

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 13 NUMBER 2
MARCH-APRIL 2014

PROFILE

Pitching ace Randy Johnson
on craftsmanship and collecting

SPECIAL EVENTS

Arizona Auction Week Results
Arizona Concours d'Elegance
Detroit and Chicago shows

VEHICLE DRIVES

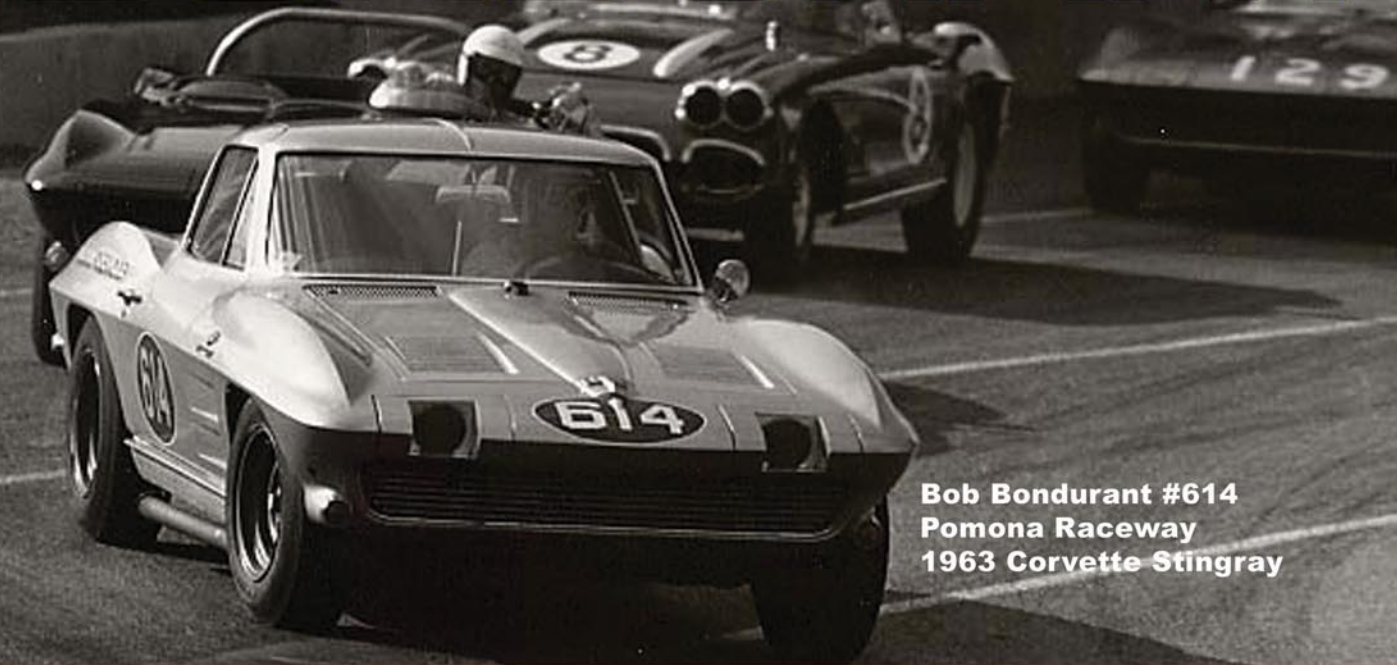
Volvo Drive-E in Las Vegas
Kia K900 in California
Volkswagen | Audi | MINI
Mitsubishi | Mazda | Kia
Hyundai | Acura | Toyota

MOTORSPORTS

Indoor Karts at Octane

1958 Jaguar XK150S 3.4-Liter Roadster
at Bonhams Scottsdale Auction

BONDURANT®



Bob Bondurant #614
Pomona Raceway
1963 Corvette Stingray

sting-ray [sting-rey]
noun

having a whiplike tail bearing a serrated venomous spine capable of inflicting painful weals on man



Bob Bondurant #614
Bondurant Training Facility
2014 Corvette Stingray



The Official High Performance Driving School of Chevrolet

BOB BONDURANT
RATING: ★★★★★
SCHOOL OF HIGH PERFORMANCE DRIVING

bondurant.com
1.800.842.7223
PROUDLY LOCATED ON THE GILA RIVER INDIAN COMMUNITY

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

March-April 2014

VEHICLE INTRODUCTION

A CSX7000 Shelby 289 FIA Cobra6
A limited edition continuation model introduced at Barrett-Jackson.

SPECIAL EVENTS

B Arizona auction week results and highlights14

COLLECTING

C Arizona auction panel.....15
Experts' latest tips By Bob Golfer / ClassicCars.com

PROFILE

D Men's Night Out with Randy Johnson20
The five-time Cy Young winner meets us at Craig Jackson's house to discuss craftsmanship and collecting. By Becky Antioico

SPECIAL EVENT

E Inaugural Arizona Concours d'Elegance24
A smashing success. Results and highlights.

SPECIAL EVENT

F North American International Auto Show highlights ...28

SPECIAL EVENT

G Chicago Auto Show highlights32

MAINTENANCE & RESTORATION

H AZ Collector Cars.....34
One well-hidden shop that's worth the hunt. By Tim Sharp

SPECIAL EVENT

I Rockabilly Bash36
Patina counts, at this Wild Horse Pass car show. By Larry Edsall

MOTORSPORTS

J Indoor kart racing at Octane Raceway38
Kart racing can breed champions. By Tim Sharp

VEHICLE INTRODUCTION

K LAUNCH: 2015 Volvo Drive-E : S60, C60, XC6040

VEHICLE INTRODUCTION

L LAUNCH: 2015 Kia K900 luxury sedan42

VEHICLE IMPRESSION

2014 Hyundai Equus Signature44

VEHICLE IMPRESSION

2014 Toyota Tundra 4X4 LTD CrewMax 5.7L V846

VEHICLE IMPRESSION

2014 Mazda3 4-Door Grand Touring.....47

VEHICLE IMPRESSION

2014 Audi A6 2.0T quattro48

VEHICLE IMPRESSION

2014 Volkswagen Passat TDI SE50

VEHICLE IMPRESSION

MINI Paceman51

VEHICLE IMPRESSION

2014 Mitsubishi Outlander 3.0 GT S-AWC52

VEHICLE IMPRESSION

2015 Kia Soul + (Plus)53

VEHICLE IMPRESSION

2014 Acura MDX AWD.....54

departments

FROM THE PUBLISHER : START YOUR ENGINES4

AUTO NEWS UPDATE8

THE INSIDE TRACK : BRIEFS AND RUMORS56

UPCOMING FEATURES.....58



COVER: This 1958 Jaguar XK150S 3.4-Liter Roadster, Lot 141 at Bonhams Scottsdale Auction in January, has 100-point JCNA status and over 80 concours wins. It sold for \$242,000.



Jordan Megenhardt/Arizona Diamondbacks

Tim and Kristin Sharp

START YOUR ENGINES : FROM THE PUBLISHER

This is the time of year we hang credentials around our necks and go places. In this issue, we go to Detroit for the North American International Auto Show and Chicago for their eponymous auto show. Here at home, we badge up for the six familiar world-famous Arizona Auto Week events, which this year were presaged for the first time by the Arizona Concours d'Elegance—an event many people have long talked about putting together, but had not, until now. All of the above were smashing successes, with the Arizona Concours perhaps the most noteworthy.

As for those auctions, the socioeconomic so-called one percent is doing well: attendance is up, sales are up, prices are up and records were smashed. There's even one auction—Silver—that's quite accessible to most of the other ninety-nine percent, too. A panel of experts discusses collector trends, as covered by **Bob Golfen** of ClassicCars.com.

We also bring you information on an equally local car show, with **Larry Edsall**, plus a local specialty shop and a new indoor kart racing track, with **Tim Sharp**.

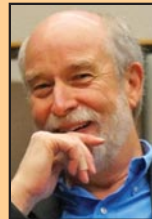
Travels in pursuit of next year's cars took us to Las Vegas for a look at Volvo's evolving Drive-E program, a comprehensive name for a bag of tricks that includes growing factors of fuel efficiency, aerodynamics, advanced metallurgy and alternative drive-trains. And we headed to Southern California to meet something you would not have seen coming five years ago: Kia's new luxury sedan, the K900.

We also drive a variety of vehicles in Arizona and check out their finer points.

By the time you read this, we'll be hanging more credentials around our necks and heading to Phoenix International Raceway for NASCAR and NASCAR Mexico, as a new year is now well underway. Enjoy the ride.

Joe Sage,
Publisher/ Executive Editor

Photo: Brenda Priddy



ARIZONA DRIVER

MAGAZINE

PUBLISHER / EXECUTIVE EDITOR: Joe Sage

CONTRIBUTING WRITERS:
Becky Antioco David Boldt
Larry Edsall Jennifer Johnson
JP Molnar Jim Prueter
Steve Purdy Barbara and Bill Schaffer
Tim and Kristin Sharp
Jan Wagner Kevin A Wilson

CONTRIBUTING PHOTOGRAPHERS:
Randall Bohl Christina Lawrie
Chris Marzonie Brenda Priddy
Jan Wagner

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

ARIZONA DRIVER MAGAZINE
PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC
Arizona Driver Magazine
PO Box 13387 - Scottsdale AZ 85267
www.arizonadrivermagazine.com
letters@arizonadrivermagazine.com

FIND US ON FACEBOOK
Arizona Driver Magazine, Arizona Rider Magazine, Arizona Flyer Magazine and Arizona Boater Magazine are registered tradenames of AdZone Arizona LLC.
Arizona Driver Magazine is a member of:
Phoenix Automotive Press Association
Motor Press Guild
Northwest Automotive Press Association
Rocky Mountain Automotive Press
Texas Auto Writers Association
Midwest Automotive Media Association

gobeyondordinary



CarBeyondStore
Gallery of Fine Auto Parts



16443 N 91st ST, Suite 101
Scottsdale, AZ 85260
www.carbeyondstore.com
Tel. (480) 588.8600 Fax. (480) 247.6788
Open: Mon-Fri (8a-5:30p) Sat (9a-1p)



Desert
CONCORSO

March 30th, 2014 • Shadow Mountain Resort • Palm Desert, CA

desertconcorso.com • (425) 742-0632 •

brought to you by **CONCORSO ITALIANO**

ITALIAN LIFESTYLE

FERRARI LAMBORGHINI PAGANI FIAT ALFA ROMEO MASERATI LANCIA

EL PASEO CLUB VIP PACKAGES

DETOMASO ISO & BIZZARRINI BENTLEY CLASSIC BMW BUGATTI JAGUAR

EUROPEAN SPORTS CARS

ALLARD ASTON MARTIN AUSTIN-HEALEY KOENIGSEGG LOTUS MCLAREN MORGAN

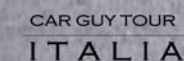
ITALIAN FASHION

CLASSIC MERCEDES-BENZ CLASSIC PORSCHE FINE DINING ART AND MUSIC



SUPPORTING SPONSORS:

ASSOCIATE SPONSORS:



READY FOR A BRAND NEW 289 COBRA?

The whole crew of Shelby American, Inc. packed out of their factory in Las Vegas to come visit us during Barrett-Jackson Auction in January—and they came very well equipped.

Fifty years earlier—in 1964—Shelby had introduced the FIA version of their 289-cu-in small block Cobra to compete in the 1964 World Manufacturers Championship series against traditional dominators including Aston Martin, Jaguar and Corvette. To celebrate in 2014, they are creating 50 limited edition continuation (CSX7000) Shelby 289 FIA Cobras. Each comes in Viking Blue with FIA stripes and roundels, has a black FIA interior, special billet anniversary badges, original style wheels and a variety of additional options.

“The 289 FIA Shelby Cobras were among the

most important cars in American racing history,” said John Luft, Shelby American president. “(They) were piloted by racing legends including Ken Miles, Dan Gurney, Phil Hill and Bob Bondurant. Thus, some of the most revered drivers in the sport put the 289 FIA Cobra into the winner’s circle. Combining a robust, powerful American engine with a lightweight chassis was sheer brilliance. Shelby’s formula still resonates today and is followed by automakers worldwide.”

The 1964 Cobras were built for racing, with a new dash, widened fenders, cut-back doors, pin-drive hub racing wheels, oil cooler scoops and a competition spec Ford 289 V8. The new CSX7000 is delivered as a rolling chassis—less drive train—with a Shelby American issued MSO (manufacturer’s statement of origin). The new car has modern disc brakes, a stronger frame and the bodies are available in either aluminum or fiberglass.

The 50th Anniversary CSX7000 FIA Continuation Cobra starts at \$94,995 with fiberglass body or \$159,995 in aluminum, excluding drive train. Have a solid 289 (or other option) at hand? ■



New this year: Shelby Row

Also debuting this year at Barrett-Jackson was Shelby Row (above)—the largest display of Shelby cars, products and memorabilia in the event’s history—with Cobra, GT500 Super Snake, Raptor, Shelby GT and GT40 cars on display, plus a new store with logo merchandise. Shelby Row was a combined effort by Shelby American, Inc., the Carroll Shelby Engine Company and Carroll Shelby’s Store, as well as DenBeste Motorsports and Superformance, two dealerships where you can order your new CSX7000.

Shelby American president John Luft (lefthand photos below) took charge of the formal unveiling of the CSX7000 Cobra at WestWorld in north Scottsdale, during Barrett-Jackson, and the full crew joined in.



BRIDGESTONE WINTER DRIVING SCHOOL

THE CENTER FOR DRIVING SCIENCES 
LEXUS



Improve your advanced driving techniques in the most challenging conditions possible: ice and snow. Whether you are a new driver or a racing professional, we have an adrenaline-filled program for you. We offer safety, performance, racing and rally classes on our purpose-built tracks, using specially-prepped Lexus vehicles with Bridgestone Blizzak winter tires.

Mid December through early March
Steamboat Springs, Colorado

7 days a week
970.879.6104
winterdrive.com

Tesla Supercharger network complete

Hard at work on their network of chargers enabling free long-distance travel for owners of the Tesla Model S, the California-based automaker has opened seven Supercharger stations in Quartzsite, Flagstaff, Holbrook, Kingman, Yuma and other locations in Arizona. One network aims to ensure easy travel on I-8 from San Diego. Another—combined with a station in Indio, California—makes for easy free travel between Phoenix and Los Angeles. And a series of stations along I-40 in northern Arizona links Las Vegas, Nevada, with Albuquerque and beyond. Superchargers are designed for city-to-city travel, allowing Tesla drivers to travel for about three hours, take a 20- to 30-minute break, and get back on the road charged up. Stations are located near roadside diners, cafes, and shopping, so travelers can stop for a quick meal and have their Model S charged by the time they're done. Unlike most other manufacturers in the newest wave of electric vehicles, Tesla is concentrating on their own proprietary system. This may limit interoperability, but they see a huge competitive advantage in providing a service none of the others can—all the more so when it's free. ▼

Tesla Model S sedan

McLaren 650S



MCLAREN 650S COUPÉ

▲ Designed and developed to fall into the McLaren lineup above the MP4-12C—which will continue to also be available (while the P1 is sold out)—the McLaren 650S will be available as a fixed-head Coupé or as a Spider, with a retractable folding hard top. The car includes technology galore, from enhanced active aerodynamics to a ProActive Chassis Control system. The 650S badge designation refers to the power—650PS (641 bhp)—from its British-built twin-turbo V8, while S stands for sport (seemingly self-evident). New style cues include its front bumper, LED headlamps similar to the McLaren P1, an integrated front splitter for increased downforce—for more solid steering feel and confident turn-in—and door blades behind the front wheels to redirect air from the trailing edges of the front splitter. The 650S boasts the same aerodynamic Cd as the 12C, but this active channeling increases downforce levels by 24 percent at 150 mph.

MAZDA DE MEXICO PLANT OPENS

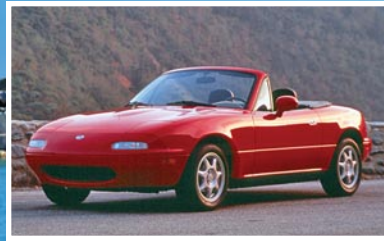
Production has begun at Mazda's new plant in Mexico. Mazda de Mexico Vehicle Operation (MMVO) is located in Salamanca, in Guanajuato state. The first model produced was a Mazda3 sedan (known as Axela in Japan) for the US.

Keishi Egawa, Mazda's Managing Executive Officer in charge of New Emerging Market Operation (Latin America) and President and CEO of Mazda Motor Manufacturing de Mexico, SA de CV (Mazda de Mexico Vehicle Operation) said, "We have sent over 150 engineers and supervisors to Mazda's plants in Hiroshima and Hofu, and made every effort to ensure that we are manufacturing products of the highest quality here at MMVO. With the start of mass production, we now have a system capable of offering vehicles of the same high quality as those made in Japan, on a global scale, and that is extremely gratifying. We are committed to continue our efforts to contribute to the growth of Mexico's economy, through the production of vehicles and the development of the excellent human resources who support and lead the automobile industry here." Mazda has sold approximately 180,000 vehicles in Mexico since it entered the market in 2005. The brand is highly regarded, and in 2013 sold a record 33,000 units in the country. In addition to the US, MMVO will produce the Mazda3 for other countries in the Americas and for Europe. Moving forward, Mazda intends to strengthen its production system in Mexico and expand the production model line-up to include the Mazda2 (Demio in Japan).

HAGERTY-LEMAY COLLECTOR PROGRAM

Collector car insurance giant Hagerty is joining with LeMay—America's Car Museum—to create a new program to fund education and training for young adults involved with or interested in the collector car community. A national effort to provide funding for hands-on learning in vehicle restoration, the Hagerty Education Program at America's Car Museum—through a \$1.75 million lead commitment from Hagerty—will provide scholarships and educational grants to students and organizations committed to the specialized training of skills and trades vital to the collector vehicle industry. Carrying on the mission and legacy of the former Collectors Foundation, established by Hagerty in 2005, and combining with the museum's own efforts, the new program supports education of young people ages 14 to 25, preparing them for careers in automotive preservation and restoration. ACM president and CEO David Madeira and Hagerty president and CEO McKeel Hagerty will be joined by seven other industry leaders and experts serving as members of a board of directors for the program. The board will oversee the grant-making process and provide guidance to a new program director.

KEEP RIGHT >>



Mazda MX-5 Miata 25th anniversary



MAZDA MX-5 25TH ANNIVERSARY

▲ Launched in May 1989 with a starting price of \$13,800, the first Mazda Miata had a 1.6-liter 4-cylinder engine with 116 hp and 100 lb-ft of torque—and was an immediate hit, even before it hit US shores (an enthusiastic press motivated volumes of pre-orders). A 5-speed manual transmission was standard, but a four-speed automatic was available. Original engineering highlights included independent double wishbone on all four wheels, disc brakes front and rear with the front ventilated, and a simple, light-weight soft top with one-hand operation and superior weather protection—and this when convertibles were thought to maybe be gone forever from our roads. The Miata weighed just 2,116 pounds curb weight and could reach 60 mph in under nine seconds. Twenty-five years later, MX-5 has racked up over 200 awards and sold more than 920,000 worldwide, making it the Guinness Book of World Records holder for Best-Selling Two-Seater Sports Car. Adding to these great achievements, more MX-5s are road-raced on any given weekend than any other model of car. Commemorating its 25th anniversary is a 25th Anniversary website, which will be continually updated with information on the past, present and future of the Mazda MX-5, including

a look at its 25-year history, messages from the engineers behind its development, and event notices and reports. Enthusiasts can wish the MX-5 Miata a happy birthday on Twitter using the hashtag #MX5Turns25. Or visit the anniversary site at www.mazda.com/mazdaspirit/craftmanship/mx-5/mx-5_25th/.

AUTOMOTIVE LAWS OF ATTRACTION

A survey by Insure.com asked men and women to rank vehicles driven by attractive members of the opposite sex. They ranked styles, make and color of vehicles. Collectively, women think the most attractive men drive black Ford pickups, while the least attractive drive mail trucks. Men find the most attractive women drive red BMW sports cars, while the least attractive drive green minivans. Pickup trucks were ranked tops by 32 percent of women, followed closely by sports cars at 27 percent. From there, numbers drop to 16 percent for SUVs, while minivans rate only 2 percent, not much better than those mail trucks at 1 percent. Forget lofty goals or altruism: hybrids and electrics only rate 9 percent. As for those UPS guys the girls love in their shorts? UPS trucks log in at just 4 percent. "A full-size truck implies that you can fix a leaky pipe. Regular \$100 fill-ups suggest that you're not money-obsessive. And regular \$100 fill-ups also suggest that

you regularly have \$100," said Amy Danise, editorial director of Insure.com. For women rating men, the top brands to own are Ford (16%), Chevrolet (13%) and Porsche (11%). Women overwhelmingly chose black as the color of car driven by good-looking men (53%), followed by silver (16%) and red (13%). The top-ranked woman rates 39 percent, to men, if she shows up in a sports car. Despite some eye-catching cowgirls on the roads, pickup-driving women ranked at only 10 percent with the guys. Minivans are in last place, at 4 percent, with hybrids and electrics almost as bad, at 6 percent. The men also like to know the girls have some dough, though, with top brands driven by attractive women, as ranked by men, being BMW (16%), Mercedes-Benz (14%) and Porsche (10%). The top colors were red (40%), black (23%) and silver (14%). "Based on results, I'd recommend a red BMW Z4 for single women," said Danise. "Two seats signal 'no kids.' The fact that it's expensive means it's probably leased, which indicates you're not heavily into commitment. The convertible top says you're not worried about your hair." The top three turn-offs for both men and women were cigarette butts in the ashtray, trash on the seats, and playing bad music loud.

KEEP RIGHT >>

Keith Martin's

AMERICAN CAR COLLECTOR™

The most valuable tool in your box



SUBSCRIBE TODAY!

AmericanCarCollector.com

817.219.2605 Ext. 1



ONE-TWO-THREE FOR MINI AT DAKAR

▲ After a perfect run by reigning Dakar champion Stéphane Peterhansel of France in his black MINI ALL4 Racing at the 2014 Dakar Rally on day two, the third competitive day of the world's toughest endurance rally was another good one for the Monster Energy X-raid Team and the MINI brand. Joan "Nani" Roma of Spain in a yellow MINI ALL4 Racing (shown above) and Krzysztof Holowczyc of Poland in a red MINI ALL4 Racing claimed a one-two on the third Dakar leg which took the competitors via 301 timed kilometers from San Rafael to San Juan, Argentina, and into the first foothills of the Argentinean Andes, terrain requiring power, reliability and efficiency. Meanwhile, Nasser Al-Attiyah of Qatar in his predominantly white MINI ALL4 Racing finished the day in seventh, climbing to third in the overall classification. So the MINI brand held a one-two-three overall with Roma in first, Orlando Terranova or Argentina—who finished fourth for the day—in second and Al-Attiyah in third as they headed into the fourth competitive Dakar day. "It was a good day for us," said Roma.

AVOIDING EV "CHARGE RAGE"

As electric vehicles (EVs) become more popular, congestion at charging stations is bound to build. By the end of 2013, EV

and plug-in sales had reached nearly 170,000, with about 10,000 sales in December alone. For the majority of these EV drivers, charging at work is the second most popular location to plug in, after home charging. ChargePoint, the world's largest electric vehicle charging network in the world, has over 15,300 charging locations nationally, over half of which are located at workplaces. They have collected a list of how companies are dealing with high plug-in demand. Number 1 is to "scale up": workplaces generally need one charging spot for every two EVs (one uses the morning, and another the afternoon). ChargePoint encourages them to pre-wire and install for what they will need in years to come. Number 2 is to build so multiple parking spots can access one port—with good signage making it clear these parking spots are for plug-in vehicles. Number 3 depends upon a high degree of cooperation: a bowl at the front desk where employees leave their keys, so that their car, once charged, can be moved to make room for another employee. Number 4 involves a company list of EV drivers, so they can be kept interconnected via email or forum, to encourage cooperation. And number 5 involves a sign-up mechanism, not unlike getting dibs on the conference room—accessible via mobile app or website. ChargePoint's findings indicate most

EV drivers are very respectful, but they implore users not to unplug others even when in desperate need of a charge. But if you don't need a full charge, leave a note letting folks know it's okay to unplug you earlier.

CAR INSURANCE VARIES BY MONTH

In 2013, car insurance rates varied by 22.7 percent month-to-month in Arizona—the 11th-most in the US—with the lowest rates in December and the highest in March, according to a new report issued by insuranceQuotes.com. Nationally, the range varies from under 2 percent to almost 50 percent, while the average is 7.5 percent from the lowest month (also December) to the highest (also March). The highest range is in Hawaii, at 47.9 percent, followed by Wyoming (39.7%), Washington DC (35.3%) and Maryland (34.8%). The smallest differences were in South Dakota (1.9%), Arkansas (3.7%), Utah (4.4%) and Iowa (4.9%). The numbers suggest that Arizonans should be especially vigilant when shopping for car insurance, said Laura Adams, senior analyst for insuranceQuotes.com. "For example, while December was the cheapest month nationally, it was actually the most expensive in 11 states. You won't know whether you're getting a good deal unless you compare at least three different quotes." ■

REAL EXPLORING



Go Mobile. visitTucson.org

Instantly locate real deals and specials, area events, driving directions, Google mapping, and much more.



Now available on Smartphones and Tablets. visitTucson.org



GO DIGITAL

10TH ANNIVERSARY TUCSON ATTRACTIONS PASSPORT

The guide includes **2-for-1** offers to over **50** of the region's most unique attractions and museums.



Get your printed guide now or download your digital copy in October. TucsonPassport.com





BARRETT-JACKSON



BONHAMS



Hot sales, new records

Arizona has kicked off the world's calendar year with the same sextet of January auctions it has had since 2012, when Bonhams joined the fray.

Leading up to the events, we had fairly casually chosen "something to keep an eye on" from among early consignments at each auction (photos keyed with ▼). Let's see how those did, along with the overall picture.

Barrett-Jackson 43rd Annual Collector Car Auction Event

Barrett-Jackson had the most successful auction in its history, with sales over \$113 million, as they sold 1399 cars to the delight of some 300,000 attendees. A whopping 14 vehicles were sold for the benefit of local and national charities. The auction was held for the first time at the all-new facility at Westworld of Scottsdale, a facility that included hundreds of exhibitors and non-stop entertainment.

▼ SOMETHING WE KEPT AN EYE ON:

Lot #5024. We liked this 1963 Chevrolet Corvette "Asteroid" in Asteroid Fure paint over Metallic White interior, with 352 cu.in. V8 and 4-speed manual, built as a dual-purpose show/race car by well-known boat racer and entrepreneur Bob Nordskog. Barris Kustoms did its radical body transformation, Nordskog's boat competition center built the motor and Nordskog's brother-in-law Don Ferrara built the very trick custom interior. The car has won the top award at major car shows. **RESULT:** sold at no reserve, for \$187,000.

The first retail unit of the all-new 2015 Ford Mustang was sold on Saturday at no reserve, with proceeds to benefit JDRF. North Texas Ford dealer and collector Sam Pack paid \$300,000 to take this one home.

Sir Stirling Moss attended, riding across the block in the third-highest-selling car, a 1955 Mercedes-Benz 300SL Gullwing Coupe at \$2,090,000. Beating that in dollars were the top seller, a 1967 Chevrolet Corvette L88 hardtop at \$3,850,000 and a 1969 Corvette #57 Rebel convertible race car at \$2,860,000. The eight highest sales each topped \$1 million.

Two Guinness World Records were set for the largest single-unit marque and the largest marque. The world renowned Salon Collection sold 16 vehicles for more than \$22 million total, the highest being Lot #5035, a 1967 Corvette L88 2 Door Coupe at \$3.85 million, making it the most expensive Corvette ever to sell at an auction.

Other vehicles that broke world records included Lot #5022 1967 Corvette L88 selling for \$2.86 million and Lot #1053 1957 Thunderbird E Convertible which fetched \$330,000.

▼ Barrett-Jackson auctions are held in Scottsdale (January), Palm Beach (April), Reno-Lake Tahoe (August) and Las Vegas (September). ▼ www.barrett-jackson.com

Bonhams 3rd Annual Scottsdale Auction

The third annual Bonhams Scottsdale Auction returned to the Westin Kierland Resort & Spa, amid high anticipation. Last year's sale—just their second here—saw several world records, with cars from international collections representing Bugatti, Ferrari, Lamborghini, Mercedes-Benz and more. This year, roughly 100 lots of top tier automobilia and 100 lots of highly select vehicles successfully crossed the block.

▼ SOMETHING WE KEPT AN EYE ON:

Lot #112. This factory 6C, torque-tube, long nose 1966 Ferrari 275 GTB/6C has coachwork by Scaglietti (body no. B0355) and design by Pininfarina. Chassis no. 08327 and engine no. 08327, the car has a 305-hp 3285cc SOHC V12 engine with 6 Weber carbs, 5-speed manual transaxle, 4-wheel independent suspension and 4-wheel discs. A very genuine, low mileage, matching numbers example, it was expertly restored in the original color combination—Celeste Blue metallic with black leather interior—with Borrani wire wheels and equipped with metric instruments for European delivery. Provenance was researched by Marcel Massini and certified by Ferrari Classiche. The car came complete with books and tools, and was estimated at \$2.2 to \$2.6 million. Excitement ran high. **RESULT:** sold for \$2,640,000.

Other high-ticket sales at Bonhams included: Lot #173, The Tailor's Car, an ex-Augusto Caraceni and Count Antonio Naselli 1951 Ferrari 212 Export Berlinetta, sold at \$3,190,000.

Lot #130, the ex-Baron Philippe de Buzbourg and Victor Polledry 1931 Alfa Romeo 6C 1750 Supercharged Gran Sport Spider with coachwork by Zagato, sold at \$3,080,000.

Lot #167, with single-family ownership since 1951, from the estate of Ralph WE Cox Jr, a 1936 Mercedes-Benz 500K Sports Phaeton, sold at \$1,430,000.

Lot #125, a matching-numbers, factory-disc-brakes red 1961 Mercedes-Benz 300L Roadster with hardtop, sold at \$1,237,500.

Bonhams had also pointed us early toward an ex-William Fisk "Bill" Harrah (just three owners from new) 1910 Thomas Flyer Model 6-40 Touring, Lot #138, which sold for \$275,000; and the only Fioni et Falaschi-bodied Bentley ever Built, 1947 Bentley MK VI Coupe, Lot #135, which sold for \$605,000.

Bonhams exudes a rarified atmosphere, yet we find that affordable purchases exist, perhaps because Bonhams is newest among the high-strata houses pitching their tents here. For example, a 1960 MGA 1600 Roadster, Lot #190, sold for \$24,200, and a 1948 Fiat 500B Topolino Cabriolet, Lot #131, went for just \$18,700. The latter may have benefited (or suffered) from following that #130 \$3.08 million Zagato Alfa.

▼ Bonhams hosts a variety of fine art, antique and collectors' auctions worldwide. ▼ www.bonhams.com

KEEP RIGHT >>



Photos: Randall Bohl

As auction week got underway, the Phoenix Automotive Press Association (PAPA) moderated a discussion of trends in classic car collecting, with Keith Martin, Corky Coker and John Carlson.

By Bob Golfer / ClassicCars.com

As Arizona's famous classic-car auction week gets into full swing, the experts caution that too much of a good thing can lead to a nasty hangover. That's when the red-mist of the auction action fades and you confront the reality of what's now sitting in your garage.

Do plenty of research before you buy a classic car at auction, and make sure it is something that you will love and enjoy, was the advice from a panel of classic-car veterans who spoke at the fifth annual Phoenix Automotive Press Association Arizona Auction Week Preview program.

The members of the panel—Keith Martin, the well-known publisher of *Sports Car Market* and *American Car Collector* magazines; Corky Coker, the owner of Coker Tire, which specializes in providing rubber for vintage cars; and John Carlson, the famed concours d'elegance judge and most recently chief judge at the inaugural Arizona Concours d'Elegance—spoke before a crowd of old-car enthusiasts who peppered them with questions about where the classic-car hobby stands today and where it's heading in the future.

Each of them is a lifelong car collector in his own right, and they were in Arizona to enjoy the spate of six classic-car auctions happening in the Scottsdale/Phoenix area: Barrett-Jackson, RM, Gooding, Bonhams, Russo & Steele and Silver. Last year, more than \$300 million worth of vintage iron crossed the block and into new ownership, a number that was expected to be eclipsed by this year's sales totals.

"It's turned into a little bit more than a hobby now," Coker told the group. "It's an

industry."

But all that auction excitement can get out of control if you don't approach it with a clear head, Martin noted, as beautiful old cars become the targets of desire.

"It's what I call car horny," he said. "You walk around and see something you like and get all excited."

Martin related how a screaming auction deal on a 1964 Chevy Nova wagon turned into a wildly expensive restoration that wound up costing him something in the neighborhood of \$45,000. It's now an incredible car, he added, but maybe not worth what he has in it. He would find out when it crossed the block during Barrett-Jackson, selling with no reserve at \$26,400.

But that's part of the risk and the fun of engaging in the hobby, he said, adding that he has gained much enjoyment from his cars over the years, particularly the Italian ones from Alfa Romeo. "When you buy a car, it changes your life."

Choosing the right classic car involves much more than its looks or performance, Carlson said. What matters most is how you will enjoy it, and with whom.

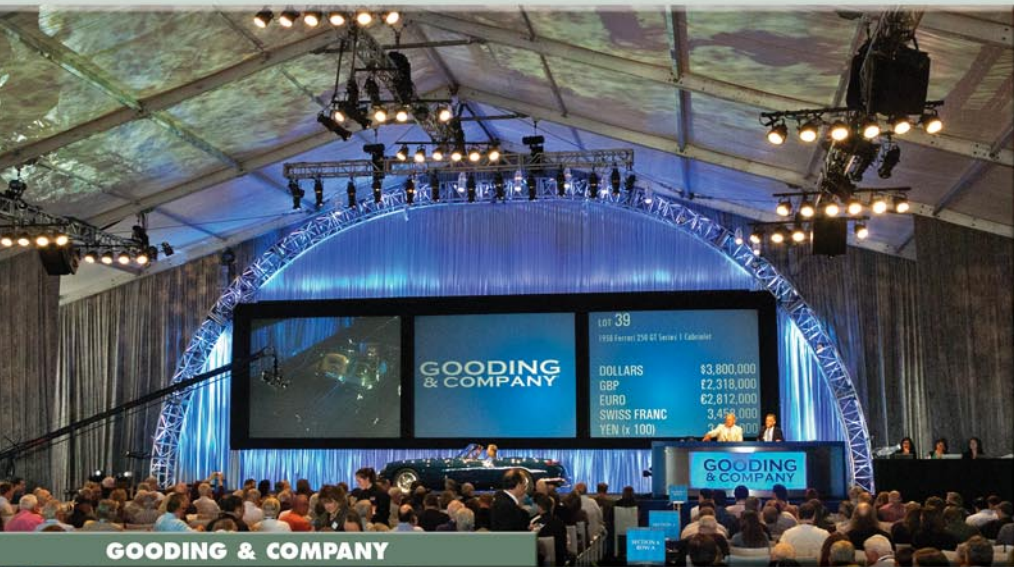
"I tell folks, 'What group do you want to associate with?'" he said. "The key for me is that you have fun with your car."

Despite his longtime participation in concours competitions and judging, Carlson said that for most people, winning an award at a show should never be the chief goal of owning a classic car.

"The only person who cares that you won a trophy is you," he said. "I tell people that if you really want a trophy, buy one and save yourself \$100,000 and a lot of headaches."

The question of preservation vs. restoration gained traction during the discussion, with all three

KEEP RIGHT >>



Gooding & Company 7th Annual Scottsdale Auction

Due to a flurry of significant construction to the west and southwest of Fashion Square in Scottsdale, Gooding & Company relocated just slightly this year, to an equally convenient spot immediately north of Fashion Square. Over the past six years, Gooding has consistently achieved the highest individual sale of the Scottsdale auction week. Last year, they sold 101 vehicles for \$52.5 million, a record for classic car auctions in Arizona. A dozen cars sold for a million dollars or more, with seven at \$2-million-plus. Included was the highest sale in Arizona auction week history—a 1958 Ferrari 250 GT long-wheelbase California Spider for \$8.25 million.

They came close again this year, with total sales of \$49,461,550 and a high sale above \$6 million. Bidding was enthusiastic. In all, there were thirteen sales hitting seven figures.

▼ SOMETHING WE KEPT AN EYE ON:

The first and most successful McLaren F1 GTR Longtail racer, a 1997 model, Lot #137, had an estimated sale value of \$5 to \$7 million. Competition McLarens rarely appear for public sale. Finished in stunning white, blue and red FINA livery, this car had wins at Hockenheim and Helsinki, and several other podium finishes. Campaigned by the Works BMW Motorsport Team, it was raced by star drivers JJ Lehto and Steve Soper. With limited owners from new, this GTR Longtail arrived at auction having been restored by McLaren and maintained by Lanzante Ltd. **RESULT:** sold for \$5,280,000.

Of particular interest was an unre-stored (never before shown

or offered) 1956 Mercedes-Benz 300SL Gullwing, Lot #42, in particularly challenging condition, notably inside. Estimated at \$1,100,000-1,400,000, it generated a bit of a bidding frenzy that led to a sale price of \$1,897,500. Of equally high interest was Lot #149, a fire-damaged 1967 Ferrari 330 GTS, untouched since 1969 (shown at far left), which commanded \$2,062,500. They're only new once, and they only have such a back-from-the-brink story once.

Gooding's highest price was achieved by a 1958 Ferrari 250 GT Series 1 Cabriolet, selling at \$6,160,000 against an estimate of \$4,000,000-5,000,000.

▼ Gooding & Company stages auctions in Arizona (January), Amelia Island (March) and in Monterey as the official auction of the Pebble Beach Concours d'Elegance (August). ▼ www.goodingco.com

RM Auctions 15th Annual Automobiles of Arizona

RM Auctions achieved \$45,563,450 million in sales during their two-day event, with ten vehicles realizing million-dollar-plus prices, as well as a couple of new auction records being set.

▼ SOMETHING WE KEPT AN EYE ON:

Headlining RM this year was a highly prized 1958 Ferrari 250 GT LWB California Spider by Scaglietti, #1055 GT. The eleventh of only 50 built, this matching numbers, factory-covered-headlamp example was imported new through famed Luigi Chinetti Motors and sold at Fawcett Motors in Lubbock, Texas in 1959. In its only race, it placed first in class at the SCCA 1962 Osceola Grand Prix. Following a full restoration, it placed first in class at the 1994 Cavallino Classic III

panel members espousing a cautious approach in attempting to bring a car back to original condition, or better, while possibly ruining its originality and authenticity.

Coker, who has a new reality show about to air on the Travel Channel called "Backroad Gold" that focuses on discovering original barn-find cars, said he is a major proponent of preserving original cars despite their flaws.

"I just like the look of an original car," Coker said. "I like the look, the smell and the stories."

Of course, that only works if the car is in reasonably good condition, Martin noted. "There's a difference between a preserved car and a nasty old thing."

Carlson said that under concours definitions, a preserved car is one that has never been cosmetically restored, with no new paint, upholstery or chrome work. They can be mechanically repaired as needed to make them run, as well as getting such perishable items as tires and windshield wipers replaced. But the patina of faded paint and interiors can add much to the allure of an automotive survivor.

"We're really going toward keeping cars in original condition," he said, noting that the previous trend was toward total restorations. "We want to keep as many great unrestored cars as we can. They are wonderful and we don't restore these cars."

In his typical way, Coker got plenty of laughs

during the seminar with his dry wit and homespun observations. At one point, he turned the discussion about driving and enjoying classic cars into an unexpected sales pitch.

"If it's presentable and makes people smile, then get in it and drive it," he said. "Why? Because it wears out tires."

The topic of the classic-car hobby's future focused on getting younger people interested in cars that were created before most of them were born. All agreed that the gaining values of classic cars today should continue with the current generation, but getting technology-obsessed millennials interested in old cars could be problematic.

The only way to get young people to love old cars is to make sure that they are exposed to them, Martin said, including getting them behind the wheel. "They have to be brought in and taught to like these cars because they didn't grow up with them."

Coker said he sees many young people coming into the hobby, inspired by their parents to appreciate them. Beyond keeping the hobby going, he added, it's important that people understand the old cars to thwart misguided anti-pollution efforts to get them off the road. "There are a lot of green people who have no idea what we do."

The overarching advice from the expert panel to potential auction buyers during this week's auctions is to be savvy, clear-headed and well-informed. The main way to avoid the pitfalls of classic-car collecting is to do your homework ahead of time, Carlson said.

"The number one tool to have in your tool box is to do your research," he said. ■



Where the roads are dry and the cars are slick.

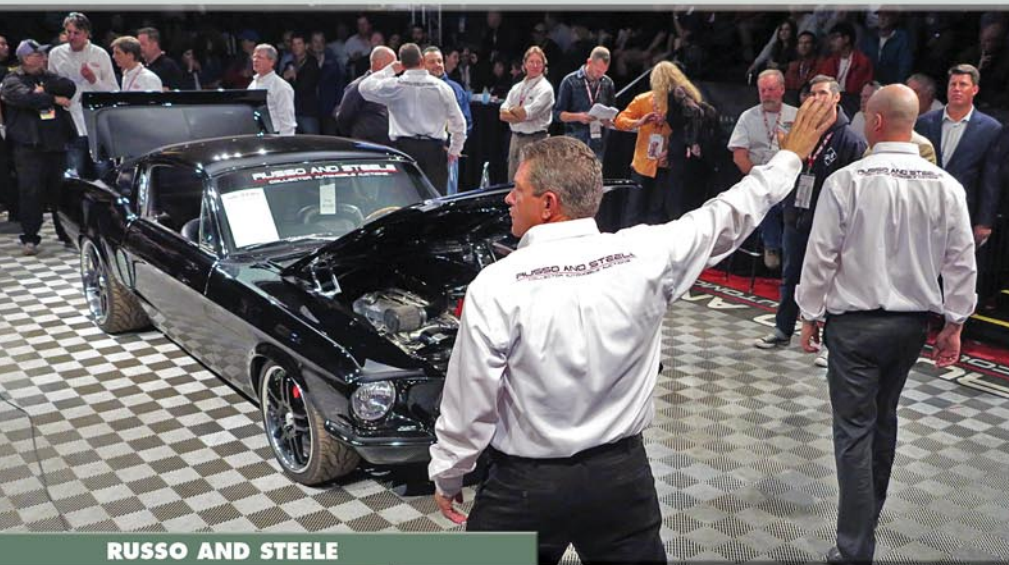


Arizona Driver Magazine

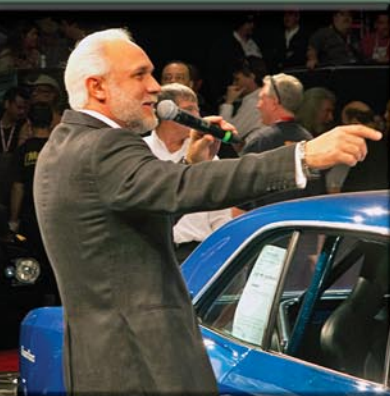
www.arizonadrivermagazine.com

Advertising: sales@arizonadrivermagazine.com

480-948-0200



RUSSO AND STEELE



SILVER AUCTIONS



Concours d'Elegance and appeared at the Concorso Italiano, Ferrari Club of America International Concours and Pebble Beach Concours d'Elegance that same year. More recently, the car has received an engine rebuild by Roelofs Engineering in the Netherlands and a fresh service by Ferrari of Newport Beach. The car was estimated at \$7,000,000 to \$9,000,000. **RESULT:** sold at \$8,800,000—a new record as the most valuable car ever sold at an Arizona auction.

Nine other seven-figure cars ranged from a 1958 Mercedes-Benz 300SL Roadster at \$1,045,000 to a 1961 Porsche 718 RS 61 Spyder at \$2,750,000.

Other Ferrari sales included a 1963 Ferrari 250 GT/Lusso at \$2,447,500—a new record for the model at public auction—a preserved 1966 Ferrari 275 GTB at \$1,815,000; and a 1966 Ferrari 275 GTS at \$1,485,000.

Records for individual models were also set by a 1958 Bentley S1 Continental Coupe, at \$511,500, and a 1970 Mercedes-Benz 280SL Pagoda, at \$165,000. And a 1986 Toyota Celica IMSA GTO sold at \$242,000.

▼ RM's Arizona sale kicked off their 2014 global auction calendar, which includes Amelia Island (March), where they are the official auction house, their annual sale at St. John's in Michigan (July) and many others. ▼ www.rmauctions.com

Russo and Steele 14th Annual Sports & Muscle in Scottsdale

Russo and Steele's five-day event had record attendance, estimated at 35 percent higher than the previous year. With a sell-through rate approaching 70 percent, a preliminary estimate of more than \$21 million in sales was achieved—and they expect the final numbers to go higher, largely due to post-block sales.

Russo—with half its emphasis on classic European sports—set a record with one of Lamborghini's very first road cars, the 350 GT, at \$742,630. One of 120 mostly hand-built cars and boasting Giotto Bizzarrini's 35-liter DOHC V12 engine, a race-bred chassis by Gian Paolo Dallara, and Touring's famous Superleggera bodywork by Franco Scaglione, it was comprehensively restored to original standards, including an engine rebuild at Bob Wallace Cars, the shop of the late former Lamborghini chief test driver Bob Wallace.

▼ SOMETHING WE KEPT AN EYE ON:

This one-of-a-kind 2013 SRT Viper GTS was auctioned at no reserve, on behalf of the Sons of Italy Foundation (SIF). Built just for this purpose, the tri-coat Avorio Perla (pearl white) American supercar has subtle Italian Tricolore badging. The car also has one-off Black Vapor chrome wheels and Laguna sepia leather-upholstered interior. Its race-bred 8.4-liter V10 engine delivers 640 hp through a 6-speed overdrive manual gearbox. Entertainment, electronics and amenities are extensive, including Uconnect media, and the car had just five miles on its odometer. **RESULT:** sold for \$236,500.

Another new world record was set with a legendary 1963 Pontiac Tempest Le Mans Super Duty drag racing car, one of two known examples remaining today of the original six coupes built by Pontiac to contest the NHRA's wild A/Factory Experimental (A/FX) class. The Tempest sold for \$335,630.

Ancillary to the auction were Russo and Steele's

annual Charity Gala, Kevin Martin's memorabilia auction, seminars including "Vintage Racing: Putting the Pedal to the Metal" featuring renowned IMSA, Indy and Le Mans driver Lyn St. James, as well as D. Randy Riggs, publisher of *Vintage Motorsport* magazine, historic racer Brian Ferrin, Mike McGovern, the chief driving instructor at the Bob Bondurant School of High Performance Driving, and Chris Hines of ArrowLane Racing. An "Art of Restoration" panel discussion featured expert classic-car appraiser Lance Coren, and noted restorers Bob Smith and Alan Taylor.

▼ Russo and Steele auctions are held in Scottsdale (January), Newport Beach (June), Monterey (August) and Las Vegas (September). ▼ www.russoandsteele.com

Silver Auctions 17th Fort McDowell AZ Auction

The Silver Auctions event a year ago—held at the Fort McDowell Resort & Casino, on the Beeline Highway (AZ 87) a few miles north of the Shea Boulevard intersection at Fountain Hills—drew its largest crowd ever, which prompted a couple of things: they bought a bigger tent to accommodate January, and they added an event in November (see our January/February issue).

Action is nonstop at Silver Auctions, yet this is where we go to unwind. The atmosphere is casual, the prices are approachable and the variety is enticing. This is where you might find a 2008 Pontiac Solstice, 2008 Saturn Sky, 1955 Ford Crown Victoria, 1957 Studebaker Deluxe, 2004 BMW 330i, 1957 VW Beetle, 1994 Mazda Miata, 1942 Buick Sedan, 1988 Chevrolet C3500, an all original 1927 Ford Model T, a 1978 Pontiac Trans Am Bandit clone and a 1998 Jaguar XJ8—all on the same quick walk-through.

If you want a something-for-every-budget event—everything but the seven-figure cars you would probably never drive, from the other auctions—attend Silver as a bidder, and see what strikes your fancy. You can head there with \$5000 or \$50,000 in your pocket and come out as the happy new owner of something fun.

▼ SOMETHING WE KEPT AN EYE ON:

This 1940 Mercury Coupe featured a 3-speed manual and a flathead V8 modified with Edelbrock high compression heads, contemporary 4-bbl carburetor, Mallory ignition and alternator, and it was restored to basically stock condition but with fender skirts and big Firestone whitewalls. **RESULT:** sold for \$29,250.

The highest sale price at Silver was for a 1972 Jaguar E-Type Series III, at \$75,000. Forty-two cars sold in the \$20,000s, forty-six in the teens, and a whopping eighty-two went for under \$10,000. The least expensive was a 1995 Oldsmobile VistaCruiser wagon, at \$1600.

Silver sold roughly 60 percent of the 325-plus cars that crossed the block over two days, with the rest listed as still for sale. The cars that sold—190 of them—totaled just over \$3 million. (The unsold cars—136 of them—had collectively bid to just under \$2.9 million.) For what any number of individual cars sold for at the other auctions, someone with a certain approach to life could buy every one of these, instead.

▼ Silver's next sale is April 12-13 in Portland, Oregon, followed by Spokane, Coeur d'Alene, Missoula and Sun Valley. ▼ www.silverauctions.com

A good eye for quality

Five-time Cy Young Award winner Randy Johnson knows about precision and mechanics

By Becky Antiooco

Here in Arizona, the seasons known to the rest of the world as winter and spring are referred to as “auction season” and “spring training season.” The seasons collided recently, when we met up with former Diamondback pitcher Randy Johnson at the home of auto auction icon Craig Jackson.

On the mound, Johnson was known for his deadly speed and precision. He ranks second in total strikeouts, behind Nolan Ryan, and is one of only 30 pitchers to have hurled an immaculate inning, striking out three batters in one inning with only nine pitches. Over the years, Johnson honed his skill, tweaked his technique, and transformed raw power into precision by working on the mechanics and ironing out the kinks in his delivery.

It’s that focus on mechanics, the desire for precision, that fueled Johnson’s fascination with watches, and his eventual designation as brand ambassador for exclusive watchmaker Ulysse Nardin.

“Watches always fascinated me. In every city I traveled to, I gravitated toward the upscale watch stores. I started purchasing them, then following the different companies to see when the latest watches were coming out,” says Johnson. “Initially, it was how shiny they were—the bling factor. But there’s obviously so much more to it: the complications of the movements, the workmanship and craftsmanship, and understanding how they work.”

Johnson estimates that he owns 50 to 60 watches, which are easier to collect, in terms of storage, than are cars. But, there are similarities in the two hobbies.

“When you’re buying something special, there’s something that draws you to it,” he observes. “And then after awhile, you dig a little deeper to find out about what it’s all about. What went into making it? How many were made? Why is it so special?”

While Johnson takes that view on watch collecting, for him, cars are more of an accessory, something that will “go fast, look cool and be dependable.” Which isn’t to say that he doesn’t value some of the same characteristics in an automobile that he does in a watch, namely, exclusivity. For example, parked in Johnson’s garage right now is a Bentley GT Supersport, purchased because it was more unique than the Arnage that previously occupied that spot, less prolific.

And for a guy who professes to be more



Randy Johnson and Craig Jackson enjoying “Men’s Night Out” at Craig Jackson’s house. • (Opposite page) We meet Randy Johnson amid classic and modern muscle. • (Below) The collectible Ulysse Nardin Big Unit Chronograph.

interested in watches than cars, Johnson has had his share of impressive rides. There was the custom prototype Dodge Durango with Carol Shelby’s autograph on the dash, which he purchased at Barrett-Jackson and drove to and from the ballpark. Then a twin-turbo Porsche 993, custom built by Uwe Gemballa to accommodate Johnson’s 6-foot 10-inch frame.


But it all started with a Ford Pinto. Drafted by the Montreal Expos after graduating from USC in 1985, Johnson traveled to Florida for minor league spring training. In need of a vehicle, he went to a used car lot and paid about \$5000 for a blue Pinto with the words “US Mail” stenciled on the side, and with the passenger seat removed to



KEEP RIGHT >>

**Capable of shaking anything.
Not that you'll ever need to.**

Named World's Best Sedan by *Car and Driver*, the new Audi S6 is everything its aggressive looks suggest.* With a powerful 420hp twin-turbo V8, lightning-fast 7-speed S tronic® transmission and quattro® all-wheel drive, this race-caliber machine will add suspense to your every driving moment. Within the law, of course. Get the S Model story at audiusa.com/performance. **The race-engineered S Models from Audi.**

Heighten every moment. 



Audi

North Scottsdale

**18088 N. Scottsdale Rd.
Phoenix, AZ
(480)538-4000
audinorthscottsdale.com**

A **PENSKE** AUTOMOTIVE DEALERSHIP

make way for a mail crate.

"A couple of friends and I went out to a club one night and we had it valet parked. Here's this mail truck car, with no passenger seat, and we go, 'Yeah, here are the keys. Go ahead and valet park this,'" he laughs. "That wasn't really a car that chicks dig."

Eventually, the radiator went out and Johnson abandoned the Pinto on the side of the road, never to hear or see it again. When he made the big leagues, he bought a nice "status car," like a BMW or Mercedes, and later, when he had the money and the opportunity, a Ferrari.

"I will never forget that Pinto, though," he says. "It reminds me where I started, and where I came from."

In watches and in cars, for Johnson, it's all about enjoyment, but he does offer some practical advice: "The one thing I've come to learn is that, if you're going to buy something, buy it. Get as much information on the car, the watch, whatever, and purchase it right then. Because when it's gone, it's gone. And if you do find it again, you're not going to pay retail for it. That's the way business is and the way life is."

Looking around at Craig Jackson's collection, Johnson notes, "At one time, I probably could've had a garage like this. But there's a lot that goes along with owning these kinds of cars.

"It's kind of like the watches. You can have a quarter of a million dollar watch, but you've got to keep the movement going. You have these cars, you have to run them. For me, it's all about enjoying, whether it's a nice car or a nice watch, but I never wanted to have the caretakers you need for the cars."

Today, Johnson is happy with his Bentley, his affiliation with Ulysse Nardin, and his life after baseball.

"When I was playing baseball, and young, it was a great time in my life," he reflects. "I didn't have a care in the world, and I worked hard for everything I had, and I enjoyed. I have no regrets about the cars I've had. Or the watches."

Ulysse Nardin released a limited edition Big Unit Chronograph in late 2012. Packaged in a baseball themed box, it came with an official major league baseball autographed by Randy Johnson. Only 100 were made, and it originally retailed for \$15,500. ■



(Above) Glenn Marshall, owner of E.D. Marshall Jewelers; Randy Johnson; Nelson Lucero, vice president of Ulysse Nardin; and Ahmad Shahriar, Ulysse Nardin regional sales manager. (Left) This Ulysse Nardin Freak Phantom watch can be yours for just \$137,000. (Below) "Men's Night Out" at Craig Jackson's house attracted fans of both genders, to mingle with watches and cars.



Smashing

INAUGURAL ARIZONA CONCOURS D'ELEGANCE JUDGED A HUGE SUCCESS

Photos: Michael Tobian and Bob Golfen / Arizona Concours d'Elegance



Photo: Michael Tobian / Arizona Concours d'Elegance

The inaugural Arizona Concours d'Elegance, held Sunday, January 12, on the landscaped lawns of the historic Arizona Biltmore resort in Phoenix, presented a selection of 75 magnificent automobiles for a highly successful first-time event, with winners announced for vehicle classes, special awards and Best of Show.

The Arizona Concours is an event long envisioned by auto enthusiasts to serve as a starting point for Arizona's famous collector-car auction week. Under brilliant blue skies—while most of the nation shivered in winter cold—more than 2,000 people enjoyed the balmy Phoenix weather and the sights and sounds of a top-drawer concours celebration of automotive finery in an exclusive and intimate setting.

BEST OF SHOW

The 1925 Hispano-Suiza H6B Cabriolet de Ville owned by Donald Nichols of Lompoc, California won Best of Show honors from the impressive field of concours contenders. Nichols discovered the car in 1970 sitting in derelict condition in a Sarasota, Florida alley and finally completed its restoration just two years ago.

The Hispano, with coachwork by Kellner, was originally owned by the famous industrialist Andrew Mellon. Nichols kept the car for nearly four decades before undertaking the daunting challenge of restoring it. The beautiful result was chosen by the Arizona Concours judges as the event's first Best of Show.

The Best of Show trophy was sponsored and presented by Alfredo Molina of Molina Fine Jewelers of Phoenix. The Hispano also was awarded Best of Class, Full Classic European.

MAKE-A-WISH

Among the special awards presented during the Concours, one standout was for the car chosen by the Wish Kids, nine young people who are part of Make-A-Wish Arizona, the founding chapter of the international organization that grants wishes to children with life-threatening medical conditions. Make-A-Wish Arizona is the charity recipient of the Arizona Concours d'Elegance.

The first Wish Kid award was a 1939 Bugatti T57C Galabier owned by Bill and Linda Pope of Paradise Valley, Arizona, that the nine kids chose from the Concours field. The specially prepared trophy features two fanciful figures made out of car-engine parts. Make-A-Wish Arizona raised \$24,000 through the Arizona Concours, which will fund future wishes for three kids, according to spokesperson Lisa Evans.

(At right) A team of straw-boated judges closely examining a 1938 Delahaye 135 MS. • Best of Show was won by Don Nichols' 1925 Hispano Suiza H6B Cabriolet de Ville. • Alan Travis of Phoenix shows off his 1905 Mitchell, the oldest car at the event.

CLASS WINNERS

- Antique—**
1907 Panhard et Lavassor T-3
John Konwiser, Scottsdale AZ
- Full Classic American Open—**
1934 Buick convertible coupe
Lee Gurvey, Scottsdale AZ
- Full Classic American Closed—**
1934 Packard 1104 2/4 coupe
Sharon Briskman, Scottsdale AZ
- Full Classic European—**
1925 Hispano-Suiza H6B Cabriolet de Ville
Donald Nichols, Lompoc CA
- Pre-War Rolls-Royce and Bentley—**
1936 Rolls-Royce Sedan de Ville
Jeffrey McKee, Phoenix AZ
- 100th Anniversary Maserati—**
1937 Maserati 6CM Grand Prix racer
Bill and Linda Pope, Paradise Valley AZ
- Pre-War European Sports and Racing—**
1938 Jaguar SS 100 3.5-liter
Philippe Reys, Chandler AZ
- Avant Garde—**
1938 Steyr 220 roadster - Peter Boyle, Oil City PA
- Post-War Racing—**
1951 Schroeder/Stevens Indianapolis racer
Gary Schroeder, Burbank CA
- Iconic Post-War American—**
1952 Hudson Hornet - Jon Andersen, Murray UT
- Post-War Mercedes-Benz—**
1957 Mercedes-Benz 300SL roadster
Grant and Judy Beck, Scottsdale AZ
- Post-War European Sports Cars—**
1964 Ferrari Lusso
Tony Shooshani, Beverly Hills CA
- Exotic—**
1971 Ferrari 246 GT Dino
Pietro DiLeonardo, Glendale AZ
- Post-war Preservation—**
1967 Ferrari 330 GTC - Todd Reeg, Scottsdale AZ.

SPECIAL AWARDS

- Most Elegant Pre-War—**
1938 Steyr 220 roadster - Peter Boyle, Oil City PA
- Most Elegant Post-War—**
1955 Maserati A6G Frua Spyder
Thomas Mittler Estate, Mishawaka IN
- Honorary Judges Award—**
1930 Packard 745 convertible Victoria
Steve Snyder, Orange CA
and 1928 Bentley 4.5-liter Le Mans
Bennett Dorrance, Scottsdale AZ
- Director's Choice—**
1907 Renault A1 35-45 - Alan Travis, Phoenix AZ
- Frank Lloyd Wright Taliesin West Distinguished Design—**
1936 Delahaye 135 competition Cabriolet
Ken and Ann Smith, La Jolla CA
- Historic Vehicle Association—**
1924 Hispano-Suiza dual cowl sport phaeton
William Ingler, Scottsdale AZ

KEEP RIGHT >>



Photo: Michael Tobian [1]



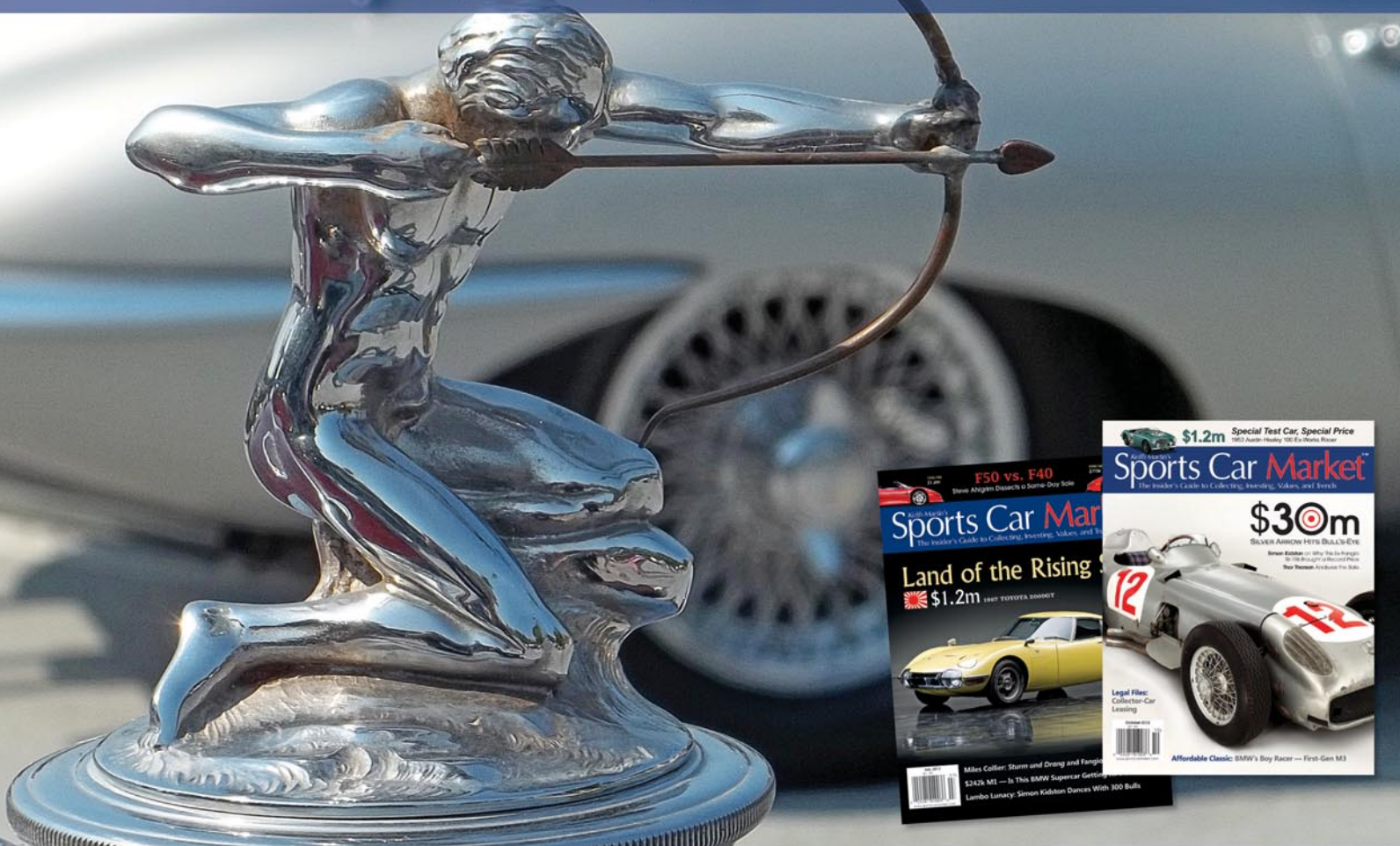
Photo: Bob Golfen [2]

Keith Martin's Sports Car Market™

The Insider's Guide to Collecting, Investing, Values, and Trends

“Hats off to you. Keeping up the great effort to produce the best car magazine each month is no small feat.”

— E.M., Northbrook, IL, subscriber since 1998



Subscribe to SCM today and become a collector car insider

www.sportscarmarket.com

A 1957 Mercedes-Benz 300SL belonging to Grant and Judy Beck of Scottsdale won that marque's Post-War class. • Nine Make-A-Wish Arizona youth judges chose a 1939 Bugatti T57C Galabier for their special award. • This 1937 6 CM Grand Prix racer was the 100th Anniversary Maserati class winner.

DATE SET FOR 2015

Following a highly successful inaugural event, the date for the second-annual Arizona Concours d'Elegance at the historic Arizona Biltmore Resort has been set: January 11, 2015, once again serving as the startup and focal point for the famed Scottsdale/Phoenix classic car auction week.

The three Arizona car collectors who founded the Concours—Kevin Cornish, Ed Winkler and Chuck Stanford—said that the overwhelmingly positive response from spectators and participants at the inaugural event helps set the tone and direction for the future.

“The founders of the Arizona Concours d'Elegance were very pleased with the success of the event for our entrants, judges, sponsors and attendees, and especially for our charity, Make-A-Wish Arizona,” Cornish said. “Plans for 2015 are under way, and we look forward to having much of the same elements as 2014, but with some improvements to enhance the quality of the overall experience.”

The planning process has already begun, and several potential entrants have sent in applications to include their vintage cars in 2015.

Announcements will be sent out during the next few months regarding such 2015 Arizona Concours features as honored marques, special awards, celebrity guests and key sponsors.

For more information about the 2015 event, see www.arizonaconcours.com.

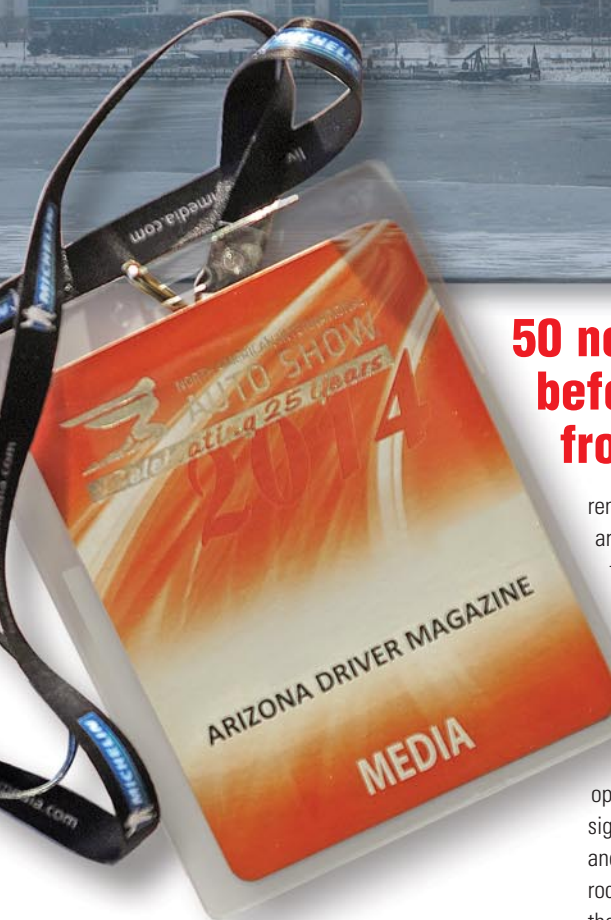


Photo: Bob Gollen [1]

Photo: Joe Sage [1]

Photo: Michael Tobin [1]

Detroit highlights



50 new models revealed before over 5000 media from all over the world

remains pivotal. And since it happens after January 1, it opens the door for production models of the next model year to be revealed—in this case, vehicles that will sell across the January 1, 2015 date, making them 2015 models.

The 2014 NAIAS had 50 vehicle introductions, most of them global firsts, presented to over 5,000 members of the media. NAIAS Chairman Bob Shuman felt optimism and confidence on the show floor—signs of a healthier industry, a stronger economy, and the continuing importance of the show. “We rocked it,” said Shuman. “Nothing can compare to the excitement in Detroit this week. It’s what we’ve worked toward for the last year. I’m proud of our city, and very proud of this show.”

Here are a few highlights.

• The **Audi allroad shooting brake concept** (they love lower case letters) combines the fundamental attributes of a sports car (think TT) with the more-rugged-than-average attributes of their allroad offerings, brought together in a European shooting brake format—sort of a fastback station wagon, not meant to be confused with a hatchback or crossover. The car is adaptable to a variety of drivetrains, with the concept done up as a 400-plus-horsepower plug-in hybrid.

• Based on a Beetle R-Line with 210-hp TSI engine—but longer, wider, taller and with two inch-



• Audi allroad shooting brake concept



• Volkswagen Beetle Dune concept



• 2014 SRT Viper in Stryker Green



• Honda FCEV concept



• 2015 BMW 235i Coupé



• Kia GT4 Stinger concept

es of extra ground clearance—the **Volkswagen Beetle Dune concept** evokes baja bugs from the last century. Less sand and surf, the show car seems to be ready for snow, with an enclosed cabin and a ski rack built into the roof and rear spoiler. The concept’s yellow-orange metallic paint is called “Arizona,” and wheel arch offsets are matte black. The Dune is thought to be production-ready, if demand might warrant it.

• Chrysler has used the **2014 SRT Viper** to showcase its new Stryker Green high-impact, hand-painted, show-car quality exterior paint, available across the full Viper lineup, an evolution of the Snakeskin Green that first appeared in 2008, with a “liquid mercury” appearance. The car also has a new Grand Touring package with Nappa leather seats, amped-up chassis electronics, all available in the entry price Viper.

• The **Honda FCEV concept** actually made its world debut at the LA Auto Show, two months prior—a potential styling direction for a Honda next-gen fuel cell vehicle. “Always ten years out,” fuel cells have been a long time coming, but a derivative of this show car is said to be launching in the US and Japan in 2015, followed by Europe. Power density and output have been increased by 60 percent since the prior developmental concept.

• BMW had several significant items in Detroit—a new M3 Sedan, a new and renamed M4 Coupé—the BMW i3 and i8 electrics—and the new **BMW 2 Series Coupé**. The new Two sits in an intriguing spot. Of course it’s no more completely new than the Four is—the 4 Series is a new number for the 3 Series Coupé, and the 2

Series is ditto for the 1 Series. But the 2 Series Coupé seems more gracefully proportioned, and that makes a difference.

• The big surprise with the **Kia GT4 Stinger concept** wasn’t just how cool it is—which was plenty—but that it’s rear-wheel-drive, a first for Kia. But only barely, as their V8-powered rear-drive K900 luxury sedan would appear soon after (see page 42). Its intent is to echo the affordable sports car concept we’ve seen in Mazda Miata or Scion FR-S/Subaru BRZ. The 2+2 sports coupe was designed by Kia’s California design team.

• The **2015 Chrysler 200** works off the same Alfa Romeo Giulietta platform as the Dodge Dart introduced two years prior. The new 200 also picks up from the new Jeep Cherokee, receiving its nine-speed automatic transmission (in this case with a dial shifter) and an all-wheel-drive system will fully-disconnecting rear axle. A 35-MPG 4-cylinder will be available, as well as a V6.

• When Subaru showed off the new WRX a few months ago, many eyes were scanning the horizon. Sure enough, at Detroit we met the **2015 Subaru WRX STI**. At its heart is a 305-hp 2.5-liter turbo boxer. The four-door body is wider, the chassis is stiffer, the springs are firmer and steering is faster (13.0:1). Handling technologies include the full array available on more mundane sedans, and inside it is the first WRX STI to rock with available harman/kardon premium audio.

• Mercedes-Benz is planning a barrage of new models over the coming year and a half, and the



• 2015 Chrysler 200



• 2015 Subaru WRX STI



• 2015 Mercedes-Benz C-Class



• 2015 Chevrolet Corvette Z06



• Toyota FT-1 concept

KEEP RIGHT >>

GOODGUYS™

Rod & Custom Association

JOIN THE CLUB... BECOME A MEMBER TODAY!

Don't Get Left Out On All The Cool Happenings Going On In The World Of Goodguys In 2014!

Become A Member Today And Start Enjoying All Of The Perks Of Being A Part Of The World's Largest Hot Rodding Association.

JOIN TODAY!



EXCLUSIVE MEMBERS-ONLY DISCOUNT OFFERS ON COLLECTOR CAR PRODUCTS & SERVICES FROM THE BIGGEST NAMES IN THE AUTOMOTIVE INDUSTRY!



MEMBERSHIP BENEFITS	GOLD - \$35	SILVER - \$20	JUNIOR - FREE*
12 Hard Copy Issues Of The Goodguys Gazette Magazine!	✓		
Access To 12 Digital Goodguys Gazettes On Your PC, Smart Phone Or Tablet	✓	✓	✓
"Goodguys Good Deals" Members-Only Program	✓	✓	
Vehicle Pre-Registration \$10 Off Discounts	✓	✓	
Chance To Win The Annual Goodguys Giveaway Car	✓	✓	
Membership Card	✓	✓	
Members Decal	✓	✓	
Goodguys Sticker Pack**	✓	✓	✓
Special Offers & Promotion Notifications!	✓	✓	✓

* Junior Members must enroll for their Membership at Good-Guys.com. Requires e-mail and address sign-up for access. ** Available for pick up at any Goodguys show.



Goodguys... Cool Cars! Cool People! Good Times!
GOOD-GUYS.com - (925) 838-9876



• 2015 Ford Mustang convertible



• 2015 Hyundai Genesis Sedan



• 2015 Ford F-150



• 2015 Cadillac ATS Coupe



• Infiniti Q50 Eau Rouge concept



• 2014 Chevrolet Silverado 1500

Detroit show revealed several, including the **2015 Mercedes-Benz C-Class** shown here. Also revealed were the new S600, the CLA45 AMG and a new take on the big flagship: an S-Class Coupe concept, which is sure to hit production.

• The track-capable **2015 Chevrolet Corvette Z06** rounds out the new C7 lineup, with a supercharged 625-hp engine—that's a first in a Z06—and choice of 7-speed manual or high-performance eight-speed automatic, as always in light-weight hardtop form. Its aluminum frame will also be used for the Racing C7.R. A Z07 Performance Package adds even more serious track capability.

• "FT" stands for Future Toyota, and the **Toyota FT-1 concept** may offer clues to future products—if Toyota would be this daring. Toyota sought to deliver "the look and feel of a modern-day superhero," with an interior that fits as well and feels as good "as Batman's suit." Shields.

• The big news had already been made—after huge anticipation and remarkably leakproof security—and now we follow up with the **2015 Ford Mustang convertible**. It includes a standard multilayer insulated cloth top for upscale appearance and a quieter cabin. The new top lowers twice as fast and has a sleek profile when down.

• The **2015 Hyundai Genesis Sedan** maintains its luxury value point—a highly-appointed rear-drive sedan priced below the flagship Equus. Restyling makes it clear it has the likes of Audi and Lexus in its sights, and effort has gone into vehicle dynamics and handling, while accommodating a multi-mode all-wheel-drive system. On-board electronics are all upgraded, as well.

• Almost as anticipated as the new Mustang has been an update to the nation's top-selling vehicle: the **2015 Ford F-150**. As hoped, it picks up extensively from the knockout Atlas concept truck. The F-150 had already surprised even Ford with its high percentage of V6 sales, and the new model builds on fuel economy goals with the ambitious introduction of all-aluminum construction.

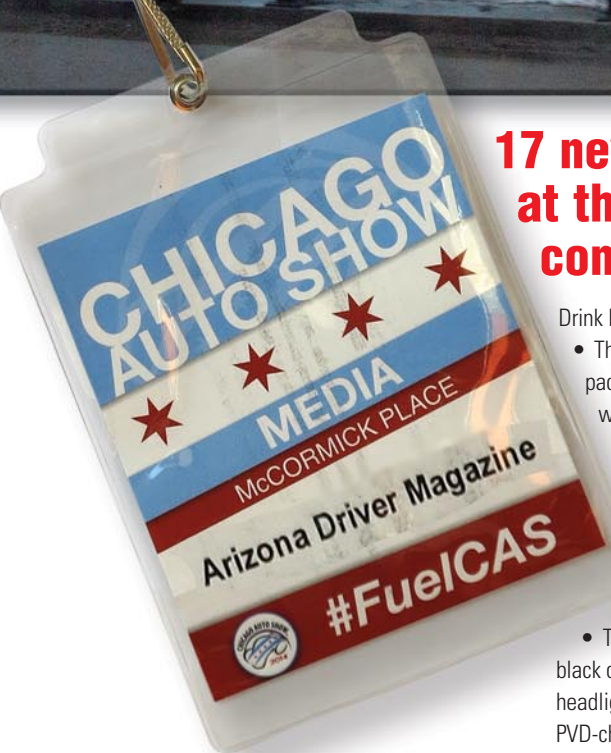
• The **2015 Cadillac ATS Coupe** is the builder's first in the compact luxury coupe segment. Fitted with a 2.0-liter turbo, it is also the segment's lightest. We've track-driven and even drag-raced the ATS sedan, so we anticipate remarkable performance from this combination of rigidity, torque and light weight. The ATS Coupe arrives this summer, available in both rear- and all-wheel-drive models.

• The **Infiniti Q50 Eau Rouge concept** is a show car iteration of the model that replaces the Infiniti G (we still think it through this way). The Eau Rouge (red water) has an interior that reflects elements of Infiniti Red Bull Racing Formula One racers (red sugar water was the inspiration?). The concept's body is carbon fiber—lower and wider for enhanced aerodynamics. It's not outrageously executed, so no doubt shows imminent evolution.

• One element of the Detroit show is presentation of the North American Car of the Year and Truck of the Year awards. This year, Chevrolet won them both, which is a first. Corvette took the car trophy, and the truck trophy went to the **2014 Chevrolet Silverado 1500**, notable for its 5.3L V8 that can run at a full 355 hp or deactivate four cylinders for light-duty or cruising fuel economy.

Next up was Chicago. ■

Chicago highlights



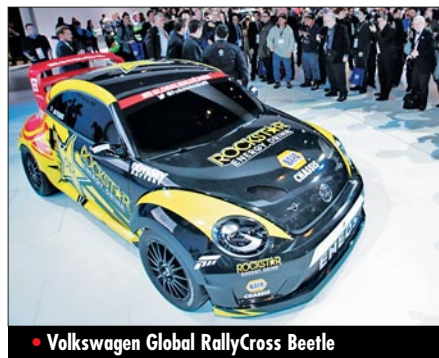
17 new models revealed at the nation's largest consumer auto show

Drink Beetle and Scott Speed a 7UP version.

- The new **2014 Dodge Journey Crossroad** package delivers this top-selling midsize SUV with its own front and rear fascias, lower side sills, darkened headlights and taillights and 19-inch Hyper Black wheels. Leather seats have accent stitching and Liquid Graphite appliques. Drivetrain is a 3.6L Pentastar V6 with available AWD. Prices start at \$24,995.

- The **2014 Hyundai Veloster RE:FLEX** has black or red leather seats, LED-accented projector headlights, LED taillights, illuminated door sills, PVD-chromed 18-inch alloy wheels, chrome body details and RE:FLEX badging inside and out. It adds the existing Style Package, with fog lights, piano black accents, 450-watt premium audio, leather-wrapped steering wheel and shift knob, and alloy pedals. A rearview camera is standard, with 7-inch touchscreen display. The car goes on sale this spring, in a limited run of 3,000 units.

- The **2015 Nissan Versa Note SR** subcompact gains an SR fascia and grille, dark headlights and fog lights, and black and chrome accents. Add body-color side spoilers, upstyled side mirrors, rear spoiler, SR badging and machine-finished 16-inch sport alloy wheels. Inside, there's a 370Z-inspired leather-wrapped wheel, sport-styled seats, plenty of piano black with metallic high-



• Volkswagen Global RallyCross Beetle



• 2014 Dodge Journey Crossroad



• 2014 Hyundai Veloster RE:FLEX



• 2014 Nissan Versa Note SR



• 2015 Chevrolet Silverado HD CNG Bi-Fuel



• 2015 Kia Soul EV

lights, and a triple-gauge cluster.

- The **2015 Chevrolet Silverado 2500HD and 3500HD Bi-Fuel** single-rear-wheel pickups will be available with CNG capability. With clean CNG costing about 62 percent less per gallon than gasoline, a work truck driven 26,000 miles can save over \$2,000 a year, as an example with 75 percent CNG usage. Silverado HD bi-fuel models have a range of up to 650 miles. With a 4.10 rear axle, they can tow 13,000 pounds on gas or CNG.

- The **2015 Kia Soul EV** is the brand's first globally-sold electric vehicle—a front-wheel-driver with high-capacity 27 kWh lithium-ion polymer battery pack and class-leading 200 Wh/kg battery energy density. Power comes from an 81.4 kW electric motor producing a generous 285 Nm of torque. Driving range is estimated at about 120 miles on a single charge. Production starts in the second half of 2014.

- The **2015 Chevrolet City Express** is a domestically skinned and branded version of the new-to-our-shores Nissan NV200. Its small size and fuel-efficient 2.0L four-cylinder promise urban efficiency, while it is roomy enough for a standard palette load. The 131-hp van is loaded with amenities and will be available this fall.

- The 2015 Toyota Tundra, Tacoma and 4Runner get new **TRD Pro Series** off-road packages, informed by victories in the Baja 500 and 1000 endurance races. Included are TRD-tuned Bilstein shocks with remote reservoirs, front springs and front skid plate, plus a "TOYOTA" front grille, TRD floor mats, shift knobs and black wheels. Colors include Black, Super White and Inferno.



• 2015 Chevrolet City Express



• Toyota TRD Pro Series



• 2015 Subaru Legacy



• Honda Civic Si Forza Motorsport



• 2015 Lincoln Navigator

- The **2015 Subaru Legacy** is the only car in its class with all-wheel drive standard, now with an improved EyeSight system and available rear radar system. With 2.5i 4-cylinder and 3.6R 6-cylinder boxer engines, the Legacy has standard Lineartronic CVT. Four-cylinder fuel economy is 26/36/30 MPG (city/hwy/comb), while 6-cylinder MPG is up by 10 percent or more, at 20/28/23. The 2015 Legacy arrives at dealers this summer.

- The one-of-a-kind **Honda Civic Si Forza Motorsport** represents a car in the new *Honda Legends Car Pack with 2014 Civic Si* for Forza Motorsport 5 on Xbox One. The winner—created by Forza gamer Tiffany Labeledz of Phoenix—was selected from nearly 170 entries, by more than 17,000 members of the Xbox Forza community. It is one of the first of these vehicles to be brought from virtual world to the real world.

- While Lincoln is laboring hard to completely rebuild its brand, the **2015 Lincoln Navigator** is a facelift—a good one—with new front and rear sheetmetal, revised instruments, and fold-flat seats that are expected to deliver best-in-class cargo volume. Add a Reserve Package for ultra-luxurious leather seats and hand-wrapped leather door trim, console and glove box door.

Others: Information on the **2015 Volvo S60 Polestar** and **V60 Polestar** can be found elsewhere in this issue, with our Volvo Drive-E feature. Also revealed were the 2014 **BMW 740Ld xDrive**, a **Lingenfelter** Reaper performance Silverado, the new 2014 **Kia Optima Hybrid** and a **Nissan Frontier Diesel Runner**. ■

Treasure map to craftsmanship

Story and photos by Tim Sharp



Do you need the carburetors rebuilt on your Shelby GT350? AZ Collector Cars does that. Do you need your 1938 Austin 7 Grand Prix car prepared for the Rolex Monterey Motorsports Reunion? They do that. Do you need a body-off restoration on your vintage Ferrari GTO? They do that, too. AZ Collector Cars' master mechanics have decades of

experience working on all types of classic collector cars.

Located in a spanking clean facility on Ogden Road in Mesa, AZ Collector Cars is just a stone's throw from Falcon Field. However, it is nearly impossible to find, unless you have the street address. The building is un-

marked, and this is by design, because it also serves as the museum for Brent Berge's priceless vintage car collection. Security is paramount for both Mr. Berge's and AZ Collector Car customers' cars. If you want the address, call them; they will be glad to direct you to their shop.

Ken Schutze is a former aircraft mechanic for the military and for Boeing. Ken has worked on

Bill Pope's vintage car collection, which has won many concours honors, including the prestigious Pebble Beach Concours d'Elegance and the recent new Arizona Concours d'Elegance. Ken has also worked for Terry Larson's Jags restoring vintage C-Type, D-Type and Lister-Jaguars. (Larson is quite simply the most celebrated restorer of vintage racing Jaguars on the planet).

Schutze's counterpart at AZ Collector Cars is Zack Wormbacher. Zack was formally education at the Colorado School of Mines, before he became enamored with vintage car restoration. He worked under the master Mike Dopudja on Ferraris, Maseratis and Shelby Daytona Coupes. Zack is not just a mechanic—he is a master restorer of vintage cars.

Between Schutze and Wormbacher, they have more hands-on experience in the repair and restoration of vintage cars than anyone should have a right to.

A vintage race car driver once told us that "Ken Schutze is the MacGyver of vintage race car mechanics. At the track, he can make a part out of almost anything." True enough, Ken is a trackside genius with an amazing ability to fabricate parts on the spot. When you give Ken a great shop, remarkable tools and some time, he produces even more amazing results.

For a one-on-one with AZ Collector Cars, call 480-985-2675. Check out their state-of-the-art facility and the remarkable work they do on classic cars. You will be impressed. ■



*It's not just a car.
It's a time machine for your soul.*



Drive your dream.®

You never forget your first love.

With thousands of classic cars and trucks for sale, ClassicCars.com plays matchmaker every day to car buffs just like you. Travel back in time and fall in love all over again.

www.ClassicCars.com

Patina counts

A show that's more run-what-you-brung than trailer queen • Story and photos by Larry Edsall

Lalo Trujillo was working on a mid-1950s Chevrolet 210 that he planned to take to local car shows, until he noticed how popular they had become. "I wanted something different," he said.

He found it, in the form of a 1969 Cadillac Coupe DeVille that a friend of his father's had been keeping in the back of a barn for the previous 20 years. "Goats were living in it," Trujillo said, when asked about the car's condition at the time.

Long and low, and painted with a gray hood and trunk lid over its black fenders and doors, Trujillo's car was one of many personal automotive expressions that have been making the Rockabilly Bash one of the best car shows in Arizona.

It's a good thing Trujillo's car sits long and low, because that way you can see the amazing pattern he's painted on the car's roof. "It took two weeks on the top alone," he said, adding that after restoring and customizing the car and getting it all painted, he decided to strip it down and do the paint we saw at the show.

"I didn't like it the first time," he said, adding that he also realized some of the body panels weren't as straight and true as he wanted them,

so he took the car back down to bare metal and started all over.

Such is the labor of love car owners such as Trujillo put into the vehicles they bring to the Rockabilly Bash.

The show was launched by the Phoenix-area 5 & Diner restaurants three years ago. The first one attracted 200 cars.

Last year, 360 showed up. The first Saturday of 2014, there were 500 cars and trucks on display at the Wild Horse Pass Motorsports Park, on the Gila River Indian Community just south of Phoenix.

Event organizers anticipate 1,000 cars in 2015. The Bash isn't nearly as well known as the weekly gatherings that have been going on for years at the Pavilions shopping center on the Salt River Pima-Maricopa Indian Community just east of Scottsdale. It isn't nearly as prestigious as the new Arizona Concours d'Elegance, or the Field of Dreams display put on by the organizers of the Copperstate 1000 vintage sports car rally.

The collection of cars doesn't approach the historic significance of those on display at the Motor-ing Thru Time show in historic Heritage Square

in downtown Phoenix. Nor does this event draw thousands of cars and tens of thousands of people like the Goodguys Rod & Custom Association's twice-a-year visits to the Valley of the Sun. At least not yet.

Nonetheless, the Rockabilly Bash has quickly developed its own personality and its own following, for its display of automotive artwork, mechanical mayhem, and good ol' grassroots classic car fun.

The fun includes live music—this year, the bands were Whiskey Kiss and the Moonlight Howlers—and even a retro-style beauty pageant hosted by Brenda Lee Pinup and the Pin Up Angels. Think World War II-era makeup and hairdos, '50s poodle skirts over oh-so-high heels, and contemporary body art (tattoos).

And, well, there are the cars. Very few of them are trailer queens. Or queens or princesses by any stretch of the imagination. There are hot rods and rat rods and American classics in various stages of devastation and restoration.

This is a sort of run-what-you-brung show, with everything from cars that look as if they just rolled off a 1950s showroom to those that look like, well, like combinations of parts and panels you

The rooftop of Lalo Trujillo's 1969 Cadillac caps off the package (first photo, upper right). From custom taillights to untouched original pot metal badging, the Rockabilly Bash delivers the essence of a car show. Jim Bridgewater's golden '40 Ford convertible glitters, while John Redd's 1941 Ford International rat rod pickup with Buick cowl seems ready for absolutely anything. It's a casual gathering.

might not see anywhere else, or never expected to see in the first place.

Consider a 1946 Ford pickup truck with the nose from a 1951 Studebaker, or a 1955 Ford Thunderbird with green, matte-finished paint and white steel wheels, or a 1934 Pontiac with its sedan top and hood painted gray over a yellow shoulder stripe and maroon lower body and fenders, all riding on green wheels.

Patina counts with this crowd, but so does everything from matte primer to expertly applied custom-colored metal-flake. And flames. And pin-striping. Many of the cars and trucks appear to be the result more of someone's whimsy, far removed from some automaker's design studio or assembly plant. These cars are more than the sum of their parts. In simple terms, they are what they are, and we appreciate them—and their owners—for that very fact. ■



Racing indoors: Karts: the breeding ground of champions

Story by Tim Sharp
Photos by Tim and Kristin Sharp

Go karts used to be crude pipe-framed machines powered by noisy lawnmower engines. If you wanted to race one, you traveled outside the city limits to some godforsaken track at an abandoned industrial park. If you were lucky, you dodged most of the tumbleweeds as they blew across the track.

Well, sports fans, Octane Raceway has changed all that. Located off the 101 in The Pavillions at Talking Stick near Scottsdale, Octane Raceway is freeway-close. Housed inside a spacious 45,000 square foot building, you do not have to brave the elements or dodge tumbleweeds. The one-third-mile indoor/outdoor track has air conditioning inside and cool misters above the covered outside section.

Octane Raceway's 45-mile-per-hour Sodi RTX electric go karts resemble mini Formula One cars, not the pipe-framed contraption your Uncle Elmore built in his basement. The seat and steering column are adjustable for even the shortest drivers, so children 4'6" or taller can drive them. Of course, seat belts are standard and helmets are provided. Safety is a priority at Octane Raceway.

Octane Raceway also has a Trackside Bar & Grille (*no*, you may not have a beer before you race...but afterwards is fine), billiards room, arcade, rock climbing wall, Segway slalom course and a full-sized NASCAR car for the PIR Pit Crew Challenge. In addition, they have four meeting rooms for private parties and corporate meetings, and catered cuisine is available at Octane Raceway.

If Octane Raceway seems more like a country club than kart racing track, this is purely intentional. A wonderful place to take the family or a date, Octane Raceway has elevated kart racing to a whole new level. You can even join league competition as you would at a tennis club.

(Opposite page) The author, a seasoned vintage and SCCA track racer, powers through some laps on the newest Sodi RTX karts at Octane Raceway.

(At right, top to bottom) The track at Octane is new, smooth, safe and fast. • The Trackside Grill is a great place to fuel up prior, celebrate post or grab some tangible memories of the day. • The new next-generation Sodi RTX go kart. • Octane Raceway owner JP Mullan greets us trackside. • Octane Raceway is easy to find, at The Pavillions at Talking Stick shopping complex on the Pima-Maricopa Salt River Indian Community just east of Scottsdale on Indian Bend Road.

Who races karts?

Virtually every Formula One World Champion, most professional road racers and many NASCAR drivers began in go karts. It is the most economical way to start racing, and many pro drivers race karts in the off-season. Thus, you may see some professional drivers at Octane Raceway or other kart tracks around the Valley from time to time. This is the best way to "keep your seat" and get track time for next to nothing.

If you, your spouse or one of your children have a burning desire to race, Octane Raceway is a great way to get your feet wet. It is a fun and inexpensive way to see if you want to pursue your dream. Of course, you can also invite your braggadocio brother-in-law to Octane Raceway, whip him soundly on the track and shut him up about his remarkable driving prowess.

Evaluating the karts and the track

The European Sodi RTX karts wind up to 10,000 RPMs, and the throttle response is instantaneous. These electric machines are not your Aunt Susie's Prius. Octane's pocket rockets are light and lightning fast. They handle extremely well and have superb brakes.

Drifting the karts and maintaining momentum are the keys to cranking off fast laps. Therefore, use the disc brakes sparingly, because they can kill your speed. However, once you get accustomed to the karts and the racing line, your lap times will drop dramatically. We dropped 6 seconds in just 4 laps.

"Are driving the Sodi RTX karts like playing a video racing game?" you may ask. *Not!* You may learn racing lines with a video game, but you cannot get the track feel or chassis feedback from them. Racing karts are the real deal with real feel.

The g-forces in the Sodi karts are substantial, and the chassis feedback from the track is genuine. The drivers you pass are live competitors, and you cannot press the reset button if you don't like your race results. In fact, each kart has a transponder which relays your lap times to a computer and prints them out after the race.

As in real sports car racing, you are only as good as your last race. Therefore, practice and track knowledge are important. As you become one with the kart, you will get faster, more confident, skilled in traffic and successful.

Does success come at a cost? Of course. However the price for an "Arrive & Drive Race" (14 laps) begins at only \$19.95 per race, and a one-day license is only \$1.95. Three races (Monday-Thursday) are only \$44.95, so you may want to go for this package if you have not been on the Octane Raceway track before.

Our thanks to J.P. Mullan and Darin Proszek for showing us around Octane Raceway and the way they have elevated karting to a new level. For more information, visit or contact:

Octane Raceway
9119 E Indian Bend Road - Scottsdale AZ 85250
Darin Proszek, Corporate Event Sales Manager
Darin@OctaneEvents.com - 602-427-4403 ■



E stands for everything

By
Joe
Sage

It may be easiest to grasp the Volvo Drive-E concept by revisiting Mazda and its set of interrelated performance and efficiency technologies falling collectively under the SKYACTIV name. When we first caught wind of that, we had expected a powerful and fuel-economical new engine group, like Ford's EcoBoost or GM's EcoTec. Rather, Mazda had invented a complete suite of technologies for those goals—not just engines, but transmissions, lightweight construction materials and techniques, new control electronics, the works.

Volvo Drive-E is similarly comprehensive. The "E" may stand for efficiency, environment, energy ... and down the road surely for electric. That last one is a specific item they purposefully skirt, even when they themselves practically say so. For now, "E" may stand for a little of everything.

CONTEXT for the Volvo Drive-E program is brought into focus by the company's announcement of an \$11 billion investment under their newest owners, Geely of China. Compare and contrast this with the roughly \$1.5 billion Geely spent to acquire Volvo in 2010—they are committed. The money is being spent in traditional Volvo style, too, in Sweden—on research and development, and on new manufacturing techniques and

facilities. What intellectual property and/or hardware migrates to China remains to be seen.

The programs are gaining traction, and we dashed up to Las Vegas to sample the first fruits of what the company is calling "the largest refresh in Volvo history"—new engines, as well as the reintroduction of a V60 sport wagon, to beef up the core "60" lineup, which also includes the mildly-bad-boy S60 sedan and super-niche-filling XC60 crossover.

Apples and oranges abound as this lineup gets underway. There are front-wheel- and all-wheel-drive models, performance-leaning R-Design models, and two new Drive-E engines—a T5 and a T6—plus one XC60 model has yet a different engine carried over. There will be S60 and V60 Polestar models, down the road.

With a few morning hours to drive one vehicle and a few afternoon hours for another, we opted for the new V60 wagon with a T5 Drive-E engine and the S60 sedan with T6 Drive-E. Both were front-wheel-drive, the only option for a Drive-E model at this time.

The sporty new models have three-spoke paddle shift and sport seats with comfort features. The V60 wagon has a three-piece rear seat, for flexible space configurations, and the sporty parent can specify integrated child seats. With the

same smooth body flow of the S60 to the A-pillar, then a high rising beltline and gracefully sloping roofline, the V60 is almost coupelike in appearance—and very much so in road manner.

Our routes headed way out of Las Vegas, into the southern Nevada mountains and desert, with a major run through Valley of Fire State Park—where no photos are allowed and speed limits are very strict, but providing a great test circuit of curves, hills, heat and altitude, all within one narrow ribbon of smooth asphalt.

SOME fuss among other members of the media was about the continued use of the T5 and T6 names, when they no longer necessarily refer to the 5- and 6-cylinder engines they once did. We take this with a grain of salt. There is a lot of engine downsizing going on right now—with compact and lightweight internal combustion powerplants outpowering their larger predecessors, while achieving fuel economy that rivals or even exceeds hybrids. The Germans have done this, too—AMG and BMW have cases of familiar, "larger" alphanumeric on new, smaller-engine models. To us, it adds one more trivia question for the cognoscenti, and is of no significance to the rest.

As Derek Crabb, Volvo's VP of powertrain engineering, told us, "power is not about size, but

rather the amount of air forced through the engine. If the engine is smaller, it can be more powerful *and* more efficient."

Volvo figures their T5-T6 nomenclature, carried over from prior years, will be "seamless for the customer to understand." It boils down to a T6 lineup in the 250 to 300 horsepower range, and a T5 lineup in the 200 to 250 horsepower range. Our test V60 T5 Drive-E wagon rated 240 hp and 280 lb-ft of torque (and 37 MPG highway), while our S60 T6 Drive-E sedan specs out at 302 hp and 295 lb-ft of torque.

The new engines are some 50 kg (110 lb) lighter, yet more powerful and delivering higher fuel mileage. Part of the magic is in the combination (in the T6) of a supercharger—for immediate boost from start—and turbocharger—which kicks in once underway, for high-efficiency boost. Volvo says this delivers a naturally-aspirated (equivalent) experience, with no turbo lag.

Expect even smaller engines in the relatively near future, and—especially considering these leave room for add-ons within the same space—expect electrification to be a big part of Volvo's future (one place the "E" in "Drive-E" will really kick in). Not only is there room for an electric motor in the engine compartment, but there is already dedicated battery space built into the floorpans. A likely future model will be a plug-in hybrid with higher fuel efficiency than even today's potent four-cylinders, while matching the power of a current V8. As they told us in Las Vegas, their "highest performance vehicles will be (their) most environmentally friendly."

WE focused on our rural driving. City miles were short, and stretches of interstate were sparse. This gave us less need to try some of the expanded tech features in this Volvo lineup, but they include pedestrian and cyclist detection systems with full autobrake (including a warning before this is fully applied); cross-traffic alert; lane warning technology (on the V60 and S60); park assist pilot (same two); and more.

It has been fully five years since we met "the car that stops itself"—the first Volvo XC60 with autobraking city safety system—so, as you might expect, these are well implemented.

Drive modes include Drive, Sport and Eco (cutting out engine braking above 40 mph), with a start/stop feature that is bypassed in Sport, active at 0 mph in Drive and active in Eco at 4 mph in the T5 or 0 mph in the T6.

AS different as the three are, you will find considerable commonality, and deciding among them is relatively easy, in the big picture. If you need a little more ground clearance, the XC60 is your first stop. If you don't need that, but do like wagon utility, the V60 is next on the list. The default configuration would be the S60 sedan. Pricing is all relatively close (see captions), while drivetrains will force your most specific choices. If you desire a very particular combination of Drive-E engine and, for example, all-wheel drive, or perhaps want the Polestar performance package, you will have to wait, but not for very long. (For a plug-in electric wagon, your wait will be longer.) The majority of shoppers will find something on the current list. ■



2015 Volvo S60 sedan	MPG (c/h/cmb)
S60 T5 Drive-E FWD	\$33,300 .....25/37/29
S60 T5 AWD	\$34,800 .....20/29/23
• S60 T6 Drive-E FWD	\$38,150 .....24/35/28
S60 T6 R-Design AWD	\$42,700 .....19/28/22
• <i>sample we drove</i>	

2015 Volvo V60 wagon	MPG (c/h/cmb)
• V60 T5 Drive-E FWD	\$35,300 .....25/37/29
V60 T5 AWD	\$36,800 .....20/29/23
V60 T6 R-Design AWD	\$44,300 .....19/28/22
• <i>sample we drove</i>	

2015 Volvo XC60 crossover	MPG (c/h/cmb)
XC60 T5 Drive-E FWD	\$35,750 .....24/31/27
XC60 3.2 AWD	\$37,250 .....18/25/20
XC60 T6 Drive-E FWD	\$40,050 .....22/30/25
XC60 T6 AWD	\$41,550 .....17/24/20
XC60 T6 R-Design AWD	\$45,800 .....17/24/20



Straight to the top

By Joe Sage

Kia is a luxury brand. It hasn't been until now, but in one bold stroke, they have expanded the company from a value equation to upper niche lust. Or at least this is now a component of the overall plan.

It hasn't exactly been one stroke, although this is still a bold one. Last year's release of the front-drive Kia Cadenza sedan, which we called a flagship at the time, was a big step in this direction. A quantum leap in quality, value and content in the Optima, a couple of years prior to that, had also set the stage.

And there is little denying that cousin company Hyundai's once-surprising foray into the rear-drive luxury sedan market with the Equus, introduced in the US in 2010, was also sound preparation. (Interestingly, Hyundai largely keeps the corporate brand visibly off their sedan, badging it simply as Equus.)

Kia is making a different break from naming standards, departing from a series of very strong names—Forte, Cadenza, Sorento, Soul—to an alphanumeric for this.

The K900 already exists in the Korean market, where it is known as the K9. It's not hard to see why that name was not used here, but this really doesn't answer the question. Someone may say, "I have a 5 Series" or "I have an S quattro"—or "I have an Equus"—without mention of the broader brand. Time will tell whether "K900" takes on its own luxury panache. For now, we move on, from the mission and the name to the product itself.

FIRST impressions start in the usual way: visually. The Kia K900 is a handsome machine. If you had never seen the brand before, you would have no trouble understanding its niche—between the Audi A6 and A8, BMW 5 Series and 7 Series, Lexus GS and LS, or Mercedes-Benz E-Class and S-Class.

We've noted before that the Korean builders conquered fit and finish incredibly quickly and successfully a decade ago. If it weren't for recognizable style points on all of the above brands—in Kia's case an iteration of the tiger nose grille—you could easily slot the K900 into the entry luxury niche it joins.

If you still find any cognitive dissonance in all this, Kia has some buzz-phrases to help you grasp the new state of things. Luxury with a Kia badge brings you "a modern take on luxury, luxury that's more at ease, luxury you can live with," says PR director Scott McKee. It's time, he suggests, to get rid of "the luxury you know."

Kia marketing VP Michael Sprague points out that the JD Power and Associates Initial Quality Study for 2013 ranks Kia higher than Audi, Mercedes-Benz, Cadillac, Lincoln or BMW, with a rate of quality improvement that beats the industry.

Kia brand growth makes ripples outside its own industry, as well. Among Interbrand's Top Global Brands, Kia is now ahead of such giants as Harley-Davidson and Starbucks. Among Top Global Green Brands, they rank

even higher. Kia was confident they could take their brand even farther.

The US economy has evolved considerably over the past five years or so, while consumers over the same period have come to covet the smartphone in their hand at least as much as leather and lace. Technology, design and quality come together in this value luxury sedan to deliver what Sprague calls "post-recession luxury," tailored to new sensibilities. This is luxury with a value point, as McKee clarifies that the K900 is "about the product, rather than profits."

What that may mean to you is that it's a good time to buy, while they are still poised to prove this product in the marketplace. Skim the extensive features list at right, and see what about \$60 grand can take home. They have not scrimped. And compare the \$6000 option package, as well—adding touches you might otherwise find above \$100 grand.

TWO K900 fundamentals jump to the forefront: V8 power and rear-wheel drive. (There will later be a V6 model, and we will watch for all-wheel-drive versions of both.) Step on the gas, and any vehicle's weight shifts to the rear—making these the most responsive drive wheels, all the more useful when you have 420 horsepower headed straight to them from this new all-aluminum powerplant.

The full-size K900 weighs over two tons, but feels as nimble as it does solid. Handling is direct, with good road feel—a driver's car with comfortable luxury. The chassis is very rigid, with 75 percent high- and ultra-high-strength steel.



Noise-vibration-harshness (NVH) were tackled via more than 200 sound origination points, which were variously coated, covered or freed from friction. Extensive insulation and noise-reduction materials, including laminated windows, are complemented by an underbody airflow management system.

On the road, we appreciate the hydraulic component of the K900's steering architecture. The shift points on its 8-speed automatic—designed and developed in-house—are well-spaced, providing a straight power curve you can enjoy or ignore, depending upon your driving purpose and style.

INSIDE, the K900 is rich and spacious, with supple leather, soft-touch surfaces, supportive seats evocative of German brands (with a high-supporting seat extension in our sam-



KEEP RIGHT >>



SPECIFICATIONS

2015 KIA K900 V8 (SPRING 2014)

ENGINE	5.0L V8 DOHC GDI
POWER/TORQUE	420 hp / 376 lb-ft
WHEELS	19x9.0
TIRES	245/45R19 front / 275/40R19 rear
WEIGHT	4555 lb
MPG	15/23 (city/hwy)

2015 KIA K900 V6 (ARRIVING LATER)

ENGINE	3.8L V6 DOHC GDI
POWER/TORQUE	311 hp / 293 lb-ft
WHEELS	18x7.5
TIRES	245/50R18 front and rear
WEIGHT	4277 lb
MPG	18/27 (city/hwy)

TRANSMISSION	8-speed automatic
STEERING	electro-hydraulic
BRAKES	4-wheel disc, ABS
SUSPENSION	multi-link front/rear

OUR TEST K900 (WITH 5.0L V8)

INCLUDED: advanced airbags incl seat side and side curtain, ABS, traction control, ESC and VSM, shift-by-wire gear selector, Lexicon Logic 7 900-watt 17-speaker surround-sound audio, UVO eServices, nav with 9.2" display, 3 months SiriusXM, 3-zone climate control, blind spot detection, rear cross traffic alert, lane departure warning, front and rear cameras, front and rear parking sensors/guide system, illuminated door scuff plates, nappa leather seats and trim, genuine wood accents, ventilated front seats, heated front and rear seats, 12-way power driver's seat with lumbar and memory, keyless start and entry, heated power tilt/telescope leather-wrapped wood-trimmed steering wheel, leather-wrapped shift knob, leather upper dash, console and door panels, power close trunk, power rear sunshade, manual side sunshades, rear seat ski passthrough to trunk, rear seat center controls, panoramic sunroof with power shade, LED headlights, adaptive front lighting, LED marker and fog lights, power fold auto-dim mirrors, hydrophobic front windows, rain sensing wipers, chrome exhaust tips, LED taillamps.

WARRANTY:
 10-year/100,000-mile limited powertrain
 5-year/60,000-mile limited basic warranty
 5-year/60,000-mile roadside assistance

BASE PRICE.....\$59,500

VIP PACKAGE: smart cruise control, active vehicle safety management, soft-close power door latches, 12.3" LCD display, heads-up display, surround view monitor, driver's seat cushion extension, front power headrests, power reclining rear seats, ventilated rear seats, lateral adjusting rear headrests, rear seat lumbar support.....6000

FREIGHT AND HANDLING.....900

TOTAL.....\$66,400

sizable, powerful, maneuverable

The full-size pickup market in the US is fiercely competitive—and one of the most important. Ford F-150 is not just the best-selling truck in America, but the best-selling vehicle, period. GM and Ram are not far behind. Toyota has always had an uphill drive. But they're good at that.

Pricing is one competitive point. Our middle-of-the-lineup Tundra Limited, in line-topping 4x4 and CrewMax configurations, had a base price just over \$40k. (You can get a Tundra SR Regular Cab 4x2 for \$26,200. Limited is the highest level available with Double Cab. Platinum and 1794 Edition are CrewMax-only models.) Most amazing may be the option pricing. We read one price

twice: \$100 for its TRD Off-Road Package. (The Premium package is

half superfluous, half things that should be standard, but still extremely reasonably priced.)

You couldn't have a much bigger vehicle than a quad cab full-size pickup, and as fate would have it ours was parked back to back with another Tundra quad cab, and next to a full-on camper vehicle, at airport parking. We had only one way we could escape, and we had to really inch it out with multi-point turns. You couldn't have a worse spot, but you couldn't have better maneuverability. Really key was a very good—and accurate—rear camera. We then drove between some very tight posts into another area, doubled back through more posts, and got through it all. For an apparent handful, it really wasn't. We were charmed.

You could make comparisons point by point all day, but behind the wheel you are going to really like this truck. The interior is simple while complete, macho while elegant, solid and strong, comfortable, leather-trimmed and durable. It does a fine job of striking a balance between utility and classiness.

On the road, the Tundra was powerful and maneuverable, rocking through freeway traffic, and on surface streets able to change lanes to grab a spot in fast multiple lanes—all in a full-size quad cab pickup. Certainly useful in the field, the Tundra CrewMax is also a solid daily driver. ■

SPECIFICATIONS

ENGINE.....5.7L i-Force V8 DOHC 32v
 POWER.....381 hp / 401 lb-ft torque
 TRANSMISSION...6-spd auto, sequential shift
 DRIVETRAIN.....part-time 4WD, elec transfer.
 WHEELS/TIRES.....standard 20", 275/55R20
 LOAD/TOWING...over 2,000 lb / over 10,000 lb
 MPG.....13/17/15 (city/hwy/comb)
INCLUDED: stability control, traction control, ABS, brake force distribution, brake assist, smart stop, backup camera, trailer sway control, 5.5-foot double-walled bed w/ rail caps, tie-down cleats, power rear window w/ privacy glass, leather-trimmed/heated 10-way power driver's seat (4-way front passenger), 60/40 fold-up rear seats, dual zone climate, Entune premium audio w/ nav and apps, 7" touchscreen.

BASE PRICE.....\$41,895
LIMITED PREMIUM PACKAGE: power windows (front auto up/down), illuminated entry and key, glass breakage sensor, front/rear parking sonar.....595
TRD OFF-ROAD PACKAGE: 18" TRD off-road alloys, Bilstein shocks, rear side privacy glass, engine and fuel tank skid plates, front tow hooks, TRD decal.....100
RUNNING BOARDS:.....345
BEDLINER:.....365
DESTINATION CHARGE:.....995
TOTAL.....\$44,295

Due to crazy schedules around the holidays, we had this vehicle for only a very short time. Suffice it to say we would have enjoyed having it longer. This is by means of saying we liked it.

SOUL OF MOTION

We drove the 2012 Mazda3 at its launch in the Los Angeles area in 2011, when the full suite of SKYACTIV weight-trimming, performance-enhancing, manufacture-perfecting features were all new. And we drove the 2014 Mazda3 at its launch in the San Diego region last fall, when its KODO "Soul of Motion" body restyling was the big news—now as attractive as the Mazda6.

In San Diego, we drove two 2014 5-door (hatch) models, both 2.0L and 2.5L SKYACTIV-G gasoline engines—rated at 155 hp and 29/40/33 MPG; and at 184 hp and 27/37/31 MPG, respectively. The smaller engine has an improved low-end and midrange torque curve, while the larger one has available i-ELOOP regenerative engine braking.

In January, we revisited the new Mazda3 at home in Arizona—this time the 4-door (sedan) model, in "i" Grand Touring trim, with the smaller two-liter engine and automatic transmission.

We took to this car—and this car takes to the road—enthusiastically. Setup of controls was effortless, even in the dark, ready to roll with little

trouble about anything. Active Driving Display is a heads-up display with a twist: rather than projecting on the windshield itself, it has its own transparent pop-up, allowing for a steeper rake to the main glass. Posture is comfortable and its size feels right inside and out. It's hard to believe this is a small car—we could spend quite a bit of time in it.

During the launch, we drove on aggressive mountain highways with a manual transmission on the 2.0-liter and an automatic on the 2.5-liter. Between the two, we had concluded you wouldn't be disappointed with either, with your decision falling to the balance between price and power. (The 2.5L has about 18 percent more power and 23 percent more torque, for just 14 percent more cost, about \$3000 more.) Our two-liter automatic in January, however, did not feel as powerful, and the manual didn't change this all that much. We would either pay three grand more for the bigger engine, or would try the smaller engine with manual again—a win-win that might end up being our final choice. And we'd opt up to 18-inch wheels. ■

BY JOE SAGE



The controls seem to have been thought through with care, and decisions made by people who actually use this sort of thing—fundamental but disturbingly rare with some brands.

SPECIFICATIONS

ENGINE.....SKYACTIV-G 2.0L DOHC 4-cylinder
 TRANSMISSION...SKYACTIV-DRIVE6-spd auto
 STEERING.....elec-assisted rack and pinion
 BRAKES.....4-wheel disc
 WHEELS.....16-inch alloy
 SUSPENSION.....independent front/rear
 POWER.....155 hp / 150 lb-ft torque
 MPG.....30/41/34 (city/hwy/comb)
INCLUDED: Navigation, SiriusXM satellite radio, 7" color touch display, multi-function control, Bose 9-speaker audio, SMS text, Pandora-Aha-Stitcher, Bluetooth hands-free phone/audio, cruise, wheel-mounted controls, 16-inch alloy wheels, heated power mirrors w/ turn lamps, one-touch moonroof, leatherette-trimmed sport seats, leather-wrapped wheel, shift knob, brake handle, keyless entry, push button start, 60/40 rear seat, center arm-rest storage, halogen headlights and DRLs, black grille, body-color rear spoiler, bright beltline trim, stability control, traction control, hill launch, ABS w/ brake assist, SKYACTIV-BODY ring structure.

BASE PRICE.....\$23,795
OPTIONS: Cargo mat.....70
 Scuff plates / door sill trim plates.....125
DESTINATION CHARGE:.....795
TOTAL.....\$24,785



LOGBOOK NOTES

We found this grey not half as cool as the blue and red colors featured at the launch. But then we realized it was the 16-inch wheels that made the diff. On "s" models, these bump up to more contemporary 18s.

The backup camera is weak at night, a mediocre image with lots of glare and distortion.

The screen is relatively small, but that's a plus. It's separated from other instruments mounted in the driver's line of sight. We found our way around intuitively—overall enjoyably, and that is a first, lately. Audio includes volume on console, another useful separation of functions. And we got some pretty nice sound out of it, once adjusted.

The trimmest six, with a four by Joe Sage

When we drove the Audi A6 two years ago, we had its then-new 3.0-liter V6, marveling that they had packed this midsize sedan with its expected space and luxury, while trimming down its weight (and surprisingly trimming down its exterior width, while the A4 grows and grows). This delivered higher fuel mileage, while still nailing a 0-to-60 time of 5.3 seconds. That A6 weighed in at about 4100 pounds. (TDI diesel and S6 versions are about 4200 and 4400 pounds, respectively.)

Now we are driving an even more fuel-frugal 4-cylinder model—shaving weight down to about 3950 pounds and moving the MPG up one highway point, but also reducing horsepower from 310 to 220, in turn diminishing its acceleration time to 6.6 seconds (or 7.4 seconds with front-wheel drive).

The 29 MPG highway of our quattro tester with 6-speed Tiptronic also bumps up in an alternate

front-driver, which has a Multitronic CVT and highway mileage of 33 MPG. But FWD and CVT would be two very significant drivetrain tradeoffs. The Tiptronic is quite responsive when in sport mode.

Our test A6 achieves its fuel economy without the auto start/stop system found in the 3-liter or the TDI diesel. We are very happy without that.

We can feel the car's lighter weight as we drive it, but it's nicely balanced.

With a base price exactly in the mid-40s, and the significant stack of options in our test A6 still capping its cost in the lower-mid-50s, there is considerable value in this car, compared with an incredibly wide range of competitors. Its restyling has been minimal for quite some time—lights get fine-tuned, grille gets a little sharper—so if the Audi A6 hasn't turned your head lately, make sure to go see this latest version. ■

Most people will be perfectly content with this 2-liter 4-cylinder powerplant.



SPECIFICATIONS

ENGINE.....2.0L TFSI 4-cylinder
POWER.....220 hp, 258 lb-ft torque
TRANSMISSION.....8-speed Tiptronic auto
DRIVETRAIN.....quattro all-wheel drive
MPG.....20/29/23 (city/hwy/comb)
INCLUDED: 17" 10-spoke wheels, ABS, ESC, Audi drive select, electromechanical speed-sensitive steering, compact spare, power tilt/slide glass sunroof, rain and light sensor, heated power mirrors, leather seat surfaces, 8-way power heated front seats w/ lumbar, split-fold rear seat, three-zone auto climate, 4-spoke wheel with multifunction controls, auto-dim inside mirror, driver info system, key-less start, garage door opener, Bluetooth phone prep, iPod interface w/cable, SiriusXM satellite with 3-month subscrip.

BASE PRICE.....\$45,200
OPTIONS: Ice Silver Metallic paint.....500
PREMIUM PLUS MODEL: 18" 5-V-spoke wheels, audi MMI w/ nav and touchscreen, parking system w/ rear camera, Audi connect@ w/ 6 months subscrip, advanced key, heated/auto-dim/memory mirrors, xenon-plus headlights w/ LED DRLs.....4300
SPORT PACKAGE: 19" 5-double-spoke wheels, sport suspension, 3-spoke steering wheel w/ paddle shifters.....1500
BOSE AUDIO:.....850
AUDI SIDE ASSIST: w/ power-fold mirrors...600
DESTINATION CHARGE:.....895
TOTAL.....\$53,845

LOGBOOK NOTES

Audi has some great Bose audio systems. This one is so-so. But there is also a Bang & Olufsen option, at 1300 watts versus the Bose's 650 watts. Worth a listen.

We are seasoned MMI users, but adventures with this A6's radio tuning sent us on significant interface adventures. We were frustrated but ultimately proud of some clever workarounds we came up with to achieve our goals, with eyes still on the road.

Aggressive cornering falls a little short of sport, depending what you're used to, but for the vast majority of daily sedan drivers, it will feel like perfectly fine performance.

50 YEARS OF TAKING VEHICLES SERIOUSLY.



It began with a single tractor trailer and a lasting commitment over 50 years ago: transport any vehicle to any location with an unparalleled level of care and untouchable degree of professionalism. Today, **Reliable Carriers is the country's largest enclosed auto transport company,** serving the 48 contiguous United States and Canada. Whether it's for a concours event, relocation, corporate event, or shipping the car of your dreams from one location to another, Reliable Carriers, Inc. provides fully enclosed and air-ride equipped transport, with \$5 million worth of insurance on every load, and GPS tracking. **This is Reliable.**



Vehicles taken seriously.

www.reliablecarriers.com

AN OFFICIAL CARRIER FOR BARRETT-JACKSON, MECUM AUCTIONS, AND RUSSO & STEELE

For your transportation needs please call: 877-744-7889

EAST / Canton, MI • WEST / Chandler, AZ • SOUTH / Orlando, FL • CALIFORNIA / Sun Valley



40 MPG, diesel torque, all inclusive under \$30k

by Joe Sage

Some things never change. Some undergo all sorts of evolution but remain fundamentally the same. Volkswagen staked its spot in the US market decades ago with a formula of affordable purchase price and operating economy, in an appealing vehicle with easy maintenance.

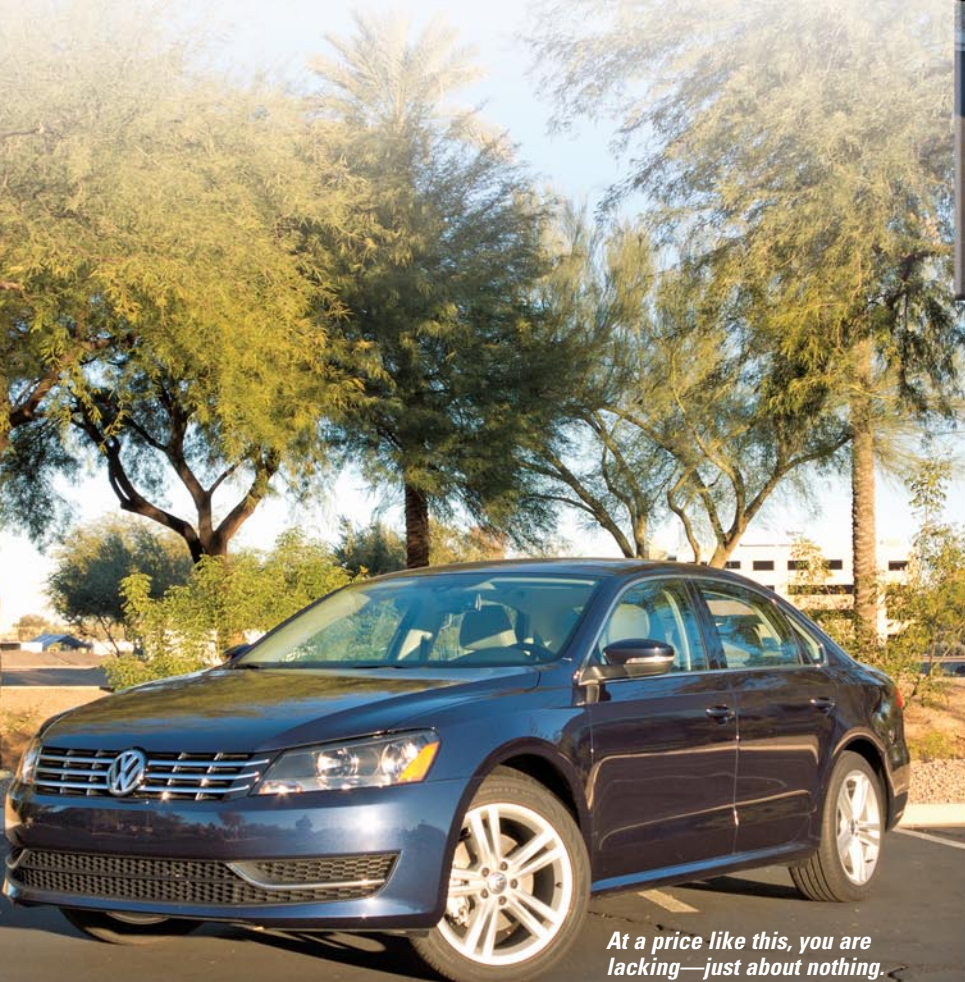
And here we have that in their midsize sedan, the Passat. All of the above is all the better when delivered in its TDI diesel version, as there are few immediate satisfactions in the car world any more pleasing than the kick in the butt achieved by pressing the pedal on VW's diesel torque.

For value, compare and contrast with the Audi A6 on the preceding page. In the same size segment and with similar utility, the Passat comes in at 63 percent of the A6's base price, and at just 54 percent of its sticker price as optioned for our evaluation—an easy trick for the VW, as it came

very well furnished with flat-out zero options whatsoever—see sidebar.

Left to its own devices, the DSG makes noticeable jumps through 1st, 2nd and 3rd gears. From there, it heads to 6th so smoothly you may not even notice. Despite its diesel torque, we find ourselves shifting the manumatic down to 3rd and 4th around town.

But left in Drive, if we slow down for a surface street turn, it does well at shifting down and staying strong through the corner. To ensure it, we might still prefer applying the manumatic mode. It speaks to its solid capability, as well as the constant sportiness of its diesel, that if we owned this, we'd surely master that manual shifting quickly, do it as second nature and be quite happy with the whole scene. And we would enjoy all that in a spacious, comfortable 40 MPG sedan. ■



At a price like this, you are lacking—just about nothing.

SPECIFICATIONS

ENGINE.....2.0L 4-cyl TDI diesel
 POWER.....140 hp, 236 lb-ft torque
 TRANSMISSION.....6-spd DSG automatic
 DRIVETRAIN.....Front-wheel drive
 MPG.....30/40/34 (city/hwy/comb)
INCLUDED: 18" alloy wheels, ESC, ASR, EDL, ABS, V-Tex leatherette seats, AC with rear vents, premium touchscreen audio w/ 6-CD, bluetooth, leather wrapped wheel, shift, brake, cruise, auto headlights, power driver's seat w/ lumbar, heated front seats, auto dim mirror, power windows, mirrors, locks, remote keyless, 60/40 rear seat, valet lockout, rear camera, power/tilt/slide sunroof, VW Car-Net equipped (subscription avail).

BASE PRICE.....\$28,295
OPTIONS:.....none
DESTINATION CHARGE:.....\$820
TOTAL.....\$29,115



LOGBOOK NOTES

We've compared purchase price with its cousin the Audi, but one key difference is that this is front-wheel-drive. As such, we didn't suffer much front-steer torque, per se, but we did get some noticeable hops off pavement seams during some freeway-speed sweeping ramp maneuvers.

We wished we had pushbutton entry and start, but we realized this car has no cost options whatsoever. It's a tremendous high-featured bargain, with a touchscreen interface and other controls that are blessedly not overkill, e.g. just three knobs for HVAC, which we love. It does have heated seats, very welcome as our morning temps were in the 30s and 40s that week.

The taillights look pretty ordinary until you turn them on, revealing a variety of shapes and depth—horizontal, vertical, front-to-back stagger, and some more depth within that, which also reveals some part-circular lights reminiscent of the Camaro's outgoing lights—very nice job, Volkswagen.

Clever touches

A different kind of drive, as intended • by Joe Sage

The MINI Paceman we received for review in early 2014 was actually a 2013 model. However, the 2014 model specs out as being the same, other than a \$100 bump in its base price, though we haven't received detailed pricing for options (2013 sticker pricing shown at right). Meanwhile, the basic MINI Hardtop has had a new model already revealed (as far back as the LA Auto Show in November)—longer and wider and thus once again a little less "mini," so we anticipate the Paceman heading down that same path. Their model years, calendar years and changes from model to model obviously flex a bit.

MINI does like to do simple, fun variants for the auto shows, which is not unusual except that they're generally well received, and whereas many such concepts ignore any clamoring for actual production, MINI has a tendency to go ahead and do so. Hence the Paceman. It may seem to serve no purpose beyond style, but it's actually one of our favorites. We like the lean and active stance of the original Hardtop, and we like the utility and capability of the Countryman, especially when in all-wheel-drive ALL4 trim. At first glance, the Paceman may seem more like the Hardtop, but it actually shares more with the Countryman, just with less apparent volume.

Most significantly, it is available with ALL4—there are Cooper, Cooper S, Cooper S ALL4 and John Cooper Works ALL4 variants. Most surprisingly, it turns out not to be all that small—we gave it a pretty good workout, as far as toting gear around town or luggage to the airport, though we didn't off-road it.

But we *did* off-road it last year, when we attended a multi-vehicle event in the North Cascades of Washington, called Mudfest. True to its name, that comparo put the Paceman on the same steep, hairpin, mud-soaked course as competitive vehicles of obvious SUV nature. It amazed us—and might have won its category except for one thing you can see at right: its price. MINI starts out affordably enough, but once you load on the options (and this list is not all that frivolous), it pushes 40 grand here. And this is before adding ALL4—which we would definitely want—or John Cooper Works ALL4, which would also be compelling.

Besides its utility, we'd like ALL4 in order to ward off some very torquey behavior experienced in this front-drive version, and we'd like the JCW treatment because we found it a little shorter on pep than anticipated.

That model starts \$8700 higher than this one, though, so if it needed the same options, to live a fulfilling life, you'd be nudging it up toward a highly inappropriate \$50 grand. ■

SPECIFICATIONS

ENGINE.....1.6L 16v 4-cylinder turbo
 POWER.....181 hp, 177 lb-ft torque
 TRANSMISSION.....Steptronic 6-spd auto
 DRIVETRAIN.....front-wheel drive
 MPG.....25/32/28 (city/hwy/comb)

BASE PRICE (2013).....\$26,800
INCL: Run-flat tires.....incl
 Center armrest.....incl
OPTIONS: Brilliant Copper paint.....500
 HotCross Carbon Blk/Carbon Blk.....1000
 Steptronic automatic.....1250
 19" Y-spoke silver alloy wheels.....1750
 Keyless entry.....500
 Rear park distance control.....500
 Xenon headlights.....500
 Satellite radio w/ 1 year subscrip.....250
 Harman/kardon premium audio.....750
 White turn signal lenses.....100
DESTINATION CHARGE:.....700
COLD WEATHER PACKAGE: power fold heated mirrors w/washer, heated seats.....750
MINI CONNECTED W/ NAV PACK: voice command, bluetooth-USB-iPod, smartphone integration, real time traffic, nav.....1500
PREMIUM PACKAGE 2: dual panel panoramic sunroof, auto climate.....1250
TOTAL.....\$38,100



LOGBOOK NOTES

The rear liftgate delivers good size, easy access, and is easy to just yank open and slam shut. We hope they never change to slow pushbutton pneumatics or electrics.

Side mirrors fall below the beltline, eclipsing a significant portion of the right side view.

On an airport run, we stashed a camera bag and briefcase below its retractable security cover, then wondered how we'd get a carry-on roller bag in there. Turns out it went in lengthwise, too, with plenty of room to spare.



The MINI Paceman started life as an auto show style drill, but ultimately is a nice, useful little package full of clever touches.

anonymous by Joe Sage

Don't be surprised if people literally walk around to the back of your new Outlander to read the nameplate and find out what it is. This happened to us several times, including among automotive cognoscenti. It may be the vehicle's generally welcome restyling—gone is the gaping grille of the prior generation, shared among others in the Mitsubishi lineup. But gone with that may be a recognition factor.

The Outlander has indeed been recognized in other ways. About the same time we were driving this, it received the 2014 Kelley Blue Book 5-Year Cost to Own Award for Mid-Size SUV/Crossover, presented to vehicles and brands (luxury and non-luxury) with the lowest projected cost of ownership based upon KBB's data over an initial five-year ownership period, using vehicle depreciation, repair and maintenance costs, anticipated fuel costs, finance and insurance fees, and state fees. It also received the Automotive Science Group's Best 5 All-Around Performance Award for the mid-size SUV class, for a formula of combined environmental, economic

and "social performance" scores.

This kind of value starts with the purchase price, and a front-wheel-drive ES entry model starts at just \$22,995. Our GT model—with the same engine but AWD—started at just \$27,795, quite competitive for a top-of-the-line seven-passenger SUV. Our test vehicle came with only one option package. This significantly changes the mental image of its bottom line, and we would happily do without about half of it. If we could get just the audio—and maybe the nav, at least for resale value—for about half of the GT Touring Package's \$6100 price tag, we'd be happy.

If you've seen clips from earlier Saturday Night Live episodes, you may remember comedian Al Franken doing his Daily Affirmation with Stuart Smalley bit. The fabricated self-help guru would say, "I'm good enough, I'm smart enough, and, doggone it, people like me." This came back to us during our week with the Mitsubishi Outlander. It's appealing enough, it's affordable enough, it's economical enough, it has decent utility and darn it, people like it. Or they could. ■



We had driven the Outlander at an off-road event in the Cascades last year. The Outlander did well in its class, but was underpowered for its price (166 hp against 240 to 290 for any of the others). Subaru Forester won. We gave the Mitsubishi an editorial nod as most improved.

SPECIFICATIONS

ENGINE3.0L SOHC V6 MIVEC
 POWER166 hp, 162 lb-ft torque
 TRANSMISSION6-spd Sportronic auto
 DRIVETRAINSuper All-Wheel Control 4WD
 CAPACITY7 passengers
 MPG20/28/23 (city/hwy/comb)
INCLUDED: Super-wide HID headlamps, auto headlamps, foglights, heated side mirrors w turn signals, roof carrier plug-in prep, rain-sensing wipers, rear window wiper, 18-inch alloy wheels, color LCD display, automatic climate, tilt/telescope wheel, 6.1" touchscreen audio, 140-watt audio, rear camera, Fast-key entry, pushbutton start, power locks, underfloor cargo.

BASE PRICE\$27,795
OPTIONS: GT TOURING PACKAGE: Navigation with 7" touchscreen, real time traffic, 3D mapping, 2 map updates, lane departure warning, forward collision mitigation, adaptive cruise, power tilt/slide glass sunroof, leather seat surfaces, 710-watt Rockford Fosgate audio, power driver's seat, power remote tailgate6100
DESTINATION CHARGE825
TOTAL\$34,720



LOGBOOK NOTES

It has heated power seats and power pretty much everything else—mirrors, locks, keyless, nice multipurpose touchscreen. With power tilt/telescope, it could be complete.

It does have an old-fashioned mechanical cable hand-grip handbrake, which we like.

The shift lever is just too short. We have long arms, and it's a reach. It's okay, but we wish it were an inch and a half longer.

We had numerous complaints noted about the power liftgate—from its controls and construction to its performance—which only got moreso as the week wore on.

If you jockey back and forth between the Eco button and separately the S-AWC button, you can do various combinations for optimum (available) fuel economy and performance. The controls, however, are separate from each other, as well as from lane departure and collision warning controls—oddly arranged and oddly grouped.

Massively successful By Joe Sage

Four years of huge popularity on the highways of America have made the Kia Soul an acknowledged catalyst for the brand's rapid growth and success overall. In fact, its very first year did that. It took little time for Kia to start to refer to everything from product to business itself in terms of "after Soul" versus before.

We've all been exposed to the challenge and reactions that come with efforts to update a so-called icon—whether Jeep, Beetle, Mustang, Corvette—and the Kia Soul has tackled that in this, its second generation.

We attended the new model's launch event a few months back, in Minnesota and Wisconsin, at the time asking (and answering) the question: "Could they completely redesign it without losing its flavor and, well, soul? Well, yes."

Our initial positive response was reinforced as we spent another week with the handy little machine recently here in Arizona. It starts with the restyling. There is no mistaking this as a Kia Soul—but, at the same time, it has been extensively redone. Vehicle dimensions are different overall—longer, lower and wider. Front and rear fascias are considerably reworked, one quick way to spot the new model. Quickest of all is to check out the liftgate in back, which is now integrated into

the shape of the high taillights, for a more active and even elegant stance, in retrospect making the prior hatch look like an appliance door. Up front, the headlights no longer have their lower signal portion recessed below a cantilevered main lens. Four or five months into the new model, we confirm that Kia has successfully taken 100 percent of the winning spirit and style of the original and evolved it to be 100 percent cooler.

There is a catalog of changes beneath the skin—including new body structure, sound insulation, suspension, steering, instruments, the works.

Our Plus model ("+" in official parlance) started at just \$18,200 and barely scratched the mid-20s, fully equipped. The base Soul—with a 130-hp 1.6-liter engine—starts at \$14,900, with Bluetooth, SiriusXM and four-wheel disc brakes. The Plus adds 17-inch wheels, keyless entry, cruise control, and gets one less MPG around town, but actually gets one *more* on the highway, from its 164-hp 2-liter engine. Top model is the Exclaim ("!") at \$20,300, adding power folding mirrors, LED taillights and front marker lights, plus UVO eServices. Our Kia Soul Plus seems to be at a good balance point, although once fully outfitted, the total for an Exclaim—which already has some Plus options—can be kept pretty close to that of the Plus. ■



Originally aimed at younger buyers, the Kia Soul quickly exploded to be popular with older empty-nesters and everybody in between—and it has remained so.

SPECIFICATIONS

ENGINE2.0L GDI 4-cylinder
 POWER164 hp, 151 lb-ft torque
 TRANSMISSION6-spd auto, active Eco
 DRIVETRAINfront-wheel drive
 MPG23/31/26 (city/hwy/comb)
INCLUDED: 17" alloy wheels, AC, power windows/locks, bluetooth, 60/40 rear seats, remote keyless entry, cruise, tilt/telescope, wheel-mounted audio controls, trip computer, cargo cover, heated mirrors w/ signals, 10 year/10,000 mile powertrain warranty, 5/60,000 basic warranty.

BASE PRICE\$18,200
AUDIO PACKAGE: incl automatic climate control, nav w/ 8" screen, Infinity audio and distinctive speaker lights1400
PRIMO PACKAGE: pano sunroof w/ power sunshade, fog lights, pushbutton start, leather seat trim, power driver's seat, heated/vented front seats, heated main rear seats and more3000
UVO W/ eSERVICES: incl rear camera and auto on/off headlights500
CARPETED FLOORMATS:115
DESTINATION CHARGE:795
TOTAL\$24,010



LOGBOOK NOTES

The rear camera is vividly clear, sharp and colorful, covering an effective wide angle.

The test car came with no owner's manual, but within a day or so we realized how many things we had set up, modified or fine-tuned to our taste without it. The whole thing is intuitive. Nobody gets 100 percent, but you can still get a solid "A," and they do.

Mixed bag By Joe Sage

The size and style of the Acura MDX surprised us repeatedly—a study perhaps in relativity, or perhaps in clever and/or misleading packaging. It has the general bearing of a five-seater, to our eye, but seats seven.

What visually seems like limited volume in the rear, when all seats are in place—and seemed to be confirmed when using the rear cargo area for routine errands—reinforced the idea that we wouldn't find very competitive specs here. We went straight to the Dodge Durango, as an example of a high-value, high-capacity competitor, and were surprised at the similarity in cargo volumes. The Dodge beats the MDX by about 9 percent for rear-most cargo volume, when all seven seats are in use, but that's only 1.4 cubic feet. Dodge maintains a slight edge at middle capacity (five seats in place), but actually falls behind with only two seats up.

Nonetheless, the Acura costs just about twice what the Durango does—but that was

not the point of this drill, although it surely is a consideration. In fact, the MDX ranges about 35 to 80 percent pricier than its Honda Pilot first cousin.

We include a few logbook notes in the sidebar, but our list was actually quite long. Lights, locks and instrument panel interface details drove us nuts at an above-average pace. We went to the manuals more than average and found what we were looking for less than average. Electronic handling and warning systems would alert us frantically to such things as our own lane changes.

Its 290-horse V6 is strong, launching the two-ton MDX into aggressive urban freeway traffic at full tilt, with power to spare. We concluded that you not only don't see its size, you don't feel it, either. It does not feel high-centered, has a solid stance and corners smoothly. Ultimately, it does bear actual seven-seater dimensions. We noted in a parking lot that the only other vehicle of comparable size was a nearby Ford F-150. Based on measured and perceived size, we found the Acura MDX to be a conundrum. You'll have to try it on for size. ■

SPECIFICATIONS

ENGINE	.....3.5L 24-valve V6
POWER	.....290 hp, 267 lb-ft torque
TRANSMISSION	.....6-spd auto w/ sportshift and grade logic control
DRIVETRAIN	.....all-wheel drive
BRAKES	.....Front: 12.6" vented 2-piston.....Rear: 13.0" solid single-piston
TURNING CIRCLE	.....37.6 feet
GROUND CLEARANCE	.....Unladen: 7.3 inches.....Fully laden: .....5.6 inches
WEIGHT	.....(dep. on options) 4025-4103 lbs
MPG	.....18/27/21 (city/hwy/comb)
CARGO VOLUME	.....with 7 seats: 15.8 cu.ft. .....with 5 seats: 45.1 cu.ft. .....with 2 seats: 90.9 cu.ft.

BASE PRICE	.....\$56,505
OPTIONS	.....none
DESTINATION CHARGE	.....895
TOTAL	.....\$57,400



LOGBOOK NOTES

It takes about six steps just to tune the radio to another station. The touchscreen has a fake haptic effect, which works okay on some brands, but this one feels more like you're getting mildly electrocuted, while not delivering that button feel. Audio sound quality, once equalized, was very good. Its lower screen interface, though, was just about invisible—dark on dark.

The side mirror has a wide-angle outer section—common enough, and in principle vitally useful. But this one has a nearly invisible separation, so it works differently for your two eyes. A car in the next lane is half wide-angle, half not, with no differentiation. Mirror-to-eye-to-brain fights this.

We couldn't even put in one roll of bubble-wrap and a package of paper from the office supply store in the rear cargo area without putting a third row seat down. Despite pretty good specs on paper, the MDX struck us as a little large for a 5-seater and a little tight for a 7-seater. The controls for putting those rear seats up and down are a dream, however—really easy.



Honda's luxury brand surprises us with a vehicle that is larger than it looks—yet looks larger than it is, at the same time.

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.™



This message is brought to you by Coyne Communications and AutoWeek. © Copyright 2010 Coyne Communications. All rights reserved. Any reproduction must include the Coyne Communications and AutoWeek logos.





■ **Volkswagen** is showing the T-ROC concept at the Geneva Motor Show, a first look at a probable third model series (to join the Touareg and Tiguan). The roof is removable as two halves, which can be stashed onboard, while cameras and LEDs combine for visibility duties front and rear. Powertrain is a 2.0L turbodiesel, 7-speed DSG and 4MOTION Haldex-5 all-wheel drive. All instruments and climate control are digital, and driving modes include Street, Off-road and Snow.

■ A partnership announced by **Panasonic** and **Tesla** for battery manufacturing is a good move for the electronic automaker, but not a big deal for the overall US auto industry, according to Art Wheaton, automotive industry expert and senior extension associate with Cornell University's ILR School. "Tesla is currently capacity constrained in the building of new cars," says Wheaton. "Tesla uses lots of batteries in their vehicles and more companies are building hybrids using Lithium-ion batteries. Overall there is a lot of capacity to build batteries in the US, but the extra cost for hybrid systems has hurt their sales. This Panasonic deal for Tesla is good news since they can be assured of a steady supply of batteries at hopefully reduced costs."



■ **Chinese** cars may hit US showrooms as soon as next year. **BYD**, backed by Warren Buffett's Berkshire Hathaway, plans a US debut with four models by the end of 2015. The company had planned to enter the US by 2010, but experienced delays in their own preparation. They ultimately think they can be as successful in the US as Japan and Korea have already been.

■ The American Council for an Energy-Efficient Economy (ACEEE) has released its 17th annual environmental ratings for vehicles. This year, the **Smart ForTwo Electric Drive** tops the "Greenest Vehicles" list with a highest-ever score of 59 out of 100, just in time for the vehicle's nationwide rollout. Following closely are the Toyota Prius C and the Nissan Leaf with scores of 57 and 55 respectively.

■ Google is selling its **Motorola Mobility** unit to China's Lenovo for about \$2.91 billion. Google's Mobility unit includes handset technology the search giant acquired when it bought Motorola Mobility for \$12.5 billion in 2011. That was Google's largest acquisition by far, and the biggest bet co-founder Larry Page had made since returning as CEO that year. Google wanted Motorola's patents and a cell-phone maker to help its mobile business. This is the second divestiture Google has made from its Motorola Mobility assets.

■ The all-new, highly fuel-efficient 2014 **Mitsubishi Mirage** 5-door made it on the ACEEE "Greenest Vehicles" list, debuting in 8th place, out of twelve total. Most significantly, the 2014 Mirage is the highest-ranked gasoline-powered non-hybrid vehicle to appear on the list.



"We've had such an influx of hybrid and electric vehicles in recent years that the race to earn a spot on the 'Greenest' list is more competitive than ever, particularly for conventional vehicles," said ACEEE lead vehicle analyst Shruti Vaidyanathan. "It's encouraging to see automakers investing heavily in eco-savvy vehicles on the whole." The 2014 Mirage is the most fuel-efficient non-hybrid gasoline vehicle available in America, with an EPA fuel rating of 37/44/40 MPG (city/hwy/comb). With a base price of just \$12,995, the new Mirage includes a broad range of standard features and accessories such as seven airbags, automatic climate control, leather-wrapped steering wheel, a 130-watt sound system, cruise control, rear spoiler, fuel-saving electric power steering (EPS) and more.

■ **Ford** is planning 13 weeks of downtime for retooling its plants building the new aluminum F-150, its top-selling pickup. Production will be halted for 11 weeks at the Dearborn Truck Plant in Michigan and then for two weeks at its plant near Kansas City. The figures include the traditional summer shutdown for both plants. The F-Series generates 31 percent of Ford's light vehicle sales in the US (based on 2013 figures), and an estimated 90 percent of Ford's profits worldwide. The industry is anxiously awaiting customer reaction to the truck's more expensive new lightweight construction. Ford itself says they expect to be less profitable in North America this year, after earning a record \$8.8 billion in 2013. Operating margins will be between 8 percent and 9 percent, they say, compared with 9.9 percent in 2013 and 10.4 percent in 2012. The expected declines are "largely attributable to F series," Ford CFO Bob Shanks said on a conference call with analysts and reporters. Shanks and Ford COO Mark Fields say they are confident inventories will be sufficient to meet demand throughout the year. But they provided few specifics about their plans to bridge the gap between the outgoing and incoming trucks, nor would they discuss the financial effect of the changeover in any more detail. "We have a lot of experience with this," Fields said.

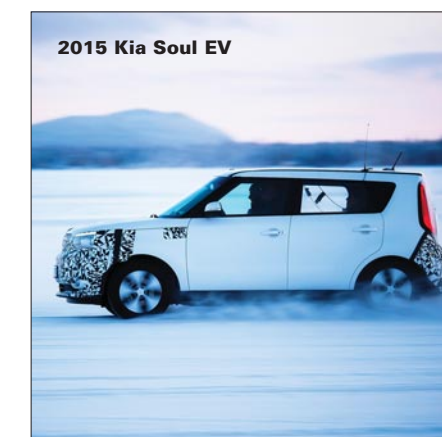
■ The **Chrysler 300C John Varvatos Limited Edition**—a trim edition that combines men's style with Detroit's edginess—returns for 2014, now offered with all-wheel drive. Styled after the black-with-titanium John Varvatos cologne bottle, a titanium-finished grille surround, titanium chrome Chrysler wing badge and black chrome grille blades evoke the industrial foundries at Detroit's historic core. Its aggressive front fascia integrates large air inlets and features black chrome grille blades and titanium accents. Also said to match the cologne bottle finish are its 20-inch cast aluminum wheels (or 19-inch with all-wheel drive), plus titanium window trim and mirror caps. With a unique Phantom Black tri-coat exterior paint and discrete metallic finishes inside and out, the Varvatos 300C wraps up its presence in the rear with blackened LED taillamps and titanium dual exhaust tips.

■ Comprehensive winter testing has been conducted for the **Kia Soul EV** pure electric vehicle ahead of its launch in the second half of 2014, finalizing development of several innovative new drivetrain



and onboard technologies. Engineers are subjecting the car to the most extreme conditions that Soul EV owners are likely to experience during the colder months of the year. Hot weather testing will also be exhaustive. EVs do not have the constant circulation of engine coolants that are at the core of familiar internal combustion systems' climate control systems. The primary focus of the vehicle's tests in Swedish Lapland is all-new Kia heat, vent and A/C (HVAC) technology, including the world's first driver-only ventilation system that improves the efficiency of the

■ **Maserati**—*A Century of History* is the official book from the House of the Trident to celebrate the marque's first centenary. Premiered in December during a special event at the Maserati Showroom



batteries and increases the vehicle's overall driving range. The bitter Scandinavian winters, which can get as low as 30° below zero Fahrenheit, allow engineers to rigorously test the performance of the new HVAC technologies, as well as other electrical systems and the EV powertrain.

in Modena, Italy, is now available at the Maserati Store. The book's 350 pages contain hundreds of black & white and color photos, many never published before. Edited by prestigious automotive journalists, this volume is a must-have for all Maserati enthusiasts. ■

UPCOMING FEATURES

2015 Audi A3 launch



NASCAR and NASCAR Mexico at PIR



Photo: Joe Sage

2015 Chrysler 200 launch



Inaugural Desert Concorso in Palm Desert CA



Photo: courtesy of the Mandarin Archives

Mustang 50th Anniversary: Oklahoma-Las Vegas rally



Bucket list check-off: first drag race



Photo: Steven Fabian

2015 Hyundai Genesis sedan launch



Mudfest 2014 in the North Cascades



Photo: NWAPA / Armin Aulsejo

PEBBLE BEACH®

AUCTIONS

SATURDAY AUGUST 16
SUNDAY AUGUST 17

NOW INVITING CONSIGNMENTS
THROUGH JUNE 1



1955 FERRARI 250 GT BERLINETTA COMPETIZIONE
SOLD \$7,150,000

World Record for an Early Ferrari 250 GT
The Pebble Beach Auctions 2013



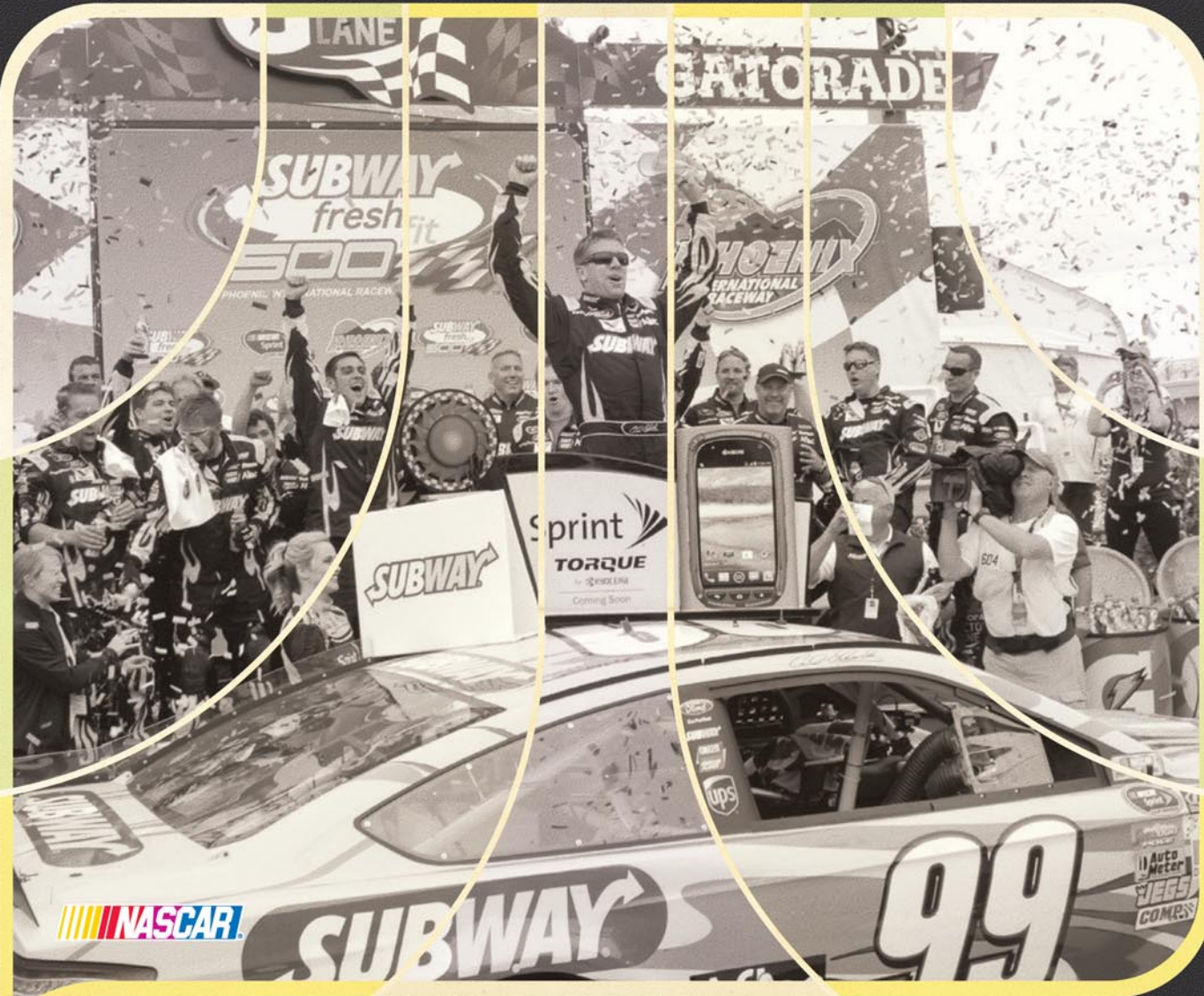
310 899 1960

CONSIGN@GOODINGCO.COM

Pebble Beach® and Pebble Beach Concours d'Elegance are trademarks and service marks of Pebble Beach Company. Used by permission.



Four days of racing. 50 reasons to see it all.



More than a new NASCAR season, 2014 marks Phoenix International Raceway's 50th Anniversary – and we plan on going big. Kick off the yearlong celebration with tickets to the **SUBWAY Fresh Fit 500[™] NASCAR Weekend**.

Tickets start at just \$25. Secure your seats now at phoenixraceway.com or call 866-408-RACE [7223].

Welcome to **ZOOMTOWN, U.S.A.** Phoenix International Raceway



Feb. 27 – March 2, 2014*

*Dates are tentative and subject to change.