

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 15 NUMBER 1  
JANUARY-FEBRUARY 2016

## EVENTS, SHOWS, RACES, NEWS

AUCTIONS AND CONCOURS | PIR NASCAR & INDYCAR | LA AUTO SHOW | GOODGUYS  
SALT RIVER PIMA-MARICOPA AUTOPLEX | PETERSEN AUTOMOTIVE MUSEUM  
TEEN DRIVING | RED BULL GLOBAL RALLYCROSS | SEDONA LODGING  
GRAND CANYON STEAM TRAIN VS BICYCLE RACE

## VEHICLE DRIVES

2016 CHEVROLET CAMARO 48-STATE DRIVE: OUR LEG  
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<sup>1</sup>Available engine. <sup>2</sup>Estimated towing capacity on select trims based on Nissan internal testing. <sup>3</sup>The 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

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## news & features

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**COVER:** We take a break in Utah's red rock country on the final morning of our five-state leg of the 48-state launch of the 2016 Chevrolet Camaro—the Find New Roads event—in which we put 1638 miles on the LT V6 with RS Package (shown) and the 2SS with 455-hp V8. **Photo: Joe Sage**

Jan Wagner



Joe Sage



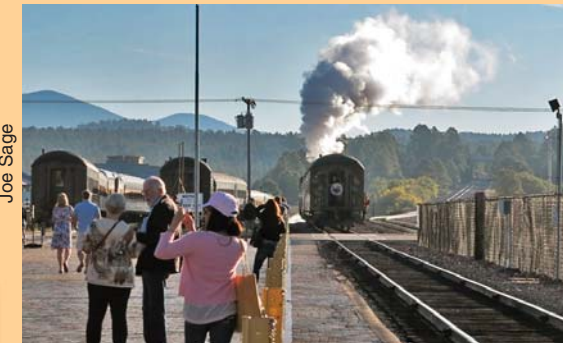
Joe Sage



Randall Bohl



Joe Sage



**START YOUR ENGINES : FROM THE PUBLISHER**

**HAPPY NEW YEAR!** The flip of the calendar is a funny thing, if you hang around the automotive business. As people wrestle with writing “2016,” we’ve had to since early last year, as 2016 models were revealed, went into production and started showing up for us to drive and show to you in our pages. We’ve seen 2017 on the show floor since last spring, too, and as show season is underway, we’re starting to see 2018. The beat goes on.

Things start for 2016 with CES in Las Vegas and NAIAS in Detroit, while on the ground in Phoenix and Scottsdale, we have our six collector car auctions, attracting hobbyists and investors from around the world, forecasting the hobby’s economics for the new year, while banking on nostalgia with roots from the recent to many decades back.

In this issue we bring results from Silver Auctions’ fall event and upcoming schedules for January Auction Week. We look back at stormy November races with NASCAR, by **Randall Bohl**, and Red Bull Global Rallycross, by **Jan Wagner**, and forward to NASCAR and IndyCar at PIR this spring. **Jan** also takes us to the opening of an all-new Petersen Museum in LA, with displays looking back while its architecture looks very much forward. We cover a recent groundbreaking on the **Salt River Pima-Maricopa Indian Community** that’s all about looking forward, and **Jennifer Johnson** covers a teen driving event that is most definitely about our collective future. We race trains from both the 19th and 21st centuries. **Sue Mead** brings us three events in Arizona that of course happened a month or so back but are all about the coming year’s models—as are a number of other vehicle drives, including a four-day, five-state road trip in the 2016 Chevrolet Camaro, shared with **Kristin Barclay**, **Rene Syler** and **John Coyle**. In the end, it’s not about the calendar year or even the model year, as much as it’s about the people—the incredible teams that create the cars and events, and those you experience them with.

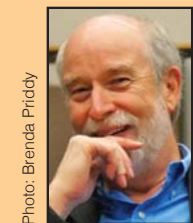


Photo: Brenda Priddy

Enjoy the ride.

**Joe Sage**, Publisher/ Executive Editor

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## The most valuable production Land Rover ever sold at auction

A one-of-a-kind Land Rover Defender sold for a record £400,000 (about \$600,000) at a prestigious charity auction at Bonhams on New Bond Street, London on December 16, thought to be the most valuable production Land Rover ever to be sold at auction. The two-millionth of the iconic Series Land Rover and Defender models manufactured at Land Rover's Solihull plant since 1948, it sold to a bidder from Qatar. The vehicle was built in May 2015 by an all-star cast of brand ambassadors and people from Land Rover's history including Bear Grylls, Virginia McKenna OBE and Stephen and Nick Wilks, sons of the founders of

Land Rover. All proceeds from the sale will be donated to Land Rover's humanitarian and conservation partners: the International Federation of Red Cross and Red Crescent Societies (IFRC), who will use the donation to help communities in Southeast Nepal improve their response to natural disasters; and the Born Free Foundation, who plan to use the funds to support the Project Lion Rover wildlife conservation initiative in Meru National Park, Kenya, which provides critical equipment to help protect lions and other wildlife and establishes education and community involvement to tackle issues such as snaring and poaching. ▼

Bonhams

1 2015 Land Rover Defender 90 Station Wagon Chassis no. SALLDWB7FA473395 Engine no. 150415101301DT224

GBP	400,000
USD	600,000
EUR	549,000
CHF	594,000
NOK	5,248,000



2017 Mercedes-AMG SL63 (white)  
2017 Mercedes-Benz SL500 with AMG Line (blue)



## NEW MERCEDES-BENZ SL IN 4 FLAVORS

▲ The new Mercedes-Benz SL launches in the US this spring with more powerful engines, a 9-speed automatic transmission, Dynamic Select with five modes, and active body control with curve tilting function. The car's vario-roof can be operated at up to 25 mph. Up front, the hood, bumper and headlamps have been given a sportier look: the standard diamond radiator grille extends downwards, two powerdomes accentuate the long hood, and LED headlights with their housing extending to the outside are standard. Air outlets with wing-like chrome inserts are cosmetic. The Mercedes-Benz SL model range will include the SL450 with 362-hp V6 and the SL550 with 449-hp V8 engine, sending power through a 9G-TRONIC nine-speed automatic transmission. Push-button Dynamic Select modifies the setup of the engine, transmission, suspension and steering within any of five modes. Mercedes-AMG models include a 577-hp V8 SL63 and 621-hp V12 SL65.

## MERCEDES-BENZ SLK IS NOW NEW SLC

Twenty years after the first SLK, the new SLC (following a new brand-wide naming scheme) arrives this spring. The name change suggests the little roadster's close relationship with the C-Class, from which much of its technology is derived. Style

updates closely follow the SL, with the SLC also featuring the 9G-TRONIC automatic transmission. There are two models: a 241-hp Mercedes-Benz SLC300 with inline 4-cylinder engine and a 362-hp Mercedes-AMG SLC43 with a V6 biturbo engine.

## MAZDA NAMED MOST FUEL-EFFICIENT

The most recent *Light Duty Fuel Economy Trends* report from the US Environmental Protection Agency (EPA), based on model year 2014, finds Mazda Motor Corporation the most fuel-efficient auto manufacturer in the US, with a fleet-wide adjusted fuel economy of 29.4 MPG, as well as the lowest CO2 emissions (328 g/mi). This is the third consecutive year that Mazda has achieved the highest fuel efficiency of any mainstream automotive manufacturer, and they do it without offering a hybrid or electric vehicle. Instead, Mazda uses their SKYACTIV Technology, a suite of component and engineering technologies that cut vehicle weight and improve engine efficiency without sacrificing their trademark zoom-zoom factor. Mazda's SKYACTIV Technology is found throughout the lineup. The Mazda CX-3 crossover has been rated as high as 35 highway, leading the new subcompact crossover segment for 2015 and 2016. Arriving in 2016, the all-new Mazda CX-9 will feature a new SKYACTIV 2.5-liter direct injection turbo.

## ALCANTARA® IS MAKING A SPLASH

Alcantara SpA of Milan, Italy, is known for a material with its own distinct combination of looks, feel and function, which has found uses in fashion, home decor, consumer electronics and automotive. Aiming for both sportiness and luxury, a wide variety of new vehicles at this year's LA Auto Show had interior details in Alcantara. The new Porsche Cayman GT4 has Alcantara seats, steering wheel, door panels, headliner, pillars, glove compartment, shift lever and armrest, and the material is found throughout the Porsche lineup. The Audi RS7 quattro has seats in a grey Alcantara and leather combination, with honeycomb pattern, matching blue contrast stitching on armrests and floor mats, and Alcantara knee pads with carbon twill blue inlays. Audi also uses Alcantara in the new R8 V10 Plus, the Q7 3.0T quattro and the S8 Plus. The Ford F-150 Lariat has black perforated Alcantara seats with red backing and red contrast stitching combined with red leather. Lincoln uses the material in the MKZ Black Label interior, the Continental M1, MKX Thoroughbred and MKC. BMW's new 750i x-drive sedan has a truffle-colored Alcantara headliner, while the M4 GTS steering wheel is anthracite Alcantara with blue and red stitching. The mate-

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Ford GT supercar



rial is also found in BMW's X5 x-drive50i, X6M and M6. Dodge uses a perforated Alcantara surface in an exclusive sparkling backing for Challenger seating, with other uses in Charger, Viper and Hellcat. Acura displays its new NSX with seats, door panels and headliners in grey Alcantara with red contrast stitching.

#### FORD-CORNING GORILLA GLASS NEWS

▲ Developed by Ford and Corning, industry-first Gorilla Glass hybrid windshield technology is a light-weighting innovation set to debut on the all-new Ford GT, saving more than 12 pounds and positively impacting acceleration, fuel economy and braking performance. Inspired by advances in consumer electronics, the three-layer hybrid window consists of Corning Gorilla Glass for automotive, thermoplastic and annealed glass applications. The Gorilla Glass hybrid windshield is about 25 to 50 percent thinner than traditional laminate glass, and the weight savings will also improve Ford GT handling by lowering the vehicle's center of gravity. About 30 percent lighter than traditional glass, Gorilla Glass is also tough, durable and scratch-resistant. A traditional automotive laminated windshield consists of two layers of annealed glass sandwiched around a clear, thermoplastic interlayer binding agent. Originally intro-

duced in America by Henry Ford, that technology has been used in the auto industry for nearly a century. The new hybrid glass uses a multilayer approach—a pane of toughened automotive-grade formed hybrid acts as the strengthened inner layer, an advanced noise-absorbing thermoplastic interlayer is in the center, and an annealed glass serves as the outer layer. The result is a windshield and rear engine cover approximately 32 percent lighter than on competitive vehicles. The new technology was tested over stone and in rough road conditions, and had to endure specific projectile, rollover and wind tunnel testing. Hybrid Gorilla Glass will be used on both the windshield and rear engine cover of Ford GT.

#### KIA AUTONOMOUS TESTING IN NEVADA

The state of Nevada has granted permission for Kia to test autonomous driving technologies on public roads. The state's okay lets Kia carry out testing of its autonomous driving technologies on public roads for the first time in real-world conditions, an important part of its roadmap for autonomous driving. Alongside sister company Hyundai, Kia plans to introduce a range of partially-autonomous driving technologies to its model lineup by 2020 and its first fully-autonomous car by 2030. An initial \$2 billion investment by

Kia and Hyundai (by 2018) will enable the companies to employ a greater number of engineers to develop new technologies, which will join the suite of features already offered on its latest production vehicles. These technologies—already in the Sorento and the imminent all-new Optima and Sportage—are now primarily making driving safer and easier by identifying hazards and allowing the driver—or the car—to take appropriate action. These advanced driver-assistance systems (ADAS) can be circumvented by direct driver control, but already advance vehicles' ability to effectively communicate directly and independently with their surroundings.

#### FORD AUTONOMOUS TESTING IN CALIF

Fully autonomous Ford Fusion Hybrid vehicles will take to California streets this year, as Ford has officially enrolled in the California Autonomous Vehicle Testing Program for public roads, part of Ford's 10-year autonomous vehicle development program and their plan to take the company to the next level in connectivity, mobility, autonomous vehicles, the customer experience, and data and analytics. Ford has had a Silicon Valley presence since 2012. With the new Ford Research and Innovation Center Palo Alto opening

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Mitsubishi L200 (UK)



last January, Ford has expanded in Silicon Valley from a 15-person office to a team of more than 100 engineers and scientists, 80 percent of whom joined Ford from the technology sector. The rest are Ford engineering and design experts from the US, China, Germany and Australia. Advanced experimentation at Ford Palo Alto includes autonomous vehicle test drive studies, replicating real-world situations including pedestrians.

#### MITSUBISHI TRIPLE WIN IN UK

▲ Mitsubishi has had a run of new product reveals in the US and is promising to pick up the pace even more, so it may be worth keeping an eye on their overseas news. In the UK recently, they took a triple win in the prestigious *What Van? Awards*, with two trophies going to their all-new midsize unibody pickup, the L200, and one to a plug-in hybrid (PHEV) commercial version of the new Outlander we are familiar with (in gasoline-powered passenger form in the US). The awards consider utility, safety, economy and green efficiency. The Mitsubishi L200 Series 5 picked up the award for Light Commercial Vehicle of the Year, awarded to a new vehicle that has made the biggest impact in terms of quality, efficiency and improving its sector. The L200 also took the Pickup of the Year award, being described by *What Van?*

as “simply the best vehicle in the segment.” The Outlander PHEV commercial variant won the Green Award, for a vehicle, initiative, program or product that is capable of improving businesses’ environmental credentials in the industry.

#### THREE ELECTRIFYING DEALS IN A WEEK

NRG EV Service of Houston’s EVgo (“ee-vee-go”) had three major announcements during the LA Auto Show, to make charging more accessible to EV drivers. BMW’s program with EVgo, ChargeNow DC Fast, tested in California, led to the largest network of DC Fast Combo chargers in the US, with 105 locations. BMW is now supporting EVgo’s installation of 500 more, to benefit all EV drivers, with two years of no-cost charging for BMW i3 drivers. EVgo also became a founding member of the ROEV Association, to maximize public EV charging network interoperability—much as ATMs allow customers to withdraw cash anywhere, not just at their own bank. ROEV members operate 91 percent of more than 17,000 public networked chargers in the US. Ford’s EV 1-2-3 Charge pilot program provides unlimited, free four-hour charging sessions at over 500 EVgo and SemaConnect Level 2 public charging stations and will be included with the purchase or lease of the C-MAX Energi in California and Washington DC.

#### HISPANIC MOTOR PRESS AWARDS®

Vehicles eligible for the Hispanic Motor Press Awards must be all-new models, on sale in the 12 months preceding the award and available to consumers in all 50 states. A committee of 16 Hispanic automotive journalists and influencers test drove about 100 vehicles for the 2016 HMPA Autos De Hoy, in which jurors seek to find the single model in each category that is the best value in the market for Hispanic families. Criteria include design, comfort, safety, economy, handling, performance, functionality, environmental requirements, driver satisfaction and value. The winners for this year’s 6th annual event are:

- Innovation Award .....Toyota Mirai Subcompact.....Ford Fiesta Compact Sedan .....Honda Civic Family Sedan.....Kia Optima Large Sedan.....Cadillac CT6 Pickup Light Duty .....Toyota Tacoma Pickup Full Duty .....Chevrolet Silverado Pickup Heavy Duty .....Ram 3500 SUV Compact .....Jeep® Renegade SUV .....Honda Pilot Crossover Subcompact Mazda CX-3 AWD Crossover Compact.....Hyundai Tucson Crossover.....Mercedes-Benz GLE Hybrid Car.....Chevrolet VOLT Minivan .....Kia Sedona American Muscle .....Ford Shelby GT350 Sports Car.....Mazda MX-5 Miata ■

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Photo: Michael Tobian, Arizona Concours



## The 3rd Annual Arizona Concours d'Elegance

Arizona Biltmore Resort, 24th and Camelback  
Saturday-Sunday, January 23-24, 2016

The third annual Arizona Concours d'Elegance, an exclusive celebration of fine automobiles in an intimate setting at the historic Arizona Biltmore Resort, will be held on Sunday, January 24, 2016, serving once again as the startup and focal point for the annual Classic Car Week in the Scottsdale/Phoenix area.

**ZAGATO:** One of the most famous and esteemed Italian design houses, Carrozzeria Zagato, will be spotlighted at the Arizona Concours with its own featured class, Coachwork of Zagato, with an expected dozen examples of the expressive automotive designs of the Milanese company. Honored guests at the event will be chief executive Andrea Zagato, the third generation of his family to lead Zagato since its founding in 1919, and his wife Marella, granddaughter of Renzo Rivolta, founder of ISO Rivolta of Bresso. Concours participants will be able to gain perspective about this important design firm, viewing the artistry of its illustrious past while learning more about its present and future. Andrea and Marella Zagato (shown above) have worked together to return Carrozzeria Zagato to prominence on the worldwide stage. They reacquired the historic Zagato premises outside of Milan and proceeded with the long-term restoration to build a new corporate structure.

**100TH RUNNING OF THE INDY 500:** The Arizona Concours will lead the nation's celebration of the May 29 100th running of the Indianapolis 500—America's greatest motorsports spectacle—with significant Indy race cars from the past, a display of historic artifacts and a very special preview event. Indianapolis Motor Speedway opened in 1909 and held its inaugural 500-mile race in 1911 (shown above, the first turn of the first running), which then took place every year except during wartime. The Arizona Concours will feature historic race cars from the Hall of Fame Museum at Indy, as well as the actual Borg-Warner Trophy with portraits of revered Indy winners sculpted on its surface. The Indy 500 tribute also has special significance for Arizona, since Verizon IndyCar Series organizers announced in October that IndyCar racing is returning to Phoenix International Raceway, with the inaugural Phoenix Grand Prix scheduled for April 2, 2016.

**FEATURED CLASSES:** The event has announced three featured classes for 2016: in addition to Coachwork of Zagato are featured classes for Duesenberg and Exceptional Cars of Great Britain. These will join more than a dozen standing classes that will be judged during the Concours, culminating in the Best of Show.



Photo: Indianapolis Motor Speedway



Among the lineup is an extremely rare short-wheelbase 1935 Duesenberg SSJ (shown above) with impeccable celebrity history, originally owned by Hollywood megastar Gary Cooper. The sporting convertible, from the Revs Institute for Automotive Research, Inc. collection in Florida, is one of only two "super-short" wheelbase SSJs produced. The other was loaned by a local dealer to another Hollywood leading man, Clark Gable, who was a close friend of Cooper's and wanted to drive a car like his. The Gary Cooper SSJ, serial number 2594, was built on a 125-inch wheelbase rather than Duesenberg's customary 142.4- or 153.5-inch lengths, giving the distinctive car a rakish and sporting appearance behind the bold signature Duesenberg grille. The supercharged straight-8 engine was rated at 400 hp, with a top speed of more than 130 mph.

The flamboyant SSJ models continued the evolution of the famous Duesenberg J, the crowning achievement of engineer and designer Fred Duesenberg. The massive luxury cars were created by Duesenberg at the urging of EL Cord, who bought the bankrupt company in 1926 and wanted to build the greatest automobile ever produced. The grand and powerful Duesenberg J was introduced in December 1928 and quickly became the favored mount of the world's most wealthy and famous people.

Another prized entry in the Arizona Concours' Duesenberg Class is the renowned 1935 Duesenberg Model SJ Speedster known as the Mormon Meteor that the legendary Ab Jenkins drove to a number of land speed records on the Bonneville Salt Flats.

**SATURDAY EVENTS:** Three special events take place at the Arizona Biltmore on Saturday, January 23: • The Phoenix Automotive Press Association will moderate representatives from the major collector car auctions for an auction week preview, from 10 to 11:30am. • A celebration of the 100th running of the Indianapolis 500, from 12 noon to 1:30pm, features a panel of winning drivers from past Indy 500 races, including Arie Luyendyk and Tom Sneva, moderated by Lyn St. James, the first female driver to be selected Rookie of the Year. • From Concept to Collectable, 2 to 3:30pm, features two of the world's leading automotive designers: Andrea Zagato (see above) and J Mays, former head of global design for Ford Motor Company.

**TICKETS:** A \$60 Saturday ticket allows entry to any or all of the three events. Seating is limited and all tickets will be sold on a first-come, first-served basis.

Tickets for the Sunday Concours are limited (2015 sold out), so buy in advance for \$80 at [www.arizonaconcours.com](http://www.arizonaconcours.com). Tickets are \$100 at the gate, if any remain available. Children 12 and younger are admitted free when accompanied by a ticket holder.

The Arizona Concours benefits Make-A-Wish® Arizona, the founding chapter of the national foundation that grants wishes for children with life-threatening medical conditions. Over \$70,000 was raised to fund future wishes during the 2015 event. ■



Photo: Joe Sage

## Arizona Auction Week

★ Note later dates this year: January 23-31, 2016

### Barrett-Jackson

45th Annual Collector Car Auction Event  
Saturday, January 23 - Sunday, January 31, 2016

WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

Barrett-Jackson is the granddaddy of them all, hitting its 45th year for 2016. Last January, Barrett-Jackson once again broke their own records, with sales over \$130 million, as they sold 1,611 cars to a record number of bidders over 10 days. Figures were boosted considerably by sale of the Ron Pratte Collection—their largest consignment ever—which in itself raised \$40.44 million in vehicles and automobilia combined. Automobilia sales nearly tripled prior world records, with some 2,000 pieces bringing over \$6.55 million. Vehicles sold for the benefit of local and national charities raised \$8.6 million, with celebrities from Sharon Stone to Jeff Gordon boosting the excitement. For 2016, an Early Bird All-Week Pass is \$150 for an adult, \$100 for senior, military or student with ID (gate prices were not yet published). Daily tickets are available, with prices varying day to day, as well as full day to evening, from \$7 to \$48 per single day for Early Birds (more at the gate), with special rates for seniors, military, students and kids. ▼ Barrett-Jackson hosts annual auctions in Scottsdale, Palm Beach and Las Vegas, and recently announced a new one in the Northeast. [www.barrett-jackson.com](http://www.barrett-jackson.com)

### Bonhams

5th Annual Scottsdale Auction  
Thursday, January 28, 2016 (viewing Tuesday-Thursday, January 26-28)  
Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

The fifth annual Bonhams Scottsdale Auction returns to the Westin Kierland Resort & Spa, promising something exceptional from among the world's finest motorcars. Last January, a stunningly beautiful, fast and historic 1966 Ferrari 275 GTB Competizione crossed the block at Bonhams at \$9,405,000, a new world auction record for the model, one of the most valuable cars ever auctioned in Arizona and just a hair's-breadth shy of top seller for the week. Despite a rarified atmosphere, we have seen tantalizingly affordable purchases at Bonhams, perhaps because it is newest among the high-strata auctions here. Entry: \$20 gallery guide admits one; \$100 full catalog admits two; \$150 bidder registration includes catalog and admits two. ▼ Bonhams—since 1793—hosts a wide variety of auctions worldwide throughout the year. [www.bonhams.com](http://www.bonhams.com)

## Gooding & Company

9th Annual Scottsdale Auction  
Friday-Saturday, January 29-30, 2016 (viewing Weds-Sat, January 27-30)  
Fashion Square - 4700 N Scottsdale Rd, corner of E Highland Ave - Scottsdale

Gooding & Company works the top end of the hobby with a focus on "best-of-category" vehicles. Gooding often has the highest single sale of the week, but last year did not, though they did sell eleven cars in seven figures and set 25 new auction records during their two-day sale totaling \$51.5 million, with a 90 percent sell-through rate. The 114 cars they sold (out of 126) averaged a healthy \$451,900 each. Jay Leno donated his personal 2008 Dodge Challenger SRT8 for charity, raising \$565,625 for the USO—\$360,000 from the winning bid plus over \$200,000 in donations from other bidders and attendees. General admission to the viewing and auction is \$40 per person. An auction catalog for \$100 admits two to the viewing and auction. Children under 12 attend for free. For bidders, \$200 includes a catalog, admission for two to the viewing and auction with reserved seats (as available). ▼ Gooding & Company is the official auction of Pebble Beach Concours and has an auction during Amelia Island. [www.goodingco.com](http://www.goodingco.com)

## RM Sotheby's

17th Annual Automobiles of Arizona  
Thursday-Friday, January 28-29, 2016 (preview Weds-Fri, January 27-29)  
Arizona Biltmore - 2400 E Missouri Ave - Phoenix AZ 85016 - (24th and Camelback)

For 2016, RM Sotheby's will again run a two-day Arizona sale. Last January was RM's strongest performance in Arizona to date, generating \$63.7 million in sales, a nearly 40 percent increase over 2014. The 2015 event also featured the most valuable automobile sold in Arizona auction history: a 1964 Ferrari 250 LM selling at \$9,625,000. RM's 2016 Arizona sale will present more than 100 blue-chip automobiles from the world's most notable marques, from pre-war classics to important sports and racing cars and contemporary supercars. Admission to the preview is open to the general public. The auction is limited to bidders and consignors only. Bidder registration includes the catalog and admission for two for \$200. ▼ RM Auctions is the official auction of Amelia Island Concours and hosts auctions worldwide. [www.rmauctions.com](http://www.rmauctions.com)

## Russo and Steele

16th Annual Sports & Muscle in Scottsdale  
Thursday-Sunday, January 28-31, 2016 (preview Weds-Sun, January 27-31)  
180601 N Scottsdale Rd and E Mayo Blvd at AZ Loop 101 - Scottsdale

Phoenix-based Russo and Steele features American muscle cars, classic European sports cars, and hot rods and customs. Last January's event generated roughly \$20 million, with some of its most notable successes in European sports car. Russo had emphasized a strength with Porsche 911s, Jaguar XK120 roadsters, and early Mercedes-Benz 300SL roadsters, for each of which they emerged with the top sale out of all six auctions here last year. Russo's number one sale of a 1957 Mercedes-Benz 300SL roadster at \$1.43 million beat three similars at Bonhams and RM. Their sale of a 1974 Porsche 911 2.7 RS for \$305,500 beat 911 sales from RM and Gooding. And among early '50s Jaguar XK120 roadsters, Russo's \$143,000 sale of a 1953 model beat Gooding and Barrett-Jackson. Russo's week also includes a charity gala, memorabilia auction, seminars and panel discussions. General admission is \$20 for one day, \$55 for three days or \$80 for five days. Bidder registration is \$200. ▼ Russo and Steele hosts annual auctions in Scottsdale, Newport Beach and Monterey. [www.russoandsteele.com](http://www.russoandsteele.com)

## Silver Auctions

19th Annual Fort McDowell AZ Auction  
Thursday-Saturday, January 28-30, 2016 (check-in begins Weds Jan 27)  
Fort McDowell Resort & Casino - (AZ 87 Beeline Highway, north of Fountain Hills)

Silver Auction grows each year as an alternative where thousands of buyers and sellers can find real cars, real deals and a lot of fun. While the average car sold at most of the other auctions is well into six figures, the average at Silver is about \$15,000. Attend Silver as a bidder, and see what strikes your fancy. There's something for any budget—except a seven-figure car you would never dare drive. Head there with \$5000 or \$50,000 in your pocket and come out as a happy new owner. Visit their website and skim the list. Some may be replicas, tributes or not quite accurate originals, but that's all part of the fun (and the value). Admission is \$20, children under 12 free. ▼ Silver is the only one with multiple events in Arizona, returning in March and in November. Other auctions are in Oregon, Idaho, Washington and the Dakotas. [www.silverauctions.com](http://www.silverauctions.com) ■

# A stunning transformation

## Petersen Automotive Museum reopens

Story and photos by  
Jan Wagner - ©AutoMatters and More

Following a multi-million-dollar total interior and exterior renovation that lasted over a year, the Petersen Automotive Museum—at the gateway of Los Angeles' famed Museum Row—has reopened.

Its exterior architecture is draped in sweeping, free-form, twisting and turning bands of stainless steel that extend beyond the former perimeter of the existing building, interspersed with

broad, bold swaths of color. The effect of this is particularly dramatic at night, resembling a dynamic time exposure photograph of vehicular traffic on a busy city street, with streaks of color from the headlights and taillights.

The museum's 25 galleries are arrayed over three floors, each with a different and distinct category: History, Industry and Artis-

KEEP RIGHT >>



The Petersen Automotive Museum was officially reopened with a dignitary-splashed ribbon cutting ceremony on December 3, 2015.

The dramatic exterior architecture of the Petersen Automotive Museum ensures the facility's prominence at the busy Wilshire and Fairfax intersection, while creating a grand entrance to Museum Row, with its revitalization now well underway.

### HISTORY AND ARCHITECTURE

The Petersen Automotive Museum has celebrated Southern California's passion for the automobile at Fairfax Avenue and Wilshire Boulevard—the third busiest intersection in LA—since 1994. It anchors one end of the Miracle Mile created by developer AW Ross in 1936, before malls and *the place to go*. Ross required parking behind stores, to aid traffic flow. Wilshire was also home to the first dedicated left-turn lanes and the first timed traffic lights in the US. The original building by architect Welton Becket was cutting edge in 1962, when it opened as Seibu, a Japanese department store. Orbach's took over in 1965, closing in 1986.

The building stood vacant for about six years until Robert E Petersen looked at it as possible offices for Petersen Publishing. Mostly windowless, he decided it would instead make an excellent museum. He and his wife funded a large portion of the Petersen Automotive Museum. Vehicles would be displayed in context, on period-correct streetscapes. Second floor themed exhibits would rotate. A third floor Discovery Center would teach art and science via the automobile. The Museum opened in June 1994.

The update is conceived as a beacon to Museum Row, the first project in a revitalization including the Academy of Motion Pictures Museum and LA County Museum of Art. Architect Gene Kohn, of Kohn Pedersen Fox (KPF) wanted to make the old building communicate speed and motion. A 3D model and 120-page proposal (budgets and engineering could come later) inspired Peter Mullin, of Mullin Automotive Museum in Oxnard, to steer the museum's rebirth. Mockups of KPF lead architect Trent Tesch's metal-ribbon facade design were built at the A Zahner Company in Kansas City. Only minor refinements were needed, for code or property line reasons. Museum specialist MATT Construction was chosen to translate KPF's vision and Zahner's architectural steel into reality. —Ed. ■





# PETERSEN



Welcome to the new Petersen Museum. (Top to bottom): 1933 Duesenberg in the Bruce Meyer Family Gallery. | The heart of the Maserati Quattroporte is its drivetrain, as seen in the Maserati Vehicle Manufacturing Production Gallery. | 1957 Ferrari 625/250 Testa Rossa by Scaglietti.

try. A great way to start is by taking the elevator to the third floor. From there you can work your way back down via a magnificent modern, circular staircase that is open on both sides, providing a preview of what is on each floor.

On the History floor, enjoy cars from film and television in the Hollywood Gallery, experience the Ford Model T photo op, and learn about this region's rich automotive history in words, historical photos and artifacts presented by the Automobile Club of Southern California—the largest single component of the 55-million-member AAA which, in turn, is the largest motoring organization in the world. As noted by club historian Matt Roth: "The auto club grew up with the region. Its development and its growth were very much based on the population growth, the spread of settlement and the style of living in Southern California. The automobile threads throughout those stories."

Descend the staircase to the second floor—themed "Industry"—where you will find the awe-inspiring Bruce Meyer Family Gallery and its collection of several of the world's most rare and exotic cars, each one finished in silver.

Visit actual working studios of the Art Center College of Design.

In the Discovery Center, children and adults will learn how automobiles work through *Cars*-themed interactive, actual working exhibits at the Pixar Cars Mechanical Institute. Borrow a CARSpad—a special, customized tablet—and let *Cars* characters guide you through a unique augmented reality experience. It's high tech and fun.

At the Xbox One Forza Motorsport Racing Experience, race a brand new Ford GT and other high performance cars in one of several racing simulators. Be forewarned—if you compete with others to see who can do the quickest lap time, you might find it difficult to leave.

According to Ford's John Clinard, this is the only place in the world where the new Ford GT will be on display for a year. For comparison, there is also a vintage GT40 Mk III.

Visit the winners' circle in the Charles Nearburg Family Gallery, where historic racecars are displayed in front of a 134-foot,

180-degree video wall playing racing footage, as dramatic lighting continually changes.

In the rooms of the Production Gallery, you will see how a Maserati Quattroporte is built on a production line, via displays that feature actual major components and cut-aways of the automobile.

Conclude your visit to the Petersen on the first floor, where you will find some of the finest coachbuilt cars of the bygone art deco era in the Mullin Grand Salon. These breathtakingly beautiful automobiles include an ultra-rare and gorgeous 1936 Type 57sc Bugatti Atlantic and a 1938 Talbot-Lago T150C SS Fioni et Falaschi Teardrop. They are accompanied by relaxing music, and ever-changing colors and graphics displayed on a 166-foot panoramic wall.

In a few months, you will also be able to dine in a restaurant at the Petersen. At the press preview, we sampled some of the Drago brothers' gourmet cuisine, including truffles.

This is one of the very best automotive museums in the world. It is bold, large and colorful, like the best European automotive museums. Its collection of rare, priceless automobiles is stunning. There is ample space between each to enjoy and photograph the vehicles individually. Dramatic lighting, graphic backgrounds, projections of moving light and videos, and music combine to create varied moods appropriate to the displayed automobiles. Numerous interactive video screens inform and entertain visitors. The exterior design of what used to be a multi-story department store is breathtaking and unique. In short, the Petersen Automotive Museum has been totally transformed. For more information, go to [www.Petersen.org](http://www.Petersen.org).

Featured areas of the new Petersen Museum (top to bottom): Three Porsche race cars in front of the video wall of the Charles Nearburg Family Gallery motorsports collection. | 1915 Detroit Electric Model 61 Brougham (battery electric, top speed 20 mph, with an 80-mile range). | A 1954 Plymouth Explorer concept car by Ghia. | Two-wheeled transportation exhibit. | A 1936 Bugatti Type 57SC Atlantic, 1938 Bentley "Embiricos" by Pourtout and 1930 Rolls-Royce "Windblown Coupe" on the Peter and Merle Mullin Artistry Floor.



©2015 Jan Wagner, AutoMatters and More #414 Award-winning **JAN WAGNER** has been writing professionally since 1979 and an avid photographer for as long as he could hold a camera. He was a television writer/producer in his native Alberta, before transferring to his current home in San Diego.

FIRST MASTER-PLANNED AUTOPLEX ON TRIBAL LANDS IN THE US



**PRAGMATIC VISIONARIES**

Story and photos by Joe Sage

The Salt River Pima-Maricopa Indian Community has rapidly increased its involvement in a variety of significant commercial enterprises both on and off Community land. A major catalyst to much of this has been the northeastern leg of the Arizona I01 Freeway.

The area was already home to Scottsdale Community College, founded in 1970 and built on 160 acres of Community land with a 100-year lease. The Pavilions at Talking Stick shopping center (formerly known as Scottsdale Pavilions) arrived in the late 1980s, as the freeway was first scratched into place. (The Pavilions location is known for its long-running Saturday night McDonald's Rock 'n Roll car show.)

But the land had primarily remained open agricultural and tribal residential.

As the Loop 101 Freeway was planned, it's clear that Scottsdale did not want it running through its narrowest stretch, so a deal was

struck for right-of-way through agricultural Community lands to the east.

The Community, on the other hand, could see value in the freeway running through, and development along the 101 has been extensive, selective and clever—Casino Arizona, the Talking Stick Golf Course and high-rise casino hotel, Salt River Fields at Talking Stick (the first Major League Baseball spring training ballpark ever on tribal lands), Butterfly Wonderland, the OdySea Aquarium nearing completion, commercial complexes that are home to headquarters of some internationally known companies, a Courtyard by Marriott hotel—and more already underway.

Thus it is appropriate that the Community referred to themselves as “pragmatic visionaries” at another recent groundbreaking. As stewards of the land and its peoples, while also residents of the broader thriving Salt River Valley (aka Valley of the Sun), they are committed to achieving quality

of life and modern returns for tribal members.

It's thus that we were on hand for a press conference in early December, to reveal something that was confidential going in, but guaranteed to be big. Skies were clear and temperatures perfect as we gathered in a tent with tribal dignitaries, business leaders and other media—on what turns out to be the site of a new 70-acre auto dealership campus between Pima Road and the 101, just north of Indian School Road. Its name, announced by Community President Delbert W Ray, Sr, will be Scottsdale Autoshow at Salt River.

(Yes, we can see room for name confusion with the weekly car show nearby on Indian Bend.)

With 247,000 cars driving by each day, the exposure the complex receives will be second to few.

The project is developed in cooperation with Mullin 360 and will be anchored by the Chapman Automotive Group, the largest privately owned dealership group in Arizona and also the nation's



Tribal leaders introduce and bless the new 70-acre autoplex coming to the Salt River Pima-Maricopa Indian Community: (from left) the event's Master of Ceremonies Pacer Reina; Councilman Thomas Largo, Sr; and SRPMIC President Delbert W Ray, Sr. | Outlining the autoplex business details are (continuing left to right) Chapman Automotive Group CEO Eddie Davault; and Mullin 360 President Jim Mullin.

(Right, top to bottom) DJ MrPBody (mrpbody.com) spins 'em at a reception after the groundbreaking. Crews are ready to go to work on the ambitious project. Chapman dealers display some of their wares.

25th largest automotive consortium. Set to invest some \$60 million into the new project, Chapman will be relocating its existing brands of Chrysler-Jeep-Dodge, Volkswagen and Ford from the old Motor Mile on McDowell Road in Scottsdale.

Chapman Automotive Group CEO Eddie Davault calls it “the largest investment in our company's history” and adds that Chapman is “pleased to be making some history with the Salt River Pima-Maricopa Indian Community and their new enterprise.”

A late-breaking announcement added a fourth

dealership—a brand new Courtesy Volvo—to the project. A little over half the total acreage is as yet undesignated.

Mullin 360 president Jim Mullin said the auto park will set new standards in Arizona and across the country, with such features as navigation nodes and specialty treated asphalt in the loop road for superior test drive experiences. The significant sales tax boost from the development will enable expansion of infrastructure, children's programs and medical care within the Community.

The project is set to open in January 2017. ■



(Left to right) | Superintendent of the BIA Salt River Agency Office George Patton | Realty Officer of the BIA Western Regional Office Stan Webb; | Councilman Ricardo Leonard | SRPMIC Vice President Martin Harvier | Mullin.360 President Jim Mullin; | Chapman Automotive Group CEO Eddie Davault; | SRPMIC President Delbert W Ray, Sr | Councilman Michael Dallas, Sr | Councilwoman Jenelle Howard; | Councilman Thomas Largo, Sr | Councilwoman Deanna Scabby | and Councilman David Antone.

# Goodguys Gold



**GOODGUYS 18TH SOUTHWEST NATIONALS  
WESTWORLD / SCOTTSDALE  
NOVEMBER 20-22 2015**

Photos and highlights by Joe Sage



**T**here are a lot of awards given out at the Goodguys Rod & Custom Association Southwest Nationals, held in November at West-World in north Scottsdale. That's not because this is one of those everybody-gets-a-trophy deals. It's because everything that shows up—over 3,000 hot rods, customs, classics, muscle cars and trucks—brings a big dose of wonderful, backed up by years of hard work and the immense pride of accomplishment. We'd like to show you each and every beautiful machine that was there, but —what you really need to do is be there for that. Do it. Everyone has a great time, as will you.

We counted 100 different awards presented during the Goodguys 18th Southwest Nationals —the coveted Top 12, Special Awards including Muscle Machine of the Year, Autocrosser of the Year, Builder's Choice Top 10 Hot Rods, and widely and whimsically categorized General Awards.

**WINNERS ROW:** A centerpiece of Goodguys is the Top 12 Winners Row—the Champions Area. Shown at right are eight of those twelve (photos left/right, top to bottom):

- 2015 MUSCLE CAR OF THE YEAR**  
1969 Chevy Camaro....Dennis Albaugh, Ankeny IA
- 2015 HOT ROD OF THE YEAR**  
1933 Ford 3 Window .....Keith Hill, Bixby OK
- 2015 CUSTOM ROD OF THE YEAR**  
1956 Plymouth Belvedere  
.....Gil & Janet Losi, Murrietta CA
- 2015 TRUCK OF THE YEAR (EARLY)**  
1940 Ford Pickup ...Robert Anderson, Savannah GA
- 2015 TRUCK OF THE YEAR (LATE)**  
1962 Dodge Pickup.....Tim Molzen, Sioux City IA
- 2015 CUSTOM OF THE YEAR**  
1956 Lincoln Continental  
.....David Hoekstra, Roswell NM
- 2015 STREET ROD D'ELEGANCE**  
1935 Ford Coupe  
.....Randy Marston, Nanoose Bay BC
- 2015 AUTOCROSSER OF THE YEAR**  
1972 Chevrolet 65.603  
.....Danny Popp, Cincinnati OH

The other four Top 12 Winners not shown here are Muscle Machine of the Year, Street Machine of the Year, Street Rod of the Year and America's Most Beautiful Street Rod.

**DUEL IN THE DESERT:** As for that Autocrosser of the Year award, Lingenfelter Performance Engineering driver Danny Popp wrapped up a highly successful 2015 race season in his Lingenfelter-powered Corvette by winning this title at the

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Keith Martin's

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Goodguys Southwest Nationals 2015 Duel in the Desert in Scottsdale. Raised in a racing family, Popp was born to Autocross, soloing at SCCA Autocross events at the tender age of 16. This win marks his second title, having also won in 2013.

**GENERAL AWARDS:** Many favorites at Goodguys are subjective and whimsical in nature, including these four (shown at right, top to bottom):

**GAZETTE PICK and WAY COOL AWARD**  
Coach Built Custom Cab Over Engine (COE)  
Mark & Tanya Stead, Blenheim, New Zealand

**AMERICAN THUNDER AWARD**  
1964 Dodge 440 .....Terry Toth, Tucson AZ

**WONDERFUL WOODIE**  
1938 Ford Woody  
.....John & Darlene Lintz, Lake Havasu AZ

**PERIOD PERFECT**  
1956 Ford.....Christian Filz, Phoenix AZ

The dual-trophied bright green coach built COE from New Zealand drew quite a crowd, with plenty of questions. "Never a Ford, Chevy, International or anything else," owner Mark Stead explained to persistent guessers, this one-off was built by Stead's Big Shed Customs. He is proud to mention that this was the first Kiwi vehicle to ever appear in the Snap-on "Tech Toys" calendar (for 2015). The truck—nicknamed "Empty Pockets"—is about a month into its one-year US visa, so watch for it on the show circuit nationwide.

Other awards included such accolades as Best Wide Whites, Chopped and Dropped, Homebuilt Heaven, Suede & Chrome, Ya Gotta Drive 'em Pick, a few Goodguys staff picks, and the most subjective of all: Wildcard Just 'Cause It's Neat.

**FROM FAR AND WIDE:** Of the 100 awards presented, 45 were won by Arizonans. Others went to proud owners from neighboring states—California, Utah, New Mexico and Colorado—as well as everywhere from Texas to Michigan to British Columbia. The Long Distance Award went to John Stinn of North Vancouver BC, who drove here in his 1951 Chevy via a 2389-mile route.

**NEXT:** Goodguys will again both open and close their calendar here, from the 7th Spring Nationals March 4-6 to the 19th Southwest Nationals November 18-20, both at WestWorld in Scottsdale, bookending their busy 20-event 2016 season. For more information, visit [www.good-guys.com](http://www.good-guys.com). ■





Hot  
Sellers!

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*An Automotive Gift Shop*

**FURNISHINGS | CLOTHING | SIGNS | BARWARE | AND MORE!**

### Backrest Garage Swivel Counter Bar Stool

Oooh, my aching back! Finally a Busted Knuckle Garage Backrest Bar Stool and it swivels! This is a commercial/restaurant grade counter stool built for long lasting durability, comfort and strength. 30" high, 44" height with comfortable curved backrest, vinyl covered seat is 14" wide, swivel base, industrial strength chrome-plated legs, 1600-lb weight capacity. Made-to-order; allow 12-15 business days for delivery. Minor assembly required. Made in the USA.

**Was \$199.95 / Now \$179.95**

SKU: 09-BKG-152

### Garage Counter Bar Stool SET

**Buy As A Pair and SAVE \$\$\$\$**

An affordable car guy garage stool! Now available as a pair. Best selling car guy stool at the garage. We Greasemonkeys have been selling our awesome Swiveling Garage Stool for years.

We proudly announce the BKG "Classic" Garage Stool. It is standard workbench height of 29½", with stationary seat and single ring construction. Packed flat for easy shipping and assembly. You'll be fine, trust us...we work with tools.

*This is an import / All others Made in the USA*

**Was \$159.90 / Now \$99.00**

SKU : 09-BKG-86-PAIR

### Personalized Corrugated Metal Garage Sign

Remember those great hand-lettered signs painstakingly painted directly onto corrugated metal siding? Using a proprietary method, the Busted Knuckle Garage brings back this wonderful nostalgic look on corrugated metal...and we'll personalize for you, up to 12 characters max (two images to choose from). Indoor/outdoor, fade resistant, 44"x17". Made in the USA.

**\$129.00**

SKU: 06-COR32MUM



♥ 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

♥ Not only are your products awesome, but the service and the people are too! 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.

♥ I just had the most wonderful buying experience! 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

♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service. — Thanks again, "JR" Jean

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

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**TRAVEL DESTINATION : SEDONA**

## Sedona lodging update

### Sedona Rouge Hotel & Spa begins expansion project

The Sedona Rouge Hotel & Spa (top right), in the heart of Sedona, is known for luxury and distinctive Mediterranean design. Nearing its 10-year anniversary, the property is adding 32 rooms, including four dedicated one-bedroom suites, which are available individually or combined for groups and families. The new two-story building will showcase magnificent Thunder Mountain Views and will have patios or balconies for every new room. The expansion will add lush new gardens for relaxation, strolling and meditation, and an all-new outdoor venue for special events, one-of-a-kind Sedona weddings and outside entertaining. For more information, call 928-203-4111 or visit [www.sedonarouge.com](http://www.sedonarouge.com).

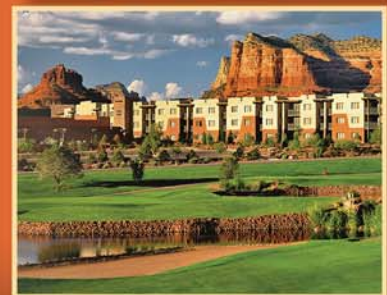
### The Vineyards Bed & Breakfast in Page Springs

The Vineyards Bed & Breakfast (center right) combines an unforgettable Southwest experience with gracious Midwest hospitality. Nestled in the greenbelt of Oak Creek and minutes from the red rocks of Sedona, The Vineyards Bed & Breakfast

offers guests luxurious king bed suites and a full home-cooked breakfast. Nearby Page Springs adventures include miles of off-road trails, horseback riding, and three distinct wineries within a one-mile radius. The Verde Valley wine trail continues in nearby Cottonwood and Jerome. For an unsurpassed Arizona wine tasting experience, a Red Rock adventure or simply to relax in a magical oasis, The Vineyards Bed & Breakfast offers it all. For more information, call 928-300-4313 or visit [www.thevineyardsbandb.com](http://www.thevineyardsbandb.com).

### Hilton Sedona Resort at Bell Rock debuts following major renovation

The former Hilton Sedona Resort & Spa has a new name, the Hilton Sedona Resort at Bell Rock (lower right), following a renovation completed last spring. "As part of our multi-million-dollar renovation, we have been focused on redefining our guest experience to include the essence of Sedona throughout the resort," says general manager Edgar Lozoya. The resort renovated its 219 guest rooms, which include 171 one-bedroom suites and 48 standard guest rooms. Guest rooms and suites feature a modernized design in a color palette of cool neutrals, with new decor and furnishings reflecting the magic of Sedona. For more information, call 877-2REDROCK or visit [www.hiltonsedonaresort.com](http://www.hiltonsedonaresort.com). ■



# Take the long way home. BY JOE SAGE

FOUR OF US TACKLE FIVE STATES FOR 1638 MILES IN THREE DAYS DRIVING TWO GEN-SIX CAMAROS, A V8 2SS AND A V6 1LT RS, DURING THE 48-STATE #FINDNEWROADS INTRODUCTION DRIVE

**W**e love the Western states for being big, beautiful and bold. Big enough, in fact, that decidedly Midwestern Minnesota is separated from us by as few as just three states: cross Utah and Wyoming, both in our Western neighborhood, add a dash across South Dakota, and you're in the Land of 10,000 Lakes.

We were about to put this to the test, in the all-new generation-six 2016 Chevrolet Camaro. We would vary from that plan a few ways. For one thing, we would run it in the westbound direction. We would fly to Minneapolis, our drive would end in Salt Lake City, and we'd fly back to Phoenix. And why do one Dakota when you can do two?

The plan was both simple and complex. Other than predefined Points A and B, a schedule and a new Camaro, we could do whatever we wanted. (We did have to stay in the US, thereby eliminating our longstanding idea of hitting the Dakotas, Manitoba and Saskatchewan all in one road trip.)

The overall event, branded "Find New Roads,"

had one Eastern and one Western route, 18 legs total, hitting all 48 contiguous states. Some 150 members of the media would take part over four weeks, for a total of about 160,000 miles—roughly equal to six and a half times around the globe. This event, as they say, would leave a mark.

The Eastern route actually ended in Phoenix and the Western route in Los Angeles (just in time for the LA Auto Show). Both started, as any all-American Chevy event surely must, in Detroit.

We considered legs in the Pacific Northwest, or across Texas to New Mexico. (The Phoenix leg ran a familiar route from Albuquerque, but mostly it conflicted with NASCAR at PIR). We decided to do the longest out of all 18 legs, by far. This would total 1638 miles as tallied by OnStar at its finish, compared to typically 450 to 650 or so for others.

Minneapolis is a nice, friendly place to start any trip. Then our route would give us a chance to watch America morph from the upper Great Lakes into the upper Great Plains into the Wild West, all

in one pass. Yes, a classic road trip. And really, what better way to get to know the new Camaro?

As fall was easing into winter, we were keeping an eye on weather forecasts, with indications we might get major snowstorms anywhere from Minnesota west. And we'd be driving high-powered rear-wheel-drive pony cars. We've done all this before, but were unsure whether we'd have summer tires, mud+snows or all-weathers. The verdict: all-weathers on the 1LT V6 Camaro RS and performance run-flats on the 2SS V8.

Camaro LT models come standard with 18-inch wheels and Goodyear Eagle Sport all-season tires; optional are 20-inchers with Eagle F1 Asymmetric all-season run-flats. The V8 SS comes with 20-inch wheels and Eagle F1 Asymmetric 3 run-flats.

(GM was watching the weather, too, and would have winter tires ready to install at the end of our run in Salt Lake City, before the next group headed north through Yellowstone to Montana—which would prove to be a really good move.)

#GoodEnoughMother star Rene Syler with the 2016 Chevrolet Camaro 1LT V6 with RS package (which conveniently bears her initials on its RS badge) as we approach 1267-foot-tall Devils Tower, Wyoming.



## MINNESOTA

**ARRIVAL.** We flew to Minneapolis midday, and by evening it had begun to snow—just light stuff, blowing through the city as we grabbed a bite with our hosts and others who would be driving versions of the same route. (Unlike on most launch drives, we never saw any of them again once we left).

This was fundamentally a single-driver-per-car affair, although we were allowed to bring a photographer or videographer along. We were going it alone but would caravan with Kristin Barclay—lifestyle blogger at *InDeepH2O* and *In Wheel Time* radio co-host in Houston—who also planned to solo. Before the starting flag dropped, Kristin had scored a partner: Rene Syler of New York—multi-channel star of *www.GoodEnoughMother.com* and former host of *The Early Show* on CBS.

**DAY ONE.** We would randomly draw keys in the morning, then load and go. There were V6 and V8 models, with both 6-speed manual and 8-speed automatic transmissions. We could freely swap among ourselves along the way. (An intriguing new four-cylinder turbo would not be part of this trip, nor would the convertible, launching soon.)

The prior evening's snow had let up by dawn, leaving things just a little chilly and wet for now.

We drew our key for a Jet Black Camaro 2SS V8 with an automatic. Kristin and Rene's was for a black 2SS V8 with 6-speed manual. This would be fine. The V8s would use more gas, of course—its 6.2-liter powerplant (originally developed for the new Corvette Stingray) pumps out 455 hp and 455 lb-ft of torque, while an LT's 3.6-liter V6 is a 335-hp, 284-lb.ft. unit—though the V8 has a cylinder deactivation feature at cruising speed. We would likely gas up four or five times over the next three days. (Fuel mileage ratings had not yet been released; figures came later—see specifications sidebar—with the V6 and V8 fairly close and the turbo four expected to top 30 MPG highway.)

Note: when you order your new Camaro, be

B-25 Mitchell Bomber at the thoroughly enjoyable and hospitable Fargo Air Museum in North Dakota.

aware that the V8 is known as an LT1 engine, not to be confused with 1LT and 2LT vehicle models—which have the 2.0T or V6, but *not* the LT1 V8.

As for transmissions, beyond style and feel differences, the V8 automatic hits 60 mph in just 4 seconds versus 4.3 for the manual (or 5.1 for a V6 auto vs 5.2 manual). At highway speeds for long stretches of our journey (and an exhilarating two-lane pace for the rest), this was not critical.

All the new Camaros are quick—for one thing, they are 223 to 390 pounds lighter than gen-five.

There are drive modes with either engine—sport, tour or snow/ice—and the SS also has a track mode. Hmm. Snow/ice might come in handy.

The Camaro SS adds a handling feature (mitigating its heavier V8), with Magnetic Ride Control available for the first time. This had been on only the Camaro ZL1 previously, though we're familiar with it from the sportiest Cadillacs. MRC adjusts to road conditions and driving style 1,000 times per second, setting magnetically damped shocks for optimum ride comfort and control.

We loaded our SS and were just about to fire it up, when there came a knock on the window. As fate would have it, we would now have four in our





party: John Coyle—automotive editor at Internet Brands in Los Angeles—wanted to double up. He had drawn the key for a Nightfall Grey Metallic Camaro V6 with RS package and was also already packed and loaded. We could take his dark grey RS or our black V8 (both automatics). All four of us wanted to try both engines, and the color would give us photo variety, so we opted for the RS.

The gen-six Camaro looks a lot like the gen-five at first glance, but it is totally new. Only two parts carry over: one rear bowtie emblem and the SS badge. The car sits atop the same platform as the red hot 3-Series-challenging Cadillac ATS, which has proven itself to us on both highway and track.

The 2016 Camaro's bodywork has taken cues from the new Corvette Stingray, notably the dramatic origami in its hood. Gen-six can be spotted by a narrower grille, which enhances the car's road-swallowing snarl. Taillights are rectangular like gen-five's final year, but have more shape and depth in their lenses. The instrument panel is completely reworked, a move we welcome.

GM is a master with styling evolution. Sometimes, they change a vehicle so much it's startling at first sight, then takes no time to look perfect, while its predecessor has suddenly grown dated. Other times—as with the new Camaro—it looks

familiar at first sight, then takes no time to reveal itself as completely transformed. Chevy has really nailed it here—100 percent Camaro DNA preserved, yet 100 percent new and exciting.

With four drivers and two cars, we had 32 ways we could allocate our seats at any one time—just a fun statistic, one of many on this trip. We would just go with the flow—and off we went.

We would have long stretches between towns on our route, and we had to think about where we would stay. We would use GM's OnStar system to book our rooms, but there was a cutoff time of 7pm on that, whereas we might otherwise drive well into the night, not sure (nor particularly caring) whether we'd make it to one town or another.

### NORTH DAKOTA

To include North Dakota, we headed toward Fargo on I-94. This was not necessary to reach our destination, but great for our personal maps—a state we'd never been to. It was also needed for the event itself, to pass through all 48 states—although someone from GM had already dashed out there the day before, in case none of us did.



It was easy to think Minnesota was in our rear

view mirror as soon as we left Minneapolis, and to start planning whether we'd make it that day to Deadwood, South Dakota, or just somewhere in North Dakota. In fact, it was close to four hours to the first state line and Fargo ND.

Despite having much ground to cover, we pulled off and headed to the Fargo Air Museum—which proved to be a gem. This friendly institution comprises two unassuming buildings at the edge of Hector International Airport, housing an impressive array of originals—from a B-25 Mitchell Bomber left in its last-flown condition, to a P-51 Mustang, UH-1 Huey helicopter, Douglas DC-3, Pitts Special biplane, F4U Corsair and much more—even a Minuteman II missile pointed skyward in the parking lot. Several beautifully restored vintage vehicles mingle with the aircraft.

Staff and board members at the Museum were so friendly, they not only gave us a tour of every feature, but also treated all four of us to lunch.

It's about 350 miles across North Dakota. We'd make good time on I-94, then head south about 45 miles short of the Montana line. Our fuel supplies were pretty well in sync, despite our differing engines—thanks to the V8's cylinder deactivation feature. Halfway across North Dakota, we exited at a "gas" sign and headed up Highway 11. We've

all been here: miles of "Are you sure it said this way?" But we forged ahead and found feed store pumps in Sanborn ND. Our new friends at this stop (who know a new Camaro when they see one) and the lonesome wail of a Union Pacific freight roaring past the grain silos continued to feed our appreciation of the Peace Garden State.

We spent some more time kicking around an abandoned farm and the local cemetery, but we knew we would have a lot to see in western South Dakota, and it was getting late. So we barreled on toward Belfield, North Dakota, where we would turn south. This would be our first road hotel night, and it was a little tricky to pin down our finish point by the 7pm OnStar deadline, as there were several towns we could end up in. We gained an hour on the clock in the western Dakotas, though, which certainly helped. We threw our dart at Deadwood, South Dakota and booked four rooms.

### SOUTH DAKOTA

It's too bad it was dark by now. We had left the Interstate behind, cruising increasingly curvy and hilly two-lanes, and the occasional dark-against-dark silhouette suggested we were missing some stunning terrain. One more reason to return.



We were gaining altitude since midafternoon, from 830 feet above sea level along the banks of the upper Mississippi River in Minneapolis, or just over 900 feet in Fargo, to 2585 feet in Belfield ND (55 feet shy of exactly half a mile high). Sturgis, South Dakota sits at 3422 feet, but we bypassed that for the moment and climbed through the night up increasingly winding and wooded two-lanes to Deadwood, elevation 4531—now getting chilly.

Deadwood is a popular destination, a historic Western town (we were almost in Wyoming at this point, transitioning away from the Great Plains) and—with a Kevin Costner-owned casino resort—home to our OnStar-booked hotel, a modern high-rise. We parked and packed it in.

Rene Syler and the 2SS V8 Camaro warm up on the cobblestone streets of Deadwood SD at dawn after shooting a video segment for #GoodEnoughMother.

**DAY TWO.** Rene had an East Coast video feed to perform at dawn, so we headed into downtown Deadwood in her Camaro SS, our first opportunity to switch to the V8 and stick. This much power could stall a lesser clutch, but we were impressed with the big V8's ability to handle slower speeds and 'round-town handling. Too often, some of the most powerful beasts we've driven might not be as much fun as they seem, on a daily basis. This car—tight downtown cobblestone streets, small parking lots and all—was very user-friendly.

We returned for a breakfast bite at the hotel, then headed out for our busiest sightseeing day.

### WYOMING APPETIZER

We had vowed to see Devils Tower in Wyoming, though not on our way to Utah. Familiar to everyone who's seen *Close Encounters of the Third Kind*, this rugged volcanic plug was America's first National Monument. It would be a 150-mile detour, several hours out of our ambitious day, counting fuel, food, fun and photo stops. But well worth it. John Coyle was a great codriver for any number



### 2016 CAMARO LINEUP

#### 2016 CAMARO LT V6

ENGINE.....3.6L V6 24v DOHC DI VVT  
TRANSMISSION ....6-spd manual / 8-spd auto  
HORSEPOWER .....335 hp .....at 6800 rpm  
TORQUE .....284 lb-ft .....at 5300 rpm  
BRAKES: 4-wheel disc, ABS, Duralife rotors  
.....Brembo brakes available  
MPG .....Auto (reg) 19-23-28 city-hwy-comb  
.....Man (reg) 18-21-27 city-hwy-comb

BASE PRICE (1LT +V6 \$1495) .....\$28,190

#### 2016 CAMARO SS V8

ENGINE.....6.2L V8 16v DI VVT w cyl deact  
TRANSMISSION ....6-spd manual / 8-spd auto  
HD units; Active Rev Match on manual  
HORSEPOWER .....455 hp .....at 6000 rpm  
TORQUE .....455 lb-ft .....at 4400 rpm  
BRAKES: 4-wheel disc, ABS, Duralife rotors,  
Brembo 4-piston, 13.6" fr 13.3" rr  
BRAKES .....4-wheel disc, ABS;  
V6: Duralife rotors; Brembo available;  
V8: " ", Brembo 4-piston, 13.6" fr 13.3" rr  
MPG .....Auto (prem) 17-20-28 city-hwy-comb  
.....Man (prem) 16-19-25 city-hwy-comb

BASE PRICE (1SS) .....\$37,295

#### 2016 CAMARO LT 2.0L TURBO I-4

ENGINE.....2.0L turbo 16v DOHC DI VVT 4-cyl  
TRANSMISSION ....6-spd manual / 8-spd auto  
HORSEPOWER .....275 hp .....at 3600 rpm  
TORQUE .....295 lb-ft .....at 3000-4500 rpm  
BRAKES .....4-wheel disc, ABS  
MPG .....TBD

BASE PRICE (1LT 4-cyl) .....\$26,695

### SHARED SPECIFICATIONS

DRIVETRAIN .....RWD  
STEERING ..... rack, elec pwr, var assist  
LENGTH .....188.3 in (2.3" shorter)  
WHEELBASE .....110.7 in (1.6" shorter)  
WIDTH .....74.7 in (0.8" narrower)  
HEIGHT .....53.1 in (1.1" less tall)  
TRACK FR/RR 63.0/62.0 in (0.6"/1.0" narrower)  
CARGO CAPACITY .....9 cu.ft.  
FUEL CAPACITY .....19.0 gal  
FACTORY .....Lansing, Michigan



of reasons, not the least of which was that he provided our soundtrack, which put the upgraded Bose 9-speaker audio system to good use.

The 2016 Camaro has, in fact, paid extra attention to its own sound effects. Both the V6 and V8 have mechanical resonators that direct satisfying engine induction noise into the cabin, and have optional dual-mode exhaust, which bypasses the mufflers under acceleration, enhancing performance and sound effects. This setup lets you choose when to be stealthy and when to sound aggressive. (The 4-cylinder model will have its own system, which amplifies native engine noise.)

### SOUTH DAKOTA AGAIN

The Black Hills region of South Dakota and neighboring Wyoming is a treasure trove. We had lots of advice—biker's dream US 14 winding through Spearfish Canyon, 20 enticing but time-consuming miles that we'd have to save for another time, tall grass bison parklands and more. Instead, we

killed a few birds with one stone by heading to Sturgis—home of the Black Hills Motor Classic, better known as the Sturgis Motorcycle Rally—where we could grab a T-shirt at Harley-Davidson and lunch at the Knuckle Saloon, a teeming hive of activity during the Rally, but shared with us by just a few others on this off-season day.

The sun was low in the Western sky, and we had one more don't-miss stop to make—Mt Rushmore. We caught the presidential landmark in the day's very last rays, then got back on the hilly two-lanes—wrapping around to the south and west, catching a seldom-seen view of George Washington from behind—and headed toward Wyoming.

One last stop for gas in Custer SD gave us an unexpected highlight, as an enthusiastic young traveler knew exactly what he was seeing and gave the Camaros a thorough appreciation tour. His enthusiasm was so contagious, we gave him our own #FindNewRoads drive event T-shirt. Sales will surely see a spike when he turns 16.

Superstars in no need of an introduction: Washington, Jefferson, Teddy Roosevelt, Abe Lincoln, the 2016 Camaro RS and the Camaro SS, at Mt Rushmore National Memorial, South Dakota.



### WYOMING AGAIN

Wyoming does not have a lot of towns, nor a lot of roads, which is one of its biggest appeals. This stretch was presenting a challenge we knew we'd have all along, but if anything our timing had only gotten worse. We had a plane to catch in Salt Lake City early the next afternoon, and the whole Cowboy State to cross. (Note: despite that popular nickname, Wyoming is actually the Equality State—first to give women the vote, in 1869.)

If we stayed in Casper, our first opportunity, we would never make our flights in Utah, unless we resumed driving about 1am. If we drove all the way to Rock Springs, in southwestern Wyoming, we'd make our flights but not get to bed till 3am or so. And we had to make our OnStar hotel reservations by 7pm. Our flights were immutable, but sleep is a fungible resource, so we would miss most of Wyoming's scenery, driving through

to Rock Springs—or actually Green River.

This night run alone was about 500 miles and took about eight hours—more with a quick meal stop in Casper and a late night fuel stop in quiet little Lusk. If it had been snowing, all bets would be off. I-80 across southern Wyoming is so windy, in a blizzard they pull huge gates closed across all four lanes, and you have to just wait things out. But we had clear skies and clear sailing.

We pulled off the Interstate in the wee hours at our seemingly nondescript exit and hit the sack.

**DAY THREE.** The final morning's light revealed a surprise—our roadside hotel was tucked right up against Teapot Rock and the Sugar Bowl, two dramatic sandstone outcroppings in otherwise wide open southern Wyoming.

We fueled up and resumed our westward migration on I-80. To the south, the terrain jumped from prairie to Rockies as abruptly and definitively as the imaginary line on the map separating Wyoming from Colorado. Their 13,000-foot peaks glistened with new snowfall, as our own landscape began to evolve through more rock outcroppings toward the first foothills of Utah's Wasatch Mountains. We were now above 6000 feet.

### UTAH

Utah is, of course, one of the most geographical and geologically diverse states on the map. We entered at the notch where the southwest corner of Wyoming keeps Utah from being a rectangle, too. This brings us to Summit County, Utah—home to the Olympic-caliber slopes and jumps of Park City, a thriving resort town born as a silver, gold and lead mining town in 1869 (the same year Wyoming gave women the vote). Nestled in a rolling wooded mountain valley, with dramatic snow-capped peaks of the Wasatch Range looming behind, this area is much like the western slope of the northern Rockies over in Colorado (which

Long miles in the Camaro were as enticing on our last morning as on our first. Here, we check out the Teapot and Sugar Bowl in Green River, Wyoming.

loom some six hours east along two-lane US 40, back across more dusty Wild West plains).

Time was getting tight, but we had enough leeway to pull into Park City for lunch. (Yes, they do have brew pubs in Utah now.) From this point forward—a simple 45-minute drive from the heart of the mountains to Salt Lake City Airport—only two would be driving, so the other two realized it was five o'clock somewhere and fully enjoyed the pub. All four of us fully enjoyed the kitchen.

Finishing a launch drive is a familiar drill. Grab your bag, leave the car to a wrangler and bid a hasty goodbye at the airport. This one was different. A road trip'll do that to you. We would miss this particular group of fellow travelers. And we'd miss the new Camaro. Adiós till another time.

It's also routine to get home, unpack, get back to work, ready to move on to the next big thing. But waking in Arizona the next morning, we had the nagging feeling that the other three should be down in the hotel breakfast room and the two 2016 Chevy Camaros outside, ready to hit the road again. This had been a perfect combination of great people, roads and cars. ■

### OUR #FINDNEWROADS CARS

#### 2016 CAMARO V6 WITH RS PKG

ENGINE / TRANS	3.6L V6 / 8-spd auto
<b>BASE PRICE (1LT 2.0T)</b>	<b>\$26,695</b>
V6 ENGINE	1495
TRANSMISSION: 8-speed automatic	1495
EXHAUST: Dual-mode performance	895
RS PACKAGE: 20" premium aluminum wheels, HID headlamps, LED taillamps, RS grilles, decklid lip spoiler	1950
HD COOLING / BRAKE PACKAGE: External engine cooler, extra capacity cooling, Brembo brakes w 4-piston front discs	485
TECHNOLOGY PACKAGE: MyLink Radio, Bose 9-speaker premium audio	800
DESTINATION CHARGE	995
<b>TOTAL</b>	<b>\$34,810</b>

#### 2016 CAMARO 2SS

ENGINE / TRANS	6.2L V8 / 6-spd manual
<b>BASE PRICE (2SS)</b>	<b>\$42,295</b>
EXHAUST: Dual-mode performance	895
AUDIO SYSTEM: MyLink Radio, nav, 8" touchscreen, AM/FM seek-scan, digital clock, Bluetooth streaming audio, voice-activated radio+phone, Apple CarPlay	495
BLACK METALLIC CENTER STRIPE	470
SUSPENSION: Magnetic ride control	1695
WHEELS: 20" premium aluminum	200
DESTINATION CHARGE	995
<b>TOTAL</b>	<b>\$47,045</b>





# RACING THE RAIN CLOUDS INTO THE NIGHT

AT PHOENIX INTERNATIONAL RACEWAY • NOVEMBER 15 2015 • PHOTOS BY RANDALL BOHL

All race weekend at PIR would again include the final race in the Eliminator round and the semi-final race in the Chase for the NASCAR Sprint Cup. It was going to be a memorable weekend, and especially a memorable big Sunday.

This was Jeff Gordon's last season and it was also his last NASCAR Sprint Cup Series race at PIR as a full-time competitor. Gordon held four career wins at PIR, three in NASCAR races, and each win represented a significant moment in PIR's history. So, PIR was officially renamed Jeff Gordon Raceway for a day that Sunday, the first such honor at any track. There were Jeff Gordon trading cards, a *24 Moments of Greatness* special on social media, and a special Jeff Gordon Raceway logo was used throughout the facility for the day.

Then Mother Nature joined the event. It looked a bit like it could rain. Then it sprinkled. And then it poured. And poured. For hours. "It never rains in Arizona," but this day it would.

## THURSDAY NOVEMBER 12

### Casino Arizona 100, NASCAR K&N Pro Series—West race

The NASCAR K&N Pro Series is often a chance for young drivers to prove themselves. Todd Gilliland did just that in his first start, taking home the win in the Casino Arizona 100 on Thursday. At 15, he's the youngest winner of a pro race in PIR's history—even though he doesn't have a driver's license and couldn't drive himself back to his hotel.

Son of NASCAR Sprint Cup Series driver David Gilliland, Todd took the lead after a blown right front tire ended JJ Haley's dominating run—he had led every lap till then—with six laps to go.

There were five teens in the top 10. Pro Series East champion 17-year-old William Byron finished second. 26-year-old Chris Eggleston finished in 10th, but by finishing ahead of Noah Gragson and Ryan Partridge, Eggleston earned the NASCAR K&N Pro Series West championship—his first.

## FRIDAY NOVEMBER 13

### Lucas Oil 150, NASCAR Camping World Truck Series race

For the first 80 percent of Friday's race, Timothy Peters seemed to have no chance to win. But on Lap 120, leaders Erik Jones and Matt Crafton collided during a restart and took themselves out of contention. With 30 laps to go, Jones held the lead, but Crafton tried to grab the advantage with a daring shortcut in the dogleg, his tail slid out and hit Jones, who hit the outside wall. Crafton spun and collided with teammate Johnny Sauter, before both trucks hit the inside wall.

Peters took the lead during the caution period, as Jones pitted for repairs and battled off a last lap attack from John Hunter Nemecheck, but prevailed for his second win of the season and his first at PIR in eight career tries. Nemecheck finished just 0.310 of a second behind Peters. Jones did finish, but struggled to make ninth place.

## SATURDAY NOVEMBER 14

### DAV 200—Honoring America's Veterans, NASCAR XFINITY Series race

Much like last year, Kyle Busch put on a dominating performance on Saturday. Unlike last year, he made it to Victory Lane this year. The Las Vegas driver led all but 10 laps in Saturday's 200 en route to his eighth victory in the XFINITY Series at PIR, the most of any driver in any pro series in track history. His victories have usually come in dominant fashion—he has scored four wins in his last five series starts here, leading 155, 169, 142 laps, respectively, to go along with this year's 190.

In November 2014, he had led for 187 laps, only to get passed by Brad Keselowski on a late-race restart, Kyle Busch finishing second.

This year, there was no late caution period, no restart and no chance for Keselowski to steal a win. Keselowski, driver of the No. 22 Ford, finished second and led seven laps.

## SUNDAY NOVEMBER 15

### Quicken Loans Race for Heroes 500, NASCAR Sprint Cup Series race

Dale Earnhardt Jr. in the No. 88 Nationwide Chevrolet, benefitted from smart pit stop strategy and the return of rain to win a delayed and abbreviated Quicken Loans Race for Heroes 500 NASCAR Sprint Cup Series race at PIR on Sunday night.

Eight drivers entered the race with a chance to make it to the final round of NASCAR's Chase for the Sprint Cup Championship the next Sunday.

Rain had delayed the race start by more than six hours. Kevin Harvick took the lead in the early stages and gradually pulled away from all pursuers, leading for a race-high 143 laps. Harvick was aiming for a record fifth-consecutive win and a record eight wins overall at PIR, but slipped behind during a pit stop shuffle.

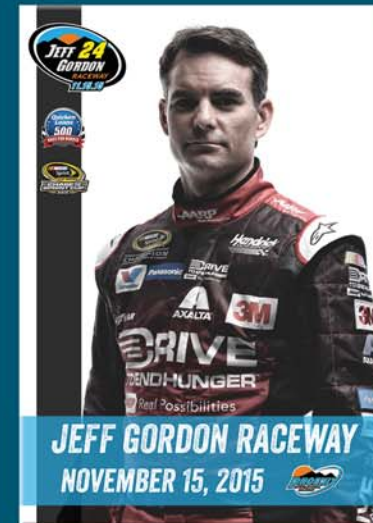
Another downpour on lap 219 called the race. Earnhardt had worked his way to the front of the grid and earned the win, with Harvick in second.

"A lot of guys would have liked this race to continue," said Earnhardt Jr, as he claimed his third career Sprint Cup victory in Phoenix. "You like to win them at the checkered flag," Earnhardt said. "A win's a win, though."

Joey Logano finished third, Kyle Busch fourth, and pole winner Jimmie Johnson, who had set a new track record in time trials, finished fifth. Four drivers who advanced to the Championship Round were Jeff Gordon, Kevin Harvick, Kyle Busch and Martin Truex Jr.

## MARCH 2016 GOOD SAM WEEKEND

2016 at PIR kicks off with the Good Sam 500 Race Weekend on March 11-13. See info on the next page, or visit [www.phoenixraceway.com](http://www.phoenixraceway.com)



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## PIR NASCAR IN MARCH

GOOD SAM RACE WEEKEND:  
MARCH 11-12-13, 2016

The Good Sam 500 Race Weekend at PIR is scheduled to take place during Spring Break for virtually every school in Arizona, also coinciding with Major League Baseball Spring Training.

The weekend starts on Friday at 4:50pm with NASCAR Sprint Cup Series Qualifying and Practice Sessions, as well as NASCAR XFINITY Series practice and fun on the Fan Midway. Saturday at 1pm, rising stars of NASCAR take on the veterans in the Axalta Faster. Tougher. Brighter. 200, NASCAR XFINITY Series race. Tickets start at just \$15. And on Sunday at 12:30pm, NASCAR Goes West for the first short-track race of the season.

"We are proud to continue our tremendous relationship with Camping World and Good Sam," said PIR President Bryan R Sperber. "We take pride in hosting thousands of campers at every race, and with our spring race taking place during Spring Break, partnering with the world's largest RV owners association makes perfect sense."

Tickets for the Good Sam 500 are on sale now, with prices beginning as low as \$25. To get tickets early and guarantee seats for every NASCAR race at PIR this year, fans can purchase a 2016 NASCAR season ticket, at [PhoenixRaceway.com](http://PhoenixRaceway.com) or by calling 866-408-RACE (7223). ■



## PIR INDYCAR IN APRIL

VERIZON INDYCAR SERIES: APRIL 1-2, 2016

IndyCar competition arrives at PIR this year, with the Phoenix Grand Prix running under the lights on Saturday night, April 2—combining open-wheel speeds in excess of 180 mph on the one-mile oval with the added thrill of night racing.

This will be the second race of 2016 for the Verizon IndyCar Series, following the season opening race at St. Petersburg FL on March 13. A highlight of the schedule will be the 100th Indianapolis 500 on Sunday, May 29, with the season finale September 18 in Sonoma, California.

Since its opening in 1964, PIR served primarily open-wheel racing until NASCAR arrived in 1977. The track continued hosting Indy car races through 2005, with many of the greats competing here. Four-time Indy 500 champ AJ Foyt won the inaugural pro race at PIR, with a total of four wins here; fellow four-time Indy 500 winner Al Unser has a track-record six open-wheel wins at PIR; and four-time Indy car season champ Mario Andretti had the last win of his career here in 1993.

"I am so happy to see the Verizon IndyCar Series returning to Phoenix International Raceway," said Unser Jr., who is tied for seventh on the all-time Indy car victory list with 34. "It was always one of my favorite tracks, even though I never was able to win a race there in 19 tries. Dad won there six times and Uncle Bobby won four, so the Unser name still has quite a legacy at PIR. Indy cars always put on a great show at PIR over the years and I know they will again in 2016."

The Phoenix Grand Prix will be the second of three race events in 2016 at PIR. The Camping World 500 NASCAR Sprint Cup Series race weekend runs three weeks earlier, March 11-13, and NASCAR will return to Phoenix for the semifinal race in the 2016 Chase for the Sprint Cup November 11-13, 2016.

Tickets range from \$35 to \$70 including Pit Road access. Kids are \$10. Active-duty military and veterans also receive discounts. For tickets, visit [PhoenixRaceway.com](http://PhoenixRaceway.com) or call 866-408-RACE (7223). ■



# LA AUTO SHOW HIGHLIGHTS

LOS ANGELES AUTO SHOW | NOVEMBER 2015



• 2017 Alfa Romeo Giulia Quadrifoglio



• 2016 Audi S8 plus



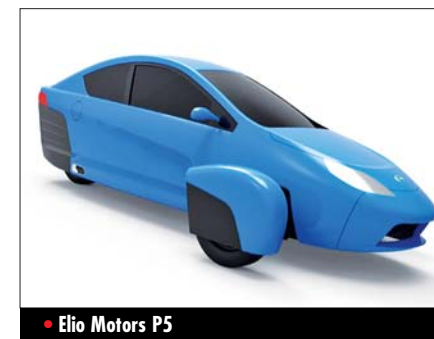
• 2017 Buick LaCrosse



• 2017 Cadillac XT5



• 2016 Chevrolet Colorado Diesel



• Elio Motors P5

The Los Angeles Auto Show is the first of the major international shows on the calendar and the handiest to Arizona, a 45-minute flight or six-hour drive away. Manufacturers bring their latest production model reveals, concepts and technological advances. Here are some highlights (alphabetically).

- Starting off the whole event (as well as our alphabet) was the reveal of the 2017 **Alfa Romeo Giulia Quadrifoglio**, a rear-drive super sedan introduced with an exhilarating display of its racing predecessors and born with specs that stun the competition: a 505-hp biturbo V6 hitting zero-to-60 in 3.8 seconds and with a Nürburgring record lap of 7:39, fastest ever by a production four-door sedan. Production starts before mid-2016. Base price is anticipated at about \$70,000.

- Audi** brought three new models. R8 skips its 2016 model, but the 2017 arrives soon, with two V10s at 540 or 610 hp. The RS7 adds a 605-hp performance model to its standard 560-hp model. A redesigned S8 has a 4-liter twin turbo V8 over 600 hp. President Scott Keogh also committed to at least 25 percent of US sales to be electric vehicles by 2025.

- The new 2017 **Buick LaCrosse** picks up styling cues from the previous Avenir concept and even a 1954 Wildcat II concept. Longer, lower and wider, the car displays a new Buick face, with a crossbar where the subtle waterfall used to break. The new LaCrosse arrives early this summer. Buick also showed off their Opel-based 2016 Cascada convertible, which will also arrive in showrooms soon.

- Cadillac** showed off its upcoming XT5 sport

Carhop roller girls reflect Southern California's car culture at the Motor Press Guild (MPG) Motor-ing Invitational breakfast sponsored by Alfa Romeo.

utility, slated to displace the SRX in their revised lineup, which also has new alphanumeric names. The XT5 has more interior space while using advanced lightweight materials to keep weight and bulk no more than before. The XT5 will have new V6 engines and all-wheel-drive, as well as a new CUE system plus Apple Play and Android Auto.

- Chevrolet** showed off its new Camaro and Colorado midsize pickup. (Camaro is featured elsewhere in this issue.) While in LA, Chevy grabbed the Green Car of the Year award for its new Volt, Motor Trend Car of the Year for Camaro and Motor Trend Truck of the Year for Colorado, while Volt and the full-size Silverado pickup won their categories in the Hispanic Motor Press Awards. Colorado offers a 31-MPG diesel with 369 lb-ft of torque and 7700-pound towing.

- Phoenix-based **Elio Motors** showed a fifth-gen P5 prototype. This three-wheeler aims to deliver 84 MPG, zero-to-60 in 9.6 seconds and a top speed of 100 mph, all at a price of \$6,800. The P5 is the first with a 0.9-liter, 3-cylinder engine built specifically for Elio by engine developer IAV. Elio's target launch date is late 2016.

- Fiat** brought plenty of game to the LA show. On display were two custom versions of Fiat 500 variants: a very cool custom Fiat 500e done up as a stormtrooper in honor of the impending *Star Wars* release; and a Diane von Furstenberg wrapped Fiat 500X. Fiat's biggest news is a 2017 Fiat 124 Spider, the return of a treasured model not on our shores for over 30 years. The new 124 Spider shares its platform with the Mazda MX-5, but it has a 100 percent different



KEEP RIGHT >>



• 2017 Fiat 124 Spider

body, 5.5 inches longer (with a larger trunk), a hair wider and almost 100 pounds heavier. Its 1.4L turbo is from the 500 Abarth, giving it a bit more horsepower and a lot more torque than the Miata. The Fiat 124 Spider arrives this summer.

- A new 2016 **Ford** Escape picks up style and content from Ford Edge and adds a range of driver-assist technologies and mobile connectivity features. It's the first offering SYNC Connect, for remote door locks, fuel level check and parking locator. Driving tech includes adaptive cruise, forward collision warning with brake assist, lane-keeping, active park assist, hill start assist, blind spot and cross traffic alert. The interior is reengineered with more storage space and more device charge ports. Engines include a 1.5L EcoBoost four and a 2.0L twin-scroll EcoBoost with 245 hp. A Titanium trim levels tops the lineup.

- The 2017 **Hyundai** Elantra is a sixth-generation vehicle, taking the highly successful formula and making it an inch wider and a hair longer, while adding features galore for driving and for an increasingly premium feel. Advanced high-strength steel goes from 21 to 53 percent for a tighter, quieter and lighter chassis. All-new engines include an innovative 147-hp 2.0L Nu MPI Atkins four and a 1.4L Kappa turbo four on a fuel-sipping Eco model. The new Elantra goes on sale this spring. Watch for our launch drive report in the next issue.

- Revealed simultaneously at LA and in China, the new **Infiniti** QX30 brings the full array of Infiniti style and premium fitment to the compact crossover segment. Basically unchanged from the Q30 concept shown at Frankfurt, this size proves to package the Infiniti style and content formula extremely well. Price has not been announced, but we anticipate

the model being a great gateway to Nissan's premium brand.

- Bringing the brand into the SUV space, the 2017 **Jaguar** F-PACE hopes to echo style and performance of the F-TYPE, using a 380-hp V6 with 5.1-second acceleration, yet big enough for 33.5 cu.ft. of luggage. Tech inside and out ranges from intelligent AWD and advanced suspension to a 10.2-inch touchscreen, a 12.3-inch virtual instrument cluster including nav and laser heads-up display. All this starts at just \$42,390. A \$40,990 4-cylinder diesel model arrives later in the year. Sister brand **Land Rover** revealed an Evoque Convertible, which some praised and some compared to the ill-fated Nissan Murano Cross-Cabriolet.

- **Jeep**® introduced two Special Editions at LA: a 2016 Jeep Grand Cherokee SRT Night, with premium black accents, black roof, lightweight 20" performance wheels and available 825-watt 19-speaker Harman Kardon audio; and a 2016 Wrangler Backcountry, also with black accents including a black top, Rubicon rock rails, an upgraded interior (with slush mats for skiers/boarders) and Alpine premium sound. Wrangler Backcountry is the only Jeep available in Xtreme Purple paint. Also during the LA show, the 2016 Jeep Renegade took the crown at Autos de Hoy (Autos of Today) in the SUV Compact segment.

- **Kia** Sportage has checked all the right boxes for many years, a pioneer in its compact crossover segment (and their longest-running nameplate). The fourth-gen Sportage receives a complete rework, starting with its skin. Headlights move up and out, which looked startling in early photos but works well in person. (Its test mules had raised so much interest on highways and byways for months, the new



• 2016 Ford Escape



• 2017 Hyundai Elantra



• 2016 Infiniti QX30



• 2017 Jaguar F-PACE



• 2016 Jeep® Wrangler Backcountry



• 2017 Kia Sportage

Sportage was revealed through a camo-strip.) Structure is stronger and lighter—more spacious inside, more fuel economical than ever, with improved handling and NVH control. A full array of driving assist technologies and driver interface upgrades round out the package. The new Sportage arrives later this year as a 2017 model. Kia also had a full array of stunning and intriguing concepts and modified vehicles on hand.

- A new-gen 2016 **Mazda** CX-9 delivers the model's well-known combination of three-row, seven-passenger style, comfort and utility, basically a full-size interior in a midsize package. A new turbocharged 2.5T SKYACTIV-G is expected to boost fuel mileage by about 20 percent, while delivering stronger and more consistent turbo punch via a clever new 4-3-1 exhaust scheme that feeds the turbo more constantly. All this is fed to i-ACTIV all-wheel-drive, which is engineered to anticipate road conditions for maximized implementation and stability.

- On the heels of last year's launch of an all-new Outlander, **Mitsubishi** revealed its upgraded sibling Outlander Sport, further unifying their lineup around a "Dynamic Shield" face and adding everything from power folding mirrors to 18" wheels to new 6.1" display audio, auto-dim mirror with Home-link and noticeably upgraded seat surfaces—all starting at just \$19,959. Mitsubishi also revealed a highly revised 2017 Mirage, a notable move forward for their successful but sometimes criticized super economy subcompact sedan. Its restyling is significant, inside it upgrades seats and gauges, and it has available 300-watt Rockford-Fosgate audio. Horsepower is bumped a bit, to 78, it still has a generous 10-year warranty and they are likely to keep it as close as possible to the prior model's \$12,995 base price.

- The **Subaru** Impreza sedan concept is largely a next-gen styling exercise, incorporating more of the brand's overall direction in grille treatment, "hawkeye" headlights, seamlessly integrated dynamic flow elements and adding some details inspired by aircraft aerodynamics. We'll be watching for next steps in concept and production.

- Aside from scissor doors as a show car gimmick, we'd be delighted to see **Volkswagen** take their Golf GTE Sport concept to production. This little hatch not only looks stunning, it has an advanced sports car drivetrain and suspension, with a well-endowed plug-in hybrid system. Its 295-horse, 295-lb.ft. 1.6L TSI engine is developed straight from their WRC champion Polo, and the system adds 113/243 horses and torque from two electric motors, one front, one rear. Full power from the system gives zero-to-62 time of 4.3 seconds and top speed of 174 mph, while its plug-in cycle delivers 118 MPG.

- When it comes to concepts, **Volvo** brought something very conceptual: an interior and platform concept for an autonomous car that also allows full enthusiast driver engagement. The car keeps its electronics in play to protect from distractions while you enjoy your own time behind the wheel, but if you prefer to go autonomous for your commute, you will have a wide range of built-in resources falling within a Create mode or a Relax mode.

The LA show has evolved to have fewer manufacturer product reveals and a concurrent Connected Car Expo. The manufacturers always have more on tap for the next round of shows. Up next, domestic: Detroit, Chicago and New York. ■



• 2016 Mazda CX-9



• 2016 Mitsubishi Outlander Sport



• Subaru Impreza sedan concept



• Volkswagen Golf GTE Sport concept



• Volvo Concept 26

# Tweener BY SUE MEAD

THE CUMMINS-POWERED NISSAN TITAN XD PACKS UNIQUE FUNCTIONALITY BETWEEN 1/2-TON AND 3/4-TON FULL-SIZE PICKUPS

After spending a day evaluating the all-new Nissan Titan XD in the outskirts of Phoenix—including tow testing, payload hauling, and off-roading along a challenging 25-mile-long dirt track with a sand wash—we moved on the second day to our next test location: Nissan’s Technical Center in Stanfield. Here, on a 3,050-acre facility located in Arizona’s low desert terrain, we drove the new pickup on a high-speed track and over courses used by Nissan’s engineers to test ride comfort, along with a host of other torture tests to ensure longevity and reliability of all the truck’s components.

You can think of this truck as a “tweener.” The Titan XD bridges the divide between a light-duty pickup and a heavy-duty truck. This is more important than you might think: today’s full-size pickup truck segment is extremely competitive, with only five light-duty

offerings vying for consumers’ dollars, while each comes with a number of models, trims and options. Nissan is challenging these class-contenders with the second generation of its Titan truck, boasting a bold new design and powerful engine choices that make its new model a heavy-duty hauler with the drivability and affordability of a light-duty player. Its first iteration to come to market is diesel-powered.

Nissan says the Titan XD will cross the divide by offering the utility, towing and hauling capabilities of larger, more expensive 3/4-ton work trucks, while delivering the fuel-efficiency and pricing of a more affordable half-ton pickup. It competes with Ford F-150, Chevy Silverado, GMC Sierra and Toyota Tundra.

The first model to go on sale is the diesel-powered Crew Cab XD that comes in both rear-drive and 4WD, with a Platinum Reserve

luxury on-road model and a PRO-4X off-road model. The lineup will ultimately offer three cab configurations (Crew Cab, King Cab and Single Cab), two frame sizes and three bed lengths; a total of three powertrain offerings (adding gasoline V8 and V6); and five grade levels (S, SV, P4X, SL and Platinum Reserve).

With its powerful 5.0-liter Cummins Turbo Diesel V8 mated to an Aisin six-speed automatic transmission, Titan XD achieves 310 hp at 3,200 rpm and 555 lb-ft of torque at 1,600 rpm, with a maximum towing capacity of 12,314 pounds and a payload of 2,091 pounds. Nissan says the diesel powertrain is expected to provide 20 percent better fuel economy than a gasoline-powered V8, while towing full loads.

The Titan XD incorporates a unique frame and chassis to handle its Cummins diesel and its expanded towing and payload potential. Its new fully-boxed, full-length ladder frame is extensively reinforced and strengthened for added stiffness, vertical and lateral bending, and torsional rigidity. Up front, double-wishbone with stabilizer bar suspension is reinforced and tuned for hard use, while rigid rear axle suspension utilizes hefty leaf springs and leaf bushings, along with twin-tube shock

absorbers. Titan XD Crew Cab also features an extended 151.6-inch wheelbase—about 20 inches longer than non-XD Titan models. Responsive steering is provided by a recirculating ball-type high-capacity steering system with parallel rod steering linkage to optimize steering effort characteristics, even under heavy axle weight and towing conditions.

Durable off-road performance has also been emphasized, with features such as hill descent control, hill start assist and active brake limited-slip differential. Available towing aids include an integrated trailer brake controller, trailer sway control, tow/haul mode with downhill speed control and a trailer light check system that assists with one-person hook-up operations.

Also assisting trailer hook-ups is an available in-mirror RearView Monitor with trailer guides, while Nissan’s available Around View Monitor provides a bird’s-eye view of the surrounding area, combining information from front, rear and side cameras to help with parking and pulling in and out of tight spaces. Moving object detection also alerts the driver to moving vehicles, shopping carts or other large objects around the truck when backing out, via on-screen notification and warning chime.

Outside, the Titan XD features a bold, commanding presence with a fresh, modern



## 2016 NISSAN TITAN XD PRO 4X CREW CAB 4X4

VEHICLE TYPE	Full-size pickup
SEATING CAPACITY	5 (bucket fronts) (S and SV have optional 6 w/split bench front)
ENGINE	5.0L Cummins Turbo Diesel V8
TRANSMISSION	Aisin 8-speed automatic
DRIVETRAIN	RWD or part-time 4WD
HORSEPOWER	310 hp at 3200 rpm
TORQUE	555 lb-ft at 1600 rpm
ALTERNATOR/BATTERY	200A / 550A cold cranking
STEERING	Variable speed hydraulic recirc ball
BRAKES (F/R)	14.17 / 14.37 vented disc
WHEELBASE	151.6 in
LENGTH	Crew Cab (Pro 4X) 243.6 in
BED LENGTH	77.9 in
GROUND CLEARANCE (F/R)	8.9 / 9.0 in
TURNING CIRCLE	53.8 ft
APPROACH ANGLE	20.96 degrees
DEPARTURE ANGLE	23.94 degrees
BREAKOVER ANGLE	20.1 degrees
TOW CAPACITY TRAILER	(Pro 4X) 11,784 lb
	(all models) 10,608 - 12,314 lb
TOW CAPACITY TONGUE	(Pro 4X) 1,178 lb
	(all models) 1061 - 1231 lb
CURB WEIGHT	7257 lb
WEIGHT DISTRIB	58-60 front / 40-42 rear
GVWR	8990 lb
FUEL	Ultra low sulfur diesel only
FUEL CAPACITY	26.0 gal

The new Nissan Titan XD has a removable, lockable tailgate with two-way dampened assist and a full-size mounted spare tire and wheel. • The 2016 Nissan Titan XD with Cummins TurboDiesel V8 went on sale December 22, with a starting price of \$40,290 for the Titan XD S 4x2, \$50,970 for the PRO-4X 4x4 and \$57,470 for Platinum Reserve 4x4. • Being above-light-duty, the Titan XD is not EPA fuel mileage rated; however, Nissan anticipates that you will get 20 percent better fuel economy in this than its V8 gas-powered rivals while towing. • The new Nissan Titan XD won the coveted Truck of Texas award at this year’s Texas Autowriters Association (TAWA) Texas Truck Rodeo outside San Antonio.



SUE MEAD is an automotive journalist and author, as well as an off-road adventurer and racer. She travels the globe test driving cars and trucks, working for magazines, newspapers, television, radio and the Internet to provide vehicle reviews, as well as adventure stories about racing, automotive expeditions and travel throughout the world. Mead has won a number of writing and photojournalist awards and is an inductee into the Off-Road Motorsports Hall of Fame. She has authored three books about automotive subjects.



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technical feel that Nissan says is inspired by a theme of the Titan as a "powerful precision tool." Its muscular, athletic design bears an extended front overhang, with aerodynamically tuned front spoiler, roof and tailgate spoilers, underbody covers, rear tire wind deflectors, and a seal between the cab and bed.

To aid with cargo, the XD employs Nissan's Ute-trail Bed Channel System, which features four heavy-duty aluminum alloy cleats that move and lock anywhere along the walls, bed floor and header tracks for flexible tie-down possibilities. Also onboard are lockable, removable, watertight and drainable bedside storage boxes that can be accessed from inside the bed without having to remove a camper top or tonneau cover.

Inside, designers focused on enhanced utility, with conveniently grouped controls, additional lockable storage and a center console that can hold a computer tablet with case or a 15-inch laptop. The premium grade instrument panel includes a combination of analog and digital gauges, along with a 5.0-inch color display, unique diesel monitoring and maintenance displays, and 7.0-inch

NissanConnect color monitor with Navigation, Mobile Apps and Services.

Nissan's standard front and rear Zero Gravity seats help optimize posture positioning, for enhanced comfort during long-distance driving. Available are heated and cooled front and heated rear seats, along with a choice of water-repellant fabric or leather appointments.

Special attention was paid to reducing the intrusion of noise and vibration into the cabin, using laminated front and rear side glass, additional engine noise isolation and body sealing.

We concentrated our drive on the 2016 Titan XD PRO-4X on a variety of on-road and rigorous off-road courses. We also used the truck for towing and appreciated its plentiful torque, smooth and quiet diesel ride and its towing technologies. Nissan has done its homework and has not only met its competition head-to-head, but also has some game-changing technologies and competencies. It's a large truck with a big-boy feel, but is easy to get in and out of, and its ergonomics make it easy to maneuver. ■



## NISSAN TECHNICAL CENTER NORTH AMERICA: ARIZONA

Nissan Technical Center North America Arizona Testing Center (NTCNA) is Nissan's premier test facility for the Americas.

**LOCATION:** A barren, five-square-mile census-designated place near Stanfield AZ.

**CAPABILITIES:** Hot- and cold-weather simulation; high altitude; high speed; crash; powertrain; durability. Arizona's low desert terrain provides NTCNA with an ideal environment to test Nissan vehicles for hot weather, heat durability, engine cooling and air conditioner performance. NTCNA proving ground also features a 5.7-mile high-speed oval and four individual road courses designed to test vehicle durability, reliability and ride comfort.

According to ATC director Steve Monk, the site focuses on "comfort and ride-and-handling events that are important for the North American region." That means scouring the continent for challenging, aggravating and crappy roads, hiring a civil engineering firm for surveying purposes, then precisely replicating those roads on the grounds of the 3050-acre facility. "We have wavy asphalt roads from Florida, broken concrete from Michigan, turns and elevation changes from the San Gabriel Mountains, and two turns that replicate racetracks," Monk says. •

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Reaffirmed By Joe Sage

The new 2015 Ford Edge was launched last spring here in Arizona, where we tried it on everything from the volcanic rock two-lanes beyond Saguaro Lake to assisted parking in downtown Scottsdale. On that event, we drove the 2.0L EcoBoost Titanium and the 2.7L twin-turbo V6 Edge Sport. Late in the year, we spent another week with an identical Titanium Edge.

The 2015 model was a completely new vehicle, familiar though it might appear. Lightweight, high-strength materials were heavily utilized, interior space increased noticeably and a suite of electronic driving technologies continued to expand, with special attention paid to parking assistance and 180-degree camera views front and rear.

Last spring, we noted that Edge Sport has stiff suspension for its bigger V6. Both trims had Drive and Sport modes. For our highway miles, we took the Titanium AWD in one direction and Sport in the other. Normally we gravitate toward a Sport model, but we had concluded that most drivers will be happy with the engine and suspension in the 2.0-liter EcoBoost four-cylinder models. And with a premium-outfitted Titanium costing less than a Sport model, maybe even happier.

We enjoyed our bonus week with the Edge. It can turn, it can tow, it can tote. Edge can tow 3500 pounds, in the middle of Explorer's 2000-5000 range, while Edge's 34.8-foot turning circle is 4.4 feet tighter than Explorer and tighter than most anything, giving Edge an edge around town.

Ford Edge delivers a particular balance—more nimble than an SUV, more stylish than a van, probably closest to what crossover really should mean. It's a fine machine. The alternatives from Ford are the Explorer or the Flex, which quickly shows you how Edge falls into its own self-defined niche. We've always liked this balance point.

**NEW FOR 2016:** Ford Edge for 2016 adds adaptive (speed-sensitive) steering, included standard on the Sport model and optional on Titanium.

Pricing for 2016 runs from \$28,700 for the base SE with 2.0L EcoBoost, to \$40,400 for the 2.7L V6 Edge Sport. Our Titanium 2.0L for 2016 starts at \$35,600. With a \$4800 advantage over Sport—compared with just a \$900 advantage last year—our leaning toward the Titanium model is as strong as ever. We might be tempted to narrow that price gap by adding adaptive steering, but that requires a package, so with its already tight 34.8-foot turning circle, we might not. ■

Pushing the envelope



2015 FORD EDGE SPECIFICATIONS

ENGINE	2.0L EcoBoost 4-cylinder
HORSEPOWER/TORQUE	245 hp / 275 lb-ft
TRANSMISSION	6-speed SelectShift auto
DRIVETRAIN	AWD
TOW CAPACITY	(w/package) 3500 lb
MPG	(AWD) 20/28/23 hwy/city/comb
SEATING CAPACITY	five
CARGO VOLUME	behind 2nd row: 39.2 cu.ft.
	behind 1st row: 73.4 cu.ft.
LENGTH / WHEELBASE	188.1 in / 112.2 in
TURNING CIRCLE	34.8 ft
BASE PRICE	\$37,595

SPECIFICATIONS AS TESTED (2015)

ENGINE	2.0L EcoBoost 4-cylinder
HORSEPOWER/TORQUE	245 hp / 275 lb-ft
TRANSMISSION	6-speed SelectShift auto
DRIVETRAIN	AWD
TOW CAPACITY	(w/package) 3500 lb
MPG	(AWD) 20/28/23 hwy/city/comb
SEATING CAPACITY	five
CARGO VOLUME	behind 2nd row: 39.2 cu.ft.
	behind 1st row: 73.4 cu.ft.
LENGTH / WHEELBASE	188.1 in / 112.2 in
TURNING CIRCLE	34.8 ft
BASE PRICE	\$37,595

EQUIPMENT GROUP 302A: Voice activated nav, blind spot monitor, remote start, heated wheel and rear seats, heated/cooled front seats, lane departure warning, enhanced park assist, pano sunroof, 180° front camera, rain sensing wipers, inflatable rear seatbelts

20" POLISHED PREMIUM ALUMINUM WHEELS	995
TOTAL WITH PACKAGES/OPTIONS	\$44,235
DESTINATION CHARGE	895
TOTAL BEFORE DISCOUNTS	\$45,130
GROUP SAVINGS	(445)
AWD DISCOUNT	(500)
TOTAL	\$44,185



# PHILOSOPHY SESSION By Joe Sage

People consistently rave about the Mazda MX-5 Miata. Always have. And why not—it's the perfect sports car (and that, to some, is *the* perfect car, period). Then again, people with a McLaren rave about that. But the MX-5 Miata is so affordable, on top of all its other pluses.

For 2016, the MX-5 Miata is all new—generation four of the diminutive heartthrob that first hit our shores in 1989 (for \$14,000).

The basic formula remains the same: a small, tight, nimble chassis; two seats; front engine; rear drive; open top; simple but complete controls and features; and the right balance of spartan comfort. Add to that an affordable price of entry; economical operating costs; economical (and minimal) maintenance; and bombproof reliability. And best of all: fun, fun, fun.

The 2016 MX-5 (known as model ND) was massaged through a couple of years of anticipation and clues; revealed globally on a single day in September 2014; and shown to us in person at an off-campus event before the LA Auto Show soon after that, a year ago November. By now, many of our readers are up to speed on it. To recap, the new model is 4.1 inches shorter and 220 pounds lighter than gen three. The skin is all new, and it's easily spotted by its slit headlights and its round-plus taillights. The 2.0-liter SKYACTIV engine is basically the same as in the newest Mazda3, but longitudinally mounted, and it has a rarity in con-

temporary cars—a metal valve cover capping off the engine, so you can show it off. Steering has a highly responsive rack-mounted electric unit.

There are three trim levels: Sport, Club and Grand Touring. There have also been a couple of special editions for the new model's introduction.

Sport starts at just \$24,915 with a tight and enjoyable 6-speed manual (or \$1480 with an automatic). Even at this level, you have A/C, power windows and locks, six-speaker audio with multiple connectivity, and leather on your multifunction steering wheel, shifter and handbrake grip (yes, it still has that great classic feature).

Club (\$28,600) has bigger wheels, stiffer suspension, Bilstein shocks, beefier front shock towers and a limited slip rear end. For the drive to your weekend circuit, audio moves up from Sport's six-speaker to a Bose nine-speaker system.

Grand Touring—the model we are driving here

(\$30,065)—upgrades the wheel finish, adds leather hides and heat to the seats, includes blind spot and lane departure warnings, and adds back-up sensors. The ragtop is insulated, and climate control is automatic, as are mirrors, wipers and headlights. (The Bilstein shocks and limited slip differential of the Club are not on this model.)

A few packages and options add performance and/or style points for reasonable amounts.

We had really liked the power retractable hard top (PRHT) on the previous Miata. It took only about 10 seconds to effectively raise, 15 seconds totally latched, and just 11 seconds to put back down. This would be good even for a fabric top.

We've timed a Porsche Boxster with soft top in the 15-second range and a BMW Z4 with retractable hardtop in the 20-second range.

Thus we were at first disappointed to see the

new Miata arrive with a return to a cloth top. We were more disappointed when we first started to tackle the thing, seeming to take more steps to unlatch, requiring an awkward body twist in a confined space to lower and more contortion to latch down. Or so it had seemed, at first.

We compared notes with colleagues and pored over opinions in online forums. Colleagues tended to think it was easy and great. One, in fact, insists he can do it at 50 mph. This is at odds with Mazda's owner's manual, which tells you to pull over, stop and turn off the engine for the operation—a big loss of convenience when a shower hits while you're at a red light on a six-lane boulevard. Forums were full of people who were going to hang onto their old Miatas (not an unusual attitude in any forum) or perhaps get a close-out deal on the gen-three with PRHT. We were leaning toward that, ourselves, at least philosophically.

Forums were also full of people who figure Mazda will reintroduce a power soft top for 2017, a power retractable hard top for 2018, perhaps a Mazdasport model after that—always something new to make news about. Possibly that's the plan.

As time went by, however, we found the process much simpler than the manual suggests. Before you even get in, reach in, unlatch, push down, click, done. It's so quick, it would take longer to press the stopwatch twice, than it takes to do.

The more we appreciated the fast ragtop, the more we wondered what we'd opt for if it were a choice. Certainly a hardtop is more urban-secure.

Philosophically, a lightweight, affordable sports car like this is a minimalist drill at its core. We might have liked more storage bins or more accessible power outlets at times, but living with a car like this should be more akin to, say, backpacking or long term cruising in a small sailboat.

Ultimately, it might make more philosophical sense if the leather-upholstered Grand Touring model had the power retractable hardtop, while the Bilstein-and-limited-slip Club model had the quick and light, purpose-built manual canvas top.

Most MX-5 shoppers probably won't let themselves get too deeply bogged down in these deeper points. As it is, the variables are several, yet simple and complete, and a decision should come easily. The yes/no decision, easiest of all. Yes. ■



## SPECIFICATIONS

ENGINE .....	SKYACTIV-G 2.0L DOHC 4-cyl
HP/TORQUE .....	155 hp / 148 lb-ft
TRANS. ....	6-spd manual, short throw shift
DRIVETRAIN .....	RWD
ZERO-TO-60 .....	(third party info) ±5.8 -6.4 sec
TURNING CIRCLE .....	30.8 feet
WEIGHT .....	2332 lb
WEIGHT DISTRIB .....	53/47 front/rear
FUEL CAPACITY .....	11.89 gal
MPG .....	27/34/30 (city/hwy/comb)

BASE PRICE .....	<b>\$30,065</b>
REAR LIP SPOILER .....	350
KEYLESS ENTRY .....	130
DESTINATION CHARGE .....	820
<b>TOTAL .....</b>	<b>\$31,365</b>

*Thoroughly revised inside and out, the Mazda MX-5 Miata has one of those personalities that always remains immediately recognizable.*





# Hands on Heads up

## TEENS TACKLE INEXPERIENCE AND DISTRACTION

By Jennifer Johnson  
Photos by Sam VarnHagen

Inexperience and distraction are the leading causes of auto accidents for teen drivers. To help combat these driving challenges, more than 1,200 teens and parents

received hands-on teen driver training in Phoenix and Mesa last November for free courtesy of Ford's Driving Skills for Life program, which has trained thousands of teens and parents in Arizona for the past decade.

According to data from the Arizona Governor's Office of Highway Safety, 69 drivers between ages 15 and 24 were killed in car crashes in 2014, with an additional 7,733 drivers between 15-24 injured in auto accidents. A recent report by the National Highway Traffic Safety Administration shows that fatalities for teen drivers ages 16-17 are on the rise nationwide, and vehicle crashes remain the leading cause of death for teenagers.

The Ford Driving Skills for Life (DSFL) program, developed by the Ford Motor Company Fund and Governors Highway Safety Assoc-

iation in 2003, addresses the main causes of car crashes involving teenagers—inexperience and distraction. The program, designed by a panel of safety experts, focuses on building the skills of young drivers in several key areas: hazard recognition, vehicle handling, space management and speed management.

One part of the hands-on course involved teens learning firsthand the dangerous effects of distractions in the car, like texting while driving or carrying too many passengers. Teens are challenged to drive a coned course at a normal speed without distractions and then repeat the exercise while texting and being distracted by passengers. The cones are a visual representation of how their driving is impacted—typically there are numerous cones knocked over. Teens also

learned how to steer a car safely out of a slide in specially equipped Mustangs, and how to change lanes quickly and safely using traffic lights.

Andrea Strock is a physics teacher at Perry High School in the Chandler Unified School District and has been involved with the DSFL program for several years now. Each year, 100 of her students attend one of the sessions as part of a field trip.

"As physics teachers, we can teach about the physics of driving and how important it is for our students to be safe behind the wheel, but one of the best ways for students to understand the real-life consequences of bad driving is to actually experience those things firsthand," Strock said. "This program creates horrible scenarios, such as drunk driving, texting while driving and spinning out of control—the scenarios we do not want to see any of our kids get into. Ford brings in professional drivers and police officers to discuss the real-life consequences, and they give our students the chance to explore making these poor driving decisions and see what happens, how to control situations and why you should never get yourself into these situations to begin with."

Randy Bleicher, lead instructor for Driving Skills for Life, added, "The exercises put students in real-world driving scenarios in a controlled environment so they are equipped with knowledge that could save their life down the road. One of the main concepts we want kids to get out of

More than 600 teens and parents participated in the Ford Driving Skills for Life hands-on driver training clinic at the Mesa Police and Fire Training Facility on November 7 and 8. Students learned advanced skills in key areas of inexperience: vehicle handling, hazard recognition, speed and space management. The Mesa Police Department also talked to the teens about the dangers of distracted and impaired driving. Ford Driving Skills for Life began in 2003 and provides free hands-on training across the United States in order to address the leading cause of death for teenagers—vehicle crashes.

this program is decision-making skills. If you make the right decisions while driving, there is no longer a need to worry."

Research conducted for the Ford DSFL program also shows that teens tend to follow in their parents' footsteps when it comes to driving habits. Parents can help address the problem simply by setting a good example behind the wheel. These good habits include everything from buckling up and not speeding, to teaching their children how to scan for potential hazards while driving.

Ford DSFL is the most comprehensive teen safe driving program in the US and has trained more than 39,000 teens and parents here—and close to 25,000 in 29 countries globally this year alone—with hands-on professional driver instruction. For online curriculum or to sign up for the information list and to be the first notified of future sessions in Arizona, visit [www.DrivingSkillsforLife.com](http://www.DrivingSkillsforLife.com). ■



Ford's Driving Skills for Life program provides hands-on training to teens in an effort to combat inexperience and distraction.



## An X-citing new cat / BY SUE MEAD

We were not in the dense forests of South America where this cat is typically found; our location was in peaceful, pine-forested Kaibab National Forest of northern Arizona, and our cat was the all-new 2016 Jaguar XF.

While many come to the region to experience the scenic and Wild West-inspired town of Williams or to visit the Grand Canyon, our mission was to simply enjoy the twisty, picturesque driving roads from Sedona to Williams, while we drove the new Jaguar XF S.

The following day, we continued our drive on a route to Phoenix in the Jaguar XF R-Sport—and the open highways were the perfect place to stretch its legs.

First unveiled in 2007 as a replacement for the S-Type, the second-generation XF luxury sedan has been completely redesigned for the 2016 model year using lightweight aluminum-intensive architecture, and bringing what

Jaguar calls “an unrivalled blend of design, luxury, technology, dynamic capability and efficiency to the business car segment.”

Slotted in between an upcoming new mid-size XE and the full-size luxury XJ sedans, the new XF continues the evolution of the sumptuous-luxury brand’s design language: its looks feature sleek, coupe-like lines with a more vertical front end, shorter front overhang, elongated hood with deep power bulge, longer wheelbase, new rear quarter windows, and elegant front and rear LED lighting.

As part of a realignment of the brand, the XF 35t models now feature a 340-horsepower supercharged V6 engine, while an all-new 380-hp supercharged V6 is available in a top-performance S trim. All are mated to an eight-speed automatic transmission controlled by Jaguar’s unique rotary shift controller or wheel-mounted paddle shifters. The transmission monitors driving style and adapts its

shift pattern to suit, integrating with Jaguar-Drive Control to produce quicker shifts and more dynamic kickdown in Dynamic mode, or earlier upshifts in Eco mode.

Both engines surprisingly have the same spec for acceleration (zero-to-60 in 5.3 seconds) and top speed (155 mph). The car’s aluminum-intensive architecture contributes to a weight savings of 132 (RWD) to 265 (AWD) pounds and a 9 percent improvement in fuel economy. EPA estimates RWD models at 20/30/24 MPG (city/highway/combined); figures for AWD were not yet available.

We enjoyed a smooth, quiet ride in a cockpit of sumptuous materials, such as luxurious wood veneers and aluminum trim. Although it is slightly shorter than the previous model, extending the wheelbase by 2 inches has increased passenger leg, knee and headroom.

There are two available infotainment and connectivity systems. The standard InControl Touch system has an 8-inch capacitive touchscreen that supports familiar smartphone gestures: swipe to perform actions and drag

to scroll across maps. Enhanced speech recognition lets you enter destinations into the navigation system or call contacts directly. Text-to-voice technology reads incoming SMS messages, and you can use the touchscreen to compose messages or select pre-stored responses when the vehicle is stationary. Optional Jaguar InControl Apps allow you to connect Apple or Android devices via USB cable and use their compatible apps via the vehicle’s touchscreen. An optional InControl Touch Pro infotainment system moves to a 10.2-inch screen. Optional are a reconfigurable 12.3-inch full-TFT instrument cluster, four-zone climate control, cooled front and heated rear seats, 10-color ambient lighting, second-row window blinds and power-close trunk.

A comprehensive suite of advanced driver assistance technologies includes a laser heads-up display, autonomous emergency braking, lane keeping assist and departure warning, reverse cross traffic detection, and adaptive cruise control with queue assist to keep the car a safe distance from the vehicle in front of it, even in stop-and-go traffic. Additional features include drowsy driver



monitoring, and traffic sign recognition that can work in tandem with an intelligent speed limiter to automatically increase or decrease vehicle speed to match changing speed limits. A surround-view system with five cameras provides a 360-degree view around the car, and semi-automated park assist aids both perpendicular and parallel parking.

Heading to the high country? The rear bench seat splits 40:20:40, making it easy to through-load bulky skis or snowboards. ■



**ALL-WHEEL DRIVE WITH INTELLIGENT DRIVELINE DYNAMICS:** Under normal driving conditions, all torque is sent to the rear axle. When additional traction is required, a multi-plate wet clutch diverts torque to the front axle via a chain drive in the transfer case.

**ADAPTIVE SURFACE RESPONSE:** Standard on AWD models or rear-drivers with Adaptive Dynamics, this system determines what kind of surface the car is on—normal roads, wet or gravel, or snow and ice—and modifies steering, throttle, transmission and stability control systems.

**INCONTROL REMOTE:** This smartphone app lets you remotely start the engine; pre-set heat or A/C; check key vehicle data such as fuel tank level and door lock status; lock or unlock the car; receive alarm alerts; beep-and-flash to find your parked car.

**INCONTROL PROTECT:** If airbags are triggered in a collision, emergency services are automatically notified with your GPS location (you can also call manually). In the event of theft, a stolen vehicle locator provides GPS information to law enforcement.

**2016 JAGUAR XF PRICES (RWD)**

XF 35t PREMIUM.....	\$51,900
XF 35t PRESTIGE.....	\$56,550
XF 35t R SPORT.....	\$60,650
XF S.....	\$62,700
+ADDTL FOR AWD ON ANY.....	\$3,000

2016 Jaguar XF S



# STEAM POWER vs PEDAL POWER

## 19TH CENTURY MEETS 21ST

BY JOE SAGE

This event was irresistible—a road trip to Williams, an effortless, traffic-free run to the South Rim on the Grand Canyon, and a chance to catch a parallel pack of cyclists doing the run under full exertion. This was Man Vs Machine—a contest (of sorts) between the Grand Canyon Railway's 92-year-old, 300-ton No. 4960 steam locomotive and cyclists from Grand Canyon Racing.

Last run in 1991, the bicycle portion of the race would start on Highway 64 in Tusayan, 12 miles south of Grand Canyon Village, and travel 53 miles south—with 2023 feet of climbing—to a finish line on Historic Route 66 in Williams, adjacent to the Grand Canyon Railway Depot. Any type of bike was welcome, as long as it would be safe in large groups. The Coconino County Sheriff's Office, Arizona Department of Public Safety officers, ADOT and the Williams Police Department all helped.

Grand Canyon Railway offers special steam excursions at times, but not as special as this—old No. 4960 would be hauling its load of passenger cars, filled with rail, bicycle and Canyon enthusiasts, without its usual diesel assist. Powered by clean, green used vegetable oil from the Railway's hotel and restaurant operations, the steam locomotive was on its own for this one.

We had the option of riding along on the bike route, in support vans; or (probably: no guarantee) riding along in a video crew helicopter; or taking the steam train. We went with the train. We had ordered our ride online (along with a hotel room in

Williams), grabbed our tickets in the morning, at the station right outside the hotel, and watched the train huff and puff as it backed up to the platform. Loaded and ready, the train departed at 8am, stopping about an hour north for a photo run-by (most people got off; some took the extra ride). Three hours after we had left Williams, we were at the South Rim, where we had an hour of canyon views and ice cream cones—while the train was turned around and serviced—before heading south.

It turns out the train running solo had put quite a load on the brakes, and we had to wait additional time for smoking shoes to cool down, then try some test spurts to see if they were working. All aboard! They seemed to be working adequately.

Our timing was now a little off, but it really didn't matter. The tracks and highway are almost never right side by side, and only radio communications kept us informed of the cyclists' speed and location. The helicopter also gave us clues, as it circled around between us, on the rear platform of the last car, and the bikes, on the road somewhere to our east through the piñon forest.

Although mile 29 at Valle had been noted as a sort of competitive rendezvous, we didn't see the bikes until a few miles north of Williams. We had hung back as much as the brakes seemed to allow, but then were free to roll into town at speed.

The train did get back to town first. But as anyone might have predicted before the race even started, everyone was a winner. ■

*Our Grand Canyon Railway run had all the fundamentals—pure steam power, lovingly maintained vintage passenger cars, a conductor in classic uniform and cap checking his pocket watch, and the blue skies and open vistas of northern Arizona.*



Williams (population 3000, elevation 6766 feet) is a small town that is very big on a number of things. It's a famous Route 66 stop (the last town to be bypassed by the Interstates). It's on Amtrak's Southwest Chief route from Chicago to LA and along I-40 from the East Coast to LA. It's a major gateway to the Grand Canyon—and it's the southern end of the Grand Canyon Railway.

For the Man Vs Machine event, we booked a room with the Grand Canyon Railway & Hotel—a comprehensive operation that runs the train, hotel, a hotel pub, a buffet restaurant and gift shop next door—all right where you pick up your tickets and board the train, and a block or two walk to downtown Williams. Operated by Xanterra Parks & Resorts of Colorado, they also have lodging at the Canyon end.

Reservations are easy to book online, with well-organized options for trains, lodging at either end and combinations thereof. A friendly and helpful phone staff is also available.

Off-season prices were very reasonable for both the hotel and train. The hotel entry has a beautiful portico and classic Western Lodge-style lobby. The beds are so comfortable, we seriously almost stayed an extra night, just for the room.

The Railway has special seasonal runs—a fall Pumpkin Patch train and the Polar Express for the holidays.

Most trains run behind modern diesels. Much of the year, there's Steam Saturday, with your train led by the same No. 4960 steam locomotive we took for Man Vs Machine, though backed up by a diesel locomotive. The steam train has been converted to run on waste vegetable oil—sourced from their restaurant operations.

The trains offer a full complement of modern cars, with coach, first class, Pullman cars, observation domes and luxury dome cars, and a luxury parlor car with an open rear platform. Drinks and snacks are available.

Lest you doubt that this is the train to end all trains, their website makes it clear: [www.thetrain.com](http://www.thetrain.com). ■



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**SPECIAL COMPETITION : BENTLEY'S DESERT TRAIN RACE**

# Hot.

- Historic 300-mile desert sprint as "Bentley Boy" Steven Kane races train from Riyadh to Dammam in a Continental GT V8 S Convertible
- The Kingdom of Saudi Arabia was the hottest place on earth during this race commemorating the Bentley "Blue Train" run of 1930



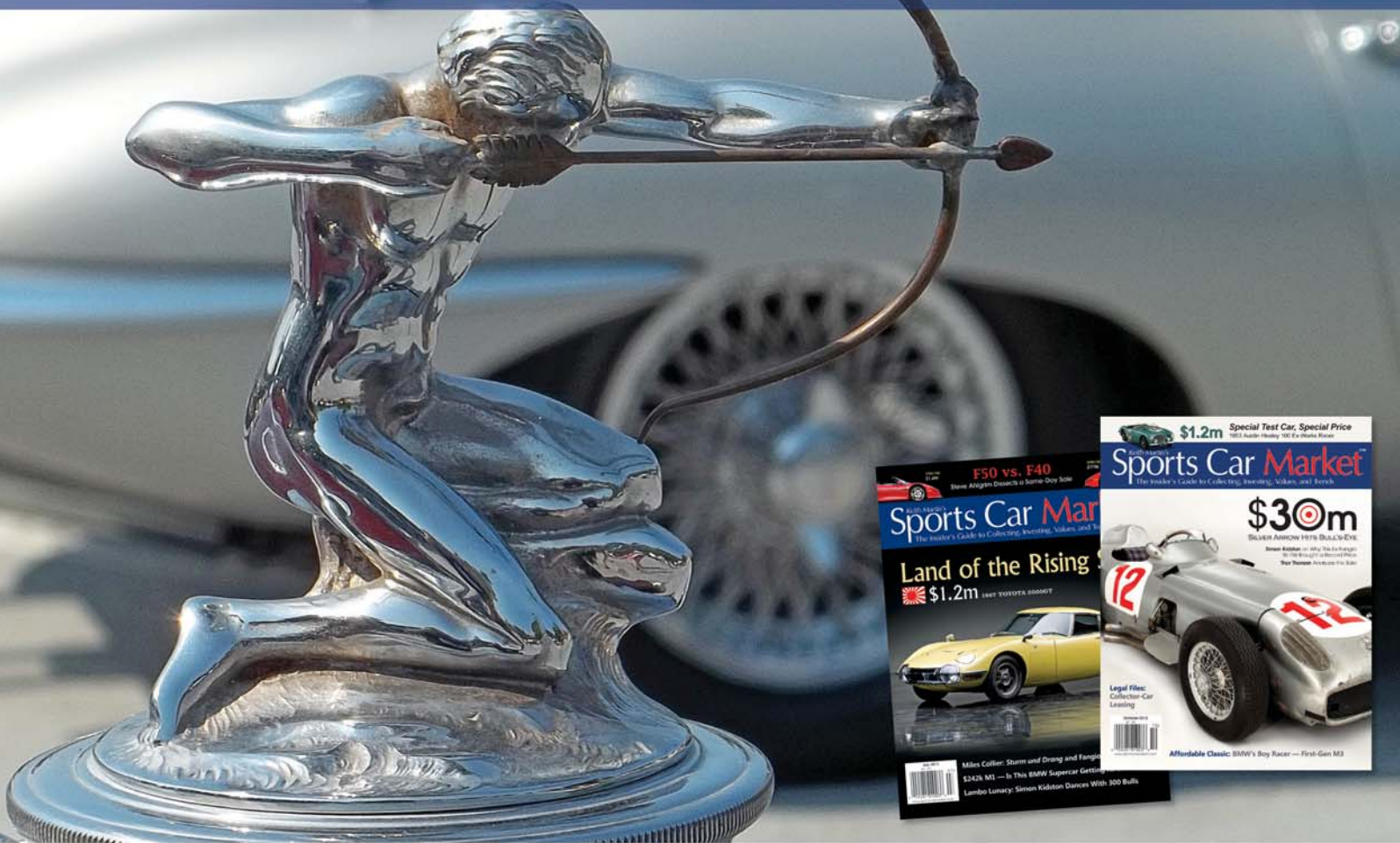
**E**ighty-five years after three-time Le Mans winner Captain Woolf Barnato had famously raced the "Le Train Bleu" (the Blue Train)—the luxury Calais-Méditerranée Express from Cannes to Calais—modern day Bentley Boy Steven Kane relived the legend with a tense four-hour-and-14-minute sprint against Saudi Arabia's only desert passenger train. The dune train takes a 300-mile (480km) route from Saudi capital Riyadh, in the heart of the Arabian Peninsula, to Dammam on the Arabian (or Persian) Gulf. The new Continental GT V8 S Convertible raced the train across the scorched, barren landscape and won, with six minutes to spare. "Four hours is the same time as a stint at Le Mans," said Bentley Team M-Sport driver Steven Kane. "But this was far more stressful. The heat, the conditions, not knowing where the train was, while driving within the limits of the country's regulations. It was a race like no other. I hope Barnato would be proud." ■

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## VEHICLE IMPRESSION : NISSAN MURANO SL FWD

# Holding the higher ground

by Joe Sage

Murano has always been one step ahead of the curve with its styling and indeed its very essence, as one of the first to define a new category, the crossover, at the dawn of the new millennium. It remains ahead of the curve, leading the brand toward a style with more creases, folds and angles, now adapted to the new Maxima. Lights both fore and aft evoke the sporty Z-car.

This five-seater's ergonomics are tops, as are its controls and user interfaces, typical of our experience with Nissan.

Our sample is a 2015 model, delivered late in the year, but for 2016 it continues unchanged. SL is the third trim up, of four. Front-drive models range from a base S model at \$29,560 to the top Platinum at \$39,000. For AWD, add \$1600 to any.

Murano's 260 horses pull about two tons unladen—3847 pounds for our SL FWD model, 4017 for an AWD Platinum. One thing that contributes to decent fuel mileage (28 MPG highway) for its weight is its continuously variable transmission (CVT). Others have dabbled with CVTs, but when Nissan makes commitments, it sees them through (as also with EVs, for example). They now have CVTs standard through most of their lineup, and Murano was the first (in contemporary times). The CVT avoids shift points, for seamless acceleration, operation at program-perfect efficiency and

reduced friction. XTRONIC lets you choose a numbered shift point equivalent for specific control if you like.

We did notice the fuel gauge had dropped a quarter-tank after just two quick errands. The readout said 13.8 MPG. We kept an eye on this, and the needle's pace did slow, so maybe it's just the gauge. We also played with the manumatic a little. Yet the system then read 13.6 MPG. Maybe it's that instrument. Maybe it's us. We were, of course, not at all attempting to hypermile.

We seem to be ambivalent about the Murano's styling—it looked elegant to us one moment, clunky another. Either way it's daring, and that's generally good. The original Murano had seemed startling at first, but we went on to like it, and it set a direction many others followed.

Nissan pioneered the top view camera. Others are starting to mimic that, but Nissan's remains the best. Next up, it will be incorporating a view of moving objects. As pioneers in CVT, surround cameras, user interfaces and styling, Nissan sets trends and holds the high ground. This newest Murano defines its own curve to stay ahead of. ■



### SPECIFICATIONS AS TESTED (2015)

ENGINE / DRIVETRAIN	3.5L V6 / FWD
HORSEPOWER/TORQUE	260 hp / 240 lb-ft
TRANSMISSION	XTRONIC CVT (contin. variable)
TOW CAPACITY	1500 lb
MPG	(FWD) 21/28/24 hwy/city/comb
CARGO VOLUME	bhnd 2nd/1st row: 32.1/67.0 cu.ft.
LENGTH / WHEELBASE	192.8 in / 111.2 in
TURNING CIRCLE	38.7 ft
BASE PRICE	\$36,950
DESTINATION CHARGE	885
TOTAL	\$37,835

Bright metal window surrounds that finish in midair in the rear, along with blackout D-pillars, give the Murano a floating roof impression.



# RAM PUTS THE 'YOU' IN UTILITY

BY JOE SAGE

**W**e can conclude right up front that the new Ram ProMaster City is a useful tool in the kit of anyone with logistical or cargo needs. We can also see within about a half-mile of driving that it could be a lot of fun to have even as a daily driver—and there is indeed a five-passenger wagon version of the ProMaster City van. But today we're looking at the Cargo version (in base trim; there is also an SLT for \$1625 more).

The space inside the ProMaster City Cargo van is ready for adaptation to just about any trade need, with structure and attachment points plus a range of Mopar accessories—such as a sliding drawer upfit that extends nearly three feet out the back, for anything from tools to catering goods. If you run out of room inside, an affordable rack system (rails, crossbars, or all of it for \$595) attaches to predrilled fitment points and can carry 154 lb.

In the cab, an overhead shelf system runs full width above the windshield, about five inches high and seven inches deep and with a catch net, good for notebooks, sunglasses, maybe maps if you don't opt for nav. The glovebox is 176.9 cu.in.; a console bin 12 inches wide by 4 inches deep is big enough for a tablet or even a small laptop; and trays, cupholders, two 12-volt outlets, USB and auxiliary ports complete your mobile toolbox.

A healthy handful of options are purposeful and affordable, such as a cargo partition package (solid panel for \$400 or with a window for \$495); a Mopar trailer tow group for \$435; rear window wiper/washer/defroster for \$250; Uconnect 5.0 with nav for \$860 (just \$365 more than our van's non-nav Uconnect unit); a commercial vehicle tracking system for \$540; LED cargo area lighting for \$285; even a Mopar remote start system for \$615.

Ram ProMaster City is a derivative of the Fiat Professional line that has been selling in the millions for a century in Europe before arriving here.

If you haven't noticed yet, you will—decades' worth of big delivery vans in the US are giving way to a new generation of Euro vans large and small (or in some cases midsize). Mercedes-Benz, Ford and Nissan are taking similar paths. Bigger vans are perfect for depot runs or intercity driving, while the small ones feed into the local network of tasks and deliveries.

Small ones like this Ram ProMaster City also work great as a freestanding option for trades and businesses galore. Interior buildouts are highly adaptable, seating is adaptable (up to five), doors and windows are adaptable—draw your own blueprint to solve just about any scenario, and you are still in the game starting in the low \$20s.

This little van claims a number of best-in-class stats: payload (1883 lb), cargo volume (131.7 cu.ft), width between wheel wells (48.4 inches holds a standard pallet), standard engine horsepower and torque, and 2000-lb maximum tow capacity (a tie).

Beyond its obviously purposeful nature, we

Ram ProMaster City's rear doors have two tricks. The righthand door is narrower than the left, about a two-to-one split, allowing a delivery driver to better shield from traffic splashes while optimizing access to the sidewalk—a convenience sure to save time stop after stop. And with the touch of a handy and intuitive release, the doors swing wide, to almost 180 degrees. • We appreciated a great many design details, hitting the perfect balance for a utility vehicle with personality. Side mirrors have style and function you might find on a \$60,000 German sedan. We loved the simplicity of the headlight switch: on or off. • Two notes for improvement: You don't have to be abnormally tall for the top corner of the front doors to pose a hazard. And that 180-swing release can way too easily catch a finger.

found the ProMaster City just a lot of fun to drive. In cargo trim, it is a commercial vehicle, but we found ourselves thinking it has more utility than a sport utility vehicle, and in its own way, more sport—nimble, lightweight, economical and maneuverable—other than its cumbersome 42-foot turning circle. That probably can't be changed much, and we noted few other downsides (we do think a new 15-cent chip could provide a nicer door chime).

Competition is stiff in the commercial van market, as it is in the pickup market, where Ram has been growing by double digits. We could have driven this van indefinitely. ■



## RAM PROMASTER CITY CARGO

ENGINE	.....2.4L Tigershark 4-cyl
HP/TORQUE	.....178 hp / 174 lb-ft
TRANSMISSION	.....9-speed automatic
DRIVETRAIN	.....FWD
ACCELERATION 0-30 MPH	.....3.7 sec
SEATING	.....2 (can be configured to 3, 4 or 5)
SUSPENSION	.....indep. front MacPherson strut
	.....bi-link rear suspension
BRAKES	.....front disc / rear drum
TURNING CIRCLE	.....34.8 ft
GROUND CLEARANCE	.....5.1 in
TOW CAPACITY	.....2000 lb
CARGO CAPACITY (BEST IN CLASS)	.....131.7 cu.ft
WIDTH: WHEEL WELLS (standard pallet)	48.4 in
PAYLOAD (BEST IN CLASS)	.....1883 lb
WEIGHT	.....3512 lb
MPG	.....21/24/29 (city/hwy/comb)

<b>BASE PRICE</b>	<b>\$23,445</b>
Backup camera group	.....565
Three bar utility roof rack by Mopar	.....595
Upgraded wheels	.....100
Rear hinged doors with glass	.....295
Sliding driver side door with glass	.....50
Sliding passenger side door with glass	.....50
Uconnect 5.0	.....495
<b>DESTINATION CHARGE</b>	<b>.....995</b>
<b>TOTAL</b>	<b>\$26,590</b>

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## GOOD WORKS : FORD PUTS FOOD BANK ON WHEELS



### Driving a Brighter Future

Ford presents new Transit Connect van to Matthew's Crossing Food Bank in Chandler

By Jennifer Johnson / Photos: Randall Bohl

Matthew's Crossing Food Bank in Chandler recently received a useful present to close out 2015—a brand-new, custom-wrapped Transit Connect van courtesy of Ford Motor Company.

This vehicle supports Ford's ongoing efforts to

address food insecurity, which includes a nationwide network of more than 50 mobile food pantries equipped with Transit Connect vans. This vehicle will help Matthew's Crossing Food Bank serve the community in even more ways in the fight against hunger.

"The first step in creating a better world is helping to fulfill the most basic needs of our neighbors," said Christie Mildner with Ford Motor Company's Phoenix Region. "More than 48 million Americans live in fear of going hungry each day, and these vehicles will deliver meals—not just during this season of giving but throughout the year."

Nationally, Ford has deployed dozens of Transit Connects as part of its Mobile Food Pantry program. A handful of them are located right here in Phoenix, and they are responsible for distributing more than 6 million meals over the past 5 years.

Mildner added, "With its nimble handling and fully adaptable cargo space, the Transit Connect makes an ideal option for food transportation. This unit can be used for the collection of nonperishable goods received from local food drive efforts as well as for picking up fresh produce, meat and dairy items from local grocers with the goal of getting food to those who need it most."

Each Transit Connect van offers 104 cubic feet of cargo space and is capable of carrying 1,470 pounds, which equals more than 1,100 meals per vehicle per trip. Last year, Matthew's Crossing Food Bank served 48,000 individuals and provided 17,000 emergency food boxes. Store pickups increased from 14,121 pounds of food in 2013 to 249,222 pounds in 2014.

"The new Transit Connect will enable us to pick up even more food in 2016 and beyond," said Matthew's Crossing Food Bank Executive Director Jan Terhune. "Currently, Arizona is one of the worst states in the nation for childhood hunger with more than one in four children not knowing where their next meal will come from. Thank you, Ford!" ■

From left: Chandler Vice Mayor Kevin Hartke, Matthew's Crossing Food Bank's Jan Terhune and Ford Motor Company's Christie Mildner check out the new Transit Connect that will aid the Chandler-based food bank in getting food to those in need in 2016 and beyond.



# Add diesel. Shake and stir.

Range Rover welcomes diesel to the lineup | BY SUE MEAD

We head north from Phoenix, driving the 2016 Range Rover Sport through the Verde Valley, headed toward Schnebly Hill Road outside Sedona. It's a vehicle we know well; we love its sumptuousness and high-speed prowess married to some of the world's top 4WD capability. We will be driving both the larger Range Rover and the Sport—both engineered for pavement duty as well as the tough stuff. We would drive the Range Rover Sport—which has the edge at highway speeds—on unpaved Schnebly Hill Road one day, then the big Range Rover over the notoriously rigorous Greasy Spoon and Diamondback Gulch four-wheel-drive trail the next.

Since its debut in 1970, the four-wheel-

drive Range Rover SUV has been lauded for both its luxurious trappings and its extensive off-road capabilities. Now in its fourth generation, Range Rover has added a diesel engine to its powertrain options, promising exceptional quietness, efficiency and performance—and giving buyers another reason to praise the premium utility vehicle.

Refinement is inherent in Range Rover: when you're spending this kind of money for a luxury vehicle, indulgent premium materials and abundant technology are expected. The interior is sophisticated and modern, incorporating distinctive Range Rover design cues and wrapping its passengers in sumptuous leather and satin chrome trim.

But the news here is more about what's

under the hood than what's inside the passenger cabin: Land Rover's new 3.0-liter turbocharged V6 diesel engine, boasting 254 horsepower and 440 lb-ft of torque, mated to an eight-speed electronically controlled automatic transmission. Because peak torque arrives at 1,750 rpm in the Td6 (the gasoline V6 produces 332 lb-ft at 3,500 rpm), Land Rover expects the diesel powertrain to be particularly well-suited to towing heavy loads and to off-roading, where reaching maximum torque at a lower gear is extremely beneficial.

The first two new diesel-powered Land Rover models to go on sale in North America will be the Range Rover Td6 and Range Rover Sport Td6. Starting price for the entry-level range Rover Sport Td6 is \$64,950, and \$86,450 for the Range Rover Td6—about \$1500 more than the gasoline-powered versions.

Land Rover expects a 32 percent improvement in fuel economy over their supercharged V6 gasoline equivalents. Preliminary figures for both the Range Rover Sport HSE Td6 and Range Rover HSE Td6 are predicted

at 22/28/25 MPG (city/highway/combined).

Not only is the new diesel engine powerful and efficient, it also promises to be especially quiet—an unexpected alternative to the clattering sound so familiar in diesel engines. Land Rover says its quiet operation is thanks in part to a compacted graphite iron engine block and new isolating engine mounts, which reduce overall vibration and refine the character of the engine, as well as to an acoustic laminated windshield that buffers the cabin from the outside world.

There's been much talk lately about today's clean diesel technology. Land Rover's selective catalytic reduction (SCR) system uses diesel exhaust fluid (DEF) to reduce NOx emissions, ensuring the Td6 achieves US LEV 3 status. The DEF is injected into the exhaust, and, as the resulting mixture passes through the SCR, NOx is turned into harmless nitrogen gas. The reservoir for the DEF holds enough fluid for approximately 10,000 miles, but DEF is commercially available and owners can top the fluid level off themselves or take it to their nearest Land Rover retailer if the reservoir needs replenishing.

Both the Range Rover and Range Rover Sport ride on full-time intelligent all-wheel-drive suspension with Terrain Response 2 technology that allows drivers to select one of several modes to optimize performance on a variety of different surfaces. The new system is able to switch completely automatically among five settings—General, Grass/Gravel/Snow, Mud/Ruts, Sand and Rock Crawl—to ensure the vehicle is always using the optimum mode. As with previous Terrain Response systems, each setting optimizes drivability and traction by adapting responses of the engine, transmission, differentials and chassis systems to match the demands of the terrain. Additional standard driving technologies include hill descent control, dynamic stability control, electronic traction control, cornering brake control, electronic brake-force distribution, emergency brake assist and, of course, anti-lock brakes.

Land Rover expects its new diesel engine to become a popular choice for its customers, predicting that 15 to 20 percent of buyers will pick the Td6 engine (for both the larger Range Rover and the Sport). ■

## Schnebly Hill Road

This historic 4WD trail climbs 2000 feet in elevation for breathtaking views over Sedona and the Verde Valley. Originally built in 1902 as a wagon road to reach the Flagstaff railroad station, this may still be a shortcut, but smooth is nowhere to be found. High clearance and tough kidneys are required—if the views don't take your breath away, the bumps in the road will.

## Diamondback Gulch aka Greasy Spoon

What started as a cattle trail, and later a pipeline, has become one of Sedona's most famous 4WD trails. Descend into deep canyons of ancient limestone with hang-by-your-seatbelt moments, then climb up to the top of ridges, with nothing but blue sky through the windshield until you reach the top, where you are greeted by expansive vistas right out of Western movie scenes.



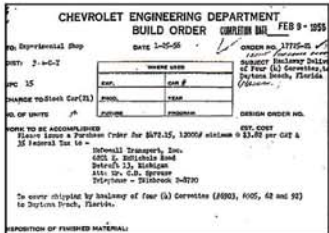
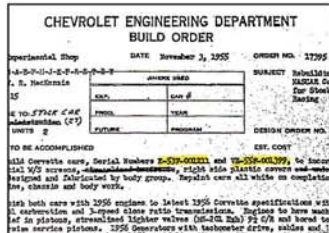
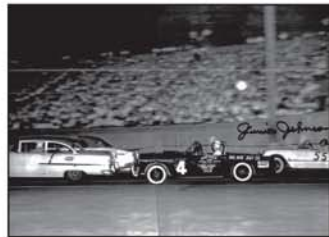
Range Rover HSE Td6



Range Rover Sport HSE Td6



# NASCARCORVETTE.com "The Un-Told Story"



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## VEHICLE IMPRESSION : 2016 LEXUS ES 300h

# Prius's older cousin

BY JOE SAGE

The Lexus ES has always generally attracted an upper-middle-aged, upper-middle-class kind of buyer. The word vanilla springs to mind. Nice car, though.

The current ES launched in 2012, its underpinnings shifting from mostly Toyota Camry to mostly Avalon. A hybrid was added midyear. We drove both versions at that time and had been impressed with the hybrid's value. The hybrid has fewer horses—200 hp total in the ES 300h (156 from its 4-cylinder gasoline engine), versus 268 hp with the ES 350's 3.5L V6—but weight gain was just 89 pounds, and highway fuel economy shot up from 31 to 40 MPG. And while most hybrids commanded a significant premium, this cost just \$2750 more.

A 2014 facelift brought a more emphatic spindle grille (nice in the right light—gloss black with strong bars in the open area.) The hybrid price premium remains modest: \$2920. Engines and power remain exactly the same. The ES 350 still comes with a 6-speed automatic, and the ES 300h still comes with a CVT.

The hybrid will still indeed get us from point A to point B, pretty much the ES mission, but

this time, we didn't find the car as transparently normal as we had a few years back. We don't mind a well-implemented CVT, but overall this powertrain needed more juice. We tried every eco-normal-sport combination, as well as manual simulation of shift points. But it was as though overly intrusive systems were in control, intent on minimizing driver involvement, or maybe any artificial intelligence just wasn't really heeding our intent.

The car had operational idiosyncrasies at times. Doors would fail to lock or unlock. Warning lights would go full disco. Hybrids, like EVs, can seem to be off when they're on, and we know this. Yet gauges would come to life even with power confirmed to be off. Or the car would stop dead even when power was confirmed to be on—once in traffic.

Braking force often felt absent in normal town driving. The back tires (or one of them?) would noticeably squeal rubber in the simplest low-speed surface street corners. This might earn you a law enforcement conversation in some towns. Both may be attributable to details of the regenerative system, but

that's just our speculation—regenerative systems recover energy that is otherwise "lost," but we had the feeling this was taking energy that otherwise might be stopping the car.

The hybrid has a base price near \$40 grand (\$40,920), but with add-ons (mostly just driver assistance systems that are standard on many cars), ours topped \$50 grand (\$50,530). The Monroney sticker bore the slogan, "The Pursuit of Perfection." A note with humorous intent in our e-logbook suggested that perhaps if it had already *achieved* perfection, you wouldn't need all the options. But instead, feel free to *pursue* perfection—and here's the option list and just what that'll cost you.

We did find that we could have fun in this car when next to a Prius. At 200 hybrid horses versus 121, the stealthy ES could blow the Prius's doors off, all things being relative—and we could theoretically tell the Prius driver we're still getting 40 hybrid MPG while doing so. That was our high point with this car.

The ES 300h does achieve its basic original mission. If you like the size, price, style and mid-premium finish of the ES in general, give this a spin and see what you think. For just a few dollars more than the ES 350, you can save a lot on gas for a long time. ■



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## VEHICLE IMPRESSION : 2016 MITSUBISHI OUTLANDER 2.4 SEL 2WD

# Individuality

by Joe Sage

Don't let Mitsubishi's mild-mannered presence throw you. A main mission for this manufacturer is to keep the brand's individuality. "If we act the same as the competition, we'll simply blend in," says marketing director Francine Harsini. The brand embraces finding its own way in the world.

Mitsubishi has begun an American resurgence. Though much bigger in the rest of the world, in our market they were due for refreshed products. They've got 'em. And some brand new products. Those are on the way. And despite having staked out its turf in an economical realm, people always want features and performance. Duly enhanced.

Mitsubishi sales climbed 40 percent last year, topped only by Jeep at 43. This impressively new 2016 Outlander—the 7-passenger sibling to their top-selling 5-passenger Outlander Sport—is expected to keep the bread rising.

There are six different ways to buy an Outlander (not even counting the smaller Sport). Engine and transmission are one variable; all-wheel drive is another. The lineup works like this: the base ES model starts at \$22,995, has a 166-hp 2.4-liter 4-cylinder engine with continuously variable transmission (CVT), and comes as front-drive only. Next up is the SE, with the same 2.4-liter engine and

CVT. This bumps up \$1000 for features along the lines of fog lights and color-keyed power mirrors, but also lets you opt for S-AWC (Super All-Wheel Control) AWD, for another \$2000. Add more premium features, still with the same 2.4L/CVT and same FWD/AWD option, and you have the SEL (that's L as in luxury)—the model we have here.

The GT model lives on sort of a parallel plane, with a 224-hp V6 (with 215 lb-ft of torque, versus 162 lb-ft on the others). It's also the only one with a 6-speed electronic automatic, rather than CVT. And the V6 GT comes only with S-AWC AWD.

All three 2WD models are rated 31 MPG highway, 29 MPG for the AWD versions. The V6-AWD combo in the GT rates 27 highway (it also requires premium fuel, unlike the others). The GT may have an edge on a high-speed climb up I-17 (it can also tow 3500 pounds, versus 1500 for the others). We found the SEL sufficiently powered around town.

From 7-passenger seating to cargo volumes, the Outlander is a packaging triumph, bigger on the inside than the outside. Its turning circle is tighter than many a 5-seater, a huge advantage.

The options in our economical sample's package are desirable, though now we have topped \$30,000 (the smaller Sport starts a hair above

\$20,000, and the bigger Outlander at \$22,995).

Put it all together, and there may be compelling reasons to lust after the GT—power most of all. But the 4-cylinder models have lower purchase prices, higher MPG and no thirst for premium fuel. Economy still looms large in Mitsubishi's competitive formula, making our SEL a top choice for most buyers, with AWD the one other prime personal decision. With AWD, the price gap to GT closes to \$4000, and if you match options, \$2100. So if you don't mind a bit higher fuel bill over time, the GT may also still be worth a test drive. ■

### SPECIFICATIONS: 2.4 SEL 2WD

ENGINE	2.4L MIVEC SOHC 16v 4-cyl
HP/TORQUE	166 hp / 162 lb-ft
TRANSMISSION	CVT (continuously variable)
DRIVETRAIN	FWD (AWD optionally available)
SEATING CAPACITY	7-passenger
TURNING CIRCLE	34.8 ft
GROUND CLEARANCE	8.5 in
TOW CAPACITY	1500 lb (GT with V6 = 3500)
CARGO CAPACITY	34.2 / 63.3 / 128.2 cu ft
WEIGHT	3494 lb
MPG	25/31/27 (city/hwy/comb)

**BASE PRICE** ..... \$24,995

**SEL TOURING PACKAGE:** MMCS nav system w/ SiriusXM (3 mos incl) and 2 map updates, rain sensing wipers w/ deicers, power remote liftgate, power glass sunroof, power folding mirrors, auto headlights, 710-watt Rockford-Fosgate 9-speaker premium audio, forward collision mitigation, adaptive cruise, lane departure warning ..... \$250

**DESTINATION CHARGE:** ..... \$850

**TOTAL** ..... **\$31,095**

Our Mitsubishi Outlander SEL 2WD combined the lineup's dominant 2.4L engine and CVT with top trim for that drivetrain, only stopping short of having available S-AWC all-wheel drive.



# Scion iAM

Which is who? Toyota's youth brand may be having an identity crisis. By Joe Sage

We recently drove the new Scion iA and iM for a week each, not far apart.

**SCION iA:** We knew the new Scion iA is really a Mazda2 with a new nose and badges (and is a Toyota Yaris in Canada and Mexico.) We attributed the Mazda core to the iA being basically a well-outfitted car at a good price.

Our lead-up materials had indicated the Scion iA would start at \$15-something thousand. Fifteen seemed a reasonable number for a base economy subcompact. In reality, it approaches sixteen (\$15,700 with a 6-speed manual, which we'd like fine). With an auto-

matic, it quickly approaches seventeen (\$16,800). With destination, it's \$17,570, starting to approach eighteen. With Kia Rio at \$14,165, Mitsubishi Mirage at \$12,995 or, for that matter, a US Toyota Yaris at \$14,895, this Scion was losing its edge on raw economy.

Value on the iA is a mix—it has power windows, a tach, a touchscreen and pushbutton start. But it lacks one-touch on the right window, the touchscreen only works in conjunction with distant knobs, and pushbutton start is of limited convenience when you still need your key in hand, anyway, for remote locks (which they dare to call keyless, but which means a button on the key like 25 years ago).

We referred to the manual more often than average, in search of features, finding some answers but mostly confirming the limitations of this entry level model. We were sometimes surprised at where value was delivered and where corners were cut.

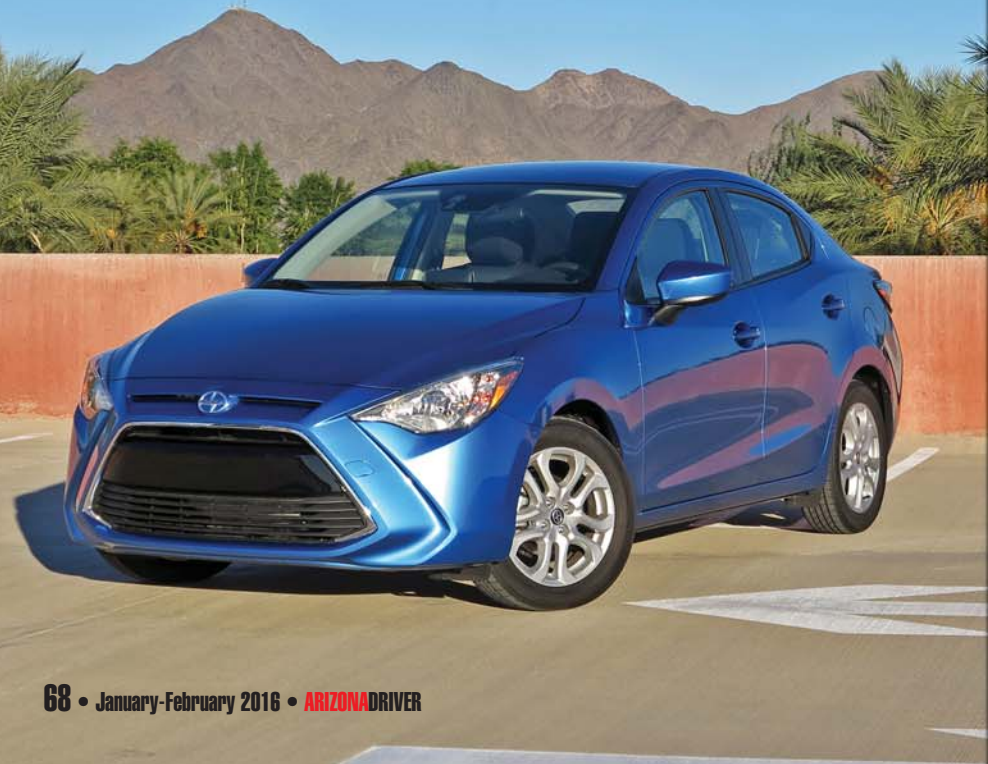
On average, it's a nicely featured car, for well, somewhere just a little below its price. Brakes are low spec but stop its 2416 pounds solidly. (We were also disturbingly aware of the car's light weight in a heavy wind at one point.) The engine—well, 106 hp is 106 hp, but it makes the most of that, short of the lack of response we felt from the transmission.

The iA's 6-speed automatic was fine cruising (given 106 hp), but upon entering traffic—always aggressive in our neck of the woods—it would repeatedly just stop to think things

## SPECIFICATIONS: 2016 SCION iA

ENGINE.....	1.5L DOHC 16v 4-cyl
HP/TORQUE.....	106 hp / 103 lb-ft
TRANSMISSION.....	6-speed automatic
DRIVETRAIN.....	FWD
BRAKES.....	10.2" ventilated disc / 7.9" drum
SEATING CAPACITY.....	5-passenger
TURNING CIRCLE.....	32.2 ft
CARGO CAPACITY.....	not stated
WEIGHT.....	2416 lb
MPG.....	33/42/37 (city/hwy/comb)
<b>BASE PRICE.....</b>	<b>\$16,800</b>
<b>DESTINATION CHARGE.....</b>	<b>770</b>
<b>TOTAL.....</b>	<b>\$17,570</b>

2016 Scion iA 4-Door Sedan



## THE ORIGINAL LANDSCAPE AND A BRIEF HISTORY OF SCION

It's hard now to visualize the roads of 2003—full of big Oldsmobiles, Crown Vics and truck-framed SUVs. It was equally hard then to visualize what was coming, but we recall trying to do so. Things were crazy in the Middle East oil patch, and tiny Scions had been announced in 2002.

In 2003, the 18-24-year-old first-car-buying demographic had been born from 1979-1985, the tail end of Gen X and the first shoppers of Generation Y, the Millennials. Scion was a new brand, aimed squarely at this age range, using guerrilla marketing tactics, unprecedented online shopping and design features, and a new kind of ded-

Scion xA, Scion xB (1st gen), Scion iQ.



icated low-pressure dealer environment to appeal to this new breed of buyers.

The market, the message and the methodology were new, but so were the cars. Picking up cues from the Japanese homeland's "kei cars," these were tiny, urban and downright quirky—like nothing anyone had ever seen here before—as well as economical to purchase, fuel and maintain, all of which suited the target market well.

First up were the teeny Scion xA and teeny, boxy xB (which was soon joined by the Nissan Cube and some would say the bigger Honda Element).

• Next came the Scion tC, and it was at this point we thought the brand lost some individuality—it seemed to us to be mostly just another small coupe. Plus it didn't follow the "x" naming scheme. • Soon after that, the xB was replaced by a newer and bigger xB, and the xA by a newer and bigger xD. These hadn't changed that much, but in an evolving landscape were less quirky, less distinctive. • And for a couple of years, we had the tiny iQ, sort of an affordable Smart car, also made as an EV, but not very successfully. ■

over, like a 1960s automatic with bands slipping, before engaging. But a number of user postings online seem to particularly like this automatic. The difference may be Phoenix driving style—our fellow travelers seemed ready to kill us. It remains a puzzle to us, as we've found other Mazda automatics solid.

**SCION iM:** We had seen the Scion iM in concept form at the LA Auto Show a year earlier—impressive, even dazzling, with edgy body styling and dramatic detail, angularity in its hood, side sills, fascia and lights—all of which was gone by last spring's New York show, as it moved into production. Too bad. What we have instead is a global platform Toyota Auris, again with a rebadging job.

Unlike the iA, which had no added options, our iM added a few small things to its base price, tipping it above \$20 grand. And yet it lacked such common contemporary features as pushbutton start (which even the iA had).

The iM has more mature styling than we're used to in the Scion lineup—which is nice,

## SPECIFICATIONS: 2016 SCION iM

ENGINE.....	1.8L DOHC 16v 4-cyl
HP/TORQUE.....	137 hp / 126 lb-ft
TRANSMISSION.....	"7-speed" CVT-i-S
DRIVETRAIN.....	FWD
BRAKES.....	11.7" disc / 11.0" disc
SEATING CAPACITY.....	5-passenger
TURNING CIRCLE.....	35.4 ft
CARGO CAPACITY.....	20.8 cu ft
WEIGHT.....	3031 lb
MPG.....	28/37/32 (city/hwy/comb)
<b>BASE PRICE.....</b>	<b>\$19,200</b>
<b>CARPETED FLOOR MATS / CARGO MAT.....</b>	<b>185</b>
<b>WHEEL LOCKS.....</b>	<b>65</b>
<b>REAR BUMPER PROTECTOR.....</b>	<b>89</b>
<b>DESTINATION CHARGE.....</b>	<b>795</b>
<b>TOTAL.....</b>	<b>\$20,334</b>

2016 Scion iM 5-Door Hatchback



but again seems to undermine any reason for the existence of Scion's separate marque.

Dollar for dollar and pound for pound, the iM struck us as a decidedly more appealing car than the iA, but we knew that was partly attributable to its decidedly cool wheels.

**SCION THE BRAND:** Somewhere in this same timeframe, we were having a conversation about the brand's origins, what it had been all about at that time and whether it had lost its compass in the 10 or 15 intervening years. Our fellow conversationalist was surprised—"Scion has been around for 10 or 15 years?!" And he is 27 years old—right in the exact demographic the brand was conceived for. This would not seem to bode well.

Scion does still serve a youthful segment of the market, with average buyer age about 15 years younger than Toyota or 25 younger than, say, Buick. Interesting, then, that our 27-year-old—who was 14 when Scion was born—thinks of this as a new brand. That is good, in that being new may boost youthful sales, but bad, in that it was targeted at him all those years, but he had not noticed.

The Scion lineup has been transformed. Gone are the quirky little cars that launched the brand. New this year are one rebadged Mazda and one rebadged Toyota. They join a rebadged Subaru and another rebadged Toyota. Which is fine, as far as it goes. They all get their jobs done as intended. But is this the basis for a separate brand?

Scion was above all founded upon ideas. Those seem to be running thin. ■

## THE CURRENT LANDSCAPE ...AND IF WE RAN SCION

The roads today are transformed, with legions of compact and subcompact cars and crossovers, arriving from Asia to Europe to Detroit. Millennials are now in the 20-to-36 age range, have often moved upscale, and a subsequent generation is hitting first-car age—if they care, that is, since much has been said about the next generation being the first not to champ at the bit to even get their first driver's license.

By the end of 2014 and 2015, the Scion xD, xB and iQ had all been dropped. They still sell the tC (a Toyota Yaris in emerging markets). In 2013, they introduced a departure, the FR-S roadster (a

Scion tC, Scion FR-S.



reskinned and rebadged Subaru BRZ). For 2016, they've added the iA (a Mazda2 worldwide) and iM (a Toyota Auris worldwide). All rebadges.

Tiny size is no longer distinctive, nor is low price, nor is fuel mileage in the 30-to-40 range. Where does that leave Scion? Just another small car player? We say be quirky, be decidedly different, be a head-turner, be the future. Or why be?

We'd suggest putting the Toyota i-Road into production. Badge it as a Scion. Attract a new generation of drivers who will drive the future. Be quirky. Be economical in purchase, fuel and operation. Turn heads. Sell like hotcakes. A radical idea? Yes. And that's the point. Scion was born as a radical idea, and it may take something like this to carry the brand into a new future. ■

Toyota i-Road.



# IGNITE YOUR IMAGINATION



As the most newsmaking cars at the high-dollar Arizona auctions in January will sell for well over \$1 million—as often as not approaching \$10 million, anymore—and yes, we mean *per car*—we always find Silver Auctions very refreshing, inspirational and compelling. It's a great place to show up with a bidder number, even if you have nothing particular in mind. Perhaps especially if you have nothing particular in mind. After all, at the recent Silver Auctions November in Arizona event, the newsmaking amount was \$537,575. And that was *not* for just one car—that was for all 70 that sold, put together—an average of just \$7680 per car. It's hard not to find something at Silver guaranteed to put a big smile on your face.

Take, for instance, the beautiful, unusual and gorgeous 1936 Terraplane Deluxe Sedan in Dark Tan shown above. The winning price was \$10,500.

Just from the standpoint of pure car guy logic, we're hard pressed to think you won't [a] more than get your money's worth in flat-out fun from such vehicles and [b] easily recoup your investment when and if you decide to resell and move on to your next whim at a future Silver Auction. On the other hand, reselling may be hard to face—this is the kind of event that gets many a gear-head's wheels turnin' on just how big a garage, barn or warehouse they need.

Take a look at the red 1967 Oldsmobile 4-4-2 Convertible at right, one of the pricier rides crossing the block, though a no-sale at \$28,000. It was still a tremendous deal at that point, with plenty more headroom—and very well may have ended up selling in Silver's effective post-block process.

In fact, some 132 vehicles did not hear the winning hammer ring as they crossed the block within each one's allotted time (as at any auction). These collectively bid a total of \$1,523,025, for an average of \$11,538. Does this average indicate that cars in the \$10,000-or-so range are too rich for some of the bidders' blood here? Again, considering the post-sale process, this probably

changed considerably. But it may be fair to say that's a price range that takes a little more time to part with, here, than during brief auction block time.

What we see there is opportunity. Show up mentally prepared to spend \$10 grand and up, when others may be bailing at \$7 grand or so (or plan on \$5 grand when others may bail at \$1500 or so), and you should be able to wrap up your weekend and head home as a very happy new buyer. And unlike the top dollar auctions, you likely can drive home—no expensive shipping.

Want something new? The slick BMW 6 Series at right is a good example, one of two similar cars, both no-sales at about \$7000 each. A 2007 Ferrari was pricey for here, bidding to an attractive \$75,000, though with no sale.

Classic pickups have really shot up over the past few years in the auction scene overall. And how can you beat a '55 Chevy pickup? How about by buying the Series 3100 shown at right, which sold at Silver for just \$17,250?

Original Toyota FJ40 Land Cruisers are hot now, too. The one at upper right (with just enough minor paint flaws that you could actually use it as intended, with a clear conscience) is one of two that were still for sale after crossing the block at \$8000 for one and \$9500 for the other. Don't be shy, folks.

The top ten sellers ranged from a 1964 Corvette convertible at \$32,000, to a classic 1940 Packard Club Coupe at \$21,000, to a 1973 Jeep Commando at \$14,200. Grand total for the top ten: \$206,300. That comes out to about twenty grand each, average. Compare their fun factor with new car prices.

Silver Auctions now has three events per year at Fort McDowell Resort & Casino, on the Beeline Highway north of Fountain Hills. First up is January 28-30 (this is their 19th year during big Arizona auction week). They've added November and then spring (March 18-19 this year) to their Arizona calendar over the past few years—great timing for imaginative snowbirds.

We never fail to have our imagination ignited at Silver Auctions. ■



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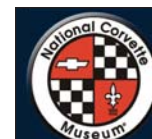
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NEW VEHICLE REVEAL : BENTLEY BENTAYGA

# BENTLEY GOES OFF-ROAD

The Bentley Bentayga—the brand's move into SUV territory, anticipated since their EXP 9 F concept vehicle was shown at the Geneva Motor Show in 2012—was recently revealed to a group of customers and VIPs at the Bentley Scottsdale showroom in the Penske Automall on Scottsdale Road in northeast Phoenix, with live music by violinist extraordinaire Jonathan Levingston.

The event was held the night before the Fifth Annual Bentley Scottsdale Polo Championships: Horses & Horsepower, in which six competitive polo teams would travel to WestWorld in north Scottsdale to compete in three highly-contested matches. The event went on to set an attendance record of nearly 12,500 spectators.

Michael Winkler, president and CEO of Bentley Motors Inc., attended the Bentayga reveal event and emceed the unveiling, underscoring the significance of both the vehicle and our market.

Built in Crewe, England, an all-new twin-turbocharged 6.0-liter W12 is at the heart of the new Bentayga. The powerful 600-hp 12-cylinder engine with 663 lb-ft of torque combines efficiency and smooth-running refinement with decadent levels of power and torque. With a 0-60 mph time of 4.0 seconds and a top speed of 187 mph, the Bentayga is billed as the world's fastest and most powerful SUV.

Bentayga claims the widest range of on- and off-road drive settings of any vehicle. At the turn of a dial, eight Drive Dynamics Modes provide the optimal handling setup for any surface or road condition. Underpinning this are Bentley Dynamic Ride electric active roll control and electric power-assisted steering. Optional Responsive Off-Road Setting lets you choose optimum settings for a wide range of off-road surfaces, while your instruments inform you of pitch, roll, wheel articulation, steering angle, compass bearing and altitude.

Technical features useful in town include predictive adaptive cruise control, traffic sign recognition, rear cross traffic warning and a four-camera top view monitor. Available features include park assist for semi-autonomous parallel or perpendicular parking, infrared electronic night vision and a heads-up display.

A new 8-inch touchscreen infotainment system has a 60GB hard drive and works in 30 languages, while rear passengers have a removable 10.2-inch Android tablet with 4G, WiFi and Bluetooth.

Three audio options top out with a 1,950-watt, 18-speakers-plus-supertweeters system.

For an extra level of exclusivity, you will want to get your name in for the Bentley Bentayga First Edition, a run of just 608 globally (matching the vehicle's metric horsepower). First Edition buyers will receive one of three special Breitling high-performance special-edition chronographs created for the new Bentayga, from one with an integrated dual frequency personal locator beacon, to one just for women. These will be available later as optional equipment for Bentayga customers. ■



# RADICALLY RAINY RALLYCROSS

STORY AND PHOTOS  
BY JAN WAGNER  
©AUTOMATTERS & MORE

Sometimes we luck into our once-in-a-lifetime events. They are even sweeter when we expect them to be routine and predictable—but then they are not. Such was the case on Wednesday, November 4, in Las Vegas.

We were in town for the SEMA Show—an enormous automotive trade event showcasing aftermarket products and services, many of them combined on countless customized vehicles. The major auto manufacturers also feature their latest and greatest high performance models and modifications.

It's worth a trip to SEMA solely to cover the show itself, but eventually it's hard to resist the lure of various off-site major motor-sports events that take place the same week.

This year we also attended Robby Gordon's Off-Road Stadium SUPER Trucks, the Optima Batteries Ultimate Street Car Challenge, Formula Drift at SEMA Ignited and, last but certainly not least, the season finale of the Red Bull Global Rallycross (GRC) series.

Two classes of cars compete in GRC: Supercars and Lites. Each class runs heat races and a main event, guaranteeing plenty of exciting action for the fans, lap after lap.

On a beautiful Southern California weekend in September, we had attended both Los

Angeles rounds of the Red Bull GRC. Located by the water, the course consisted of the usual—mostly pavement, and a dirt section with a jump. Seeing high-powered compact rally cars launch—sometimes side-by-side—and then soar through the air until they came crashing down on their front tires was thrilling. Could it get more exciting than that?

Las Vegas provided the answer, in the form of unusually stormy weather. Heading into this season finale, held on a large, purpose-built course across the street from the Luxor, only two drivers—Scott Speed and Tanner Foust—had a mathematical chance to win the championship. Scott was the odds-on favorite.

First it began to rain—hard. Then I started to feel something more solid than raindrops pelting my sun hat (which I'd kept on for warmth). I opened my palm and held it skyward. It quickly filled with hail. Without rain gear, I was getting soaked, as were my cameras. A plastic bag sort of protected one. Thank goodness they are weather-sealed professional Nikons. Then lightning came, and the on-track action was abruptly halted.

An urgent announcement was broadcast over the loudspeakers: everyone had to immediately evacuate the facility. The grandstands and chalets were made of metal, so a

lightning strike could have been disastrous. We were told that we could return if and when the lightning stopped. It was suggested that we go to our cars or to a nearby hotel, to wait out the bad weather.

Mud streamed over the course. Drenched fans streamed out of the gates. Spectators huddled together in the few covered spaces they could find. In various tents, mechanics were working on mud-covered rally cars, repairing damage and fitting rain tires.

After less than an hour, not only did the lightning stop, but so did the rain. People returned to the track and the racing resumed.

Soon, however, the rain began again—in earnest. The dirt had long since turned to mud and spread to the paved areas. Cars were slipping and sliding all over the track. Rooster tails of water trailed on the straights, as the cars became almost unrecognizable.

The action was spectacular. Scott Speed (photo lower right) finished third in the main event, beating VW teammate Tanner Foust and winning the season championship—the first Red Bull GRC title for Volkswagen Andretti Rallycross. ■

For a racing recap—and more photos—go to [redbullglobalrallycross.com](http://redbullglobalrallycross.com), click on News, then scroll to "Red Bull GRC Race Recap: Las Vegas."

Tanner Foust takes a wild ride in his yellow VW Beetle.





Hyundai debuted its N 2025 Vision Gran Turismo Concept for the North American market at the Los Angeles Auto Show, demonstrating their perspective on future performance characteristics and developed as one of the latest additions to the Vision Gran Turismo project, which invites automakers, design houses and leading brands to design special concept vehicles that showcase the future of automotive design, exclusively for the popular Gran Turismo video game franchise. The concept vehicle boasts a hydrogen fuel cell powertrain capable of generating 872 hp via a super capacitor system.

A new film—*Bentley Continental: Evolution of an Icon*—traces Bentley Continental DNA from 1952 to the present. It features a classic R-Type Continental—often called the world’s first Grand Tourer—and a 2016 Continental GT Speed—the fastest production Bentley ever. With a top speed of 120 mph, the R-Type was the world’s fastest four-seater at the time. Of 208 total, many were coachbuilt by Mulliner, a name still closely associated with Bentley. The film demonstrates that three styling cues—a striking power line, muscular rear haunches and a swooping, fast roof line—have remained a fundamental part of the Continental’s design over six decades. Today’s Continental has W12 power and a top speed of 206 mph, still boasting an “unsurpassed ability to cross continents in total comfort.”

The LA Auto Show has announced four additions to its Connected Car Expo (CCE) advisory board for 2016. Damon Lavrinc of Automatic Labs, Justin Fishkin of Phoenix-based Local Motors, Derek Kan of Lyft and Linda Campbell of QNX Software Systems Limited join nine returning board members from “thought leading” companies including Aeris, Elektrobit, Ellis and Associates, the City of Los Angeles, Google, Nokia Growth Partners, NVIDIA, Pandora and Strategy Analytics. Andy Gryc of CX3 Marketing will return as Conference Director. Gryc and an advisory board will set CCE’s conference agenda and select the second annual Top 10 Automotive Start-ups. CCE will be held in conjunction with the LA Auto Show Press and Trade Days on November 15, 2016.



Mopar Vehicle Protection (MVP), the service contract division of FCA US LLC, has launched new vehicle protection plans with features and benefits new to the marketplace. Mopar “Complete 360” plans provide vehicle owners hassle-free protection for 5 years/60,000 miles or 6 years/75,000 miles, including complete mechanical coverage; scheduled and recommended maintenance including parts; coverage for all mechanical wear and tear such as wheel alignments, brakes including pads and rotors, shocks and struts, wiper blades, belts and hoses, clutch assembly, battery, headlamps/bulbs/fuses; and more. The plans also include first day and extended car rental allowance during repairs, \$100 Sign & Go towing and roadside assistance, \$1,000 trip interruption protection and even key fob coverage. An



“All-In” option covers the total cost of two worn tire replacements for the term of the plan, full road hazard tire and wheel protection, repairs for minor vehicle dings, dents, glass chips and cracks, and rips and tears to interior seats, carpet and trim.

Jaguar has announced its return to global motorsport. Next fall, Jaguar will enter the third season of the FIA Formula E Championship—the world’s first global single-seater championship for electric



powered cars—as a manufacturer with its own team. Williams Advanced Engineering will be Technical Partner to the Jaguar Formula E Team and provide extensive motorsports knowledge, experience and success with high performance EV systems. Jaguar Land Rover has a long term relationship with Williams, who partnered with Jaguar on the development of the Jaguar C-X75 plug-in hybrid concept car. The team entry has been granted by Formula E and approved by the Federation Internationale de l’Automobile (FIA).

Ford Research and Innovation Center Palo Alto is joining with Girls Who Code to help close the gender gap in science, technology, engineering and math-related (STEM) fields. The philanthropic Ford Motor Company Fund will support education and professional growth of Girls Who Code club members in Northern California, serving more than 180 young women in grades six to 12 in the Bay Area. The Ford Palo Alto team will provide mentorship and instruction to club members, and help them engage in hands-on experience at the company’s Silicon Valley research lab. Women are especially underrepresented in the tech industry, making up just 18 percent of computer science graduates in the US—down from 27 percent in 2001 and 37 percent in 1984. Ford’s work with Girls Who Code is part of its expanding community commitment in Northern California.

The California Highway 1 Discovery Route’s Third Annual Coastal Discovery & Stewardship Celebration runs from January 15 through February 29, 2016. Special events and activities at ten desti-



nations connect visitors with the land, wildlife, history, people and culture along the route, including a Free Film Festival at the Hearst Castle Theater, the second annual Paso Robles Wine Country BlendFest on the Coast wine tasting event in Cambria and San Simeon, Stewardship Travel Adventures and Special Lodging Packages—all on California’s Central Coast in San Luis Obispo County. The route itself is a destination grouping of ten artisan towns and seaside villages from just south of Big Sur to just south of San Luis Obispo. For information and special winter lodging packages during the celebration, follow WineCoastCountry on Facebook and Hwy1DiscoveryRt on Twitter, or visit online at Highway1DiscoveryRoute.com.

The 65th annual Pebble Beach Concours d’Elegance is in the books, the elegant and high-powered automobiles are back in their stables and golfers are again teeing off on the 18th hole of Pebble Beach Golf Links. Meanwhile, finances for the event have been tallied, verifying over \$1.9 million was raised for charity at the August 2015 event—\$1,900,461 to be precise. The Concours has now raised over \$21 million for charity over its 65-year history, with 2015 a milestone year for the internationally recognized event.

Microchip Technology Inc. of Chandler, Arizona, a leading provider of micro-controller, mixed-signal, analog and Flash-IP solutions, has announced that Audi is using their MOST® technology to network the high-end virtual cockpit system in the newest of its best-selling A4 sedans, following a similar deployment in the Audi Q7 and TT Coupe. Microchip’s Intelligent Network Interface Controllers (INICs) provide 150 Mbps performance and support



all MOST network data types, plus have a high-speed USB 2.0 interface to seamlessly connect with the virtual cockpit’s system-on-chip processor. Some 200 million MOST interface controllers have been installed in 194 car models since 2001. ■

# UPCOMING FEATURES

Arizona January auction and Concours results



NASCAR at PIR



Patrick Peterson - AZ Cardinals star and car enthusiast



North American International Auto Show - Detroit



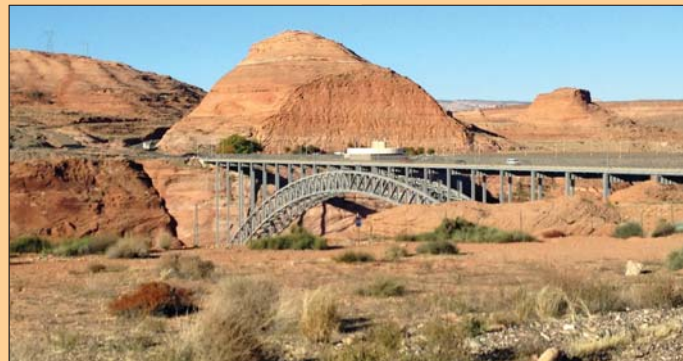
A plan for the Bonneville Salt Flats



Hyundai Elantra launch - Imperial Beach CA



Winter road trip: Page AZ



Drives: Acura, Honda, Hyundai, Kia, Mazda and more



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