

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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SEPTEMBER-OCTOBER 2016

**CARS/  
TRUCKS/  
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# ARIZONA DRIVER

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**COVER:** The new Jaguar XE, shown with 19-inch Venom 5 twin-spoke wheels. We drive a pre-production 2017 Jaguar XE 20d R-Sport turbo diesel in this issue (with standard 18-inch Matrix 7 twin-spoke silver wheels). Photo: Joe Sage.



The days we drive something totally new are tons o'fun. In this issue, we do first drives of everything from the Kia Cadenza in Virginia, to the new aluminum-intensive Ford Super Duty pickups at Phoenix International Raceway, to a new entry-priced, fully expandable set of Mercedes-Benz Sprinter and Metris Vans, along with the manufacturer's groundbreaking for a new US vans plant in South Carolina.

The days we go somewhere really old are also tons o' fun. In this issue, we take you up north to Cameron Trading Post, which is celebrating its centennial, and **Tyson Hugie** takes you to Water Wheel Falls near Payson, a nice cool, green getaway in its own right, and a chance for Valley residents to cruise the magnificent Beeline Highway. We also bring you news from a variety of other travel destinations.

We travelled to a secret spot in the Michigan woods for a day in which we had a taste of driving everything in the FCA lineup—Chrysler, Dodge, Fiat, Jeep, Ram and SRT.

Events are heating up around the Valley, with news included about the Grand Prix of Scottsdale and its Arizona-built Vintage Mini Racers, as well as men's health news from the Prostate Cancer Awareness team whose car will compete. We also have details of NASCAR at PIR in November, as well as the return of IndyCar to PIR in spring of 2017.

To keep all this machinery running, a new generation of mechanical and restoration experts is being nurtured by East Valley Institute of Technology, with support from the RPM Foundation, all presented in a recent Valley event and recapped herein.

We also bring you news of travel by wing and on two wheels. And, as always, we have driving impressions on a wide variety of new vehicles, from the all-new Jaguar XE on our cover, to the latest from Acura, Chrysler, Lexus, MINI, Mitsubishi and Toyota.

Enjoy the ride.

**Joe Sage** - Publisher/ Executive Editor



Photo: Brenda Priddy

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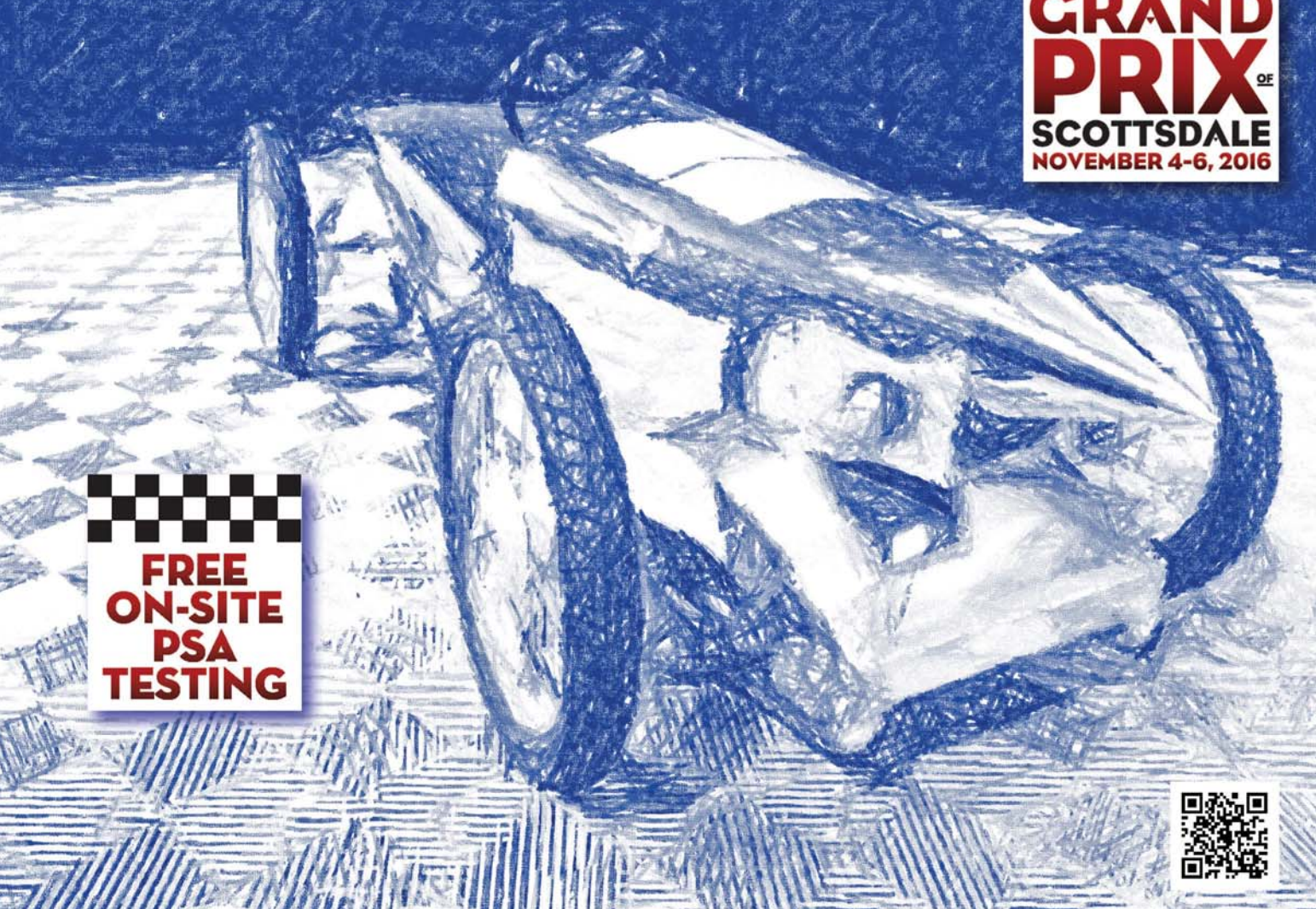
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# AUTOMOTIVE NEWS UPDATE



2017 Kia Sportage

▼ **Kia** owners report fewer issues with their vehicles within the first 90 days of ownership than all other car and truck brands in the US, in the latest JD Power Initial Quality Study (IQS), making Kia the first non-premium brand to top the results in 27 years. Now in its 30th year, the annual JD Power IQS determines rankings by analyzing responses from vehicle owners in 26 segments, in which the owners evaluate driving experience, engine and transmission performance, and a broad range of quality-related problems within the first 90 days of ownership. Kia's rise to the top was driven by best-in-segment performances from Sportage and Soul, and top-three rankings for Rio, Forte and Sorento in their categories. Kia's US sales have consistently grown over the last four years, surpassing the 600,000 annual unit mark. After entering the IQS overall top 10 for the first time in 2013, Kia had led all non-premium makes and placed second in the entire industry (behind only Porsche) in 2015. For 2016, Kia moved to number one in the entire industry.

▼ **Ram Truck** is supporting Arizona businesswomen Nena Barlow of Barlow Adventures and Kande Jacobsen of Adventure Driven in the **Rebelle Rally**—a new navigation and four-wheel-drive event crossing portions of the southwestern US in October—and will provide a 2016 Ram Rebel truck for the two to drive in this year's inaugural event. A competition of precise navigation, not speed, using only map and

compass, the Rebelle Rally is unique in the US. No GPS or electronic navigation of any sort is permitted. The seven-day rally will cover more than 1,000 miles on a highly secret route of back roads, deserts and mountains between Lake Tahoe, Nevada, and San Diego, California. This all-women event is being organized by veteran off-road racer and trainer Emily Miller, the first US woman to compete in the long-running Gazelle Rally in Morocco. Owner of Barlow Adventures, a Jeep rental and 4WD training company in Sedona, Nena Barlow has over 20 years' experience in the 4WD in-



Rebelle Rally team  
Kande Jacobsen  
and Nena Barlow

dustry and is currently the only woman in the world certified by the International 4WD Trainers Association. Kande Jacobsen and her husband Seth own Adventure Driven, a photography and marketing company specializing in overlanding and the outdoor lifestyle. Jacobsen has a back-

ground in all things outdoors: hiking, horseback riding, dirt biking, orienteering and four-wheeling. Barlow and Jacobsen will drive a stock 2016 Ram Rebel in the competition, exactly as the model rolls out of the factory, with Barlow driving and Jacobsen navigating, though both bring strong driving and navigating skills to the team and can swap roles as needed.

▼ A sell-out crowd at the Corning Museum of Glass in Corning NY celebrated with an evening of tributes as the International Motor Racing Research Center (IMRRC) presented the Cameron R Argetsinger Award to racing icon **Roger Penske** on June 30. Presenting sponsors were NASCAR, IMSA, International Speedway Corp. and Watkins Glen International, and the event was supported by Sahlen's. As Team Penske celebrates 50 years this year, Roger Penske received the award from JC and Duke Argetsinger, sons of Cameron R, along with IMRRC Governing Council chairman and four-time Indianapolis 500 winner Bobby Rahal. Racing dignitaries shared personal memories of "The Captain," praising Penske's calm and effective leadership, respect for others, attention to detail, and focus on getting a job done and

done well. Video shout-outs were included from Penske's former and current team members. The respect Penske has earned was evidenced by the tributes from Dan Gurney, Jim Hall, Danny Sullivan, Al Unser Jr., Parnelli Jones and his current crop of team drivers Will Power, Simon Pagenaud,

Juan Pablo Montoya, Ryan Blaney, Brad Keselowski and Joey Logano. Team Penske drivers Helio Castroneves, currently competing in IndyCar, and former racer Rick Mears, team advisor for Team Penske,



Ford "Ole Yeller" Mustang  
bred from Shelby GT350

were interviewed by *Punch*. Mears marveled at Penske's own championship record as a driver before he became a team owner, a record highlighted in remarks by Lisa Noble of SCCA. This was the IMRRC's third consecutive presentation of the award, recognizing outstanding contributions to motorsports in the name of the founder and organizer of the first races at Watkins Glen. The first recipient of the Argetsinger Award was multi-team owner and former driver Chip Ganassi in 2014. NASCAR icon Richard Petty was the 2015 honoree. For more about the Racing Research Center's work, visit [www.racing-archives.org](http://www.racing-archives.org) or International Motor Racing Research Center on Facebook.

▼ The ninth one-of-a-kind vehicle created by the **Ford** design and engineering teams and donated for the Gathering of Eagles charity auction during the Experimental Aircraft Association (EAA) AirVenture Oshkosh 2016—an aviation-inspired "Ole Yeller" Mustang—sold for \$295,000 to Hank Menke of Indiana. All proceeds benefit EAA's youth education programs, including the Young Eagles, which has provided free introductory flights to 2 million young people since 1992, helping grow the next generation of aviators. Bred from the limited run ultra-high-performance Shelby GT350 Mustang, "Ole Yeller" features the most powerful naturally-aspirated Ford engine ever, a 526-hp 5.2L Ti-VCT V8 with Flat Plane Crank, mated to a TREMEC 6-speed manual transmission.

With a specially tuned sport suspension, this is the most track-ready, road-legal Mustang ever produced. Ford vehicles donated at EAA AirVenture events have collectively raised more than \$3 million.

▼ **Nissan** is introducing the first single cab in Titan history, as 2017 Titan and Titan XD Single Cabs join currently available Titan and Titan XD Crew Cabs. The new trucks provide an affordable entry point into the rugged commercial fleet and work truck market and are the second of three eventual Titan body configurations, along with the current Crew Cab and future King Cab. The new Single Cab will be offered in both Titan and Titan XD configurations, both sharing the same cab dimensions and 8-foot pickup beds but



2017 Nissan TITAN SV Single Cab

with completely separate fully boxed ladder frame chassis. As with the XD Crew Cab, the Titan XD Single Cab will be available with either of two engines: the 310-hp, 555-lb-ft Cummins 5.0L V8 Turbo Diesel, or the 5.6L Endurance V8, rated at 390 hp and 394 lb-ft. The Titan Single

Cab will come with the 5.6L Endurance V8, with a V6 available later. Diesel trucks have an Aisin 6-speed automatic, and gasoline V8 trucks a 7-speed automatic. Titan will ultimately offer three cabs, three bed lengths, three engines, 4x4 or 4x2 drive, and five trim levels—S, SV, SL, PRO-4X and Platinum Reserve. The Single Cab models go on sale in late fall.

▼ Automotive marketing and advertising company **Jumpstart** Automotive Group has released an auto shopper study in collaboration with Ipsos Connect: "Today's Auto Shoppers: How They Research and Why Trust is So Essential in Winning Them Over." The report, which looks at new trends in car-shopping for several demographics, shows that not only are Millennials interested in buying cars, but they also cycle in-market more often due to changing life stages (nearly six out of ten Millennials buy a new car every three years, vs four in ten overall). Online shopping has shortened the process—88 percent of Millennials research online for the entire process, and 74 percent now take four weeks or less to reach their decision. Automotive brands have invested heavily in proprietary infotainment systems, but for the majority, their smartphone seamlessly integrating into a vehicle is more important than custom tech features. Women influence 80 percent of all transactions, relying heavily on independent research

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ly new car buyers, women are more willing than men to consider used if it means more value. For all, quality/reliability was more important than fuel economy, attributed both to a run of recalls and to recent low gas prices. Consumers begin research based on good value (77%), reliability (68%) and quality (65%). Final decisions are based on quality/reliability (34%), fuel mileage (29%) and price (28%).

▼ **Dodge** and **SRT** have launched a new promotional tagline that captures the passion, attitude and spirit of the American performance brand—"Domestic. Not Domesticated."—to be integrated into all Dodge and SRT brand communications across multiple platforms and consumer touch points, including television, print, digital, web, social and experiential. Initial TV spots feature the Dodge Charger SRT Hellcat, Challenger SRT Hellcat and Durango R/T. The tagline can also be seen in *Dodge Challenger SRT Hellcat—Unleashed* videos on the brand's YouTube channel. "Performance is as much an attitude as it is a measurement," said Tim Kuniskis, FCA North America head of passenger cars for Dodge, SRT, Chrysler and FIAT. "We not only build performance cars, we challenge the mundane and champion the unborng. 'Domestic. Not Domesticated.' is as much a state of mind as it is about the performance of our vehicles. It perfectly captures the spirit of

in Booth 24423. Shelby American, headquartered in Las Vegas, is offering a limited edition of only twenty such cars, to celebrate the original's 1-2-3 finish at the 24 Hours of Le Mans in 1966. The 50th An-



50th Anniversary Shelby GT40 MKII

niversary Shelby GT40 is a continuation of the original Ford big-block MKII model. "Carroll Shelby's involvement in Ford's Le Mans program is one of the best known chapters in our racing history," said Joe Conway, co-CEO of Carroll Shelby International and CEO of Shelby American. "Carroll Shelby shared Henry Ford II's desire to defeat Ferrari on the international stage to earn American automakers worldwide respect." The new cars are built on an original-style steel monocoque chassis with fully independent suspension. The continuation car is 163 inches

▼ **Green Commuter** has launched a vanpool and car sharing service in Los Angeles using a **Tesla Model X** fleet. Proprietary software lets thousands of

users access its fleet of all-electric seven-passenger SUVs to commute during rush hour, and as a car share the rest of the time. "Gasoline vanpool vehicles (usually achieve) 12 to 18 mpg in real life driving conditions," says Green Commuter CEO Gustavo Occhiuzzo. "We're the first to use only zero-emissions vehicles instead." Occhiuzzo chose the Model X as the only all-electric vehicle currently available that met vanpool criteria—seating for seven and long-range battery capacity. Longer range increases its appeal to users who may travel with friends and family to weekend destinations such as San Diego, Las Vegas or Palm Springs. Packages start at \$10 an hour or \$150 for a weekend. Vanpool users will be able to lease on a monthly basis, with total commuting costs said to be comparable to (or in many cases cheaper than) current vanpools using standard vans or SUVs. Currently there are more than 1,500 vanpools with a destination in LA County and about 3,000 across the Greater LA region. Current vanpool commuters only use their vans 10 to 15 hours per week, based on an average hour to hour-and-a-half commute each way for five days—just 6 to 9 percent of the time during any given week, Occhiuzzo points out, leaving a van unused 91 to 94 percent of the time. He expects his service to dramatically maximize use of the vehicles." Green Commuter also launched an Indiegogo campaign for services at steeply discounted rates, to jump-start a community. ■



Dodge/SRT "Domestic. Not Domesticated." campaign

Dodge and SRT." The tagline was created in partnership with Austin-based GSD&M, the new Dodge brand agency of record.

▼ **Champion Oil** will display a limited edition 50th Anniversary **Shelby GT40 MKII** at the 2016 Las Vegas SEMA Show,

long and 40 inches high, the exact dimensions of the original. It even uses the same twin 10-gallon gas tank setup and original-style 15-inch Halibrand pin drive wheels. Shelby says more than two-thirds of the parts can be interchanged with the original GT40 MKII racecar.



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# Latest and greatest

Wikileaks has nothin' on this place. What happens here stays here. Most of it, anyway. But once a year, we are allowed to see quite a bit—and to share it with you.

Each summer, Fiat Chrysler Automobiles (FCA) gathers media and machinery in the meadows of mid-Michigan for an event called "What's New." Present are the entire FCA lineup, along with concepts, announcements and a couple of surprises. It's like attending one of the big international auto shows—but with keys. We get behind the wheel of everything (except the concepts) and hit road courses, autocross, dragstrip and off-road trails, all at the super-secret Chelsea Proving Grounds.

## FCA CHELSEA PROVING GROUNDS

Proving grounds by their very nature are remote. The FCA Proving Grounds near Chelsea, Michigan are hidden away among farms and rolling hills an hour or so west of Ann Arbor.

The 3,800-acre facility, opened in 1954 and constantly updated, is one of the largest in the world, with over 100 lane-miles of test surfaces and laboratory facilities for crash, emissions and

fuel economy testing.

Durability Roads of concrete, asphalt, gravel, stone and Belgian block test reliability and durability; Evaluation and Handling Roads have a variety of cornering at a wide range of speeds; an 18-acre Vehicle Dynamics Facility tests steering, suspension and braking up to 100 mph; Grade Roads of 7, 15 and 32 percent test hill climbing and service brakes, with 20 and 30 percenters for parking brake and transaxle parking sprag tests; and an Oval Test Track, six lanes and 4.7 miles long, runs up to 200 mph, with extreme banking for neutral steer at 130 mph in the sixth lane in the turns.

A 4.3-mile Ride Road tests steering, suspension, body shake and NVH; a Skid Traction Facility has four 1000-foot lanes of varying friction, with built-in sprinklers for wet surface testing; a 250-by-12-foot Splash Trough tests body sealing, fascia retention, water ingestion and engine electrical seals; and a 1.6-mile paved Straightaway Road tests brakes, while another 2.2-miler tests fuel economy, performance and coastdown.

Chelsea Proving Grounds is one of six FCA test facilities, along with Arizona Proving Grounds in



Ten zillion horses are let loose on a summer day in Michigan by Joe Sage



Yucca, ideal for hot weather testing and for dry conditions even in winter; Florida, Ontario and Mexico; and another Michigan facility in the vicinity of FCA headquarters in Auburn Hills.

Components of our FCA What's New event are held on the Durability Road, one of the shorter drive roads, a large paved pad and neighboring straightaway where we have timed autocross and dragstrip acceleration, and famous Lyman Trail, home of Jeep Trail Rated honors. All are inside the confines of the Oval, and each provides a carefully engineered combination of sublime torture and joy to us mere mortals.

New vehicles sprawled across the lawns and access roads included the entire 2017 lineups for Chrysler, Dodge, Fiat, Jeep, Ram and SRT—all ready for us to fire up and push hard.

On static display were final year special edition Vipers (see page 61) and the entire rockin' 2016 Moab Easter Jeep Safari Concept Collection. Jeep product planners like to bring their imaginations to market if they can, so much of what we saw here may well enter the pipeline, in whole or in part.

Other displays featured accessories and performance upgrades. Executives, marketing, engineering and design teams were on hand for any in-depth information or friendly conversation.

## AUTOCROSS AND DRAGSTRIP

SRT and Abarth performance vehicles had a timed autocross course, and Hellcats a neighboring 1/8-mile dragstrip. Rain was threatening, so we headed here first, not because we mind a wet and wild time at speed, but just in case they had to shut it down. By the time we had shuttled to this subsite, a light drizzle was underway.

We tackled the autocross first, featuring the Dodge Challenger Hellcat and Charger Hellcat,

Viper, Jeep Grand Cherokee, Fiat 500 Abarth and Fiat 124 Spider Abarth. We had previously driven each one on track, autocross, dragstrip or all of the above and welcomed a back-to-back drive.

First we drove the Fiat 500 Abarth, then the Fiat 124 Spider Abarth, followed by Challenger Hellcat, Grand Cherokee SRT and Viper. (We didn't get to the Charger on this course). It was driest when we drove the 500 Abarth, and we noted its great performance on this course, not surprisingly after previous track time at Spring Mountain Motorsports Ranch in Nevada. For Abarth back-to-back, we grabbed the 124 Spider next. Next was the Challenger Hellcat, another superb autocross performer despite its size and weight, making it clear that size does not need to be a factor. Next was the Grand Cherokee SRT. Rain was picking up, but no way would we skip the Viper.

Varying rain may have given different cars different advantages, but when all was said and done, we casually and subjectively rated the 500 Abarth as #1, Viper #2, Challenger Hellcat #3, then the rest are tradeoffs involving function, performance and everything else anyone considers for vehicle ownership during non-track time.

We drove the Challenger and Charger Hellcats on the 1/8-mile timed dragstrip, as we have in the past. The pavement was damp—it was raining, but the cars at speed would tend to dry things out. With and without Launch Control or traction control, the Hellcats' systems were so responsive, we still made good times on the wet runs.

## OFF-ROAD COURSE

On the Lyman Trail courses (including semi-extreme and highly extreme alternates), we drove the Jeep Renegade, because it's such a fun and

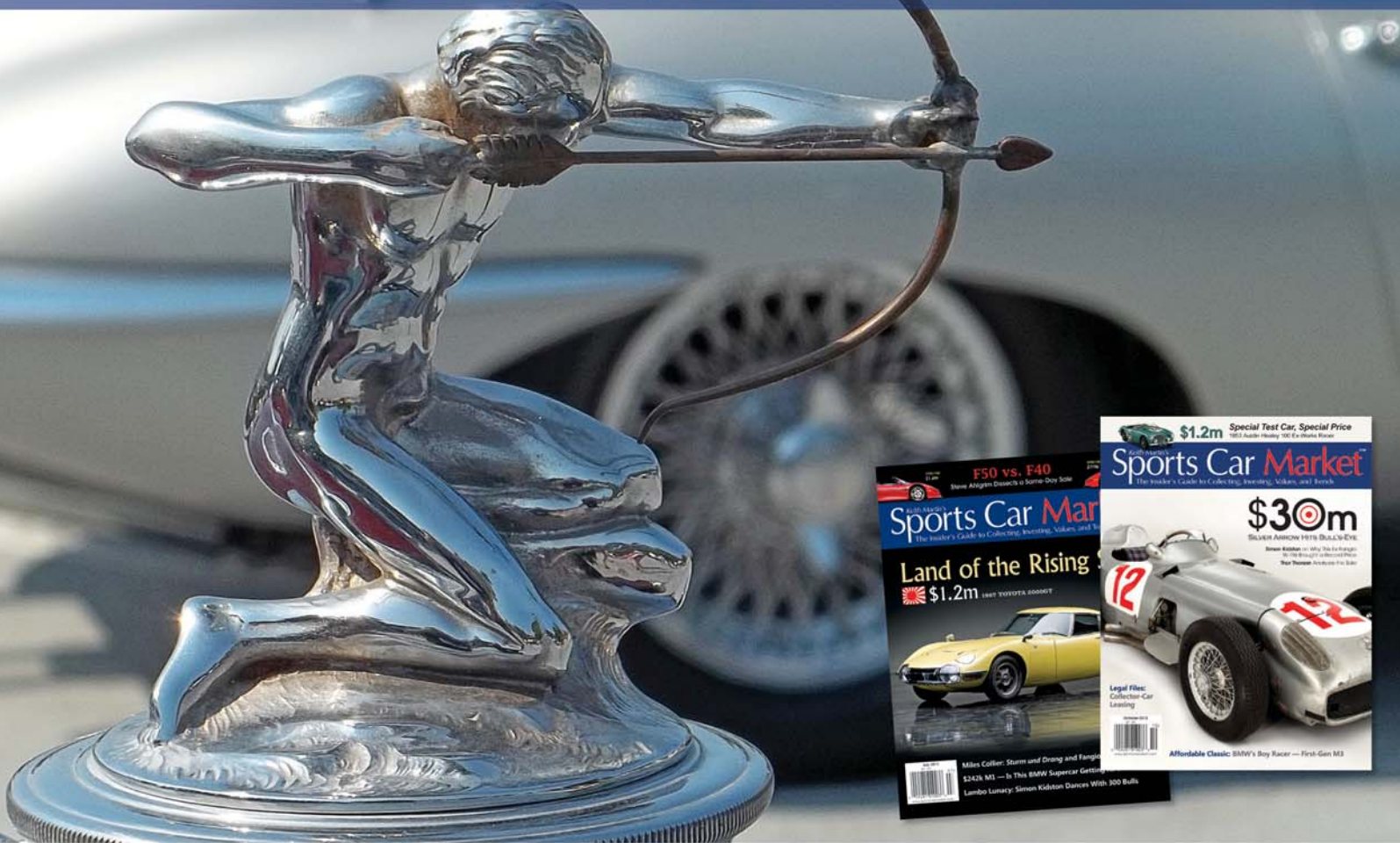


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capable little beast (and because yet another friend was buying one and had a few new questions). We drove the Ram Rebel, because it's already very high on our list, a 1500 series pickup with modifications galore for heavy-duty, high clearance off-road use, yet with no compromise in its weight, fuel efficiency or towing capacity. And we drove a Jeep Wrangler, because—well, after all, this is Lyman Trail at Chelsea Proving Grounds.

Proving Grounds engineers are trying to break 'em on these courses, at least during development. We're trying not to, not that we could. Our vehicles had already proven themselves here before they ever hit production.

#### ROAD COURSES

We swap back and forth pretty freely between the two paved courses. One has a series of tight curves and broad sweepers, largely unbanked, surrounded by Michigan countryside (see photo below). The other is the Durability Road, with long straightaways for acceleration and braking in the right lane, and the left lane a series of special torture test surfaces (see small photo at right).

The Oval Test Track is not part of our program, but is in plain sight and always an inspiration. We spot a few test mules out there, the kind of camouflaged vehicles you see in spy photos (and this is on a day when the most serious stuff is actually stashed away from our prying eyes.)

We had already driven a number of the available vehicles at their initial launch events, and the day goes fast, but we had to take the Fiat 124 Spider out again, no question. As at the launch, it provided a wall-to-wall smile.

We drove off-road and heavy duty Ram 4x4 pickups here, as we often do, but also loved one in a different flavor—the sporty Brilliant Black Crystal Pearl Coat Ram 1500 R/T Regular Cab 4x2 shown at right, yours (or ours) for just \$35,985.

We drove the Jeep Wrangler Rubicon Wrangler 4x4, which proved as they always do that it is every bit as enjoyable on the highway as off-road.

We enjoyed the midsize Alfa Romeo-based Chrysler 200 in midgrade Limited Platinum trim (a stunner, and just \$24,490) and the Dodge Dart Turbo with 6-speed manual (solid, sporty and just \$17,995). And we were impressed by the latest of another favorite, the Dodge Durango, notable for upgrades in many of its included features, such as larger wheels and tires, without a price increase.

You could say there's a fourth venue—our tent, where we can grab WiFi and a bite to eat. Lunch is brought in by Zingerman's Deli, a well-loved good ol' American food purveyor out of Ann Arbor. Having hit classic Buddy's Pizza in Detroit and Zingerman's Roadhouse already that week, we were primed for another Pure Michigan lunch, replete with Faygo Rock N' Rye and Vernor's Ginger Ale. A torrential downpour in early afternoon paused the event, but only briefly—just time enough for another visit to the Zingerman's tent.

Just as Kid Rock had promised, it was summertime in Michigan. And—a good winter test drive notwithstanding—the perfect time and place to test the full Imported From Detroit FCA lineup.

The What's New event can be a bit like your high school reunion (if you went to an especially cool school). For weeks afterward, you remember everybody you talked to, about what, how much fun it was in aggregate, hope you didn't miss anybody, and realize there were so many fun things that happened you can't recount every one.

The event is exhilarating, informative and invariably enlightening. Any reasonable person will emerge from this event feeling the need for a seventeen-car garage. We certainly did. ■





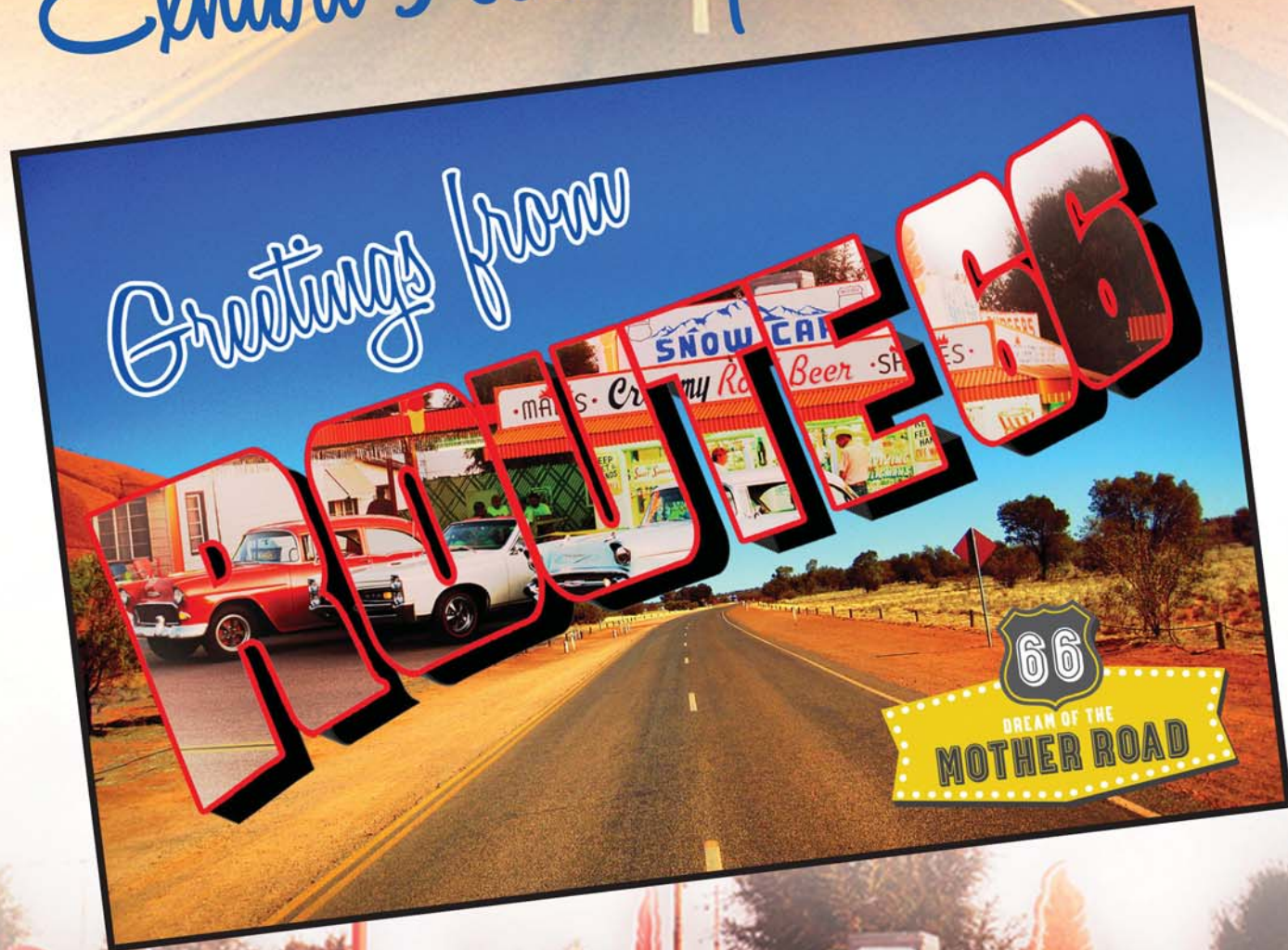
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## VEHICLE IMPRESSION : 2016 CHRYSLER 300C PLATINUM AWD

# Respect.

BY JOE SAGE

Sexy, tough and made in America. What better way to get around Michigan for a week than in the "Imported from Detroit" Chrysler 300 on its home turf? Our leather-lined Black Forest Green Pearl Coat sedan with 19-inch polished cast aluminum wheels turned heads and snagged compliments from pizza joints to weddings to roadhouses, everywhere from the 'hood to the 'burbs.

The Chrysler 300 lineup starts at \$32,160 for a rear-drive Limited. In the mid-to-upper \$30s are the 300S and 300C, one aimed at sport and one at comfort (the equally stylish 300S is \$2960 less). Our ride here is in the top model 300C Platinum AWD with a 292-hp Pentastar V6, at \$45,065 (or \$42,690 with rear-drive). Ours had a \$2995 pack-

age of electronic driving aids you could take or leave, though for \$3000 you could add a 363-hp 5.7L HEMI. (The V6 in the 300S is tweaked to 300 hp; the HEMI is offered on all but Limited; AWD is available on any Chrysler 300.) With all this power and roominess, highway fuel mileage still ranges from 25 mpg to as high as 31 mpg.

At half or even a third of some alternatives, you can forget about any Euro badge envy. In fact—as we found in Michigan—this industrial strength luxury cruiser can give other folks a good case of Detroit badge envy. ■





# DESTINATION TRAVEL & EVENTS



Bryce Canyon National Park

▼ As spectacular as our own state is, we have some pretty spectacular neighbors, tailor made for classic road trips. It has always seemed like a plus that we don't have an Interstate north to **Utah**. To get there, you can take US 89 north from Flagstaff to Lake Powell or Monument Valley, or US 93 to Las Vegas and St George. Depending on your destination, you can set out after breakfast, or after lunch, and still



Great Salt Lake

get just about anywhere in Utah before the sun goes down. The Utah Travel Industry has identified some 1,235 places to watch the sun go down; here are their Top Five. | **05**) Most Urban Sunset (Best City View): Mount Olympus: How about watching the sunset from 9,026 feet above sea level? You'll see Salt Lake City (4,226 feet above sea level) and beyond to the Great Salt Lake, Antelope Island and all the way into Idaho. The summit hike is 7.6 strenuous miles roundtrip. Bring water, good hiking

shoes, a headlamp for hiking down in the dark and your camera. | **04**) Most Remote Sunset: Uinta Mountains: Just about anywhere in the Uinta Mountain range, east of Salt Lake City, is a great place to watch a sunset, with lakes and peaks everywhere you turn. A few spots to consider are Wall Lake, Christmas Meadows and Abe's Lake Trail. | **03**) Most Dramatic Sunset: Monument Valley National Monument: This is the scene where the credits roll. It's a sunset that makes you want to get on a horse and be a cowboy with a weathered face. It's a sunset that makes you feel like just a speck in the cosmos. | **02**) Most Peaceful Sunset: Sailing on the Great Salt Lake (left): Add a boat carving the mirrored surface, and this is free zen. Let yourself flow into

sunset bliss while the water laps against the hull. Lullabies were never this good. | **01**) Most Colorful: Bryce Canyon (above): You'll likely run into dozens of photographers at Sunset Point, Sunrise Point and Yovimpa Point in this colorful National Park. People from all over the globe are on hand to witness something magnificent—a gathering of light-lovers, there to record a once-in-a-lifetime moment. The sun will never set the same way again. Keep in touch with other photographers and swap

images. You're now in the club.

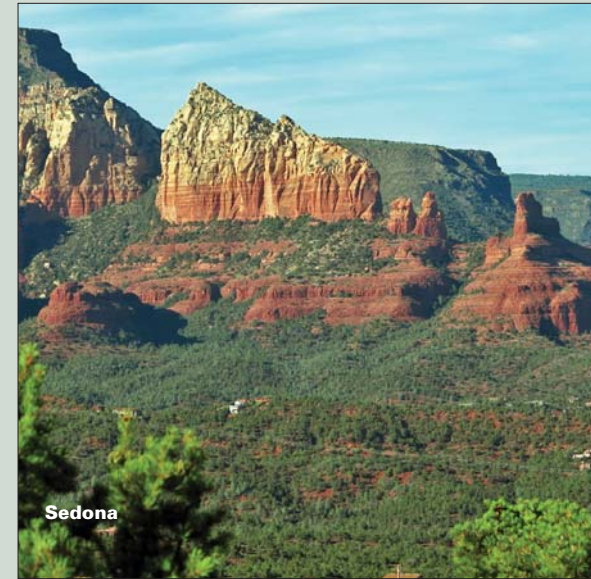
▼ The Hacienda Del Sol Guest Ranch Resort in **Tucson** is one embodiment of that town's UNESCO World City of Gastronomy designation. The historic resort has classic favorites and original creations inspired by local and seasonal ingredients, as classically trained and regionally experienced Chef Bruce Yim leads a team



Hacienda del Sol, Tucson

of culinary minds and hands at the helm of its award-winning restaurant The Grill, in Terraza Garden Patio & Lounge, and in a catering kitchen. He and his team incorporate ingredients and ideas inspired by the bounty from an on-site organic garden, plus herbs and citrus grown throughout the resort's 34 acres, to develop a distinctive selection of New American Cuisine to diners and event guests. Hacienda dining has received the national AAA Four Diamond Award and kudos from local

magazines, including Top Five Restaurant, Best Brunch, Best Romantic Dining, Best Wine List, Best Dining with a View, Best Restaurant for Out-Of-Town Guests, and Best Longtime Favorite. Their wine



Sedona

cellar has more than 6000 hand-selected bottles from over 900 labels, from the Bio Bio Valley to Bordeaux, from Argentina to Spain, and from Arizona to Main, winning The Award of Ultimate Distinction from *Wine Enthusiasts Magazine* and Best Of Award for Excellence from *Wine Spectator* for 16 consecutive years. Guests come for the food, stay for the wine, and return for the views and ambience—or any combination therein. Hacienda Del Sol is a qualified member of Historic Hotels of America, the official program of the National Trust for Historic Preservation, and a member of the Preferred Hotels and Resorts Lifestyle Collection.

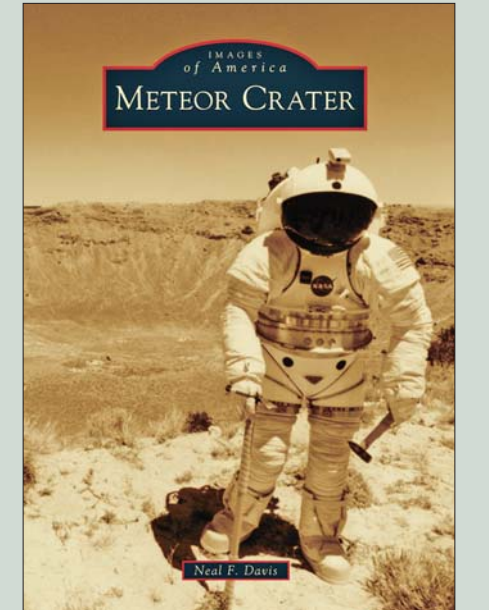
▼ This year's annual Arizona Governor's Conference on Tourism, hosted by the Arizona Office of Tourism in July, included a first-time Grand Pitch contest, in which the **Sedona** Chamber of Commerce & Tourism Bureau was awarded for their "Sedona Secret 7" campaign, which earned them almost \$100,000 of in-kind marketing funds. The contest supports statewide destination marketing efforts and increases the economic benefits of tourism activity. "Sedona Secret 7" is a social media and digital campaign that identifies seven different categories of under-the-radar sites in Sedona, so visitors can experience the area like a local. Out of 17 total entries, four finalists presented their ideas to a

team of judges during the general session of the conference. After an eight-minute presentation and five minutes of questions, the decision went to a judging panel of representatives from sponsoring media partners, including *Condé Nast Traveler*, *Expedia*, *Golf Digest*, *Off Madison Ave*, *Sojern*, *TripAdvisor* and *Travelzoo*, whose votes counted for 25 percent, while audience participation counted for 75 percent of the final vote. The winning video was created in coordination with the Sedona Chamber of Commerce & Tourism Bureau's agency of record, Owens Harkley Advertising, who use classic advertising and public relations strategies combined with digital and social media tactics to achieve brand goals.

▼ On any day, the number one question asked to a gondolier at The Venetian **Las Vegas** is, "How can I become a gondolier?" Now, guests will have this opportunity—if only for a few hours—through the resort's new Gondola University. The new program, limited to nine participants per day, begins with a primer on the history of Venice, the city famous for its aquatic transportation and the inspiration for the hotel. Participants then learn the ins and outs of piloting a gondola, before going through Rowing 101, a hands-on experience where they actually row their own vessel. The experience ends with an official Sash and Scarf Ceremony, modeled after the ritual used by The Venetian Las Vegas when actual new gondoliers earn their stripes upon completion of training. Participants also receive a gondola hat and T-shirt, a souvenir photo and a Gondola University degree certificate.

▼ There have been numerous books and periodicals written about **Meteor Crater**—the meteorites and the crater's scientific value—but this book is more about people. The story covers the history of the crater's founding and the many people associated

with custody and maintenance of the site, preserving it for future scientific study and generations of visitors—geologists, astrophysicists, astronauts, generations of the Barringer and Tremaine families, and the



Chilson-Prosser ranching family. All continue to influence and shape the landmark site. Today, these families, supported by the dedicated staff and management of Meteor Crater Enterprises, continue to share the site's legacy of history and science with 250,000 annual visitors from around the globe, while they continue to focus on preserving the scientific integrity



Venetian, Las Vegas

of the crater for future generations. Author Neal F. Davis is a native of neighboring Winslow. Working with the Barringer family, the Bar T Bar Ranch, the Meteor Crater Enterprises board of directors and others, Davis has assembled a visual story of the people and of Barringer Meteor Crater. The 128-page *Meteor Crater* paperback book with 188 black and white photos is part of Arcadia Publishing's *Images of America* series and can be ordered for \$21.99 at [www.arcadiapublishing.com](http://www.arcadiapublishing.com). ■



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## VEHICLE IMPRESSION : 2016 LEXUS GS F



# Serious

by  
Joe  
Sage

When Lexus launched the fourth-generation GS for 2013 (in fall 2011, on sale in January 2012), they invited us to drive it at Las Vegas Motor Speedway, such was the point they wanted to make about its serious performance abilities. At 306 hp, with a zero-to-60 time of 5.7 seconds and a top speed of 142 mph, the rear-drive GS 350 shook off years of a more sedate brand persona. (There are also an AWD model, a touch heavier and a touch slower, and a GS 450h hybrid.) And that was all before there was a GS F.

The Lexus F cars are to this brand what AMG or M are to the Germans—their high-performance division. Lexus does not apply this indiscriminately. There's the \$375,000 LFA supercar, sold out in an edition of just 500. And the RC F coupe (see our

May/June issue). Now the GS rear-drive sedan gets the treatment, including the same 467-hp 5.0-liter V8 as the RC F. The GS F starts \$22k higher than the RC F, but it comes loaded. Our sample added very reasonably priced premium surround sound. (Other available options are minor, such as wheel locks. Orange brake calipers, not present on our sample, are just \$300.) Our recent \$62,000-base RC F actually cost \$78k when loaded, narrowing the gap considerably with this one (which is built loaded), and the GS F has the useful capacity of a four-door sedan.

Not only will the GS F blow the doors off the already potent regular GS, it will also knock your socks off with its many edgy engineering and styling features, from F-badged scoops, to F-spec sport seatbacks with brushed aluminum, to a slick

### SPECIFICATIONS

ENGINE .....5.0L DOHC 32v V8, direct & port injected  
DRIVETRAIN / HP/TORQUE.....RWD / 467 hp / 389 lb-ft  
TRANSMISSION .....8-spd sport auto/ F-spec paddles  
ACCEL 0-TO-60 / TOP SPEED .....4.5 sec / 168 mph  
BRAKES ....Brembo vent. discs w/high-friction pads;  
F: 15.0 6-piston opposed w/ alum calipers; R: 13.6  
4-piston w/alum calipers; 4-chan 4-sensor ABS  
STEERING.....elec power speed-sensing coaxial  
rack & pinion, F sport mode adjustable  
SUSPENSION ....FR: dbl wishbone w/high-mnt upper  
arms; R: multilink w/low-mnt upper arms. FR/R:  
high-rate coils w/bound stop, mono gas shocks,  
large-diameter stabilizer bars (front hollow)  
WHEELS .....F: 19x9 / R: 19x10 BBS forged alum  
LENGTH / WB / TURN CIRC...193.5 in / 112.2 in / 36.8 ft  
WEIGHT .....4034 lb  
FUEL / CAPACITY .....91 octane premium / 17.4 gal  
MPG.....16/24/19 (city/hwy/comb)

BASE PRICE .....\$84,440  
MARK LEVINSON AUDIO: 17-speaker 835w .....1380  
CARPETED TRUNK MAT: .....105  
DESTINATION CHARGE: .....950  
TOTAL .....\$86,875

carbon fiber deck spoiler, to contextual digital gauges, to body effects built for ground effects. Stem to stern and head to toe, the GS F is purpose-built. And its purpose is dead serious, flat-out fast and ferocious fun, with a presence somewhere between sleeper sedan and supercar. ■

Meet one rockin' Lexus. The GS F is what you might get if the Dodge Charger SRT were a German performance sedan built in Japan.



# Wet and Wild Water Wheel Weekend

By Tyson Hugie

What if we told you there's a place within about two hours of Phoenix where you can usually slice up to 20 degrees off the temperature and dip your toes in the refreshing East Verde River? Maybe it would be best if we kept this place a secret, but since we're feeling generous, we'll clue you in to this secluded little watering hole.

In the season of "beat the heat," many of the destinations you're likely to see us hit are in higher elevations where we can get a reprieve from the Phoenix oven. This one in particular had been on our to-see list for some time.

One Saturday morning, a spot in Scottsdale became the meeting point for a variety of cars and people ready for adventure.

A menagerie is defined as a collection of wild animals kept in captivity for exhibition. Sounds about right when referring to this bunch of seven cars and twelve friends.

Though, in this case, all were unleashed from captivity—allowed to roam freely in the hills of the Tonto National Forest surrounding Payson, Arizona.

The one-way trek to our destination was only about 80 miles, but ascended 3,800 feet in elevation. For the most part, the drive is on the Beeline Highway, Arizona 87, a 65-mph split highway, but the curves can be fun, and they do require constant attention.

From Payson, we continued north through a couple of roundabouts and hung a right on Houston Mesa Road. The road narrowed to two lanes and had some nice curves for the next eight miles, until we arrived at Water Wheel Campground.

Luckily, we found ample parking to stash our seven vehicles, but things were filling up quickly with a lot of weekend adventure-seekers like ourselves. Parking was \$8 via cash/self-service, with envelopes to deposit in an opening in a post near the trailhead.

The Water Wheel hike itself does not stick to any specific route, but rather follows the East Verde River upstream however a hiker decides to follow it. We did find a path along the west side of the river that had some welcome shade from overhead trees—even at 88 degrees, we managed to break a pretty aggressive sweat. The sound of the gushing river next to us helped give a sense of refreshment even without taking a dip (yet). There came a time when we needed to crawl up and over some large boulders, and we paved our own way or followed people who were ahead of us.

At one point, it looked like we needed to cross the river itself, so we carefully collected our balance and hopped across. The rocks were slippery at times.

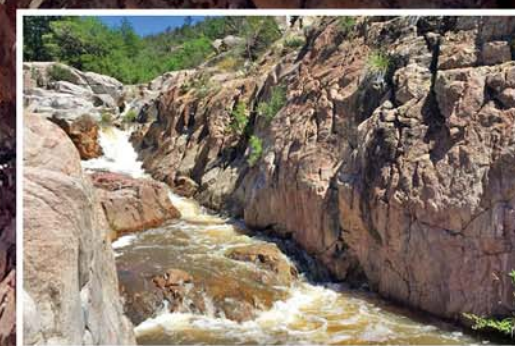
For the return, we opted to just remove our shoes and socks and put them in our backpacks so we could walk barefoot across the water—which rushed by at knee level—and not worry about any slip and fall incidents. The water was chilly, but it felt great. We wandered a bit farther upstream and saw a series of waterfalls coming down. We were brave enough to jump in the water.

By the time we made it back to our vehicles, we'd only been hiking about an hour and a half, round trip. The overall hike distance is about 2 miles each way, and we probably only went about half that. There is much more to see, and we all want to get back up there, but we were ready for lunch, and a few people needed to be back by late afternoon, so we returned to Payson.

For grub, we dined on the patio at Buffalo Bar & Grill (311 S Beeline Hwy). The wait staff had already lined up several small tables for us in anticipation of our arrival, and the service was top-notch.

It was great to break away from the Valley's heat and get up to the mountains for some clean air and a little time with Mother Nature. Water Wheel Falls was just what the doctor ordered for a quick day trip. ■

The fleet: Kyle: 2005 Pontiac GTO | James and Rob: 2016 Chrysler 300 | Peter and Jack: 2002 BMW 325iT | Tyson, Clayton, and Miles: 2013 Acura ILX | Paul: 2013 Acura TL SH-AWD | Brad and Kenny: 2013 Audi RS5 | Sunny: 2013 Hyundai Sonata 2.0T



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**SPECIAL EVENT : 2ND ANNUAL GRAND PRIX OF SCOTTSDALE**

# VINTAGE MINI RACING

THE ROARING '20S AND CLASSIC MOTORSPORTS  
COME ALIVE IN OLD TOWN SCOTTSDALE

Racing teams, spectators and participants alike will take a step back in time at the Grand Prix of Scottsdale. Its 1920s theme includes an opening night Gatsby Under the Stars Gala, a Gatsby Lawn Party, Concours de Kids Zone and the main event—the 2nd Annual Grand Prix of Scottsdale race, with Winner's

Circle closing ceremonies.

This stylish one-of-a-kind weekend event—free to the public—uses Arizona-built Vintage Mini Racers, celebrating century-old brands known worldwide and the giddy atmosphere of Roaring '20s-era racing and craftsmanship.

Special festivities include:

**Friday, November 4**

**Gatsby Under the Stars Gala**

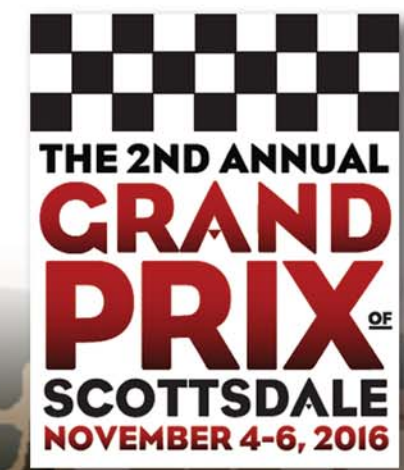
A kickoff party with a 1920s theme, the Gatsby Under the Stars Gala is a black tie or era-appropriate dress affair, including music, dancing, drinking and more, from 7-11pm on Friday night. Tickets start at \$100, which gets you all the festivities, drinks and more. Private cabana spaces are also available.

**Saturday/Sunday, November 5/6**

**Gatsby Lawn Party**

Concurrent with the race itself, guests at the Gatsby Lawn Party can sample numerous beers, wines and food while enjoying the weather, live music and top-notch people-watching. Tickets per day start at \$40 for General Admission and \$65 for VIP Admission. The party opens both days for VIPs at noon, general admission at 1pm, and runs till 6pm.

Stay all weekend and don't miss a beat—discounted rooms are available at the Marriott Courtyard Scottsdale Old Town. For complete details on the event, race team sponsorship and a link to discounted rooms, visit [grandprixscottsdale.com](http://grandprixscottsdale.com).



The Grand Prix of Scottsdale is produced by Napoleon Smith III, Andrew Bracanovich, Sean Gillespie, Gary Tarr, Jack Gee, Ron Kotloff and Bret Rowe.

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**GENTLEMEN, START YOUR ENGINES— BUT FIRST CHECK UNDER THE HOOD.**

Prostate cancer is one of the most common types of cancer in American men, with more than 220,000 new cases diagnosed annually, and is the second-leading cause of cancer death in men.

The 2nd Annual Grand Prix of Scottsdale will roar through the streets of downtown Scottsdale, November 4-6. This unique, stylish event—free to the public—celebrates Vintage Mini Racers and the nostalgia of the Roaring '20s era.

The Prostate Cancer Research Institute (PCRI), AMIFund.org, Phoenix Molecular Imaging and several enthusiastic sponsors are teaming up to support a dedicated vintage mini racer and team to benefit Prostate Cancer Awareness.

One in seven American men—fathers, sons, husbands, brothers, partners and friends—will be diagnosed with prostate cancer in his lifetime. AMIFund.org, Phoenix Molecular and PCRI are working tirelessly every day to help with prostate cancer awareness and research.

While the exact cause of prostate cancer is still not known, it is known that the risk of developing the disease increases as you get older, and that early detection is the key to survival. In fact, when detected early enough, the chance for survival is very good.

The Prostate Cancer Awareness team will race at the three-day Grand Prix of Scottsdale, while a support team will provide free PSA testing and Prostate Cancer Health information. The PSA test is one of the most important tools available to aid in the early detection of prostate cancer. It measures the level of PSA, or prostate-specific antigen, in the bloodstream. PSA is usually found in the blood in low levels, as very little PSA escapes from a healthy prostate. Elevated PSA readings can be a sign of prostate cancer or other prostate conditions.

Your life could depend upon getting tested. Early detection tools such as PSA tests should be part of a regularly scheduled checkup for men starting at age 40. It's an



important way to establish baseline information, identify problems and begin treatment as soon as possible. After all, early detection is your best chance for a cure.

To learn more about your prostate health and treatment options, visit PCRI.org.

To join the Prostate Cancer Awareness race team, visit PHXMI.com. You can also work to end prostate cancer through a tax deductible donation. Every dollar counts. ■

**THE 2ND ANNUAL GRAND PRIX OF SCOTTSDALE NOVEMBER 4-6, 2016**

The midsize Jaguar XF has long been a favorite with us. Its familiar face now comes in a compact package, the highly anticipated 2017 Jaguar XE. Introduced in Europe in 2014, its North American debut came last winter at the LA Auto Show. Gasoline models are rolling into dealerships already, but we got our hands on the 20d R-Sport diesel version—the brand's first diesel in the US—which will arrive this fall. The gasoline engine gets an admirable 30 mpg highway, and the diesel (not yet tested) is expected to do even better.

The XE's Ingenium diesel engine—a Jaguar in-house effort—achieves full torque at just 1750 rpm, through high boost pressure from a variable-geometry turbocharger. It's also engineered to meet the world's strictest emissions standards, using an innovative range of cooling and friction-reduction technologies to cut parasitic loss and to warm up rapidly from cold start. The engine also shaves weight, with thin-wall cast iron cylinder

liners inside an aluminum block, the entire unit weighing just 304 pounds.

One thing for certain—it packs quite a punch. While four-cylinder turbo and six-cylinder supercharged gasoline models (25t and 35t) put out 240 and 340 hp, respectively—and the diesel's turbo four is rated 180 hp—torque is what matters. The diesel's 318 lb-ft approaches the 332 lb-ft of the V6 and significantly surpasses the turbo four's 251 lb-ft. The official zero-to-60 time is 7.5 seconds, but it feels quicker, and the effect is immediate. We put normal foot to pedal, and the XE 20d took off like a rocket—all the more impressive, as we had just stepped out of a 467-hp V8. (The XE is also about half the cost of that other brand's V8.) Jaguar is a long-standing master of aluminum architecture, and our rear-drive XE weighs in at just 3320 pounds, a contributing factor to the thrill.

You can get into the Jaguar XE at \$34,900, for a rear-drive gasoline 25t. There are four trim levels,

three engines, plus available all-wheel drive on the V6 35t or the diesel 20d. The diesel's R-Sport package includes leather sport seats with contrast stitching, distinctive front bumper and side sills, badged vents, rear lip spoiler, sport steering wheel and xenon/LED lights—plus a tech suite of lane, distance, blind spot and parking aids.

The Jaguar's rotary shift controller always wins us over as it rises at power-up and retracts flat at power-down. Slick. The R-Sport's white stitching is boldly and elegantly applied, and the steering wheel features the handsome Leaper logo front and center—as does the screen at power-up.

At this trim level, the Meridian audio bumps up from a standard 380-watt 11-speaker system to 825 watts and 17 speakers, and the interface moves to a 10.2-inch InControl Touch Pro capacitive touchscreen with a clean, intuitive and overall impressive layout, displaying four menus in quarters, or one in particular. The backup camera is especially good, all the moreso at night.

Other controls and instruments are superlative, with everything right where you'd want it, clear



and effective. (One possible exception: when you reach for what seems the obvious lefthand radio knob, be careful—that's the stop/start button.)

In addition to the frugality of its diesel powertrain, the XE goes green with the use of RC 5754 aluminum alloy made mostly from recycled material, as well as over a hundred pounds of recycled plastics and other renewables. Jaguar aims to use 75 percent recycled material by 2020.

Standing next to the XE for the first time, you could easily assume you were next to an XF—its smaller size is not visually obvious. But it is indeed smaller. That should be no surprise, as this is its whole raison d'être. But it is noticeable. We did load the XE with five adults one evening—four ranging from 5'10 to 6'3 and one about 5'5. Despite the presence of three rear seatbelts, that was pushing it in terms of elbow room, but for a compact it was well better than average, though we did perceive a difference in braking power.

Obviously, if you needed to carry five adults all the time, you'd be buying a big Jaguar XJL long-wheelbase. Different tools for different tasks.

If you've had your eye on the XF but might want to save a little dough (or space), head straight to the Jaguar XE and try it on for size. ■

The new Jaguar XE was crowned in its first year as "Most Beautiful Car of 2014" in a public vote at the Festival Automobile International in Paris and named "Best Production Car" by *Auto Plus* magazine and listeners of French radio station RTL.

**SPECIFICATIONS**

INCLUDES PREPRODUCTION INFORMATION

ENGINE .....	2.0L I-4 turbo diesel
DRIVETRAIN .....	RWD (AWD available)
HP/TORQUE .....	180 hp / 318 lb-ft
TRANSMISSION .....	ZF 8HP45 8-spd auto
0-TO-60 MPH .....	7.5 sec
TOP SPEED .....	120 mph
SUSPENSION: F: double wishbone/aluminum .....	R: integral link system
STEERING .....	rack & pinion electromechanical
WHEELS .....	18-in w/spare (optional 20-in)
LENGTH / WHEELBASE .....	184.5 in / 111.6 in
CARGO VOLUME .....	15.9 cu.ft
WEIGHT .....	(RWD) 3305 lb
MPG .....	t.b.d.

INCLUDED: Heated 10-way front sport seats, heated wheel, leather seats/driver memory, folding rear seat, moonroof, keyless entry/start, InControl Touch, standard nav, 380w 11-speaker Meridian audio, intelligent stop/start, JaguarDrive Control w/ driving modes, torque vectoring, all-surface progress control, rear camera, blind spot monitor and parking aids.....incl

TECHNOLOGY PACKAGE: InControl Touch Pro, 10.2" capacitive touchscreen, SSD-based navigation, Meridian 825-watt 17-speaker surround sound, InControl WiFi.....n/c

INCLUDED: BLUEFIRE METALLIC PAINT .....n/c

INCLUDED: ADAPTIVE DYNAMICS .....n/c

BASE PRICE .....	<b>\$46,500</b>
DESTINATION CHARGE.....	995
<b>TOTAL .....</b>	<b>\$47,495</b>

# Power-packed

JAGUAR'S FRUGAL NEW TURBO DIESEL COMPACT PROVIDES ROCKET SHIP TORQUE by Joe Sage



	JAGUAR XE	JAGUAR XF
LENGTH .....	183.9 in	195.0 in
WHEELBASE .....	111.6 in	116.5 in
WIDTH (W/O MIRRORS).....	72.8 in	74.0 in
HEIGHT .....	55.7 in	57.4 in
WEIGHT (BASE) .....	RWD 3320 lb	RWD 3370 lb
.....	AWD 3560 lb	AWD 3880 lb

	JAGUAR XE	JAGUAR XF
LEGROOM (F/R) .....	41.5/35.0 in	41.5/36.6 in
HEADROOM (F/R) .....	38.2/37.3 in	37.1/37.6 in
SHOULDERS (F/R) .....	56.8/54.7 in	56.9/56.4 in
CARGO VOLUME.....	14.7 cu.ft.	19.1 cu.ft.
BASE PRICE RANGE .....	<b>\$34,900</b>	<b>\$51,900</b>
.....	TO \$51,700	TO \$65,700

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## PIR NASCAR CAN-AM 500 FALL RACE WEEKEND NOVEMBER 11-12-13, 2016

Phoenix International Raceway will host the Can-Am 500 on Sunday, November 13, the semifinal race in the 2016 Chase for the NASCAR Sprint Cup Series season. Under the Chase for the Sprint Cup format, the 312-lap, 500-km Sunday race in Phoenix is the last of the Eliminator Round and determines the final four contenders for the championship the next weekend at Homestead-Miami. In all, there are three races over three days, Friday through Sunday, November 11-13, 2016. Tickets for the upcoming Can-Am 500 race weekend start at just \$35.

**FRIDAY NOVEMBER 11** Can-Am 500, NASCAR Sprint Cup Series Qualifying highlights the afternoon, then at 6:30pm the NASCAR Camping World Truck Series battles under the lights in the Lucas Oil 150.

**SATURDAY NOVEMBER 12** NASCAR XFINITY Series 200 Semi-Final Race under the lights at 5:30pm.

**SUNDAY NOVEMBER 13** Can-Am 500, Semi-Final Race in the Chase for the NASCAR Sprint Cup, 12:30pm, as the field is cut from eight to four drivers in the Eliminator Round heading to the Championship.

### MARCH 2017 NASCAR RACE WEEKEND

Spring Break 2017 at PIR includes the NASCAR XFINITY Series race on Saturday, March 18 at 1pm, and the Good Sam 500 NASCAR Sprint Cup race on Sunday, March 19 at 12:30pm (both televised on FOX).

### 2017 SEASON TICKETS

Season Tickets for the 2017 season at PIR start at \$99 and range up to \$512. New for 2017, you can not just renew—you can upgrade, with an optional IndyCar Weekend. Season Tickets offer substantial savings off individual ticket prices—up to 70% off in select seating areas; no service fees (a \$10 savings); PIR's Season Ticket ZOOM Pass—just show and go; dedicated customer relations managers (and a toll-free number); ability to buy additional tickets at Season Ticket prices; first crack at seat upgrades; special event invitations; an exclusive e-newsletter; and a free race weekend program.



### TICKETS

Get tickets online at PhoenixRaceway.com, or by calling 866-408-RACE (7223) or in person at the PIR ticket office, 125 S Avondale Blvd, Suite 200, Avondale AZ 85323 (Mon-Fri, 8am-5pm).

## INDYCAR PHOENIX GRAND PRIX: APRIL 29, 2017

The 2017 Verizon IndyCar Series Desert Diamond West Valley Phoenix Grand Prix returns to Phoenix International Raceway on Saturday, April 29, 2017, under the lights. This will be the fourth race of the 2017 Verizon IndyCar Series season, with all events broadcast by ABC and NBCSN.

Spring 2016 marked the return of IndyCar to Phoenix. "Last year's race was a great event that brought back the tradition of IndyCar racing to Phoenix Raceway," said track president Bryan R Sperber. "Our April night race has quickly become one of the most important events of the Series and one that the drivers and teams have circled on their calendars."

Young guns of the Series such as 2016 Indianapolis 500 winner Alexander Rossi and Josef Newgarden will go head-to-head with some of the most proven veterans in the sport, including Tony Kanaan, Juan Pablo Montoya and Will Power.



# Positioning statement

Accessible premium full-size front-driver BY JOE SAGE

Cadenz is a premium model in the Kia lineup, positioned above the hugely popular Optima midsize front-wheel-drive sedan, while above that sits the full-size, rear-drive luxury K900 sedan. Such was the positioning of the Cadenza at its launch that it was briefly Kia's new flagship. About half a year later, the K900 took that mantle.

Cadenz was introduced in 2013 as a 2014 model, and the K900 in 2014 as a 2015 model. Moving into premium territory in 2013 was a "bold move," says Kia corporate communications director James Bell, though within a year the lineup had fully transformed.

A key point driving Kia's move into premium and luxury over the past three years is that existing brands in those segments were moving down into traditional Kia territory. If they could share their premium/luxury badges with the entry segments, surely Kia could place its badge in the higher strata.

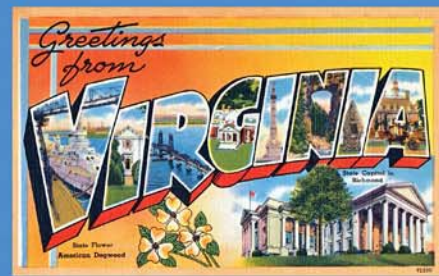
Kia Optima starts at about \$22 grand and tops out in its finest dress and performance level at about \$36 grand. Dealer demand, driv-

en by customer demand, had suggested a hunger for something just like Optima but a bit moreso in every regard—the seeds of Kia's growth into premium and luxury segments.

It has been a perfectly executed move. As Kia overall continues to grow exponentially fast, and as the brand has climbed to the top of customer satisfaction and quality charts, the breakthrough news of just two and three years ago today fits like a glove.

Kia Cadenz pricing is yet to be released, but the target is for a base model below \$32 grand, with the lineup topping out below \$44 grand. This is a range that starts almost 50 percent higher than Optima (the premium nature of Cadenz would not suggest as simple a model as the base Optima), but tops out just over 20 percent higher (as generous as Kia is with features and fitment, the top trim levels of both models are closer in content).

This closes the gap between Optima and K900, with the three together offering almost uninterrupted continuity over almost a three-fold price range.



Most importantly, it is crystal clear what you get with each. Kia has done very well in head-to-head matchups in every category. The premium segment is rich in competitors—European, American and Japanese—and KIA VP of product planning Orth Hedrick tells us they tested vehicles up to the \$75-80,000 range to benchmark the new Cadenz's feel. Thus Kia Cadenz comes with the features, style and build quality to take those established giants on. And Kia does it at a fraction of the price, with a 10-year, 100,000-mile drivetrain warranty, and with an ever-increasing trophy case full of top tier ratings and coveted awards to back it all up. (Among others, Kia is now number one in the prestigious JD Power Initial Quality Survey, having passed Honda, Porsche and, well, everyone else—the first traditionally non-premium brand to top the industry in 20 years.



Kia Motors America COO and executive vice president Michael Sprague proudly and rightly points out that Kia has become "a world class brand by every measure."

We flew to Virginia to meet the new 2017 Kia Cadenz and drive it through the beautiful and historic horse country of the Shenandoah Valley and Blue Ridge Mountains.

Virginia is an appropriate place for the Kia Cadenz launch. Home to our first and third presidents (who themselves were on hand for the event), Virginia is at the heart of the birth of our nation—itsself an elegant and durable concept, echoed by the Cadenz. Today, the region we visited is home to not only deep history, but to some of the finest competition and show horse country in the nation—echoed by Cadenz's premium status.

Cadenz's flavor of premium positioning steers away from stuffy, instead presenting

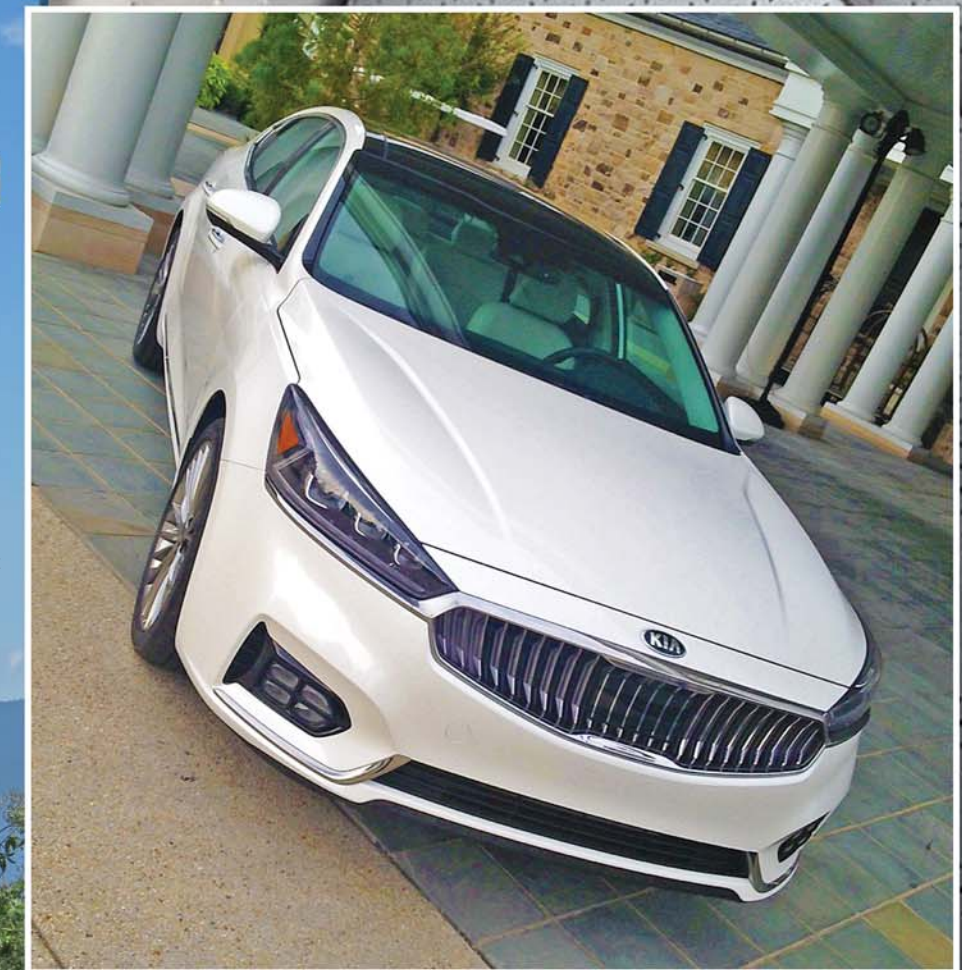
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(Top) We occasionally have some well-known politicians or government officials show up at events, but none with the gravitas of Virginia's native sons—Commander-in-Chief of the Continental Army and Father of our Country George Washington and an unexpectedly red-headed author of the Declaration of Independence Thomas Jefferson.

Kia Cadenz's looks have evolved nicely. The brand is masterful at keeping a unified style while clearly distinguishing—and positioning—each vehicle in the lineup. A new iteration of the Tiger Nose grille (with a variant of the ice cube headlights of the newest Sportage) and a refined tail (with elegant exhaust tips and a neat chrome bar unifying taillights and rear deck spoiler) combine to make Cadenz all Kia, while clearly at a premium level.

SPECIFICATIONS	*OPTIMA	CADENZA	K900
ENGINE	1.6T, 2.4, 2.0T	3.3L V6	3.8L V6, 5.0L V8
DRIVETRAIN	FWD	FWD	RWD
HP	178-185-245	290	V6 311, V8 420
TORQUE (lb-ft)	195-178-260	253	V6 293, V8 376
TRANSMISSION	7-spd DC, 6-spd auto	8-spd auto	8-spd auto
BRAKES (vented/solid F/R)	12.0, 12.6 / 11.2	12.6 / 11.8	13.6, 14.2 / 12.4
WHEELS	6.5x16, 7.0x17, 7.5x18	7.5x18, 8.0x19	8.0x19, 9.0x19
FUEL CAPACITY (gal)	18.5	18.5	19.8
MPG (city/hwy/comb)	22/32/25 to 28/39/32	20/28/23	V6: 17/26/20 V8: 15/23/18
LENGTH / WHEELBASE (in)	191.1 / 110.4	195.7 / 112.4	200.6 / 119.9
WIDTH / HEIGHT (in)	73.2 / 57.7	73.6 / 57.9	74.8 / 58.5
TURNING CIRCLE (ft)	35.8	37.2	37.5
WEIGHT (lb)	3224-3594	3633-3799	4376-4610
SEATING	five	five	five
LEGROOM (F/R, in)	45.5 / 35.6	45.5 / 37.2	45.9 / 38.2
HEADROOM (F/R, in)	39.8 / 37.8	40.2 / 37.9	40.2 / 37.6
SHOULDER ROOM (F/R, in)	58.1 / 56.4	58.3 / 56.5	59.1 / 57.2
HIP ROOM (F/R, in)	56.0 / 56.0	56.5 / 56.3	55.9 / 55.7
PASSENGER VOL (cu.ft)	104.8	107.8	110.8
CARGO VOLUME (cu.ft)	15.9	16.0	15.9
TRIM LEVELS	LX 1.6T, LX, EX 2.4, SX, SXL 2.0T	Premium Technology Limited (SXL)	Premium V6, Luxury V6, Luxury V8
<small>* Optima Hybrid and Plug-In Hybrid also available; specs not included here.</small>			
BASE PRICE RANGE	\$22,140 to \$36,040	under \$32,000 to < \$44,000	\$49,000 to \$61,900

The 2017 Kia Cadenz pauses high above Virginia's beautiful Shenandoah River Valley.





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itself as a "tailored athlete"—a persona equally appealing to the mid-50s or younger Millennial premium buyer.

For 2017, Cadenza has a longer wheelbase, track and overall width—an aggressive stance outside and limo-like roominess inside (with legroom the same as Optima in front, while approaching the luxury K900's in the rear—see chart). The style's strength shows up everywhere from a new concave grille (in two patterns) to a sharp "Z" shape appearing in the side of the taillights and another in the headlights, tying the whole thing together like a subtle lightning bolt.

With 290 hp and 253 lb-ft from its 3.3-liter V6, delivered through an 8-speed automatic (as on the K900) to its gorgeous 18- or 19-inch wheels, a suitable lightning bolt it is—and a lightning bolt that can stop on a dime, with 12.6-inch ventilated front disc brakes and 11.8-inch solid rears.

It's a smooth, silent and strong lightning bolt, with a solid structure using double the prior generation's advanced high-strength steel, six times the structural adhesives and three times the hot-stamped steel parts (all of which combine to better spread loads, for everything from a tighter ride and solid feel, to better crash performance). Cadenza's electric power steering uses a column-mounted system and 32-bit processing to deliver the feel of a rack-mounted setup. Cadenza has elegant toughness inside and out, from its beautifully executed heated-cool leather seats with quilted bolsters, to sound-deadening glass, to a skin with 18 percent more dent-resistant doors.

All this style, elegance, power and road feel still bring you 28 mpg highway (and these numbers are, by the way, with the new, stricter EPA protocol just coming into play, which shifts all numbers down).

As always with Kia, it all comes at prices that challenge the competition even before others start charging for Kia inclusions as option costs—each Kia comes already bearing an extensive feature set, including advanced driving technologies and the latest creature comfort and utility technologies.

Whether you have thought of Kia when shopping the premium sedan segment to this point, or not, you will now. Prepare to have your knowledgebase transformed. ■



Keith Martin's

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EDUCATION : RPM FOUNDATION AND LYN ST JAMES AT EAST VALLEY INSTITUTE OF TECHNOLOGY

## OLD CARS AND YOUNG PEOPLE

Automotive Restoration Technology Curriculum at East Valley Institute of Technology



Sally Downey of EVIT and famed race driver Lyn St James gather with restoration students at EVIT in Mesa during the RPM Foundation's Arizona Regional Summit.

The newly restructured RPM Foundation recently held its Arizona Regional Summit Meeting at the East Valley Institute of Technology (EVIT) in Mesa.

The day began with a display of historically significant and performance-oriented classic cars and motorcycles from as early as 1903, before moving inside.

EVIT superintendent **Sally Downey** welcomed attendees from California, Georgia, Kansas, Michigan, Pennsylvania, Texas and Washington, some by phone.

The Institute's beliefs are that every scholar needs a skill, to turn passion into paychecks, while not every student wants or needs to go to college. EVIT serves

5,000 junior and senior high students from ten area schools, in over 40 training areas at its two campuses.

Career technical training has changed a lot over the years. The skills that are required to be successful are rigorous—and the outcome at EVIT is impressive.

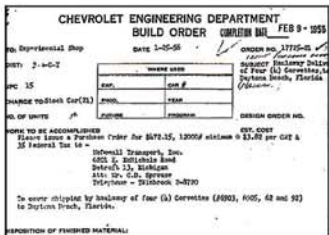
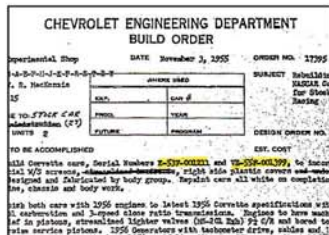
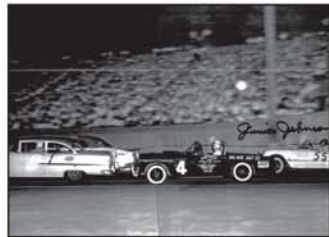
Two out of three students of EVIT go on to attend college, with a 96 percent graduation rate. (In a normal high school setting, only one out of every three students attends college.) Downey attributes this success to EVIT students taking their academic courses at their home school, allowing them to come to EVIT for half days to pursue their passion and their dreams.

Everything taught at EVIT represents a real need and a synergy with the community. The community supports EVIT because they seek their trained students, while EVIT tracks the community's needs to tailor their restoration programs.

The guest of honor was RPM Ambassador **Lyn St James** of Phoenix, a veteran professional IndyCar driver with eleven CART and five Indy Racing League starts to her name—one of seven women who have qualified for the Indianapolis 500, and the first woman to win the famed event's Rookie of the Year award. She also

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has two victories at the 24 Hours of Daytona, and a win at the 12 Hours of Sebring. She has competed in endurance racing in Europe, including the 24 Hours of Le Mans and the 24 Hours of Nürburging, where her team placed first and second in class. St James is founder of the Women in the Winner's Circle Foundation and a motivational speaker.

Driving fast is Lyn's passion. She started racing at 27 years old, late in life for a racer, but once she slid into her first racecar, she never looked back. She emphasizes that it is important for any young person to find and to live their passion.

Most students find their passion by being exposed to it. Maybe working on an old car with their dad, or seeing a restored show car's engine, they are exposed to something at some point that sparks an interest in learning more about restoration and preservation of the classics.

Lyn reaffirms the need for access to programs or schools that can apply this passion, teach students the art and science of restoration, and place them on the path to a fulfilling career.

**Randy Bush**, restoration manager at Kip Motor Company in Dallas, shakes off preconceived ideas of auto mechanics in a changing marketplace, identifying automotive restoration as now a legitimate business model in its own right. Bush has been in the restoration industry for 41 years. Like many, he was learning how to take apart his mom's car while others were playing football. He started working young, learning in small shops and dealerships. He became increasingly aware that people no longer know how to repair parts, rebuild an engine or diagnose a transmission—they just replace them.

The marketplace today surges with many desirable models seen as blue chip investments. In 2015 alone, 35 different auction houses took 29,000 cars over the auction block, at 95 different auctions, for a total of \$1.8 billion in sales. Many are what Bush calls "emotional restorations," as emerging buyers seek the car from their childhood and restore it to pass on to their children. He says there is never a price tag that can be put on such a car.

In today's marketplace, for a restoration technician fresh out of college, there are a lot of opportunities and careers. Not only are there shop jobs, but there are opportunities to work in insurance, journalism,

museum curation and much more. The key is having education plus experience in restoration.

RPM Ambassador **Stacy Puckett**, McPherson College alumna and former collections manager at LeMay—America's Car Museum (ACM) in Tacoma, is parts production coordinator at Classic & Exotic Services, Inc. in Troy, Michigan, a full restoration shop with all aspects performed on site, specializing in Duesenbergs, V16 Cadillacs and other pre-war American luxury marques. The shop averages five restoration projects and ten service projects at any given time. Puckett emphasizes the need for bridging the gap between formal education and a job in a shop.

One of the complaints she hears from shop owners who hire graduates is that on paper a graduate looks great, but their hands-on skills are not as expected, which she thinks is due to a lack of apprenticeships—graduates don't know about real world shop jobs when leaving college. She points out that years ago, recently educated apprentices worked in shops with mentors, who helped bridge the gap from graduation to a full-time career in the restoration industry.

Puckett recommends that shop owners create a job description for new hires as apprentices, make a list of nonnegotiable skills necessary to begin the job and a list of the skills the shop owner wants the new hire to learn while apprenticing.

The shop owner needs to specify how they will teach these skills—whether paying for classes, or having them work in various areas of the shop.

And the shop owner needs to plan how much time and money they are willing to invest in each employee's apprenticeship.

Additional speakers included **Garrick Green**, chairman of the Automotive Restoration Technology Department at McPherson College in Kansas; **Lloyd Buck**, associate director of the Industrial Design and Automotive Restoration Program at The Academy of Art University in San Francisco; and former students, shop owners and industry representatives.

All agree there is an important place for restoration curriculum in schools. EVIT is starting an evening class for high school car lovers, as a beginning point to prepare for jobs at local shops. The 14-person Automotive Restoration Advisory Committee is key to making this possible. ■



The RPM Foundation provides services, shares resources and gives grants to develop the next generation of automotive Restoration and Preservation craftsmen through formal training and Mentorship—thus "RPM." The Foundation is the educational arm of America's Automotive Trust.

Originally the Hagerty Education Program (HEP), a program of LeMay—America's Car Museum (ACM), in Tacoma, Washington, it was elevated to a distinct charitable, not-for-profit organization and re-branded as the RPM Foundation, to more clearly convey its mission.

The RPM Foundation is a collaborative partner with ACM as a member of America's Automotive Trust (AAT), which also includes Club Auto, which provides activities and race events, and Concours Club, focused on high-level fundraising. RPM is governed by an independent board of directors with representation on the board of AAT. RPM's national director also serves as a vice president of AAT.

Together, these organizations work to secure and preserve America's automotive heritage. The RPM Foundation is dedicated to ensuring that critical collector vehicle preservation and restoration skills are not lost, working closely with educational institutions to advise on curricula and proficiencies needed for success in the field.

RPM facilitates student scholarships, internships and full-time apprenticeships with Master Craftsmen, to ensure students receive the necessary classroom knowledge and hands-on training to enter the profession successfully.

In addition to hands-on training of future craftsmen, the Foundation promotes the importance, and even dignity and prestige, of the skilled trades and the many career opportunities within the industry, developing partnerships throughout the collector hobby and industry, including shows, concours, clubs and businesses.

Established as the Collectors Foundation, then transitioning in 2014 to the Hagerty Education Program at ACM, the RPM Foundation has impacted more than 25,000 people and has awarded over \$2.75 million in funding for student scholarships, internships and apprenticeships, as well in support of educational institutions providing training for full-time careers in the applied arts for restoration and preservation. ■

# Ford F-Series Super Duty puts best foot forward

by Joe Sage

Following last year's introduction of an entirely new, industry-changing, aluminum-intensive Ford F-150, we now have the introduction of an aluminum-intensive F-Series Super Duty lineup. Reengineered top to bottom, these handsome brutes are ready to take on a rocky riverbed in Arizona, an above-timberline dirt pass in Colorado, any construction site, or a rough road to the Hermosillo rodeo with a six-horse gooseneck in tow.

We haven't done those things yet—stay tuned—but we did meet up with Ford at Phoenix International Raceway for a look at the new trucks' bones, an autocross course, towing competition and high-tech trailer backing drills.

F-Series sales have ruled the roost for decades, with the Chevy-GMC lineup perennially in pursuit. But it's aggressive double-digit growth from Ram pickups that has really caught Ford's attention. As such, the new Ford Super Duty lineup has made a point of nudging their figures past Ram in such key areas as maximum towing and diesel grunt.

We started our day with classroom time—a series of presentations displaying and describing Ford's new construction, from an all-new body (which learns a lot from the aluminum F-150, but is beefed up throughout, with, for example, heavier gauge and more ribbing in the bed, a significantly higher-spec frame, enhanced built-in tow-

ing structure—even below-the-box fifth-wheel trailer prep in every truck.

The new Super Duty trucks are now built much as the F-150s, with military grade high-strength aluminum alloy and high-strength steel, together shaving off 350 pounds. That weight savings has been applied to strengthen the rest. The all-new, fully boxed frame, more than 95 percent high-strength steel, is up to 24 times stiffer than the previous frame, allowing for more cargo and towing capacity. (The new body is also more dent- and ding-resistant than the old steel body.)

Ford is staking a new claim to most power for 2017, with their 6.7-liter Power Stroke V8 turbo diesel putting out 925 lb-ft of torque and 440 hp, for the moment exceeding the 2016 Ram Heavy Duty lineup's 900 lb-ft of torque from their 6.7-liter Cummins inline-six diesel. (Heavy duty pickups are not EPA-rated for fuel economy, so there is not a stated direct comparison between the Ford V8 and the Ram six on this.)

The Ford 6.2-liter gasoline V8 claims best-in-class torque of 430 lb-ft (Ram's 6.4L HEMI V8 is just one pound-foot behind, at 429). Ford's gasoline horsepower (which they don't promote as actively) is 385, versus 410 in the Ram HEMI.

Cargo and towing capacities are always tricky to tally, with variables in GVWR, dually setups,



goosenecks and fifth-wheel trailering in play. The new F-Series Super Duty's specs are their highest yet and, as with the engines, carefully calibrated to edge out Ram for now. Maximum gooseneck towing is 32,500 pounds on the 2017 F-450 (the 2016 Ram tops out at 31,210). Conventional and fifth-wheel towing lead their classes, at 21,000 and 27,500 pounds, respectively (Ram moves to fifth-wheel or gooseneck at 18,000 pounds and to all gooseneck at 25,000). And Ford's new maximum payload is 7,630 pounds, to Ram's 7,390.

We did a demo of new trailering technologies in the 2017 Super Duty lineup. Unlike the F-150, which offers a hands-on (but arguably rotationally counterintuitive) steering controller, the Super Duty has extensive visual feedback—from a color-coded screen display that advises your degree of steering within optimized bounds, to a high-mounted camera and screen guides for

aligning the trailer, to a four-camera system, including one integrated into your own trailer, to see every aspect of your trailer hookup or backup in progress, a 360-degree view. Adaptive (speed-sensitive) steering augments the process.

Adaptive cruise, collision warning and brake support work even at full speed with a 32,500-pound trailer in tow. Blind spot monitoring is effective even with a trailer up to 33 feet long.

It's not uncommon for a builder to put special emphasis on cupholders, and Ford has developed a clever new one, with a sliding top that instantly changes between two or four cup receptors, to optimize combinations of cup and storage needs.

Attention has also been paid to what you stash in the bed, with a set of stowing ramps available, a remote tailgate release with power lock, a tailgate step and receivers for industry-standard stowage and accessory systems.

We put every bit of this to the test at PIR, hitching and backing up gooseneck trailers, running an autocross course with acceleration, extreme braking, tight slalom at speed, and in some cases a 32,500-pound load. We ran the same course with a full selection of Ford Super Duty pickups in different trim levels, as well as a variety of carefully matched competitors from Ram and GM. (The Toyota Tundra is not a heavy-duty pickup, and Nissan Titan has actively placed itself between light and heavy duty.)

The all-new 2017 Ford Super Duty F-Series will be built at Kentucky Truck Plant in Louisville and goes on sale later this year.

The pickup kings have been outdoing one another for years now, and we can be sure Ram's engineers are hard at work nudging their numbers up again. One thing for certain in the endless wars of power, capacity and features—the result is always Mutually Assured Improvement, and the customer wins big. ■



## SPECIFICATIONS

MODELS	F-250, F-350, F-450
CABS	Regular, SuperCab, Crew Cab
TRIM LEVELS	XL, XLT, Lariat, King Ranch, Platinum
BOX LENGTHS	6.75 ft, 8 ft
WHEELBASES	160, 176, 142, 148, 164 in
REAR WHEELS	single, dually
WHEELS	17", 18" steel or alum; F-450 19.5"

## ENGINES:

6.2L 2v SOHC EFI V8 (flex-fuel)	
HP	385 hp
TORQUE	430 lb-ft
6.7L 4v Power Stroke® Diesel V8 (B20)	
HP	440 hp
TORQUE	925 lb-ft

## TRANSMISSIONS:

GAS OR DIESEL:	
.....TorqShift 6-spd auto w/ SelectShift®	
GAS F-250 ONLY:	
.....all-new TorqShift-G 6-spd auto	
ALTERNATORS	(5) from 157/175 to 377 amp
DRIVETRAINS	4x4, 4x2
REAR AXLES	(11) choices: limited slip, non-limited slip, electronic locking
PTO	Live-drive power takeoff, either engine

TOW CAPACITIES	up to 32,500 lb
PAYLOAD	up to 7,630 lb

## BASE PRICES

F-250	XL	\$ 32,535
	XLT	36,740
	LARIAT	45,105
	KING RANCH	54,260
	PLATINUM	62,110
F-350	XL	\$ 33,705
	XLT	37,920
	LARIAT	46,275
	KING RANCH	55,435
	PLATINUM	61,775
F-450	XL	\$ 53,945
	XLT	58,810
	LARIAT	65,635
	KING RANCH	72,455
	PLATINUM	77,125

**CONSUMER EVENT:** Get up close and personal with the all-new 2017 Ford Super Duty at Phoenix International Raceway during NASCAR weekend in November. There will be vehicle drives, interactive displays and towing demonstrations, with product experts on hand to answer your questions, plus a chance to win your own 2017 Ford F-Series Super Duty. The event will be at PIR's ZoomTown Nov 8-10 and at the NASCAR Can-Am 500 November 11-13. Sign up at SuperDutyDrive.com.



## SPECIAL EVENTS: AUCTIONS & SHOWS



### Barrett-Jackson AZ economic impact

An economic and fiscal impact analysis commissioned by Barrett-Jackson and the city of Scottsdale, analyzing direct and indirect elements, finds that the company generated a total of \$167,800,000 in economic impact in 2016. Prepared by local economists at Elliott D Pollack & Company, the impact analysis evaluated both economic and fiscal impacts. Economic impacts included direct and indirect financial output created by Barrett-Jackson's year-round operations, Scottsdale showroom and January auction. Fiscal impacts analyzed included local, county and state tax revenue generated by the entirety of Barrett-Jackson's activities. "Even though we produce collector car auctions all across the United States, we are proud to call Scottsdale, Arizona, our home," said Craig Jackson, Barrett-Jackson chairman and CEO. The January auction is one of Scottsdale's most widely-attended events, with the 2016 event drawing over 350,000 attendees, exhibitors, consignors and bidders from all 50 states and more than 15 nations. These visitors inject money into the local economy, with far-reaching benefits for Arizona, Maricopa County and the City of Scottsdale. Barrett-Jackson generates over \$6 million each year in tax revenue for the state of Arizona and almost \$2 million for Scottsdale. The study also found Barrett-Jackson created 1,437 direct and indirect jobs in

fields including construction, operations and associated tourism activities. "Scottsdale is blessed to have the 'Super Bowl' of car auctions every year with Barrett-Jackson and the substantial positive economic impact they bring to our community," said Scottsdale Mayor WJ "Jim" Lane.

### Barrett-Jackson Northeast results

Barrett-Jackson's newest venue promptly delivered their first double sellout in history, at the Mohegan Sun casino resort in



Connecticut in late June. Vehicle consignments closed days ahead of the auction, and tickets sold out shortly after gates opened on the first day. The three-day auction attracted more than 90,000 auction guests and over 1,700 bidders. Sales topped \$26 million, with a 96 percent sell-through rate. Automobilia sales reached \$755,000, a new record for a non-Scottsdale auction. To handle the fans, Barrett-Jackson offered a limited number of twilight tickets on-site and increased bidder seating. The event helped raise \$605,000 with six cars sold for charity, headlined by

a 2016 Shelby GT-H concept/prototype at \$150,000 to benefit the Carroll Shelby Foundation. The auction also shattered the attendance record for any event at Mohegan Sun, a hugely popular entertainment, gaming, dining and shopping destination. The top ten cars showcased a wide range of American muscle, European classics, exotic sports cars and one-of-a-kind customs. Top sale was a 1969 Chevrolet Corvette L88 (Lot #688) at \$624,800.

### Barrett-Jackson Las Vegas: October

Barrett-Jackson will include the renowned Tammy Allen Collection in its 9th Annual Las Vegas Auction, at the Mandalay Bay Resort and Casino, October 13-15. More than 80 vehicles from this prominent enthusiast's collection will sell at No Reserve. Highlights include a 1962 Jaguar XK-E 3.8 S1, a 1950 Mercury "Wasabi" green Dick Dean custom, a 1957 Cadillac Eldorado Biarritz Convertible, a 1937 Cord 812 Phaeton, and a 1947 Studebaker Champion Starlight "Black Bart" custom. Barrett-Jackson chairman and CEO Craig Jackson notes, "Tammy Allen has spent more than three decades building her collection of rare and iconic automobiles, much of which was purchased through



our past auctions. Barrett-Jackson has a history of success selling large private collections within our established events, most notably with the Ron Pratte Collection at Scottsdale 2015, and we're excited to continue that reputation with the Tammy Allen Collection." Six cars of the more than 80 vehicles from the collection that will be sold in Las Vegas were on display during the inaugural Northeast Auction at Mohegan Sun.

### Concours d'Elegance of America results

The 38th Annual Concours d'Elegance of America, held at the Inn at St John's in Plymouth, Michigan, has announced its



2016 winners. Best in Show-American is a 1934 Packard 1108-65 Convertible Victoria by Dietrich, owned by Joseph and Margie Cassini of West Orange, New Jersey, and Best in Show-European is a 1937 Talbot-Lago Type 150CSS Roadster by Figoni et Falaschi, owned by JW Marriott Jr of Bethesda, Maryland. "The two Best in Show recipients reflect the overall quality and one-of-a-kind vehicles that were on display at the 2016 Concours d'Elegance of America," said Larry Moss, Chairman. "An estimated crowd of almost 15,000 had the opportunity to see close to 300 rare and outstanding vehicles that they may never have the opportunity to see again." For more information about the Concours d'Elegance of America, visit [www.concoursusa.org](http://www.concoursusa.org).



### RM Sotheby's Motor City results

RM Sotheby's, the official auction house of the Concours d'Elegance of America at St. John's in Plymouth, Michigan, had sales above \$6.4 million at their Motor City sale, with an 80 percent sell-through rate. Some 70 automobiles crossed the podium, with bidders from nine countries and 35 states, with a strong Midwest presence. American Classics dominated, led by the 1929 Duesenberg Model J Disappearing Top Convertible Coupe by Murphy, engine no. J-119, at \$1,540,000. Proceeds from the Duesenberg's sale will benefit non-profit

Hillsdale College in Michigan. A 2006 Saleen S7 supercar, one of just 13 with factory twin turbo and driven just 300 miles, was second, at \$632,500. One of the fastest street-legal American cars ever

built, the S7 does 0-to-60 in 2.8 seconds, with a reported top speed of 248 mph. The RM event also auctioned a Ron Fellows Performance Driving School package, a New York Fashion Week experience and a Super Bowl IL trip, raising \$23,575 to fight Juvenile Diabetes.

### Pebble Beach Concours results

First-time entrant Richard Mattei of Paradise Valley AZ took Best of Show at the 2016 Pebble Beach Concours d'Elegance for his 1936 Lancia Astura Pinin Farina Cabriolet. A thrilled Mattei says, "I was just happy to be an entrant at Pebble Beach. And now to get an award, and not just one, but three!" His Lancia won its class before competing for Best of Show, and it was also named the Gwenn Graham Most Elegant Convertible. The cabriolet, once



owned by Eric Clapton, had been in the Pininfarina collection for decades. Mattei, who bought it in 2009 and spent six years restoring it, loves the car's mechanical sophistication and its two different personalities: aggressive with the top up and more relaxed and elegant with the top down. The car combines sport and luxury, built with many original extras, including a power top, curved side glass windows and distinctive basket-woven trim. The Pebble Beach Concours drew 228 cars from 16 countries and 30 states and raised over \$1.75 million for over 80 local charities.

### Prescott Corvette Show: September

Lamb Chevrolet and Prescott Tire Pros sponsor the 10th Annual Historic Prescott Corvette Car Show hosted by the Prescott



Vette Sette, a 501(c)(3) nonprofit organization. Over 250 vintage and new Corvettes will be displayed, including the 650-hp 2016 Corvette Z06, with awards for each Corvette generation. Spectator admission is free. If you want to show your pride and joy, receive goodies and participate in Friday night's event, the cost is \$45.00 per Corvette. For information and participant registration, visit [prescottvettesette.org](http://prescottvettesette.org).

### Arizona Concours d'Elegance 2017

The Arizona Concours d'Elegance is accepting entries for January, with no cost to apply nor for those selected. Featured Classes include Lincolns of the Classic Era, Cars of Ettore & Jean Bugatti, and Coachwork by Vignale. Sixteen Standing Classes include pre-1915 antiques, pre-war sports and racing, post-war American



and European sports and racing, American and European classics open and closed, iconic pre-1967 American and European cars, preservation, avant garde and exotic. Automotive-themed panel discussions on Saturday and the Arizona Tour d'Elegance on Monday bookend the weekend. The Arizona Concours d'Elegance benefits Make-A-Wish Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions. Event and entry information can be found at [www.arizonaconcours.com](http://www.arizonaconcours.com). ■

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VEHICLE IMPRESSION : 2016 MINI COOPER S CONVERTIBLE



MINI has staked out an enviable position all its life, a rare combination of fun driving experience and premium panache in a small car. The example here is both an S model and a convertible, which should deliver plenty of both.

Our MINI experiences often cover a wide spectrum. Great little car, decent performance, an upper stratum brand position, with very nice style and design details—quilted and stitched leather, “style fiber” interior trim, sexy application of red instrument and feature lighting at night, a fuel gauge that should never let you run out and will also stroke your senses—but with downsides we find hard to ignore. The doors typically took three or four tries to lock—sometimes just two as we got in the groove, but we often gave up on keyless and pulled out the key to be (we hope) sure. The backup camera did not always come on when in reverse. And mind you, keyless entry and backup

camera were among the add-ons that brought this car's price from a base still barely in the \$20s to just a hair shy of \$40 grand. This price runup is also necessary for navigation and decent audio.

The non-S MINI Cooper now comes with a 134-hp, 162-lb-ft 1.5L 3-cylinder turbo (compare this to 123/148 in Ford's impressive 1.0L 3-cylinder turbo, which we've track-driven most enjoyably). The S has a 2-liter four-cylinder that ups the game to 189 horses and 207 lb-ft. As surely as a rodeo specialty rider can get more performance out of four horses than a normal rider can squeeze out of a full corral, the MINI Cooper S provides a precision kick in the pants. Ours was a perfectly mapped sport automatic; a 6-speed Getrag manual is available.

The trunk is very small and oddly shaped. That and the locking uncertainty are things to consider from a destination road trip standpoint. But if you have the price of entry, even when you check off

SPECIFICATIONS

ENGINE/DRIVE	.....2.0L TwinPower 4-cyl turbo / FWD
HORSEPOWER/TORQUE	.....189 hp / 207 lb-ft
TRANSMISSION	.....(6-spd Getrag manual standard)
DRIVING MODES	.....Sport, mid, green
SUSPENSION	.....F: MacPherson; R: multi-link
BRAKES	.....Four-wheel disc (vented front)
WEIGHT	.....(manual 2985 lb) auto 3025 lb
TURNING CIRCLE	.....35.4 ft
CARGO VOLUME	.....top closed 7.6 / open 5.7 cu.ft
MPG	.....25/34/29 city/hwy/comb

BASE PRICE	.....\$29,600
MELTING SILVER METALLIC	.....500
CHESTERFIELD LEATHER MALT BROWN	.....1750
FULLY LOADED	.....4750
PREMIUM PACKAGE: Keyless entry, wind deflector, auto-dim mirrors, heated front seats, satellite radio (1yr), Harman Kardon premium audio	
SPORT PACKAGE: 17" propeller spoke wheels, dynamic damper control, LED fogs, LED headlights	
TECH PACKAGE: Rear camera, rear park distance control, MINI Connected XL, real time traffic	
WIRED PACKAGE: Navigation, enhanced USB/BT	
SPORT AUTOMATIC TRANS	.....1500
MINI YOURS STEERING WHEEL	.....250
INTERIOR STYLE FIBER ALLOY	.....350
STORAGE PACKAGE	.....250
DESTINATION CHARGE	.....850
TOTAL	.....\$39,800

all the option boxes, the MINI Cooper S Convertible will in return check all your boxes—and always put a smile on your face. ■

# Smiles always included

BY JOE SAGE





▼ The American Motorcyclist Association (AMA) has named 21 2016 US Women's Trophy Team and six club team members for the **International Six Days Enduro (ISDE)**, who will join the US World Trophy and Junior Trophy teams, October 11-16 in Circuito de Navarra, Spain, competing in three displacement classes: E1 (100-125cc two-stroke and 175-250cc four-stroke); E2 (175-250cc two-stroke and 290-450cc four-stroke); and E3 (290-500cc two-stroke and 475-650cc four-stroke motorcycles). Visit [www.americanmotorcyclist.com](http://www.americanmotorcyclist.com) or [www.fim-isde2016.es](http://www.fim-isde2016.es) for more details.

▼ **Zero Motorcycles** is celebrating with a limited edition 10th Anniversary model. Founded as Electricross in Santa Cruz, California in 2006, by aeronautical engineer and motorcycle enthusiast Neal Saiki, Zero is the longest-running electric motorcycle company in the world. "At a time when electric vehicles were little more than a far-flung idea," said Zero Motorcycles CEO Richard Walker, "(we eliminated) the typical heat, complexity, noise, vibration and maintenance headaches of gas-fueled bikes. The result is exhilarating." Fifty 10th Anniversary Zero DSR motorcycles are handcrafted with metallic black paint, custom graphics and a full complement of accessories. A dual sport, the 10th Anniversary Zero DSR is a nod to Zero's off-road roots. It's also the first model with a factory-installed Charge Tank, which works with Level 2 charge stations. Zero will host a 10th anniversary celebration on Septem-

ber 10. Owners will receive invitations to join staff and personalities for rides, factory tours, technical seminars, food and entertainment. "This event may be the first-ever motorcycle gathering where the attendees make more noise than their bikes," said Walker.

▼ SpeedMob has new **Arrow Exhaust** half race systems for the Yamaha R1 and R1M, derived from the dominating R1 EVO with Race-Tech silencer and the thun-



derous EVO-2 with Pro-Race silencer. The full race systems have been stacking up club level and professional wins nationally. Due to high demand for the Yamaha R1 full race systems, Arrow has created a new half race system from the factory headers back, a solution for those wanting this

styling and performance on a more limited budget. The half race systems work with the factory headers and are offered with two silencer designs.

▼ **BMW Motorrad**, in collaboration with publisher Panini Verlags GmbH, is creating a graphic novel, *Riders in the Storm*, with publication planned for October 2016. The text and story are being provided by Croatian author and illustrator Darko Macan, with illustrations

by Italian comic book artist Riccardo Burchielli, who has worked for over 15 years for US publishers DC Comics, Marvel and Dark Horse. Mounted police hero Makani, racer Eve and street artist Nikki Animah, along with a wolf with superpowers, take on the powers of evil.

▼ **Rockford Fosgate**, as the official motorcycle audio sponsor of the Sturgis Motorcycle Rally 2016, brought high performance motorcycle audio systems to



the crowds on Lazelle Street in downtown Sturgis, South Dakota during the 76th annual week-long event in August. The company's booth featured the 11-kilowatt Power Soundlab Pressure Chamber, Slingshot audio demonstrations and Harley-Davidson and Victory motorcycles with audio system upgrades, active stereo displays, cool gear with partner Bagger Nation, and numerous promotions and giveaways. Rockford Fosgate also sponsored the 14th Annual Mayor's Ride, held during the rally.

▼ **Honda's** first ATV rollouts for 2017 include the popular Rancher lineup, the large-displacement Rincon, the versatile Recon and the sporty TRX250X. Several models are refreshed with new color options. | For 2017, the FourTrax Rancher family has six models. Two IRS Rancher models have frames with an independent dual-arm rear suspension design, with long travel front and rear for confidence and all-day comfort on the trail. The others have an enclosed-axle swingarm for optimized stiffness, maximum durability, great handling and a smooth ride. | The 2017 FourTrax Rincon tops Honda's ATV lineup, with a powerful 675cc engine, independent rear suspension, elec-

tronic fuel injection, automatic transmission, front and rear disc brakes and more. This popular choice comes with a host of features that all come together to place the Rincon in a class of one. | The



middleweight 2017 Honda FourTrax Recon and Recon ES have a torquey 229cc OHV engine, with the option of a manual gearbox or Honda's pushbutton electric shift. | The Honda TRX250X and TRX250XD for 2017—with aggressive, race-inspired styling, a torquey power plant and the easy-to-use SportClutch—are a favorite among beginners as well as longtime riders. TRX250X is factory-

equipped with Maxxis Razr Vantage tires. Both TRX250X models are assembled in South Carolina.

▼ For the first time in the history of the

amateur national championship event, racers competing for AMA National No. 1 plates at the 2016 Suzuki AMA Dirt Track Grand Championship in Du Quoin, Illinois used **transponder scoring**. "Transponder technology offers precise timing and scoring, allowing officials to score races and produce results more quickly," said AMA Track Racing Manager Ken Saillant, with lap times also available to riders fol-

lowing each event. "We're pleased to provide cutting-edge efficiency and split-second accuracy to our competitors at the Suzuki AMA Dirt Track Grand Championship." Sponsored by Suzuki, the event had transponders for rent at registration (\$40 for the week or \$15 a day). Staff provided transponder brackets and zip ties. One transponder could be used for multiple bikes for the same rider, with additional brackets available.



▼ Remaining **Arizona Bike Week** 2016 merchandise is online at significant savings. Sweatshirts originally \$40 are \$15, and T-shirts originally \$20-22 are now \$10 while supplies last, at [www.hotleathers.com/mailer/0616-ARIZONA-SALE-MAILER.html](http://www.hotleathers.com/mailer/0616-ARIZONA-SALE-MAILER.html). ■

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## TRAVEL DESTINATION : CAMERON TRADING POST 100TH ANNIVERSARY

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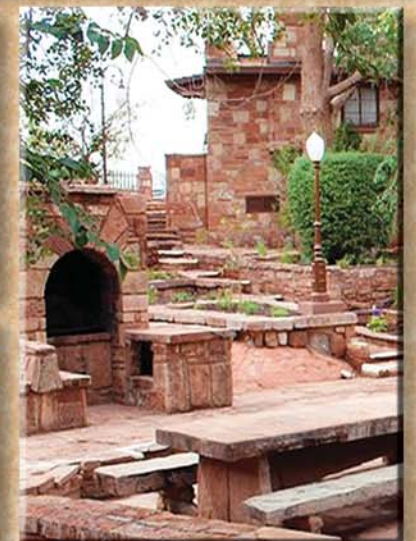
A swayback suspension bridge was erected over the Little Colorado River in 1911, creating the first easy access over the gorge. Soon after, brothers Hubert and CD Richardson established the Cameron Trading Post at one end, visited at that time only by the Navajo and Hopi locals to barter their wool, blankets and livestock for dry goods. A trip to the post to trade could take days by horse-drawn wagon.

Guests were always treated as family, fed and housed by the Trading Post during their stay. Understanding local dialects and customs, the brothers were trusted by the local Native American people in matters concerning confusing new United States legal and social systems.

As roads improved and interest in the area grew, the Trading Post's convenience to the Grand Canyon and other marvels made it popular for other travelers. Cameron Trading Post's restaurant serves breakfast, lunch and dinner, with American, Mexican and local cuisines. Its motel has spectacular views right alongside the Little Colorado River Gorge, with beautiful sunsets toward the Grand Canyon.

The Cameron Trading Post is celebrating its 100th anniversary in 2016. The head of the operation is descended from the original founders, delivering the same philosophies of hospitality and respect today. The people who work here have done so for generations.

Travel is easier today—about an hour north of Flagstaff on US 89. ■





# Dirt under their fingernails

## Mercedes-Benz Vans get domesticated—and get down to work

by Joe Sage



**D**aimler and the Sprinter Van have been setting the pace for years now. We had visited the Sprinter plant in Ladson, South Carolina two years ago, for a comprehensive tour of their reassembly process and a look at (and drive of) several key new technologies—Crosswind Assist, Load-Adaptive ESP yaw control and the only factory 4x4 in the business—as well as sessions with manufacturing partners in their dealer-pipelined third-party MasterUpfitter customization program (see our November/December 2014 and January/February 2015 issues).

Within a couple of months of that, the smaller Mercedes-Benz Metris Van hit the show circuit, and we drove it in Southern California later that year (see our November/December 2015 issue).

This year brings more big announcements on several fronts: huge plant expansion, full domestic production, a new trade-oriented lineup and an in-brand upfitting program for that lineup.

### South Carolina Vans Plant

The Mercedes-Benz plant in South Carolina has been performing a process called semi-knock-down (SKD), taking Sprinter Vans that had been built in Germany, then taken apart and shipped in two separate crates on two separate ships, and reassembling them in the US (finished with either Mercedes-Benz or Freightliner grilles and badging). This was a key way to keep prices down in the face of America's longstanding "chicken tax" oddities (a political trade war leftover from 1963), which otherwise would add a 25 percent tariff to (fully built) imported trucks.

The van business in the US—Sprinter's second-largest after Germany—is heating up now, as a number of brands have released new global or Euro-style vans, large and small. To address both the increased volume and the increasingly competitive field, Sprinter and Metris Van manufacturing is now being brought to our shores.

This means expanding South Carolina operations with a new plant, which will invest about \$500 million, create about 1300 new jobs itself and add 400 more at local suppliers—making it one of the largest industrial employers in the re-

gion (also home to Boeing, nearby), enough to entice South Carolina's governor and senior senator to speak and then turn shovels at our event.

The new plant is an expansion of the existing plant's site in North Charleston (it bears a Ladson SC address). The current production and administration plant covers 409,000 square feet; the new facility will add about 1.1 million square feet of manufacturing space, plus a marshalling yard for finished vehicles. First to be built will be the body shop, followed by a paint shop and full assembly lines yet this year. New digital communications technologies on the shop floor will enable faster response to market changes and customer needs.

There is more news on the horizon: the new plant will be introducing and building a next-generation Sprinter before the end of this decade.

With their South Carolina expansion, Sprinter Vans will now be built in six locations worldwide—at two plants in Germany, and one each in the US, Argentina, China and Russia.

Dovetailed with all this news, the Vans operations in the US has formally changed its name from Daimler Vans to Mercedes-Benz Vans LLC.

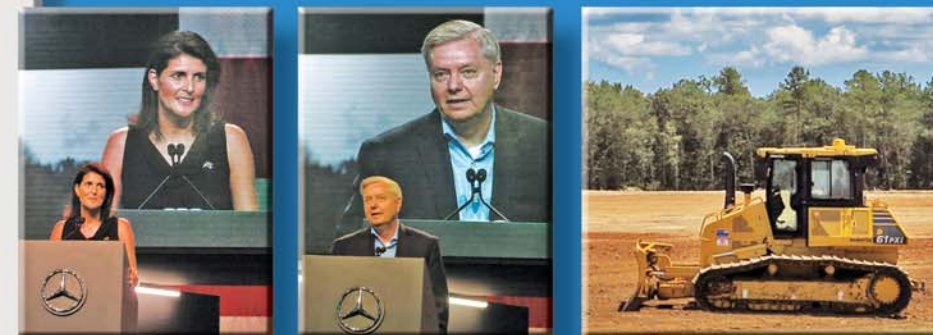
### Sprinter and Metris Worker Vans

Mercedes-Benz has long been associated with luxury cars, SUVs and crossovers in the US. The rest of the world has long known Mercedes-Benz as a workhorse, a tough and solid investment, a Middle Eastern taxicab or South Asian work truck that will last for 500,000 or a million miles.

The Sprinter Van has been well established in the US for over 20 years. Though its badge may make it look expensive, Sprinter to date has started at just \$36,495 and midsize Metris at \$28,950.

Sprinter has long been available with 4-cylinder and 6-cylinder engines in four models (Cargo Van, Passenger Van, Crew Van and Cab Chassis), three lengths, two wheelbases, three heights, three GVWRs and with rear-drive or most recently also (uniquely in the segment) as a 4x4. Midsize Metris is available as a Cargo or Passenger Van, with three types of rear door treatments.

While endlessly adaptable, the vans even in their simplest form included more than some buyers wanted or needed—not in terms of power-train or safety and handling features, but in terms



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Finished MasterSolutions-upfitted Sprinter and Metris vans were on hand for our factory event—from a new leatherette 13-passenger Sprinter, to custom campers nicer than your house, to Cab Chassis variants such as this flatbed stake truck, to various market-specific upfits, such as this fully-refrigerated Metris, and contractor variants with a variety of integrated roof racks and task- or industry-specific interiors. We drove comfortably all day in the spacious, highly-featured vans.

of interior finish in particular. Why buy a fully developed interior, if you are going to completely purpose-build a new interior (or even strip it out completely for the roughest duty), anyway?

Enter the Sprinter and Metris Worker Vans, with a full complement of comfort and technology features, yet at a base-level price, with a rear interior that's ready for inevitable adaptation by tradesmen, mobile retailers and other van buyers.

Sprinter Worker delivers workhorse fundamentals: a 3512-lb payload, 319.1 cu.ft. of cargo volume, cargo bed length and width of 137.4 and 70.1 inches (53.1 inches at the wheelhouse), and 5000-lb tow capacity. It has a 161-hp 2.1-liter 4-cylinder two-stage BlueTEC turbo diesel engine and 7G-Tronic automatic transmission and includes such breakthrough trademark Sprinter safety, performance and handling features as Crosswind Assist and Load-Adaptive ESP. And all this comes at a new low price of \$32,495.

Metris Worker has a 208-hp (258 lb-ft) 2.0-liter turbo four and 7G-Tronic auto, over 2500-lb payload, 5000-lb towing, 186 cu.ft. of cargo volume (good for 60 sheets of plywood) and rear-wheel drive, plus Attention Assist, Crosswind Assist, Hill Start Assist and Load-Adaptive ESP. And all this starts at \$25,995 (or \$29,995 in passenger form). Even if you go all out, comprehensive option packages just add \$1,999, \$3,999 or \$5,999.

### MasterSolutions

MasterSolutions systems build upon the existing MasterUpfitter program, which lets customers customize their Sprinter or Metris to become anything from a luxury camper van to an ambulance, with work done by some 80 companies who meet engineering and regulatory standards.

The new MasterSolutions program works with three select MasterUpfitters—SmartLiner, Knapheide and Auto Truck Group—to make the most common upfit configurations orderable directly from the dealer, a simpler customer experience.

Customers identify their vocational needs (at the dealer or online) and are then shown which vans are the best matches, along with which MasterSolutions upfits are available. These can be added à la carte, like options in the typical car-buying process. The buyer sees a total price and is ready to order. The van will be shipped from the South Carolina factory to the MasterSolutions upfitter, then delivered to the customer (at their dealer or fleet location).

SmartLiner can build a ship-through upfit 13-passenger shuttle van, while Knapheide or Auto

Truck Group can provide shelves, racks, box trucks, refrigeration units or extensive other upfits.

Competitively priced, dealer-orderable upfits turn any Sprinter or Metris Van into the perfect tool for any vocation and take the guesswork out of the ordering process, all with a seamless buying experience at any authorized Mercedes-Benz or Freightliner dealer, and with a final build that's a perfect fit, both mechanically and for the buyer's needs.

Here are some rounded-off prices. HVAC contractors have Sortimo Expand or Ranger Aluminum packages from about \$3750 to \$4020. Electricians will be fully and professionally outfitted in one stroke with the Ranger Aluminum Electrician Package for about \$7200.

Food transporters may choose a \$15,900 Gruau Fresh Package with ThermoKing B-100 Refrigeration upfit for Metris (shown at right) or a \$25,330 Gruau High Roof Frozen Package with ThermoKing V-300 Max Refrigeration upfit for Sprinter. Several Sprinter 12- and 14-foot box conversions run about \$10,000.

Partitions, cargo racks and ladder racks are in the \$500-1100 range, while a general shelving upfit for the Sprinter 144 runs about \$2400.

An impressive 170-inch shuttle van upfit with 13 leatherette seats runs just over \$12,000.

Your complete Sprinter or Metris Van, including MasterSolutions pre-configured upfits, can be purchased through Mercedes-Benz Financial Services and Daimler Truck Financial, with a variety of tailor-made finance packages available.

And now it's time to get to work. ■



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**VEHICLE IMPRESSION : 2016 MITSUBISHI OUTLANDER SPORT 2.4 GT 2WD**



**Simple math**  
10 models from \$19,995, with up to 168 hp, 31 mpg by Joe Sage

Mitsubishi, a Japanese industrial giant, has a fairly small North American vehicle operation, and that keeps things simple, if not spartan. Their sales are actually no less than Porsche and three times those of Jaguar. IHS Automotive identifies Mitsubishi as one of the top five conquest brands, those attracting new customers from other makes. This five-passenger Outlander Sport is at the core of the attraction, their number one seller.

It's not hard to see why. The total redesign and reengineering of the bigger seven-passenger Outlander brings dividends to the Outlander Sport, im-

mediately noticeable by its new Dynamic Shield grille and front fascia—arguably the best-yet combination of their signature style elements—while offering trim levels from under \$20 grand to under \$30 grand for the absolute top dog. Our sample is that top dog, but for being a front-driver: S-AWC All Wheel Control would add \$1800 to this model (every trim level offers AWD; prices vary).

All models have 18-inch wheels, power everything, and leather wheel and shifter. Even the 31-mpg, 148-hp 2.0L \$19,595 base model has a feature list 31 miles long. Keyless entry/start and backup camera kick in at \$22,495. This top GT model adds panoramic glass roof, 710-watt Rockford Fosgate audio and more. Suspension is simple, brakes are simple but very effective, and all

**SPECIFICATIONS**

ENGINE .....	2.4L MIVEC DOHC 16c 4-cyl
DRIVETRAIN .....	FWD (S-AWC AWD available)
HP/TORQUE .....	168 hp / 167 lb-ft
TRANSMISSION .....	INVECS-III CVT Sportronic®
SUSPENSION .....	F: MacPherson strut, stabilizer bar R: Multi-link, stabilizer bar
STEERING .....	Electric power steering
BRAKES .....	F: 11.6 vented 1-p / R: 11.9 solid 1-p
WHEELS / TIRES .....	18x7 J alum alloy / P225/55 R18
LENGTH / WHEELBASE / HEIGHT .....	171.5 / 105.1 / 64.2 in
GROUND CLEARANCE .....	8.5 in
CARGO VOLUME .....	21.7 / 49.5 cu.ft
TURNING CIRCLE .....	34.8 ft
WEIGHT .....	3142 lb
MPG .....	23/28/25 (city/hwy/comb)

BASE PRICE 2.4 GT AWD .....	<b>\$25,995</b>
DESTINATION CHARGE .....	895

TOTAL .....	<b>\$26,890</b>
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transmissions are CVTs. Tight and trim, even this top model weighs in at just over 3000 pounds and turns in just 34.8 feet—all part of the nimble nature that keeps the fuel mileage close to 30 mpg. ■

*With 39.4-inch headroom, 8.5-inch ground clearance, weight just over 3000 pounds and a tight 34.8-foot turning circle, Mitsubishi Outlander Sport delivers a healthy utility package.*



# Night and day? A tale of two hybrids

By Joe Sage

These two compact crossovers from Toyota and Lexus, both hybrids to boot, bring to mind the old *Gilligan's Island* meme, "Ginger or Mary Ann?" As on the *Island*, it's not an easy decision.

The hybrid version of Lexus's popular RX—the RX450h—strikes us as Ginger, more stylish, more expensively dressed, pricier in general. The stage is set by its stunning deep blue Nightfall Mica paint job, although its very plain shoes detract from the theme (an optional \$1170 set of 20-inch dark machined alloy wheels would fix this).

If your taste runs more toward the simple vir-

tues of Mary Ann, the hybrid version of Toyota's popular RAV4 may pique your interest. Our sample's silver paint job gives it a dull nature (though its available Electric Storm Blue paint would turn heads), while it seems to have borrowed Ginger's nightclub shoes (our XLE trim has stylish 17-inch wheels; Limited trim has 18-inchers).

Apples and oranges. Pineapples and coconuts.

You are likely to get some of what you expect out of the comparison, possibly more differentiation than you expect, and a few surprises.

We had the two for a week each, back to back,

the Toyota RAV4 Hybrid first. We had driven this last spring at Mudfest in the Pacific Northwest and had been quite impressed on both the off-road course and the track. The basic formula is clear: a compact crossover and a hybrid drivetrain, from people who have perfected both for a long time.

With electric motors front and rear, both vehicles are rigged for silent running when you first power up. Downsides to this are that A/C is slow to come up (we had them in 115-degree summer), and you have to be very sure you have turned them off before you lock and leave. This, combined with the auto start/stop feature, can also give you a disquieting effect if you linger in the vehicle to check your email—when it shudders back to gasoline life, you may think you've just been rear-ended while parked. We assume you will get used to this and notice it less over time.

We did have a couple of instances of unwanted squealing panic braking in the RAV4 Hybrid under normal application of the pedal, which may be related to the nature of regenerative braking systems, and the presumably low-rolling-resistance tires had a tendency to wander at times.

## LEXUS RX450h HYBRID

ENGINE	3.5L V6, alum block/heads
DRIVETRAIN	electric AWD
HP/TORQUE	259 hp / 247 lb-ft
MOTOR GENERATORS (F/R)	165 hp / 67 hp
HYBRID BATTERY PACK	288v / 37 kW
TOTAL SYSTEM POWER	308 hp
TRANSMISSION	electronically controlled CVT; planetary gear reduction/power split

SUSPENSION	F: MacPherson strut, coils; R: double wishbone, coils
STEERING	Electric rack and pinion
BRAKES	F: 12.9 vented, R: 13.3 vented discs
WHEELS	7.5x18 (7.5x20 available)
LENGTH/WHEELBASE	192.5 / 109.8 in
CARGO VOLUME	18.0 / 55.9 cu.ft
GROUND CLEARANCE	8.2 in
APPROACH/DEPART	17.0 / 24.9 degrees
TURNING CIRCLE	38.0 ft
WEIGHT	4740 lb
MPG	30/31/30 (city/hwy/comb)

BASE PRICE	\$52,235
• Blind spot monitor, rear cross-traffic alert, panoramic view monitor	800
• Color heads-up display	600
• Lexus Safety System with triple-beam LED headlamps	2250
• Touch-free power rear door	200
• 12.3" nav / 15-spkr Mark Levinson audio	1510
• Heated leather steering wheel	150
DESTINATION CHARGE	940
<b>TOTAL</b>	<b>\$58,685</b>

We picked a few other nits with a slow-moving power liftgate and with oddities of lock/unlock and start sequences. But overall, the RAV4 delivers a smooth, transparent experience.

Back to pineapples and coconuts. Moving directly from a week in the RAV4 to a week in the RX450h, we were fully aware of the difference in power—more than double the horses delivered by a V6 just forty percent larger than the RAV4's four. The RAV4 Hybrid has 194 combined horses and weighs 3925 pounds, considerably less than the Lexus's 4740 pounds, but Lexus has 308 combined horses. At low-speed electric mode, the power is closer to the same, yet it somehow feels like a more potent premium-experience-multiplier within the leather cocoon of the Lexus.

The RAV4 drivetrain delivers notably higher fuel

economy in city driving, 34 mpg (well over the 23 city in a gasoline RAV4, though just one point higher on the highway). The Lexus hybrid advantage is more dramatic—30 mpg city versus 20 with gasoline, and four points higher highway.

RAV4 seems more ready for off-road duty, as despite its prominent snout, it has healthy approach and departure angles (see spec sidebars) compared to the RX450h with its own ample snout. But the RX450h has notably more ground clearance, above eight inches, more in line with rough roading. The RAV4 (with 17-inch wheels) beats the RX's turning circle by more than three feet. Both have continuously variable transmissions (CVTs). Suspensions are similar, both warranting cautious crawls over speed bumps.

The Lexus RX450h of course has a much high-

er level of premium fitment throughout, and its styling, though certainly still in your face, is generally more elegant. One feature you won't want to miss is its panoramic view monitor, an animated back-top-side-front wide and integrated view that is not only informative but can keep you entertained while you wait for the A/C to kick in.

The biggest RX pitfall is common to Lexus—the Remote Touch controller, a Chiclet-shaped console joystick with the general feel of a seven-year-old's loose tooth. Our notes were consumed by struggles with this interface, and we have confirmed through forums that it is not just us. We hope Lexus engineers are working on a serious update.

You could buy two Toyota RAV4 Hybrids for the price of one Lexus RX450h Hybrid. The Lexus is a more compelling vehicle in most regards—a lot of what you pay more for in the Lexus is well worth it. The Lexus is not as nimble as the RAV4 off-road or in a tight turn, but its fuel mileage deficit is more than offset by its power advantage, and its premium appointments put it in a different realm. One Lexus downside, though, is the eternally frustrating Remote Touch controller. Try it out for yourself, but this alone might make the less expensive RAV4 a win-win.

That's right. Mary Ann is easier to live with long term, and less expensive, but Ginger will always make a bigger splash as your prom date. ■

## TOYOTA RAV4 HYBRID XLE AWD

ENGINE	2.5L 4cyl, alum alloy block/heads
DRIVETRAIN	AWD
HP/TORQUE	150 hp / 152 lb-ft
MOTOR GENERATORS (F/R)	141 hp / 67 hp
HYBRID BATTERY PACK	244.8v
SYSTEM NET POWER	194 hp
TRANSMISSION	electronically controlled CVT; electronic on-demand AWD

SUSPENSION	F: MacPherson strut; R: double wishbone coils, 1.0"/0.91" stab. bars
STEERING	Electric rack and pinion
BRAKES	F: 11.6 vented, R: 11.1 solid discs
WHEELS	7x17 on XLE (7x18 on Limited)
LENGTH/WHEELBASE	181.1 / 104.7 in
CARGO VOLUME	35.6 / 70.6 cu.ft
GROUND CLEARANCE	6.3 in
APPROACH/DEPART	28 / 21 degrees
TURNING CIRCLE	17" wheels 34.8 ft (18": 36.7)
WEIGHT	3925 lb
MPG	34/31/33 (city/hwy/comb)

BASE PRICE	\$28,370
ENTUNE PREMIUM AUDIO WITH NAVIGATION & APP SUITE: navigation, 7-inch split-display touchscreen, rear camera, 6-spkr audio, AM/FM/SiriusXM, iPod/MP3 connectivity, aux inputs, voice recognition, hands-free phone, Bluetooth phone book and music streaming, HD radio, HD predictive traffic, Doppler weather overlay	525
<b>TOTAL</b>	<b>\$29,795</b>





**Solar Impulse 2**  
lands in Abu Dhabi

▼ Taking turns at the controls of **Solar Impulse 2** (Si2)—a zero-emission electric and solar airplane, capable of flying day and night without fuel—Bertrand Piccard and André Borschberg achieved the first 'round-the-world Solar flight, landing at their starting point in Abu Dhabi at 4:05am on July 26—finishing a final leg of 48 hours and 37 minutes from Cairo, after a total of 21 days of flight in a 17-leg journey. 120-year-old Swiss company ABB provided engineers who served as embedded members of the ground crew throughout the mission. ABB is a global technology pioneer in power and automation, working with utilities, industry, and transport and infrastructure customers to improve performance while lowering environmental impact. The ABB Group of companies operates in about 100 countries and employs some 135,000 people. The round-the-world solar flight presented many of the same challenges ABB is tackling for customers on the ground, such as maximizing the power yield from solar cells, integrating renewable energy into electricity distribution systems and improving energy efficiency. The flight made stopovers on four continents (Asia, North America, Europe and Africa), and flew across two oceans (the Pacific and Atlantic), as well as the Mediterranean Sea and Arabian Peninsula. On the way, it set several new aviation records, including the longest solo duration for an air-

plane (117 hours, 52 minutes, achieved by Borschberg on the leg from Japan to Hawaii) and the first crossing of the Atlantic Ocean in a solar airplane (achieved by Piccard). The two Swiss pioneers will continue to urge global implementation of



**Pacific Aviation Museum**  
Pearl Harbor Airshow

energy efficient solutions through the creation of the International Committee for Clean Technologies, launching new innovative projects such as the development of solar powered drones.

▼ **Pacific Aviation Museum** in Pearl Harbor's popular remote control "Biggest Little Airshow in Hawaii" hit record crowds in this, its ninth year, with an estimated 13,000 in attendance. Historic Ford

Island, where the first bombs fell at Pearl Harbor on December 7, 1941, came alive with static full-size aircraft on display, "candy bombings" over the historic runway, remote-control flying, hands-on modeling stations, a Kids Zone with rides, activities

and even snow. Open cockpits and access to Hangar 79 allowed guests to see the Museum's many aircraft, including the famous Swamp Ghost and Nakajima Kate in restoration, as well as the new Midway Murals exhibit. This year's show commemorated the 74th anniversary of the Battle of Midway. The Airshow featured restored World War II aircraft and remote control flying by some of the best pilots and aircraft from the Mainland, Warbirds

West, as well as ace local clubs Birds of Paradise Airshow Team, Paradise Flyers Radio Control Club and Aloha State Radio Control Club.



**Lockheed P-791**  
Hybrid Airship

▼ **Hybrid airships** are poised to be the next revolution in affordable transportation directly to the "point of need," enabling tactical airlift, strategic airlift, humanitarian assistance and disaster relief. Hybrid airships offer large capacity transportation capability with significant fuel economy and reduced operating costs, able to operate from existing infrastructure or service remote "points of need" with little infrastructure. Lockheed Martin has invested more than 20 years to develop the hybrid airship's technology, prove its performance and achieve good economics for markets who would benefit from using this platform. A prototype P-791 Hybrid Airship Demonstrator flew in Palmdale, California in 2006, successfully completing all flight test objectives. The two-man proof-of-concept had fully functional digital flight controls and an air cushion landing system (ACLS)—a hovercraft-type landing gear that allows maneuverability in unimproved areas. Since then, the team has completed all required FAA certification planning steps for a new class of aircraft, and they are ready to begin construction of the first commercial model and completion of the FAA Type certification process. Hybrid airships make it possible to affordably deliver heavy cargo and personnel to remote locations, burning less than one tenth the fuel of a helicopter per ton. Proponents expect the hybrid airship to redefine sus-

tainability for the future. The airship offers the simplicity of a pickup truck, carrying cargo loads and personnel in and out of remote areas daily, but not just in certain seasons or only after major

road, rail or airport infrastructure is developed. Hybrid airships remain faster than land and sea transportation systems.

▼ **Las Vegas Airport** has partnered with the American College of Sports Med-



**ICON A5**

icine to launch a FLY FIT traveler walking program, designed in response to the Surgeon General's "Step It Up!" mission to make walking a national priority. The program promotes convenient walking paths throughout McCarran International Airport's terminals, in multiple segments from about a half mile to a mile and a half long, with options both before and after security screening checkpoints.

▼ **ICON Aircraft** has announced major changes to this year's amphibious A5 delivery plan. "We opened the production line at our new factory in January with ambitious plans to produce 175 aircraft this year," says manufacturing VP Thomas Wieners. "After completing seven aircraft, with 11 more in production, and having received a total of 30 composite airframe sets, we've learned that our production process and parts of our supply chain are not yet ready for high-rate production." ICON will shift resources, resulting in temporary workforce reductions, primarily of the aircraft assembly team, who they hope to rehire as production accelerates. ICON's investor base has committed a substantial infusion of new capital to support the changes. A high-rate production schedule will resume once supplier and internal capabilities are up to speed, expected in 2017. "We are taking this opportunity to accelerate the introduction of ICON Flight Centers," said CEO Kirk Hawkins, as they add programs in Texas and Florida, as well as California. "This will give ICON a regional presence that allows deposit holders to get earlier access to an A5 for demonstration flights and training without having to

come out to California. ICON had an overly aggressive production schedule for 2016. We are working hard to find the balance between high-rate production and our exacting standards for quality, performance, and affordability. While the A5 is extremely well-engineered and an amazing aircraft to fly, frankly we need to improve its manufacturability. We'll have to slow down and walk before we run." ICON will continue to take orders for the A5. ■

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## VEHICLE IMPRESSION : 2017 ACURA ILX W/TECH PLUS & A-SPEC



## TRANSPARENT BY JOE SAGE

If you like the quality, size and economy of the Honda Civic, but want Acura panache—or if you like Acura, but want an entry point to the brand, or just like 'em small—the Acura ILX fills the bill.

The Acura brand was born 20 years ago as a luxury offshoot to Honda, in North America only. Our Acura models can often be matched to Honda-badged twins in Japan, or they can be compared to Hondas in our own market. The ILX, new in 2012 as a 2013 model, is a very close cousin to the popular Honda Civic. A year ago, we set out to compare the Civic and ILX, but the Honda was still the prior generation. Now, they are both updated.

The Acura ILX is a little shorter than Civic (yet has a bigger turning circle). Suspension is similar, though Acura has heavier stabilizer bars front and rear. The ILX has a bigger engine, providing about 16-27 percent more horsepower than two Civic

engines, while the top-spec ILX weighs only 7.3 percent more than a top-spec Civic, about 200 pounds. Civic has a continuously variable transmission (CVT), with a 6-speed manual available on the base coupe, while the ILX has an 8-speed dual-clutch unit, a sportier setup as an automatic.

The ILX shaves its Acura panache in places, but delivers Acura fit and finish everywhere that matters, the instrument panel being a good example.

As is the norm for Acura (or Honda), each trim level is defined by its options, complete. Six ILX models range from \$27,990 to this Technology Plus & A-Spec top model at \$35,920. (Honda Civic has 14 sedans and six coupes, from \$18,640 to \$26,500.) Both brands offer highway fuel mileage as high as 35 mpg, despite Acura's additional power.

The Acura ILX gives a good, transparent driver-to-road connection. Its ride is especially firm, at

### SPECIFICATIONS

ENGINE/DRIVE .....2.4L DOHC 16v i-VTEC 4-cyl / FWD  
HP/TORQUE.....201 hp / 180 lb-ft  
TRANSMISSION...8-spd dual-clutch w/torque convert  
STEERING.....electric power rack & pinion  
SUSPENSION.....F: MacPherson strut; R: multi-link  
WHEELS.....18x7.5 noise-reducing aluminum alloy  
BRAKES.....F: 12.3 vented / R: 11.1 solid disc  
LENGTH/WHEELBASE.....181.9 in / 105.1 in  
TURNING CIRCLE.....36.8 ft  
WEIGHT (TOP TRIM SPEC).....3137 lb  
MPG.....25/35/29 (city/hwy/comb)

PRICE: ILX TECH PLUS & A-SPEC .....\$34,980  
18-IN BLACK DIAMOND-CUT ALLOY WHEELS:.....1600  
OTHER OPTIONS UNKNOWN:.....unknown  
DESTINATION CHARGE:.....940

TOTAL .....\$37,520

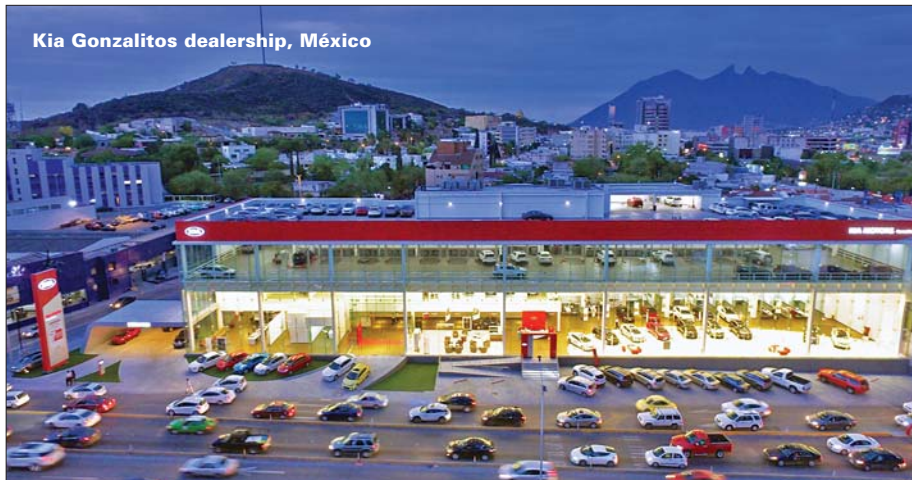
times giving more road feel than needed. Its 201 horses deliver a relatively sporty drive, helped by the car's relatively light weight, made even better when using the dual-clutch 8-speed via paddles.

Taller drivers might wish the seat could go back another inch or two, though this front shortcoming left rear legroom adequate to load up five adults one night. In a very heavy rain, any sound-deadening in the roof and windows seemed minimal.

If we seem to dwell on the Honda comparison, it's because we find the two pretty transparently related. But for any devoted Acura fans, the two will always be nothing alike. ■



## THE INSIDE TRACK: BRIEFS & RUMORS



Kia Gonzalitos dealership, México

▼ **Kia** celebrated its first anniversary in Mexico by announcing their first hybrid for that market by the end of this year: the Kia Niro Hybrid Utility Vehicle (HUV). Kia Motors Mexico has fulfilled its goals and met high expectations in Mexico with 34,517 units sold during their first 12 months of operation—already making it the ninth best-selling brand in the country—and expecting to sell 45,000 units in 2016, a local market share of over three percent. The Kia lineup in Mexico will include seven models—Sportage, Sorento, Forte (Cerato), Rio, Optima, Soul and Niro—by the end of this year. The Kia dealer network in Mexico comprises 73 dealers covering 94 percent of the nation. As part of its first anniversary celebration, Kia opened 25 new dealers in 21 new cities in Mexico in one week. The Kia first anniversary event was held at the Hippodrome in Mexico City, chaired by top Kia executives, representatives of the federal government and of Nuevo León state, where Kia Motors started building the Forte last May.

▼ **BMW** Group, Intel and Mobileye—representing the automotive, technology, and computer vision and machine learning industries—are collaborating to bring fully automated driving into series production by 2021. The complex path to a fully autonomous world will require end-to-end integration of intelligence from door locks to the data center, as transportation providers harness rapidly evolving technologies, collaborate with totally new

partners and seek opportunities in disruption. The BMW iNEXT model will be the foundation for BMW Group's strategy and become the basis for fleets of fully autonomous vehicles, on highways and in automated urban ridesharing environments. The three companies, stating that automated driving technologies will make travel safer and easier (enjoyment is not mentioned), seek to develop systems that enable drivers to not only take their hands off the steering wheel, but reach an "eyes off" level (level 3) and ultimately the "mind off" level (level 4), freeing the occupant for leisure or work time. This level of autonomy would enable the vehicle, on a technical level, to achieve the final stage of traveling "driver off" (level 5) without a human driver inside. The three partners met at BMW Group Headquarters in Munich this summer to



BMW, Intel and Mobileye with the BMW iNEXT

express their commitment to an industry standard and open platform for autonomous driving, addressing level 3 to level 5 automated driving and available to other car manufacturers and industries who could benefit from autonomous machines and deep machine learning. Near term, the companies will demonstrate an autonomous test drive with a highly automated driving (HAD) prototype. In 2017, the platform will extend to fleets, with extended autonomous test drives.

▼ **FCA360** digital magazine provides in-depth feature articles about **FCA** US LLC and its Alfa Romeo, Chrysler, Dodge, FIAT, Jeep, Ram, Mopar and SRT vehicles and products. Optimized for multiple web browsers and mobile devices, **FCA360** brings news of products, innovations, lifestyle, professional achievement and travel from every angle. Find the latest monthly issue at [www.fca360.com](http://www.fca360.com).

▼ As digital handwriting becomes more common, **MyScript's** handwriting-recognition technology is currently being used in the dashboards of Audi and other high-end auto manufacturers. Using handwriting is intended to be more intuitive, allowing drivers to stay focused on the road. By 2018, analysts are predicting that handwriting technology interfaces will be included in a broader range of vehicles from manufacturers including Volkswagen, GM, Ford, Honda, Hyundai and Toyota. MyScript just partnered with Cypress

Semiconductors to help bring their information technology to the masses.

▼ As orders for the 2017 **Dodge Viper** 25th Anniversary limited edition models



Dodge celebrates the 25th anniversary and final year of Viper production with five limited-edition models. The four shown here are (from left) the Viper Snakeskin Edition GTC, inspired by the original 2010 Snakeskin ACR; the VooDoo II ACR, modeled after the original 2010 Viper VooDoo edition; the Viper GTS-R Commemorative Edition ACR, designed to pay tribute to one of the most distinguishable and iconic Viper paint schemes of all time—the white and blue combination of the 1998 Viper GTS-R GT2 Championship Edition—and the Viper 1:28 ACR, which pays tribute to the current production car single lap record of 1:28.65 set by champion driver Randy Pobst in a 2016 Dodge Viper ACR at historic Laguna Seca Raceway in Monterey, California, in October 2015. A fifth Dodge Dealer Edition Viper ACR is not shown.

opened in late June, all 28 units of the 1:28 Edition ACR (American Club Racer) sold out within 40 minutes; all 31 units of the VooDoo II Edition ACR sold out within two hours; all 25 units of the Snakeskin Edition GTC sold out within two ordering days; all 100 units of the GTS-R Commemorative Edition ACR sold out within two days; and all 22 units of the Dodge Dealer Edition ACR sold out within five days. "From just 40 minutes to five days, the 25th Anniversary special-edition Dodge Vipers sold out incredibly fast, insuring their future collectability," said FCA North America passenger car chief Tim Kuniskis. Responding to this demand, Dodge then announced 31 units of a Snakeskin ACR Edition, sure to be another quick sellout.

▼ **Bentley** has introduced a collection of advanced handcrafted golf equipment, including golf clubs, bags, luggage and accessories. Developed in partnership with Professional Golf Europe, Bentley Golf uses cutting-edge manufacturing processes and expert hand-forging. Irons are hand-forged in Ichikawa, Japan, a town with a Samurai sword forging heritage, combined in the Bentley Golf lineup with modern day CNC Milling techniques for modern performance. Style details from Bentley vehicles—the rear arch haunch

line of the Continental GT, or the curves of the Mulsanne's front wing—can be found in the range. Bentley detailing such as their distinctive knurling can be found on club end caps, with luxurious diamond

WiFi and GPS features two cameras, for front and rear full HD video recording—like having two dash cameras in one. The front camera boasts an ultra-wide 135-degree viewing angle, while the rear lens

quilting used in bags and luggage.

▼ Dash cameras can be used in case of



an accident for insurance purposes, to dispute traffic tickets or to record a summer road trip. Important features to look for include video quality, viewing angle and design. The **Rear View Safety** LK-7950 Lukas Dual Lens Dash Camera with

has a 130-degree viewing angle. The camera allows two cards (one SD and one microSD), with a combined storage capacity of 512GB, saving space and keeping footage protected. With built-in WiFi and a free Lukas smartphone app, live footage can be wirelessly viewed and downloaded from both cameras. Built-in GPS records your vehicle's location and driving route as well. With the built-in G-Sensor, the camera can detect an impact and will activate Event Mode, and this footage will not be overwritten, ensuring important recordings will remain available. Continuous recording guarantees no footage will be missed, while motion detection in parking mode will protect the car even while parked. For information, visit [www.rearviewsafety.com](http://www.rearviewsafety.com). ■



Bentley Golf Collection

# UPCOMING FEATURES

Arizona Cycle Park



Monterey auction results



Road trip: Arizona-Alaska round trip



Texas Truck Rodeo: Truck of the Year / SUV of the Year



Run To The Sun 25-car road event



Mazda CX-9



Kia Forte



Hollywood Movie Cars



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### RETAIL PRICING:

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COMPLETE FULL POLISH KIT \$8195



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### RETAIL PRICING:

COMPLETE BLACK KIT \$8495  
COMPLETE BLACK & POLISH KIT \$8595  
COMPLETE FULL POLISH KIT \$8795

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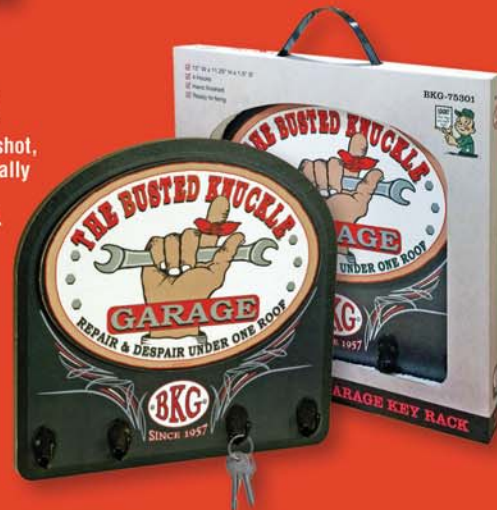
\$34.95 / SKU: 08-BKG-78700



## Key Rack

Stop wasting valuable garage time looking for lost keys! Busted Knuckle Garage Metal Key Rack keeps all your keys organized and ready to go. Features 4 steel hooks and attractive BKG graphics. Dimensions: 12"W x 11.25"H x 1.5"D.

\$29.95 / SKU: 10-BKG-75301



## Shot Glass Gift Set with Mat

That wreck of a car, truck or motorcycle in your garage may be shot, so why not have a shooter yourself? Not that the work is ever really done—but when it's time to celebrate—the Busted Knuckle Garage Shot Glass Set is just what you need. Set includes 2 hand blown shot glasses (2 oz.) and mini beverage mat. Top rack dishwasher safe. Mat Dimensions: 9"L x 3"W. Nifty gift container.

Was \$24.95 / Now \$19.95

SKU : 08-BKG-78703



♥ 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

♥ 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

♥ 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! ★

Since 1957

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