

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 12 NUMBER 5
SEPTEMBER-OCTOBER 2013



2014 Hyundai Equus

LAUNCHES
HYUNDAI EQUUS
MERCEDES-BENZ E-CLASS
VEHICLE DRIVES

RAM 3500 DUALY CREW CAB 4X4
NISSAN JUKE | NISSAN PATHFINDER
MAZDA6 | LEXUS GX460 | KIA SORENTO
MINI JCW ROADSTER | JEEP WRANGLER MOAB EDITION

EVENTS-DESTINATIONS-ATTRACTIONS
BARRETT-JACKSON RENO RESULTS | MARTIN MUSEUM
BARRETT-JACKSON & RUSSO AND STEELE LAS VEGAS INFO
SEDONA EVENTS & HIGHLIGHTS | ARIZONA INTL AUTO SHOW INFO
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news & features

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COVER: The 2014 Hyundai Equus luxury sedan, shown in front of the newly redeveloped Wynwood Building, in the Wynwood Arts District of Miami, Florida, during the vehicle's launch event. Photo: Joe Sage.



Photo: Larry Edsall

START YOUR ENGINES : FROM THE PUBLISHER

In some issues, our feet barely touch the ground. New vehicle launch events can take us anywhere on the map, multiple times per month and sometimes multiple times per week. In between, actually, our feet don't so much touch the ground, either, as we're hitting the road in the more immediate realm, to bring you a look at new vehicles and events. For the timespan of this issue, we had more launch events than it would appear, in a sense. One turned out to have been misscheduled, and another was rescheduled (both unusual situations). But we did have two flights out of here this time. One was to Miami, Florida, where we drove the 2014 Hyundai Equus, a beautiful big sedan at a fraction of the cost of comparable beautiful big sedans. (Well, are they comparable? That's what we're here to find out.) And one was to Portland, Oregon, where we met the entire 2014 Mercedes-Benz E-Class, concentrating on driving the new four-cylinder BlueTEC diesel one day and concentrating on the E550 Cabriolet (to the coast) the next.

From Nevada, we bring you results of Barrett-Jackson's first Hot August Nights Reno auction, as well as details for two Las Vegas auctions coming up in September: Barrett-Jackson's sixth, and Russo and Steele's first.

Larry Edsall also takes you on a tour of the Valley's own Martin Auto Museum. Locally, we drove two Nissans, including the funky little Juke (last driven at launch in Canada), one huge pickup (the RAM 3500 Crew Cab diesel dually), the Lexus GX (their second-largest SUV), the smallest but sportiest MINI (a John Cooper Works Roadster), an especially cool Jeep (the Wrangler Moab Edition, with two doors, rag top and Gecko green paint), plus the newest 2014 updates of Mazda6 and Kia Sorento.

Enjoy the ride.



Photo: Brenda Priddy

Joe Sage
Publisher/ Executive Editor

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2014 BMW i3



All-electric BMW i3 launches

The new all-electric BMW i3 is the company's first product in a new "i" sub-brand, which has the stated mission of providing completely sustainable electric vehicles that stay true to the brand's image as the Ultimate Driving Machine. Not an adaptation of any existing vehicle, the BMW i3 was designed from the outset to incorporate its all-electric drive system. As opposed to simply replacing an internal combustion engine with an electric motor, this allows engineers to optimize construction and configuration of all system components and the car overall. For example, there never was any space allocated for a fuel system or exhaust, so no such space will end up unused or used inefficiently. BMW's LifeDrive architecture concept comprises two modules: the Life Module and the Drive Module. The Life Module is the passenger cabin, which on the BMW i3 is the first-ever mass-produced Carbon Fiber Reinforced Plastic (CFRP) passenger cell in the automotive business, and a big factor in the car's efficiency. CFRP is as strong as steel, but 50 percent lighter (and 30 percent lighter even than aluminum). The final car weighs just 2700 lbs. The Drive Module is 100 percent aluminum and consists of a 450-lb 22-kWh lithium-ion battery, electric drive train, MacPherson strut and 5-link rear suspension system, plus structural and crash components. The battery is mounted in the rear, close to the drive wheels, for performance balance and traction. Everything possible in the car, notably the interior, is made of recycled and renewable materials. The BMW i3 can travel 80 to 100 miles on a single charge. This can be increased by about 12 percent in ECO PRO mode and by that much again in ECO PRO+ mode. The car can recharge in 3 hours with a 220V Level 2, 32-amp J1772 charger. Optional SAE DC Combo Fast Charging can charge the BMW i3 up to 80 percent in 20 minutes and to 100 percent in 30 minutes. ▼

Acura NSX prototype



ACURA NSX REVEALED AT MID-OHIO

▲ A prototype Acura NSX lapped the Mid-Ohio Sports Car Course in Lexington, Ohio in early August, just prior to the running of the Honda Indy 200, a special treat for fans in the state where the NSX is being developed and will be built. Acura has made steady progress toward a planned 2015 launch of their next-generation flagship mid-engine supercar. The NSX prototype lapped the 2.4-mile winding road course, driven by a member of the Ohio-based engineering development team, sporting graphics that make clear Acura's intention to race the new NSX. The new NSX will be powered by a mid-mounted, direct-injected V6 engine mated to Acura's Sport Hybrid SH-AWD (Super Handling All-Wheel Drive) system, an all new three-motor high-performance hybrid system that combines torque vectoring all-wheel drive with advanced hybrid efficiency through the use of three electric motors—one motor integrated with the V6 engine and its all-new dual-clutch transmission (DCT) driving the rear wheels, and two independent motors driving the front wheels. The system enables instant delivery of negative or positive torque to the front wheels during cornering to achieve a new level of driving performance unparalleled by current AWD systems. Global development of the

NSX is being led by engineers at Honda R&D Americas, Inc. in Raymond, Ohio. The next-generation NSX will be produced in nearby Marysville, Ohio, using domestic and globally sourced parts, at the newly established, state-of-the-art Performance Manufacturing Center, now under construction.

WORLD OF SPEED EXPO IN OREGON

World of Speed, a nonprofit experiential motorsports exposition, has purchased an 80,000-sq.ft. building in Wilsonville, Oregon, as the permanent home for an auto racing and performance car tourism destination and an auto industry educational program. The facility will be organized to accommodate more than 100 vehicles, a workshop area and space to accommodate educational activities. The World of Speed collection comprises race and performance cars from various venues including NASCAR, land speed, drag, open wheel, sports car and motorcycle racing, as well as racecars with a Pacific Northwest connection. The collection also includes classic American muscle cars. Interactive exhibits and hands-on activities will offer visitors a behind-the-scenes view of the world of racing. Ford has donated a Mustang that will be reconfigured into a hands-on display showcasing how a car is constructed, what materials

are used and how materials are recycled. A real Indy car will function as a simulator for fans of all ages, while a car formerly raced by Danica Patrick should appeal to her many fans. Several historic racecars are in the collection including Mickey Thompson's famous record-breaking Assault, Herm Petersen's Northwest Terror and the Gaines Markley/Rob Bruins National Hot Rod Association Top Fuel Championship Car from 1979. World of Speed will perform additional restorations. Programs will introduce young people to opportunities available in the auto industry, and help educate them to enter the workforce or advance to specialized education. The World of Speed is expected to open in the fall of 2014.

McLAREN 50TH AT GOODWOOD

Over a sunny July weekend, the Goodwood Estate in West Sussex, UK played host to the 20th annual Festival of Speed, which included McLaren House—a showcase for 50 years of heritage from one of the most successful names in international motorsport. During the Festival, McLaren presented three exclusives to a crowd close to 200,000, with the global dynamic debut of the McLaren P1, along with the limited edition McLaren 50 12C

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2014 Toyota Tundra

Spider and the 12C GT Sprint, the latest track-focused model from McLaren GT. As part of the celebrations, Vodafone McLaren Mercedes drivers Jenson Button and Sergio Perez also thrilled the crowds on stage at McLaren House and drove a collection of the most significant race and championship-winning models from Formula 1, Le Mans and Can-Am, while 2009 Formula 1 world champion Button also took to the famous Goodwood Hill to demonstrate the McLaren P1.

FARMER HEADS TOYOTA TUNDRA TEAM

▲ Mike Sweers is living the dream of every kid who was raised in farm country: he gets paid to create trucks. Sweers, who still runs an active hay farm in Northern Michigan, has used his mechanical engineering degree, as well as his life experiences as a farmer, to aid him as chief engineer of Toyota pickups, especially in the development of the new full-size 2014 Tundra. "I have a Tundra Double Cab with an eight-foot-long bed that I use on the farm all the time," Sweers said. "We raise hay, make maple syrup, and we have some dairy cattle that my kids show at fairs. I use the truck as a truck, which means it's had a rough life in a short period of time. Daily hard driving of the truck allowed the farm to become a personal proving ground for my own

development research on the new Tundra." Development of the new Tundra, which began in the summer of 2010, was the result of significant teamwork from Sweers' engineers at Toyota Technical Center (TTC) in Ann Arbor, Michigan, working with Calty Design Research teams at Toyota's design centers in Newport Beach, California, and Ann Arbor, and team members at Toyota Motor Manufacturing Texas (TMMTX) in San Antonio. Engineering began early at the sketch level. As sketches were modified, computer-aided-design (CAD) enabled the team to check the early designs' stamping feasibility on the fly, a process that was much quicker than in the past. Sweers and his team also had a vision for each Tundra grade to be distinct. They want people to enjoy their own individuality and recognize they are driving something special when in a Tundra Platinum or the new 1794 Edition.

LAND ROVER EXPEDITION AMERICA

Land Rover Expedition America kicked off in late July from Asheville, North Carolina. The challenge? To cross most of the United States off-road, covering ten states and over 5,000 miles in 30 days using three stock 2013 Land Rover LR4s. Land Rover thinks this is a mission that no truck or SUV has ever achieved. It's been

done on off-road motorcycles and 4x4 ATVs, but apparently not in a production SUV—presenting an adventure tailor-made for Land Rover. They are following the great Trans-America Trail created back in the late 1980s by passionate off-road motorcycle enthusiast Sam Correro. His route had started in Tennessee, but this event launched from the Land Rover Experience School in Asheville, then headed west to pick up Sam's route in Tellico Plains, Tennessee. From there, the route headed through the muddy backwoods of Mississippi, to western Arkansas and the Ozarks, through Oklahoma to New Mexico and on to Colorado. Next: Moab and the San Rafael Swell in south-central Utah, then on to Nevada and up to Oregon. They need to cover 200 to 250 miles a day, but if averaging only between 10-20 mph, it could take longer. Their 30 days are not up as we go to press, but should be by about the time you read this. The intent was to end up on the beach at Port Orford, Oregon, but they had decided from the outset that they wouldn't do any pre-scouting—just "pretty much winging it in the truest sense of adventure," they say. In the end, they expected to have to use short sections of paved road as connectors, but vowed to keep it

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minimal. Correro has been trying for years to devise an off-road route that starts from the Atlantic Ocean, but has not been able to avoid paved stretches.

TOP GEAR USA: COMPLETE SEASON 3

▲ BBC Home Entertainment brings the boys back for another ride, as *Top Gear USA: The Complete Season 3* was released in August. Hosted by comedian Adam Ferrara, racing analyst Rutledge Wood and champion race car driver Tanner Foust (shown above at Charlotte Motor Speedway), this season is loaded with super cars, high-adrenaline action, extreme stunts and eccentric adventures. Featuring all 16 episodes from the season, plus over 50 minutes of exclusive bonus content including extra scenes and interviews with the hosts, this DVD proves that if it has four wheels, these guys want to drive it (and if they're Adam, wreck it). From the swamps of Louisiana to Utah's Monument Valley, from Iceland to the streets of Tijuana, the boys race against speedboats, snowmobiles and jets, test the most modern police cars (hint: not the Crown Vic) and see how far you can *really* get on one tank of gas. An explosive series of tests help determine America's toughest car, and the boys design their own RVs, as well as the perfect zombie-proof car for the apocalypse. Small cars,

cop cars, SUVs, RVs, rental cars, taxi cabs, cult classics and farming vehicles are all among the surprises. *Top Gear: The Complete First Season* and *Top Gear: The Complete Season 2* are also available. Top Gear USA shows on the HISTORY channel.

VW LAUNCHES IN-CAR ASSISTANCE

Volkswagen of America, Inc. has launched the first generation of VW Car-Net™, a new in-car system that offers convenience, diagnostic, safety and security features. Starting with the 2014 model year, VW Car-Net will be introduced on select trims of the Volkswagen Beetle, Beetle Convertible, CC, Eos, Jetta, Passat and Tiguan. "Volkswagen Car-Net is a multifaceted connectivity system, seamlessly integrated into many of our cars," said Frank Weith, VW general manager for connected services. "Not only does it offer our consumers an added sense of security, with features like Automatic Crash Notification, but it also offers various convenience features for day-to-day use, such as Remote Vehicle Status and service appointment scheduling." Location-based roadside assistance, remote vehicle unlock, and Destination Assist for compatible factory-installed navigation systems are among other features. All features are standard with subscription. A VW Car-Net mobile app is downloadable for iPhone.

FORD CONFIRMS 2014 DAKAR RUN

Team Ford Racing has confirmed it will enter two South African-built Rangers in the gruelling 2014 Dakar, in South America this coming January 5-18. The design team is a product of South African and other global minds. The purpose-built Ford Rangers are being prepared by South Africa-based Neil Woolridge Motorsport, while logistics will be handled by German-based South Racing. The driver lineup includes South American native Lucio Alvarez and South African Chris Visser. Over a billion TV viewers across the globe tuned in to watch the 2013 Dakar, while 4.6 million spectators made their way to South America to witness the event. Technical aspects of the project will be managed from the NWM workshops in Pietermaritzburg, South Africa, the main headquarters for the project. One of the two FIA Ford Rangers is already complete and was ready to start testing in August. The second is set for completion by the end of October. They will be supported by a dedicated full-time staff of 24. South Racing will supply logistical structure including MAN 6X6 Service Trucks, MAN T4 Race Trucks and service equipment. South Racing will also manage all administration require-

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ments for the team, including its ASO relationship. Navigator Ronnie Graue will join driver Alvarez as the first crew—part of a younger generation of drivers coming through the sport, who have delivered impressive results on previous runnings of the Dakar. In their first outing in 2011 they finished 17th overall; in 2012 they managed to finish in an impressive fifth place; and in 2013 they were holding third overall until mechanical problems dropped them down to 27th place, from which they fought their way back up to tenth position by the finish. The second Ford Ranger will be driven by Visser with navigator Japie Badenhorst. Both are well known in South African motorsport, having won the 2011 South African Cross Country Championship. The pair is currently leading the 2013 Donaldson South Africa National Cross-country championship. This will be their first time competing on the Dakar.

KIA RACING RETURNS TO US SOIL

▲ Kia Racing's second season in the Pirelli World Challenge continued on American soil at the Mid-Ohio Sports Car Course in early August, following another Kia top five in Toronto. Kia Racing's Mark Wilkins, pilot of the No. 38 B.R.A.K.E.S. Optima turbo, arrived in Ohio riding an eight-race streak of top-five finishes,

including a victory in Detroit and three other visits to the podium. Amid a field of Mustangs, Camaros, Porsches and Aston Martins, Wilkins took the win in Round 11 at Ohio, his second victory of the season and his sixth podium this year. Mid-Ohio's fast, open circuit and cool temperatures suited the Optima turbo's power and aerodynamics, as Wilkins and Kia closed in on the lead for GTS Driver and Manufacturer championship point standings, scoring the win Saturday and a fourth-place finish in Round 12 on Sunday. The series would next head to Sonoma Raceway on August 26 for Round 13, and will wrap up the 14-round season on the streets of Houston on October 6.

LEMAY-ACM OFFERING PAVERS AGAIN

In response to many requests, LeMay—America's Car Museum, in Tacoma WA, has reinstated its "Pave the Way" personalized paver program (originally run during construction before their 2012 grand opening) through the end of the year. For a donation of \$100 or more, you can have a personalized granite paver permanently installed in the museum plaza. Pavers are available in a variety of sizes. Honor a loved one, promote your business, commemorate a special occasion or honor yourself. As a special incentive, if you buy a paver by September 30, you'll also

receive a laser-etched museum coffee mug. Call 877-902-8490 or order online at www.lemaymuseum.org.

BONHAMS RECORDS AT GOODWOOD

When Bonhams auction sold Fangio's F1 Mercedes-Benz W196 Grand Prix car for \$30.1 million at the UK's Goodwood Festival of Speed in July, the company achieved a new milestone: world records for no fewer than ten principal marques. A total of 63 collector cars sold for \$55.3 million total—the highest grossing automotive auction in Europe. The W196 becomes the single most valuable motor vehicle ever sold at auction, also setting a world auction marque record for Mercedes-Benz, and beating by some distance the previous world record of \$15.5 million set by a Ferrari in 2011. The sale also achieved a world auction marque record for Maserati at \$6.2 million, for a 1955 300S Sports-Racing Spider. Bonhams now holds the world records for the following marques at auction: Aston Martin (\$4.9m), Austin-Healey (\$1.3m), Bentley (\$7.7m), Jaguar (\$4.96m), Lagonda (\$1.4m), Lotus (\$998,000), Maserati (\$6.2m), Mercedes-Benz (\$30.1m), Rolls-Royce (\$7.2m) and Talbot-Lago (\$4.85m). The sale took place before a packed audience of more than 1,000, with bidders from 32 countries. ■

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DOUBLE C DOUBLE D

Crew cab diesel dually
(not so much a daily driver,
but man, it can carry.)

By Joe Sage

When we are delivered a vehicle for evaluation, we don't always have a tailor-made mission on the schedule. It would be nice, for example, to have a 1000-mile road rally scheduled when a new Porsche is delivered. Or for this RAM 3500 dually, we might have wished we had a herd of cattle that we needed to move from Mexico to the high plains.

But we didn't. This hugely capable truck was largely relegated to typical around-town duty, which may be a waste of its full potential, but is still not a bad way to get a feel for things. Rest assured, most people who do buy this truck will indeed have something fairly specific—and fairly challenging—on their agenda.

Which brings up an interesting point. When posted on social media, this truck drew a response from a few people who seemed to think someone would only buy such a rig to overcompensate for some kind of personal shortcoming. We're not going to say this never, ever happens with big, fast, showy or powerful vehicles. But it would be a weak reason to drive this handful around all day, every day, if you didn't have a solid purpose for it. Purpose is this truck's whole reason for being.



If you check your mirrors, you'll find this ranch- or construction jobsite-ready truck just fits between urban lane stripes. • The spacious interior includes a huge console—big enough for a small briefcase and more—plus two generous dashboard glove boxes. • The operator's manual is refreshingly slim (there is also a more extensive version on DVD).

Some people posting on Facebook understood the truck and some did not. Many were restating the obvious (it's big). One didn't like the idea of a diesel powerplant. Some loved it. Some posts are entertaining, some annoying, some enlightening:

- *Big as a house.*
- *Has its own zipcode.*
- *Wow, the official upscale Bubba mobile!*
- *Beaucoup tires.*
- *I know it's cool, but I'd be embarrassed.*
- *More show than purpose? A form over function thing, I guess.*
- *For show... over-compensation...*
- *If I lived within a mile of you, I'd be ticked off every time you started that thing...*
- *I'm stumped. What's the purpose of the dual rear wheels for any farmer/rancher (if it's 4WD)?*
- *Stumped? A dually will pull a stump.*
- *You might have to let air out of the tires if you ever wanted to get it in your garage!*
- *I think I need one of these.*

Well, it's not 4WD. But on the ranch, on the jobsite or on the open road, a dually rig can carry more weight—in its bed or while towing. Fifth-wheel hookups for heavy farm and ranch stock trailers benefit from duallys. More wheels, with more contact area, spread the load.

It's definitely about function. Lots of people buy more routine full-size pickups, even if they don't truly need them, but fewer in-town folks would deal with a dually all day long just on a whim.

Our RAM 3500 Laramie Crew Cab 4x2 dually had a base price of \$44,500 and was out the door for \$62,520. The single biggest add-on was the 6.7-liter Cummins turbo diesel (\$7795). The entire dually package cost just \$1200—pretty amazing when you consider what you could spend for just two tires on some vehicles. Our truck came with remote start for \$200 (perfect for those subzero mornings). Our truck was lacking only one thing—four-wheel drive—so subzero mornings aren't as likely for this one, but remote start could also be handy on 122-degree Valley afternoons.

The RAM 3500 has a GCWR of 25,000 pounds and tow capacity of 30,000. That's more than you really need to run to the corner for a sandwich, yet sometimes that's exactly what we used it for.

We did not set out to formally test fuel econo-

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The big dually dominates a local street without even trying. • A trailer brake power control and DEF urea fluid gauge are typical of the truck's clear and effective instruments. • The satellite antenna staggers the cab clearance lights—a combination of space age tech and conventional trucking that may sum up the whole feel of this modern workhorse.

my, but after about 90 miles of general daily errands, we had used just over 1/4 tank of fuel. Specifications were ambiguous: this either has a 28- or 32-gallon tank. This would indicate either 12.85 or 11.25 MPG and a 360-mile range, but this had been based on guesstimated mileage (we hadn't noted our precise starting mileage). We managed to find out that starting mileage, then eyeballed the gauge again at about a half tank, which was an accurate 135 miles. This time, our fuel mileage was either 9.64 or 8.44 MPG, and range would be about 270 miles. Obviously, we were not hypermiling (nor were we trying).

This truck has a distinct personality. It's long, it's wide, it's capable. You feel the torque immediately. You know from its diesel growl that it would be happiest towing a 12-horse trailer or a front end loader up I-17. There is zero doubt that this truck can handle those jobs.

The big RAM 3500 dually looks like a handful, but it handles beautifully. This is not our first rodeo—we've driven many a big pickup—but we had no trouble adjusting to the extra girth of the dually setup, or to the maximum length of a crew cab plus full eight-foot bed (21 feet 7.4 inches on a 169.4-inch wheelbase). And all this in town.

Earlier this year, we called the Lexus LS long wheelbase sedan "king of the road." The Audi A8L brought the same phrase to mind a month or two later. Now all we can do is shake our heads and smile as we indisputably think the exact same thing behind the wheel of this regal beast.

There is certainly no substitute for the grunt, the torque, the grip, the acceleration of a diesel, and this truck has it in spades.

As for the Facebook comment about not wanting to live within a mile when we fire it up, we're not sure whether he thought it would be smelly, or noisy, but it's neither. This is 400-plus cubic inches of 21st century clean diesel all the way.

Under acceleration, we had some very minor drivetrain chatter or wheel hop from the back, as the twin wheels test their grip in certain situations. It's pretty negligible, just a dually thing.

We did note that the brakes did not always feel as strong as the acceleration.

The owner's manual demands a cool-down period when you park, for the sake of the turbo. An idling chart dictates that after an uphill grade, you should wait 5 minutes before shutting down.

With no load on a cool day, less than a minute. After stop-and-go driving with a medium load, a full minute. If you've been driving at highway speeds, with a medium load, in what Michiganders might consider "warm" temperatures, idle for 2 minutes. After city traffic, with maximum load and warm temps, 3 minutes. (In our extreme summer temperatures, presumably a little longer, though at some point ambient heat takes over.) This life-extending engine behavior takes some discipline, but it'd be a good habit to develop. You can always sit and check your email. Or just kick back with the truck's Alpine sound system.

As with other Chrysler Group products we've driven lately, the audio is outstanding. This truck has a 506-watt Alpine system with 9 speakers and subwoofer. We equalized it readily, and it had plenty more headroom. It was the 4th of July, we had Michigan plates and Bob Seger on satellite—the experience was complete.

Other controls are intuitive and quick (though those in the touchscreen sometimes require your visual focus for a moment). Climate control primarily uses a physical knob that lets you control all fundamentals without a glance. The binnacle contains a well-executed combination of analog needles and contextual digital gauges.

Seats are ventilated (but not chilled). Small fans in the seat cushion draw air from the passenger compartment through fine perforations, to help keep the driver and front passenger cooler in high ambient temps. We checked this on a 110-degree day, figuring if we have a high ambient temperature in the cab it was not going to do too much, but it turns out that it feels pretty good.

The crew cab is so spacious, we figure you could utilize the interior as fully as a typical large SUV for most things (to the point that we wish the rear seats folded down into a flat floor area). Either way, there's still that full eight-foot bed waiting out back.

With as many comforts and as much power assistance as any modern vehicle has, it has to be a special challenge to engineer something like this big huge truck to feel like the big huge truck it is, for the driver who wouldn't have it any other way, while still keeping it manageable—in fact downright enjoyable—for anybody else who might end up driving it. That careful balance has been perfectly struck here.

A dually's a dually, but overall for our week with it we never really encountered any particular problems with its width. Once in awhile, we would have the urge to check both lane stripes in the mirror (carefully, since we were running so tight, heading down the road). On one high-speed

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freeway exit, we encountered a utility-box work truck parked two-thirds on the gravel but one-third in our righthand lane. Fortunately, the left lane was open, so we were able to swing over a little bit, but otherwise it would have required coming to a sudden and complete stop. A dually's a dually, and that's how it all worked out, just fine.

On a typical day of local errands, doing a U-turn to get into a parking lot space, we noted how incredibly maneuverable the truck really is. We were curious—as we always are—what the turning circle is. It seemed so good, we didn't know whether this was just a matter of expectations, or actually a tremendous number. And surely the dually width impacts the final fit, too.

Checking the turning circle on a beast like this one may seem as silly as checking the fuel economy on a Bugatti or the 0-to-60 on a Prius—it's just not why you buy 'em. But this truck's maneuverability had us curious. You can configure your RAM pickup a great many ways—regular, extended, crew or Mega cab; short or long bed; different engines; 1500-2500-3500 or chassis duty levels; two- or four-wheel drive. You can add the dually option to some. Against our common benchmarks of MINI or Jeep Grand Cherokee in the lower- and upper-mid 30s, the RAM is in a different league. A regular cab 4X4 has the smallest turning circle,

at 41.6 feet (smaller than the 2WD at 45.1, surprisingly). A long-box Crew Cab 4X4 hits 49.2 feet, while our 2WD turns in 53.2 feet. There is no spec given with the addition of dually wheels, but you get the idea. The numbers may suggest a challenge, but the actual driving experience is a refreshingly different story.

There's no question that a truck like this would be happiest living on a free-range ranch or tackling an industrial construction site.

At the higher end of the overall scale of pickups, this RAM 3500 dually costs more and takes up more space, but it does more. Social media skeptics aside, if someone buys this truck, it's not to overcompensate or stoke their ego. It's surely to accomplish a task. If they drive it all the time, it's also likely not to show off around town; it's likely because this one vehicle is for their core needs and taps out their budget. All business.

This big diesel dually is the direct opposite of a frivolous purchase. If you need this as a tool, you know who you are. Can this be someone's daily driver, as well? Indeed it can. Between the spacious cab and its clean but refined appointments, a solid sound system, and power and handling that are surprisingly easy to master in town, this truck will never let you down. ■

More power, open top, two seats... more sport

By Joe Sage

MINI's lineup just grows and grows. BMW brought the brand itself back to life in 2001 as a sort of fanciful revisiting of Britain's quirky automotive heyday. Since then, MINI has shown one even quirkier concept after another at the major shows—as most companies do—but they keep doing one thing differently from most: they bring these concepts to life, to actual production. Thus this small company with the small car now has at least seven different models—including the original MINI hardtop; its direct offshoot convertible; the slightly longer Clubman, with its swinging double rear doors; the gnarly all-wheel-drive Countryman; the sleek and slope-roofed Paceman; the funny little two-seat Coupe with its funny little helmet roof... and now the Roadster, which is that little two-seater with its funny little roof replaced by a ragtop. There are even more versions if you use all-wheel drive as a multiplier where available, and more still when you multiply by the more potent John Cooper Works versions. What we have here today is their latest model, the Roadster, in a John Cooper Works edition.

The MINI Roadster lineup

Among the Roadster itself, there are three: the basic MINI Cooper Roadster, the MINI Cooper S Roadster and the MINI John Cooper Works Roadster, which is the one we are driving here.

They all have 1.6-liter four-cylinder engines, but those vary. The base Roadster uses it normally aspirated and with BMW Group's Valvetronic technology. That engine is rated at 121 hp and 114 lb-ft of torque, can hit 0-to-60 in 8.7 seconds and has a top speed of 124 mph. The Cooper S Roadster adds twin-scroll turbocharging, which ups the power to 181 hp with 177 lb-ft, drops acceleration time to 6.7 seconds and boosts top speed to 141 mph. Go all the way, with the JCW version, and your twin-scroll turbocharged four-banger is modified with a range of tech details derived from motorsports, now hitting 208 hp, 192 lb-ft of torque, a 0-to-60 time of 6.3 seconds and a top speed of 147 mph. The biggest gain in specs is from base to Cooper S, while prices climb at a different ratio—at \$25,550, \$28,550 and \$35,700 respectively for the base, Cooper S and JCW Roadsters. This means going from base to S gives you a 49.6 percent horsepower increase for just an 11.7 percent rise in price. Moving from S to JCW involves another 25 percent price hike, but deliv-

ers only a 14.9 percent power gain. It's enough to suggest looking carefully at the Cooper S Roadster before moving to the John Cooper Works.

But we *are* here today to move to the John Cooper Works—specifically the round-number-\$40,000 JCW Roadster shown on these pages. The first thing that helped the price climb was the last thing we would have added: an automatic transmission for \$1250. Slightly more expensive was what the Monroney confusingly lists as two packages but prices as one \$1500 item (see sidebar). Checking against manufacturer specs or the consumer build site, this doesn't agree in name, content or price variables, but expect to throw \$1500-2000 at various electronic gotta-haves.

Features and controls

MINI has a near-keyless approach: stick the key in a hole next to the pushbutton start and then push the button, a two-step start that's less convenient than just using a key. Small side mirrors and a back mirror with a perfect view of the windshield between the seat backs add up to limited rear visibility. (And the windshield is an open mesh, so it may block the mirror, but not much wind.)

The MINI's trademark huge center-of-dash speedo surrounds a variety of readout options—range, distance to destination, arrival time, fuel consumption and more useful digital speed. The fuel gauge with its distinctive string of dots is stylish and useful, though ironically prominent in a car that doesn't require obsessing about fuel.

Every switch for everything looks the same, a cool look until you're using them, although tiny icons help. Switches on the upper windshield frame for the convertible top and rear spoiler also could benefit from better differentiation.

Sounds good...

We had said we wouldn't spend money to eliminate our usual preference, the manual transmission, but our logbook notes that "it shifts so well, we almost don't miss the manual we otherwise wish we had. The car makes nice aggressive shifts, though being an automatic it sometimes makes them regardless of what you're asking for, and some are borderline unwanted, although it does have a manumatic feature." As our time with the car continued, we liked this transmission quite well. It anticipates downshifts much better than most automatics, which would just lug as you slow down, and its sound effects are great.

Engine sound effects are equally great. Power bursts are strong, though we noted a lag at times when really punching it. As with any MINI, we



don't suffer any front-drive torque steer, though at times on both freeway and surface streets, it could dart to one side more than average. On the valley's competitive freeways, the car always had the power and maneuverability we summoned.

Suspension is very firm. We love a good road feel, but you can practically count every seam in the pavement. Its low profile tires contribute.

Logbook notes about convertible top operation were extensive, or at least heavily recurrent. There are some oddities in the controls, though if you own the car, you'll master them and never think about them again. But the odd angle and forceful push it takes to first split the top from the windshield frame will likely be forever.

Being a two-seater, the small soft top does have the benefit of not gobbling up any trunk space, and being a two-seater, it has a sizable trunk—enough to pack well for a good road trip. This single trunk approaches the utility of the two trunks in a Boxster, one of our benchmarks.

The JCW's sound effects gave us motoring joy repeatedly, to the point we'd keep the top down on the hottest of summer days (at least for a little while), just to catch its note. And on a very rainy day, it remained nice and snug.

We noted a paradox with our Roadster—as the logbook eloquently stated—"in which the car feels sportier than it might be, only because it's not as sporty as it might be; in other words, it feels a little clunky to sit in, compared with the sports car atmosphere of e.g. a Boxster, because that's pure sports car, while this could be any number of other models inside." Ultimately, the MINI JCW Roadster won't set the world on fire for performance, but it's a lot of fun, even with the automatic, if that's your preference. And it includes that distinctive MINI style and flavor. ■



MINI JCW ROADSTER

ENGINE1.6-liter 16-valve 4-cylinder
TRANSMISSION*...(standard): 6-spd manual*
POWERTRAINfront-wheel drive
POWER/TORQUE208 hp / 192 lb-ft (207 OB)
0-TO-60 MPH6.3 sec
BRAKES (FR/R)12.4" vent.disc/11.0" disc
MPG26/35/29 city/hwy/comb

WHEELBASE97.1 in
LENGTH146.8 in
HEIGHT54.5 in

BASE\$35,700

STANDARD: ABS, Corner Brake Control, Dynamic Traction Control, Electronic Differential Lock Control, four airbags incl side thoracic, personal lock/light settings, microfilter and recirc A/C, six-speaker AM-FM-CD-HD audio, Bluetooth-USB-iPod, one-touch windows, cargo area pass-through, active rear spoiler.

OPTIONS: Spice Orange Metallic\$500
*Steptronic automatic trans\$1250
17" alloy wheels, cross spk, blk\$100
MINI Connected with Nav Pack,
MINI Wired Package\$1500

DESTINATION\$795

TOTAL AS TESTED\$39,845

Hot Inaugural Event



Hot August Nights in Reno is one of the world's best-known classic car events, annually drawing hundreds of thousands of spectators and participants to northern Nevada for automotive and musical nostalgia, with top entertainers from the '50s, '60s and '70s, plus automotive events including Show-n-Shines, controlled cruises and more. (Hot August Nights itself is a non-profit organization.) This year, the week was rounded out by an expansion of the Barrett-Jackson auction calendar to include its first Reno-Tahoe event, also named Hot August Nights, held August 8-10 at the Reno-Sparks Convention Center.

SHOW-N-SHINE : BARRETT-JACKSON CUP

Participants in the Downtown Reno Show-n-Shine competed from Wednesday through Friday, August 7-9, for a \$40,000 total prize purse. Half that cash—along with the Barrett-Jackson Cup™ and a 430-hp LS3 Crate Engine donated by Chevrolet Performance—would go to an "Ultimate Best of Show."

Fifteen daily "Best of Show" finalists received a ribbon and a spot to compete in the finals on Saturday. These forty-five finalists were staged in the Downtown Reno Ballroom, where a Top Five were selected. Those five drove their vehicles onto the auction block during the inaugural Barrett-Jackson Hot August Nights Auction, where the ultimate winner was announced.

And on that hot August Saturday night, vehicle owner George Poteet from Collierville TN, builder Troy Trepanier from Manteno IL and Jack Trepanier, general manager of Rad Rides by Troy, were awarded the highly-regarded Barrett-Jackson Cup for their custom 1969 Ford Torino. The award was presented by Barrett-Jackson chairman and CEO Craig Jackson, Barrett-Jackson president Steve Davis and Nevada Governor Brian Sandoval.

Barrett-Jackson presented three bonus broadcast hours on Saturday on FUEL TV—a first—in addition to 16 hours of live coverage on SPEED. The Reno auction marks SPEED's last Barrett-Jackson broadcast, but the start of a new relationship with the FOX family of networks.

SNAKE & MONGOOSE

Barrett-Jackson partnered with the producers of upcoming movie *Snake & Mongoose* to showcase the famous Hot Wheels Yellow and Red Haulers and the 'Cuda and Duster Funny Cars raced by legendary drag racers Don "The Snake" Prudhomme and Tom "The Mongoose" McEwen—the first time these cars had been together outside California in 40 years and the first of many stops during a US tour, which will include a display at Barrett-Jackson Las Vegas, September 26-28, and ultimately leading up to the cars crossing the block at Barrett-Jackson's 43rd annual Scottsdale Auction, January 12-16, 2014.

The producers of the movie also hosted a star-studded, red carpet premiere of the movie at the Century Sierra Summit in Reno.

BARRETT-JACKSON AUCTION RESULTS

With 40,000 in attendance (including worldwide live bidding), the auction generated over \$14.2 million in sales of a solid mix of rare, high-end collectible vehicles, exotics, customs, classics, hot rods and resto-mods. The top five sales were:

- LOT #3002** 2014 Shelby GT500 Convertible (sold for charity)*\$500,000
- LOT #719** 1963 Chevrolet Corvette Convertible\$192,000
- LOT #702.1** 1950 Jaguar XK 120 2 Door Roadster\$178,200
- LOT #724** 1968 Shelby GT500 E Continuation Fastback\$165,000
- LOT #730** 1957 Chevrolet Corvette Convertible\$148,500

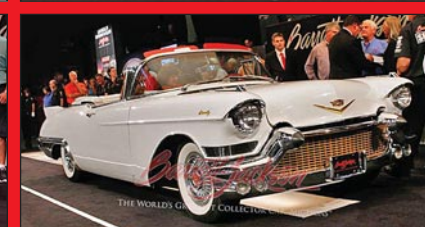
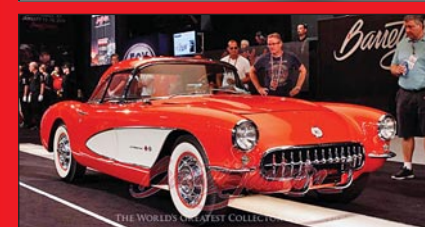
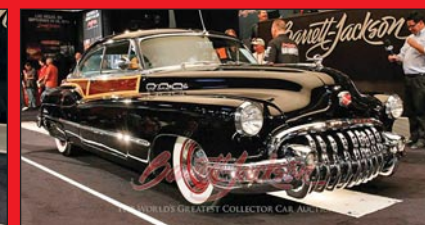
Philanthropy is always a big part of a Barrett-Jackson event, and in Reno they helped raise \$620,000 for national charitable organizations, bringing the total amount raised to-date to over \$55.9 million. Two charitable vehicles were sold during the auction, including the first 2014 Cadillac CTS V-Sport 4 Door Sedan (Lot #3001)—which sold on Friday for \$120,000 and benefitted the SAE Foundation—and the last retail 2014 Ford Shelby GT500 Convertible (Lot #3002)—a one-of-a-kind vehicle which sold on Saturday for \$500,000, benefiting the Brain Injury Association of America.

"Our inaugural Hot August Nights Auction Presented by Barrett-Jackson marks a historic partnership between two of the most recognized names in the classic and collector car industry," said Steve Davis. "We feel that it was the right move for our fans and enthusiasts, and we couldn't be more proud of the turnout. We're looking forward to coming back next year."

Next up is Barrett-Jackson's 6th Annual Las Vegas event. For more info, see page 32 of this issue or visit www.barrett-jackson.com. ■



(Left) Craig Jackson greets an enthusiastic crowd in Reno. (Right) Jack Trepanier accepts the award for Troy Trepanier, winner of Ultimate Best of Show for the Inaugural Barrett-Jackson Cup.



Lot # 3002	2014 SHELBY GT500 CONVERTIBLE*	\$ 500,000
*(All proceeds to benefit the Brain Injury Association of America)		
Lot # 719	1963 CHEVROLET CORVETTE CONVERTIBLE	\$ 192,000
Lot # 702.1	1950 JAGUAR XK 120 2 DOOR ROADSTER	\$ 178,200
Lot # 724	1968 SHELBY GT500 E CONTINUATION FASTBACK	\$ 165,000
Lot # 730	1957 CHEVROLET CORVETTE CONVERTIBLE	\$ 148,500
Lot # 7001	1949 FORD F-1 PICKUP	\$ 40,700
Lot # 389	1964 PONTIAC GTO 2 DOOR SEDAN	\$ 64,350
Lot # 82	1950 BUICK SUPER 8 CUSTOM 2 DOOR HARDTOP	\$ 33,000
Lot # 88	1968 DODGE CORONET R/T 2 DOOR COUPE	\$ 33,000
Lot # 727	1957 CADILLAC ELDORADO BIARRITZ CONVERTIBLE	\$ 110,000

ACCESSIBLE ULTRA LUXURY

BY JOE SAGE



When Hyundai introduced the Equus at the New York Auto Show in 2001, it seemed a leap of faith. The brand was just getting established in the US, and not as a luxury contender. The whole idea was pretty easy to dismiss. But let's not forget there was a time when people doubted that Toyota, Nissan and Honda could take on the high-end German brands—yet Lexus, Infiniti and Acura are so well established now, it's hard to even recall that mindset. It's now difficult to have that mindset with the Hyundai Equus, either.

We may not need to tell you all that. You've likely noticed that Hyundai today delivers a hot-selling, stellar product line over a wide range. Fit and finish have shot to the top over the past decade. Their style arguably leads or influences everyone from the Germans to the Japanese to Detroit.

What bears reminding is that at their highest end, Hyundai's lineup goes head to head against a \$90,000 or so flagship Audi, BMW, Lexus or Mercedes-Benz. And at about two-thirds the price.

The first Hyundai Equus was introduced in Korea in 1999, a front-wheel-driver designed and built in cooperation with Mitsubishi, available as a long-wheelbase limousine, also sold in China and the Middle East.

For 2003, the Equus was restyled, had a number of feature upgrades and received new Hyundai-built engines.

The Equus of today was new in 2009—restyled, significantly reengineered with rear-wheel drive, and sporting the 385-hp 4.6-liter V8 from the Hyundai Genesis. It was first brought to the rarified realm of Pebble Beach that summer, to face as top-tier an audience as any manufacturer could dare. In spring 2010, it was shown again at the New York show, then went on sale in the US.

On the one hand, it now seems to us as though the Equus has been around longer than this. At the same time, the styling still seems fully contemporary today—fresh and on top of the curve.

Hyundai is on a roll in the United States. Brand recognition is the highest it's ever been. Sales are hitting records by the year, by the

month, by market share—and inventory turnover is the second fastest in the industry (only Subaru beats this). By mid-July, sales of the small Hyundai Elantra were moving so fast, dealer inventory had dropped 26 percent, month-over-month—twice as fast as Cruze or Dart and six times as fast as Civic or Focus. And traditionally hot-selling Corolla's inventory had *increased* by 24 percent.

This leads to good news for the brand, though it impacts the customer differently: Hyundai's need to add sales incentives is the second lowest in the industry, and their average transaction price is increasing.

They love this, not only because it is money in the bank, but as solid affirmation of their strength as a mainstream player. But value has been a key part of the Korean makers' equation to date—both the purchase cost and the wonderful 10-year/100,000-mile drivetrain warranty—and we are always a little apprehensive that they may lose sight of this. Or perhaps it will no longer be a necessary factor and therefore is not a concern. It's definitely something to watch.

It does seem to bode well for a manufacturer trying to make inroads in the higher-dollar premium luxury segment.

Equus has had one curious point of individual branding through all of this: it has borne the Equus name only, not Hyundai (although it does currently bear the oval "H" logo). In line with this purposeful separation, The car is only sold at 400 dealerships who have an Equus "showroom within a showroom." Each of these dealers has a specialist on staff—what they call a "dedicated Equus premium ownership champion."

This champ will, in fact, come to you to give a demonstration—through a program they call "Your Time, Your Place." It's the same when it comes to service, with pickup and delivery of your vehicle and presentation of a loaner at your doorstep—their "At Your Service" program. This all comes with 3-year/36,000-mile no-cost maintenance.

To be successful, premium brands must rate much higher than average in dealer and service experience, so Hyundai has taken the bull by the horns with these programs.

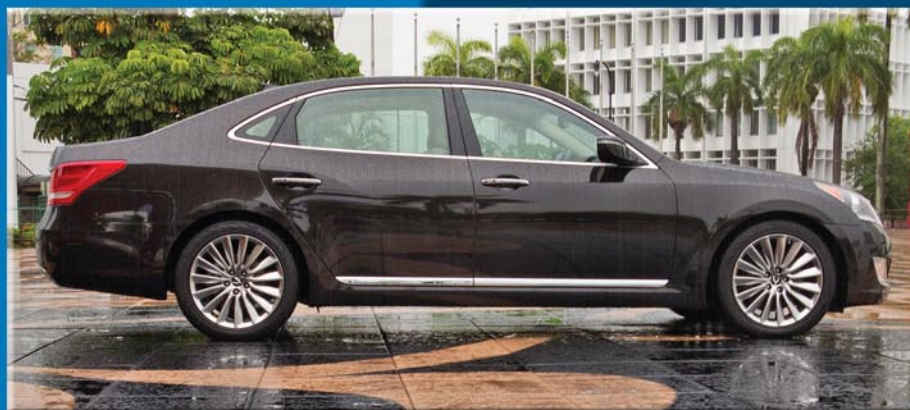
The result? In current 2013 JD Power Customer Service Index rankings, Equus is in first place, beating its nearest competitors Lexus, Cadillac and BMW by several percentage points.

KEEP RIGHT >>



	Hyundai Equus (2014)	Audi A8 4.0T (2014)	BMW 750i (2013)	Lexus LS 460 (2013)	Lexus LS 600h L (2013)	Mercedes-Benz S550 (2013)
Base price	\$61,000	\$83,900	\$87,300	\$71,990	\$119,910	\$95,000
Engine (L/V8)	5.0	4.0T	4.4T	4.6	5.0 hyb	4.7T
Transmission	8-spd	8-spd	8-spd	8-spd	CVT	7-spd
Drivetrain	RWD	AWD	RWD	*RWD	AWD	RWD
Horsepower	429	420	445	386	438	429
Torque (lb-ft)	376	444	480	367	385	516
MPG (hwy)	23	28	25	24	23	25
Fuel (prem/reg)	P/R	P	P	P	P	P
Weight (lb)	4553	4508	4575	4233	5159	4740
Overall length (in)	203.1	202.2	199.8	200.0	205.0	206.5
Wheelbase (in)	119.9	117.8	120.9	116.9	121.7	124.6
Turning circle (ft)	39.6	40.4	40.0	35.4	38.8	40.0
Interior vol (cu.ft.)	126.0	115.0	120.0	**na	**na	125.0
Cargo vol (cu.ft.)	16.7	13.2	17.7	18.0	10.1	16.4
Front legroom (in)	45.1	41.4	41.3	43.7	43.7	41.9
Rear legroom (in)	38.8	38.7	38.9	35.8	36.7	42.3
Warranty (yrs/K)	5/60	4/50	4/50	4/50	4/50	4/50
Drivetrain (yrs/K)	10/100	4/50	4/50	6/70	6/70	4/50

* Lexus LS 460 w/AWD specs vary. ** No Lexus interior volume info available.



The 2014 Equus is a mid-cycle refresh. Up front are a revised grille and fascia, while LED foglights have been added and superfluous chrome accents have been removed. Side mirrors have been restyled for better aerodynamics and a quieter ride, and new 19-inch wheels feature a distinctive turbine blade design. In back, there is another reduction in chrome, and LED taillamps are restyled. Rectilinear dual exhaust emphasizes the car's confident stance.

The Equus interior is completely reworked, and results are dramatic. An entirely new instrument panel houses a larger screen and generous 3-zone climate control vents. Steering wheel controls receive haptic feedback in the feature selection dial. Between the main binnacle dials is a 7-inch contextual TFT LCD display (twice its previous size).

Seating is spacious, front and rear, with a special emphasis in the front (see chart), and front seats are cooled. Nice. (If you think Arizona summer is hot, try a midsummer drive in south Florida. Well, actually, it was nice.)

Refer to our comparative chart, and you'll see a regal back seat, which also includes such features as four-way power lumbar support seats, power door closure and dual 9.2-inch displays. These are not just for entertainment—rear passengers can look up

information and even input some functions, another industry first. Rear ottomans have been eliminated—they were fun to show off, but studies showed nobody used them. Result: more room.

Safety features—which rate extremely high among reasons to buy in the premium segment—now include much-requested blind spot detection, as well as smart cruise and auto stop/start, all standard.

Hyundai BlueLink telematics are augmented by Assurance Connected Care— together delivering everything from music and navigation to remote engine start and stolen vehicle recovery.

Always welcome—and handy on a very rainy Miami day—is a heads-up display, with a wider than average range of colorful information—including the world's first inclusion of blind spot detection, as well as speed, turn-by-turn nav, smart cruise, lane departure and more—any of which can be turned on and off selectively.

Rear and side blind spot cameras combine information in a multi-view screen to show a 360-degree top view of your vehicle, priceless in tight parking situations.

Suspension includes comfort and sport modes, and Hyundai has made them each more distinct than is typical. They round out the system with a new snow mode that eases you into motion in second gear.

Some people are always going to buy the product that costs more, for their own reasons. A lot of it has to do with established brand image, which brings us to a quote we heard once and have never forgotten—that "brand is a substitute for knowledge." Know this: there is a lot of value in the Hyundai Equus, with or without considering its price advantage.

Equus is offered in two configurations: Signature and Ultimate. Priced at \$61,000 and \$68,000, respectively, these are very fully featured as is. The Ultimate model used to account for 10-15 percent of Equus sales, but they are expecting this to rise to 30 percent. Hyundai has done the math for us, comparably optioning Lexus LS 460, Mercedes-Benz S550 and BMW 750i models to align with standard Equus inclusions. When this is done, the Equus price advantage becomes, in round numbers, \$11-19,000 against the Lexus, \$34-37,000 against the S-Class and \$26-33,000 against the 7 Series. For premium shoppers, Equus is definitely worth a look. ■

Where the roads are dry and the cars are slick.



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Russian Roulette.



When is a cell phone a weapon? Whenever you drive a car and use one. It's that simple. And that deadly. Last year, nearly 6,000 fatalities and over half a million injuries were caused by distracted drivers. In fact, texting behind the wheel is so dangerous that it can impair a driver's response time by 18% - or the seconds it takes to miss a stop sign, run an intersection and broadside a family.

Whatever you have to say can wait. Unless it's goodbye.™



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SPECIAL EVENT : INAUGURAL ARIZONA CONCOURS D'ELEGANCE

INAUGURAL ARIZONA CONCOURS D'ELEGANCE WILL BEGIN AUCTION WEEK IN JANUARY

A world-class Concours d'Elegance has long been envisioned as a focal point for Arizona auction week every January, when all eyes in the collector car world turn to the Scottsdale/Phoenix area for its famous array of automobile auctions—Barrett-Jackson, Bonhams, Gooding & Company, RM Auctions, Russo and Steele, and Silver Auctions.

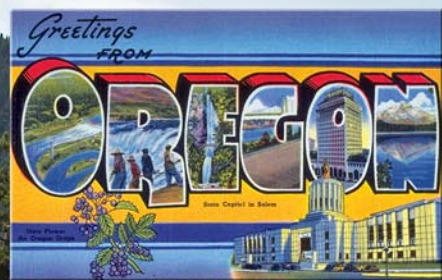
On January 12, 2014, the vision comes to life with the inaugural Arizona Concours d'Elegance.

Modeled after such stylish and luxurious concours as Pebble Beach in California and Villa d'Este in Italy, the Arizona event expects 75 exceptional automobiles, competing in classes from vintage and classic to sports, racing and exotics. The beautiful machines will be displayed in an intimate setting at the Frank Lloyd Wright-inspired Arizona Biltmore, which serves as host and partner of the Arizona Concours d'Elegance.

Spectators will be treated to the sights and sounds of the very highest order of concours competitions, while top judges pore over each entry to pick class winners, as well as a coveted Best of Show.

Proceeds from the Concours event will benefit local charity. Tickets will be available to the general public. To be placed on the mailing list, go to ArizonaConcours.com. ■





Versatility

BY JOE SAGE



Two statistics, straight away: Mercedes-Benz is number one in luxury sales in the US, and the E-Class represents 25 percent of their sales. If there's one thing you can be sure of, it's that they are going to do the E-Class right.

They are also going to do it comprehensively. As such, the E-Class is available variously as a sedan, coupe, wagon or cabriolet; with a gasoline or diesel or hybrid powertrain; with rear-wheel or 4MATIC all-wheel drive; with some available in Luxury or Sport trim; and in über potent AMG iterations, some as new S-Models. We flew to Portland to check out the new 2014 models.

Some of these had already been on sale for a few months; some were just shipping to showrooms as we arrived in Oregon (we happened to pass a loaded carrier earlier that day, on I-5 in Tacoma); and the rest will be arriving at dealers about the same time you read this, in September.

Specifically, if you wonder which 2014s you may have already seen, the gasoline sedan and wagon started arriving in April; the coupe, cabriolet and hybrid sedan in June; the AMG sedan and wagon in August; and the BlueTEC diesel will start arriving in September.

Household income for the typical E-Class buyer varies from \$187,000 a year for a coupe buyer, to \$352,000 for a wagon buyer. (For sedans, it's \$192,000; for cabriolets, \$263,000.) If that sounds like quite a range, it is, and if it sounds pretty healthy, we would agree.

We didn't notice the price so much on day one in Oregon, as our BlueTEC diesel 4MATIC had a base of \$53,900 and a total sticker of \$64,554. The biggest options on this were a Premium package with COMAND®, nav, voice control, audio upgrade, heated seats, power rear sunshade, rear camera and more; a parking assist package; a driver assistance package of electronic safety features we'll discuss; and a listed \$1234 destination charge. This car was a preproduction unit, so details may still change.

Our cabriolet made us look twice at price, though—out the door for \$81,615 (and this is final pricing). This was the E550 (there's also an E350 for \$7100 less). And it was full of add-ons—pretty much all that was on that BlueTEC, plus wood/leather steering wheel, ventilated front seats, keyless entry/start, rear deck spoiler, sport pedals and contoured seats. (Destination was \$925 on this one.)

Eighty-one-plus is a fair chunk of change, but we'd have to admit we completely loved our day

in the E550 cabriolet. We could have swapped off for anything else in the lineup, for our return drive from the Oregon coast to Portland, but it was an easy decision to hang onto that key and use this beauty for the round trip. (We kept the top down, too, despite about a 30-degree drop in temps from Portland to the ocean on our westbound run, to about 55, and despite of course being acclimated to August Arizona-style. It was too much fun—plus we had AirScarf and AirCap features, as well as heated seats, if things got tough. They didn't.)

The 2014 models are still the W212 generation—but E-Class product manager Dave Larsen avoids saying “mid-cycle refresh,” calling this instead “clearly a redesign.” The new cars can be quickly identified by their headlamps, which have merged multiple units into one, with LED daytime running lights (and a full-LED unit as an option). The popular Sport version of the sedan has a more aggressive fascia with a prominent three-pointed star in the center of the grille—as on the newest SL, CLS, CLA and other models—moved down from the hood. The Luxury sedan's hood-mounted emblem and grille remain much as before, though its headlamps and fascia are updated. The coupe and cabriolet already had this sportier grille-with-star, though the 2014 model is distinguished by a change from two bars to one across the grille (as well as similar headlight and fascia updates). There are new wheel options, and all models receive new LED taillamps.

A way to quickly spot just the new sedans and wagons is by a rework of sheetmetal on their rear doors, with a crease running straight forward from the taillights and blending into that door, rather than forming the aggressive ponton that used to emphasize the rear wheels. On coupes and cabriolets, that ponton (which we liked—and which evokes the whole history of E-Class) remains.

Interiors look and feel familiar, but are revised overall, with a new steering wheel, updated buttons, gauges and vents, and an analog clock atop the center stack. (It's a small but smart move—we benefit from having a clock that's easily distinguished from all the operational digital readouts.)

Diesel is a Mercedes-Benz forte, with their BlueTEC models outselling any of their nearest competitors (BMW, Porsche, Audi) roughly threefold. BlueTEC is available in their E-Class and S-Class passenger cars and in GL, GLK and M-Class utilities. A few years ago, buying diesel was a win-win inasmuch as the fuel cost less and your MPG would be better, although its lower-volume technology tended to make the purchase price higher. Then, about five years ago, diesel pump prices flipped the equation and climbed higher

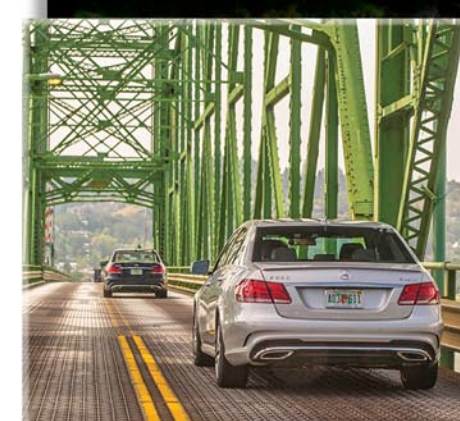


Day one took us from PDX airport north across the Columbia River into Washington state, then east along the river on state highway 14, over a few bridges and through a few tunnels (lower right), then across the Hood River Bridge (bottom right) to Hood River, Oregon. From there we headed inland to the high country highways looping around Mt Hood (facing page). • On day two, we drove west from Portland, across the coastal mountains to the Pacific Ocean. The route included one of the finest roads we've ever driven (above)—miles and miles of smooth pavement, curvy and hilly, with the power of the E550 Cabriolet on tap. It was so narrow, we weren't sure whether it was a one-way road, until we noticed a few pavement markings facing in both directions. But one key note of caution on this stretch—fast, fully laden oncoming logging trucks.



than gasoline—partly from overall fuel price volatility at the time and partly from the welcome changeover to ultra-low-sulfur “clean diesel”—but at least fuel mileage was still better, though the vehicles still tended to cost more. Now, diesel prices are about the same as the lower end of premium gasoline. And fuel mileage is still an advantage. (Our BlueTEC at this event was pre-production, so did not have EPA ratings yet. They optimistically read as 99-99-99 on its Monroney, clearly stamped over with “not final.”) But here's a surprise twist: the Mercedes-Benz E250 BlueTEC diesel is now the least expensive E-Class.

Last year's BlueTEC E-Class was a six-cylinder E350, but this year there is big news: an E250 BlueTEC with an entirely new four-cylinder diesel powerplant. Take the traditional 20-40 percent fuel savings of a diesel over a comparable gasoline engine, multiply by the savings of a potent and efficient new four-cylinder over a six-cylinder—a huge industry trend, regardless of fuel—and we have a recipe for the purchase-pump-mileage



KEEP RIGHT >>

trifecta—a “formula for best-in-class diesel,” as Dave Larsen puts it.

Consumers are rapidly learning that engine torque is at least as important as the horsepower numbers everyone focused on for decades. The new four-cylinder BlueTEC diesel in the E250 delivers 195 horsepower and 369 lb-ft of torque—“V8 torque,” all available from an incredibly low 1800 rpm. Dig in, and rock and roll.

Speaking of fuel economy, there is also an E400 Hybrid sedan. Its fuel economy is about the same as the prior V6 diesel, or even a little less. And it costs more than the diesel—\$5300 more in rear-wheel-drive (the only way the hybrid comes), or \$2800 more than even the upgraded BlueTEC 4MATIC all-wheel-drive version. To us, this makes the diesel a win-win-win... better price, better fuel economy, and available 4MATIC. The hybrid’s horsepower is 302—higher than the diesel—but its torque is lower: 273 lb-ft. Add 27 hp and 184 lb-ft, respectively, when the electric is participating (which varies), and it may or may not at times be competitive with the diesel’s full-range grunt. If fuel economy and range are your goals, decide first whether you want 4MATIC. And check your budget. If those are not factors, then drive them

both. (We did not have a chance to drive the hybrid at this launch event. But we drove the diesel all day, along the Columbia River and through Mt Hood National Forest, and loved it.)

Speaking still of horsepower and torque, the lineup is not complete without its AMG versions. As it has been for the past couple of years, the new AMG is built entirely by AMG, and it again comes with just one engine—which, despite being badged as E63 is a 5.5-liter biturbo V8. No need to quibble about whether those numbers align—the E63 AMG (all are 4MATICs) delivers 550 hp (and 531 lb-ft), or in new S-Model trim (an option on the AMG sedan and the only form of the AMG wagon) 577 hp and 590 lb-ft of torque. Zero-to-60 times are 3.5 seconds, or 3.6 for the non-S-Model RWD sedan. As Larsen says, the E63 AMG delivers “supercar performance—and you can take four of your best friends with you.”

The S-Model is new this year, and to a degree it echoes an industry trend, or at least a German industry trend. You can get an S-Line Audi—mostly a style and feature upgrade, not to be confused with their actual S or RS performance models—and you can get various M add-ons for BMW—also no match for an actual M. Mercedes-Benz is

introducing the S-Model in the new E-Class, for now just in two of three AMG models—and applied to these, it’s obviously not just a mimic of performance models. It does include a bump in power, so for Mercedes it’s not just about style. Its boost comes from modifications to the engine management system, increased peak injection pressure and a hike in maximum biturbo boost pressure. Both AMG S-Models are paired with 4MATIC all-wheel drive—a win-win by our standards, if you can swing the cost of entry—coming in \$7 grand higher than the rear-drive non-S AMG sedan, plus another \$2600 for the wagon, which tops the E-Class range at a base price over \$100k (\$48,770 higher than the standard E350 wagon).

One place the E-Class lineup really demonstrates its value is in electronics and advanced safety features. Because it represents such volume, it’s a great platform for the introduction of all the latest—as we had experienced four years earlier at the launch of this generation (see July/August 2009). A 2014 S-Class was introduced just a couple of months prior to our Oregon event, and it’s a good thing it got a head start, because for many dollars less, the E-Class really starts to close the gap in this department. While not bumping its

head on the S, you can expect the E-Class to pretty well lead the industry in new features, even as the competition’s followup time gets tighter.

Collectively known as Intelligent Drive, there are over 30 systems in the car, of which eleven are all-new or newly enhanced for 2014. If the car seems as though it’s coming to life, it’s close. “We’ve given the vehicle senses,” says Larsen.

Probably their proudest new achievement—the one they showed us immediately, in the airport parking lot, before we hit the road—is a new stereo multipurpose camera (see inset at left), with which the car “almost sees in 6D,” as they put it. It combines long-range radar, short-range radar, ultrasonic sensors, rear view cameras, surround cameras and multi-mode rear radar. Signals can be bounced below the car in front of you, giving the car an important advantage by factoring in what the person two cars up may be doing. With this optional system in place, the car can identify other cars, pedestrians and cyclists, then factor in their direction of travel and their speed. Vectoring all that information for you—in some ways as complex as docking a spacecraft to the International Space Station—the car will sometimes autonomously brake, if conditions warrant it.

Other systems include Distronic Plus, which now adds Steering Assist, so if you start to wander out of your marked lane, the car will actively correct this, rather than just vibrate as in the past. This works on straight roads and gentle bends, but not indefinitely—our attempts to do a look-no-hands demo worked great but only relatively briefly. PRE-SAFE Brake with Pedestrian Detection still boosts your brake pressure at the first sign of trouble, in preparation for a sudden stop, but can now actively fully stop you in certain conditions. Brake Assist Plus adds lateral reading of cross traffic. In an exceedingly courteous—and of course safe—vein, if you are going to be rear-ended while stopped, the car will apply more brake pressure, to try to keep you grounded rather than be pushed into a car or pedestrian in front of you. Attention Assist adds more levels of warning as it detects you’re drowsy, plus integrates with nav to let you know where a handy rest area is.

Active driver types always have an obvious question: is the car starting to drive *FOR* me? The answer is that all systems have been excruciatingly carefully engineered with thresholds that “know that you know better”—but can be ready to intervene if your skills seriously lapse.

The lineup covers quite a spread, and prices do, as well. E-Class of course falls between the entry-lux C-Class and flagship S-Class, which have base prices of \$35,800 and \$92,350, respectively. That’s quite a gap to fill (although there are



You could be forgiven for thinking all the E-Class models you see on the road comprise more than one lineup. Basic body forms include the Cabriolet (facing page), Sedan (red, above), Coupe (center right) and Wagon (bottom right). The AMG performance treatment can be had in sedan or wagon form (black car, front shot, lower right). • The interior is essentially the same on all. • Note that the sheetmetal retains its ponton, the pronounced haunch over the rear wheels, on the cabriolet and coupe, while this has been straightened out on the sedan and wagon. • Models with the new stereo camera feature can be spotted by dual openings astride the rear-view mirror (inset, facing page).



CLA, CLS and CL coupes, plus roadsters, plus SUVs also in the mix)—so it’s no surprise that you can find your E-Class just about anywhere in between. A base E-Class is about where you’d expect it: \$51,900. The best surprise is that the advanced technology and fuel-saving advantages of the E250 BlueTEC diesel are now actually coming in lowest of all, at \$51,400—a serious win-win breakthrough in this category.

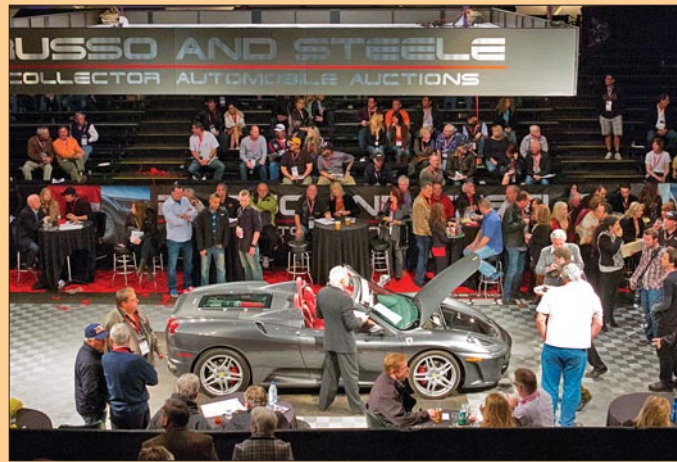
Not counting the AMG models—always in a stratospheric realm of their own—the top E-Class sedan is an all-wheel-drive E550 Sport 4MATIC, at \$61,400 base. The E550 Cabriolet (rear-wheel-drive) tops that, at \$67,300.

As for the AMGs, they run \$92,770 for an E63 4MATIC sedan—or \$99,770 for an S-Model of that—up to \$102,370 as the base price for an E63 AMG S-Model 4MATIC wagon. That’s right, this E-Class costs some \$10 grand more than a base S-Class, but it is an AMG.

One reminder: although the top-top E-Class overall is a wagon—the AMG—a corresponding non-AMG wagon comes in lower than the top sedan, because though a 4MATIC, it’s an E350.

The one hybrid falls right in the middle of the non-AMG range: an E400 HYBRID Sport (rear-wheel-drive) has a base price of \$56,700. ■





Photos: Larry Edsall

Photos: Joe Sage

Photo: Ryan Bernstein (1)

The 6th Annual Barrett-Jackson Las Vegas Auction

Mandalay Bay Resort & Casino Event Center
Thursday-Saturday, September 26-28, 2013

Barrett-Jackson has been lovin' Nevada enough to add a new, second auction to the state this year—their first Hot August Nights in Reno. Their Las Vegas event, meanwhile, enters its sixth year just a month and a half later. (In between the two, Barrett-Jackson will host their second annual Cars & Coffee event in Monterey, during the huge weeklong convergence of auctions, shows and races there and in Pebble Beach in mid-August.)

Hundreds of classics, Hot Rods, Resto-Mods and muscle cars are set to take center stage at the Mandalay Bay Resort and Casino Event Center from Thursday to Saturday, September 26-28. Three days of auction action include exhibitor and sponsor activities for visitors of all ages.

Barrett-Jackson Week in Las Vegas officially kicks off with the 6th Annual Cruise-In for Las Vegas-area automotive enthusiasts on Sunday, September 21, from 10am-2pm at Gaudin Ford. On Wednesday, the Barrett-Jackson Road Rally gathers at the Convention Center at 2:00pm, then heads down the Strip at 3pm. An invitation-only opening night party also gets the ball rolling.

On Thursday, Friday and Saturday, gates open at 8am, giving enough time to visit the vendors and get a great seat before the automobilia auction starts, followed by the collector car auction, all day and into the night each day.

Ride'N'Drives will be presented all three days by both Ford and GM, and Meguiar's will have several seminars each day on the finer points of car care.

Thursday and Friday will have live coverage on FOX Sports, and Saturday will have live coverage on National Geographic Channel.

Tickets are \$17 per day, or \$45 for all three days (plus taxes and fees). For complete details, visit online at: www.barrett-jackson.com

The 1st Annual Russo and Steele Las Vegas Auction

New Tropicana Hotel Las Vegas
Thursday-Saturday, September 26-28, 2013

Rolling straight out of late August in Monterey, Russo and Steele heads to Las Vegas for their first annual auction in this location, held in the same time slot as Barrett-Jackson, and just a block or two away.

Russo and Steele's expansion to include Las Vegas was announced during their Arizona auction last January, at the same time they announced another new auction in Newport Beach, California, which was held in June. This brings Russo and Steele to four auctions annually, double what they have run the past few years.

"Scottsdale and Monterey have matured to what we feel exemplifies the Russo and Steele experience," says auction owner Drew Alcazar. "Adding these two new auction events to our mix is a natural progression in our evolution."

Russo and Steele's Las Vegas auction will use its trademark interactive auction-in-the-round format, where buyers can be right on the floor with the cars and auctioneers—rather than cars isolated on a stage. This ground level auction arena, surrounded by elevated 360-degree platform seating, creates a boxing ring or coliseum atmosphere that focuses on the action.

The three-day Russo and Steele event will offer their trademark mix of collectable European sports, American muscle, hot rods and customs, both with and without reserve, during two full days of auction.

There is no general admission on Thursday. A free preview starts at 10am on both Friday and Saturday, with the auction starting at 3pm. General admission tickets for entry after 5pm are \$20 on Friday and the same on Saturday.

Russo and Steele Las Vegas is held at the new Tropicana, 3801 Las Vegas Blvd South, Las Vegas, NV 89109. For more info: russoandsteele.com

Arizona International Auto Show: Thanksgiving Weekend

Phoenix Convention Center
Thanksgiving Weekend: Nov 28 - Dec 1, 2013

The 2014-model Arizona International Auto Show rolls into town with hundreds of the latest cars, trucks, crossovers and more. Showgoers are invited to check out the newest rides, sit behind the wheel, experience the latest in-car technology and even take a test drive—right at the show. From car buffs to consumers, the show will feature a dazzling collection of high-end luxury cars, plug-in electric vehicles, family fun and much more.

Manufacturers' representatives will be on hand to answer questions and provide information. The Arizona International Auto Show is owned and presented by the Valley Auto Dealers Association and produced by Motor Trend Auto Shows, LLC, the nation's largest auto show producer.

DATES AND TIMES:

Thursday, Nov 28 (Thanksgiving)9am-7pm
Friday, November 299am-9pm
Saturday, November 309am-9pm
Sunday, December 19am-7pm

LOCATION: Phoenix Convention Center
100 N 3rd Street, Phoenix AZ 85004

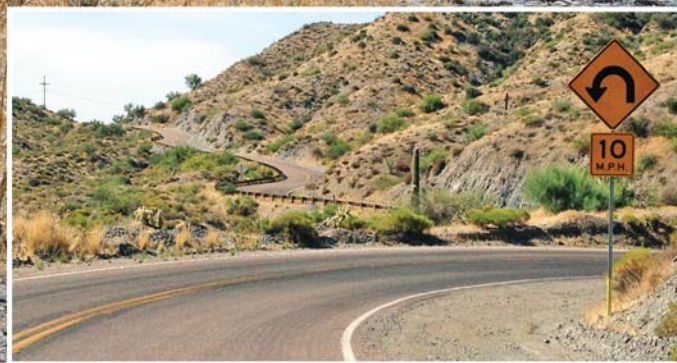
TICKETS:

Adults\$10
Seniors (62 and older)\$ 6
Military with DOD ID\$ 6
Children (7-12)\$ 6
Children 6 and youngerfree

ADVANCE E-TICKETS: www.AutoShowPhoenix.com

daily driver or weekend warrior: this Jeep knows no limits.

BY JOE SAGE



We seem to have the same experience every time we get our hands on a Jeep Wrangler. We like it from the first moment we get in, and we like driving it from the first moment its rugged wheels start turning. It's as though there are no bad Wranglers. They seem so well thought out, so perfectly assembled, and most of all conceived and executed by people whose genuine enthusiasm and interest in the brand show through in every detail. The mark of the Jeep team is everywhere.

The Wrangler at hand is a special trim, the Moab Edition. As we got close to delivery, we had looked it up so we could pop a photo on social media and on the "upcoming" page of our prior issue. And from that photo, we had visualized and basically expected a white, 4-door (Wrangler Unlimited) hardtop. Surprise. We received what you see here: a screamin' Gecko Green Pearl Coat two-door ragtop. As with the Sahara, Rubicon, Freedom Edition and other versions, it turns out the Moab Edition is available every which way.

The Wrangler works its way up from a Sport model through a Sport S and Sahara, to the Moab Edition, successively adding features. Or from the Sahara you can branch up to the Freedom Edition, adding different features. Or you can choose the Jeep Wrangler Rubicon, which until Moab has been the top model. (Moab comes in at a base price about \$2400 higher than Rubicon, although you can still get a Rubicon 10th Anniversary Edition at \$3000 higher than Moab.)

They're well equipped throughout the lineup. All models are powered by the same 285-hp Pentastar 3.6L V6 with 260 lb-ft of trail-tackling torque. A 6-speed manual transmission is standard, with a 5-speed automatic available—as our sample here had. Working up the lineup brings larger wheels with more stylish (though always rugged) finishes, a few upgraded interior touches at the Sport S level, and by Sahara you'll be driving away with embroidered seats (standard cloth or available leather), body-color fender flares and the option of a body-color hard top, upgraded 368-watt Alpine seven-speaker audio and more.

Our Moab Edition has the same Command-Trac part-time (shift between 2WD and 4WD) transfer case as Sport and Sahara models, with a 2.72:1 low ratio, as opposed to the Rubicon's Rock-Track at 4.0:1. (Moab, Utah, is not for the timid, nor is this Jeep, but if you are maximally serious about your off-road challenges, you may still want to compare the Rubicon, which has several more duty-specific features.)

Other add-ons are part function and part fun, such as an available locking rear differential for tough trails, Mopar fuel filler door and tail lamp guards, and 17-inch semi-gloss black wheels from

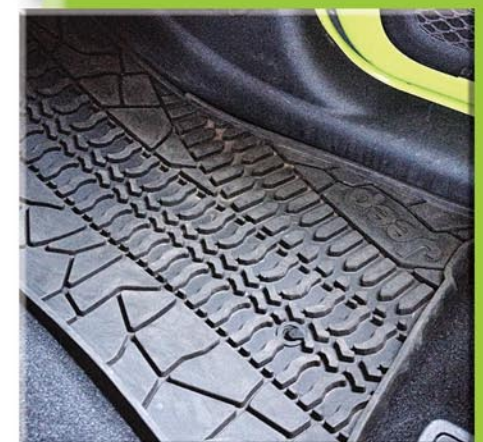


the Rubicon. Heated leather seats with accent stitching are standard, and the interior reminds you of red rock glory with "Moab" grab bar, vent rings and door pulls. Especially Jeep-like rubber floor mats are also included, as is an expanded electronic connectivity group of features.

Electronics in the windshield frame are in the shape of the famous Jeep grille and headlights, while floor mats have an off-road tire tread pattern. The Jeep team puts its Jeep heart and soul into each and every piece of the Wrangler—a 100 percent dedicated branding effort you will always appreciate.

We took a couple of serious excursions into the farther reaches of the northeast Valley—once out Seven Springs Road, where we could negotiate tight, paved hairpins at cruising speed. We then wandered off on what anybody anywhere could only rightly call Jeep trails into the upper wilds. This included serious climbs and serious cliffs, rocks and ruts and tight, tight turns. It pretty much goes without saying that our two-door Wrangler took everything this drive could dish out and only wanted more. A second drive brought us to a bit of an off-road park area, some of it de facto. This area had fewer jagged boulders than the first, but more extreme bumps and rolls, tight pirouettes around and between boulders and trees, and a few spots that seemed borderline impossible. But we knew better than to even think that, and the Wrangler again did it all.

We know the Jeep is supremely off-road capable. It's also very daily-driver capable. We had fun and drove it aggressively, in city traffic and freeway traffic, on surface streets against competitive groups on sharp corners and through challenging



KEEP RIGHT >>

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traffic knots—and we could drive it without any special thought for its specialized mountain goat form factor. In any and all conditions, we loved the vehicle's stance, we loved the solid hydraulic power steering (in an age of variously implemented electrics), we loved the solid mechanical feel of everything. Whether we would buy the manual or automatic transmission—we generally welcome the manual—might depend upon just what kind of rock-crawling and/or mall crawling we had in store. In our driving, the five-speed automatic performed brilliantly. And five speeds is plenty for this purpose-built machine.

Inside, we liked the simple controls, such as fan, heat and cooling, or mirror adjustments. We liked the style of speakers and vents in their purposeful and industrial-styled installations.

Temperatures were well over 110 while we had our Wrangler Moab Edition, but the spirit of the machine moved us to do many a mile with the windows open and the breeze blowing in. The Jeep handles so well and performs so smoothly on paved roads, we probably just wanted to connect a little more with the thrill of the ride—the occasional burst around a corner as the cactus whizzed on by. Felt just right. (We didn't take the top off, though—maybe next time. Even with the top installed and buttoned up, though, access to the rear cargo area couldn't be easier—the Jeep team has provided secure and weather-resistant access as easy as if it were all steel.)

Alpine makes a good system, but the Wrangler is limited by its removable doors. With a sub-



JEEP WRANGLER MOAB

ENGINE3.6-liter V6 DOHC 24-valve VVT
 TRANSMISSION*.....(standard) 6-spd manual*
 POWERTRAINCommand-Trac® shift 4WD
 POWER/TORQUE285 hp / 260 lb-ft
 FUELUnleaded regular
 MPG.....17/21/18 city/hwy/comb
 TURNING CIRCLE34.9 ft

BASE\$27,795
 MOAB EDITION PACKAGE\$5200
 OPTIONS: *5-speed automatic\$1125
 Tru-Lok® locking rear axle\$1500
 U-Connect® infotainment\$1035
 DESTINATION\$995
TOTAL AS TESTED\$37,650

woofer in the back and optimized speaker locations in the front, sound is pretty good, and it holds up at speed with windows open, but don't expect a full concert hall in here.

About a year and a half ago, we drove a Jeep Wrangler Sahara for a week. We liked it so well, we put it on our cover. One of our colleagues drove it next and liked it so well, he went out and bought one just like it. This year was much the same. It was too soon to put another Wrangler on the cover, or you just might see this there. Every one of us, and everyone polled online, liked the Gecko Green finish. And that same colleague is wrestling with whether to already trade last year's Sahara for this year's Moab Edition, as we go to press. We say go for it. ■





One man's museum

Story and photos by Larry Edsall

When he was 12 years old, Mel Martin and a buddy were kicked off the carousel in the park in their hometown of Cedar Rapids, Iowa.

"Someday I'll own one of those things," vowed Martin, whose family moved to Arizona when Mel was 16 years old.

Now in his early 80s, Martin not only has his carousel, but he keeps it inside his Martin Auto Museum, where he also houses five rooms of cars he's collected through the years, cars ranging from the 1917 Douglas dump truck his great uncle gave him when Martin was still in high school (top row at right) to the stunning and rare 1930 Duesenberg Model J boat-tailed speedster he recently acquired (second row at right).

Martin opened his first M&M Garage when he was a teenager in Mayer, Arizona, a town where his great uncle John Martin was among the community pioneers. Mel was in his mid-20s when he moved to Phoenix and opened another garage. That garage evolved into a body shop and then into a towing service that at one time operated 34 trucks.

He also started a major used car auction company and became involved in commercial real estate.

Oh, and he also raced cars and was among the members of a local jalopy racing association which in the 1950s helped convert a former dog racing track into Manzanita Speedway, a nationally known auto racing oval that Martin owned for several years.

The Martin Auto Museum is located at 17641 N. Black Canyon Highway, adjacent to the northbound lanes of I-17 on the northwest side of Phoenix. The facility is open to visitors on Thursday, Friday and Saturday afternoons (except during the summer months) and also can be rented for car and other club meetings, even wedding receptions. Funds from such events help made the museum and its collection available for school groups. Info: www.martinautomuseum.com ■



supermodel

BY JOE SAGE

TALL, SLIM AND OCCASIONALLY FINICKY

SPECIFICATIONS

ENGINE	4.6L V8 w/ dual VVI-i
TRANS	6-speed electronic sequential shift
POWERTRAIN	full-time 4WD w/Torsen center diff
POWER/TORQUE	301 hp, 329 lb-ft torque
WEIGHT	5340 lbs
TOW CAPACITY	6500 lbs
FUEL CAPACITY	23 gal
FUEL MILEAGE	15/20/17 MPG city/hwy/comb
BASE (GX460 PREMIUM)	\$58,240
• Navigation and Mark Levinson audio	\$3930
• Intuitive parking assist	\$500
• Pre-collision, drive attention, active cruise, lane departure, crawl control, smart high beams	\$3170
• Cargo net	\$64
DESTINATION	\$895
TOTAL AS TESTED	\$66,799

That subhead almost said “tall, slim and pricey,” just for fun, but it’s really not, for all you get. The defining nature of the GX to us has, though, always been that it is taller and slimmer than an LX—or so it seems. Compared to the LX, a GX is 2.4 inches shorter in wheelbase and 7.8 inches shorter in overall length. The GX is 3.4 inches narrower, but heights are actually about the same. The GX shares its platform with the Toyota 4Runner, while the LX shares its with the Toyota Land Cruiser. As Lexus luxury vehicles, the two may seem visually less distinguishable than their Toyota cousins. But when you go shopping, the distinction is clearer: the Lexus GX starts at \$53,795 and the LX starts at \$81,780.

The GX has a smaller V8: 4.6 liters versus 5.7L in an LX. The GX has 301 horsepower, compared

to 383 in an LX, and torque is 329 lb-ft vs 403. Towing capacity, however, is close to the same: 6500 pounds for a GX and 7000 for an LX.

When it comes to interior volume, there are a few surprises. Overall, the LX is nearly 25 percent larger—158.9 cubic feet versus 129.7. Both are three-row eight-seaters; however, as you balance your needs for people and cargo, you have to compare carefully. The second row in a GX folds flat, while in the LX it “tumbles,” leaving the bigger LX with 83.1 cu.ft. behind the first row, while the generally smaller GX wins this one with 91.9 cu.ft.—despite being narrower and shorter. The GX also comes out a bit ahead with two rows up and the third row down. But with all seats up, the LX wins, with 15.5 cu.ft. in the very back, against the GX’s 11.6. For a golf foursome with gear, either should work. If you’re hauling half a soccer team with gear, you just might need the bigger LX.

If you’re like most people, though, buying out of general interest and theoretical need, the cash you save by buying the GX is significant. Style,

quality and general capability will not suffer. (And you could also buy a Scion FR-S with the savings.)

The big LX weighs in at an even three tons—6000 pounds—while the GX is a sprightly 5300 pounds. This devours a lot of the LX’s greater horsepower and is also one reason the GX can hit a rated 20 MPG highway, while the LX does make it to 18 but has a city rating of just 12 MPG.

Now that we know the overall appeal of the GX, let’s check out our Premium AWD model.

Step in and sit down. The GX greenhouse is huge and rear visibility is tops—an advantage over many competing vehicles, with their rising beltlines, teardrop shapes and beefier pillars.

The GX comes with two advanced chassis features: electronic ride height control, and Adaptive Variable Suspension—a normal-comfort-sport system. Suspension was firm, solid and smooth on straight rain troughs and rough urban surfaces. In tight turns, it wallowed a bit. Bear in mind, the Lexus GX is fully off-road capable, with an industrial grade 4-wheel-low range in its transfer case.

The height feature is fairly limited—“HI” raises the vehicle 1.6 inches and “LO” brings it down by 0.8 inches, and both only at very low speeds

Lexus has done a nice job with shapes, fit, finish and materials in the GX, including door handles and grab bars, audio knobs, switches for screen functions and for sport-comfort-4WD (see next page) and other settings. The handsome audio knobs unfortunately do not provide much of a grip. An audio panel (center photo) disappears behind a retracting cover, putting the CD player and basic settings out of sight once you have them set up.

(18 and 7 mph, respectively). We might expect more height (and speed), for serious off-roading. And we might hope for it to hunker down at speed for sporty driving, but the 0.8-inch dip is described simply as useful for loading luggage.

Lexus describes the sport suspension setting as good for mountain highways, as expected, but surprisingly also for heavy loads or for unpaved roads in four-wheel-low. They specify comfort not for cushy town driving, as expected, but for bumpy roads. It’s all somewhat mysterious, but in our own considerable A-B-C testing, we found the routine ride distinctions negligible, anyway.

The GX is equipped with four-wheel ventilated



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400/OM - UNRESTORED

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BLOOMINGTON/NCRS

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disc brakes—13.3-inch front and 12.3-inch rear—and a four-channel ABS system, plus electronic brake-force distribution and brake assist. We found the pedal feel to be very soft. Speed-sensitive rack and pinion power steering delivered well. The accelerator could be unresponsive in a pinch. Ditto the electronically controlled 6-speed automatic transmission. We could force that a bit with judicious use of the manumatic, with mixed results. Overall, we could feel all 5300 pounds.

The Mark Levinson 17-speaker surround sound audio system is bundled with navigation and the full Lexus Enform infotainment package of destination apps, voice command, SiriusXM traffic plus weather, sports, stocks and so on, all for \$3930. The cost of the audio is just part of that and therefore reasonable, but sound quality was nothing spectacular. Screen information was sparse and scattered; we'd welcome a redesign here.

The rear opens as a swing gate, not a liftgate, although the glass lifts separately. The clear floor access of a swing may appeal to some, but the door requires significant room for operation.

The midsize luxury utility segment is especially competitive. GX price and function compare

We like the clean barrel-toggle design of controls next to the shifter for Comfort-Sport, traction, height and 4WD settings. A center differential lock switch is in a completely different location; we would have put that in proximity. We would also put the indicator for Hi/Lo in proximity, rather than in an obscure location in the binnacle (center photo), following suit to two out of these four toggles that already have a button switch above them. Lexus may have the thickest owner's manuals in the business, and we spent quite a bit of time with them, in search of information on the mysteries of drivetrain settings, rear gate features and more.

well relative to its own big brother, the LX. But it's also up against solid offerings from other brands.

We drove this Lexus GX in midsummer, a 2013 model. By the time you read this, a 2014 model is likely to have been introduced. You can count on it receiving the "spindle grille" treatment that's been working its way into the rest of the Lexus lineup. The most intriguing rumor we've heard is that the base price might drop as much as \$5000. The GX already offers quite a bit for its price. With that significant a reduction, it only gets better. Meanwhile, if you shop for a remaining 2013, you should have that as a solid bargaining chip. ■



SOLID NUMBERS SOLID STYLE

BY JOE SAGE

TRY THIS BABY ON FOR SIZE



2013 Mazda6



Mazda Takeri concept

The Mazda6 hung onto its prior style a little longer than it might have. The Mazda3 and CX-5 had already updated their sheetmetal to the KODO "Soul of Motion" design language a couple of years ago. And the Mazda6 in other parts of the world had evolved about halfway to that.

For 2014, the all-new Mazda6 delivers both. Start with that styling. At left, you can see the prior retail model and the Takeri concept car shown at the New York auto show in 2012 (and in Tokyo shortly before). Most often, we can only dream of a show car going into production true to its concept. And it takes awhile. But Mazda has delivered an extremely high percentage of what you saw then, and in short order.

The production grille is one of the best-proportioned in the current lineup. We admired its clever chrome trim (below)—outlining the lower edges, then cleverly defining the juncture of headlights, fascia and hood. The only thing cooler was the

approach in that Takeri, where it splits the headlights. Aside from that, about all that's missing are the slim side mirrors and LED front running lights. Close enough for now. Our test model even showed up in the same Soul Red paint used at the Tokyo and New York shows. And under the hood, fuel-saving but potent SKYACTIV technology is now fully implemented.

The midsize sedan segment is one of the most competitive. So what does the Mazda6 bring to the contest? Lots of style. And great numbers—both price and fuel mileage. Our top of the line Grand Touring sample, fully equipped right out of the box, has a base price in the 20s (barely, at \$29,695). There are two models below that—a mid-range Touring model at \$23,645 or a Sport model at just \$20,990. Sport and Touring come standard with a 6-speed manual transmission. For Sport, the automatic adds \$1705 and for Touring \$1050. Grand Touring is automatic only. The automatic delivers better fuel mileage—one additional MPG in each category.

All models have the same 184-hp SKYACTIV four-cylinder powerplant. Differences among trim levels are in the feature list, and even the base Sport model is extremely well equipped—with

auto halogen headlights, filtered A/C, power mirrors, variable wipers, power windows and doors, cruise, keyless entry and start, 6-speaker audio and more. Touring replaces 17-inch wheels with 19-inchers, plus adds leatherette seats with 6-way power driver's seat, climate vents in the rear, blind spot and rear cross traffic alerts, Bluetooth phone/audio plus a 5.8-inch touchscreen, HD and Pandora. At the Grand Touring level, the 19-inch wheels are upgraded, there's a rear lip spoiler, headlights are bi-xenon and LED running lights are added, along with leather-trimmed seats (heated in front), navigation, an 11-speaker Bose surround sound system and more.

The instrument panel and controls, including steering wheel, console and screen, are all well laid out, visually and tactilely pleasing.

A strip of highly polished, deep cherry-colored wood across the center of the dash in the Grand Touring model adds a healthy dash of class.

At an outside temperature of just 97, we had trouble keeping the cabin cool when set on automatic, even at a lower-than-average 68—we had to instead rely on lots of manual fan override.

The juncture of style and function presented us with a few paradoxes. The sleek, almost four-door-coupe-like design carried forward so faithfully from the concept car does reduce inside visibility a bit, although the overall occupant feeling is of openness, at least with this light-colored almond leather interior. Your correspondent is a couple of inches north of six feet, and kept finding himself trying to move the seat back, only to find

it was already back. We bumped our head or hand on the inside rear view mirror many times. And with an elbow on an open window sill, the window frame was too tight to reach a hand up top.

The Bose system sounded kind of average, even after carefully tuning, although average has certainly gotten pretty good. Satellite station acquisition was very slow, and information read-out even slower. We plugged in an iPod nano and were glad we hadn't brought a Classic, as every time we reentered the car, it compiled the entire contents again, then started off at the first alphabetical song again (Smashing Pumpkins: 1979). This type of behavior can sometimes result from evolving cable compatibilities, though ours are up to date. Ultimately, we turned it up and decided it was no concert hall knockout, but that most people would be tapping their toe along just fine.

We had kind words for the car where it matters most—driving. It's a very smooth handler, with fluid power and well-spaced shifts. The car tracks well, especially for a front-driver—it doesn't wander or stray. The SKYACTIV's 184 horses are efficiently directed to the drive wheels, feeling like much more.

Depending upon your own ergonomics, you will want to try the car on for size. We hope it fits, because it's a fine machine if it does. ■

SPECIFICATIONS

ENGINE ...SKYACTIV-G 2.5L DOHC 4-cylinder
TRANSSKYACTIV 6-spd sport auto
POWERTRAINfront-wheel drive
POWER/TORQUE184 hp, 185 lb-ft torque
FUEL MILEAGE ...26/38/30 MPG city/hwy/comb
(FYI MODELS W/MANUAL25/37/29 MPG)

BASE (GRAND TOURING)\$29,695

• Soul Red paint\$300

• Radar cruise / forward obstruction pkg\$900

DESTINATION\$795

TOTAL AS TESTED\$31,690



Sedona tackles the stiffest competition

Good Morning America has already chosen Sedona as one of the Top 10 Most Beautiful Cities in the United States. Now the popular destination is working on a couple of additional accolades.

Cathedral Rock in Top 25 in quest as the 8th Wonder of the World

Out of 350 worldwide destinations, Sedona's own Cathedral rock (pictured here) is among the Top 25 destinations in the competition to become the 8th Wonder of the World. Voting continues to take place until September 30, here: virtualltourist.com/8thwonder

Two Arizona wines score big

Burning Tree Cellars and Page Springs Vineyards and Cellars have been recognized with the first-ever 90-point scores for an Arizona wine by *Wine Spectator*. Specific wines recognized were the 2010 Page Springs Cellars Colibri Syrah, Clone 174 and 2010 Burning Tree Cellars Colibri

Syrah, Clone 99. Both of these Arizona wines were made from grapes grown on the Colibri Vineyard in southern Arizona and blended, bottled and cellared at Page Springs Cellars in Cornville.

El Portal Sedona Hotel in the running for Best Pet Friendly Hotel

El Portal Sedona Hotel is in the running for the 10 Best Readers' Choice contest for readers of *USA Today*, as the Best Pet Friendly Hotel. Voting wraps up on September 2, so vote really fast, or check here for results: 10best.com/awards/travel/best-pet-friendly-hotel/

Nobody does canyons like Arizona

Sedona is a great base camp for two popular canyon destinations. As Sedona angles for that 8th Wonder of the World award, you can also use it as your jumping-off spot to visit one of the Seven Natural Wonders of the World, our own Grand Canyon. Even closer is Oak Creek Canyon. Enjoy shady woodlands among soaring cliffs, hikes such as West Fork Trail, natural water chutes at Slide Rock or a picnic on the banks of the creek at Grasshopper Point, while the kids discover what you've known since you were young: the ol' swimming hole beats the pool every time. visitsedona.com

Sedona Marathon registration open

The 9th Annual Sedona Marathon takes place on Saturday, February 1, 2014, and registration has already opened for those who wish to join over 2,500 runners participating in the 10K, Half Marathon and Full Marathon races through the scenic Coconino National Forest. 928-204-1123 SedonaMarathon.com

Sedona Event and Activity Highlights

SEPTEMBER

SEPTEMBER 14

40th Annual Festival del Tlaquepaque

- For this celebration of Mexican Independence Day on Saturday, September 14, the plazas, patios, and streets of Tlaquepaque are a festive combination of color, music, and dancing in the spirit of old Mexico. Lively mariachis, the heart-pounding rhythms and beats of flamenco dancers and the mouth-watering tastes of Mexico fill the day. 928-282-4838 Tlaq.com

SEPTEMBER 28-29

Sedona Winefest - This two-day celebration features great wines from the Verde Valley, Prescott and southern Arizona wine growing regions. 928-284-8657 SedonaWinefest.com

OCTOBER

OCTOBER 12-13

Sedona Arts Festival - This annual celebration features the work of fine artists, as well as a gourmet gallery, interactive Kidzone, food and prizes! Admission fee supports arts education. 928-204-9456 SedonaArtsFestival.org

OCTOBER 19

Pumpkin Splash - Kids enjoy a pumpkin patch in the pool, with games on deck, bounce house, pumpkin decorating and face painting. Held at Sedona Community Pool, hosted by the City of Sedona Parks and Recreation. 928-282-7098 SedonaAZ.gov/Parks

OCTOBER 19

Sedona Main Street Paint Out - Watch nationally recognized plein air artists each complete a painting in two and a half hours. Free Uptown event sponsored by Sedona Main Street Program, presented with the Sedona Arts Center. 928-204-2390 SedonaMainStreet.com

OCTOBER 19-26

Sedona Plein Air Festival - Contemporary plein air artists paint from life outdoors, capturing moments that reflect ever-changing colors, light, shadows, temperature and shifting elements. 28-282-3809 SedonaPleinAirFestival.com

OCTOBER 31

27th Annual Safe & Fun Trick Or Treat - Halloween, from 5-8 pm, Uptown. Merchants welcome ghouls and ghosts at their storefronts for great treats. This free community event promises a howling good time. SedonaMainStreet.com

NOVEMBER

NOVEMBER 1-2

Día de Los Muertos Celebrations at Tlaquepaque - Come to Tlaquepaque's Patio del Norte and Patio las Campanas on Friday and Saturday, November 1-2. Expand your knowledge of Día de los Muertos through the beauty and creativity of Ofrenda installations by making a personal offering for friends, family members or even special pets that are missed. 928-282-4838 Tlaq.com

NOVEMBER 29 - DECEMBER 7

Festival of Trees - Experience the holiday trees at Tlaquepaque, beginning on Friday, November 29. Artists and galleries have over 45 Christmas trees and gingerbread houses, fully decorated in fun and exquisite ways. Kick off your holiday season and maybe pick up your own beautiful themed tree, already pre-decorated. 928-282-4838 Tlaq.com

DECEMBER

DECEMBER 6

Holiday Tree Lighting and Santa Visit - On December 6 from 5-7 pm at Sedona Center plaza in Uptown, enjoy tree-lighting, entertainment and Santa visits. Free event. SedonaMainStreet.com

DECEMBER 7

Breakfast with Santa and Jingle Bell Run - December 7, 7:30-10 am. Free, at the Sedona Teen Center. Start the morning out right with a short run through Posse Grounds Park, decked with jingle bells. Next is a free pancake breakfast, plus crafts, games, face painting and a visit from Santa himself! 928-282-7098 SedonaAZ.gov/Parks

DECEMBER 14

Festival of Lights - On Saturday, December 14 from 3-8 pm, a cherished tradition including lighting 6,000 luminarias in Tlaquepaque's courtyards and walkways at 5 pm. Luminarias honoring cancer survivors can be purchased in advance for \$10. 928-282-4838 Tlaq.com ■

BREAKING NEWS : PEBBLE BEACH & WOODWARD REVEALS



FIAT 500C GQ EDITION

Fiat's lineup of stylized and branded specialty versions of the diminutive 500 continues to grow. They used Concorso Italiano in Monterey as the backdrop for a new 2014 Fiat 500c GQ Edition. Developed in cooperation with Condé Nast publishing and carrying a "GQ" badge on

the B-pillar, this limited-production car is powered by a 1.4L MultiAir Turbo. It has its own front fascia with larger air intakes, contoured side sills and 16-inch split five-spoke aluminum wheels in Hyper Nero (black) with a Rosso (red) center cap. The cloth top is retractable up to speeds of 60

mph, and it includes an innovative cloth-top-mounted spoiler. The 2014 Fiat 500c GQ Edition will be available in Nero Puro (straight black), Argento (silver), Granito Lucente (granite crystal) and Bianco (white) and is scheduled to arrive at FIAT studios in early 2014.



BMW CONCEPT M4 COUPE

It's only recently that BMW has split its former 3 Series coupe (and, it is anticipated, its convertible) off as a 4 Series. Now here comes the M. Revealed at Pebble Beach, this BMW M4 Coupe is a concept only, at this stage (though we would guess it to be very close to what we'll see in the

flesh), so there are no performance figures or drivetrain details at this point—all they say is that the hood's "characteristic power dome symbolizes the immense power of the engine that lies beneath it." The concept is painted in a color they call "Aurumn Dust" (apparently not a typo).

Dr. Friedrich Nitschke, president of BMW's M Division, restates the mission: the M "combines motor racing genes and unrestricted everyday suitability in a highly emotional overall concept."

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CADILLAC ELMIRAJ CONCEPT

Cadillac revealed the Elmiraj concept in Carmel during the days leading up to the Pebble Beach Concours. The car's name derives not from Elmira, NY, but from El Mirage dry lakebed in Southern California, operated by SCTA, who runs timed events there as well as at the Bonneville

Salt Flats. This beautiful car is a rear-wheel-drive, two-door, four-seat grand coupe, 205 inches in length, with 4.5-liter twin turbo V8 delivering 500 hp. Note the new emblem in the grille, with the Cadillac crest but no wreath—an anticipated new direction for the brand's bad-



ing. The Elmiraj concept follows Cadillac's open-air Ciel concept, revealed at the same spot in 2011. Both provide solid clues to Cadillac's design direction, in body styling, interiors, and suggestions of a future that will still include plenty of power and comfort for the privileged.



RAM RUMBLE BEE CONCEPT

Here's cool news out of metro Detroit's Woodward Dream Cruise (an event that conflicts with Monterey every year, but that sooner or later we will hit). RAM trucks have shown a Rumble Bee concept, based in spirit upon the heritage of various Super Bee special editions from

the late '60s and early '70s, revived in some SRT models over the past few years. The RAM Rumble Bee is based on a regular cab RAM 1500 R/T, with trademark Rumble Bee yellow and black paint, badging and interior, plus one unique touch: an 8-speed shifter knob with an amber-



encased bumble bee. The show truck has a 5.7L HEMI® V8 with 395 hp, and 24-inch wheels. A switch on the instrument panel can bypass the exhaust and create a rumbling sound like a swarm of potent HEMI bumblebees. Chrysler Group is mum regarding possible production. ■

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BORN UNCONVENTIONAL

THIS CONFIDENT INDIVIDUALIST ALWAYS MAKES A STATEMENT BY JOE SAGE

The entire greater vehicular realm has been downsizing during the Nissan Juke's time on the planet—which dates back to its 2010 introduction as a 2011 model. Thus the Juke doesn't feel quite as small today as it did at that time. This point is driven home as we pull up to a traffic light in north Scottsdale—home to many an Escalade or long-wheelbase 7 Series—and see we are sharing our space with a Prius, a Prius V, a Kia Soul and one other Juke.

There has also been considerable activity at the affordable end of the spectrum, though even that is starting to creep up a bit—while the high end ascends in bigger increments. Nissan has kept the starting point of the Juke under \$19,000—barely—at \$18,990 for a front-wheel-drive S model with CVT. Interestingly, you have to move up at least one level—to SV trim—to have the more affordable option of a manual transmission, meaning it's a \$3000 jump from S to SV, but only a \$2000 jump if you opt for a manual transmission. Normally, we'd consider the latter a win-win—

we like manuals, and it saves some dough—but we will be talking more about this in a bit.

There are three routine trim levels (S, SV, SL), plus a performance-oriented NISMO version (a hot item that's actually a couple of grand less than the top-trim SL). There are options of manual versus continuously variable transmission in some cases, and there's an option of all-wheel drive on all four trims (though only with the CVT).

Our test Juke (see sidebar) is not quite top trim—it's close. With AWD (and thus mandatory CVT) it would have a base of \$25,990. Add a couple of options plus delivery akin to our tester, and you're in the mid-28s, quickly within sight of \$30k on a car that started at \$18-something.

That's a 37-percent climb in base prices, across the range. For perspective, apply that to a \$65k car and you'd easily hit about \$90k. Or a base \$90k

car would hit almost \$125k. But for perspective, that's actually pretty much exactly what happens in those price ranges, as often as not. So despite the apparent ease of letting your Juke get expensive, you actually have a totally maxed-out version in your sights for just a few thousand dollars more—potentially.

Every one of these Juke models has the same engine, a 1.6-liter turbocharged four-cylinder. We would discover that this is a powerful little turbo—even moreso than its respectable 188 hp might suggest. But it does require premium fuel. That fuel stretches reasonably well, though, with EPA highway ratings of 30-32 MPG throughout the lineup.

The Juke does make a statement. We're not always sure exactly what that is—no doubt it's a little tongue in cheek—but it must be hitting the mark. It has been a huge and unexpected hit.

We've found that some people love its looks from the back but don't care for the front. Others, just the other way around. Clearly, a lot of people love it all. And a few aren't buying any of it.

Most people think it's small—it's considered a B-segment subcompact crossover—and while that can always be a study in relativity, this turns out to have a very spacious four-door cabin. Your correspondent is about six-two and actually scooted the seat up a notch or two for best pedal action. The rear hatch cargo area, despite its exterior swoops and curves, holds 10.5 cubic feet

with all seats up, 35.9 with back seats down.

Our test Juke's Graphite Blue—which struck us as more of a deep gunmetal than blue—is very attractive even when dirty. It balances against the car's various black and silver features (and grey gunmetal wheels) and looks very rich overall.

People ask which exactly are the headlights on this vehicle. Word had gotten around when it was first shown that the smaller units on top were the headlights, with a very concentrated beam, and the big round



KEEP RIGHT >>




NISSAN JUKE SL FWD M/T

ENGINE.....1.6L four-cylinder 16-valve turbo
 TRANSMISSION6-speed manual
 HORSEPOWER188 hp
 TORQUE.....177 lb-ft
 DRIVETRAINFWD
 PAINT/INTERIORGraphite Blue / Black
 WHEELS/TIRES ...7Jx17 / P215/55R17 all-season
 STEERINGelec power, speed-sensitive
 TURNING CIRCLE.....36.4 feet
 BRAKES (DISC) FR/R11.7 vent / 11.5 solid
 PASSENGERS5
 FUEL CAPACITY13.2 gal
 FUEL.....Premium unleaded
 MPG (EST)25/31/27 city/hwy/comb

BASE\$24,000
 • SPORT PACKAGE: rear roof spoiler, 17" gunmetal alloy wheels, stainless steel exhaust finisher\$1350
 • Carpeted floor mats, cargo mat.....\$180
 • Center armrest.....\$245
 • Destination\$780
 TOTAL\$26,555

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Steamboat Springs, Colorado

ones were fog lights or driving lights. (Another pair of lights in this one's lower fascia are not on all models.) But it is the big round ones, regardless of their odd position (they all have odd positions) that are the headlights. The upper assembly comprises turn signals and various marker lights.

Distinctive styling continues inside, where a cool, curvy center console, reminiscent of a motorcycle cowl, comes in silver or red (matching on armrests and other details). Our top level SL also has leather seats and red stitching. It makes a classy package in this quirky funmobile.

We start to see the magic that sucks people in to this car: there's always something more to see.

Upon our first entry, we found the top trim did have keyless entry and start, but had a manual seat. And its steering wheel does tilt but does not telescope. The good news is that we adjusted all immediately, though we fiddled with the seat a couple of more times in search of optimum clutch action. Overall, comfy and purposeful.

Our only beef with the interior was an option—when the armrest is down, you have difficulty pulling the handbrake all the way up. This feature costs \$245, so we would skip it.

As usual, we appreciate Nissan's controls and instruments—thorough but clean, easy to comprehend, easy to use, not distracting. The Juke's backup camera is smaller than some—and we like this; it's clearly all that's needed. Climate control is simple and effective. The screen goes from dark-on-light to white-on-black when you turn the headlights on, regardless of whether it's dark yet, sometimes harder to read at dusk or in the rain.

Tuning and presetting the audio system was lightning fast and accurate, though sometimes oversensitive. Sound quality was so-so, even after optimizing its three-part equalizer for broadcast, satellite and iPod. We'd welcome an upgrade.

Ours had a Sport Package with gunmetal alloy wheels, rear roof spoiler and stainless exhaust tips—for \$1350. (The wheels alone are \$955.) An alternate option is a Midnight Edition, with black wheels, black rear roof spoiler and black mirror covers—for \$1200. (Those wheels are \$1050 à la carte.) If an edgy appearance is what you're after, we'd suggest also checking out the NISMO edition, \$1300 lower than SL and with its own bold touches. It's a solid set of choices.

We like the Juke from the back. And whereas we're hesitant to slap a spoiler on every car that comes along, this one adds a strong dynamic.

Driving was generally a pleasure. Its 188 horsepower go right to work. The vehicle is generally small and maneuverable, as you would expect, but one place it belies its subcompact size

is in a 36.4-foot turning circle (only about 8 inches smaller than a Jeep Grand Cherokee—though we do consider that very good for the Jeep's size).

All-wheel drive is only \$1700 more (and adds only 201 pounds), so that would be our inclination if buying. This tester was a front-driver, and it did exhibit one of the reasons we'd go all-wheel—occasionally noticeable torque steer.

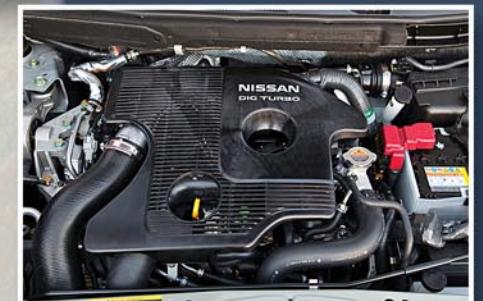
A broad sweep through a complex, high-speed freeway interchange, though, mitigated our opinion about any torque steer—we didn't feel a thing. The Juke had confident handling and confident power. We decided it probably even has a confident attitude about its own distinctive looks.



It turns out the transmission might be a tough choice for us. We welcome any manual at face value, but this one had rough shifts at times. We started to suspect that more development effort has gone into the CVT automatic—that it may be a more optimized match to the drivetrain. That's only a guess. It's possible our legs are just too long or feet too big for smooth clutch operation.

Every day is competition day on the freeways of the north Valley, where we found our little four-banger Juke easily zipping up the freeway ramps in the company of BMWs and Cadillac V-Series as though we were just part of the club. Our logbook noted that "basically if you want to dominate the road in this thing, to a reasonable degree, you can. It's not lacking the power you need, and it's not lacking the maneuverability you need." At least it can hold its own.

As we decided to head back out on a very hot summer weekend with record temps above 120 degrees, this car delivered one of the best benchmarks any ever can, which is that we really wanted to go drive it some more—and so we did. ■



CROSSING BACK AND FORTH

BY JOE SAGE

VETERAN SUV EVOLVES BACK INTO UNIBODY TERRITORY

The Nissan Pathfinder came to life in the dawning era of the SUV, the mid 1980s, a solid box based on Nissan's smaller pickup truck frame, competing with the Toyota 4Runner, as well as the early Jeep Cherokee and Chevy S10 Blazer. It stayed much the same through the mid '90s. Its second generation, straddling the turn of the new millennium, took the crossover approach—the Pathfinder was now based on a unibody car chassis. By the mid-0ughts, it was back to its truck-frame basis and stayed that way till now.

This 2013 model is the Pathfinder's fourth generation, and it has gone back to a unibody structure. Body style has evolved back and forth, mostly in sync with chassis changes (see photos at left).

The new Pathfinder arguably takes on more of a station wagon appearance. Yet Nissan does not call it a crossover—they say this is "the Pathfinder re-imagined—a next-gen SUV with an unparalleled balance of capability, premium comfort and advanced, user-friendly technology."

The second-gen foray into unibody had maintained rear-wheel drive for its 4x2 option, as did both the truck-based



At top is a first-gen truck-based Pathfinder SUV from the early '90s. Second and third are both second-gen unibodies (1997 and 2001), though the red one suggests a yearning for its trucklike roots. By the third generation (2012, fourth photo above), it had gone back to body-on-frame construction. At right is the current fourth-gen unibody Pathfinder.



generations. This new Pathfinder is the first one that, when ordered as a 4x2, is front-wheel-drive.

The Pathfinder falls between the Xterra and Armada, which are most closely related to the Nissan Frontier and Titan pickups, respectively. In raw personality, the Xterra is probably most likely to be picked for rougher outdoor use, and the Armada for comfortable, capable country club and soccer team duty. All three are SUVs capable of any and all duty. The Pathfinder is at home in town or wilderness—and can also tow 5000 pounds. (For maximum utility, of course you'll likely want the 4x4, not the 4x2 as our sample here.)

Our first revelatory experience came as soon as we opened the rear hatch. The third-gen Pathfinder had already added a third row. But we tended to still have the earlier Pathfinders in mind, with the big Armada good for crowds. So the huge cargo area came as a surprise, followed by our discovery of an extremely roomy second row. Yet outside, the impression is that it's trimmer and tamer than its predecessor.

In round numbers, the three Nissan SUVs—Xterra, Pathfinder, Armada—are priced at about \$23-, \$29- and \$37,000, base. Their three crossovers—Juke, Rogue, Murano—are about \$19-, \$20- and \$28,000. This spread seems to explain why Nissan would prefer to keep the Pathfinder in its SUV list, without disrupting the pecking order of its crossovers. In fact, once you compare it with those, the Pathfinder does seem more utilitarian—unibody chassis or not. The midrange Pathfinder comes in five trim levels, up to \$39,600 base.

Our Pathfinder SL falls in the middle of the model range and comes very well equipped. Keyless entry and start, 8-way lumbar power seat, and a rich leather shifter and wheel greet you, although its mechanical parking brake and mechanical tilt/telescope wheel seem out of place next

to those. Overhead is a dual panorama moonroof—a front power sliding tinted glass panel with one-touch open/close and tilt feature, and a fixed rear pane with sliding sunshade.

True to form, Nissan's simple, clean and complete approach to ergonomics and controls pleases us. Window switches with an intuitive tactile emphasis on the front pair are a master stroke. Contoured metallic switches against the leather outer corners of the binnacle—a place you usually don't see controls—help differentiate in an era of feature overload, reducing clutter or confusion.

Weight is about 4200 pounds, which the V6's 260 horses handle fine—as does the CVT. Continuously variable transmissions have their fans and a few detractors, but most people will never know or care which tranny they have, and Nissan is way ahead of the curve on perfecting these.

If you're used to the prior 27 years' worth of Pathfinders—or any other rear-driver—you will notice some front-drive torque behavior at times. We stayed focused, on the freeway, to avoid any characteristic dart toward the neighboring lane. Seasoned front-drive fans won't notice it.

SUV, crossover, unibody or truck, this newest Nissan Pathfinder strikes us as more conventional than its forebears. This doesn't imply any reduction in abilities—it's more about an intended broadening of appeal. At least that's their gamble. In some ways, the entire industry has been through three decades of utility vehicles, only to rediscover the station wagon. But your granddad's wagon was never like this—ultra-tech, ultra-safe and ready for rocks or road.

We were somewhat surprised to realize how much the Pathfinder had become functionally like, say, the GMC Acadia, one of our recent favorites. At about \$13-14,000 lower cost, the Pathfinder deserves a good, long look. ■

NISSAN PATHFINDER SL 4X2

ENGINE	3.5L V6
TRANSMISSION	Xtronic CVT
HORSEPOWER	260 hp
TORQUE	240 lb-ft
DRIVETRAIN	FWD
WHEELS/TIRES...18" alloy / 235/65R18 all-season	
BRAKES FR/R	12.6/12.13 vented disc
PASSENGERS	7
INTERIOR VOLUME.....	173.8 cu.ft. total
CARGO VOLUME (all seats up)	16.0 cu.ft.
CARGO VOLUME (2nd/3rd rows down) ..	79.8 cu.ft.
TURNING CIRCLE.....	38.7 feet
TOWING CAPACITY.....	5000 lb
FUEL CAPACITY	19.5 gal
FUEL.....	Regular unleaded
MPG (4x2).....	20/26/22 city/hwy/comb
(FYI MPG 4x4).....	19/25/21 city/hwy/comb

INCLUDED: Leather seats, latch/glide EZ Flex seating, 8-way power driver's seat w/ power lumbar, 4-way power front passenger, heated seats front and 2nd row, memory mirrors, leather-wrapped steering wheel w/ illuminated controls, leather-wrapped shifter, power locks and smart key, pushbutton start, remote start, tri-zone climate w/ 2-row controls and 3-row vents, rear monitor and sonar, easy fill tire alert, smart headlights, vehicle dynamic control, traction control, electronic brake distribution and ABS.

BASE (SL).....	\$34,470
• SL PREMIUM PACKAGE: 13-speaker Bose audio, dual panorama moonroof, tow hitch receiver and trailer harness (\$3050 with \$400 package savings)	\$2650
• Splash guards	\$150
• Roof rail cross bars	\$300
• Carpeted floor mats	\$200
• Illuminated kick plates	\$275
• Destination	\$825
TOTAL	\$38,870

Familiar but 80 percent new.

A quick revisit with a consistently solid vehicle. by Joe Sage

Some 80 percent of the 2014 Kia Sorento is either new or significantly updated. But it looks about the same. Sales are strong, and Kia has been smart enough to not mess with a good thing. Yet what is new for 2014 is extensive.

The engine lineup is revised, with a 3.3-liter V6 introduced in the SX model, which we are driving here. For the base-trim LX model, there is a new four-cylinder GDI, still 2.4L but replacing the prior MPI design. (The V6 is an option on the LX, while the midrange EX has become all V6, like the SX.)

An electronically-controlled 6-speed automatic is new, with overdrive and Sportmatic functions.

Hydraulic power steering has been replaced by MDPS—electric motor-driven power steering—which has comfort, normal and sport settings.

Chassis rigidity is increased by 18 percent, via reengineering of suspension and other details.

Front and rear sheetmetal are updated, and headlights receive LED accents, but overall the Sorento remains immediately recognizable. A programmable power liftgate is available, and the panorama sunroof includes a power sunshade.

Inside are a revised instrument panel, color-keyed LED accent lighting, available power-folding side mirrors (on our SX model), sliding sun-

shades for the second row, available ventilated front seats and other updates.

Electronics are expanded (but not pushed into unwelcome overkill), with the addition of blind spot detection and integration of Kia's UVO eServices infotainment system with voice command navigation—clean and well implemented.

Also new for 2014 is a Sorento SX Limited top-trim, a notch above the SX shown here. The SX-L—in black, white or grey—features self-leveling xenon HID headlights, exclusive 19-inch chrome wheels with red brake calipers, nappa leather-trimmed seats, a heated wood-trimmed steering wheel, heated rear seats and soft-touch headliner and pillars. The SX-L can set you back up to \$5100 more than an SX—a psychological bump from \$35,000 to just above \$40,000, if you play apples and oranges and compare a front-wheel-drive SX with an all-wheel-drive SX-L.

The AWD option is actually available on every model (for \$1800). An entry-level EX with FWD starts at just \$24,100. Look at our SX (see sidebar) with its one notable option—the significant third row that brings it from five passengers to seven,

still within the same tight 106.3-inch wheelbase, 15-foot-4.6-inch overall length and convenient 35.8-foot turning circle (amazingly close to that of a MINI)—and you'll see there is a very capable Sorento at any reasonable price point.

We had three minor beefs, all of which can probably be mitigated. One was its propensity to lay a patch of rubber when starting up from a red light or when cornering on a freeway approach. Tire pressure was uniform (no TPM warning) but measured down a few pounds when cold, so it could be just that. (The tires had only about 4000 miles on 'em.) The rear hatch's power operation would not allow a manual override; that's starting to catch on, and we would welcome it here. And the pleasant little song the vehicle plays upon entry made us reach for our phone as many times as not—we'd like to just turn that off.

Yep, petty stuff. But that's the point. As our log-

book noted, these represented "kind of a flawed experience in small ways, as opposed to perfect, because everything that's not a minor flaw has been pretty much perfect."

We've driven the Sorento pretty regularly over the past few years, including this 2014 model at its new vehicle launch here in Arizona last winter. We've liked it those times, and, not surprisingly, we took to it right away this time.

Basically with the Kia Sorento you can be set for life: it's capable enough that you don't find yourself still needing a classic big SUV, and it's nimble enough that you don't really wish for something smaller. It's an ideal size, with a huge greenhouse and tight maneuverability. Its 290 horsepower gives it plenty of punch, and the V6 has a nice growl. Fuel economy could still drive you to something smaller, but an easy \$1000 to bring this up to seven passengers will keep most people from having to go larger. ■

KIA SORENTO SX FWD

ENGINE.....	3.3L DOHC GDI CVT V6
TRANSMISSION.....	6-speed auto w/Sportmatic
HORSEPOWER.....	290 hp
TORQUE.....	252 lb-ft
DRIVETRAIN.....	FWD
PAINT/INTERIOR.....	Remington Red / Black
WHEELS/TIRES.....	19x7.5 / 235/55 R19
STEERING.....	electric motor driven PS
TURNING CIRCLE.....	35.8 feet
BRAKES (DISC) FR/R.....	11.9" vent / 11.9" solid
PASSENGERS.....	5 standard; 7 as tested
TOWING CAPACITY.....	3500 lb
FUEL CAPACITY.....	17.43 gal (66 liters)
FUEL.....	Regular unleaded (87 octane)
EMISSION RATING.....	50-state LEV-II (ULEV)
MPG (EST).....	18/25/21 city/hwy/comb

BASE.....	\$35,000
• 50/50 split folding 3rd row seat and rear A/C.....	\$1000
• Cargo net.....	\$50
• Destination.....	\$850
TOTAL.....	\$36,900





■ Three specially constructed **Fiat 500** models built on top of high-powered personal watercraft entertained the audience during the 2013 Vans US Open of Surfing in Huntington Beach, California, in July. A Fiat 500 in Rame (orange), one Fiat 500 Cabrio in Bianco Perla (pearl white) and one Fiat 500 Abarth in Rosso (red) glided across the surface of the Pacific, entertaining thousands of surf fans. Fiat says they've built some additional watercraft, including a new Fiat 500L, so stay tuned.

■ *Mustang Countdown* is an online video series being presented by **Ford** to spotlight the legendary Mustang and the culture that has formed around it worldwide, leading up to its 50th birthday on April 17, 2014. *Where It All Started: The Mustang 1 Concept* kicks off the series with the 1962 debut of the first show car to wear the pony badge. From there, other episodes present Ford's Mustang archives, toys, custom Mustangs, rare footage, exclusive new interviews and expert insights into the magic that is Mustang—and has been for half a century. Upcoming episodes will tackle video games, Mustang's competition heritage custom resto-mods and more. More than 9.2 million Ford Mustangs have been sold since its 1964 debut.



■ **General Motors** has bought the 133-year-old Durant-Dort Carriage Company factory in Flint, Michigan, a site GM North America president Mark Reuss calls "the birthplace of GM." GM plans to use the 25,000-square-foot building as a showcase for its corporate history. They are also buying the Durant-Dort office building across the street, which Reuss refers to as "the center of GM heritage," where many of the company's original documents and records have been stashed away for many long decades.

■ The FAA has granted a petition for exemption by **ICON Aircraft**, allowing an increased takeoff weight for its A5 amphibious Light Sport Aircraft (LSA), up to 1680 lbs. The exemption accommodates a key safety feature—a spin-resistant airframe (SRA)—which enables the A5 to better avoid loss-of-control scenarios due to stalls or spins. The company had announced in February 2012 that the A5 had been successfully tested to and had met the full FAA Part 23 standard for this. The FAA exemption will allow the A5 to become the first conventional production aircraft to meet this rigorous safety standard.



■ A red 2012 Toyota Prius, representing the world's best-selling hybrid, is now part of the collection at **LeMay—America's Car Museum** (ACM) in Tacoma, Washington. The car was donated to the museum on July 30 by Toyota Motor Sales USA during a special ceremony. It will join ACM's Alternative Propulsion display, which spotlights over a century of automobiles powered by various combinations of steam, electric, gasoline and solar power. The Prius, with its 50 MPG fuel economy rating, was launched in 1997 as the world's first mass-produced hybrid. More than 1.4 million have been sold in the US since 2000, and Prius is still the most popular hybrid with over 41 percent of alternative powertrain sales.

■ **US light-vehicle sales**, driven by double-digit gains at six out of the seven biggest automakers, rose 14 percent in

July, matching analysts' expectations of 15.8 million units. Figures are calculated using the industry's seasonally adjusted, annualized selling rate, or SAAR. Subaru led everyone with a 43 percent gain in July, while Honda, Toyota and General Motors posted gains of 16 percent or more, outpacing Ford, Chrysler and Nissan, each at 11 percent. No automaker declined. The SAAR, a broad sign of the industry's overall health, came in just behind only June's 15.98 million rate. A year earlier, the light-vehicle SAAR totaled 14.1 million, one of the weakest rates of 2012. This helped create favorable comparisons this year.



■ **Jaguar** has opened a new gallery at the Coventry Transport Museum in the UK, with the exhibit led off by the first production Jaguar F-Type roadster. Guests at the opening included Jaguar design director Ian Callum, brand director Adrian Hallmark and heritage chairman Mike O'Driscoll, as well as museum chairman Joe Elliott and senior representatives from the city of Coventry and the British automotive industry. "The new Jaguar Gallery is a fitting celebration of eight decades of design and technical innovation in our spiritual home of Coventry," said Callum. "Our Whitley headquarters, just down the road, employs thousands of engineers and designers. All are fully focused on creating the next generation of Jaguar cars." Led by the new F-Type, a procession of historic cars paraded to the event, including some of the rarest Jaguars—from a 1938 SS100 to a 2013 F-TYPE, with a further 14 models in between.

■ The **Subaru WRX** concept vehicle—first shown last spring at the New York International Auto Show—makes its European debut at the 65th Frankfurt Motor Show on September 10. The WRX concept hints at the final style of a next-generation WRX—lower, wider and arguably sleeker than previous models. The performance-oriented WRX is expected to place an even greater focus on handling, with this lower center of gravity and of course Subaru's all-wheel drive. Style cues including a pronounced bulge on the hood, with an active scoop for cooling, plus providing clearance for a turbocharger and intercooler. The old WRX is sold out. The WRX concept will be joined at Frankfurt by the Subaru VIZIV concept, representing future design direction.

■ The University of Michigan Transportation Research Institute (UMTRI) and Toyota Motor Sales USA have announced findings from a major national study of teen drivers (16 to 18) and parents of teen drivers, conducted in Houston. The UMTRI/Toyota Teen Driver Distraction Study, the largest scientific survey of its kind, found that 27 percent of Houston teens said they read a text or email every time they drive (it's nearly thirty percent nationally). Twenty-four percent respond to a text while driving, the same as the national average. Perhaps even more alarming, about one in five Houston teens (22 percent) have extended conversations via text message while driving, and 67 percent report using a cell phone while driving (hands-free and/or hand-held). Eighty-three percent of parents do the same. Teens regularly drive with young passengers and no adults, despite serious risks: this behavior is associated with a doubling of a driver's risk of being killed in a crash.

■ The new **Audi A3** in Europe offers advanced LED headlights with daylight-like levels of illumination, and can also be equipped with a new 2.0-liter TDI—their most powerful diesel ever. The distinctive and highly efficient LED lights are available for every A3 and S3 variant, as alternatives to familiar xenon gas discharge headlamps (which will also be available). In SE and Sport models, they are part of an LED lights package at over \$3000,



Audi A3 TDI (UK)

which also includes LED rear lights, light and rain sensors and LED ambient interior lighting. In S Line and S3 models, the LED headlamps will be available as a standalone option at about \$1200. ■



Subaru WRX concept

UPCOMING FEATURES

Arizona racers at Rolex Monterey Motorsports Reunion



Pebble Beach Concours, Monterey auctions



Las Vegas auction results



Kia Soul launch (Minnesota)



Dodge Charger Police Pursuit Package and SRT8



RAM trucks, Jeep Cherokee & Dodge Durango (LA)



Mercedes-Benz CLA and AMG (DC/Virginia/Maryland)



Ford F-150 Durability Drive (Michigan)



2013 EVENT SCHEDULE

MARCH

March 8-10 • Scottsdale, AZ ▲◆

★ 4th SPRING NATIONALS

WestWorld of Scottsdale – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

March 15-17 • Fort Worth, TX ▲◆

★ 3rd SPRING LONE STAR NATIONALS

Texas Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

March 23 & 24 • Pleasanton, CA ▲

31st ALL AMERICAN GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made & Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet & Cars 4 Sale Corral.

APRIL

April 5-7 • Del Mar, CA ▲◆

★ 13th MEGUIAR'S DEL MAR NATIONALS

Del Mar Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

MAY

May 17-19 • Nashville, TN ▲◆

★ 8th NASHVILLE NATIONALS

LP Field, Tennessee Titan Stadium – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

JUNE

June 1 & 2 • Pleasanton, CA ▲

20th SUMMER GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made & Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet & Cars 4 Sale Corral.

June 7-9 • Loveland, CO ▲◆

★ 16th COLORADO NATIONALS

The Ranch Events Complex – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

June 14-16 • West Springfield, MA ▲◆

★ 22nd GRUNDY WORLDWIDE INSURANCE EAST COAST NATIONALS

Eastern States Exposition – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

JULY

July 5-7 • Des Moines, IA ▲◆

★ 22nd HEARTLAND NATIONALS

Iowa State Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Saturday Night Fireworks Extravaganza, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

July 12-14 • Columbus, OH ▲◆

★ 16th GOODGUYS PPG NATIONALS

Ohio Expo Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Friday Nite Vintage Drags, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

July 26-28 • Puyallup, WA ▲◆

★ 26th WESCO AUTOBODY SUPPLY PACIFIC NORTHWEST NATIONALS

Puyallup Fair & Events Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Friday Nite Vintage Drags, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

AUGUST

August 16-18 • Spokane, WA

★ 12th GREAT NORTHWEST NATIONALS

Spokane Co. Fair & Expo Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

August 23-25 • Pleasanton, CA ▲◆

★ 27th WEST COAST NATIONALS

Fairgrounds in Pleasanton – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet, Cars 4 Sale Corral, Mini Engine Display.

SEPTEMBER

September 20-22 • Indianapolis, IN ▲◆

★ 3rd WIX FILTERS SPEEDWAY NATIONALS

Indianapolis Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

OCTOBER

October 4-6 • Fort Worth, TX ▲◆

★ 21st LONE STAR NATIONALS

Texas Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

October 25-27 • Charlotte, NC ▲◆

★ 20th SOUTHEASTERN NATIONALS

Charlotte Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

NOVEMBER

November 9 & 10 • Pleasanton, CA ▲

24th AUTUMN GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made & Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet & Cars 4 Sale Corral.

November 15-17 • Scottsdale, AZ ▲◆

★ 16th SOUTHWEST NATIONALS

WestWorld of Scottsdale – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

November 22-24 • Del Mar, CA ▲◆

★ 3rd FALL DEL MAR NATIONALS

Del Mar Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

★	National Event
	Drags
▲	AutoCross
◆	All American Sunday

Goodguys Schedule as of 10/15/12. All dates subject to change.

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