the US average cost of electricity (approximately 11 cents per kWh), a typical Volt driver would pay about \$2.75 for electricity to travel 100 miles, or less than 3 cents per mile.

The Chevrolet Volt has two modes of operation: Electric and Extended-Range. In electric mode, the Volt will not use gasoline or produce tailpipe emissions. In Extended-Range mode, an engine-generator produces electricity to power the vehicle. Energy stored in the battery supplements the engine-generator if needed during heavy acceleration or on steep inclines.

CHOCOLATE AS FUEL A RACE CAR BUILT AND FUELED GREEN

Is this the world's first sustainable race car? Gas 2.0 reports a new racer that is made from woven flax and carrot pulp, as well as recycled carbon fiber and recycled resin. In addition, it uses biodiesel made from chocolate and animal fats and is lubricated with plant oils. Can it cut it on the race track? The turbo-charged Formula 3 race car was scheduled to compete in its first race on October 17, but was already reported to have a top speed of 135 mph and a 0-60 time of 2.5 seconds. To learn more, visit www.40mpg.org.

INDEX:AWARD 2009 WINNER: BETTER PLACE, ELECTRIC VEHICLE SERVICES COMPANY

INDEX:Award is the world's biggest design award, with a total award sum of 500,000 euros financed by the state of Denmark. Aiming at generating more 'Design to Improve Life' of higher quality all over the world, the biannual award goes to the winners in each of the five categories: body, home, work, play and community.

This year's winner in the Community category is Better Place, for creating a complete electric vehicle services solution. With the 100,000 euro prize, Better Place will fund a student design contest.

EUROPE GREENEST EVER HIGH-VOLUME VEHICLES BRING BIG GAINS

The average new car sold in Europe is now greener than ever, according to a report released by automotive data and intelligence provider JATO Dynamics. JATO has found an average 6.2 g/km reduction in the CO₂ output of new cars sold by the top 25 brands, with a similar reduction in 21 monitored EU markets. The figures underline how incremental improvements to high-volume vehicles can have an impact that far exceeds low-volume hybrid or alternative fuel vehicles.

David Di Girolamo of JATO explains: "Our analysis shows how the CO₂ output of new cars has dropped significantly this year, with manufacturers' own efforts in this area boosted by scrappage incentives and economic pressures, which have in turn persuaded customers to buy smaller, more efficient—and less polluting—new cars. The effect on new car CO₂ is quite pronounced."

JATO's analysis shows that 2009 new car sales for three brands—Smart, Fiat and MINI—are already under CO₂ limits not required by the EU until 2015. Fiat is most impressive, considering its volumes and model mix. The biggest improvement was from Alfa Romeo, whose average new car CO₂ output fell by 19.9g/km.

Sales volume is significant when assessing CO₂ performance. Among the top 25 volume brands in Europe, Chevrolet was first, helped by their diesel Cruze model and 3-cylinder, 0.8-litre, 119g/km Matiz. Second was Audi, helped by their 2.0-litre TDi engine. Toyota, Suzuki, Hyundai and Mazda also recorded double-digit improvements. Ford was best of the biggest European volume sellers, improving average CO₂ by 8.0 g/km as its ECOnetic range and in particular, its new 98 g/km Fiesta ECOnetic, proved popular across Europe. ■

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PORSCHE



Road Show, Vegas Style

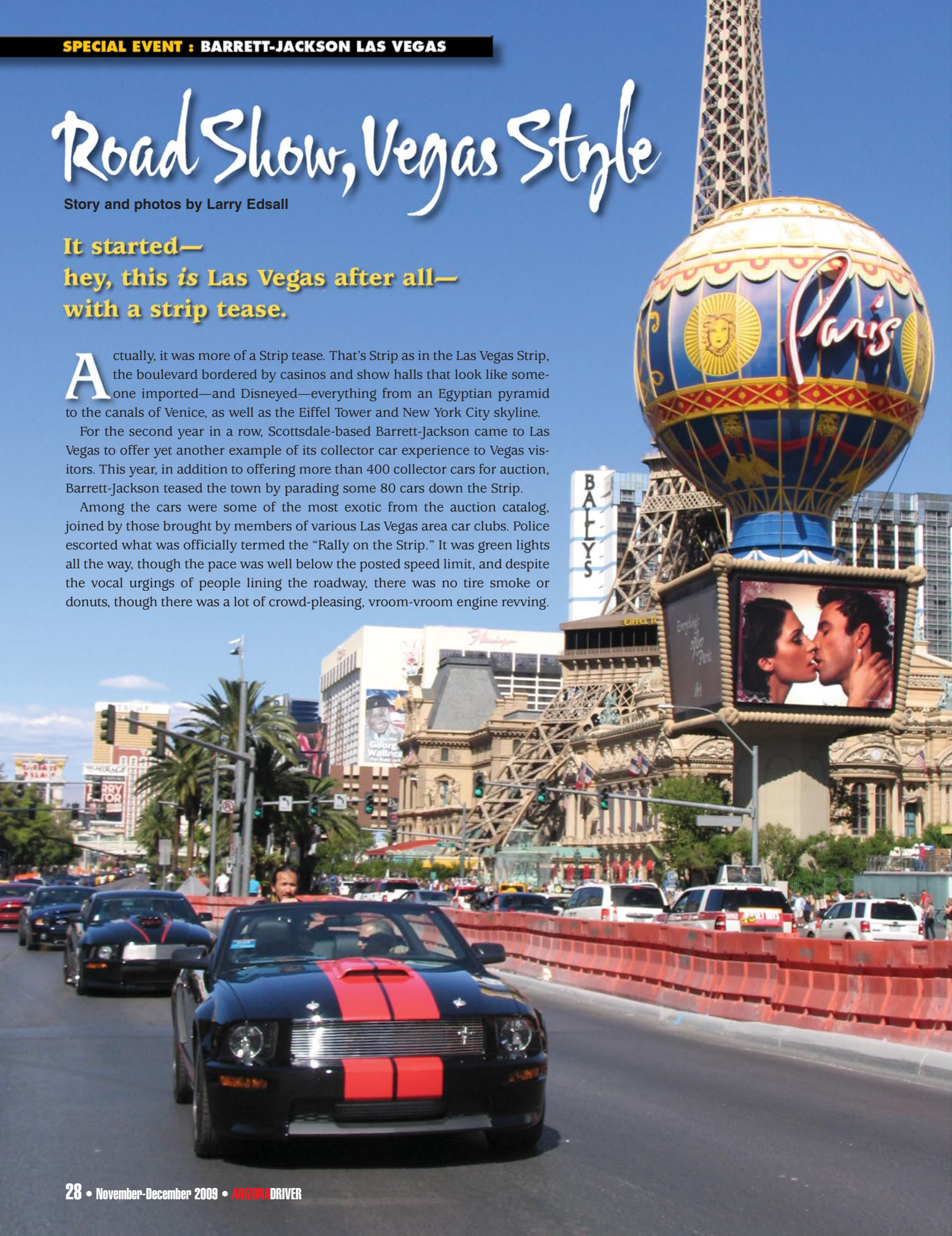
Story and photos by Larry Edsall

**It started—
hey, this is Las Vegas after all—
with a strip tease.**

Actually, it was more of a Strip tease. That's Strip as in the Las Vegas Strip, the boulevard bordered by casinos and show halls that look like someone imported—and Disneyed—everything from an Egyptian pyramid to the canals of Venice, as well as the Eiffel Tower and New York City skyline.

For the second year in a row, Scottsdale-based Barrett-Jackson came to Las Vegas to offer yet another example of its collector car experience to Vegas visitors. This year, in addition to offering more than 400 collector cars for auction, Barrett-Jackson teased the town by parading some 80 cars down the Strip.

Among the cars were some of the most exotic from the auction catalog, joined by those brought by members of various Las Vegas area car clubs. Police escorted what was officially termed the "Rally on the Strip." It was green lights all the way, though the pace was well below the posted speed limit, and despite the vocal urgings of people lining the roadway, there was no tire smoke or donuts, though there was a lot of crowd-pleasing, vroom-vroom engine revving.



Cars that would cross the auction block in the Mandalay Bay events center (top left) were available for viewing inside the resort's adjacent convention center facility (top right). For the Rally on the Strip (opposite page), vehicles including the bright yellow Ol' Yaller racer (above) staged in a parking lot near the Las Vegas Hilton. The rally's conclusion was signaled by show girls with checkered flags. Among the vehicles sold at the auction were (top to bottom) one of Jay Leno's motorcycles, a Shelby Cobra (the top-dollar sale), Iacocca and Prudhomme edition Mustangs, and a 1958 Pontiac Bonneville Sport Coupe.

The rally ended at the Mandalay Bay resort and casino, where the auction spanned three evenings in the resort's arena-like events center.

Many stars have played the venue, and there were several who showed up for Barrett-Jackson, including Jay Leno, who sold a motorcycle from his collection to benefit Bailey's Café, an educational program based in Brooklyn NY. (Founded by Stefanie Siegel, a friend of Leno's from his college days, the program uses poetry, theater, video, writing, music, dance, cooking and fine arts to build community and inter-generational understanding and respect in inner-city neighborhoods.)

Raising money for charities has been a feature of Barrett-Jackson auctions from the beginning, nearly 40 years ago, when Tom Barrett and Russ Jackson first got together to stage the Fiesta de los Auto Elegantes, a collector car show and parade, as a fund-raiser for the Scottsdale art center and to help buy books for the town's library.

Leno's motorcycle, a 200-horsepower, highly customized Yamaha Star V-Max, brought \$120,000 for Bailey's Café. The highest price paid for any vehicle was \$440,000 for an original 1965 Shelby Cobra. An "Iacocca 45th Anniversary"

edition of the 2009 Ford Mustang, one of 45 built to celebrate former Ford executive Lee Iacocca's role in the creation of the original pony car, went for \$352,000.

The prototype for a potential run of 100 Ford Shelby GT500 Super Snake Prudhomme Edition Mustangs brought \$302,500. The car is a collaboration between Carroll Shelby and drag racing superstar Don "The Snake" Prudhomme and features a 750-horsepower, 5.4-liter supercharged Ford engine that gains another 50 horsepower when run on racing fuel.

Another highlight of the event was the announcement that Barrett-Jackson, which annually stages auctions in Scottsdale, Palm Beach FL and Las Vegas, will add a fourth event in 2010 with an inaugural Southern California auction at the Orange County Fair & Event Center in Costa Mesa, California (see page 6). ■

After working as a sports editor for daily newspapers in Michigan, **LARRY EDSALL** was on staff for 12 years at *AutoWeek*, most of it as managing editor. He has driven more than half a million miles testing cars on four continents. He helped launch www.izoom.com and also helped found PAPA, the Phoenix Automotive Press Association. His books include *Masters of Car Design (Genius)*, *Miata 20 Years* and his eleventh, *Camaro: A Legend Reborn*, all available at amazon.com.



Cobra and Iacocca photos courtesy Barrett-Jackson





2nd Annual Artsfest, Nov. 7-8, Tucson Lifestyle courtyard. Photo courtesy Southern Arizona Arts and Cultural Alliance.

2ND ANNUAL ARTSFEST

This second annual two-day fine art festival on November 7-8 features some of the nation's finest artisans in a lush, shaded and luxurious setting at one of the most upscale shopping centers in Southern Arizona. Experience art in its most beautiful and organic form, including pastels, oil, watercolor, sculpture, mixed media, photography and much more. There will be much to do for the family, too, with free children's art activities (face painting, crafts, balloon twisting) and live entertainment to fill your day. On the main stage in the lower level Tucson Lifestyle courtyard, live performing arts demonstrations will take place throughout the weekend, in a series of formats and genres including dance, theatre and music.

ANSEL ADAMS AT MUSEUM OF ART

A survey of more than 100 photographs by famed landscape photographer Ansel Adams (1902-1984) will be on exhibit at the Tucson Museum of Art through February 14, 2010. Many of Adams' most famous images are included and presented in the more intimate scale he intended them to be viewed. These works were originally printed by the artist himself in his California darkroom and given to The Friends of Photography to represent his legacy. Adams co-founded the Center for Creative Photography at the University of Arizona, Tucson, in 1975. For more information, visit the TMA website at www.TucsonMuseumofArt.org.

YAQUI CARVING: GENERATIONS OF FACES

Held at Tohono Chul Park through May 31, 2010, this event features selections from the Park's permanent collection together with items loaned by local collectors, carvers and photographers, the exhibit focuses on the masks carved for the Yaqui ceremonial dancer known as Pascola. The pascola, whose name translates to "old man of the fiesta," is characterized by the mask he wears and the function he performs. His job is to draw a crowd and officially begin each ceremony; he will also dance, clown around, and tell stories to the crowd throughout the night. More information is available at tucson.showup.com.



Musical Magic for Kids: Dancing with Royalty. Photo courtesy Southern Arizona Arts and Cultural Alliance.

MUSICAL MAGIC FOR KIDS

Young princes and princesses will delight in the lively concert *Dancing With Royalty* on November 21, where the very best in baroque dances will be featured when 16th century meets the 21st century. Live music and interactive dance activity make this concert especially fun. Put on your comfortable shoes and be ready to dance. More info: tucson.showup.com.

MOSCOW BALLET'S NUTCRACKER

At the Fox Tucson Theatre on December 21, Moscow Ballet's *Great Russian Nutcracker*, featuring spectacular sets and beautifully costumed Russian dancers, is an annual treat for the whole family. Whimsical and imaginative storytelling blends with the richness of Russian classical dance to make the Great Russian Nutcracker a unique performance not to be missed. Moscow Ballet has also reserved a limited number of premium seats for purchase, in the center aisle orchestra section for its 2009 Holiday Tour. In addition to premium seating, premium purchasers will receive a Moscow Ballet canvas tote bag, Moscow Ballet Retrospective Tour Book (a look into the present and the past, with full color photos of productions, information on some of the stars who have graced the stages with Moscow Ballet and a look behind the scenes), *Moscow Ballet's Great Russian Nutcracker Soundtrack* (featuring the music of Tchaikovsky), and a Moscow Ballet *Great Russian Nutcracker* poster (an \$89.98 combined merchandise value). More information is available at tucson.showup.com.

TUCSON #1 WITH TRIATHLETES

Tucson is the best US city for year-round training, says *Triathlete* magazine. In its October 2009 list of "20 Best Places to Live," *Triathlete* gives high marks to Tucson's dry climate and varied terrain, which includes the 19-mile climb up Mt. Lemmon, the hilly Gates Pass-Tucson Mountains loop, and running trails into Saguaro National Park. Of equal appeal are Tucson's nearby lakes, proximity to rural, low-traffic areas, and abundant swimming pools (including Olympic-size facilities at University of Arizona). All this makes Tucson a favorite training base for leading triathletes—including Leanda Cave, Samantha McGlone, and T.J. Tollakson—as well as other great athletes, such as Lance Armstrong (pro road cyclist), Pete Reid (Ironman World Champion), and Sheila Taormina (Olympic athlete). The next-highest ranked cities are Boulder CO, Carlsbad CA, Austin TX and Santa Barbara CA.



As *Triathlete's* number one pick in the US, Tucson is the perfect venue for the 27th El Tour de Tucson in November.

27TH EL TOUR DE TUCSON

On the Saturday before Thanksgiving when many Americans are raking leaves or baking pumpkin pies thousands of cyclists gather in Tucson for Southern Arizona's largest participatory sporting event. At least 9,000 cyclists are expected to ride in the 27th annual El Tour de Tucson (officially, the University Medical Center El Tour de Tucson presented by Diamond Ventures), Saturday, Nov. 21. This event incorporates races of 35, 67, 80, and 109 miles, plus 4-mile and ¼-mile Fun Rides designed for kids. The course typically follows the scenic perimeter of Tucson, with a rolling to moderately hilly course (though the 35-mile is basically flat) offering views of mountain vistas and saguaro cactus stands. In-person registration is open through November 19; online registration closes November 16. For more details, visit the Perimeter Bicycling Association of America at www.perimeterbicycling.com.

TUCSON MARATHON

December temperatures typically range between 40F and 60F (though it has been warmer) in Tucson—a perfect month to run a marathon. Between 3,500 and 5,000 runners are expected from every state and several countries for this year's Honolulu Tucson Marathon & Half-Marathon, Sunday, December 13. Organized under the direction of record-setting ultra-runner Pam Reed, this race boasts a fast and scenic downhill course. Runners start north of Tucson in Oracle (home to Biosphere 2), and run on a paved road along the majestic Santa Catalina Mountain range through Catalina, and finish in Oro Valley (site of the Tucson Marathon Expo at Tucson Hilton El Conquistador Resort). This event is popular with first-timers and Boston Marathon runners alike. For details: 520-320-0667 or www.tucsonmarathon.com.

LIVING HISTORY AT TUCSON PRESIDIO

Meet and talk with representatives of colonial Tucson during Living History Days at the Tucson Presidio (or El Presidio Real de San Agustin del Tucson). On select Saturdays through April, volunteers will re-enact life at this replica of the adobe fort originally established in the latter half of the 18th century in what is now down-



Nimbus is one of three microbrewery and brewpub options worth a drive to Tucson (with a designated driver).

town Tucson. Visitors can experience the fort's 20-foot-tall, 1780s lookout tower; a 1830s-era house and streetscape; and a large mural depicting presidio life. Volunteers dressed in military uniform will march while cannons fire, and volunteers portraying the fort's residents will demonstrate craft making and cooking and other daily activities. Also featured are interpretive exhibits and a small gift shop. For Living History dates and times, visit the Tucson Presidio Trust website at www.tucsonpresidiotrust.org/calendar.html.

TUCSON'S CRAFT BREWERIES

More and more beer drinkers are choosing beers brewed and bottled in their own town over mass-produced brands. The craft brewery is the fastest growing market segment in the alcohol beverage industry, and Tucson is home to three main craft breweries: Nimbus Brewing Company and Barrio Brewing Company, both microbreweries, and Thunder Canyon Brewery, a brewpub. Nimbus recently opened a second location on East Tanque Verde Road, with over 130 craft beers by the bottle—including seven Nimbus-brand locally brewed classic ales and various seasonal specialties, and about 20 beers on tap—with a menu offering traditional pub grub with more sophisticated bistro fare. Barrio Brewing (www.barriobrewing.com) Nimbus (www.nimbusbeer.qwestoffice.net) Thunder Canyon (www.thundercanyonbrewery.com)

ART & DESIGN EXHIBITION

Etherton Gallery in downtown Tucson has a new exhibition combining art and design in one space. The exhibition, *ART+DESIGN: etherton invites*, is a collaboration of nationally known designers and artists from Arizona. New works not seen before in Tucson are on display, including hand-blown-glass lighting fixtures by Tom Philabaum; mesquite-wood furniture by Stephen Paul; paintings inspired by travels to Asia, North Africa, and Spain by Nancy Tokar Miller; monumental Sonoran Desert-inspired paintings by Jim Waid; photographs of colorful beach cabanas by Judy Gelles; and contemporary Tibetan rugs collected by David Adler. The exhibition runs through November 28. View works by the artists at www.ethertongallery.com.

FOR MORE INFORMATION ON TUCSON EVENTS AND ACTIVITIES:

www.visittucson.org
tucson.showup.com ■



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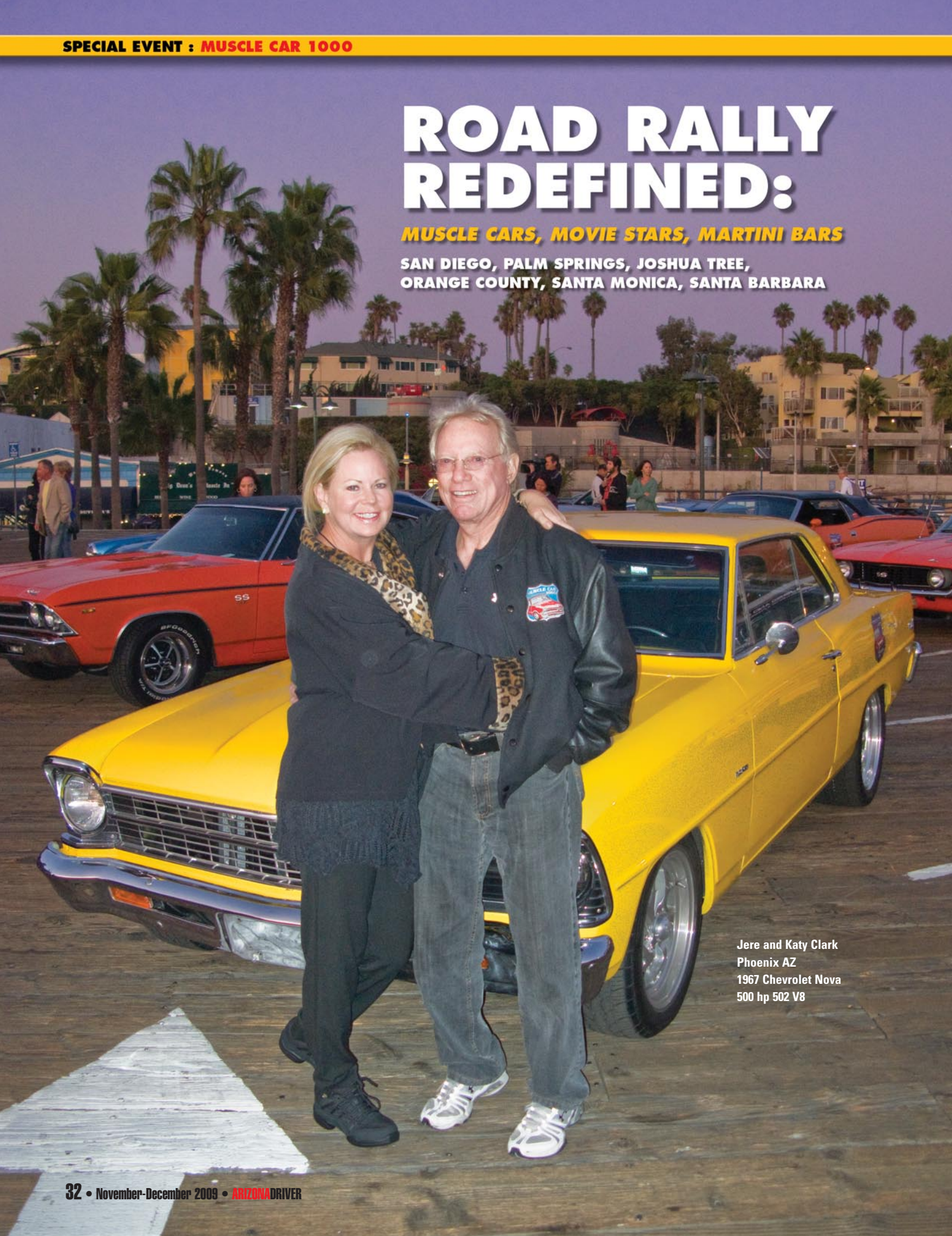
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Jere and Katy Clark
Phoenix AZ
1967 Chevrolet Nova
500 hp 502 V8

The Muscle Car 1000 is an annual special interest road rally event, carefully planned to cover 1000 miles of great roads, while featuring top-tier wining, dining and five-star accommodations at each stop over several days.

Muscle cars have gained tremendously in popularity over the past several years, with auction prices going sky-high. Their nostalgic popularity has also brought us a new Ford Mustang, Dodge Challenger and Chevrolet Camaro, each a nuevo-retro iteration of the originals. But there ain't nothin' like the real thing. Put it all together, and Muscle Car 1000 founder Chris Hoskins presents a lifestyle experience that combines speed and sophistication. Oh, and drag racing. Though you see these cars in shows, on the auction block, and occasionally in traffic, you don't often see them laying it down like that.

Lest this all sound a bit hedonistic (and we're not saying it's not—but all in a very good way), proceeds from the event are contributed to the Hunger Relief Organization (HeRO), which establishes centers to feed undernourished children in Honduras and other developing countries.

This was the 5th annual running of the event—it was held in northern California last year and it will be held in northern California again next year. But this year, the route was right next door in southern California, ranging from San Diego to Palm Springs and back to the coast, from Irvine, through Santa Monica and up to Santa Barbara. We were able to catch the Santa Monica stage.

There were participants from seven states plus Canada. Arizona was represented by two teams: Katy and Jere Clark of Phoenix, in their 500-hp '67 Chevy Nova, and Josephine and Drew Alcazar of Phoenix, owners of the Russo and Steele

Katy and Jere Clark of Arizona (left) show off their performance '67 Nova at the Santa Monica Pier. The cars lined up for some fine-tuning at The Grand Del Mar hotel in San Diego (upper right), site of the first of five nights' high-end resort hospitality. The event took care of the luggage; the teams took care of the cars. Drew and Josephine Alcazar of Phoenix went pure classic in a '63 Ford Galaxie. As night fell, the cars arrived in La Quinta CA, near Palm Springs, for the first night of a two-night stay. Photo left: Joe Sage. Photos right: Lance Perkins.



KEEP RIGHT >>



With two nights in Palm Springs, the teams took a day to explore Joshua Tree National Park, where “off-roaders” of an athletic two-legged type scaled rock formations. Track time in Irvine included one TV housewife and one blown car, with a ‘69 Hemi Cuda failing under duress. The pace calmed down on the Santa Monica Pier, at lunch in the Reagan Library’s Air Force One Pavilion, and at the final overnight in Santa Barbara. Photos: Lance Perkins.

Auction, who—with a choice of near-limitless spectacular machinery—drove a white 240-hp ‘63 Ford Galaxie. Drew says he chose it because it is “just like my very first car, given to me by my great-grandfather.” That’s hard to top.

Sunday, October 4, marked the group’s arrival at The Grand Del Mar hotel in San Diego, nestled by the Los Penasquitos Canyon Preserve and presenting old-world Mediterranean estate charm with the modern luxury of an elegant resort.

On Monday, the full collection of rare machinery worked its way along a 150-mile course through southern California to Palm Springs. (One key feature of the event is its use of GPS technology to track where all vehicles are at all times, providing friends, families and fans the latest details.) On Monday and Tuesday nights, the teams stayed at La Quinta Resort & Club, in La Quinta CA, just east of Palm Springs. A public Concours d’Elegance was held from 5-7pm on resort grounds, followed by a private dinner for all rally participants at the La Casa Courtyard, former home of Greta Garbo. Accommodations were bungalow style poolside casitas.

Fully rested, the team took its cars to Joshua Tree National Park on Tuesday, for a breathtaking three-hour tour of the park, and a chance to watch some rock climbing. From there, it was back to civilization, for spa time, shopping and relaxing poolside at the resort, capped with a sunset dinner at The Dunes Clubhouse.

On Wednesday, the group drove back down to the coast, and the gloves came off in Irvine at The Great Park, for a few hours of midday drag racing—and a barbecue lunch—on the runways of the former El Toro Marine Base airfield. TV personality Tamra Barney of *The Real Housewives of Orange County* served as official “flag girl” for the races. One ‘69 Hemi Cuda suffered event-ending mechanical failure; owners Jamie and Joy Hogg grabbed a substitute vehicle in Orange County, to continue the trip.

THE TEAMS AND THEIR CARS

Drew and Josephine Alcazar	Phoenix AZ	1963 Ford Galaxie	White, 352ci, 240hp
Jere and Katy Clark	Phoenix AZ	1967 Chevrolet Nova	Yellow, 502 V8, 500hp
Mark and Tina Bachman	San Diego CA	1969 Chevrolet Camaro	Blue, LS2, 530hp
Jeff and Catherine Sachs	Poway CA	1969 Chevelle	Orange/Black, 396ci, 350hp
Hogan/Sarah Hammarstrom	Fountain Valley CA	1970 Cuda	Orange/Black, 440, 500hp
Jay and Sarah Jeffs	Apple Valley CA	1968 Dodge Dart	Silver, 300ci, 320hp
Larry and Ellen Macks	Owings Mills MD	1970 Buick Stage 1	White/Black, 455-455hp
Tom and Elaine Rhein	Tulsa OK	1959 Chevrolet Corvette	Blue, LT4, 440hp
Bobby and Gail Cheney	Dallas TX	1970 Plymouth Cuda	Blue, 426ci, 425hp
Gary Schaevitz and Tony Podell	NY & CA	1964 Cobra 427	Grey, 427ci, 550hp
Bill Scheffler and Kim Cooper	CT & CA	1968 Pontiac GTO	Green/Black, 340ci, 320hp
Jamie and Joy Hogg	Red Deer, Alberta	1969 Hemi Cuda Conv.	B/W, 426ci, 622hp

After the tough challenges of racing, participants headed north to Casa Del Mar hotel in Santa Monica. Around sunset, another Concours d’Elegance, this time on the famous Santa Monica Pier, was open to the public. Rally participants enjoyed a red carpet reception in the Carousel Building on the Pier, with a live performance by tribute band Hollywood U2.

On Thursday, the cars embarked on the last leg of the road rally, to Santa Barbara. First stop, a private tour of the Nethercutt Collection and Museum in Sylmar CA, home to over 250 American and European automobiles dating from 1898 to 1997, and to the Nethercutt Automotive Research Library and Archives. A White House luncheon followed at the Ronald Reagan Presidential Library, served in the shadow of Air Force One and Marine One, both permanently installed in an impressive indoor pavilion.

Once all sightseeing was complete, the teams rallied to the Four Seasons Resort The Biltmore in Santa Barbara, on the waterfront. Pure Santa Barbara, this classic West Coast resort blends the glory of historic California with Four Seasons service in the heart of “America’s Riviera.” It was a great place to wrap up the event, and an opportunity to discuss the next great escape, coming in 2010.

For more information and route details, visit www.musclecar1000.com. ■

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CAMARO FINDS A GOOD ROAD FROM YESTERDAY TO TOMORROW

By Joe Sage
Cover photo and
lead photo by
Christina Lawrie



UPSIDES

- It's like it's 1969 again! It's *NOT* like it's 1969 again!
- Awesome evolutionary front sheet metal styling
- Plenty of power in the SS. Good power and decent fuel mileage in the V6
- A real conversation piece: "Man! Chevy really nailed it with this one!"....

DOWNSIDES

- Less awesome rear sheet metal styling
- Munsters/boombox instrument panel
- A real conversation piece: "There's a reason Mustang people look at it the way they do"....

To paraphrase Paul Simon's *Kodachrome*: if you took all the cars I knew when I was single, and brought them all together for one night... well, the Camaro is back after seven years.

The comparisons among the new Camaro, Mustang and Challenger are inevitable, and all the national magazines have done full-blown performance comparos, with varying results. But the styling is often what gets discussed in casual company. We found the new Camaro to be mildly polarizing (see *Mobile Uploads-Part 2* sidebar, last page). But most people loved it. It's rare in these parts that a new car will bring so many people pulling up to inquire, or talking in the parking lot for 15 minutes, behavior more commonly seen when driving a rare classic. Then again, ours was one of the first on the road—and they're already becoming more common.

For many test vehicles we receive, we do our driving, compare the stats, compile our notes and move on. For some, we're just as happy to see the test period come to an end. For others, if the thing never left our garage and it became a daily driver, we'd be just fine with that. But for a few, we find ourselves actually knowing all the details when people ask, and we're aware that we'd actually consider going out and buying one. This is one of those. Our Camaro was gone in a Kodak moment (well, a week). But the memories linger.

The test period started off on the right foot: with fun, fun, fun. Thanks to a confluence of news feeds, social media sites and good timing on the vehicle cycle, we received our Camaro just in time for a free pizza from Papa John's (see sidebar). But it's not all about the pizza—it shows that John Schnatter is one more guy who, once he had a good muscle car in his blood, was charmed for life.

"The Camaro represents what I gave up to start Papa John's," said Schnatter. "Words cannot capture the emotions I am feeling in getting back that part of my history. I didn't have much back then, but for my business dreams to come true, I had to part with the one true asset I had to my name, and even then, there were no promises of success. I never gave up hope that someday I would get that car back."

Back to the Camaro of the twenty-first century. When you enter the car, no matter your own personal size, the first thing you'll notice is a very snug fit. Much of the beauty of the exterior comes from its relative high beltline and noticeably low roofline. Headroom aside, this affects the amount of glass area, and that is startlingly limited. Three-quarter rear visibility is reduced, of course, but perhaps more surprising is the windshield. It was

KEEP RIGHT >>

MOBILE UPLOADS - PART 1

Late one otherwise normal Wednesday morning, we noticed that Shad Balch, Environment and Energy Policy Specialist with General Motors in LA, had posted this on Facebook: "Heading to Papa John's in the Camaro for free pizza!" along with the phone-grab photo at top right.

And we were just getting hungry.

We had noticed the news item earlier in the day: John Schnatter, founder of Papa John's pizza, had been reunited with a 1971 Z28 Camaro he had sold in 1983 to keep his father's tavern afloat—a move that ultimately led to the mega-successful Papa John's chain. Schnatter always missed the car, so he launched a nationwide search. The car's owner, Jeff Robinson of Flatwoods KY, relinquished the keys for a \$250,000 reward (photo below). Schnatter was so happy to have his car back, he decreed that anyone showing up at Papa John's in a Camaro that day would get a free pizza. Lucky Shad!

We shot an email off to our brother-in-law, letting him know he could take his award-winning '67 down for a free pizza.

It was only after this that we realized, hey! We're getting our test Camaro SS at about one o'clock today, as a matter of fact. Lucky us! And sure enough, a beautiful red SS rolled into the lot in time for lunch. The fleet folks had already eaten, so we headed off to the nearest Papa John's solo, grabbing a similar windshield shot at the first red light and uploading it, too. (We received quite a few comments about photos of this car on Facebook—see following pages.)

But the serendipity didn't stop there. Emerging eagerly from one of the shops in the same strip as Papa John's was Somrit Tim (right), who told us he was awaiting delivery of his own brand new Camaro SS, still some weeks away, and had in fact only seen one, one time, sitting on the showroom floor. So we went for a spin. He shares the story of his anticipation—also on the following pages. ■



Photos: iPhone mobile uploads and snapshots by Joe Sage [4]; top mobile upload by Shad Balch.

Photo courtesy Papa John's.



The styling (except to those who just don't like anything about the car) nails it almost completely. We're delighted they maintained so much of the concept vehicle in production—a move Chrysler is good at, but not often GM. The hood bulge and rear haunches have "muscle" written all over them, and side sculpting is perfect. The only place we don't see things coming together is, well, the whole back.

actually upon entering the car for the second time that we noticed its front glass is really about the size of many vehicles' back glass, if that.

As anyone who's ever had too small an apartment or an MRI can attest, a little claustrophobia can sneak up on you or hit you like a bolt. The cabin of the new Camaro can have either effect. On the other hand, some people love a snug, confined space. One Valley police officer we were chatting with about the car thought that was the best part. In fact, he was the first of many inquiries we had with this car. Of course you go on high alert when an officer asks, "Is that your car?" But in this case, we were just sharing a parking lot, and he wanted to know how we liked it. Well, we said, we'd only driven it about 15 miles so far. (It didn't take long for the attention to start.) "Man," he continued, "if there is one car in the world I wish I could have right now, it'd be that one. They just nailed it! I love that car. Did you see the inside? It's like a race car!" We'd already noticed the snug feeling inside, so asked whether he had been inside yet, to experience the gun-slit windows. His response? "Oh yeah, I love that! I love the interior, they just nailed that!" Tempering his enthusiasm, however, he added, "I wouldn't have the red, though." Because it's ticket-me red? "No, no," he replied. Because... "Have you seen the white?"

We might have to keep an eye peeled for a new white Camaro SS around town. He sounded ready to sign on the line.

He would surely be thinking of the car purely for his own use, though—a few weeks later, we drove the SS again, briefly, along with the



The 2010 Camaro SS produces 426 horsepower and 420 lb-ft of torque from the LS3 V8, running on regular unleaded (though premium can be used for increased performance). The interior overall is comfortable and well-appointed, though a little claustrophobic to some, with clear instruments and controls. Unfortunately, we couldn't escape the idea that at least three different teams had divvied up duties on the gauges and audio.

6-cylinder RS (see caption and photo at the end of this story), in the company of a colleague who was evaluating the Camaro for police use. Thinking specifically about personnel and gear, including such details as the on-board computer, he found it was probably all too tight.

The V8 in the Camaro SS creates engine and exhaust sounds that are a joy for any motorhead to experience. We found these weren't the only noises, however; we had quite a bit of wind noise behind our ear with the driver's window down, which didn't seem to come from the seatbelt, as it often does, but rather just a wind-tunnel oversight—a non-issue most of the year, in our air-conditioned climate. The engine note is sweet, indeed, but we sometimes noticed it had more bark than bite—we'd hear a satisfying growl that was not backed up by commensurate torque, and our satisfaction would dim.

Handling was very good, with minimal (or no) rear-suspension hop, when pushed. We did have an issue several times when we felt as though the car was trying hard to leave its lane of travel. Steering and suspension seemed fine otherwise, so perhaps the test car has been pushed hard (ya think?) and the tires were wearing unevenly.

The rear side window is so tiny, as you'd expect, that when you look back for a lane-changing 3/4 view, you wonder why it's even there. It made us think of the window you might find in an airliner's john, if they had windows at all. But it works from the outside, and you know you have to be proficient (and prudent) with mirrors in a coupe, regardless.

We have nothing against a manual parking brake, but this one has such a long arc, you almost run out of room for your arm while deploying it. This would be a great candidate for push-

button electronics.

The backup lights are in the design category of: if you can't find a clever way to integrate them, then make no bones about it, just stick them on there, let them do their thing, form following function and arguably one way to do things. But the whole rear styling needs a little more work, from sheetmetal to lamps. It's the weakest angle.

So a few minor points, as with any test vehicle, especially over just one short week. Bottom line? They don't much matter. You find yourself settling into the car, ignoring (or familiarizing yourself with) the little things, and thinking: can you really drive around in a car this cool, all day every day? Part comic book and part performance champ, you look forward to getting back in and heading out.

We headed out repeatedly, giving it the usual runs on freeways and surface streets, but also driving it well out into the northeast Valley, and also up the Beeline Highway. Confident, poised and powerful. Comfortable. The controls and instruments all easy to operate.

But speaking of instruments, we're not alone in wondering why the exterior styling team didn't see things through on the instrument panel. The primary gauges are housed in cowls that are evocative of the late '60s Camaros, a nice touch in a way, but they have a shape and dominance that doesn't match the overall style, sort of a Herman Munster look. The audio and HVAC unit has yet another look, universally reminding people of a cheap boombox. Four gauges at the head of the console appealed to us the most in terms of style (though a little small to get an "A" for readability). We've found others who liked those the least. But the main thing is: the three groups have

A TALE OF ANTICIPATION

By Somrit Tim - early October 2009

The new Camaro first caught my attention when I saw the "Bumblebee" in the movie *Transformers*. From that moment on, I couldn't resist. I wanted that car!

On a Sunday in mid-August I called around to see what dealerships were open. They all were. I ended up going to one some distance from home. I talked to their internet sales rep for about an hour and said I had driven 40 minutes from home



and wasn't there to waste his time—I was serious about getting this vehicle. What I *really* wanted was MSRP or sticker price instead of price at the time of \$5-8 thousand over sticker. After about an hour of negotiations, my uncle joined the conversation and emphasized that we were seriously interested, so let's get this deal done. The rep said, "well, I have to talk to my manager and I will get to you tomorrow morning." Sure enough, he called at 9am and said he could do the deal. He faxed over confirmation of the deal and wrote on the cover page "expect delivery 6-8 weeks."


Papa John's held an event one day for Camaro owners. If you own a Camaro, drive it by and pick up your free pizza. Well, that's when I saw the car. I was talking to the hair stylists in the salon next to Papa John's when out of nowhere I saw a beautiful Victory Red 2SS Camaro parked out front. The driver got out of the car and was taking pictures with his iPhone. I introduced myself and told a brief story about my placing an order for the Camaro. He said he was with *Arizona Driver Magazine* and had just received this as a test car an hour ago. I mentioned that "I have never driven or even ridden in the car, never heard a purr from the engine," and so it remained until that day at Papa John's. We went for a ride for a couple of miles, and it was just an amazing vehicle that Chevrolet has put together. From that moment on, I just could not get the thoughts out of my head about the day I would finally pick her up.

I am currently still waiting for the car, about a week and a half until pick-up which is about mid-October. The wait at first was not bad. About 3-4 weeks waiting was fine. From that point on, I have been getting really impatient because the big day is coming and I don't think I've ever been this excited about something in a long time. I work in a career that requires a lot of patience, but this anticipation/waiting is really getting to me.

[Editor's note: he was due to take delivery the same day this issue went to press.] ■

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completely divergent styles. This is visually jarring, but also surely doesn't help a driver's scanning of the full array. We'd love to see the whole dash redesigned.

We also were disappointed with the air conditioning. Though we were setting heat records at the time, this cabin is so small, we would have expected efficient cooling. But it was often very hot in there, even when all maxed out (and loud).

Be that as it may, the car was received well by its road companions. Everybody wanted to let us into traffic. It's a feel-good car: people see this thing and it doesn't matter if they're rich or poor, they like to give you a wave and send you on your way. Whenever we parked, people would come out of their shops, or pull off another road, just to ask about it. The car is a genuine phenomenon. Given that GM already announced having outsold Mustang the month before we received the car, you'd think it wouldn't be such a rarity. The new Camaro is a real crowd-pleaser. We'd see people gaze after it, and we'd find ourselves looking for the reflection in windows, too. And of course this is a must-look-back car when you walk away.

Is this the car for the times? Does that matter? When driving a gas hogging performance vehicle, it's easy to look around at most everything else and think of something economical that might be wiser to have instead. But when you're driving the new Camaro, you just smile and think: nah, I wouldn't be trading this for that.

The Camaro is not all things to all people, but it is a very solid iteration of what it is. All things said, we'd be perfectly happy if this one had never left our fleet. ■

Camaro RS: 3.6L V6 vs 6.3L V8

It doesn't take long to get spoiled. 304 horsepower should be a perfectly respectable amount, and that's what the 6-cylinder Camaro RS delivers. Just do yourself a favor and don't drive it immediately after the 426-hp Camaro SS V8. It does offer better fuel mileage, 18/29 city/highway versus 16/25 (with automatic—a hair lower with manual). And the RS starts just under \$23,000, while our SS test car stickered at almost \$36,000. We did a refresher drive in the SS a few weeks after our full test week, then took the six out. Comparing the power in that order was surely unfair. But we were also very aware of the difference in suspension, plus narrower tires and wheels. Cornering and grip were far better in the SS, with wheels well planted.

We had about a half-hour drive of each, in north Phoenix. After two of us had driven the SS again, we headed out with the six. And our co-driver's first comment says it all: "Is that floored? Wow. And the same 300+ horse engine as the Cadillac CTS? It's a dog, dude. For a 6-cylinder, I'd take the Mustang." Before you make a decision between a V6 or V8 Camaro, try them both. Or just the RS. Anyone who doesn't drive them both will likely be quite happy with the six, especially for the price.

MOBILE UPLOADS - PART 2

They say that art is art, as long as it gets a reaction or stirs emotions. We posted some early pix on Facebook and did get reactions. Was it polarizing? We wouldn't quite call it that. These are the kind of opinions people just have fun dishing out.

ARIZONA DRIVER: What are the odds... here we are reading about the Papa John's Camaro and free pizzas... Shad is headed out for his... I'm reminding my brother-in-law to go for one... when I remembered we had a 6-speed manual Camaro SS test car arriving today. Off to the pizza shop!

Joe in Denver: Sick ... in a good way...

John, architect, Nashville: I think this new Camaro design has bloated with age! Call me old fashioned, I guess.

Bev in AZ: Very cool car.

Larry in Delaware: The one criticism of the car from me regards the "face." Considering how closely the designers heaved to the 1969 version's themes, they blew it up-front by not incorporating those beautiful "big eyes" that the deeply inset headlamps evoked on the 1969 models. That itself was an homage to the Giugiaro-designed Alfa Romeo Giulia coupes of the 1960s, of which both were so pretty. The new Camaro has beady little "eyes" that make the front seem "blah" to me.

DC in Alabama: Some guys have all the luck!

RS in Denver: Drove new Camaro, my take away: needs a muffler boost, too quiet; not the same sound as original Z-28; restrictive interior viewing, too many blind spots. No retro similarities tie in to original '68. Shame on Lutz for letting this get off the drafting table.

WAH in NJ: Nice looking car (but I'm not liking the "Cars" grille). Saw one at cruise last night; said SS but may have been fake. License plate was: GIFT2ME. Just came back from the Wheels of Time rod and custom show in PA and saw the new Mustang, Challenger, and Camaro all together on display. For style, I like the Challenger best and that comes from a GM guy. The Camaro is more of a continuation (of an old theme); the Challenger more of a retro. The now defunct T-bird was a continuation too. The VW works. Two totally different approaches that can be pleasing, depending on your perspective. I can go either way, but I just like the overall looks of the Challenger better and it has nothing to do with the retro vs. a continuation theme. The Camaro grille is too distracting to the overall appearance of the car. Don't like it.

AZD: This car does get attention. Anyone driving a Mustang sure checks it out.

Lynn in AZ: Ummm....do you know why we look at the Camaro the way we do?

AZD: Ha... you're so easy to yank. ■



A Sunny Day in the Motor City

By Kevin A. Wilson

Photos by Joe Sage and courtesy RM Auctions and Meadow Brook Concours d'Elegance



A seminar and panel discussion on Detroit Automotive Design was fielded by the best of the best: Wayne Kady, retired from GM, Bill Porter of GM, Patrick Schiavone of Ford, Bill Mitchell, retired from GM, and Ralph Gilles of Chrysler. Among their picks and pans was the influential Ghia-designed 1954 Fiat 8V Supersonic.

Given a choice of when to celebrate the 30th anniversary of one of the nation's top classic car shows, organizers of the Meadow Brook Concours d'Elegance might have chosen a different year. Any car event in southeast Michigan staged in the midst of Detroit's 2009 summer of discontent—with GM only just emerged from bankruptcy, Chrysler taken over by the Italians and the entire industry on the ropes—might have

easily descended into bathos, mere whistling in the dark.

Instead, August 1-2 was a beautiful weekend launch for the annual two-week "Autopalooza" festival starting with the Meadow Brook and winding up with the Woodward Dream Cruise. Cash-for-clunkers administered a defibrillator-jolt that yielded a detectable pulse in the showrooms even as the classic car lovers, many of whom earned the cash for their

collectormobiles in the new-car industry, were caressing the old paint with carnauba wax. After all, someone remarked, the first show in 1979 wasn't gloom-free: the industry was struggling with the impact of that year's OPEC oil embargo.

The first weekend of August often marks the onslaught of the area's humidity festival, too, making a stroll on the golf course behind historic Meadow Brook Hall (a 1920s Tudor mansion built by the widow of auto pioneer John Dodge) a steamy ordeal. This year delivered a pleasant sunny, warm day that was, if moister than the desert southwest, far short of perspiration-inducing—a perfect day for a

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1929 Rolls-Royce Phantom I York Roadster by Brewster, belonging (along with others) to Patrick S. Ryan of Asheville NC.





Photos: Paul Cannon / Meadow Brook Concours [2]

Concours "Best of Show" winners: 1939 Delahaye 165 Cabriolet, entered by the Peter Mullin Foundation (which also took home the People's Choice award) and a 1934 Packard V12 Sport Phaeton with body by Dietrich, belonging to Ray Scherr.

picnic lunch from a wicker basket on the lawn beside a great-looking car.

Oh yes, cars. Organizers delivered one heck of a show, fully up to the standards that put the words "Meadow Brook" right alongside Pebble Beach and Amelia Island in the pantheon of American concours. Harking back to the show's origins when the committee and judges were populated by major figures from the Big Three design departments (none other than Strother McMinn dubbed it "the designers' concours"), a group of designers both current and retired gathered in the mansion's ballroom to discuss automotive design and swap war stories from the old days. Along the way, they called up an intriguing critique of one of this year's featured cars, the Ghia-designed 1954 Fiat 8V Supersonic that was vastly influential to automotive styling for two decades. That Fiat has been newly ensconced as part of the "home team" didn't hurt any, but Chrysler design VP Ralph Gilles voiced the strongest criticisms of the car's overwrought detailing.

Celebrating Detroit-bred automotive design took several forms out on the show field, including a class called "Best of Detroit" that gathered no less than 80 cars demonstrating the local industry's highlights from the 1920s through the '60s. Looking back exactly 50 years, a circle of 1959 convertibles sported that era's big fins and copious layering of chrome, among which a Cadillac Biarritz copped a coveted "Lion" award while Best in Class honors went to Buick Electra 225. There was also a group of early drag racing cars, led by a '37 Willys Coupe and a '65 Mercury Comet that made the trip up from Tennessee. A 1931 Cadillac V-12 Roadster earned recognition for Nevada owners Steve and Jan Witort.

Meadow Brook has never been a mere "homer" show, though, with a cosmopolitan outlook that is belied only in the decision to award two "best of show" honors, one to a foreign and one to an American-made car. The 2009 winners were a stunning 1939 Delahaye 165 Cabriolet entered by the Peter Mullin Foundation



Photo: Darin Schabel / RM Auctions

This Auburn 851SC Boattail Speedster from the Chicago Auto Salon in 1935 was the RM Auction top earner, at \$462,000. A 2005 Ford GT, provided by Ford Motor Company, was sold to benefit juvenile diabetes, raising a cool \$187,000 for the group.



Photo: image courtesy Ford Motor Company

California show. For 15 years now, RM has staged a single auction on the Meadow Brook grounds that comes nowhere near the intensity of the six auctions vying for attention on the Monterey Peninsula but does draw some noteworthy participants from all over the globe. RM reported \$5.4 million in sales and claimed 79 percent of the 102 consigned lots sold—not bad for peddling expensive iron in the white hot center of a recession town, though the total was down from last year's \$9.9 million and the average sale was in the \$67,000 range vs. over \$110,000 in 2008. An Auburn 851SC Boattail Speedster that had debuted as Chicago Auto Salon exhibit in 1935 sold for \$462,000 to top the sales. A 2005 Ford GT, owned by Ford Motor Company, was sold to benefit the Juvenile Diabetes Research Foundation and got \$187,000.

Not to be forgotten is that the art show at Meadow Brook was the birthplace of the Automotive Fine Arts Society (AFAS). Unlike Pebble and Amelia, however, Meadow Brook's has remained an invitational art show independent of AFAS though including some artists from the society. A couple years ago, Britain's Gary Whinn was invited to exhibit here and was the poster artist for 2009. And he was on his way to a stint as the honored guest artist at the AFAS show in California when he came to Detroit this time—the invite to exhibit at Pebble is usually a prelude to an invitation to join AFAS itself.

Whinn's paintings are remarkable for the way in which each one tells a tale and includes—as too much automotive art does not—people interacting with cars. While cars are wonderful, it's the way they bring remarkable people together that really draws us to events like Meadow Brook and that part never changes, regardless of the economy, the weather or the geography. ■

(which also garnered People's Choice honors) and Ray Scherr's equally well-presented 1934 Packard V12 Sport Phaeton with body by Dietrich. Such decisions do make one wonder when, if ever, a panel of concours judges will break with tradition and give "best in show" honors to something that doesn't hail from the Classic Era.

Among the special awards, we were taken by Californian Peter McCoy's 1958 Ferrari 250 GT Cabriolet that collected a "Best Driving" award. Also lending a little Italian flavor to the field was the display of a 1934 Alfa Romeo 8C 2300, a one-off alloy-bodied Boattail Speedster never before seen in America that went home with a "Debut" trophy.

Oh, and lest we forget, the show also featured a motorcycle class for "British Twins" well-populated with Vincents, BSAs, Triumphs and a 1938 Brough Superior SS-100 that collected two trophies for its Floridian owner.

Part of what puts Meadow Brook on the calendar for dedicated car collectors is that it precedes Pebble Beach by a few weeks and often serves—though organizers of both events chafe at the suggestion—as a warm-up or preview of the





BIG 3 PERFORMANCE JIM WANGERS SIGNATURE EDITION GTO

Designed to compete with today's supercars, the Jim Wangers Signature Edition GTO, built by Big 3 Performance of Green Bay WI, is all new from the ground up. Constructed on a new chassis from the Roadster Shop, and fitted with a DSE C6 Corvette front suspension and triangulated rear suspension, and sporting Jim Wangers Signature Edition Wilwood brakes at all four corners, this car is built to handle the most demanding road courses.

The car is powered by a Butler Performance 505 cu.in. fuel-injected traditional Pontiac V8 backed by a Viper spec TR6060 6-speed transmission connected to a 3.73-geared Ford 9-inch rear end. Jim Wangers Signature Edition Rally II wheels, by HRE are 19x10 inches up front and 20x12 inches in the rear.

Utilizing original 1969 GTO bodies, the styling is updated with an aggressive front air dam, custom grilles with electric hideaway headlights and HID headlamps. A fully functional custom RAM AIR hood directs air to the big 505. Rear body styling features a custom duck-tail spoiler, flush bumper cover, custom LED taillights and a blacked-out rear panel.

The fully custom interior is designed for both function and comfort. It is built around a set of full power, heated and cooled leather Recaro seats with matching fully custom seats in the rear. Complete instrumentation provides the driver with critical performance info at a glance. Full power and a keyless entry system, a killer audio system with touchscreen navigation, and air conditioning make this a comfortable state-of-the-art cruiser.

This is the car Pontiac should have made but didn't.

The completed car was on display during the Tour de Wangers in mid-October at Wangers headquarters in Oceanside CA for media presentation and road testing. Info: www.big3performance.com.



NEW MASERATI GRANCABRIO PREMIERES IN FRANKFURT

The Maserati GranCabrio, the first four-seater convertible in the Trident carmaker's history, made its world wide debut in September at the Frankfurt Motor Show. The introduction of the GranCabrio—the Trident's third prong—completes Maserati's product lineup that now consists of three different families of models: the Quattroporte, GranTurismo and now the GranCabrio.

The GranCabrio was developed to represent the essence of Maserati in an open-top car. It's a Maserati in the purest sense—from the unmistakable style by Pininfarina to the spacious interior—from detailed craftsmanship to driving pleasure and performance. The Maserati GranCabrio enriches all five of the driver's senses in a shared open-air experience, without sacrificing comfort and performance. Maserati pitches the car as designed and built for men and women who love to live life in an understated though sophisticated manner. And it appears that it may well deliver.

The Maserati tradition in open-top cars began with their 1950 A6G Frua Spyder, and continued through a long list of significant open-air models. Maserati says the GranCabrio opens a new chapter, because never before have four-seater top-down models been produced at the manufacturer's Viale Ciro Menotti Maserati factory. Four seats are provided, promising a comfortable ride for back-seat passengers.

The GranCabrio is powered by a 4.7 liter, 433hp V8 engine. The car claims the longest wheelbase of any convertible on the market. The GranCabrio's roof is strictly canvas-made, a Maserati tradition that should also provide quick times for dropping and raising the top, as well as less disruption of available trunk space than with a folding metal or composite roof.

The Maserati GranCabrio will be marketed worldwide starting this winter, and should be in dealerships by spring.



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Peppy!



By Barbara & Bill Schaffer

For years auto manufacturers have introduced new vehicles targeted at the latest influential youth group. This makes a lot of sense because hitting that target with the right product could cause an avalanche of sales for the new car if it's deemed to be cool. The ultimate goal is to get younger buyers into the brand and develop a loyalty so that the next time they need a new car they will buy the next step up, based on their changing lifestyle, in that brand.

At the media introduction of the Soul in Miami, Kia made a strong pitch for the appeal of the Soul to Generation Y, but we think that is short sighted. The Soul has an appeal far beyond those born in the 1980s and 1990s. When we cruised through Miami Beach in the Kia Soul at that time, we hardly saw a head turn to check it out. However, elsewhere, later, we saw lots of heads turning and we answered all kinds of questions about the Soul in parking lots. We're not sure whether it was the Molten Red color on our test car at home, or that the people in Miami are jaded by unique car designs, as they may be in Arizona. Or maybe Miami has the wrong age group.

As boomers, we think the Soul is cool. Tagged as "a new way to roll," the Kia Soul is an "urban passenger vehicle" designed for an active lifestyle. Foremost in the Soul

Directly on the heels of earning a "Top Safety Pick" by the Insurance Institute for Highway Safety (IIHS), the new Kia Soul has been named to the "Top 10 Back-to-School Cars" list by *Kelley Blue Book's kbb.com*, recognized for fun and quirky styling, impressive interior space, extensive warranty, notable fuel economy and creature comforts.

mission is the ability to personalize the vehicle, as Gen Y'ers like to do.

What really sets the Soul apart from the crowd is the unique exterior design. At 161.6 inches long, the Soul is about the same size as a Volkswagen New Beetle. With the beltline running up toward the rear, and the roofline running down toward the rear it looks as if the Soul is wearing a large pair of stylish wraparound sunglasses. Fascia flaring extends from the front down the sides creating pronounced wheel arches, then ties in with a tailored rear end, with its prominent hatchback. The wide stance is accentuated in the "!" and Sport models by 18-inch wheels and wide tires.

Magically, the small exterior footprint is filled with an amazing amount of interior space for five passengers on comfortable and colorful seats. Cargo space behind the rear seat is a generous 19.3 cubic feet. Fold the seatbacks down and the cargo area grows to 53.4 cubic feet. Designers have created 14 additional storage zones, including spaces like a



double level glove box with enough room for a medium size laptop computer. Under the rear cargo space is another larger area for hiding valuables.

The Soul comes in four trim levels: Base, "+", "!" and Sport. Pricing ranges from \$13,995, including destination charge for the Base up to \$17,645 for either the "!" or the "sport" all with a five-speed manual transmission. A four-speed automatic is available on the three upper level models for \$950. With only one option, a sunroof, the Sport tops out at \$19,295.

A 122-hp 1.6-liter DOHC four-cylinder engine powers the base model, with all other models getting a 142-hp, 2.0-liter DOHC four-cylinder. We drove the 2.0-liter version with both transmissions and were pleased with the freeway performance, but thought the manual transmission was more fun to drive.



Riding on a rigid all-new platform, Soul has MacPherson struts, coil springs and stabilizer bar in the front and a transverse torsion beam axle with trailing arms and coil springs in the rear. We weren't able to get much of a feel for the Soul's handling capabilities on the mostly straight roads around Miami, but the ride was smooth and controlled even on rough surfaces. We are looking forward to spending more time in Soul on our home turf.

We thought the fit and finish, material quality and general design of the Soul was first rate, plus the 10-year/100,000-mile limited powertrain warranty, five-year/60,000-mile limited basic warranty and a five-year/100,000-mile anti-perforation warranty make it a great value.

The Kia Soul may be right on target for the Gen Y crowd, but we think it's a winner for any age group. ■

THE OBVIOUS COMPARISONS



	Soul	xB	Cube
Engine	122-142 hp	158 hp	122 hp
EPA	24/30 mpg	22/28 mpg	30 mpg
Length	161.6"	167.3"	156.7"
Wheelbase	100.4"	102.4"	99.6"
Width	70.3"	69.3"	66.7"
Height	63.4"	64.7"	65.0"
Price	\$13,995	\$15,750	\$13,990
	to \$17,645	to \$18,343	to \$19,370

KIA SOUL FOCUS GROUP

By Joe Sage

To make sure the new Kia Soul is indeed cool, we enlisted the opinions of Michael Levy, a high school student eagerly awaiting his permit, who is also a guitarist and drummer, regularly toting equipment to gigs and practice with his compadres, as we used to do at the same age. The combination of good looks, utility and decent performance offered by the Soul should be right up his alley. We blindsided him with a first look at the car.

"I think it's like the Scion xB," Michael noted. "I call it a box car, the xB, but this is more rounded off. I definitely like this better. More rounded is cooler." He was thinking of the older xB and hadn't seen the new one yet, but it was a thumbs-up for exterior styling.

"The red and black seats are cool." We discussed loading both rock gear and people inside, and Michael noted, "If you're not bringing a bunch of people, you'd be fine." We figured you could have drums and one guitar in back and two musicians in the front, with the seats down. So a band would want two of them. Thumbs-up inside.

So, would it be cool? "Yeah, as long as it's affordable for someone who has a teen's job." We told him the Soul starts at \$13-something and that our top-of-the-line Soul Sport test vehicle was still just \$17-something. Michael liked that. "Oh, that's not bad... 'cause if you

got a long loan, then you could have small payments..." So you'd be paying for it when you turn 30?, we asked. Michael laughs and says, "Yeah... but it's not bad." Thumbs-up on price.

So just how cool is it, overall? We asked where it might fall on a 1-to-10 scale. "Well that's hard to do," answered Michael, with a glance across the parking lot, "because you can compare it with things like that Mercedes S-Class... but I'd say... 7 or 8."

"But," he added, getting to the important stuff, "does it come with a good radio? 'cause that's really important for kids my age. A lot of my friends buy a car, then they've gotta go out and put in a thousand-dollar stereo, so how is it?"

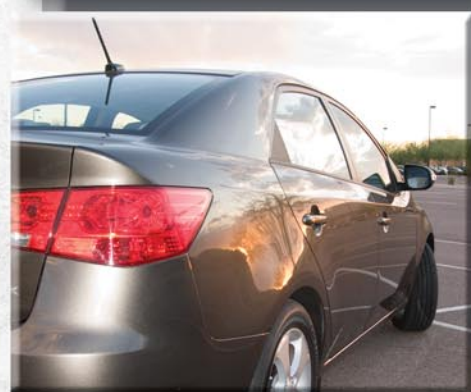
We'll find out. We had mixed the controls a bit, already, but Michael adjusted it more, backing off the treble for the sake of bass. So is it good enough not to need a custom? Or would you still do that if you could? "I think I'd keep it as is," he replied. Thumbs-up on the all-important audio.

Michael sums up the market in general and the Kia Soul in particular, as follows: "You have somebody who can make something small and in a cool shape and for a good price with a bunch of cool lights inside and a lot of cool dumb stuff, and a good radio, that would be really good... and there it is." Thumbs up, all around. ■

TAKING ON HONDA AND TOYOTA (A)

The new kid in school shows us its stuff

Born on third base and did indeed hit a triple



By Barbara and Bill Schaffer. Photos: Joe Sage

As many of the automotive brands are sitting beside the road making repairs or explaining to the officer why they were driving recklessly, Kia seems to be moving along at posted speed limits. Average industry sales have been down 36.5 percent from 2008, while Kia is down only 6.8 percent for the year.

By midyear, Kia had already debuted two winners, the Soul urban passenger vehicle and the Forte sedan (as well as its upcoming Koup version).

The Forte initially sets itself apart from the from the tough compact competitors (Honda Civic and Toyota Corolla) with the kind of styling that makes the driver glance back when walking away from this car. Not always known for design acumen, the Kia brand has quickly matured since opening new US facilities.

Designed at Kia Design Center America in Irvine, the Forte is arguably one of the best looking compact sedans sold in the US. Bold, crisp lines, strong shoulders and a sweeping roofline blend all the other design elements into a clean sophisticated look, more like we'd expect to see on an entry-level luxury sedan.

With three trim levels, prices start at \$14,390 (including destination charge) for the LX with a five-speed manual transmission and top out at \$20,490 for the SX with a five-speed automatic and all available option packages. On an average, Forte prices are about \$2,000 less than comparable Toyota Corolla, Honda Civic and Ford Focus models.

All three Forte models come very well equipped with standard features like Sirius satellite radio, USB and audio input jacks, and all available safety equipment. We like this approach to safety, which doesn't require the buyer to pay extra for features like four-wheel anti-lock disc brakes, brake assist, traction control and stability control. All Forte models also include standard

side and curtain airbags, front active headrests and tire pressure monitoring.

With so much standard, options on the top SX model are limited to a heated leather seat package and power sunroof. The only fault we could find with the Forte was the lack of an available navigation system.

A 2.0-liter 156-hp four-cylinder engine powers the LX and EX versions with a standard five-speed manual transmission or optional four-speed automatic. The top-level SX model has a larger 2.4-liter, 173-hp four-cylinder with a six-speed manual or an optional five-speed automatic with manual shifting mode. The automatic transmission is a \$1,000 option. Both engines are all-aluminum with double overhead cams with continuously variable valve timing to maximize performance and fuel economy.

The larger engine accelerates from 0 to 60 mph in an estimated 7.3 seconds. The 2.0-liter engine is rated at 25 mpg city and 34 mpg highway by EPA estimates, with the larger engine rated two to three mpg less, depending on the transmission. For even better fuel economy, Kia offers an optional Fuel Economy Package for the EX with automatic transmission. This \$600 package adds electric power steering, "smart" alternator, low rolling resistance silica tires and aero enhancements, to increase fuel economy numbers to 27 mpg city and 36 mpg highway.

Forte gets high marks for its spacious interior, smooth quiet ride and excellent design. We were also impressed with the user-friendly controls and good fit and finish. It even had the little extras we appreciate, like passenger assist handles, door-mounted drink holders, a large dead pedal (driver footrest) and manual shifting automatic transmission linkage.

We figure we'll be seeing these new Kias in the passing lane in significant numbers. ■

AZ DRIVER LOGBOOK NOTES

It's a classic automotive emotional benchmark, but we found ourselves doing the same thing as Bill and Barbara: looking back at this car. We made a lot of notes, but here are some of the highlights:

- The first thing we really noticed was a total lack of any apparent torque steer, usually rare in all but the most highly-engineered front-drivers, and very welcome indeed. This held true on local streets and freeways, both.
- The next thing we noticed was the ongoing challenge this car drew, an indication of high profile appeal taken as a threat to drivers of Saturns, Toyotas, Neons, Scions, Hondas and such. And when we took the bait, the Forte always showed its stuff. This phenomenon was constant, and a great sign.
- We hand it to the Koreans for the name. "Forte" beats "Camry" or "Civic" hands down.
- We feel at home in this car within a block.
- The doors close like a Maybach, with a nice solid *thunk*... very impressive.
- The suspension is superb, even on speed-bumps... not too soft, a little firm, just right.
- The term "basically flawless" came up.
- Okay, low beam headlights are weak.
- A/C was very effective on a very hot day, but with a little whistling at the windshield.
- Put it all together, and what can we say—this car is extremely well executed, outfitted, engineered and built. It's fuel-efficient and amazingly priced. And it has a Kia 10-year, 100,000-mile warranty. Buy one.

TAKING ON HONDA AND TOYOTA (B)

A perennial niche vehicle aims to go mainstream

Heavily reengineered and restyled—for the better?



By Barbara and Bill Schaffer. Photos: Joe Sage

Just because Subaru is introducing a new generation of the Legacy, don't look for revolutionary changes—that's not how Subaru designers and engineers work. Rather they constantly refine the cars. The major change for 2010 is taking the size up a notch. While we like the size of the previous generation Legacy, planners felt the car needed to be a bit larger to compete more directly with the big sellers like Camry and Accord.

To test the larger interior, we climbed in the rear seat and invited a 6'3" friend along for the test. There was enough headroom and legroom for our friend, and plenty of room for us all—as long as the front seat wasn't all the way back. We especially like the comfortable angle of the rear seat backs. For future reference, however, we're calling "shotgun" next time. Even with 9.5 cubic feet of new interior room, the overall length of the four-door sedan increased by only 1.4 inches.

If you live in the snow, all-wheel drive has an obvious advantage, but there are handling and safety benefits on dry roads, too. If you don't think so, watch the rally drivers sometime. Subaru is distinctive in being the only company to have AWD as standard equipment on all the cars they sell in the US. Subaru's Symmetrical AWD comes in three flavors, each best suited for a particular engine and transmission configuration.

There are three Legacy models: 2.5i, 2.5GT and 3.6R. A horizontally-opposed engine powers each. The base engine, which we drove recently, is a 170-hp, 2.5-liter SOHC four-cylinder with a standard six-speed manual transmission. A CVT (Continuously Variable Transmission), which includes paddle shifters and simulates six gear settings, is a \$1,000 option. The GT gets a 265-hp turbocharged DOHC 2.5-liter four-cylinder with a six-speed manual. The top-of-the-line 3.6R has a 256-hp DOHC 3.6-liter six-cylinder engine paired to a five-speed

automatic with paddle shifters, too. These horizontally-opposed engines have a reputation as lasting forever. The low profile layout also helps maintain a lower center of gravity for improved handling.

Each engine offers its own advantages in performance, fuel economy and smoothness. The strong turbo engine in the GT was exciting to drive. After only a slight hint of turbo lag, the engine produces instant power across the operating range—it's the same basic engine used in the Impreza WRX—taking the GT from 0 to 60 mph in an estimated 5.9 seconds. The six-cylinder 3.6-liter engine is a couple of seconds slower, but is smoother and more refined. The 2.5i four-cylinder does 0 to 60 in an estimated 8.5 seconds. Fuel economy estimates for the GT and 3.6R are 18 mpg city and 25 mpg highway. The 2.5i is 19/27 or 23/31 with the CVT. Our actual average for the 2.5i with manual transmission was 23.4 mpg.

All versions of the Legacy are fun to drive. Some all-wheel-drive systems can make a car feel more bulky or constrained, but the Legacy feels agile and light. AWD can require a wider turning radius, but the Legacy makes a U-turn in just 36.8 feet, rivaling two-wheel drivers.

The new six-speed manual transmission has a positive feel and intuitive spacing, but we thought it was a little notchy, distracting slightly from the smoothness.

The larger size offers a big improvement in seating comfort. We especially like the quiet and wind-free sunroof, comfortable seats and door-mounted drink holders.

The Legacy is offered in a broad range of prices from \$20,660 (including destination charge) for the 2.5i with six-speed manual, up to \$30,600 for the GT Limited. With all options, including trim, performance and navigation, the price can top \$36,000. Even base model Legacys have all the standard power equipment, cruise control and other features drivers like. Comfort and convenience features added at each higher level. ■

AZ DRIVER LOGBOOK NOTES

A pretty decent execution, but not universally so. We drove the 2.5i and noted pros and cons:

- Corners very nicely and aggressively. Stick? AWD? Affordability? Kind of like this.
- Engine sound effects, throaty growl, seem distracting and inappropriate to the base car. Performance sounds without performance.
- Somewhat balky shifter, flimsy and loose in the gates, a somewhat light and spindly feeling. Shudder and chatter starting in first gear. Noted as a potential deal-killer. But we did like the transmission and gearing.
- Black fabric seats uncommon, attractive.
- Front seat pulls back for tons of room, but manual latch sends you flying. Set brake first.
- Push-to-set electronic handbrake should be pull-to-set to mimic physical controls.
- Radio off switch fades sound to zero, nice touch (though noted as annoying at times).
- Simple +/- fuel economy gauge may base unexpected readouts on wishful thinking.
- We received several pointed comments that people found the car unattractive, especially from the rear, with critique of overwrought fender flares and too-common front.
- The ideas are all there, but proportions not quite right. As a restyling, we noted that it was like an adolescent ready for the first big school dance, but nonetheless still at that awkward age. A nice size and shape, interior is comfortable, with intuitive, simple, complete controls, but outside, we just didn't find the styling particularly attractive.

When they say it's all new—they mean it



By Bill Schaffer. Photos: Joe Sage

Spending time with the engineers, planners and public relations staff of a new car is always an interesting experience. Having survived a grueling two or three years' gestation period, they are like new parents—proudly extolling the innovative features, unique design and offering all the best-in-class numbers like a mantra.

I'm not sure what we were expecting from the introduction of the all-new Chevrolet Equinox, because we had already driven the Saturn Vue, which rode on the same platform and had similar drivetrain elements. Honestly, we even thought it might be a rehash of the current Equinox, which was all new in 2006.

After an enthusiastic presentation of facts, figures and highlights on the 2010 Chevrolet Equinox, it was time to slip behind the wheel and spend some quality time getting to know GM's new baby.

There's no mistaking the Equinox is a Chevrolet, with its bold family two-tier grille and large gold bowtie insignia. The exterior looks longer and leaner than major competitors like the Honda CR-V and Toyota RAV4.

Inside, Equinox sports a bold two-tone treatment. We especially liked the Jet Black and Brownstone perforated leather combination from the three available choices on the top model.

The dash design is excellent and one of the more user-friendly configurations we've seen. The two-pod instrument panel resembles the new Camaro, with a large speedometer and tachometer flanking the fuel, temperature and a digital readout in the middle. Even without the optional navigation system, the center stack has logically organized buttons and simple dials for the functions we use most often—audio volume, tuning, fan and temperature. Redundant audio and Bluetooth controls are conveniently placed on the steering wheel. Parents will love the button that controls the rear door child locks, so it's

not necessary to flip the button on the door jams every time rear seat passengers switch from children to adults.

One of the best new features is limousine-like rear legroom. Even with the front seats adjusted all the way back, anyone but an NBA player has amazing legroom, thanks to the eight inches of rear seat adjustment.

Most Equinox buyers will chose the 182-hp, 2.4-liter four-cylinder engine with DOHC and direct injection driving the standard six-speed automatic. Driving the front wheels—or with optional all-wheel drive—this drivetrain accelerates from 0 to 60 mph in a respectable 8.7 seconds, while achieving a 22 mpg city and 32 mpg highway EPA rating. The AWD version is rated at 20/29 mpg. For optimum fuel economy, drivers press the "Economy" button on the center console to change the engine/transmission mapping for better fuel efficiency.

About 30 percent of Equinox customers will order the optional 264-hp, 3.0-liter direct injection V6. This ups the towing capacity from 1,500 to 3,500 pounds and makes a significant improvement in passing power and freeway on-ramp times. Zero-to-60 mph time for the V6 is 7.8 seconds. The EPA ranks the V6 at 18 mpg city and 25 mpg highway and just one mpg less for the AWD.

Prices start at \$23,185, including destination charge, for a front-wheel drive LS and go to \$30,540 for the LTZ. A fully loaded LTZ tops out at just over \$36,000.

The only nit we picked at the end of the day was the chrome latch on a dash-mounted compartment, which reflects in your eye when driving toward the sun. In addition, manually shifting the automatic transmission was difficult because the transmission shifter is mounted too far back on the center console.

But after spending a day in the Chevrolet Equinox, it was obvious why the Equinox team was so excited about this new compact crossover. Equinox is very well done, with excellent design execution, quality and value. ■

AZ DRIVER LOGBOOK NOTES

Bill attended the 2010 Equinox press intro in Michigan, and we drove the 2010 Equinox FWD LT1 in Arizona for a week. Our logbook reveals how we felt about discoveries large and small, along the way, such as:

- We entered the vehicle and promptly declared these to be the most comfortable seats ever—soft, cushioned, ventilated fabric... and comfy. But their positions are tough to adjust, with a combination of electrical and mechanical controls. And an unintended consequence of comfy little bumps on the fabric is that stopping can send just about anything you put on the seat flying onto the floor—every time.
- Very maneuverable, nice turning circle.
- Great stance, great visibility.
- A few nits about wiper controls and headlights with a mind of their own, etc., but these are things you always get used to.
- Ear-battering pressure effect with the driver's window open, in some conditions.
- Bill noted a latch that shines in your eye, and we noted a grained surface on the steering wheel, reflecting into the instruments.
- Shift settings are illuminated, so you can see when you're in D or R—a good thing, as you don't always feel them distinctly.
- We were able to move the Equinox a few yards with the hatch open—no warnings, scoldings or refusal to do it. Nice.
- Not a BMW X5, but half price or less, great fuel economy, a solid 85% comparison.

Pioneer and still a major benchmark for the segment



By Barbara and Bill Schaffer. Photos: Joe Sage

The all-new Toyota RAV4 was good when it was first introduced 14 years ago, but like a fine wine, the model has improved with age. With over 700,000 of the little SUVs sold by 2006, Toyota introduced the third generation without a great deal of fanfare, but we were amazed at how extreme that makeover was. The RAV4 surprised us with an optional 3.5-liter V6 pumping out 269 hp through a 5-speed automatic transmission. That's 50 to 75 more hp than we would have expected and 108 hp greater than their previous "big engine." We've also driven the standard 2.4-liter four-cylinder engine rated at 166 hp (five hp greater than the previous largest engine) and mated to a standard four-speed automatic. Merging onto the freeway or passing slow-moving vehicles was easy and comfortable.

The exterior of the RAV4 has a rugged, contemporary look and wide, sporty stance. The front slopes to a trapezoidal grille and four-bulb headlamps, adding to its aggressive stance. The rear is more traditional, with LED taillights and a spare in a color-keyed hard cover.

Inside there is considerable length and width for all passengers, with good head clearance and legroom for the second row, plus room for an optional third row (best utilized for younger children or animals). The second row seats split 40/60, and the third row 50/50, allowing a multitude of configurations for cargo and passengers.

The original RAV4 was the first SUV to utilize a unibody passenger-car-style platform, now used on about 80 percent of small SUVs. The current RAV4 was redesigned on an entirely new high-tensile steel platform with a rigid, lightweight body. It has four-wheel independent suspension, an economical but precise electronic steering system and good insulation, giving a quiet and sophisticated ride. The standard Star Safety System™ includes vehicle stability control, traction control, antilock brakes,

electronic brake-force distribution and brake assist.

The RAV4 is available in standard, Sport and Limited models, each with a choice of the four-cylinder or V-6 engine in two- or four-wheel-drive configurations.

The electronically controlled four-wheel-drive system distributes torque between front and rear and allows the system to switch freely between front- and four-wheel drive. The system can be manually locked to maximize torque to the rear; this lock is automatically disengaged over 25 mph or when the brakes are applied.

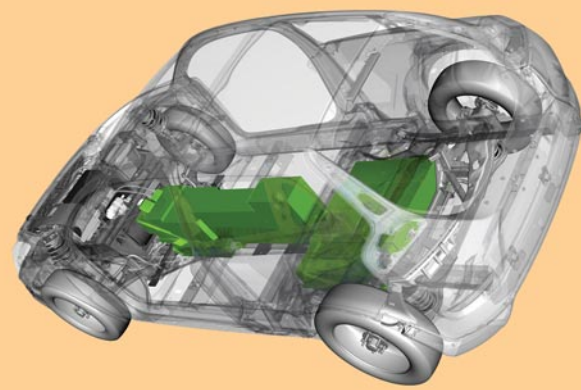
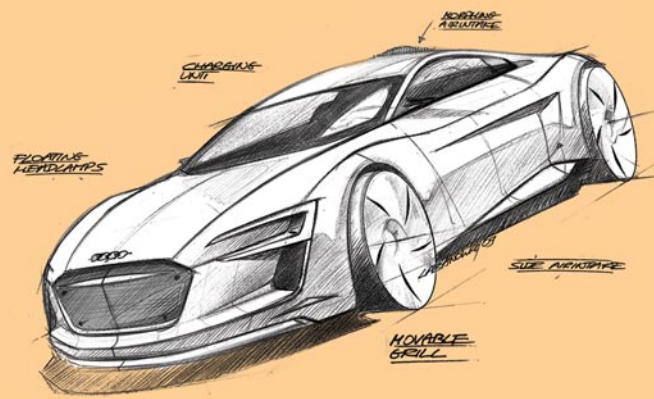
Our test RAV4 was the 5-Door Sport 4x4 with V6. This performance-oriented model adds 18-inch wheels, sport-tuned suspension, flared fenders and cosmetic upgrades. Included are dual zone a/c with filtration, cruise control, power windows/locks and keyless entry, gated shifter, and rear cargo storage with under-floor storage. A premium package (\$1930) added leather-trimmed seats, which completely transforms the RAV4 experience. Another package (\$1550) included touchscreen navigation with backup camera plus enhanced audio and satellite. The Sport has a base price of \$24,600. Fully equipped, ours stickered at \$30,938 (including \$745 destination charge). The Sport model with AWD plus extras add up to a most impressive small SUV. Our V6 all-wheel-drive test RAV4 is rated by the EPA at 21 mpg for city driving and 27 mpg on the highway. Fuel mileage numbers remain very close across the RAV4 range, whether with the 4-cylinder or V6, and for front-wheel and all-wheel drive.

Toyota has kept hitting the bullseye, and the current RAV4 is no exception. It's comfortable without giving up the agility that makes these fun-size SUVs a pleasure to drive. It's refined and sophisticated with a quiet elegance and a solid well-planted feeling we appreciate. It's not inexpensive, and for a few dollars more a buyer can step up to a Highlander or 4Runner, but those SUVs are not quite as much fun as the RAV4. ■

COMING IN THE 2010 RAV4

For 2010, the Toyota RAV4 compact SUV expands availability of features first offered on select grades for 2009. The base model now offers the backup monitor system with rear-view camera and monitor integrated into the electrochromic mirror. The Sport Appearance package, introduced for 2009 4x4 V6 models, will also be available on Sport grade 4x2 and 4x4 models equipped with the 2.5-liter four-cylinder engine in early 2010. The Sport grade models offer a new optional JBL audio system with steering wheel audio controls and hands-free Bluetooth™ connectivity. The Sport Appearance Package gives the RAV4 Sport grade a sleeker look, with a rear door design featuring chrome accents and no spare tire. (The package equips the RAV4 with run-flat tires.) Other cues include heated side mirrors with integrated turn signals, a stainless steel exhaust tip and unique badging. Inside, the package adds a chrome accented shift knob with leather insert, chrome interior door handles, parking brake and vent trim, and unique doorsills. For 2010, the Limited grade adds a chrome parking brake and vent trim.

The 2010 RAV4 is offered in three distinct grades: Base, Sport and top-of-the-line Limited, and with a choice between the 2.5-liter four-cylinder that was new for 2009 or the V6 engine. Both engines can be teamed with either front-wheel drive or electronic on-demand four-wheel-drive.



AUDI REVEALS THE PURELY ELECTRIC e-TRON QUATTRO

At this year's Frankfurt Motor Show (IAA), Audi presented the e-tron, a high-performance sports car with a purely electric drive system. Four motors—two each at the front and rear axles—drive the wheels, making the concept car a true quattro. Producing 313hp (230 kW) and 3,319.03 lb-ft (4,500 Nm) of torque, the two-seater accelerates from 0 to 62 mph in 4.8 seconds, and from 60 to 75 mph in 4.1 seconds. The lithium-ion battery provides a truly useable energy content of 42.4 kilowatt hours to enable a range of approximately 154 miles.

The performance figures are not the whole story. The design is intended to place the e-tron in the sports car major leagues, while packaged to take into account the specific realities of an electric vehicle. The battery is directly behind the passenger cabin for an optimal center of gravity and axle load distribution. The e-tron is able to freely distribute the powerful torque of its four electric motors to the wheels as required. This torque vectoring allows for dazzling dynamics and exceptional agility and precision when cornering. The drive system, the power electronics and the battery are controlled by an innovative thermal management system that is a crucial component for achieving the car's range without compromising its high level of interior comfort. ■



FISKER KARMA PLUG-IN HYBRID ELECTRIC TO HAVE TOP STATS

The Fisker Karma plug-in hybrid electric vehicle will emit just 83g CO₂/km and have an economy rating of 67.2 mpg, according to Society of Automotive Engineers (SAE) methodology measuring emissions for plug-in hybrids. The four-door Karma aims to be one of the cleanest, most fuel-efficient cars in the world, while still offering world-class style and performance. The SAE estimates carbon dioxide output will be less than that of today's cleanest production cars and 75 percent less than that of competing vehicles, on average. Some 248 million gallons of gasoline could be saved and 2.5 million tons of CO₂ offset by selling 15,000 Karmas per year through 2016. Yet, with 403 hp and more torque than many supercars, 0-62 mph takes about six seconds with maximum speed of 125 mph. Fueling the Karma could cost just 3¢/mile, consuming as little as 21 kWh per 62 miles in electric-only Stealth mode, according to SAE methods. Fisker figures a real-world annual average would be closer 7¢/mile, based on a mix of Stealth and Sport (gasoline) mode use. Individual results may vary. Stealth mode is engaged on demand via steering wheel-mounted paddle switches. The Karma will be the first production Plug-in Hybrid Electric Vehicle (PHEV) when it goes on sale in 2010. ■

ALL-ELECTRIC VOLVO C30 PROJECT PRESENTED

In addition to the market introduction of a plug-in hybrid in 2012, work is under way at Volvo on an entirely electric-powered car known as a BEV (Battery Electric Vehicle).

"The Volvo C30 is the first model we will try out with electric power. This car's excellent properties in city traffic and its relatively low weight make it particularly suitable, since electric cars are primarily expected to be used in and around cities and for daily commuting," says Lennart Stegland, Director of Volvo Cars Special Vehicles.

It looks like a regular Volvo C30. The difference is that it is powered solely by electricity, entirely without tailpipe emissions, and has a range of up to 90 miles.

Prototypes of the C30 BEV have been built and tested this year. Much of the focus is on integration of the electric propulsion system with the rest of the car. The electric motor is housed under the hood, just like the engine in a conventional car. Batteries will most likely be in the prop shaft tunnel and the normal fuel tank location, within the car's optimized crumple zone. Since the car runs solely on electricity, it requires a larger battery with higher capacity (24 kWh) than a plug-in hybrid (12 kWh).

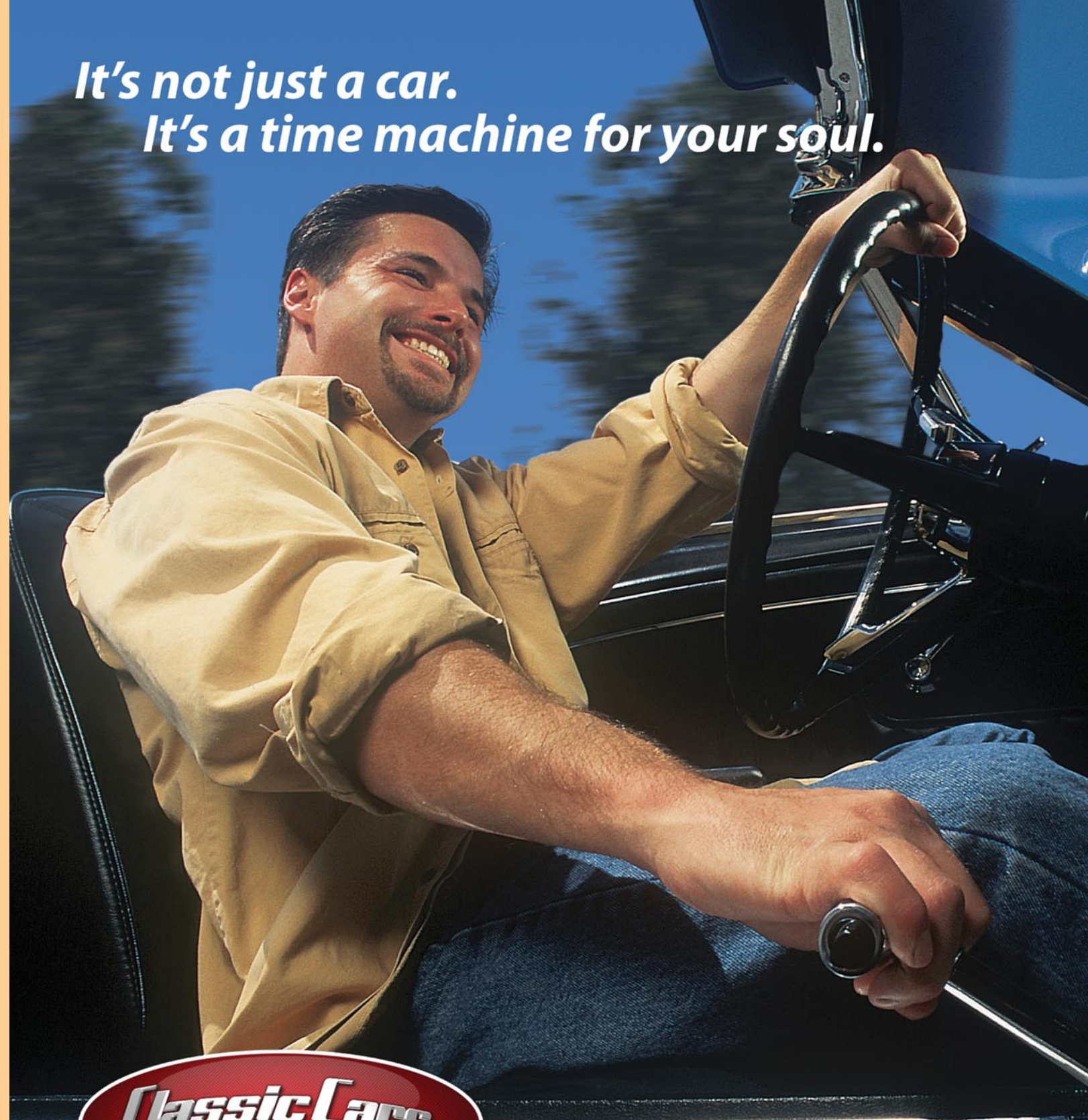
The C30 BEV is limited to a top speed of about 80 mph, more than sufficient for most drivers. Acceleration from 0 to 60 mph will take close to 11 seconds. ■



TESLA ELECTRIC VEHICLE FAST CHARGE CLEAN CITIES' DEMO

A demonstration of a J1772 fast charge of an electric Tesla Roadster was held in late September following a meeting of the Tucson Regional Clean Cities Coalition. The demonstration was sponsored by Pima Association of Governments' Clean Cities Program, the City of Tucson, and Coulomb Technologies. The Tesla Roadster has a charge range of 244 miles and accelerates from 0-60 mph in 3.9 seconds. The PAG Regional Council signed a memorandum of understanding with Nissan North America and Scottsdale-based ECOTality Inc. in March (see our Sept/Oct issue) to help implement electric vehicle infrastructure in the Tucson region in advance of the late 2010 deployment of Nissan's all-electric Leaf. "We have made a commitment to Nissan and ECOTality to join together to end range anxiety and make EV charging available to our community. This technology will play a role in that commitment," said Clean Cities Program Manager Colleen Crowninshield (pictured at right, above). J1772 is a standard that all future electric vehicles, including the Nissan Leaf and GM Volt, will support to ensure a universal connection from the vehicle to the charging station. ■

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THE INSIDE TRACK: BRIEFS & RUMORS

2010 Panamera Gran Turismo Turbo 4-door



■ **Porsche** is rumored to be considering a coupe version of the new Panamera GT, following in the footsteps of the 928, sold from 1978 through 1995. A coupe would compete with cars like the Bentley Continental GT, Maserati Gran Turismo and BMW M6. According to sources, a cloth top version is also possible. Neither will be available until at least 2013.

■ **BMW** is expected to offer an M version of the flagship 7 Series sedan later this year. In the SEMA News for August, spy photographer Brenda Priddy displayed photos of a camouflaged M7, which expected to be powered by either a modified version of the twin-turbo V-8 used in the X6 or the 5.0-liter V-10 from the M5 and M6. Either engine is capable of 550- to 600-horsepower.

■ **Ford** announced plans to bring the full-size commercial Transit van to the United States by 2013 moving back the date from the original announced date of 2011. Ford's smaller van, the Transit Connect went on sale in the US in July.

■ **Maserati** debuted its first four-seat convertible in September at the Frankfurt Motor Show. GranCabrio is powered by a 433-hp 4.7-liter V-8 engine. It rides on the longest wheelbase on the market and features a traditional canvas top. Worldwide sales will start early in 2010.

■ **Audi** is adding a diesel engine to the Q7 SUV to take on the BMW X5 xDrive 35d and Mercedes-Benz ML350 CDI Bluetec diesels. The Audi's 3.0-liter diesel V-6 with catalytic converter and urea injection is rated at 240 hp and an amazing 406 lb.ft. of torque. Audi claims 8.5 seconds from 0 to 62 mph, 130 mph top speed and 26 mpg fuel economy.

■ One of the most obvious fuel saving features is engine cutoff technology that shuts the engine off at stoplights and when pausing to chat in a parking lot. Now **Bentley**, **Audi** and the **Mercedes-Benz** in-house tuner, AMG, are all getting ready to add the technology to their engines in an effort to squeeze extra miles per gallon out of the big name and big price cars.



Ford Transit EConetic (Europe)

■ Unless it changes again, **Cadillac** is still on line to build a CTS-V coupe. Like the sedan, the yet to be built coupe, should get the same 556-hp, 6.2-liter supercharged V-8 engine along with all the requisite brake and suspension upgrades.

■ The next **Cadillac** flagship will be built on an enlarged version of the global mid-size platform first used by the Buick LaCrosse. As the largest Cadillac, the new car, code-named XTS, will replace the front-drive DTS and rear-drive STS. The new platform allows engineers to make the XTS either front- or all-wheel drive, with standard AWD likely.

■ **MINI** is celebrating its five-year anniversary of the new MINI with the introduction of a Coupe Concept. With a lower dramatic-looking top and two-seat



MINI Coupe concept

capacity, the concept could end up as the fifth MINI model if the public likes the car. The Concept is designed to handle the largest MINI engine, a 211-hp, twin-scroll turbocharged 1.6-liter four-cylinder from the John Cooper Works version.

■ **Bentley** had a garage sale in September at its warehouse in England, to make space for spare parts of newer models. For sale were about seven million new replacement parts for Rolls and Bentley cars built between 1955 and 2002, while the company still produced both brands. The sale was open to the public and included everything from engine blocks and trim pieces to owner's manuals.

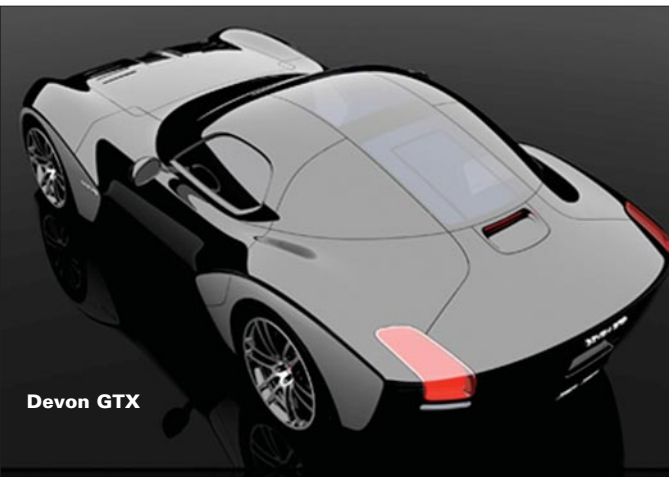
2009 Audi A3



■ **Audi** is finally offering the A3 Sportback with the 2.0T engine and quattro all-wheel drive. When it debuted in 2006 until now, the A3 with the 2.0-liter turbocharged engine was only available with front-wheel drive with quattro was reserved for the 3.2-liter V-6 powerplant.

■ **Ford** is planning to drop two trucks for the 2010 model year. The Explorer Sport Trac pickup and Mercury Mountaineer SUV are expected to be chopped next year when Ford switches the Explorer from a body-on-frame to unibody platform. The platform used for the upcoming Explorer is also used for the Ford Taurus, and Flex and the Lincoln MKS and MKT.

■ Displayed for the first time in August at the Pebble Beach Concours d'Elegance, were two **Devon** GTX prototypes. The new American-built super cars are Viper-based, powered by a 650-hp V-10 engine and weighing only 3,100 pounds. The carbon-fiber monocoque body is built by Los Angeles show-car builder Aria. The company took orders for 16 of the \$500,000 two-seaters at the show, and has plans to build 36 a year. The company says they set an unofficial production GT-car lap record of 1:35.075 at Mazda Raceway Laguna Seca in early August. The Devon's time is about four-seconds quicker than the Nissan GT-R.



Devon GTX

■ Chrysler plans to keep building the **Dodge** Viper high-performance sports car. Earlier this year Chrysler had a For Sale sign on the Viper brand, but now it is official that the iconic V-10-powered sports car is safe for the time being. Viper production started in 1992 and about 25,000 have been built to date. The 2009 model is powered by an outrageous 8.4-liter, 600-hp V-10 engine which propels it from 0 to 60 mph in less than four seconds.

■ **Dodge** is killing the Caliber SRT4 for the 2010 model year. The 285-hp turbocharged four-cylinder Caliber with six-speed manual transmission is the fastest and most powerful car in the Dodge small car lineup. This leaves five SRT (Street and Racing Technology) models left in the Chrysler arsenal for 2010 including the Chrysler 300C SRT8, Dodge Charger

■ **Dodge** is expected to offer a hybrid Hemi version of the Ram 1500 in 2010. According to spy photographer Brenda Priddy, the hybrid system is the two-mode transmission system developed jointly with General Motors, Mercedes-Benz and BMW. The Dodge truck system has an electrically variable version using two 60 kW electric motors that can propel the truck on electricity only, up to 25 mph.

■ A report in Japanese newspaper *Nikkei* in August said **Honda** is developing an electric car for the US market. The company would not confirm the report but sources said an electric minicar would be unveiled at the Tokyo Motor Show in October. Nissan and Volkswagen have already announced electric vehicles. Tighter environmental restrictions in the US will push the demand for more electric vehicles.



Dodge Viper SRT10

SRT8, Challenger SRT8, Viper SRT10 and Jeep Grand Cherokee SRT8.

■ Daimler AG has pulled the Sprinter vans from **Dodge**. The roomy van originally came to the US in 2001 with a Freightliner nameplate until 2003, when it changed to Dodge. With Daimler taking the van back, they plan to appoint 120 US dealers to sell Sprinters starting in January, along with about 45 Freightliner dealers who will continue to sell the Freightliner branded vans. In January, the new rebadged Sprinter will be powered by a new 3.0-liter V-6 diesel—the same engine used in the Mercedes M-Class crossover and GL-Class SUV. ■

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*.

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Arizona Region
SCCA

**The Third Annual
December Vintage Classic**

December 5th and 6th, 2009
Phoenix International Raceway
Avondale, Arizona



THE THIRD ANNUAL AZ SCCA VINTAGE CLASSIC SERIES FIRST OF FOUR EVENTS: DECEMBER 5-6 AT PHOENIX INTERNATIONAL RACEWAY

Russo and Steele Collector Automobile Auctions—specialists in European Sports, American Muscle, Hot Rods and Customs—presents the Arizona Region SCCA (Sports Car Club of America) Third Annual December Vintage Classic this Saturday and Sunday, December 5-6, at Phoenix International Raceway in Avondale.

PIR is a great setting for this exciting closed wheel vintage road racing, with great competition, greater cars and the greatest competitors. There will be Over 2.0L and Under 2.0L Classes, with final separation determined by car count.

Much as with professional racing, amateur racing has deeply felt the current financial strain. Many drivers in amateur racing fund their activities out of their paychecks—and with no job, no racing. Arizona has the “good problem” of having three competing amateur racing groups: ASA, NASA and SCCA. In addition, almost every car marque you can think of has an active Phoenix metro club. The SCCA sometimes still suffers from an old label of “the secret car club of America,” in spite of a long

and storied history. The SCCA was formed in 1944, and the Arizona Region of SCCA dates back to 1957.

After thoughtful consideration of its future, several years ago the local organization began working on a linkage with vintage racing. There are also competing groups in vintage racing here—VARA, SVRA and HSR—west—but the group felt that the Phoenix area was “over-carred” yet under-represented in club racing.

All the drivers, with few exceptions, had a great time at the organization’s formative races, but the group struggled to find the right mix. They decided they were collectively seeking two things: a 3- to 4-race season and two classes (over and under 2.0 liters). By luck, Drew Alcazar and some of his friends came to an Arizona SCCA vintage race at PIR in March of this year.

In the wake of that visit, good fortune developed for the local SCCA, as they were approached by Russo and Steele Auctions—owned by Alcazar and his wife Josephine—to partner with them. Their shared goal was to provide a local venue for vintage racers and a

place for buyers of old race and high performance cars to get driving instruction, a place to run their cars on the track in a non-racing environment, and a place for “gentleman racers” to compete and socialize.

The goals are being met, as the Arizona Region of SCCA has a 4-race season coming up: December 4-5 2009 at PIR, February 13-14 2010 at Firebird International Raceway, March 20-21 back at PIR (their 10th annual charity race for Phoenix Children’s Hospital) and May 8-9 back at Firebird. For insurance reasons, they had not aggressively sought out spectators, except at the charity race, but the interest in vintage cars has made them rethink that option. Spectators are welcome at all the races this season—for free—except at the charity race, where an entry fee goes to the Children’s Hospital.

The local SCCA and its partners have big plans to expand their vintage relationship and race series, so stay tuned for more details. For more information about the SCCA and the Vintage Classic series, contact:

Gil Jackson: vintageracer66@cox.net
Rob Uhl: joanneuhl003@msn.com, 602-930-7957
Jim Malone: jmalone944@cox.net
or visit www.azscca.com ■

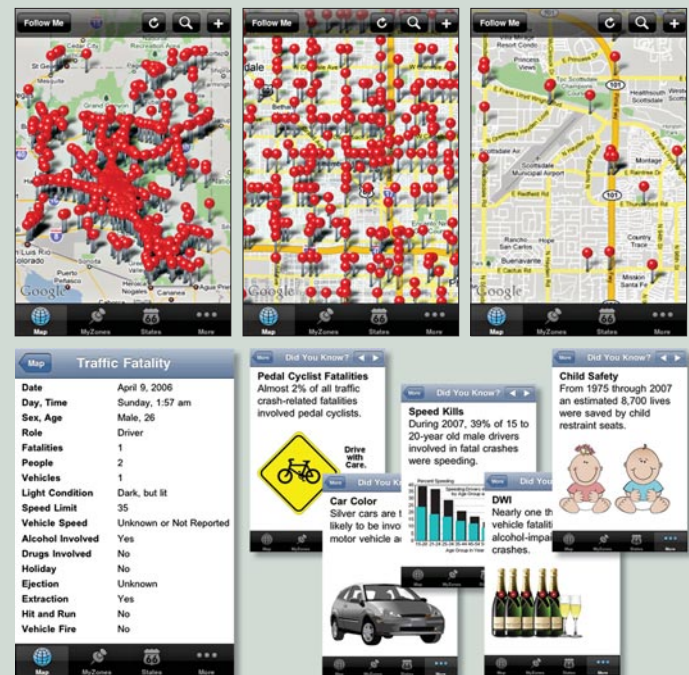


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help you better understand everyday risks, federal and state laws, the worst days and times to be on the road, and more. The app clearly shows how risk increases in urban areas where the combination of heavy traffic and speed can be especially dangerous.



Samples show DangerPoints in Arizona statewide, an area west of downtown Phoenix, and Scottsdale Airpark. Each point has incident statistics, and “Did You Know” has stats and tips.

DangerZones rates over 4.5 stars out of 5 in App Store customer ratings. Users say: “This app is great! The amount of information is amazing. Its follow-me feature allows you to see DangerZones near you while walking down the street, in a car, on a bicycle.”

“I personally know the info is correct (at least for my town) ‘cause my hubby is a medic and worked some of those fatalities.”

“Every parent of young drivers and the teens should have this app. High school and driver’s ed classes should link to this app.”

“Despite being somewhat morbid, this app shows just how serious car safety is. Would definitely buy this again!”

“This app really opens your eyes. Frankly, it’s worth a lot more than I paid for it.”

“Can’t believe how much information is presented so quickly and effectively. Really like the ‘Did You Know’ safety facts section and slick graphics. This one’s a keeper.”

“Way less expensive than your collision deductible. Reviewed my vicinity and was reminded of a few things, plus learned a few things, straight away. The pin animation is a very elegant implementation. Nicely executed, all around.”

OUR TEST: We downloaded the app, keyed it to our location via the iPhone’s built-in GPS and immediately recognized accidents from the past few years. Very sobering. This app is more informative than interactive, but if you had to walk across a minefield, you’d like to have a map at hand. Same thing here, once you think about it.

PURCHASE/INFO: \$1.99 at iTunes App Store. Info: ExploreDangerZones.com. ■



ASafeDrive™ iPhone app

INTENDED TO HELP KEEP SPEED LEGAL

ASafeDrive is intended to keep you from speeding, using GPS to measure your rate of travel, as well as your location, to compare actual speed to that of a speed limit database (in LA only, so far). The readout changes from green to red if you speed (in LA, anyway), and you can add vibrate or sound alerts. More speed limit data will be added, with Chicago, Dallas, New York and San Francisco already in the works (no mention of Phoenix).

OUR TEST: We downloaded and installed the app. Curiously, after half an hour or so, it was up to 21mph just sitting on the desk. We went for a drive, using digital cruise con-



ASafeDrive intends to show your current speed and (in LA so far) the posted speed limit. Our tests showed big discrepancies most of the time, and somehow a posted speed limit.

rol settings and readout. Within the first few blocks, it had returned to zero (while in motion), read 11mph while driving 21mph, 14mph while going 10, and still 14 when driving 25. Being GPS-based, we guessed it requires some distance for accuracy, so we headed to the freeway. On a feeder road at 45, it read just 4mph. We dropped to 40, and it went up to 25. At a red light, it went to zero, but then back up to 24mph while still sitting at the light. On the freeway ramp, it read 51mph at 30mph actual, then 28mph reading at 55 actual. We tried the freeways west/east/north- and south-bound, and the iPhone in a flat or upright position. With cruise control at 65, we read 65mph for a bit, our only (brief) accurate stretch. Exiting, it read 66 as we slowed to a stop. Eastbound, it read zero up the ramp and on the freeway at 65mph.

(The GPS readout either misidentified many roads or sometimes simply said “Phoenix.” At one point, it suddenly jumped to 108mph (cruise still at 65), in red. Red? We thought we had no speed limit data here. Then it was still 108 but changed to green. (Reviewing screen grabs at the office, we found that it had indeed picked up a mystery reference speed limit, briefly, somehow. That limit? 65. Our speed? 65. The readout? 108, red.)

Odd results continued: at another red light, we read 22mph, then 65, sitting still. Then driving 50 it read 22, driving 47 read 36, and so on. We inquired with the company about the discrepancies, sending notes and screen grabs, but received no response.

PURCHASE/INFO: \$0.99 (beta) at iTunes App Store. Note: despite being a paid app, there is an endless string of advertising displayed. Info: www.asafedrive.com. ■

UPCOMING FEATURES

2010 Ford F-150 SVT Raptor

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Lucas SuperClean Modified Series

The West's best bull-ring racers run their Modified stock cars in the Lucas SuperClean Series at Tucson, Havasu, Blythe, San Bernardino and Las Vegas.



Photo: Havasu 95 Speedway, Lake Havasu City AZ

NM-AZ National Corvette Caravan

In 2003, this group drove to the National Corvette Museum in Bowling Green KY for Corvette's 50th anniversary. This Labor Day, it was for the NCM's 15th.



Photo: Bob Koblewski, Caravan Photographer

Goodguys Southwest Nationals

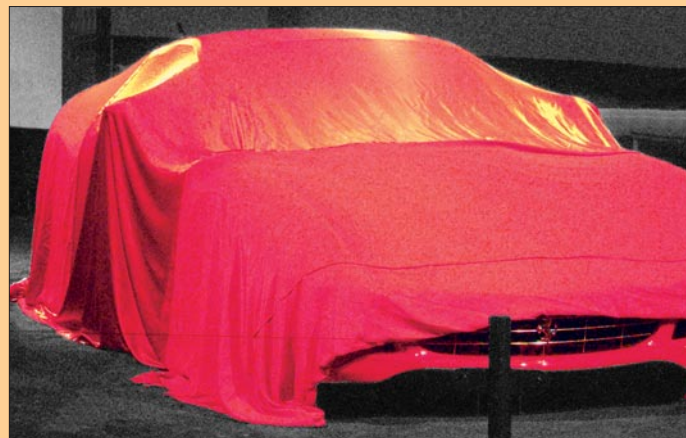
The Goodguys Rod and Custom Association wraps up its season once again at WestWorld in Scottsdale, and will start the 2010 season here next March, too.



Photo: Goodguys Rod and Custom Association

2009 Los Angeles Auto Show

The Organisation Internationale des Constructeurs d'Automobiles (OICA), has officially named the LA Auto Show as one of its sanctioned international exhibitions.



Great Southwest Scooter Fiesta

The Scooter Club of Metro Phoenix is one of the nation's top 10. This event includes vendors, a Scooter Wash, a Bondurant raffle and more, for charity.



Photo: Glen Galatan

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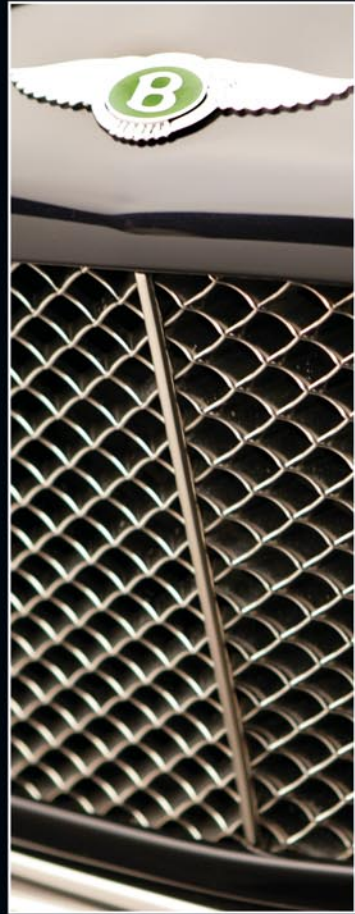
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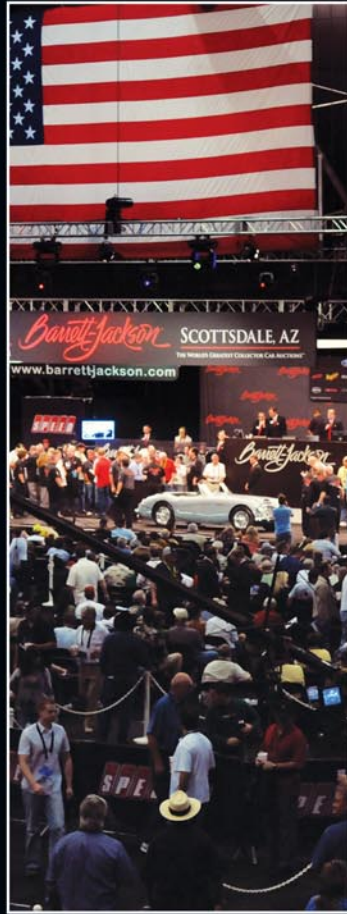
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