

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 14 NUMBER 5
SEPTEMBER-OCTOBER 2015

COPPERSTATE 1000

PLUS SPECIAL EVENTS

AUCTION AND CONCOURS NEWS
MOTORSPORTS AND ROAD TRIPS

VEHICLE EVENTS & DRIVES

FCA IN MICHIGAN / FORD IN SILICON VALLEY
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¹Available engine. ²Estimated towing capacity on select trims based on Nissan internal testing. ³The 2016 Nissan TITAN is not yet available for purchase. Expected availability in December 2015. Pre-production model shown; see actual production vehicle when available for final details on features. See Nissan Towing Guide and Owner's Manual for proper use. Cargo and load capacity limited by weight and distribution. Always secure all cargo. Heavy loading of the vehicle with cargo, especially on the roof, will affect the handling and stability of the vehicle. Always wear your seat belt, and please don't drink and drive. © 2015 Nissan North America, Inc.

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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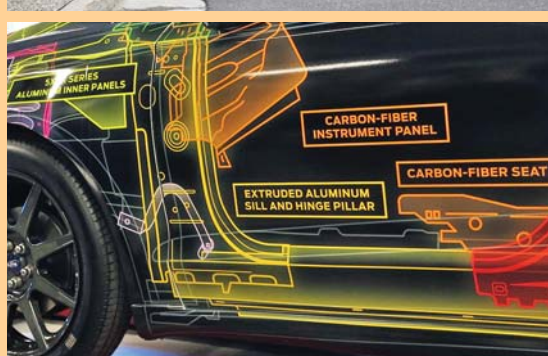
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COVER: Heading out through the red rock country of Sedona after a stop at Enchantment Resort in Boynton Canyon are a 1962 Porsche 356B Super 90 driven by Dianne and Richard Belveal from Prescott AZ, a 1951 Allard K-2 driven by John and Peggy Leshinski from Scottsdale AZ, and a series one 1963 Jaguar E-Type Open Two Seater driven by Mike and Maryellen Ferring from Phoenix, during the 25th Annual Bell Lexus Copperstate 1000 Road Rally. **Photo: Howard Koby.**

Howard Koby



The roads of Arizona can look different to different people. For those driving in the classic Copperstate 1000 road rally, they are the same beautiful two-lanes with the same gorgeous scenery as when their vintage machinery was showroom new. We travel along with **Howard Koby** on this tour of northern Arizona and southern Utah's parklands. To the Clean Cities Coalition and electric vehicle charging providers, the busiest freeways and Interstates come into focus. **Colleen Crowninshield** reports on the installation of new universal EV charging stations from Scottsdale-based GOe3, making the Phoenix-to-Tucson "Electric Highway" more versatile than ever.

In the heat of August, local racing legend **Bob Bondurant** headed to Monterey, where he received special honors during their famous weeklong festival of auctions, races and concours d'élégance events, while Scottsdale-based **Barrett-Jackson** headed to Reno-Tahoe for their third northern Nevada auction, setting records and surprising us with an announcement not long after it wrapped up.

Other news brought us to Silicon Valley for an immersive tour of their new Research and Innovation Center, and to Michigan for vehicle and equipment reveals and a full range of test drives at Fiat Chrysler's top secret Chelsea Proving Grounds. And we cooled off in the upper Midwest with Hyundai, as they revealed a new Tucson compact crossover that is sure to be well received.

Closer to home, we drove a flat-out fun Honda Civic Si sedan north to Cameron on a midnight turnaround and a Mazda6 to Sedona, while a number of other vehicles—everything from Jeep to diesel VW to Civic's Acura cousin to hybrid Hyundai—racked up miles throughout the Valley.

Enjoy the ride.

Joe Sage

Publisher/ Executive Editor



Photo: Brenda Priddy

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Arizona International Auto Show: Thanksgiving Weekend

The 2016-model Arizona International Auto Show hits the Phoenix Convention Center this Thanksgiving weekend, with hundreds of the latest cars, trucks, crossovers and more. See the newest vehicles, sit behind the wheel, experience the latest in-car technology and even take a test drive—right at the show. The show will have a dazzling collection of luxury, sports and family cars, utilities, vans and trucks, plus electric and plug-in hybrid vehicles, all with manufacturers' representatives on hand to answer questions.

DATES AND TIMES

Thursday, Nov 26 (Thanksgiving).....9am - 7pm
 Friday, November 27.....9am - 9pm
 Saturday, November 28.....9am - 9pm
 Sunday Family Day, November 299am - 7pm

TICKETS

Adults (13 and over).....\$11
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MOTORSPORTS : NASCAR AT PIR : NOVEMBER 2015

FALL RACE WEEKEND

Phoenix International Raceway will host the Quicken Loans Race For Heroes 500 on Sunday, November 15, the next to last race of the 2015 NASCAR season. Under the Chase for the Sprint Cup format, the 312-lap, 500-km Sunday race in Phoenix is the last of the Eliminator Round in the Chase for the Sprint Cup and determines the final four drivers who will fight for the championship the next weekend at Homestead-Miami. In all, there are four races over four days, Thursday through Sunday, November 12-15.

- THURSDAY NOV 12** Casino Arizona 100, NASCAR K&N Pro Series—West race
- FRIDAY NOV 13** Lucas Oil 150, NASCAR Camping World Truck Series race
- SATURDAY NOV 14** XFINITY Series 200, NASCAR XFINITY Series race
- SUNDAY NOV 15** Quicken Loans Race for Heroes 500, NASCAR Sprint Cup Series race

NOVEMBER RACE WEEKEND

The PIR fall race has been a fixture on the NASCAR schedule since 1988. Regular pricing, with tickets starting at \$25, runs through Monday, November 10, when walk-up pricing goes into effect. There are four sections, with three or four tiers in each, plus hillside seating, so you fifteen options for the big race. Many seats sell out well before race day, so don't delay.

SUNDAY RACE DAY

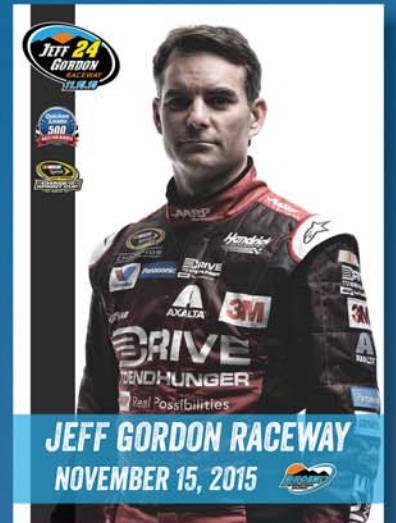
The Quicken Loans Race For Heroes 500 will begin at 12:30 pm, with plenty of food, drink, music, entertainment, VIP sightings and more to keep you busy when you get there early. Broadcast television coverage will be provided by NBC and radio coverage by Motor Racing Network.

2016 SEASON TICKETS

Season Tickets for the 2016 season at PIR start at \$99 and range up to \$512. Existing Season Ticket renewals and upgrades are underway, and new Season Tickets went on sale in August. Season Tickets offer substantial savings off individual ticket prices—up to 70% off in select seating areas; no service fees (a \$10 savings); PIR's new ZOOM PASS—just show and go; dedicated customer relations managers (and a toll-free number); ability to buy additional tickets at Season Ticket prices; first crack at seat upgrades; special event invitations; an exclusive e-newsletter; and a free race weekend program.

TICKETS

Tickets are available online at PhoenixRaceway.com, by calling 866-408-RACE (7223) or in person at the PIR ticket office. ■



"JEFF GORDON RACEWAY" FOR A DAY

This season is Jeff Gordon's last, and this is his last NASCAR Sprint Cup Series race at PIR as a full-time competitor. In his honor, PIR will be officially renamed Jeff Gordon Raceway for Sunday, November 15, the first time a track has been renamed for a NASCAR Sprint Cup Series race.

Gordon has four career wins at PIR, three in NASCAR races. Each represented a significant moment in PIR's history.

PIR will release five Jeff Gordon trading cards with key moments from his 24-year career at PIR. A limited number of each will be randomly distributed to ticket holders with mailings and at the gates during race weekend. Trading locations on the Fan Midway will let fans work on complete sets.

Leading up to the race, PIR will post 24 Moments of Greatness on its social media channels, highlighting favorite Jeff Gordon moments, and fans can buy apparel online and on race weekend through a partnership with licensed sports retailer Fanatics. On Sunday, a special Jeff Gordon Raceway logo will be used throughout the facility.

Gordon will join FOX as race analyst. ■



New MINI Clubman moves to significantly larger chassis

A new generation of the MINI model family continues to grow, as do a number of the vehicles within that family. The new five-seat MINI Clubman is aimed squarely at the booming premium compact crossover segment. For the first time since the Clubman name was introduced in 1969, the new MINI Clubman has been developed as a separate model from the brand-anchoring MINI Cooper Hardtop, completely redesigned and engineered from the ground up. "The new Clubman strikes a perfect balance between MINI's heritage and future," said David Duncan, MINI of the Americas vice president. "As our flagship, the Clubman represents everything MINI does best, while showing off a more mature and refined side. Its premium styling and functional design will play a critical role as we reposition the brand over the next few years." Longer and wider than any other MINI, the new Clubman has paid special attention to rear-seat passengers, claiming more generous leg, elbow and shoulder room. With rear seats folded flat, the cargo area is still accessed through Clubman's distinctive split-rear doors, which can now be opened when your hands are full, with an optional foot-activated sensor. Several new interior finishes have been developed specifically for the new MINI Clubman, including diamond-stitched, smooth-grain Indigo blue leather evoking classic English Chesterfield sofas, or a rich Burgundy leather with environmentally friendly Dinamica trim. The new Clubman is significantly larger than the previous model, now 10.9 inches longer and 2.9 inches wider than a MINI Hardtop 4-Door, with a wheelbase 4 inches longer. Cargo volume is 17.5 cu.ft. with seats up or 47.9 cu.ft. when folded. Its three-cylinder engine produces 134 hp, while a MINI Cooper S Clubman model will feature a 189-hp four-cylinder. The Cooper S model will also have an available 8-speed Steptronic transmission. Pricing is due during September. ■



2016 MINI Clubman



Toyota i-Road

I-ROAD FROM TOYOTA HITS I-RODEO

▲ Toyota's i-Road—a stylish electric one-seater that has caught our eye at international auto shows for a couple of years—was introduced to Texans this summer during an i-Rodeo event at American Airlines Center in Dallas. Sixty-five focus group participants took the vehicle through its paces, then provided input on their own usage needs and how this might integrate. Similar focus groups were held in Silicon Valley last winter, with positive feedback and one driver presenting a credit card for immediate purchase. Sorry, not yet. "As we look for ways to ease congestion in major hubs like the Dallas-Fort Worth metroplex, we are exploring how these types of electric vehicles may fit into the transportation landscape," said Jim Lentz, Toyota North America CEO. i-Road demonstration programs are already underway in France and Japan, testing usage and acceptance in urban markets. Demonstration units are placed in car sharing applications in both nations, while several are being loaned to individual drivers in Tokyo. No specific plans have been announced for US i-Road demonstration programs or sales, but focus group response has put plenty of motivation into the program. Four-wheeled one-seater Toyota COMS electric vehicles are currently on sale in Japan.

VW NORTH AMERICAN CENTER

Volkswagen is centralizing research and development plus product planning at a North American Engineering and Planning Center in Tennessee. The facility joins a network of VW North American production, purchasing and sales teams. The NA Engineering and Planning Center houses high-level research and development, product engineering, innovation management and product management. The growing North American network is conceived to shorten VW product lifecycle, accelerate time to market, develop US-specific models and keep pricing competitive. The center is in an interim facility a couple of miles from the Chattanooga plant, while the permanent facility is in development stages. VW expects to hire 200 new highly-skilled engineers by the end of 2016.

ARCTIC CAT + GORDON + ROMANO

Arctic Cat Inc. has entered into an exclusive five-year product development and marketing agreement with racer Robby Gordon and his SPEED RMG Partners LLC, newly formed with aftermarket futurist Todd Romano. Arctic Cat brings its expertise in the high-performance off-road vehicle market, while Gordon is a recognized pioneer in racing and off-road vehicle design, among the most competitive racers at NASCAR, IndyCar, TransAm,

IMSA, IROC and Dakar, with seven international off-road class championships, two stadium series and three Baja 500s under his belt. He also created the successful Stadium Super Truck (SST) series. Romano is founder of DragonFire Racing, which pioneered the development of performance accessories for the UTV/SXS industry, and Finish Line Marketing, which specializes in power sports.

TEEN DRIVER INSURANCE

A study suggests it is much less expensive for teens to stay on their parents' auto insurance policy. InsuranceQuotes.com recently calculated rates for insuring 18-year-old drivers, using data from the largest carriers (representing 60-70 percent of market share) in each state. When buying car insurance, 18-year-olds pay an average of 18 percent more if they sign up for an individual policy than if they remain on their parents' policy. It's much higher in some states: 18-year-olds in Rhode Island pay an average 53% more to leave the family policy and buy individual coverage. Connecticut at 47%, Oregon 47%, Nevada 41% and Maine at 40% aren't far behind. In Arizona, 18-year-old drivers add an average 95% to their parents' policy, but it costs 23%

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more than that for 18-year-olds to get their own in Arizona. Although better than some other states, staying on their parents' policy is still a much better deal.

DRIVING LAND ROVER FROM OUTSIDE

▲ Here's a new twist on all the autonomous car news. Rather than stepping in and being robot-driven somewhere, this technology lets you step out but control the car yourself. A remote control Land Rover Range Rover Sport research vehicle demonstrates how a person could drive their vehicle from outside the car via their smartphone. An app includes control of steering, accelerator and brakes, even swapping between high and low transfer case range. If this may sound superfluous, think of all those Most Dangerous Road in the World videos you have watched. With this technology, the driver could walk alongside or stand clear of the car, up to 4 mph, becoming their own off-road spotter, guiding the car over off-road obstacles or past life-threatening cliffhangers from outside the vehicle. The driver could continually check approach and departure angles and apply precise positioning over rocks. It could also be used for fording a stream or for sections of extreme mud or snow. The remote control function will only operate if the user is within 10 yards of the vehicle and the smart key can be

detected. The system will also stop the vehicle if the driver gets too close. On a more mundane basis, a driver could use the smartphone to back the car out of a parking space if someone has parked too close for them to open the door.

KIA VEHICLE SATISFACTION RECORDS

AutoPacific's Vehicle Satisfaction Awards (VSA) identify the most satisfying vehicles for sale in the US market, to help new car shoppers with their process. Results are based on responses to over 66,000 surveys completed by owners of new 2015 model year vehicles, measuring owner satisfaction through 50 separate attributes ranging from interior comfort and convenience to fuel economy and performance. This year, four models from Kia Motors America were segment winners—Kia K900 in the Luxury Car category, Cadenza for Large Car, Kia Soul (tie) for Compact Car (its second consecutive win) and Sportage in the Compact Crossover SUV category. The Kia K900 in fact earned the highest-ever overall VSA score, which also won it AutoPacific's coveted President's Award—only the third time this award has been given in the 19-year history of the VSAs. Kia had more category winners than any other brand and was tied for third among non-premium automakers for overall brand score.

DO-IT-YOURSELF CONNECTED CAR

The Consumer Electronics Association (CEA) remarks that while in-vehicle technology is better than ever, most US drivers aren't yet plugged into "the connected car." You can find a wide range of dramatic technologies built right into a new vehicle, but CEA points out that aftermarket solutions for your existing vehicle (or perhaps your new vehicle whose options were too pricey?) can also improve your safety, convenience, connectivity and entertainment levels—"new-car technology for your old-tech car," they call it. Americans are keeping their vehicles far longer, over 11 years. CEA points out that the majority of cars and light trucks on the road today rolled off the assembly line three years before the first iPhone was revealed. But these can be updated far more than many have realized, often with products from the same companies making the new built-in systems. According to CEA market research, the technologies most desired by drivers fall into four areas: Safety and Driver Distraction Elimination; Smartphone Integration and Entertainment; Enhanced Audio; and Remote Starting. For complete resources on mobile electronics technology, products, and installation, visit CEA online at

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DODGE SRT HELLCAT SALES FLOOD

▲ Dodge Challenger SRT Hellcats and Charger SRT Hellcats have been ordered and sold beyond the manufacturer's wild-est dreams. "We could not have asked for a more enthusiastic response to the Charger and Challenger SRT Hellcats. It was absolutely unprecedented, but then again, these 707-horsepower muscle cars are unprecedented," said Tim Kuniskis, president and CEO of Dodge and SRT brands for FCA US. "To meet this demand, we are more than doubling our SRT Hellcat production for 2016 and simplifying the process to make it easier for our enthusiasts to get their hands on the hottest muscle cars in history. In addition, customers with verified sold orders that weren't built in the 2015 model year will receive special discounted pricing if they re-order in 2016." The latest plan starts by building the remaining 2015 SRT Hellcat scheduled orders at FCA's Brampton Assembly plant in Ontario. All unscheduled 2015 model year SRT Hellcat sold orders will be cancelled; these customers will receive discounted 2016 model year pricing—a formality for delivering next year's model, but with an opportunity for a buyer to duck out, or to be rewarded by staying in. Dealers were to receive details

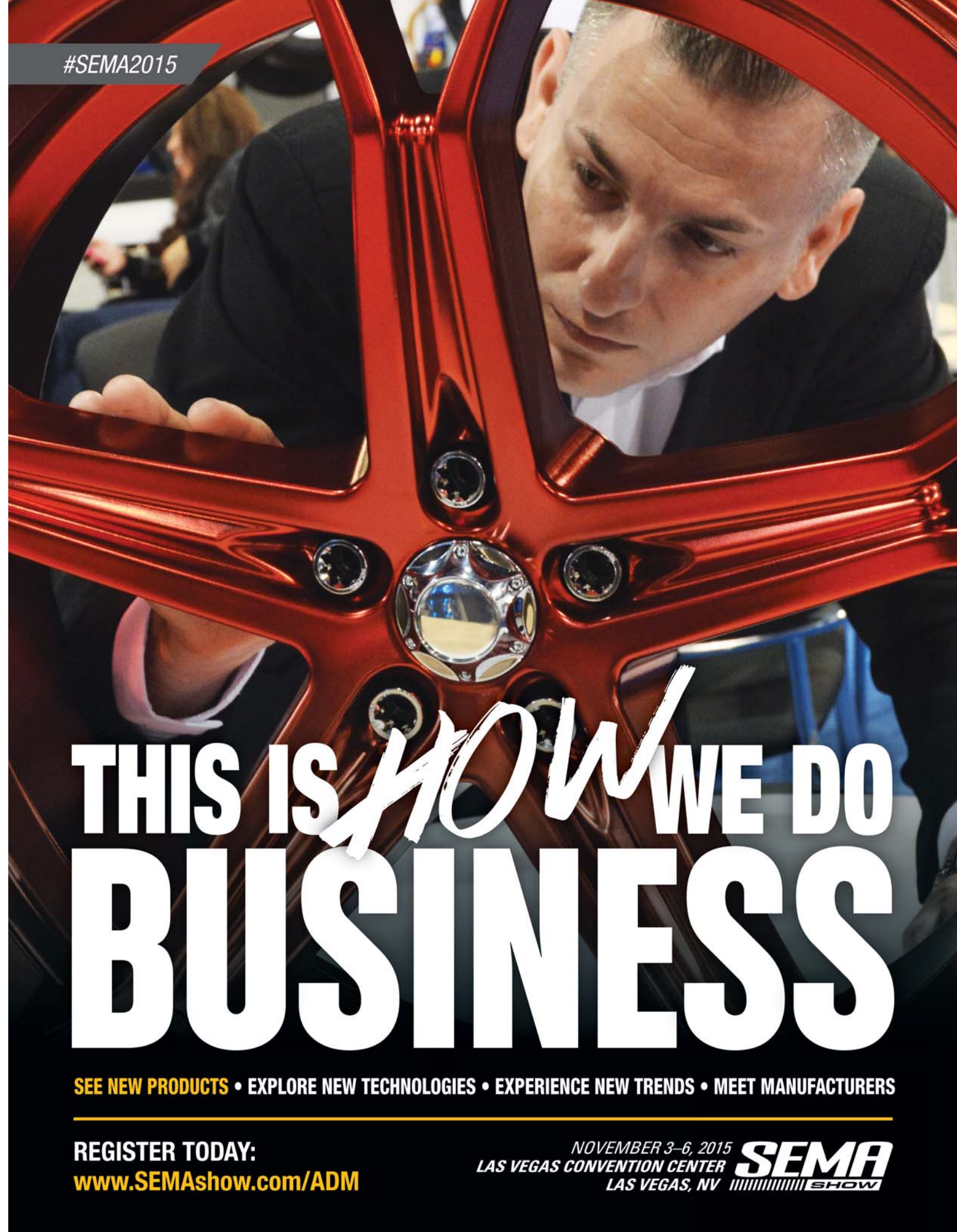
on the full 2016 model year allocation plan by late summer, with one allocation cycle to start then and another in February 2016. SRT Hellcat allocation eligibility continues to be based on past Dodge dealer sales performance and is to be adjusted based on dealers' average historical Dodge SRT Challenger and Charger Hellcat "days on lot" performance. If dealers keep inventory moving, they will qualify for February's allocation. plan. New for 2016, both Challenger and Charger SRT Hellcats have standard ultra-premium Laguna Leather interior details, 8.4-inch Uconnect® with navigation, HD radio and five years of SiriusXM travel and traffic. Production of the 2016 models begins as you read this, in September.

HYUNDAI-KIA WIRELESS CHARGING

Hyundai-Kia America Technical Center, Inc. (HATCI) and wireless power technology outfit Mojo Mobility, Inc. have received a funding grant from the US Department of Energy's Office of Energy Efficiency and Renewable Energy Vehicle Technologies program, for research and development of a system capable of fast charging an electric vehicle wirelessly. Mojo Mobility is known for developing highly efficient wireless charging systems capable of transferring high power without need for precise alignment between the charg-

er and the vehicle. Kia introduced their first electric vehicle in the US, the 2015 Soul EV, last fall. Wireless charging has the potential to significantly improve the convenience of electric vehicles, and thus their appeal to consumers. It also may help reduce the size and weight of a vehicle's batteries and charging components. HATCI and Mojo Mobility are developing a wireless system on a test fleet of Kia Soul EVs over three phases—two down and one to go—at HATCI's location in Michigan and Mojo Mobility's location in Silicon Valley. During phase one, they developed a wireless power transfer system with over 85 percent grid-to-vehicle efficiency, capable of transmitting more than 10 kW to the vehicle at a fast charging rate. The system was tweaked to allow misalignment between the energy transmitter on the ground and the receiver on the vehicle, making it more appropriate for day-to-day real world usage. In phase two, the partnership collaborated to integrate a compact system into the Soul EV and demonstrate full operation at a record 92 percent efficiency. Real-world performance data will be gathered in the third and final phase of the project, using five Kia Soul EVs and corresponding energy transmission units. This final phase will test the systems' durability, interoperability, safety and performance. ■

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SIGHTS, SOUNDS AND AROMAS OF SPRINGTIME IN ARIZONA

STORY AND PHOTOGRAPHY
BY HOWARD KOBY



(Left) Dale and Marilyn Lillard's 1932 Lincoln KB Boattail Speedster has hand-crafted coachwork designed by the late David Holls of GM (who penned the 1959 Cadillac and 1966 Buick Riviera). It placed second in class at Pebble Beach in 1999.

(Right) Bob and Pat White's 1973 Maserati Bora lines up with other Copperstate 1000 cars at Tempe Diablo Stadium, the night before Field of Dreams and the rally start. • John and Peggy Leshinski lead the pack in their 1951 Allard K-2, originally imported by Al Unser Sr and a veteran of the Pikes Peak International Hill Climb. • And they're off! A 1956 Alfa Romeo 1900 CSS leads a 1967 4-speed L-71 Chevrolet Corvette Sting Ray through the curves.

A longtime member of the Men's Art Council was the late Louis Laflin III, who started the Mille Miglia style rally in 1991 as a Phoenix Art Museum fundraiser, and to this day the 25th Annual Bell Lexus Copperstate 1000 Road Rally is considered the premier rally in the United States.

Cars manufactured before 1973 were revealed in a steel rainbow show field of about 90 vintage and classic rolling works of art at Tempe Diablo Stadium (training home for the Los Angeles Angels baseball team) for a free "Field of Dreams" car exhibition to hundreds of spectators and car enthusiasts on Saturday, April 18, 2015.

After 25 years in the running, vintage, sports, racing, classics and grand touring automobiles have been synchronized with the amazing diversity of the beautiful landscapes of Arizona. From high plateaus, snow capped peaks and pine forests to the solitude of the Sonoran Desert, challenging the Copperstate 1000 can be a magical experience both for driver and navigator.

On a brilliant sunbathed Arizona day, a concours gathering of some of the finest vintage machinery in the country were being geared up by drivers and navigators putting the final touches on their prized possessions. Like going on the Mille Miglia, someone once mentioned you might include extra parts, GPS, spare and jack, water, voltmeter, gas can, jumper cables, metric sockets, Rain-X, plugs, points, rotor, coil, distributor cap and anything else you could dream up.

Also on hand to protect and serve, eight Arizona motorcycle policemen tagged along on this freewheeling festival

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(Left) Alexander Menzel and Mark Alfano tackle Zion Scenic Drive in southern Utah in their 1963 Shelby 289, a fine example of the first combination of English and American elements, with a Ford short-stroke V8 in an AC Cobra body and chassis.

(Right) Headed north of US 89 from Flagstaff, with the San Francisco Peaks in the background, are Mike and Dawn Fisher in their 1959 Bocar XP-5, a car originally purchased by 1950s racer Art Hutting, who set a class land speed record in it at Daytona, at 175 mph. More recently, it has completed the Colorado Grand five times and has run in many vintage races. • The old bridge and the new bridge crossing the Little Colorado River at Cameron, Arizona, en route to southern Utah. • This 1964 Jaguar E-Type Fixed Head Coupe with slightly modified engine and 5-speed transmission belongs to Diego and Helena Ribadeneira.

of speed to make sure no one got too carried away.

The field was as varied as the spectacular landscape, ranging from the three oldest cars, a stunning 1932 Lincoln KB Boattail Speedster driven by Dale and Marilyn Lillard from Phoenix, a stupendous 1929 Bentley 6.5 Litre piloted by Hayden and John D. Groendyke from Enid, Oklahoma and a rare 1930 Bentley Speed Six owned by Clive and Janet Cussler from Paradise Valley, Arizona.

The exciting array of cars included post-war Ferraris, Jaguars, Maseratis, Mercedes 300SLs, Porsches, Alfas, Astons, nine Shelby 350s (it's that car's 50th anniversary), a great 1951 Allard K-2 driven by John and Peggy Leshinski from Scottsdale, and a sprinkling of Corvettes, DeTomasos, Lambos, two Lancias, a 1965 Sunbeam Tiger, a few Volvos and much more.

The motorcade blasted out of the stadium, one at a time, at 12:30 pm on Saturday, April 18, heading north on a 1,300-mile motoring adventure cruising some of the best asphalt Arizona and Utah have to offer. Our modern wagon train's short route to the timber town of Flagstaff guided the cars from barren desert through the ponderosa pine forest, where the town sits at the base of the San Francisco Peaks, including Humphreys Peak (the highest point in Arizona, at 12,637 feet).

On day two, from Flagstaff, the excitement of heading into Utah and the geologic wonders of Zion National Park stimulates some of the participants to leave

KEEP RIGHT >>





earlier than scheduled for lunch at Cliff Dwellers Lodge Restaurant, not far from the incredible views at the Navajo Bridge overlooking the meandering beauty of the Colorado River.

An unusual car on the rally, one of a half dozen racecars, was Mike and Dawn Fisher's 1959 Bocar XP-5, and boy did it look good past the San Francisco Peaks and through the box canyons of Zion National Park, as we stepped across the border into Utah and an overnight in the town of St. George.

Ray Sherr and Stanley Bauer in their sporty red 1962 Mercedes 300SL Roadster were breathless as they gazed upon the massive red and pink sandstone cliffs along the Zion Canyon Scenic Drive.

Rick Mahrle from Paradise Valley, Arizona was chairman on the first Copperstate and 1999 and 2000 Copperstate and has literally been on every rally since that first one. He was driving his red 1969 Alfa Romeo 1750 Spider with his navigator wife Denise. Every time I run into Rick he always asks me about his ex-Rick Mahrle Alfa Spider that I acquired from him a number of years ago, that actually ran the Copperstate a few times.

Our 334-mile trek on Monday brought us back into Arizona, skirting the edge to Lake Powell and over the Lake Powell Dam, destined for a welcomed lunch break at the Antelope Point Marina in Page.

Then we had a beautiful drive along the Oak Creek Canyon Scenic Drive to the luxurious Enchantment Resort at the head of Boynton Canyon, for a posh two-night stay.

On Tuesday, the route book guided the cavalcade to the glorious grandeur of the Grand Canyon, one of the Seven Wonders of the World, for a short stop at Hagerty's hospitality RV at the Grandview Point overlook, to refresh with a snack and a cold drink.

Next, a big Western meal at the Big E Steakhouse & Saloon at Grand Canyon Village in Tusayan refueled the Copperstaters to challenge Mingus Mountain to the mining town of Jerome and descend along the Jerome-Clarkdale-Cottonwood Historic Road to the valley floor, where we headed back to Enchantment.

The relationship between man and machine is a curious one, but when you add to the mix the mysteries of our beautiful earth you wind up with moving auto-

(Left) Ray Scherr and Stanley Bauer ease their 1962 Mercedes-Benz 300SL back onto the highway for a run down Zion Drive in Utah. One of three 300SLs in the rally—two roadsters and one gullwing—this one was acquired by the current owner in 1999 and has been on multiple vintage rallies.

(Right) Dennis and Karen Chookaszian brought the 1956 Mercedes 300SL Gullwing. • John and Peggy Leshinski appear again in their 1951 Allard K-2, popping out of a tunnel on the Zion-Mount Carmel Highway in southern Utah. Behind them is a 1957 Alfa Romeo Giulietta Sprint, sold new in Mexico and a veteran of the 1993 La Carrera Panamericana. • Winner of the 2015 Copperstate 1000's Participants' Choice Award is this concours-, museum- or clearly open road-worthy 1930 Bentley Speed Six belonging to Janet and Clive Cussler, a car engineered way ahead of its time with aluminum pistons, dry-sump lubrication, twin spark ignition and advanced valve train.

motive art in the natural environment. Machines like Bob Anderson's 1967 Ferrari 275 GTB4, John and Peggie Leshinski's striking 1951 Allard K-2, and David Ward's 1957 Lancia Aurelia B24S Convertible all blended with nature's magnificence.

For the final leg of this orgy of automobilia, our vintage fleet indulges in a scrumptious lunch at Hidden Springs Ranch in Kirkland Junction and then plunges down the Yarnell Grade past Wickenburg, then down the Carefree Highway to our ultimate destination at the JW Marriott Desert Ridge Resort and Spa in northern Phoenix, for the "Suds & Suds" car wash sponsored by Pit Stop, and the elegant awards banquet.

The Participants' Choice Award went to Clive and Janet Cussler with their statuesque 1930 Bentley Speed Six, while the Louis E. Laflin III Spirit Award went to Jim Ballinger and Marc Cavness. The award is a sculpture created by Arizona artist Ed Mell, an alumni of Art Center College of Design in Pasadena, California. Mell also creates a painting for each year's event that graces the route book and is later auctioned to the benefit of the Phoenix Art Museum benefactor of the event.

It is really all about the people who make the event truly memorable, for they are the ones who preserve and bring the magnificent cars. ■

HOWARD KOBY is a widely published photographer and automotive journalist based in Los Angeles and specializing in editorial, advertising and automotive photography. Howard graduated with honors from the Art Center College of Design in Pasadena and has served on the Advisory Committee in its Transportation Design Department.



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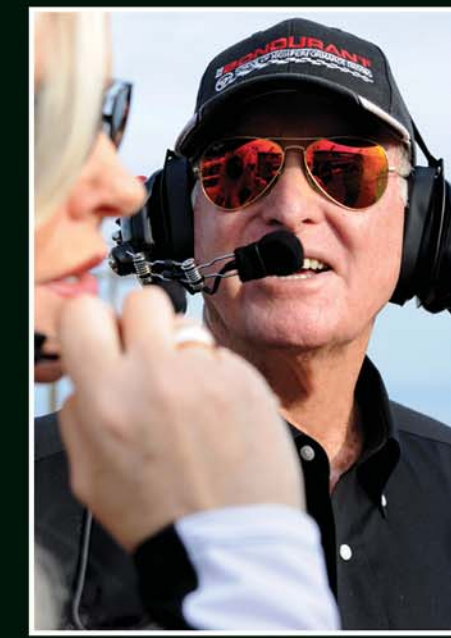
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PERSONALITIES : BOB BONDURANT HONORED DURING MONTEREY CAR WEEK

LEGENDARY



RACING LEGEND BOB BONDURANT HONORED THROUGHOUT MONTEREY CAR WEEK

Bob Bondurant was honored for his incredible racing career at multiple celebrations during Monterey Collector Car Week in August.

"I'm humbled and honored to be recognized for my career during the famous Monterey Collector Car Week," said Bondurant as the week began. "Looking back at the successes and hardships I've endured over the years is astounding. Few people have had the opportunities I was gifted, and I'm thankful for them every day. My wife and I truly appreciate the acknowledgement and look forward to sharing memories with old and new friends at these celebrations."

Bondurant, founder of the Bob Bondurant School of High Performance Driving, at Wild Horse Pass Motorsports Park in Chandler, has driven for several storied marques and is the only world champion to have a driving school.

Bob Bondurant's list of accomplishments is filled with many victories and exciting stories. He raced Corvettes in the mid 1950s, winning the West Coast SCCA B Production National Championship in 1959 with a stunning 18 of 20 wins. During SCCA competition from 1960 to 1963, he won 30 of its 32 races.

During the 1965 FIA World Championship season, Bondurant won seven of his 10 races to score the win for Shelby American over the previously dominant Ferrari effort—still the only American team to do so. After capturing the title, Ferrari invited Bondurant to be one of their Formula 1 drivers. He also served as a stunt driver for the 1966 film *Grand Prix*.

Bondurant's racing career ended in 1967 after a steering arm snapped at the Watkins Glen track. He sketched his vision for a racing school while in the hospital and began building that dream after he recovered. It is the only purpose-built facility of its kind in the world and has trained nearly 500,000 people. Professional racers, executives, law enforcement officers, military specialists, performance enthusiasts and teenage drivers have learned to be safer and more proficient on the track, street and highway.

"The Bondurant name is synonymous with high performance driving," said Pat Bondurant, who is president of the School. "Bob has so many unique accomplishments, so it's wonderful to see him recognized. His victories as a driver made him a champion in the racing world, but his impact as a driving coach has made him a legend. He has made an incredible impact on thousands of people who have benefited from his extraordinary ability to teach. I'm so proud to stand by his side as he receives the accolades he deserves."

The celebration kicked off at a private unveiling of the continuation Shelby Cobra Daytona Coupe on Wednesday, August 12, at Gordon McCall's Motorworks Gala. Bob and Pat donated a 3-day driving school to raise money for the event's charity, CHP 11-99 Foundation, which supports families of the California Highway Patrol.

On Thursday evening, Bondurant was recognized at the Rolex Monterey Motorsport Reunion participant reception, on the track at Mazda Raceway Laguna Seca. On Friday, he was an honored guest at the Rolex Dinner at Bernardus Lodge & Spa. The 50th Anniversary Daytona Coupe's public reveal was on Saturday at the track, where Bondurant participated in a Q&A and autograph session.

The events concluded on Sunday at the Pebble Beach Concours d'Elegance, where Ferrari was among the featured marques. ■

LET'S BURN SOME FUEL



Bondurant wants you to be a better driver. Everything at the Bob Bondurant School of High Performance Driving is geared toward instilling The Bondurant Method® within drivers who aspire to be their best. They provide a 60-acre facility with a 1.6-mile, 15-turn multi-configuration track designed by Bob Bondurant. Classroom facilities and a pitside classroom instill car-control basics and provide feedback. The School uses over 200 late-model GM race-prepared vehicles, sedans, SUVs—Corvettes, Cadillacs and more, depending on what course you take—and Mazda open wheel cars, with a complete, dedicated, on-site maintenance facility that checks, replaces and repairs any items as they need it. All have fully-functional, ice-cold air conditioning for your complete comfort any time of the year. Driving suits and helmets will fit 99 percent of the head and body types in America today. And a first-class crew behind the scenes works to ensure you have the time of your life.

The School accommodates individuals, groups, professional organizations including law enforcement and military, political and VIP bodyguards and more.

You can race a Formula Mazda for as little as \$499, take an advanced stock car course for \$9,000, try Stingray high performance driving for \$1,650, do an introduction to off-road driving for \$499 or to racing for \$1,375, train in Executive Protection and Anti-Kidnapping for \$5,925—or any of a wide range of other courses.

For complete program information, visit Bondurant.com or call 800-842-7223. ■



Proof positive

Fast laps, Jeep trails, autocross and dragstrip runs at FCA's famous Chelsea Proving Grounds in Michigan, where the metal first proves its mettle | By Joe Sage

Fiat Chrysler Automobiles (FCA) sold 2.8 million vehicles worldwide in 2014, for revenue of \$83 billion. They are regularly posting significant gains again for 2015. Brands now include Alfa Romeo, Chrysler, Dodge, Fiat, Jeep, Ram, Mopar and SRT. To deliver all this, FCA has 13 assembly plants, 13 additional stamping, casting, machine, axle, and tool and die facilities, seven engine plants and four transmission plants. And each and every model lineup is undergoing constant refreshing and replacement.

For confirming that every element is optimized, durable and capable, FCA has six test facilities. Closest to home for us is the Arizona Proving Grounds in Yucca, perfect for hot weather testing or general testing on a dry track in the middle of

winter. Other facilities are located in Mexico, Florida and Ontario. Closer to home for FCA are two facilities: one in Auburn Hills, Michigan, home of FCA headquarters, and Chelsea Proving Grounds, about a half hour west of Ann Arbor, Michigan (which, in turn, is about an hour west of Detroit or southwest of Auburn Hills.)

The 3,800-acre Chelsea Proving Grounds is one of the largest, most modern automotive test sites in the world. Dedicated in 1954, its roads and facilities are continually improved and expanded to keep pace with products and testing techniques. There are over 100 lane miles of on- and off-road test surfaces. Durability and Reliability testing is conducted year-round in laboratories and on specially designed roads. Chelsea also performs crash, emissions and fuel economy testing. It's easy to think "test track," but driving facilities include all of the following: Durability Roads

of concrete, asphalt, gravel, stone, Belgian block and other rough surfaces for determining reliability and durability; Evaluation and Handling Roads for evaluation of steady state handling through a variety of cornering at a wide range of speeds; an 18-acre Vehicle Dynamics Facility to test steering, suspension, and braking at speeds up to 100 miles per hour; Grade Roads of 7, 15 and 32 percent to evaluate hill climbing and service brakes, plus 20 and 30 percent grades for parking brake and transaxle parking sprag testing; and yes, an Oval Test Track, six lanes wide and 4.7 miles long, for speeds up to 200 mph, with extreme banking providing Neutral Steer at 130 mph in the 6th lane in the turns. Add to this a 4.3-mile Ride Road to test steering and suspension testing, body shake, and NVH; a Skid Traction Facility with four 1000-foot lanes of varying friction, plus built-in sprinklers for wet weather testing on a dry day; a 250-foot-long, 12-foot-wide Splash Trough to test body sealing, fascia retention, water ingestion and electrical components in the engine compartment; and two paved Straightaway Roads, one 1.6 miles long for brake testing and one 2.2 miles long for fuel economy, performance and coastdown testing.

Once a year, the super-secretive Chelsea Proving Grounds are opened to media for a "What's New" event, showcasing every product in the FCA stable for the current model year, some of what is coming for the next model year, and always a few complete surprises. We've registered for this event twice in the past but had to cancel due to

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Factory drag racers

REVEALED in the Mopar Garage at Chelsea Proving Grounds were two new Mopar Dodge Challenger Drag Pak models, specifically built for track only. The 354 Supercharged HEMI Drag Pak marks the first time Mopar has offered racers supercharging, with cast-iron block, forged steel crankshaft and Mopar spec camshaft. The naturally aspirated 426 Race HEMI Drag Pak has Mopar aluminum block with pressed-in steel liners and aluminum heads. Engines are custom calibrated.

Up front is unique Mopar K-Member and suspension geometry. The rear is four-link with Panhard bar, Strange Engineering 4-inch solid axle with 9-inch aluminum third member, 40-spline gun-drilled axles, adjustable compression/rebound shocks and a new anti-roll bar. Rear axle mounts are strengthened (more than in prior models) for fast, hard launches. Lightweight 15-inch wheels sport 4.5-in-wide by 28-in outside diameter front and 9-in-wide by

30-in OD rear Hoosier drag radials. The cars have full NHRA-spec roll cages, and inside are Mopar gauge packs, two lightweight racing seats, safety net and five-point harness. The hood is now a user-friendly rear-hinged design. This is a track car, and it includes integrated trailer tie-downs front and rear. Both the 354 and 426 models have special front and rear fascia trim and graphics. The numbers pay tribute to heritage Mopar drag cars.

The 426 Drag Pak costs \$99,426, and the 354 Supercharged racer is \$109,354.

The presentation wrapped up with a literally smokin' demonstration of the cars' raw straight-line power in the test track paddock just outside the garage facility.

ALSO of note are new Mopar Scat Pack Performance Upgrade kits for 5.7L HEMI Challenger or Charger. Both build upon Scat Pack 1. Scat Pack 2 (\$1895) adds an upgraded performance camshaft, valve springs, tie bars, pushrods and all gaskets, adding an SAE-confirmed 56 hp, well above the original 30-hp target, and 30 lb-ft of torque. Scat Pack 3 adds CNC-ported heads, hi-flow manifolds and catalyts, gasket set, exhaust manifolds with adapter and brackets, for a total increase of 75 hp and 44 lb-ft of torque. Scat Pack 3 (\$4495) includes a special badge set. Kits require a revised calibration by Arrow Racing. All Scat Pack kits maintain the factory warranty.





urgencies on the home turf. This year, we made it.

We flew to Detroit and shuttled to Ann Arbor for an overnight, where we grabbed dinner at famous Zingerman's Road House. (Zingerman's also delivered lunch to the track the next day, and we would have another dinner and breakfast at the Road House on our own before we left.)

There is much at Chelsea Proving Grounds that we're not allowed to photograph and even more we're not even allowed to see, but we had plenty to see and do during this event and can share some of it with you.

New vehicles sprawled across the lawns and access roads included the 2016 Fiat 500X, the Chrysler 300 lineup, the Ram ProMaster City van, the new Jeep Renegade, the full range of Dodge SRT vehicles including both Challenger and Charger Hellcats, and the latest specialty models in the Ram Truck lineup. On static display were the Viper ACR—the fastest street-legal Viper ever—which we had seen at its first unveiling in Elkhart Lake, Wisconsin (see our July/August issue)—and the entire 2015 Moab Easter Jeep Safari Concept Collection. Every Moab Jeep was a winner (though we noticed people were diggin' on the bright blue Jeep Chief, an homage to the '70s Cherokee Chief, this version built on a Wrangler

Unlimited platform). Other displays featured segment-topping towing and other Ram competitive points, as well as Mopar, Jeep and other accessories and performance upgrades.

Executives, marketing, engineering and design teams are with us all day, for conversation or in-depth information on any detail or overview.

With the exception of the Viper and Moab Jeep static displays, all were available for test drives.

Any and all machines could be driven at speed on the ride road paralleling the extreme oval track (this road has a smooth half and a torture half). Off-roaders and mixed-roaders could also be taken on the famous Lyman Trail courses (see Patriot sidebar). SRT performance vehicles had their own autocross course, and for some of those also a timed 1/8-mile dragstrip.

It sounds like a lot of fun, and it is. Plus, it's educational, informative and invariably enlightening.

We had been fortunate enough to drive a number of these vehicles at their initial launch events—Fiat 500X, Chrysler 300, Challenger and Charger, Jeep Renegade, Ram ProMaster City—and the day goes fast, so we took a quick lap in a few of our favorites as available, but let any first-timers have first shot at them.

Just before we had departed Phoenix for this event, we received a Jeep Patriot, a model on the cusp of replacement, and had driven it only briefly but already liked it. When we saw it was here for drives on the Lyman Trail extreme test course, we jumped on that (see sidebar). Fun to know the

team is out there testing its replacement, when nobody is looking.

We had also driven the full Ram lineup a couple of years ago, including off-road and 30,000-pound towing, but there is always something new there, such as the Ram Rebel, the new top-trim Limited, and the Ram 1500 Outdoorsman Crew Cab 4x4 EcoDiesel we had driven at Mudfest this spring (which won its category). We did time on the Evaluation and Handling Roads in the 1500 Outdoorsman Crew Cab EcoDiesel, then the Ram 2500, to compare them at speed and in the corners. This route is paralleled in spots by the rough ride road, perfect for short samples of more abusive use. Together, the drill proved the toughness and daily drivability comfort of both. In all, we drove about eight vehicles in the morning session.

After a Zingerman's lunch, the crowd gathered and cameras rolled at the purpose-built Mopar Garage, where two new \$100k-or-more Challenger Drag Pak track-only cars were revealed for the first time (see sidebar), after which a demonstration driver lit 'em up on the pavement for us.

We then headed to the autocross course and straightaways (a shuttle ride away, within the overall facility) for timed cones with the SRT lineup, from Grand Cherokee to Viper, and 1/8-mile timed drags in the Challenger SRT Hellcat. (Our numbers were pretty good!)

We went back for a little more road time, and it was a wrap.

Anybody who works at Chelsea Proving Grounds truly has a dream job. We could do this every day. ■

Solid

How can a big premium sedan be this sexy? For starters, it's a Chrysler, "Imported From Detroit." To cap things off, this is the 300S, the more sport-oriented model in the new-for-2015 Chrysler 300 lineup. (There is also a base 300 Limited, and at the higher end, it's largely a taste option between the S and two 300C luxe models, 300C and 300C Platinum.)

We had a full range of hardware at hand for our drive from Chelsea to the Detroit airport. The Chrysler 300S proved a solid choice for stashing luggage and gear and taking a few people to dinner—comfortable, capable, powerful and a great looker.

The 300S worked especially well in what developed into a record-breaking torrent of rain. A major storm had gracefully waited until we wrapped up our event at the proving grounds, but then it opened up. By morning, the region was on alert for widespread floods, both surface and from the river. But for us, it was smooth sailing.

Unless you perhaps have incurable European badge envy dysfunction, it's hard to beat the comfort, performance, fit and finish of this \$35,000 car. And in Michigan, you're far less likely to even suffer from that complex. A \$3000 upgrade adds the 363-hp 5.7L HEMI V8 (with 4-cylinder fuel-saving mode and good with regular gas) in lieu of the standard 292-hp 3.6L Pentastar V6. The HEMI rates 25 MPG highway, versus 31 for the V6 (or 27 in an AWD V6). This may seem a perfect day for AWD (\$2500). We had the rear-drive HEMI and sailed through the deluge in confidence. And the Redline 3-Coat Pearl paint job made us stand out as effectively as a Coast Guard raft on such a day.

This car had no Monroney sticker, but add every feature and option, and you'll barely top \$40 grand. The Chrysler 300S delivers a solid, comfortable ride, accessible prestige and significant value. ■



FUNDAMENTAL By Joe Sage

We received our 2015 Jeep Patriot at a pretty opportune time. It arrived mid-day on a Wednesday, and we would have it for a week. However, as fate would have it, we were headed to the airport at dawn the next day to fly to Michigan, for an event at the FCA US Chelsea Proving Grounds. That seemed simpatico, even if it reduced driving time.

This, however, turned out to provide us a big bonus: off-road time in the Jeep Patriot, and not just any off-road time—we would get our hands on one and take it for a spin on their most serious of test courses (see sidebar).

Jeep pitches the Patriot as the best-priced SUV in America. The lineup starts at just \$16,895, less than the Compass, which to us is a win-win situation. (We had never been fans of the Compass, which shares its platform with the Dodge Caliber, which in turn replaced the Neon econocar from an earlier era.) KBB.com has named the 2015 Jeep Patriot as a winner of its 5-Year Cost to Own Awards. Patriot is available with 5-speed manual or 6-speed automatic, and in various trims as FWD or 4x4. Our Latitude 4x4 falls in the middle. Lower trims with FWD have a base 2.0L engine.

All offer advanced off-road options and packages, some with hill descent and crawl modes.

This was also opportune timing because we hadn't really gotten to know the Patriot before, yet we know it is slated for the end of its run.

We do not yet know what the replacement vehicle will be. But we expect something very good. When the Cherokee replaced the Jeep Liberty in 2014, they moved the ball forward considerably. It quickly proved itself as a winning member of the Jeep lineup, including a Trailhawk model, and the buying public has taken to it in droves. When the Jeep Renegade launched for 2015, they nailed it again—a completely new entry, also including a Trailhawk, at the roomier end of a booming new subcompact SUV segment.

The Compass and Patriot are both, in aggregate, slated to be replaced by one new entry-level Jeep model in mid-2016. We anticipate one more dose of something wonderful, after the recent Cherokee and Renegade introductions. (And, of course, the Wrangler and Grand Cherokee have had sainted status for years now.)

In short, the Jeep Patriot proved itself to be quite a machine, and you can move considerably

away from its entry-level aura as you option it up, with package prices all very reasonable, in typical American style. Even the larger Patriot engine is a little short on power by current standards, and its styling is a bit vanilla. (We did find a few intriguing aftermarket items to dress it up.) Jeep is sure to be actively addressing both style and substance as they have developed its replacement, so as much as we liked the Patriot, we have considerable anticipation and high expectations for what's next.

We suspect most people use the Jeep Patriot in town quite a bit, but also anywhere and everywhere, any time they dang well please. It strikes us as tailor-made for this job.

We discovered the simple, solid, straightforward Patriot late in its life, and thus sort of hate to see it go. But we know there will be an even better tomorrow. Here's to the impending replacement—may it promptly make us forget about the Patriot. We are confident that will be the case.

We reflect upon how a much earlier vehicle named Cherokee—the original four-door compact SUV from the final decade and a half of the prior millennium—continues to find new fans in the modern era. This generation of Patriots is sure to endure. As with that earlier Cherokee, the Jeep Patriot really nails the basic concept. ■

SPECIFICATIONS

ENGINE.....	2.4L inline-4 DOHC 16v dual VVT
TRANSMISSION	6-speed automatic
DRIVETRAIN	four-wheel drive
POWER/TORQUE	172 hp / 165 lb-ft
SEATING CAPACITY / HEADROOM	five / 41 in
WHEELS	17x6.5 mineral grey aluminum
TOW CAPACITY	1000 lb / 2000 lb w tow package
APPROACH ANGLE / W OFF-ROAD PKG	26.4° / 29.0°
BREAKOVER ANGLE / W OFF-ROAD PKG	20.9° / 23.7°
DEPARTURE ANGLE / W OFF-ROAD PKG	28.5° / 33.9°
GROUND CLEARANCE / W OFF-ROAD PKG	8.1 in / 9.1 in
WEIGHT DISTRIBUTION (4WD)	57/43
CARGO VOLUME	23.0 to 53.5 cu ft
WEIGHT	3367 lb
MPG	21/27/23 (city/hwy/comb)

BASE PRICE **\$24,795**
INCLUDED: Long and considerable features list.

CUSTOMER PREFERRED PACKAGE: High Altitude package/badge, leather-trimmed bucket seats, power 6-way driver's seat w manual lumbar, 17x6.5" mineral grey aluminum wheels, power express open/close sunroof

SECURITY/CARGO GROUP: Security alarm, auto-dim mirror, electronic vehicle info center, universal garage door opener, soft tonneau cover.....

AUDIO: AM-FM-CD-DVD-MP3-HDD-NAV w 40GB drive (28GB available), 5 years SiriusXM Travel Link

UCONNECT PKG: Uconnect® voice command, Bluetooth, auto-dim mirror with microphone, remote USB port, 1 year SiriusXM radio, remote start

DESTINATION CHARGE:.....

TOTAL **\$29,510**

DEMO

We arrived at the FCA Chelsea Proving Grounds in Michigan knowing we would see a lot of things and be driving some of them around the paved track areas. We soon found out that an off-road course was also part of our day. This would be not just any off-road course—we had access to the Lyman Trail, the set of test courses Jeep uses for maximum challenge during product development. And there sat the Jeep Patriot, the same vehicle we had just received the day before and had just parked at the airport in Phoenix. Opportunity was knocking.

Different routes and courses bear the names of famous trails worldwide. Just as surely as not every Jeep customer buys a Wrangler, not every Jeep model runs every possible obstacle. But our course for the Patriot was far more extreme than we would have envisioned before this week.

There are rough rock stretches, deep ruts, high breakover ramps, low departure points, the requisite spots you teeter on two out of your four wheels (always with grip), water hazards—the steep, the deep—more than we had thought people bought the Patriot for, though we have now completely updated our thinking on that.

We had one dirt breakover spot where we almost high-centered, but this could happen in a properly challenged Wrangler. A little quick jockeying and we were on our way again. The Patriot is a bit of a beast, in a plain white wrapper.

We fully expect next year's Patriot/Compass replacement vehicle to wash away the errand-runner feel of the Compass for all time. But with Patriot DNA, we now anticipate the new vehicle will have a degree of Jeep off-road worthiness on a par with the Renegade and Cherokee.

We are late to the game in realizing a Jeep Patriot would be a pretty cool vehicle to have in the garage. But we now have a significantly broadened concept of the reasons why. ■



Barrett-Jackson

3rd Annual Reno-Tahoe Hot August Nights Auction

August 6-8, 2015: Reno-Sparks Convention Center

Phenomenal 100 percent sell-through

Barrett-Jackson delivered another record-smashing combination of event, charity and auction action in just its third year in Reno-Tahoe, Nevada in August, held to coincide with the long-running, world famous Hot August Nights event in The Biggest Little City. The event brags \$9.5 million in sales, at a remarkable 100 percent sell-through rate, and attendance shattered their overall and one-day Reno records.

Charity

A big part of any Barrett-Jackson auction is always its significant contribution to both local and national charities. They thank the really big hearts involved in this mix, those in the collector car community who donate and who bid. To date, Barrett-Jackson has raised more than \$84 million for worthy local and national charities.

A total of \$417,000 was raised in Reno-Tahoe this year, every penny of which goes directly to the charitable organizations. Five vehicles rolled across the block for charity:

▼ A 1957 Willys Jeep (Lot #3000, shown at right) brought in \$50,000 for the High Fives Non-Profit Foundation's Marines to the Mountains program, which brings Marines injured in service to Squaw Valley for a once-in-a-lifetime skiing experience.

▼ With the help of Tara Conner, Miss USA 2006, a 1970 Toyota Land Cruiser FJ-40 (Lot #3000.1) brought \$20,000 to benefit Transforming Youth Recovery, created in 2013 by the Stacie Mathewson Foundation in Reno, supporting educators, parents and community members in helping students recovering from addiction to a thriving life.

▼ A 1965 Comet Caliente (Lot #3001) donated by Barrett-Jackson content partner Craftsman brought \$100,000 to the Special Operations Warrior Foundation, which provides funds for a post-secondary education to the surviving children of Army, Navy, Air Force and Marine Corps special operations troops killed in the line of duty.

▼ A 2014 Victory Cross Country 8-Ball Custom Motorcycle (Lot #3002) raised \$122,000 for Ride 2



Recovery, for Spinning Recovery Labs' outdoor cycling programs at military and VA locations.

▼ A 2014 Bennington 2575 QCW 10 Luxury Boat and Sport Boat Trailer (Lot #3003) raised \$125,000 for the Foundation for Exceptional Warriors, providing veterans cost-free recreational opportunities.

Rhys Millen Drifting

The whole Barrett-Jackson Reno-Tahoe Hot August Nights experience starts in the streets of Reno. To fire things up this year, Pennzoil-spon-

sored stunt driver Rhys Millen delivered the coveted Barrett-Jackson Cup itself to the event, drifting a yellow 2015 Dodge Challenger SRT Hellcat on a closed course through downtown Reno.

With help from the Hot August Nights event, the City of Reno and the Reno Police Department, Rhys piloted this 707-hp yellow Challenger Hellcat through the heart of downtown Reno, drifting past Reno landmarks including the famous Reno Arch and major casinos. Millen also held an autograph session for fans.

Barrett-Jackson Cup

The Barrett-Jackson Cup competition boasts one of the hobby's richest purses, with over \$100,000 in cash and prizes.

Expert judges Bobby Alloway, Pete Chapouris and Bob Millard scrutinized entrants over a three-day period, narrowing the field to 25. At the end of Saturday night's auction, the final "Reno Five" were revealed onstage, with winners announced live to millions of Velocity viewers. The results:

▼ Ultimate Best of Show Winner

(Shown at lower left): 1962 Chevrolet Impala Bubbletop, owned by Randy and Lisa Wilcox and built by CAL Automotive Creations/Andy Leach.

▼ 1st Runner-Up:

1957 Chevrolet Pickup, owned by Gary Brown and built by Mike Goldman Customs.

▼ 2nd Runner-Up:

1965 Chevrolet Impala, owned by Don and Elma Voth (Steve Mank, handler), built by Chip Foose.

▼ 3rd Runner-Up:

1956 Plymouth Belvedere, owned by Gil and Janet Losi and built by Steve Cook Creations.

▼ 4th Runner-Up: 1965 Dodge Dart, owned by Willie Maise, built by Big Oak Garage (Will Posey).

The Ultimate Best of Show Winner package included \$30,000 cash, the Barrett-Jackson Cup Trophy, GM Crate Engine and Transmission (a \$15,000 value), Craftsman Tools (\$6,000), Reliable Carriers Credit (\$5,000), Barrett-Jackson Car Care Products (\$1,000), GoPro Camera (\$399), Optima Battery certificate (\$225) and a Red Kap Barrett-Jackson Cup Mechanics Shirt. Runner-up award packages were similarly comprehensive.

Auction results

Barrett-Jackson's Reno-Tahoe auction sold 232 vehicles and over 400 collectible automobilia items—everything that was entered, at a rare-if-ever 100 percent sell-through rate—for over \$9.5 million in sales (not yet final-audited).

Barrett-Jackson set new automobilia records and saw a 36 percent increase in sales over 2014.

Guest attendance broke the Reno-Tahoe record, at more than 40,000, with a single-day record of 17,000 on Friday. The event also had the most bidders in the event's history. The top five vehicles sold at Reno were:

- ▼ 1967 Chevrolet Corvette 427 Convertible (Lot #617, shown upper right).....\$214,500
- ▼ 1932 Ford B-400 Custom Boyd Convertible (Lot #625, shown center right).....\$181,500
- ▼ 1970 Ford Mustang Boss 302 Fastback (Lot #637, shown lower right).....\$154,000
- ▼ 1955 Chevrolet Nomad Custom Wagon (Lot #638).....\$154,000
- ▼ 1934 Ford Model A Custom Roadster (Lot #634).....\$148,500



"We crushed records on every level during our Hot August Nights auction. Not only did we have a 100 percent sell-through rate with more than \$9.5 million in sales, but our attendance was up, shattering our single-day record in our three-year history in Reno," said Barrett-Jackson chairman and CEO Craig Jackson.

And that's a wrap

Three years of the August event were each a success in sales and attendance. They raised over

\$1.1 million for charities both national and local. Yet Barrett-Jackson in late August announced it will not be extending its agreement with Hot August Nights and won't be back in 2016.

Up next for Barrett-Jackson

- Las Vegas 2015 (8th annual): September 24-26, 2015, at the Mandalay Bay Event Center.
- Scottsdale 2016 (45th annual): January 23-31, at WestWorld in Scottsdale, Arizona.
- www.barrett-jackson.com ■

The first Mustang's success was in part due to its equal appeal in six-cylinder "secretary's car" or V8 muscle car configurations, with neither detracting from the other's image. The old six-cylinder didn't cut it as an aspirational choice, though. If you wished you had a V8 but had a six, you could only wish.

Well, the days of a six-cylinder Mustang are all but over, though the appeal of a broad range remains. The big news is that a potent new 2.3-liter EcoBoost four provides more of a choice than a compromise. There is still a six-cylinder Mustang, though it has ten fewer horses than the EcoBoost four (this is the first car to offer four-, six- and eight-cylinder engines all with at least 300 horsepower, at 310, 300 and 435, respectively).

We had driven preproduction versions of the new sixth-gen Mustang in both EcoBoost four and 5.0L V8 GT versions when Ford brought them to us in Arizona last fall. We've also taken both for runs at competitive events in Texas and Wisconsin. This was our first full week with any.

We are big fans of a manual transmission—

two hands, two feet and every power decision determined by your own immediate will. We are not fans of every six (or more)-speed, as many can be physically too close together for a clear pattern. This one is smooth, solid, sure and clean.

From inside the cockpit, the new Mustang delivers that long pony car hood from its earliest days—like being at the helm of a locomotive.

The dash includes a "Mustang, since 1964" badge, aluminum and carbon fiber-ish insets, and a Shaker logo by its audio system—decent sound, but the real show as always comes when you roll down your windows. The EcoBoost has a nice exhaust throat, not like a V8, of course, but it would never be mistaken for a rice-burning tuner car.

Even cruising along in third gear, you can feel your oats. With its tight power curve and 30-plus-MPG fuel economy, the gains of EcoBoost versus V8 can balance the trade-offs. In more competitive instances, such as a routine freeway ramp faceoff, the four-cylinder can reveal the limits of its power. For just about any other situation, you will find the four-cylinder is plenty sufficient, far

more adequate than the sixes used to be, though this will never be a V8 supercar.

The Mustang now has independent rear suspension, much better for precision handling, but less fun for slide-your-ass-out muscle car moves. Your tires will probably last longer, though.

Nitpicks? The heated/cooled perforated leather Recaro seats are sexy, though ingress/egress is difficult and they are a tight fit. The ignition button is in a tough location, too tightly packed with the shifter and parking brake. That parking brake often did not fully release without a concerted effort. There is so much travel in the clutch pedal, we had trouble getting the seat to a position where this was not either too close or too far for a full arc.

In looking back, we agree with our own quick take from last fall: the Mustang GT, with its 5.0-liter V8, delivers a more traditional muscle car experience, with its meaty growl and ample power, while the showpiece EcoBoost four has its own lean and mean power curve and 21st century tech sound effects and feel. Either is a winner. ■

Eco pony power

By Joe Sage



SPECIFICATIONS

ENGINE	2.3L EcoBoost TI-VCT inline-4
TRANSMISSION	6-speed manual
POWER/TORQUE	310 hp / 320 lb-ft
BRAKES	13.9"x32mm vented 46mm 4-piston front 13.0"x20mm vented 45mm single-piston rear
TURNING CIRCLE (19-IN WHEELS)	37.8 ft
WHEELBASE	107.1 in
LENGTH	188.3 in
HEADROOM	37.6 in
PASSENGER VOLUME	84.5 cu ft
CARGO VOLUME	13.5 cu ft
WEIGHT	3532 lb
MPG	22/31/26 (city/hwy/comb)

BASE PRICE \$29,300

INCLUDED:	Long features list, with keyless entry, Sync with MyFord Touch, heated/cooled seats, dual-zone auto climate, rear camera and more.
AUDIO:	Shaker Pro 12-speaker HD system .....1795
ENHANCED SECURITY:	Active anti-theft system and wheel locking kit .....395
ECOBOOST PERFORMANCE PACKAGE:	255/40R19 tires, 19" painted ebony black wheels, rear spoiler delete, 3.55 limited slip rear axle, premier trim and clear accent group .....1995
REVERSE PARK ASSIST:	.....295
ADAPTIVE CRUISE CONTROL:	.....1195
RECARO LEATHER SEATS:	.....1595
VOICE-ACTIVATED NAV SYSTEM:	.....795
DESTINATION CHARGE:	.....825

TOTAL \$38,585

To our eye, this Mustang's Oxford White paint over black wheels adds up to a relatively dull look. Some black wheels make a car look as though it has had its teeth knocked out. The aluminum-ringed black wheels on the Apollo Mustang at right make all the difference. And a paint order in perhaps Competition Orange, Race Red or Triple Yellow could probably add 100 visual horsepower to the EcoBoost four.



Special mission

Ford design and engineering teams started with a stock 2015 5.0-liter V8 Mustang GT for the Apollo Edition, marking their eighth straight year of building a one-off, aviation-inspired Ford Mustang to benefit Experimental Aircraft Association youth education programs at a charity auction during AirVenture Oshkosh.

The exterior features special non-production glossy pure white and pure black paint, carbon fiber front splitter, rear diffuser, rocker moldings and accents, plus LED underbody lighting to symbolize atmospheric re-entry.

Under its skin are a Ford Performance supercharger and shifter, X-pipe with side and rear exhaust, sport-tuned suspension, six-piston Brembo brakes and custom Forgiato 21-inch performance wheels. The build produces 627 hp and 540 lb-ft of torque.

Strap in and start the countdown.

The Apollo theme brings an exclusive interior, with performance gauges, modified instrument cluster, unique sill plates and embroidered elements in seats, trim panels and floor mats.

The Apollo Edition Ford Mustang raised \$230,000 at the Gathering of Eagles charity event on July 23.

All proceeds from the sale of the car will benefit EAA youth education programs, including the Young Eagles, which has provided free introductory flights to more than 1.9 million young people since 1992, helping grow the next generation of aviators.

The Apollo Edition Mustang has now joined seven other unique Mustangs created by Ford every year since 2008, all donated in support of EAA youth education. Ford vehicles donated at EAA AirVenture events have collectively raised approximately \$3 million. ■



Build a Man Cave Like No Other

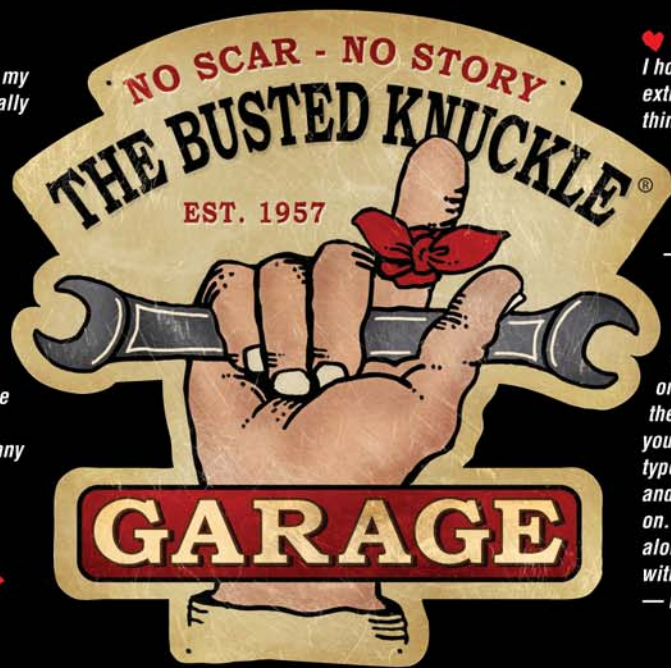
AUTOMOTIVE & MOTORCYCLE GIFTS

Gift Sets | Stools & Pub Tables | Fender Covers & Mats | Head Gear | Food & Beverage | Work Wear | Kids' Corner
 Skin Care & Gloves | Classic Hotrod | Specialty Gift Items | Toolboxes | Classic BKG Line | Classic Truck | Personalized Items | Miracle Cars
 Novelty Shop Signs | Classic Motorcycle | Neon Clocks / USA | Classic Race Car | Women's World | Classic Airplane

♥ We have received our goodies and my husband just loves everything, especially me for getting him such cool stuff. I'd have to say we will be lifetime customers, oh ya!! Thank you Greasemonkeys.
 — Sincerely, Pam

♥ I just had the most wonderful buying experience! I can't tell you how impressed I am with the service I received. I only hope my father asks for something from The Busted Knuckle Garage for Christmas so I can do business with such a wonderful company once more.
 — Cheers! Michelle

Check out these three Hot Sellers!



♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service. You may think I'm overstating, however, I assure you I am not. I wish you and all your "greasemonkeys" a great day, and know that thanks to you I also will have a great day.
 — Thanks again, "JR" Jean

♥ I am the proud wife a very hard working mechanic, so naturally I fell in love with your products. Not only are your products awesome, but the service and the people are too! As you know Greasemonkeys have only two types of friends; other greasemonkeys and people who need something worked on. I very much intend to pass the word along about how great it is to do business with the Busted Knuckle Garage.
 — Many thanks! Jackie B.



BKG Canvas Tool Bag

Papa got a brand new bag! This HEAVY DUTY zippered canvas bag is the perfect tote and storage bag for tools, detailing kits and all around general car guy stuff. Complete with a pocket divider inside and a handy, comfortable shoulder strap. A generous 25" L x 6" W x 10" H.

Was \$34.95 / Now \$29.95

SKU: 10-BKG-2044



Miniature Desktop Toolbox

Made in the USA! Do you grow uncomfortable when no toolbox is in sight? Have one on your desk and clean up the clutter! HEAVY DUTY powder-coated, 24 gauge steel, bent and spot-welded as an authentic replica of the ones pros use. Toolbox red with Busted Knuckle Garage logo. Deep storage bin, felt lined floor, grooved rubber mat top. (Drawer faces are stationary.) 9" W x 4" D x 5" H, about 3" deep inside.

Was \$49.95 / Now \$44.95

SKU: 10-BKG-64



Magnetic Finger Tool

Give someone the Finger! Give one to yourself! When you can't afford to drop it—this snug and stretchy glove slips on your finger and turns it into a pro tool. Powerful fingertip magnet to hold or retrieve any small metal object with precise control. Start fasteners in tight places. Jay Leno and his mechanics use this at his Big Dog Garage. The ultimate "why didn't I think of that" item!

Just \$10.95

SKU: 10-BKG-129

FREE FedEx SmartPost Ground Shipping over \$99.99! ★ Nope! Nada! Nuthin! Nil! ★

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PEBBLE BEACH BEST OF SHOW

An Italian Isotta Fraschini Tipo 8A Cabriolet that once turned heads and garnered top prizes in the classic era glided to victory at the 65th Pebble Beach Concours d'Elegance on Sunday, August 16. The competition drew 219 cars from 16 countries and 29 US states to the 18th fairway of Pebble Beach Golf Links.

The event also raised over \$1.8 million to help people in need. Through the Pebble Beach Company Foundation, which celebrates its 40th anniversary this year, these charitable funds will benefit 100 local charities in the Monterey Peninsula.

The winning car is built on an extremely long 145-inch 1924 Tipo 8A chassis, acquired in the early 1930s by Swiss Carrosserie Worblaufen to be used as the basis for a new sport cabriolet. The finished car was displayed at the 1932 Geneva Auto Show and won the Grand-Prix d'Honneur at Cannes in 1933. The car then passed through the hands of just three owners prior to being purchased by current owner Jim Patterson of Louisville, Kentucky.

The car's win at Pebble Beach marked the second win for Patterson. His 1933 Delahaye D8S De Villars Roadster was named Best of Show in 2010.

"I won here in 2010 with an all-white car, and now I've won with an all-black car. I don't know if I've run out of colors or what," he joked.

There were many strong contenders for Best of Show this year, including a 1914 Rolls-Royce Silver Ghost Kellner Torpedo Phaeton owned by Doug Magee Jr. of Wolfeboro, New Hampshire; a 1937 Delahaye 145 Franay Cabriolet owned by Sam & Emily Mann of Englewood, New Jersey; and a 1953 Abarth 1100 Sport Ghia Coupé owned by Grant Kinzel of Calgary, Alberta, Canada.

Concours Chairman Sandra Button said the win by the Isotta Fraschini wasn't a surprise, given its provenance: "From the moment that Cesare Isotta and the Fraschini brothers founded their company, they were known for building prestigious cars, and this particular car is very stylish and very powerful," she noted. "There is a lot of passion in this car."

Ferraris were featured in great numbers this year, along with classic era duPonts, antique Popes, British prewar sports cars and postwar Cunninghams. Special classes celebrated the 50th anniversary of the Shelby GT350 and the 75th anniversary of the Lincoln Continental, and Mercury Customs were displayed for the first time. ■

Photo: Steve Burton / courtesy Pebble Beach Concours



Photo courtesy Desert Concorso

DESERT CONCORSO 2015

November 15, 2015: Palm Springs CA

Desert Concorso's 2nd annual event will be held on Sunday, November 15, at Palm Springs Stadium in California. The event will feature beautiful Italian cars from Concorso Italiano in Monterey, along with other race, sport, and exotic cars from around the world. Panoz is the featured marque at this year's event and will bring its 560-hp supercharged Panoz Esperante Spyder GT. Desert Concorso also celebrates Italian food, fashion, art and music. The new Diamond Club provides an upgraded experience, premium stage views, gifts and a premier hospitality area. Memberships are limited. For tickets and information, visit www.desertconcorso.com. •



Photo: Ken Bryant / courtesy Arizona Concours

ARIZONA CONCOURS 2016

January 24, 2016: Arizona Biltmore, Phoenix

The third annual Arizona Concours d'Elegance follows two highly praised prior events held in the art deco elegance of the Arizona Biltmore. The event spotlights Carrozzeria Zagato with its own featured class: Coachwork of Zagato. Anticipated are a couple of dozen examples of expressive automotive designs by the Milanese company. Chief executive Andrea Zagato will be an honored guest at the event, attending with his wife Marella. He is the third generation to lead Zagato since its founding in 1919. Two other featured classes are Duesenberg and Exceptional Cars of Great Britain. For tickets and information, visit www.azconcours.com. •



TRENDSETTER

THE COMPACT CROSSOVER THAT INFLUENCES EVERYBODY TAKES ANOTHER GIANT STEP

BY JOE SAGE



As a new Escape was looming for 2012, we looked forward to a down-scaled Explorer. Instead, that next Escape has always struck us as highly derivative of the gen-two Hyundai Tucson that had been in the market since 2009. We easily mistook one for the other more than once from a distance. This to us suggests Hyundai segment leadership.

Even sister brand Kia distinguishes itself—their entry in the segment, the Sportage, has its own style, shape and character. Tucson for 2016 has doubled down on its identity, adopting nose, tail and overall sheet metal cues working their way into the rest of the Hyundai lineup, originating with the multiple-award-winning premium Genesis Sedan.

of that). Toyota RAV4 and Ford Escape had been on the scene for just a few years; Honda CR-V did not yet exist. The term “crossover” had not caught on yet. Compact crossovers now jockey with midsize sedans as the number one segment in our market.

Hyundai’s styling cues over the past few years seem to influence everyone from BMW to Ford. Take long time compact crossover segment leader Ford Escape. When a new Explorer midsize SUV was introduced in 2011, it bore its own new rugged yet stylish look.

Hyundai Tucson is significant three key ways: in its relationship with its competition, in its relationship with other vehicles in the Hyundai lineup, and in its own right. Tucson is all new for 2016.

TUCSON'S PLACE IN THE WORLD

Hyundai Tucson arrived in the US in 2004, a pioneer in a new segment (in fact, it graced our cover way back then, for the significance



We chose a Tucson Sport AWD from the fleet in Minneapolis and headed down the mighty Mississippi, over the river and through the woods into Wisconsin—often in very heavy rain—then south to waterfront Pepin, site of *Little House in the Big Woods*, the historical masterpiece by Laura Ingalls Wilder and precursor to *Little House on the Prairie*. (We were oblivious to all that and had never read them, but now we have.)

TUCSON'S PLACE IN THE LINEUP

Hyundai has an almost unique approach to the midsize crossover market (Mitsubishi does something similar)—offering a 7-passenger Santa Fe and also a 5-passenger Santa Fe Sport. These defined a realm in the Hyundai lineup, with the Tucson in a separate orbit. The most significant evolution of the 2016 Tucson is that it also gets in sync with the Santa Fe and Santa Fe Sport.

One look at our comparative chart (sidebar) tells the tale. The three stairstep their specifications in a way that makes a decision come down to personal needs and tastes. The increasingly larger models move up the scale in power, size, cargo and towing capacities. Fuel mileage is, as expected, best with the smallest one. Turning circles confirm the compact Tucson as the most maneuverable of all, although they are all close: the Tucson beats a Mini Cooper on this, but even the 7-passenger Santa Fe is within a foot and a half of the Mini (and Santa Fe Sport just a couple of inches). Front headroom and legroom are surprisingly basically identical.

A quick spotter's guide tip: Santa Fe's side window opening runs pretty much straight all the way to the rear; Santa Fe Sport's kinks uphill toward the rear; and Tucson's sort of comes to a point.

TUCSON'S PLACE IN YOUR LIFE

Product planners work with concepts way beyond small, medium and large. The new 1-2-3 approach of Tucson, Santa Fe Sport and Santa Fe has them aimed at specific demographics, each broadly defined along an age continuum. The compact Tucson is perfect for singles and young couples—the most price-conscious group—delivering style and utility for days in the city as well as active weekends. Once the kids arrive, the biggest one, the Santa Fe (seating 6 or 7) is for family duty, with

plenty of room and the ruggedness to survive it all in style. Mature families and empty nesters with fewer butts in seats have the nimble middle model, the Santa Fe Sport. (Any specific towing needs will be a wild card for some buyers.)

For the Tucson, its significant styling update—by their European team—and constant expansion of safety and technology features are accompanied by performance and dynamic advances. Its new 1.6-liter turbo is rated at 33 MPG highway, with 175 hp and a healthy 195 lb-ft of torque. (A carry-over 2.0L naturally aspirated engine is close in horsepower though 22 percent lower in torque.)

The Santa Fe siblings carry more horses (and can tow more), but at a tradeoff in fuel economy.

Tucson has a segment-first 7-speed EcoShift® dual clutch transmission, a tightly geared lightweight wonder with electric clutch and gear actuators and a compact three-shaft structure that predicts and executes shifts instantaneously.

Tucson's innovative new AWD system makes a lot of sense: rather than applying brakes to fight unwanted wheelspin (a reactive approach), it applies torque to the grippiest wheels (a proactive solution), powering you through in confidence.

Tucson's 12-inch ventilated front and 11.9-inch solid rear discs, applied at 60 mph, stop the vehicle in 130 feet, beating Escape, CR-V and RAV4, all, by as much as six feet.

Three drive modes include Eco and Sport. Sport remaps engine and transmission for a more immediate power curve, quicker upshifts and a longer hold before downshifts, while also goosing the steering feel a bit. Eco mode leaves normal steering, but remaps engine and transmission for less aggression but better fuel mileage.

Tucson's stylish and modern exterior includes

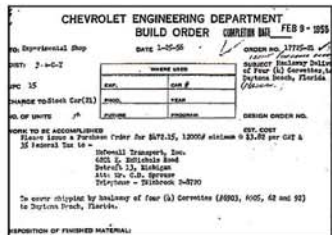
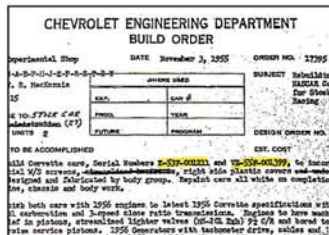
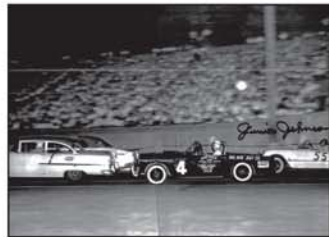
KEEP RIGHT >>



Tucson vs Santa Fe Sport vs Santa Fe

Model (seats)	T (5P)	SFS (5P)	SF (6/7P)
Engines	2.0, 1.6T	2.4, 2.0T	3.3 V6
Horsepower	164, 175	190, 265	290
Torque	151, 195	181, 269	252
Towing	1500	2000	5000
Max MPG	33	27	25
Wheelbase	105.1	106.3	110.2
Length	176.2	184.6	193.1
Width	72.8	74.0	74.2
Height	64.8	66.1	66.5
Turning circle	34.9	35.8	36.9
Headroom, fr	39.6	39.6	39.6
Legroom, fr	41.5	41.3	41.3
Interior vol	133.2	143.4	160.0
Cargo 3 rows	-	-	13.5
Cargo 2 rows	31.0	35.4	40.9
Cargo 1 row	61.9	71.5	80.0
Starting at	\$22,700	\$24,950	\$30,400

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twin-projector headlights, LED running lights, LED taillights and chrome-tipped dual exhaust. The combination of available 19-inch alloy wheels and clever use of a black lower body element running from the rocker panel around both wheel arches emphasizes a look that is athletic, lean and ready to pounce. An available panoramic sunroof gives an expansive feeling both front and rear.

For the Tucson's all-new interior, the design team applied touchstones found in everything from the most futuristic and energetic guitars, mountain bikes and ski goggles, to the famous sweeping architecture of Eero Saarinen. The resulting cockpit is gorgeous, comfortable, sporty and provides a clear interface for all its features.

Two segment firsts are particularly welcome in our climate: Tucson is first with ventilated front seats and first adding heated rear seats. A 5-inch color touchscreen is standard, an 8-incher in the top trim model. All include a backup camera.

Hyundai always has exceptional audio, and the Tucson comes with a 405-watt 8-speaker system.

BlueLink services—emergency assistance, collision notification, maintenance alerts and more—are widely popular. Remote vehicle starts have in the first six months already about doubled last year's total, en route to fourfold growth. BlueLink apps make the system accessible via all popular smartphones and now also via all popular smartwatches, all of which were demonstrated to us.

Tucson's cargo space is five cubic feet larger than the old model—dramatically illustrated to us at our presentation on the University of Minnesota campus with a complete year's worth of dorm room gear spread out to fill a room. A hands-free smart liftgate works when you are within three feet of it for more than three seconds. No foot-wagging needed. The liftgate is height-adjustable, too, to accommodate low clearances.

Most smaller vehicles are growing a little in

size right now, and as the new Tucson stair-stepped its way to the new 8.5-inch length increment between it and Santa Fe Sport, the same as between Santa Fe Sport and Santa Fe, it has been given three more inches of length and an inch or so of width, while dropping the roofline about half an inch, yet matching the headroom of the Santa Fe.

Suspension has several new innovations, from new bushing mounts, heftier shocks and hydraulic rebound springs to a new lightweight hollow stabilizer bar up front, and in the rear a comprehensive new dual lower arm assembly and a hollow stabilizer bar for both 2WD and 4WD models.

A range of unibody structural advances boost crashworthiness, while the vehicle includes front and side-curtain airbags with rollover sensors.

On our introduction drive—running along the Mississippi River, over hill and dale on beautiful two-lanes, often in very slick rainstorm conditions, pounding along dirt roads, and on the Twin Cities' freeways and Interstates—the 1.6-liter turbo propelled the Tucson like a champ.

High-strength steel content stands at 51 percent, boosting rigidity by 48 percent, contributing to Tucson's confident ride quality, while keeping this rugged little ute at a trim 3500 pounds or so. Road noise has been significantly reduced and aerodynamics significantly improved.

We drove the AWD for many miles through Minnesota and Wisconsin—on high-speed paved roads, in torrential rains, on loose gravel roads, and for one stretch on a magnificent combination of both rain and gravel, where huge, deep water

hazards had accumulated—which not one of us could resist powering through, at least once.

Power, control and grip were tops in all conditions, and the cabin was inviting and secure.

The 2016 Tucson is available in eight colors, of which six (everything other than black and white) are new. Favorites during the media event were a lively Caribbean Blue, a rich Mojave Sand (shown below) and a deep red Sedona Sunset. That's right, Arizona, we can get a Tucson in Sedona paint. Three different interior colors have a fabric finish in three trims, leather in top Luxury trim. Parents and midnight snackers rejoice: cloth seats are of impressive YES Essentials fabric. At our presentation, milk, coffee, Kool-aid and soy sauce were all splashed onto this fabric, only to remain beaded up on the surface for an easy wipe clean.

Hyundai now ranks 4th in JD Power Initial Quality Studies (behind only Porsche, sibling Kia and Jaguar, and above BMW, Cadillac, Honda, Mercedes-Benz and all the rest). And they still give you the same 10-year, 100,000-mile warranty with 24/7 roadside assistance.

The 2016 Hyundai Tucson is a tour de force, easily complementing the highly successful Santa Fe pair. This is a considerably crowded segment, but the Tucson is by far one of the most competitive vehicles in it. Hyundai has increased plant capacity for the Tucson, expecting to about double its US sales in 2016, to 90,000 units. ■

Launched in Minneapolis with a theme of "Urban Adventure," the 2016 Hyundai Tucson was equally happy with a long drive through the Wisconsin countryside.



Free spirited cousin By Joe Sage

Well, now, this car was a nice surprise. All we knew was that it would be a Civic. When this Si in Orange Fire Pearl pulled up, we knew it would be good. We had driven a Civic Si coupe for an intense half-hour last year. Impressive. This time we had an Si sedan for a week and were *really* impressed.

The Civic Si, one of seven Civics, is Honda's sportiest model, period. The Si has been on our shores for over 30 years now and is in its ninth generation, with a handsome refresh in 2014. Its 2.4-liter engine feeds through a tight and smooth 6-speed manual (only) to a limited-slip differential and the front wheels. A little bit of torque steer quickly becomes just part of the car's sporty character. Suspension is enhanced by substantial sway bars front and rear, while the whole thing is a slim 3002 pounds.

The wheels, modest Si badges and trim are just right, conveying style, authority, a little restraint and a touch of madness (in a good way), especially in orange. Those little red badges play well against the orange, and the

red/black interior really adds some juice.

Inside, the Civic Si has the fit and finish of a premium European sedan. Our example, the top of three sub-models, with nav, was ridiculously well outfitted for \$24,590, no options. Controls are simple and complete, though we'd love a knob for quick no-eyes radio basics.

The Si's rear deck spoiler is toned way down from prior years, with a far more balanced daily driver personality. Our car's orange paint is just perfect for its look and feel. If you have a sporty bone in your body, you're going to want to hop in and give this a good drive.

The Si Sedan has a wheelbase about two inches longer than the Si Coupe, though it's less than an inch longer overall, delivering minimal overhangs and a strong stance. Weight and fuel mileage are identical. Both 5-seaters, they have near-identical interior room up front, with a couple of inches more headroom and almost six inches more legroom in back. Overall interior volume is 9.5 cu.ft. greater in the sedan.

We drove this to well north of Flagstaff and



back, from Phoenix (see sidebar). Climbing thousands of feet at cruising speeds on I-17, we had all the power we needed at 3500 rpm in 6th gear, while others began jockeying to eke out power and position. (At times we used 5th, also, but maintained plenty of torque.)

We were going to have its cousin the Acura ILX next and had thought we'd compare them. No comparison. This one is so much more fun.

Someone blew past us on a city street in Flagstaff at track speeds, in a WRX STI. We contemplated the Si's competitors, and each comparison was different. On price, horsepower, fuel mileage, even long distance comfort, each brings something to the equation. This Honda Civic Si adds up very well indeed. ■

SPECIFICATIONS

ENGINE.....2.4L DOHC 16-valve i-VTEC 4-cylinder
 TRANSMISSION.....close-ratio 6-speed manual
 POWER/TORQUE.....205 hp / 174 lb-ft
 COMPRESSION / REDLINE.....11.0 : 1 / 7000 rpm
 DETAILS: Multi-point fuel injection, drive-by-wire throttle, direct ignition w theft immobilizer, electric power rack-and-pinion steering, limited-slip differential, stainless steel exhaust manifold, 100k miles no scheduled mtnce.
 SUSPENSION: MacPherson strut front, multi-link rear, 21mm front 20mm rear stabilizer bars.
 BRAKES ...11.8" vented front, 10.2" solid rear disc
 TIRES225/40R18 92H ContiProContact
225/40R18 92H ContiSportContact5
 DRIVING TECH: Stability assist, traction control, cruise, ABS, EBD, brake assist, lane watch.
 BODY/CABIN: Advanced body structure, 3-point belts all seats, rear camera w dynamic guidelines (multi-angle available), one-touch power moonroof/tilt, integrated rear window antenna, security, remote entry/trunk, keyless entry/start, halogen headlights, filtered air A/C, 5" LCD instrument screen, SMS text, auto up/down driver's window, leather wheel, aluminum/leather shifter, aluminum pedals, rear seat heat vents, rear defroster, body-colored wing spoiler, chrome exhaust tip.
 INFOTAINMENT: 360w 7-speaker/sub, 7" customizable touchscreen, HondaLink, Bluetooth, USB, MP3, speed-sensitive volume.
 WEIGHT/DISTRIBUTION .3002 lb / 61/39 front/rear
 MPG22/31/25 (city/hwy/comb), ULEV-2 rating

BASE PRICE.....**\$24,590**
 DESTINATION CHARGE:820
 TOTAL.....**\$25,410**



With a nod from Honda for the miles, we pointed the Civic Si north with a half-baked plan to dash to Northwest Colorado. We had a late start, two days' worth, but off we went.

The route is a winner, through Monument Valley and Utah canyon country. From Phoenix to Flagstaff, north to Cameron and east to Kayenta, you pass the San Francisco Peaks and other wonders.

With a couple of irresistible off-the-route forays, and more inevitable, the math was getting iffy. By Cameron, we

had blown five or six hours on the first leg. Two hours yet to the border north of Kayenta, then nine more to our destination, plus an overnight? We took a deep breath, gassed up at the Trading Post and headed south. It was a beautiful night drive, chilly temps by Valley standards—a chance to enjoy the heated seats and audio. A quick bite in Flag, and we were back home after about nine hours.

That in itself is a great road trip—about three hours with no detours, ideal to clear your jets—with the Cameron Trading Post and Little Colorado River Canyon at the turnaround. ■

Honda has long had a reputation for being basically flawless and bulletproof, which we have taken with a grain of salt. With the Civic Si, they earned it. Tastefully tricked out, the Si is sort of an inverse halo car, shining from the affordable range of the spectrum. Our bottom line after a week with our bright orange buddy here was a great big smile and a reluctant farewell.



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VEHICLE IMPRESSION : 2016 ACURA ILX TECHNOLOGY PLUS

Conservative cousin By Joe Sage

We moved to the Acura ILX straight from a bright orange Honda Civic Si sedan with manual transmission and rear deck spoiler. We had had a ball with that Civic Si, so we anticipated a change to a very similar but luxury-outfitted Acura. Primos. Cousins. One that shows up in an aloha shirt, and one that shows up in a suit.

A number of brands offer two top models, luxury or sport, from Chrysler to Mercedes-Benz to Hyundai. What if you want both? Those others do deliver plenty of both, in either trim, just with a different overall balance. With the Acura versus Honda, the comparison seems more clear cut.

Honda and Acura are apples and oranges, but there is a wild card here—the Honda was a 2015 and this Acura is a 2016, and the 2016 and 2015 Acura ILX are also apples and oranges. An example: the 2016 ILX has a 2.4L engine, which for 2015 came only with a manual transmission, while the automatic in 2015 had a 2.0-liter. For 2016, there is just one setup: the 2.4L with an 8-speed dual-clutch transmission (the 2015 2.0L had a 5-speed auto). Horsepower has stayed at 201 on the ILX, while torque is up by 10 lb-ft (180 vs 170). The 2015

Civic Si, on the other hand, gets 205 out of its 2.4L and rates 174 lb-ft against the 2015 Acura's at 170. The differentials are small, but the implications are clear: trim level is not the only comparative.

Many details are exactly the same between the Honda and Acura (the inside trunk release is the first we noticed). But the cut of the door jambs is a dead giveaway that the two represent more than a reskin and rebadging. The two years of Acura and the 2015 Honda all have the same wheelbase, but while body lengths matched last year, the 2016 ILX has grown by 2.5 inches overall. Perhaps the 2016 Civic will do the same.

The main takeaway is that despite similarities, it's quickly clear that they are different beasts.

The new ILX moves from an emissions rating of ULEV-2 to ULEV-3, and the 8-speed transmission is one reason. With both D and S (sport) settings, you can remap your shift points a bit, and we thought we heard a throatier growl with it in sport, but neither give us the pleasing output of the Civic with manual. On the plus side, the ILX has a conventional shift lever, not the odd mix of buttons and toggles in an Acura TLX we tested recently.



Our logbook was full of difficulties encountered with locks, lights, trunk release and audio.

This ILX with Tech Package is fifth up the scale of six trims total (the lowest is \$27,900). As with any Acura, everything is included at each level.

You could get that Civic Si in a sedate grey, but the Acura ILX does not come in wild colors. You can get a Civic (not an Si) without the manual transmission, but its automatic is then a CVT.

Ultimately we had a hard time forgetting our fun-filled week with the Civic Si, at 75 percent of the Acura's price. ■

2016 Acura ILX w Tech Plus Package	
BASE PRICE	\$32,900
DESTINATION CHARGE	920
TOTAL	\$33,820



ELECTRIC HIGHWAY UPDATE

SOMETHING FOR EVERYONE: UNIVERSAL STATIONS

By Colleen Crowninshield

Electric vehicle owners can now turn their range anxiety into range confidence, with the unveiling of the first universal charging sta-

tion route from Phoenix to Tucson, as part of a planned roll-out through America.

GOe3, a Scottsdale-based company connecting America through coast-to-coast EV quick charging stations, unveiled the first such station that will accommo-

date all makes of electric vehicles, including Tesla, Nissan Leaf and Chevrolet Volt. This universal route is the first in the US.

The universal stations are combination units incorporating both Level 2 and Level 3 quick charging with both CHAdeMO and SAE standards.

GOe3 CEO Bruce Brimacombe, speaking at a kickoff event at the Arizona State Capitol in Phoenix, underscored the importance of electric vehicles and the positive environmental impact EVs are making as they gain in popularity.

A fleet of some 30 charged electric

If you are planning a drive down I-10 in an electric vehicle, you are in luck. Arizona Clean Cities and GOe3 have been officially recognized for helping to ease range anxiety with the first EV Highway in America that connects two major cities with Fast Charging capabilities for electric vehicles.



vehicles then headed south on Interstate 10 to Tucson, stopping at charging stations along the way. Participating stations in the initial route include: a Chevron Station in Casa Grande; Picacho Peak Plaza at Picacho Peak; and AM/PM Tucson.

"These universal chargers are the first in a nationwide network that we have planned," Brimacombe said. "Universal chargers from the Pacific to the Atlantic are good for the nation's economy."

As the number of electric vehicles and EV vehicle makers in the US increases, a new phrase had entered the EV owner's lexicon: range anxiety. The expression identifies the fears of those considering purchasing an EV that the growing but limited infrastructure of charging stations could leave them abandoned on the side of the road. Also, due to the number of charging stations that only accommodate particular makes of electric vehicles, certain destinations might not be reachable with an electric vehicle.

GOe3's mission is to connect America by demonstrating the viability of electric vehicles. Its proprietary EV Fast Charge Station design is providing the technology needed to build coast-to-coast infrastructure to support electric vehicles, considered by many to be the future of automobile travel. ■



(Facing page) A BMW i3 charges at the new GOe3 Universal Charging Station at Picacho Peak, about halfway between Phoenix and Tucson.

(This page) Colleen Crowninshield, Clean Cities Manager at Pima Association of Governments in Tucson; Bruce Brimacombe, founder and CEO of GOe3; and Bill Schaeffer, Valley of the Sun Clean Cities Coalition executive director. • A GOe3 Level 2 Universal Charging Station in Tucson. • Upfitted to all electric (with more gear in the rear), this Porsche 914 raises awareness of Universal Fast Charging, both Level 2 and Fast Charge. • Dave Gebhart of TEVA2 uses the GOe3 Level 2 and Universal Fast system to charge a Nissan Leaf, while Arizona State Representative Ken Clark looks on, at the AM/PM at Speedway and I-10 in Tucson. • A Tesla Model S on display at the Tucson Convention Center for the TEDX Tucson "It's Electric" event.



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VEHICLE IMPRESSION : 2016 MAZDA6 GRAND TOURING

DISTINGUISHED BY JOE SAGE

In the crowded midsize sedan segment, the Mazda6 has always been distinctive, in any number of small but significant ways.

Our sample is the top of three trim levels. Base prices range from \$21,495 for Sport, to Touring at \$23,945, to ours, Grand Touring at \$30,195. All have the same 184-hp engine and offer a 6-speed automatic, but the base and middle models also offer a manual.

The interior is above par. Horizontal emphasis of its instrumental panel is distinctive, and its officially black leather interior is highlighted by rich mahogany brown door inserts and console, with subtle contrast stitching. Soft touch black surfaces have highlights in brushed aluminum. It's a sharp high-end feel at a mainstream price. The screen bumps up to 7 inches this year. We appreciate a heads-up display, and this one amazed us by being fully visible through polarized sunglasses.

We've become used to Mazdas in their Soul Red metallic. This came in Sonic Silver, which neutralized some

of its pizzazz. To make up for this, we drove to Sedona's red rocks for some photos.

In town, the automatic was powerful, sure, well-spaced, accurate and smooth, with all the shifts in all the right places and the power curve maintained. On a dead start or a steep climb, the car benefits from using the manual. We like Mazda's manumatic shifter, which you pull back for plus and push forward for minus. It feels intuitively aircraft-like, and we're not even pilots.

Climbing on I-17, we had two or three times we felt as though we had dropped anchor, right in the thick of things. We pondered possibilities from bumping the shifter into manual to having our big feet hooking a pedal, but did not come up with any consistent explanation. Our best guess is adaptive cruise picking up rock walls on curves, that kind of thing. But this remains a guess.

We never conquered slightly

insufficient cabin cooling. We were often a bit warm and exited with a wet back.

Mazda6 just took top honors in the owner-surveyed JD Power APEAL Awards for its segment, its second consecutive win.

In a world of lookalikes, Mazda6 is immediately recognizable, and it is feature rich. ■

SPECIFICATIONS

ENGINE	SKYACTIV 2.5L 4-cyl
TRANSMISSION	6-spd sport automatic
DRIVETRAIN	front-wheel drive
POWER/TORQUE	184 hp / 185 lb-ft
TURNING CIRCLE	36.7 ft
TRUNK CAPACITY	14.8 cu ft
WEIGHT	3250 lb
MPG	28/40/32 (city/hwy/comb)

BASE PRICE	\$30,195	
GRAND TOURING TECH PACKAGE:	Radars cruise control, regenerative engine braking system, smart brake support, high beam control, lane departure warning, active grille shutters	2180
CARGO MAT		75
DOOR SILL TRIM PLATES		125
DESTINATION CHARGE		880
TOTAL		\$32,890



We wish manual shift were available in this trim level. We'd be tempted to save six grand and buy the middle Touring model, for that.

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Confidence

By Joe Sage

This year, Volkswagen's SportWagen has moved from the Jetta lineup to Golf. If this sounds at first like a downsizing, remember that Jetta was born as a Golf with a trunk added, primarily for the US market in a time when hatchbacks were less popular, though the two have grown more distinct over time. The Golf lineup is all new for 2015, while Jetta received just a refresh. As Golf and SportWagen both have huge fans, it was a good time to migrate the badge and should produce a winning combo.

The car demonstrates exactly that.

We started out at night, and controls and settings were well above average for ease of adjustment and customization. The only downside was a need to have the lights on to find some controls that we wish bore their own glow. We even needed a light to find the lights, but that's one more reason the universe has brought us smartphones.

If this is a compact car, and it is, you'd never know it by comfort or utility. We're over six feet but easily set up a comfortable and commanding driving position. (We did whack our knee, getting in and out, on a boxy protrusion on the lower side of the steering column; we're taking this as more a design-based than size-based deficit.)

The SportWagen has a healthy 66.5 cu.ft. of cargo space with the second row down, 30.4 with seats up and five people in place, all in a 15-foot-

long body that turns in a tight 35.8 feet.

In our own Golf SportWagen TDI, we'd want a manual transmission. We say that a lot, but the automatic was the only thing we had to, well, mitigate consistently during our week, by using the Tiptronic. We had quickly noted slightly doggy starts from a stoplight and got right into that. (We also have to remind ourselves that VW has you push the stick away for "+" and pull it back for "-", the opposite of most we're used to; of course there are paddle controls, too.) On the plus side, manumatic fixed everything, though we hate to be dependent upon that in an automatic.

The SportWagen TDI manual, by the way, gets the best fuel economy: 43 MPG highway, versus 42 MPG for the automatic.

With the manumatic in play, our quotient of magic grew exponentially. Overriding automatic shifts, we had a pretty solid sleeper on our hands, a nice clean but simple wagon in beautiful Tungssten Silver Metallic, one of the nicest greys or silvers you'll find, especially in our desert light, although Tornado Red is another nice choice. We had the control to command our lane positions at will or win the day at the top of a merging freeway ramp, even against the occasional pony car. This confidence is reflected in the car's well-penned lines—long, straight and lean, but curling subtly around the front wheels, conveying a feel-

ing of quiet power like a puma about to pounce. The SportWagen TDI has just 150 hp (comparing to 170 for the 1.8T gasoline model), but typical of a diesel, it pumps out 236 lb-ft of torque, and that's where the magic lives (as long as you are using the Tiptronic).

SPECIFICATIONS

ENGINE	.....2.0L TDI® Clean Diesel 4-cyl
TRANSMISSION	.....6-spd auto/Tiptronic/sport
DRIVETRAIN	.....FWD
HORSEPOWER/TORQUE	.....150 hp / 236 lb-ft
MPG	.....31/42/35 (city/hwy/comb)
BASE PRICE	.....\$31,445
LIGHTING PACKAGE	.....995
DRIVER ASSISTANCE PACKAGE	.....695
DESTINATION CHARGE	.....820
TOTAL	.....\$33,955

Our car's base price is just over \$30 grand, a nice price for top SEL trim. You could save about six grand with the base TDI wagon, three more if you went with gasoline (giving up 37 lb-ft of diesel torque and dropping fuel mileage by seven points). Our car was well equipped, with just two packages added—\$995 for bixenon headlights, LED running lights, adaptive front lighting and such, which we'd probably agree to include, and a package of collision warning and park distance control for \$695, which we could take or leave.

Typical of VW overall, the car generally matches the product and beats the price of a premium Audi from not many years earlier. ■

Wayne Gerdes and codriver Bob Winger of CleanMPG.com have just set a new Guinness World Record for "lowest fuel consumption 48 US contiguous States for a non-hybrid car," at 81.17 MPG—driving 8,233.5 miles through all 48 contiguous states in 16 days on \$294.98 of Shell Diesel fuel, topping the previous non-hybrid record of 77.99 MPG (also set by Gerdes, in a 2013 VW Passat TDI) by more than 3 MPG, and also beating the hybrid record of 74.34 MPG by almost 7 MPG. • VW Golf has just won the AutoPacific 2015 Ideal Vehicle Award for Best in Class for compact cars for the second consecutive year, based on a survey of more than 66,000 owners in 15 categories covering driving, features and safety.



Megatrends in mobility

Where silicon meets steel—along with a great many other innovative new materials. We take you behind the scenes of Ford's intensive present-day applications of future-think processes. BY JOE SAGE

“Further with Ford” is an annual event as intensive and comprehensive as the products and processes it presents. Usually held at the Dearborn Development Center in Michigan, where there is already plenty of cutting edge technology at hand, this year it took place instead in the San Francisco Bay Area, as a great deal of the latest developments are happening in the heart of Silicon Valley, at the new Ford Research and Innovation Center in Palo Alto. The burgeoning introduction of semi-

autonomous driving features over the past few years—or electronic-mechanical driving control and assistance features that turn out to have taken us halfway there—along with a drumbeat about fully autonomous vehicles, has escaped no-one’s attention and has been a bit disquieting to the driving enthusiast. Ford’s mission statement seems to recognize all this from both ends: a need to accommodate the growing jam of today’s urban traffic, while not forgetting the soul of the all-American free and independent driver.

Our activities in the Bay Area fell into two areas: some behind-the-wheel time and a series of laboratory tours. These were intertwined with a series of presentations and a closing keynote speech. The overall theme was connectivity, increasingly integrated with transport in general and global product development in the name of modern mobility.

We had one-on-one time with everybody from Ford engineers to conceptual futurists, to experiential program leaders, to urban cyclists, to botanists and 3D modellers.



Immersion behind the wheel

Our day began on a San Francisco pier converted to a modern building with first-class meeting space, plus a large paved area perfect for our driving-related demonstrations. San Francisco was a perfect location for the broader messages, as well, as its density and terrain amplify issues of crowded driving—and certainly of parking.

Driving technologies explored included established features, brand new features and evolutionary combinations of the two.

Revealed in 2007 and launched in 2008, Ford’s original SYNC system broke much new ground, but also generated a fair amount of criticism. A new MyFord Touch system—which also bore the SYNC name and was generally regarded as (though not named) SYNC 2—replaced it over time, starting in some 2011 models. On the leading edge of those times, it promised more comprehensive smartphone integration, but again found some frustrated users.

Enter SYNC 3, an entirely new system with touchscreen implementation and—as distracted driving concerns have spread throughout the industry—broader and more conversational voice command technology. No distracted driving for us this day—we played with it while parked.

Ford was an early implementer of active park assist for parallel parking and early this year had introduced it to perpendicular parking, starting with the familiar-looking but all-new 2015 Ford Edge, which we had experienced at the Edge’s product launch, held in Scottsdale. Again dovetailing with an all-new but familiar product—the Ford F-150, reborn this year with intensive use of aluminum in body and frame—Ford had recently announced a Pro Trailer Backup Assist feature, which we were eager to try. (As with other parking features, it’s helpful for the unskilled, but might slow down the experienced trailer user.)

All these features combine—and expand upon—existing positioning and control technologies, as well as on-board camera technologies, which have expanded considerably (the perpendicular parking feature provides a 180-degree view of the street before you ease out of your space).

The industry has seen some research demonstration of truly self-driving cars—that is, without anyone behind the wheel—which can drop you at the door and take themselves off to find a great parking space and tuck themselves in. One of the more cutting-edge tricks we saw in San Francisco was a Ford implementation of assisted parking that allows the driver to exit—but stick around—to control parking via their smartphone. This has a very common practical application, for easing in and out of tight spots with no opening and closing of your doors needed while parked.



Immersion in the lab

We then traveled by corporate coach to Palo Alto. Ford opened its first Silicon Valley office in 2012. Relocation this year to its new Research and Innovation Center in Stanford Research Park dramatically expands the team’s working space as well as their collaboration with Stanford University, which in 2013 had joined existing Ford relationships with the University of Michigan and MIT. The Center is on track to employ 125 researchers, engineers and scientists by year’s end.

“This new research center shows Ford’s commitment to be part of the Silicon Valley innovation ecosystem—anticipating customers’ wants and needs, especially on connectivity, mobility and autonomous vehicles,” said Ford president and CEO Mark Fields. “We are working to make these new technologies accessible to everyone, not just luxury customers.”

The Palo Alto center is plugged into a global network of Ford research and innovation centers, including Dearborn, which focuses on advanced electronics, human-machine interface, materials science, big data and analytics; Aachen, Germany, which focuses on next-generation powertrain research, driver-assist technologies and active safety systems; and Melbourne, Australia, which provides automotive and transport research, testing and product development. Further expansion of the network is planned for the near future.

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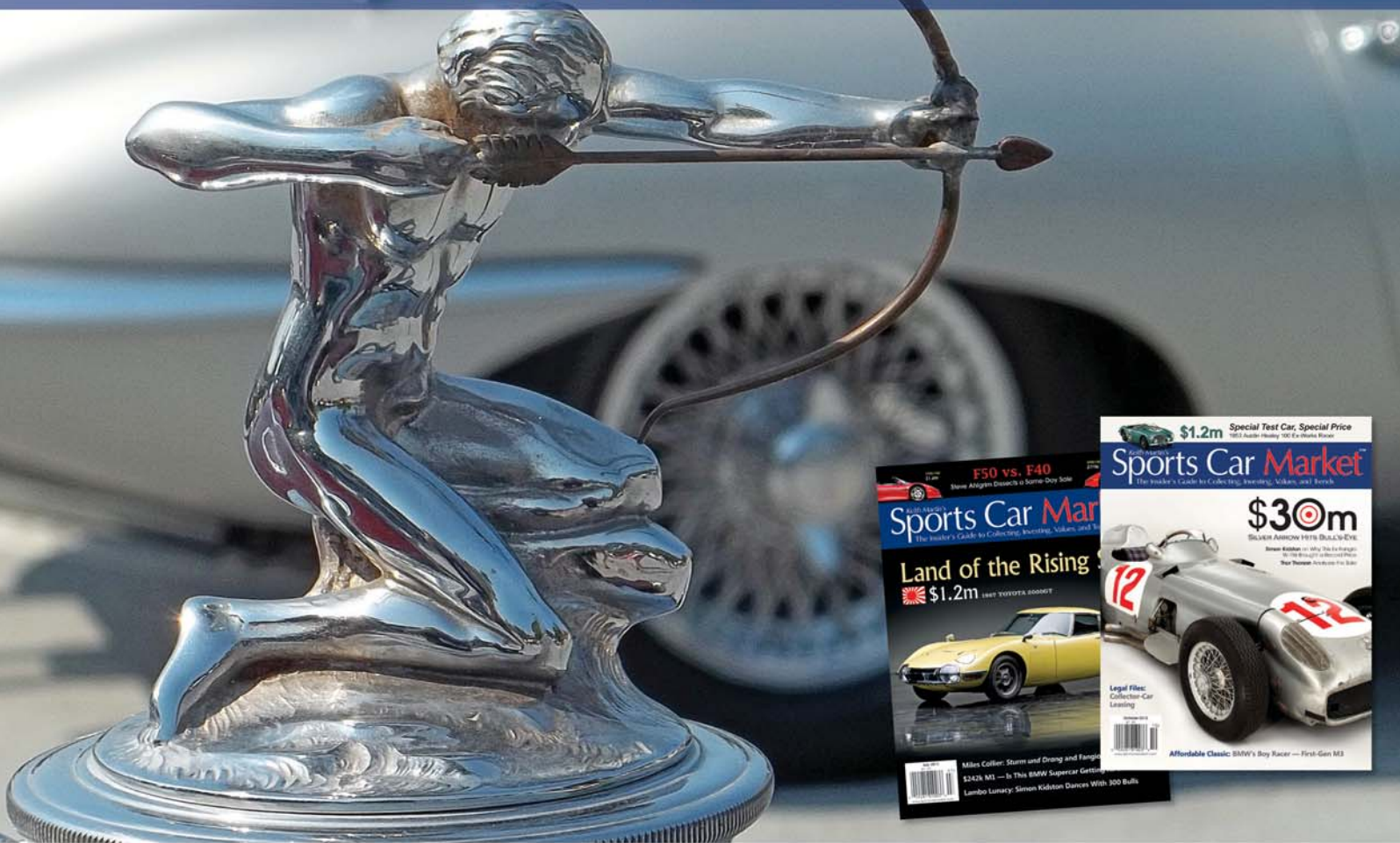


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The Palo Alto facility is headed by technical director Dragos Maciuca, previously an Apple engineer, with a background in consumer electronics, semiconductor manufacturing, aerospace and automotive. Maciuca brings extensive experience advising Silicon Valley startups, developing and commercializing products, collaborating with universities and leading cross-functional teams. He holds an MBA from the University of California Berkeley Haas School of Business, and a PhD from Berkeley in Mechanical Engineering.

Maciuca heads up a facility where the latest in everything from wearable computers to machine learning will find their place in the vehicle and mobility industries. An ever-increasing array of developments will be applied across the whole Ford lineup within five years—an ambitious goal that will only snowball further as the future unfolds.

This is also where the buzz about autonomous vehicles will achieve real world traction. The collaborative network is readying systems for production, with the first implementations to be launched in specific locations that are fully geo-fenced, 3D-mapped and start with “easy weather places.” They assure us these will be vehicles that “are still a joy to drive,” as enthusiasts breathe a big sigh of relief—with fingers crossed.

Henry Ford Technical Fellow Jim Buczkowski, director of electrical and electronic systems, says the next generation of features will mark the “democratization of technology”—with a goal of delivering the best features, not just the first.

It all starts—well, some of it starts—with bicycles. InfoCycle programs in both Palo Alto and Michigan are applying sensors to bikes—using OpenXC, Ford’s open source hardware and development platform—with Bluetooth smartphone connectivity. These will gather comprehensive data about how cyclists use developed infrastructure to meet their transportation needs. Information gained will be useful from a safety standpoint, but will also reveal a lot about innovative alternative mobility patterns more likely used by bicycles, which can then be adapted to 3D mapping and vehicular geo-fencing patterns.

One fascinating new company that is in the right place—and has found the right partner—at the right time is Carbon3D, who have developed an entirely new, very rapid and very accurate way to 3D model in a liquid bath, at 25 to 100 times the speed of familiar layer-by-layer 3D printing. The process produces objects with great complexity and consistent mechanical properties from a wide variety of polymeric materials. Thus, the ability to develop and test products and parts for assembly, fit and accessibility is vastly improved.

OpenXC also has a vehicle onboard system, a small module that records a wide range of infor-

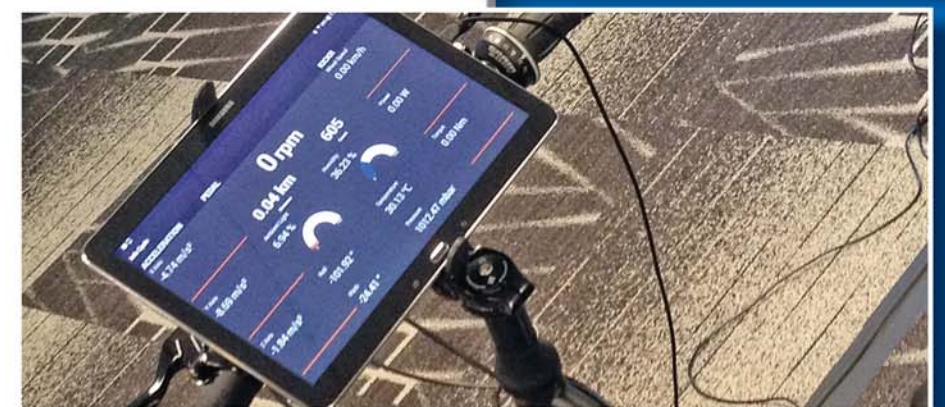
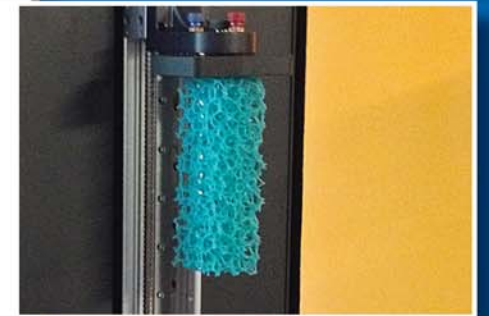


mation readable to mobile or web applications. Integrated data includes everything from traditional diagnostics to steering wheel motion, engine torque and transmission position—all of which will lead to advances in both fuel economy and assisted or autonomous technologies. These modules will be installed by Ford engineers and by daily drivers. For better or worse (you may need to learn to behave yourself), these systems may also one day lead to data-driven insurance rates.

SYNC-embedded AppLink connects smartphone features with in-car systems, automatically picking up such services as Pandora, Spotify, NPR one, SiriusXM and iHeartRadio, as well as full-spectrum music and news, all with info and graphics transferred to the touchscreen. Voice control is available for all of the above, and app developers have access to the AppLink ecosystem for ongoing integration of new functions.

Onboard tech systems will also now be available via a MyFord Mobile app extension for Apple Watch and Android Wear. Easily synced with your other mobile devices, this can lock or unlock your vehicle, find your misplaced parked car, or display your vehicle mileage, driving efficiency, EV charging status—even the full owner’s manual.

We’ve been exposed to the use of such things as plastic bottles or spun soybeans to manufacture seating materials in the past. A fascinating breakout on our tour, presented by Ford Research



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senior technical leader for materials sustainability Debbie Mielewski—who has BSE, MSE and PhD degrees in chemical engineering from the University of Michigan, has over 40 referred journal publications and holds 10 US patents—highlighted her team's work in development of sustainable plastic materials that meet stringent automotive requirements, including natural fiber reinforced plastics and polymer resins made from renewable feed stocks. (On hand was an appetizing display of corn, tomatoes, soybeans, coconuts, bamboo and grains.) Dr. Mielewski's mission is to improve Ford's environmental footprint, with a strong belief that these new materials will dominate the market in the future.

We had met virtual reality and advanced visualization technology specialist Elizabeth Baron during a virtual reality laboratories tour in Dearborn five years ago. This day, she had an entirely new generation of immersive experiences for us to try. Sitting in an armchair in California wearing a VR headset, we were transported to the innovation centers in Germany and Australia, where we could hands-on experience variable vehicle controls in a variety of driving situations (we could even set ourselves up for righthand drive in Australia). Activities and reactions are all recorded, and with motion capture can be revisited and analyzed.

Immersion in the forces of nature

All of the above gets packaged into our old friend the motor vehicle. Aerodynamics and lightweight materials are key to fuel efficiency, and lightweighting technologies were our next to last stop. As one automotive engineer once told us, for every pound you want to save, you have to find 16 ways to do it—every ounce is a challenge. Automakers are out to save pounds by the dozens, even hundreds, while constantly improving safety, sound insulation and solid vehicle handling.

We were given a point-by-point rundown on the Ford Fusion-based Multi-Material Lightweight Vehicle (MMLV) project, with a graphic-embedded example on hand illustrating weight-saving details from extruded aluminum sills to boron pillars to carbon fiber instrument panel and seats. We held old and new coil springs in our hands to experience their staggering reduction in weight.

The fruits of such labors are already coming to market in the rebirth of the Ford GT supercar for model year 2017—on hand to great acclaim from media who had seen the reveal in Detroit last winter. Powerful, lightweight and stunning, it's proof that discipline can be fun and rewarding.

Another approach to reducing the transport footprint, multi-modal solutions—reducing your use of your car by switching over to a bicycle for your final leg to the office (expected to become a



requirement in some urban centers)—brought us to our last stop: the MoDe:Flex, Ford's third-gen eBike. This has a frame-embedded battery and motor, and variable front, rear and wheel assemblies, interchangeable for road, city or mountain bike use. The bike neatly folds to store inside any Ford vehicle, where it can recharge while stowed.

Immersion in the future

The event was comprehensively tied together at the end in a keynote speech by CEO Fields, who both expanded upon and unified the company's broad range of visions, their collective goals and the current state of transport evolution (as always, well ahead of where many think it is). Fields then mingled freely with the media, many of whom have known him well throughout his career.

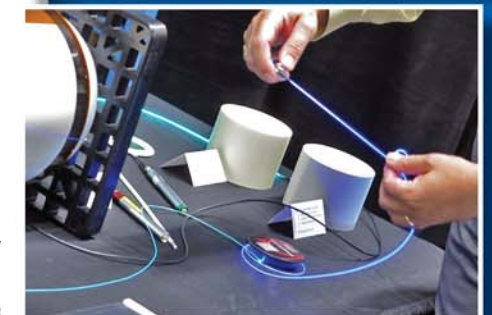
The mission is well stated in the company's own words: "Our vision is to truly change how the world moves—again. Henry Ford did that a century ago, when he manufactured affordable automobiles for the masses. ... We are focused on protecting the freedom of movement of people and goods—a freedom that is being affected by large societal megatrends such as urbanization and increased traffic congestion. To address the risks as well as the opportunities, Ford and society as a whole must change the way we think, collaborate and behave. ... (we are using) innovation to take Ford to the next level in connectivity, mobility, autonomous vehicles, big data and the customer experience." ■



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VEHICLE IMPRESSION : 2016 HYUNDAI SONATA HYBRID LIMITED

Win-win-win

BY JOE SAGE
PRICE-POWERTRAIN-PREMIUM CABIN IN ONE PACKAGE

There's one hybrid brand that seems to remain the go-to selection for a lot of people we guess aren't really car people, or just haven't noticed that over the few years, some great alternatives have come to life. The Hyundai Sonata Hybrid is a case in point.

Its spacious full-size cabin lives inside an agile midsize sedan with no compromise and plenty of benefits, delivering 43 MPG highway, 39 city, and all for just \$30 grand.

And quality? JD Power announced its highly regarded Initial Quality Study now ranks Korean Hyundai and Kia tops, surpassing the former top-dog Japanese brands.

The Sonata Hybrid has had styling noticeably different from the regular Sonata, but for 2016, it has caught up, still slightly different, but now as bold and stylish as the rest.

Push the start button, and the Sonata Hybrid springs to silent electric life and stays pure electric until about 3 mph—good for a stealthy but not particularly hasty getaway.

The car has three drive modes (eco, nor-

mal and sport) and two HVAC modes, econ (when in eco drive mode) or normal. When you restart, it will have defaulted to eco and econ. On a blistering Arizona summer day, you will wait for AC unless you turn econ off and AC on, which we did. Detrimental to efficiency, perhaps, but here it's essential.

Coming straight to this from a fuel-thirsty performance car, this felt a little sluggish—not aggressively competitive, though able to pick its lane in traffic. Despite a wheelbase a foot longer than that of a Mini, its turning circle is amazingly tight, only 2.4 inches more. That and its long wheelbase add up to great handling. It won't win a drag race, but as the week went on, we found it achieved smooth cruising power easily once in motion.

Whether shopping hybrids or midsize sedans, the Sonata Hybrid competes with everything else it might go up against, point by point. Against midsize sedans overall, it has that 43 MPG trick up its sleeve. Against common hybrids, Sonata Hybrid provides a

large, comfortable, highly outfitted, technically proficient cabin, dramatic styling and a generally conventional driving experience.

If there is a downside in this combination of attributes, we're not seeing it. ■

SPECIFICATIONS

ENGINE	.....2.0L 4-cyl GDI hybrid engine
MOTOR	.....permanent magnet synchronous 38kW
BATTERY	.....56kW lithium polymer w hybrid starter gen
POWER	.....combined 193 hp
TORQUE	.....gasoline engine 140 / elec motor 151 lb-ft
TRANSMISSION	.....6-spd auto w Shiftronic
DRIVETRAIN	.....front-wheel drive
TURNING CIRCLE	.....35.6 ft
TRUNK CAPACITY	.....13.3 cu ft
WEIGHT	.....3560 lb
MPG	.....39/43/41 (city/hwy/comb)

BASE PRICE\$30,100

ULTIMATE PACKAGE: Pano slide/tilt sunroof, gloss window surround, lane departure & forward collision warning, auto high beam, rear park assist, smart cruise w stop/start, electronic parking brake w vehicle hold, nav w 8" touchscreen, 400w Infinity audio w subwoofer, HD radio, SiriusXM Travel Link, LED interior lights4500
CARPETED FLOOR MATS, CARGO MAT & NET:125
FIRST AID KIT:30
ALL-WEATHER FLOOR MATS:130
DESTINATION CHARGE:825

TOTAL\$35,765



High fuel mileage and a full-size cabin in a nimble midsize car with dramatic styling, all for \$30 grand, is a hard combo to top.

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SPECIALTY VEHICLE : TOYOTA UUV AND EVER-BETTER EXPEDITION TOUR

TOYOTA ULTIMATE UTILITY VEHICLE
UUV stops in Phoenix on 110-day 16,500-mile tour: SEMA-bound

Toyota swung by our office in late August to give us a sneak peek of their one-of-a-kind Ultimate Utility Vehicle (UUV), en route to its official reveal at SEMA and definitely taking the long way. The trailer-borne UUV, which is quite driveable but not street legal, is making stops intertwined with the Toyota Ever-Better Expedition, an internal project for team member engagement and product testing. They are touring North America (including some miles in Canada and Mexico), stopping everywhere from New York City to Daytona to Death Valley and points between.

Nine vehicles will cover 16,500 miles over a 110-day period. Toyota team members from Toyota in Japan and the US—140 engineers, product planners and others—take turns on the road, a chance to get out from behind the desk to test and evaluate every detail of a wide range of production 2015 Toyota vehicles: Camry, Corolla, Prius, RAV4, Land

Cruiser 200, Highlander, Tundra and Sienna. There are stops at manufacturing plants and some regional offices, reinforcing the company's relocation from Los Angeles to Plano, Texas. This day, they would be visiting the Arizona Proving Ground west of Surprise.

These are all 2015 models, as the event started earlier this year—in Australia, in fact—and will span the globe before it's all done. (A Land Cruiser 200 is participating in all of it.)

The test cars can be spotted by their white paint and simple circular Toyota Ever-Better Expedition logos, as they drive on every sort of road typical customers use every day.

The UUV is trailered without markings. At various points along the way, the test cars are put on display at dealerships and other events, often with the UUV also on display.

The UUV is an extreme duty beast, combination show car and engineering study, built off the chassis of a Tacoma pickup and the

body of a Sienna, among a great many other things, much of it of course custom. You may not even realize it's a Sienna at first sight—it is most definitely not your mama's minivan.

The interior is a purpose-built test lab, sort of a cross between a NASCAR racer and Doc Brown's time travel lab, with unfinished surfaces, raw edges and perhaps a bit of duct tape. The UUV will be shown at the Toyota annual dealers' meeting in Las Vegas in September, then ultimately will be revealed at the big SEMA Show in November, by which point it will have a nice show interior.

The 16,500-mile Expedition is ultimately all about the team and the products. As Nick Ammazalorso, Marketing Communications Manager for Toyota USA says, "When the team benefits, the customer benefits."

For more information on the tour and on the Toyota Ultimate Utility Vehicle, visit the project site: www.toyotaeverbetter.com.



Celebrating the arts in Sedona

In 1958, Egyptian sculptor Nassan Gobran and others established "Canyon Kiva," known today as the Sedona Arts Center—a community center of local artists and visionaries relishing in the culture of the area.

In 1965, Western artists Joe Beeler, George Phippen and Charlie Dye settled in the city, gathered in a local saloon with friends and formed the original Cowboy Artists of America, to perpetuate images of the Old West and authentically represent the region, ideals they uphold to this day.

Art in the area goes back much farther. Ancient cliff dwellers created beautiful petroglyphs and dwellings, dating back thousands of years. Petroglyphs can be seen along some of Sedona's best hikes—through the Palatki, Honanki and V-Bar-V Heritage sites. Native American traditions live on through a strong contemporary presence of Hopi, Navajo, Yavapai and Apache tribes.

Today, you can explore more than 80 galleries of traditional and contemporary art by 200 local and national artists. The popular First Friday Art Walk has receptions and openings, or you can catch any of many seasonal annual art events, such as these three upcoming events:

42nd Annual Fiesta de Tlaquepaque

This celebration of Mexican Independence Day is on Saturday, September 12. An annual event, it continues a long tradition of food, music, dancing and entertainment, plus exhibits that give insight into the traditional and present artistry of Mexico.

Sedona Arts Festival

The Sedona Arts Festival, on October 10-11 at the campus of Sedona Red Rock High School, showcases nearly 130 juried artists and an international guest artist, with a "gourmet gallery" and plenty of activities for family members of all ages. This is the primary fundraiser for arts education in Sedona and to date has raised over \$300,000 in scholarship and education funding.

Sedona Plein Air Festival

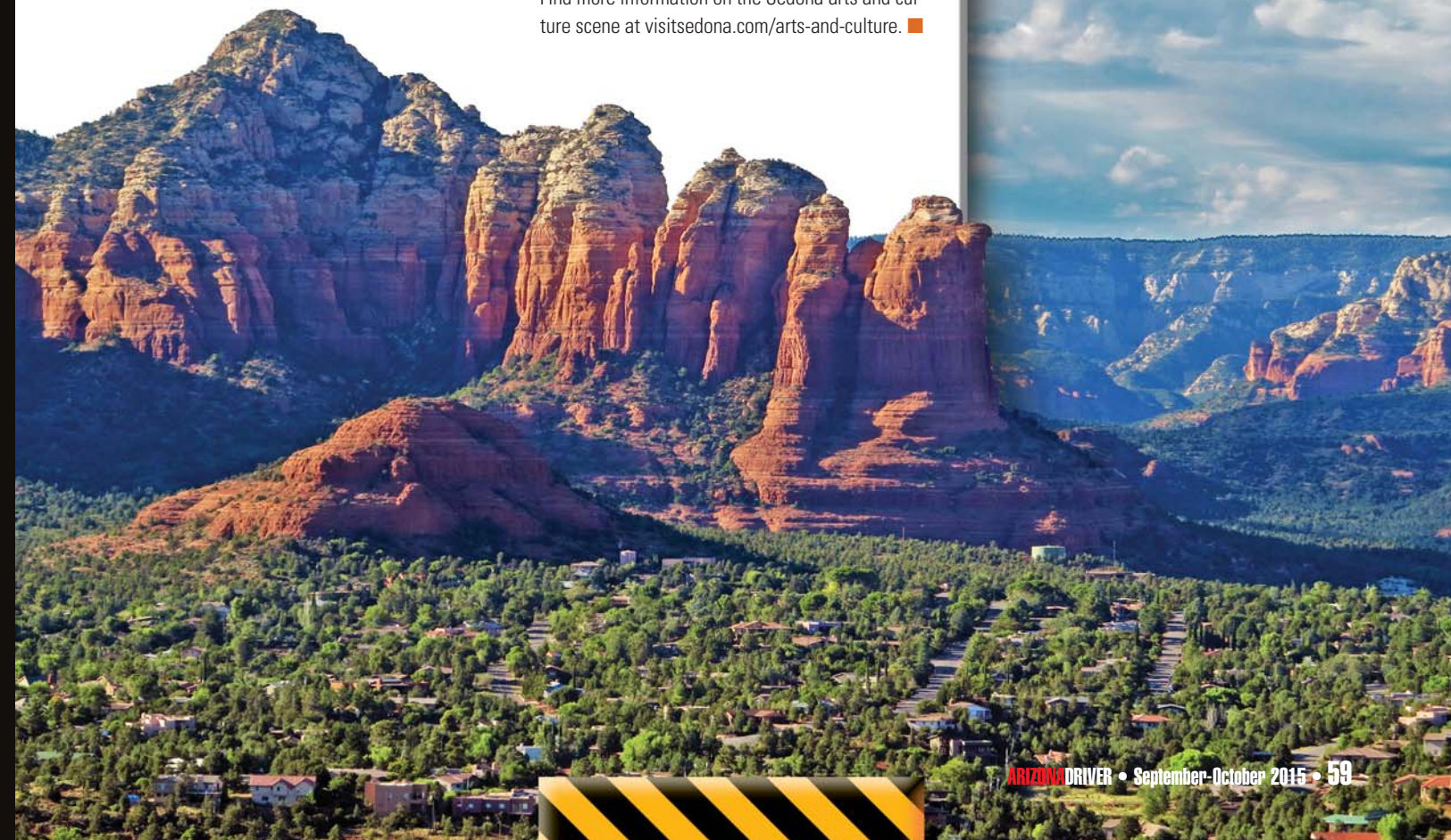
Award-winning artists are invited to participate in the annual Sedona Plein Air Festival, October 18-25. Plein Air artists paint outdoors, pitting their stamina against Mother Nature to capture the ever-changing landscapes of the area. Activities include exhibitions, galleries, events and more.

Find more information on the Sedona arts and culture scene at visitsedona.com/arts-and-culture. ■

Celebrating the bicycle

The City of Sedona has received a Bicycle Friendly Community (BFC) designation at the Silver level from the League of American Bicyclists, presented to communities with strong commitments to bicycling. Sedona was awarded as a Bronze level BFC in 2011. As with that one, the new designation will be current for four years.

The BFC program provides methodology for a community to improve its bicycling environment in five areas; Engineering, Education, Encouragement, Enforcement, and Evaluation/Planning. Sedona's efforts since 2011 have included improvements on state highway 89A in West Sedona—bike lanes, street lights and a 35 mph speed limit—as well as a traffic signal at 89A and Andante, construction of Adobe Jack Trailhead and over 40 miles of new multi-user trails in the city. The Skate Park was retrofitted for BMX bicycles, and the city approved 13 acres of land in Posse Grounds Park for a Bike Skills Park, currently in the design phase. ■



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THE INSIDE TRACK: BRIEFS & RUMORS

Aston Martin DBX concept



■ **Aston Martin** offered a glimpse of the future at Pebble Beach in August, with the DBX concept. Their Second Century plan, announced by Dr. Andy Palmer after his first 150 days as CEO, is a strategy for ongoing growth of the 102-year old brand. Now confirmed for production, the DBX concept plants their badge on a luxury GT crossover. The DBX, which made its surprise global debut at the Geneva show earlier this year, is set to be the brand's first all-electric, all-wheel-drive vehicle, with drive-by-wire steering and "non-automotive-standard materials" inside. A new DB9 GT, Vulcan supercar and a Lagonda Taraf were also shown at Pebble Beach. Aston Martin has had evolving ownership since 2007, with a major rebalancing in 2012.

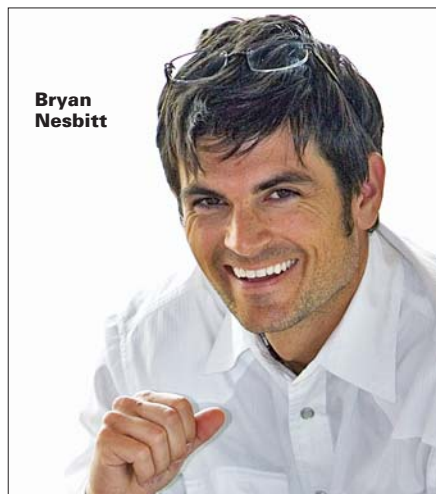
■ Henderson (NV) **Hyundai** Superstore has been awarded a Guinness World Record. In honor of National Impaired Driving Prevention Month last December, the dealership called upon area owners to join in its attempt to break the record for the world's largest parade of Hyundai cars, pledging a dollar for each participating vehicle to STOP DUI, a local organization dedicated to bringing awareness to the consequences of intoxicated driving. With a total of 218 Hyundai cars participating in the parade and a donation of \$4,000 to STOP DUI, they officially broke the record previously held by UAB SDG, a business consulting firm in Lithuania.

■ **Land Rover** has announced a global partnership with Ben Ainslie Racing (BAR) in its challenge for the 35th America's Cup in 2017. The new team—Land Rover BAR—was announced at the home of BAR in Portsmouth UK, and competition began in July. The America's Cup Match will be held in Bermuda in June 2017. Land Rover will work closely over the next two years with the BAR design and engineering teams in their bid to bring the oldest sporting trophy in the world home to Britain, where it all started with a race around the Isle of Wight in 1851. Rules state that teams will sail America's Cup Class foiling multihull boats, with no engine to work the hydraulics. A crew of six—with a total weight limit of 525kg (1157.43 lb)—will use pure human power to adjust the hydrofoils and wing sail.



Land Rover BAR America's Cup foiling multihull

■ **General Motors** has named Phoenix native Bryan Nesbitt new global head of design for Buick. Nesbitt joined GM in 2001 and has been head of GM's International Operations Design in Shanghai and has held prior key positions with GM's North American Exterior Design and Global Architecture Strategy and as head of Cadillac. Nesbitt originally shot to fame at Chrysler, where he penned the retro-styled PT Cruiser. Other prominent efforts have included the Chevrolet HHR, the seventh generation Malibu and the 1997



Bryan Nesbitt

Chrysler CCV, a Chinese people's car with bodywork constructed of recycled plastic bottles. Nesbitt studied architecture and industrial design at Georgia Tech and holds a degree with honors in transportation design from the highly regarded Art Center College of Design in Pasadena.

■ **Lexus** has partnered with experts in super conductive technology to create one of the most advanced hoverboards ever developed. The Lexus Hoverboard uses liquid-nitrogen-cooled superconductors



Lexus Hoverboard

and permanent magnets to achieve frictionless levitation movement. The Hoverboard has a version of the Lexus spindle grille shape up front and uses materials from tech elements to natural bamboo found in Lexus vehicles. The Hoverboard is part of a Lexus "Amazing in Motion" campaign intended to show the brand's creativity and innovation. Testing took place in Barcelona, Spain this summer.

■ It is now possible to drive by fuel cell-powered car all the way from southern Germany to Lake Garda in Italy. The opening by **BMW Group** and **TOTAL** of a hydrogen station in Munich's Detmoldstrasse marks the first such facility with two pumps dispensing hydrogen using two different refueling technologies. First is industry-standard 700 bar CGH2 hydrogen storage, an established refueling technology. It's joined by new cryo-compressed hydrogen storage technology (CCH2), which stores gaseous hydrogen at low temperature on board the vehicle at a pressure of up to 350 bar. CCH2 offers up to 50 percent more hydrogen storage capacity than 700 bar tanks and can support a driving range of over 300 miles. It is currently at the advanced development stage and will only come on stream for general use over a longer time frame.

■ **Solowheel**, a gyro-self-balancing electric-powered unicycle, first caught our eye quite randomly, as someone whizzed silent down the street on one in the wee hours. It's the brainchild of Inventist, of



Solowheel

Washington State, who has a wide variety of clever devices available at www.inventist.com. The tiny one-wheeler may be all some people need for most of their routine mobility. Combining elements of vehicle design, unicycle design, robotics and control theory, the 24-pound Solowheel Classic can take you about 10 miles at about 10 mph and carries 200 pounds max, so you may be able to add a backpack of gear or groceries to your trip. Solowheel recharges via a 2-amp custom charger, using household current. The battery is good for 1000 cycles. A new Solowheel Xtreme model is due out early this fall (in black or white) for \$2300, also offering a \$1200 credit for your old one. Another eye-catcher on their website is the Solowheel Orbit, an intriguing opening design currently in development and predicted to retail for \$2595.

■ New developments in natural fiber reinforced materials, conductive thermoplastics and specialty engineered materials for metal replacement will be highlights for **PolyOne** at the Fakuma 2015 trade show, to be held in Frickenhausen, Germany in October. PolyOne will update show visitors on the status of developments such as its reSound™ NF natural fiber-reinforced solutions. Introduced in March 2015, these sustainable formulations—with at least 30 percent engineered natural fiber by weight—offer an alternative to glass fiber reinforced polypropylene (GFRP) compounds—increasingly used in body panels and other vehicle components—with comparable mechanical properties at 5-10 percent lower density. Currently, reSound NF is available in black, brown or natural, but at Fakuma 2015, PolyOne will announce the availability of the material in brilliant colors to support customers' projects. ■



BMW hydrogen station

UPCOMING FEATURES

NASCAR at PIR



2016 Ford Explorer Platinum in the Colorado Rockies



Barrett-Jackson Las Vegas



Arizona Intl Auto Show



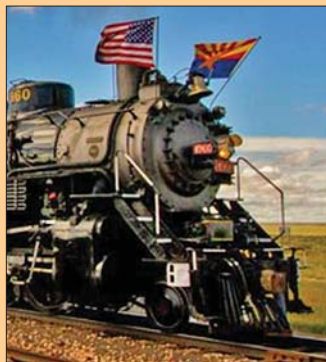
Nissan / Cummins Diesel



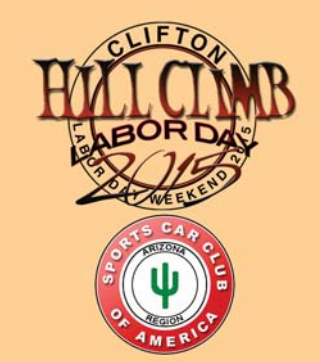
2016 Volvo 60 Series



Grand Canyon train race



SCCA Clifton Hill Climb



2016 Kia Optima



Kia Sorento



Monterey auction results



Texas Truck Rodeo



Audi R8 V10 Spyder



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