

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 15 NUMBER 6
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GRAND PRIX SCOTTSDALE/ CARS/TRUCKS/ EVENTS/RACES/ ROAD TRIPS/

AMIFund, PHXMI and PCRI
Prostate Cancer Awareness
Grand Prix of Scottsdale
Vintage Mini Racer

VEHICLES • EQUIPMENT • TECHNOLOGY • PEOPLE • EVENTS • DESTINATIONS • ATTRACTIONS



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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

November-December 2016

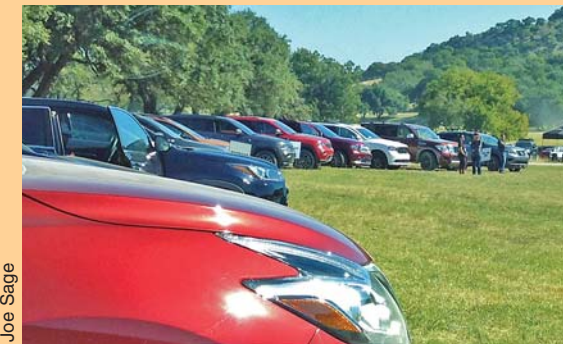
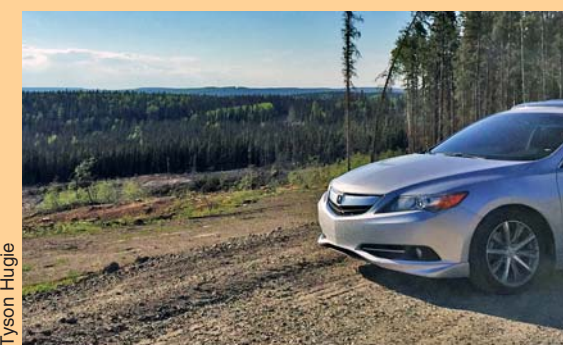
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COVER: One of two Vintage Mini Racers entered by the AMIFund, PHXMI and PCRI Prostate Cancer Awareness Team in the 2nd Annual Grand Prix of Scottsdale. For more information on the Team, the Grand Prix of Scottsdale and Prostate Cancer Awareness, see features in this issue. Photo: Dr Fabio Almeida.



Randall Bohl

Tyson Hugie

Joe Sage

Randall Bohl

Jan Wagner

Go, go, go! We've been on the move in this issue and behind the wheel of vehicles literally numbering in the hundreds. This has taken us to Oregon, New York City, Texas and Tennessee. Correspondents also take us to San Diego, where **Jan Wagner** covers vintage racing at the Coronado Speed Festival; Utah's Bonneville Salt Flats; and British Columbia. **Tyson Hugie** takes the record this time around, dashing 8000 miles up to the Arctic Circle and back, caravanning with a friend, both in sedans. Every one of these had something that should interest us all back here in Arizona. Closer to home, **Randall Bohl** heads to Prescott to cover the 10th Annual Vette Sette Corvette Show.

Our hundreds of vehicles include a lot of pickup trucks this time around. In the last issue, we had a look at, and a little time in, the new Ford Super Duty lineup. This time around, we have pounded that on the torture trails of the TAWA Texas Truck Rodeo in the Hill Country outside Austin, along with the full Ram Truck lineup, the ever-expanding Nissan Titan lineup, and Toyota's next-year Tacoma TRD Pro and Tundra. We have pounded many of the same ones again at Butcher Jones Recreation Area next to Saguaro Lake in our own Tonto National Forest. And we've revisited the Titan while building a house with Nissan in Tennessee, kind of our idea of a day off.

We also bring you details of events and motorsports, including the second running of the Grand Prix of Scottsdale Vintage Mini Racer event in downtown Scottsdale at the start of this issue's cycle, along with information on prostate cancer screening from the event team comprising members of AMIFund, Phoenix Molecular Imaging and PCRI. You'll also find results for auctions past, and dates and details for auctions, shows, concours d'élégance and races coming up, including of course Arizona Auction Week in January.

Enjoy the ride.

Joe Sage - Publisher/ Executive Editor

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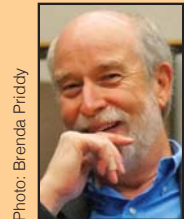


Photo: Brenda Priddy

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▼ **Hyundai** had a world premiere of the RN30, its latest high-performance N concept, at the Paris Motor Show. The track-inspired racing concept is based on the new generation Hyundai i30, known to us through global rallies and domestically as the new Elantra GT. Born as a racing machine, the RN30 was developed in close collaboration among Hyundai Motorsport, Hyundai Motor Europe Technical Center and Hyundai's Performance Development & High Performance Vehicle Division. The RN30 has a lower, wider stance than the i30, for increased aerodynamics and greater stability during high speed driving and cornering.

▼ The German Future Prize, the highest award for innovations in Germany, will be presented by German President Joachim Gauck in Berlin on November 30. Engineers Patrick Izquierdo and Manuel Michel of Daimler AG and Bernd Zapf of Gebr. Heller Maschinenfabrik GmbH are one of three teams nominated this year, as the developers of NANOSLIDE®, a new technology covered by more than 40 patents, which aims to halve energy loss from friction in vehicle engines, while reducing fuel consumption and CO2 emissions. The technology was brought to market in **Mercedes-Benz** turbocharged V6 gasoline and V6 diesel engines in 2013. NANOSLIDE is used in the latest four- and eight-cylinder engines from Mercedes-AMG, in the current Mercedes Formula 1 V6 turbo engine and in an all-new four-

cylinder diesel engine used in the new Mercedes-Benz E-Class, launched in March 2016. To ensure economical and profitable widespread industrialization of the technology, a new "mechanical roughening" pretreatment production process was developed specifically to ensure good bonding between the spray coating and the aluminum cylinder crankcase, while saving significant electrical energy.

▼ A 2017 **Audi** A4 quattro with available six-speed manual transmission and Sport Plus package promises the style and per-



formance of an S model in an entry level model, hitting 0-60 mph in 5.7 seconds, 0.7 seconds better than the previous generation. Audi also takes claim to a spot as the only luxury car in this segment offering a manual transmission sedan with all-wheel drive. A spur-gear stage replaces the

shaft to the front-axle differential used on the previous models. Extensive use of magnesium, combined with open gear-wheels, hollow shafts and a smaller clutch, reduce the weight of the transmission by 35.3 pounds, improving power-to-weight ratio. Exclusively on the A4 quattro manual is a Sport Plus package with flow-formed cast aluminum 18-inch 5-double-spoke-star design wheels, available Daytona Gray exterior paint, an S line leather/Alcantara interior with sport seats, stainless steel pedal caps, flat-bottom steering wheel and brushed aluminum decorative inlays. Audi dynamic steering and sport adaptive suspension (reducing ride height by 23mm) were both previously only on S4 models. The A4 manual's 2.0T engine produces 252 hp and 273 lb-ft of torque. The A4 with manual transmission also features a new quattro all-wheel drive system with ultra® technology optimized for fully-variable torque distribution and efficiency, with an electronically controlled multi-plate clutch at the rear end of the transmission and an integrated decoupler in the rear axle differential, all weighing 8.8 pounds less than the previous quattro system. This quattro ultra system provides intelligent, proactive control of

the all-wheel drive system to predictively modify torque application as the driving situation or road conditions require. The new A4 is also available with a seven-speed S tronic® dual-clutch automatic and either front- or quattro all-wheel drive. Models start at \$39,400.

▼ **Ram Truck** hosted its first-ever display at the IAA Commercial Vehicles Exhibition, a global trade fair for mobility, transportation and logistics for commer-



cial vehicles, in late September in Hannover, Germany—the brand's debut in the international arena as it gears up for an expanded presence in commercial vehicle markets outside North America. The inaugural display featured a Ram 1500 Quad Cab Sport with 5.7-liter HEMI® gasoline engine and eight-speed automatic transmission. The Bright White Ram was adapted for use with liquid petroleum gas (LPG), a popular option in Europe for increased fuel economy and extended-range drive range. The system allows the driver to switch between LPG and gasoline. The Ram added a work-and-play flavor, with commercial-appropriate European-homologated Mopar accessories such as black side steps and a black heavy-duty toolbox, as well as a Euro-spec tow hook. Additional options include leather-trimmed bucket seats, fold-flat load floor storage, 3.92 rear axle ratio and anti-spin rear differential. The truck shows its stuff with a sport performance hood and a black under-rail box bedliner.

▼ US Senator Gary Peters (MI) recently introduced legislation to help preserve the legacy of American automobiles and motorcycles and the vital role they play in American culture and history. The National **Historic Vehicle** Register Act will authorize the Department of Interior to establish a federal register of historic vehicles to document and preserve records of American automotive and motorcycle history. "Few engineering innovations have had

the same impact on American society as the automobile, and it is important for us to preserve the stories of vehicles that have played a critical role in American history," said Senator Peters. "This legislation

will ensure records of the historic vehicles will be available to inspire the next generation of automotive engineers and celebrate the accomplishments of the automotive industry that continues to be a vital part of our economy." The National Historic Vehicle Register will preserve records of selected historic vehicles and motorcycles which will be archived in the Library of Congress. Vehicles must be connected to a significant person or event in American history, or have a unique design or rarity, to be eligible for the register. Each vehicle's record will include a narra-



tive describing the vehicle and its historical significance, a photographic record, and line drawings or engineering drawings of the historic vehicle. There are currently fourteen historic vehicles recognized by the Historic Vehicle Association that have been documented through the

US Department of the Interior's *Historic American Engineering Record*, which recognizes a broad range of historical engineering related sites and structures, including bridges, ships or roads. The National Historic Vehicle Register Act would authorize the creation of a stand-alone register for historic vehicles to preserve and highlight their unique contributions to American culture. Recent vehicles added to the register include President William Howard Taft's 1909 White Steam Car, President Ronald Reagan's 1962 Willys Jeep CJ-6, the 1938 Buick Y-Job, and the very first 1967 Chevrolet Camaro to ever roll off the production line.

▼ Starting in 2017, **Volkswagen** Truck & Bus will offer an open and cloud-based operating system for the entire transportation industry. It is a first that all players in the supply chain—shippers, dispatchers, carriers, drivers and recipients—will be connected with a uniform information and application system including forecasting features. The new RIO system combines different sources of data and then analyzes them through intelligent algorithms. Based on combined information from tractors, trailers, bodies, drivers and orders, as well as combining this information with traffic, weather and navigation data, RIO will provide its users with concrete recommendations for action in real time, significantly improv-



vehicle brand or telematics system, so mixed-fleet customers can have digital services in one single solution. In addition, all vehicle types can be retrofitted.



▼ **Jaguar** North America, headquartered in Mahwah, New Jersey, is welcoming the FIA Formula E Championship, the world's first fully-electric racing series, to New York City in summer 2017. Alejandro Agag, CEO of Formula E, announced next year's New York City ePrix double-header will be the first FIA-sanctioned open-wheel race to take place within the five boroughs of New York City in modern history. Currently scheduled for July 29 and 30 of 2017, the two-day event will mark the final two rounds of the 2016/17 race calendar; winding its way along a 1.21-mile race course around Pier 11 and the Brooklyn Cruise Terminal with well-known backdrops including lower Manhattan and the Statue of Liberty. Jaguar announced its entry into the 2016/17 Formula E Championship with the debut of the Jaguar I-TYPE 1 race car and the creation of Panasonic Jaguar Racing. The brand's return to top-level racing will push the boundaries of electric technology in a performance environment and underscores the importance of electric vehicles and alternative powertrains in the future product portfolio for the Jaguar and Land Rover brands. In addition to the New York City ePrix, the 2016/17 FIA Formula E Championship calendar includes 12 other races around the world, in Europe, North and South America, Africa and Asia. For the latest news and information from Jaguar Racing, visit www.jaguarracing.com. For the latest news and information from Formula E,

visit www.fiaformulae.com.

▼ **Ferrari** unveiled the GTC4Lusso T at the Paris Motor Show, the first four-seater in Prancing Horse history to sport a turbo-

charged V8, a new Ferrari GT concept aimed at owners seeking a sporty and versatile car suitable as a daily driver. The car has rear-wheel drive, four-wheel steering with integrated side slip control, weight reduction overall (dry weight is 3836 lb) and 46/54 percent front/rear weight distribution. The GTC4Lusso T's 3.9-liter turbo V8, with 600 hp at 7,500 rpm and 560 lb-ft of torque between 3,000 and 5,250 rpm, provides a powerful soundtrack during acceleration, but a tamer output around town. The new Ferrari's body is based on the highly pop-



Ferrari GTC4Lusso T

ular European shooting brake style. Its infotainment system sports a 10.25-inch HD capacitive touchscreen.

▼ **Ford** sold more big F-650 and F-750 trucks in the first eight months of 2016 than all year in 2015. Sales of the all-new

medium-duty Ford trucks were up 59 percent year-over-year through August, with 10,160 sold—the best year-to-date sales total for Ford's largest trucks since August 1997. The sales growth came quickly: The redesigned F-650 and F-750 trucks rolled off the line at Ford's Ohio Assembly Plant near Cleveland for the first time in August 2015, as Ford shifted production to Ohio from Mexico in 2015, investing \$168 million in the Ohio plant. The F-650 and F-750 lineup includes Regular Cab, SuperCab and Crew Cab body styles, as well as straight-frame, kick-up frame Pro Loader and a new dedicated tractor model for heavy towing applications. Ford stakes a claim as the only automaker to offer a gasoline-powered engine in the medium-duty truck segment—a 6.8-liter V10 with 320 horsepower and 460 lb-ft of torque for both F-650 and F-750 models with the heavy-duty, Ford-built TorqShift HD six-speed automatic transmission. The 6.8L engine can be factory-prepped for converting to compressed natural gas (CNG) or liquid propane gas (LPG) as cost-effective alternatives to gasoline. Ford is the only medium-duty truck manufacturer that designs and builds its own diesel engine and transmission combination

▼ **Shelby American Inc.** has announced the return of one of their most popular programs—free round-trip shipping—on new orders of a Shelby Super Snake,

Shelby 1000, Shelby GTE or Shelby Terlingua. Customers who prefer to transport their car to Las Vegas can substitute a free Katzkin interior upgrade in lieu of the free vehicle transportation offer. You can start by building your dream Shelby online at www.shelby.com. ■



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The House the Media Built

We join Nissan in Nashville and pound some nails with purpose by Joe Sage

Nissan recently invited dozens of automotive media to their hometown of Nashville, Tennessee to build a house with Habitat for Humanity. Four waves of participants—three of media and one from fleet and event operator Prestige Auto—spent one day each, transforming a concrete slab into fully framed and plated walls and the first roof truss on day one, our day, and by the end of the week into a fully enclosed new home, ready for final finish work.

Habitat for Humanity began as a grass-roots effort in Georgia in 1976 and has grown to a global nonprofit organization in 1,400 US communities and in over 70 countries. Habitat homes are not giveaways. Driven by the vision that everyone needs a decent place to live, Habitat partners with people to build or improve a place they can call home, and they help arrange affordable mortgages. Selected

future Habitat homeowners learn building skills and work on other homes, then build their own homes alongside volunteers.

Nissan's partnership with Habitat began in 2005, when it donated 50 trucks and mobilized employees to assist in homebuilding following Hurricanes Katrina and Rita in the Gulf Coast region. In the last decade, Nissan has donated an additional 88 vehicles. Since 2006, Nissan employees have logged over 80,000 volunteer hours with Habitat for Humanity, building 71 homes across the US.

Nissan recently kicked off its second decade with Habitat with a new \$1 million grant. Portions will be used to expand Habitat's vehicle fleet, which supports disaster recovery efforts. The largest portion will go toward the cost of building homes in areas of the country where Nissan has an operational presence. Nissan's cash contributions to

Habitat for Humanity in North America total over \$14 million over the past 11 years.

The new owners of the home we built, Rahmi and Awadia, are from war-torn Sudan. They escaped to Egypt separately, met and married in 2000 and applied for refugee status in the US, soon settling in Pennsylvania. In 2014, they moved to Nashville to be closer to other family. Now a family of five, they live in a two-bedroom apartment on a limited budget. Rahmi has suffered failing vision, but that didn't keep them both from being hardworking members of our construction team, as they will be throughout the final build. "Words can't describe how I feel in my heart towards everyone who has helped," says Rahmi. They look forward to raising their three children in a home with a living room and back yard, and to building the kids a better future.

Nissan employees are volunteering on projects in 12 Habitat communities this year, including Phoenix. ■



Bold and aggressive

It's unusual to have a drive event at night, but we headed to Rawhide at Wild Horse Pass on a recent evening, the night before a consumer event, to learn the latest developments in Nissan's continuing rollout of a complete Titan full-size pickup lineup. Turns out nighttime was not a bad time for this.

"Bold and aggressive" was a theme in their presentation (along with their "Nissan: Year of the Truck" tagline). No question they have been bold to tackle the US-dominated big pickup market. And no question they're doing it aggressively. It was also a chance to show off the truck's bold lighting—LED headlights, signature DRLs and branded courtesy lighting when you open the door.

And it was a chance to try out their rear camera trailer alignment technology under challenging conditions. Nissan's cameras are top-notch already, notably with their pioneering 360-degree top view. Add centerline guides to bring you within inches of your trailer hitch, and any good cowboy is going to have to think of another reason to insist his cowgirl come along for a midnight horse ride.

Big announcements included a gasoline V8 to join the Cummins V8 diesel from the first round of Titan XD pickups—and yes, they pointed out that both engines are bold and aggressive—as well as Titan models to join the Titan XD models. Next was the announcement of a single cab Titan with 8-foot bed, perfect for contractors with 4x8 materials (and a segment winner at the Texas Truck Rodeo a few weeks later). Coming soon will be a cab-and-a-half King Cab—the return of a name and concept from Datsun and Nissan pickups of the '70s and '80s. And finally, they announced "America's Best Truck Warranty"—5 years / 100,000 miles bumper-to-bumper.

Our drive was brief that night, though it included dirt climbs and rough-road obstacles set up on site. But we had driven the Titan XD diesel at last year's Texas Truck Rodeo (where it won the title prize), then both engines and all models this fall at the Texas Truck Rodeo, then to and from our Habitat for Humanity build site in Tennessee, then on our longest leg of the Active Lifestyle Vehicle of the Year event, from Saguro Lake back to Chandler.

Full-size pickups are the most loyal, most competitive and biggest segment in the industry, and among the most profitable. Nissan is making their move, boldly and aggressively. ■

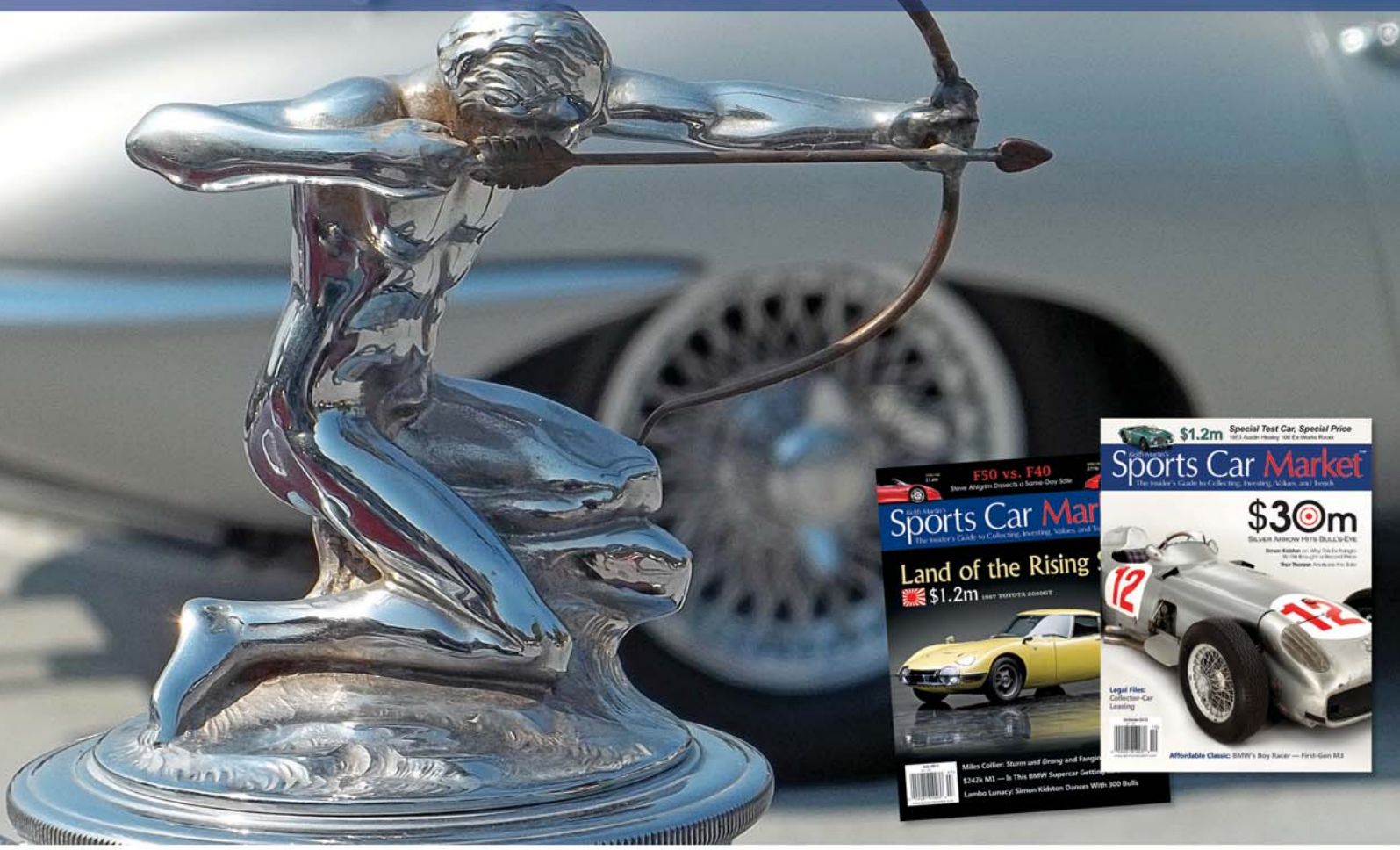


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SPECIAL EVENT : 2ND ANNUAL GRAND PRIX OF SCOTTSDALE

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. ■



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

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



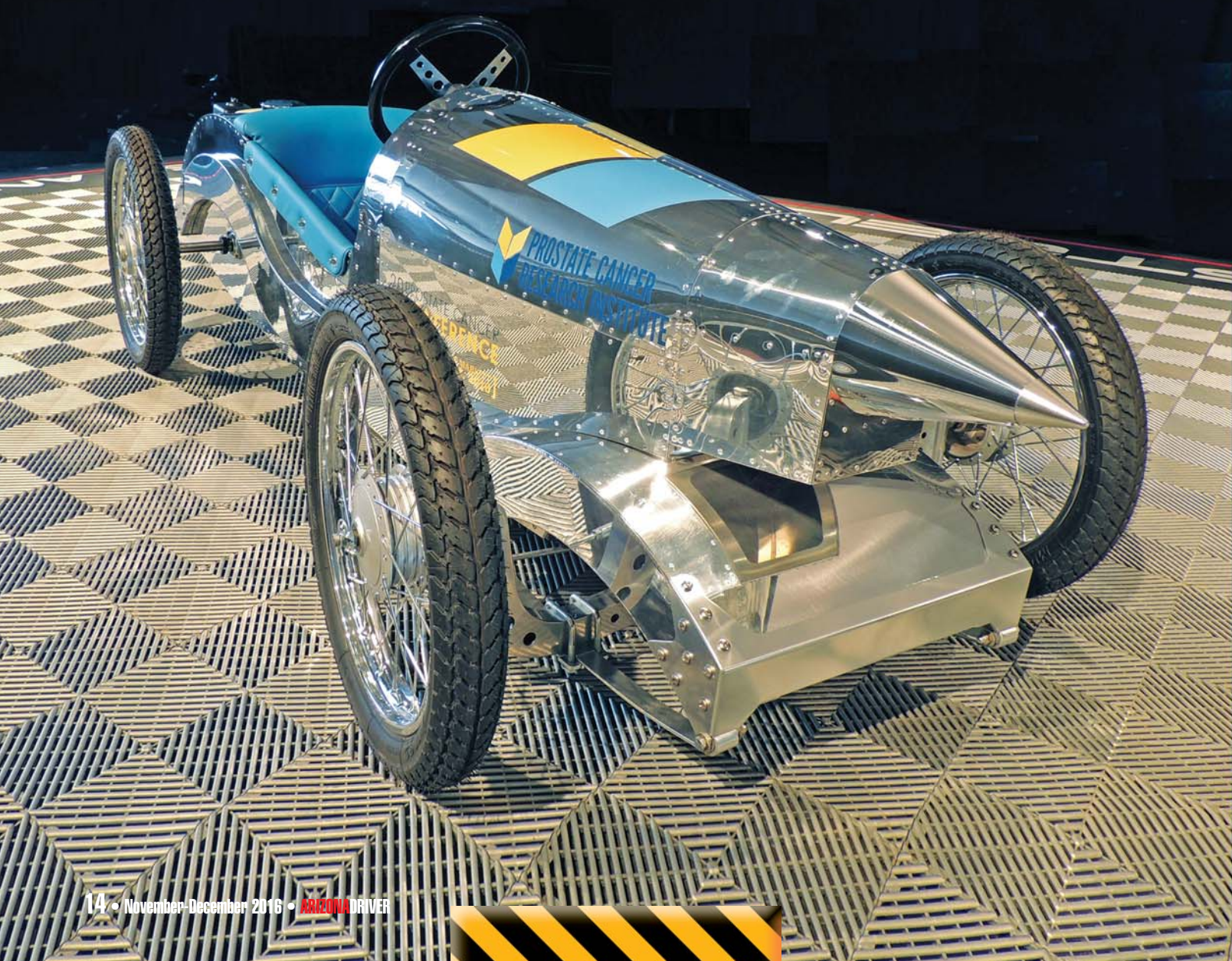
Prostate cancer is one of the most common types of cancer in American men, with more than 220,000 new cases diagnosed annually, and is the second-leading cause of cancer death in men.

The Grand Prix of Scottsdale celebrates Vintage Mini Racers and the nostalgia of the

Roaring '20s era. As the second annual run of this unique and stylish event roars through the streets of downtown Scottsdale, November 4-6, the Prostate Cancer Research Institute (PCRI), AMIFund.org, Phoenix Molecular Imaging and several enthusiastic sponsors have teamed 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 is racing at the three-day Grand Prix of Scottsdale, while a support team provides 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.

For more information on Phoenix Molecular Imaging and 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. ■

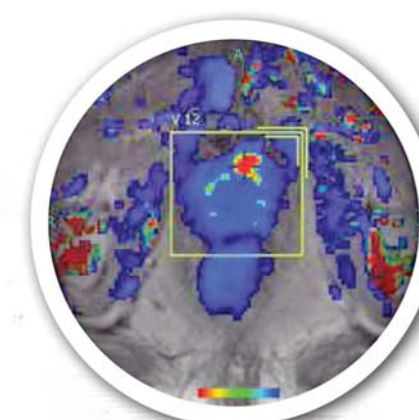
AN ALTERNATIVE IN PROSTATE CANCER DIAGNOSIS PROSTATE MRI EXAM

According to the American Cancer Society, prostate cancer is the most common cancer that affects American men, after skin cancer. One in six men will be diagnosed with prostate cancer during his lifetime compared to one in eight women who will develop breast cancer. Prostate cancer is the second leading cause of cancer death behind lung cancer; one in 35 men will die of the disease.

Yet, some men live each day not knowing whether they have prostate cancer because of inconclusive results. For these men, there's a new option: Prostate MRI.

Insight Imaging offers Prostate MRI to assist your doctor in identifying suspicious areas of the prostate with elevated or rising prostate-specific antigen (PSA).

Insight Imaging's radiologists are part of a prostate exam peer review program in collaboration with specialized radiologists at the Medical College of Wisconsin, with nearly 20 years of experience.



Advanced CAD imaging highlights areas of interest

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Urban, suburban, exurban—it's all about having some serious fun.

By Joe Sage
Photos by Randall Bohl

The 13th annual Carspondent.com Active Lifestyle Vehicle of the Year (ALV) awards program was held in late October, based out of the San Marcos Hotel in Chandler. With both off-road and on-road drives, ALV is the only such competition where outdoor enthusiasts, athletes and professional automotive journalists have their evaluations combined to pick the winners.

The program was expanded this year to have a separate media day on Friday, October 21, the day before the athletic civilians would drive, with an emphasis on off-roading. Media did each drive a vehicle on-road from Chandler past Saguaro Lake on the Bush Highway and Beeline Highway to an early lunch in Fountain Hills, then a second one back to But-

cher Jones Recreation Area at Saguaro Lake in the Tonto National Forest, and a third one back to Chandler at the end of the day.

But at Butcher Jones, the emphasis was on a full afternoon of challenging off-roading on a 20-minute out-and-back course with moderate elevation gain and a variety of surfaces including loose sand and rock. Manufacturers could tailor the course for specific capabilities of their vehicles by adding more challenging spurs off the main route.

Each journalist made an effort to drive every vehicle entered—27 total—with ten competing in off-road categories, while on-road vehicles could be driven on twisting local paved two-lanes.

"As the sales of models with AWD increases, so does the interest in off-pavement exploration among adventurous buyers," notes automotive



engineer Eric Noble, who helped oversee the program with his colleagues from CARLAB and acted as a jury panel member. "This feature of ALV is intended to bridge the gap between normal pavement testing and the sort of extreme crawling that requires spotters and is prone to damage vehicles."

Saturday, October 22, brought more than 50 athletes and outdoor enthusiasts from all over the country to evaluate the same vehicles on the pavement. "Individuals with active lifestyles don't want the vehicles they drive to limit where they travel, or the amount of gear they can carry," says

event cofounder Nina Russin, saying they seek vehicles that perform equally well on- and off-road, with spacious, configurable cargo areas useful for those who venture off the grid, carrying their bicycles, kayaks and camping equipment with them.

Athletes on Saturday drove and scored on-road vehicles, as well as off-road-capable vehicles on-road. Off-roading scores from the media drive on Friday were factored in with athletes' on-road scoring for the same vehicles on Saturday. A couple of categories were reportedly won by less than 1/10th of a point. The results are:

- Best Value Family**Ford Explorer
- Best Value Off-Road**Ram 1500 Rebel
- Best Value On-Road**Volkswagen Golf
- Extreme Off-Road**Nissan Titan XD
- Green**Jeep Grand Cherokee EcoDiesel
- Luxury Family**Nissan Armada
- Luxury On-Road**Kia Cadenza
- Urban**Kia Soul

The ALV awards were co-founded by Bob Babbitt, a member of the Ironman Hall of Fame, Jim Woodman, longtime journalist, triathlete and founder of Active.com, and Nina Russin, longtime distance runner and automotive journalist. ■



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SPECIAL EVENTS: AUCTIONS & SHOWS



Barrett-Jackson Las Vegas results

Barrett-Jackson finished their 45th Anniversary year—which included Scottsdale, Palm Beach, their inaugural Northeast event, Reno-Tahoe and Las Vegas—with a 99.2 percent sell-through rate and sales over \$32.5 million in Las Vegas, October 13-15. Highlights included the Tammy Allen Collection, with over \$3.8 million in sales, and the *Wayne's World* headbanging 1976 AMC Pacer at \$37,400. Automobilia topped \$777,000—a Barrett-Jackson record outside Scottsdale—and \$850,000 was raised for charity. www.barrett-jackson.com

Los Angeles Auto Show

LA is one of the big global auto shows, with concepts, reveals of future models and new technologies. The LA Auto Show is now officially combined with the Connected Car Expo under the name AutoMobility LA. We'll bring you highlights on social media during media preview days, November 16/17. The show is open to the public November 18-22, at the LA Convention Center, next to Staples Center. www.laautoshow.com

Arizona International Auto Show

The Arizona International Auto Show, presented by VADA, the Valley Auto Dealers Association, has new 2017 vehicles on public display, Thanksgiving weekend, November 24-27, at the Phoenix Convention Center. www.autoshowphoenix.com

Detroit: North American Intl Auto Show

Next up on the big global show circuit is Detroit's NAIAS, also with concepts, reveals and new technologies, and now incorporating the Automobili-D exposition. We'll bring you highlights on social media during media preview days, January 9/10, 2017. The show is open to the public January 14-22, at Cobo Center in Detroit. www.naias.com

Arizona Concours d'Elegance

The 4th Annual Arizona Concours d'Elegance once again launches Arizona Auction Week, with three panels on Saturday, January 14—*Phoenix Automotive Press Association Auction Week Preview*; *Legends: Pioneer Women in Racing*; and *Driven:*

The Passion Driving Race Team Owners—the main event on Sunday, January 15, 9am-4pm, and the Arizona Tour d'Elegance for participants, on Monday, January 16, with public viewing from 1130am-1pm in Old Town Scottsdale. A Concours highlight will be a rare 1936 Bugatti Type 57SC Atlantic coupe courtesy of the Mullin Automotive Museum. www.arizonaconcours.com

January 2017 Arizona Auction Week

There are six collector vehicle auctions:

- **Barrett-Jackson 46th Annual**
Westworld, Scottsdale
Nine days: Sat January 14 - Sun Jan 22, 2017
www.barrett-jackson.com > Scottsdale 2017
- **Bonhams 6th Annual**
Westin Kierland Resort & Spa, Phoenix
Thursday, January 19, 2017
www.bonhams.com/auctions/23945
- **Gooding & Company 10th Annual**
Scottsdale Fashion Square
Friday/Saturday, January 20/21, 2017
(Viewing Weds-Sat Jan 18-21)
www.goodingco.com/auction/scottsdale-2017
- **RM Sotheby's 18th Annual**
Arizona Biltmore, Phoenix
Thursday/Friday, January 19/20, 2017
(Preview Weds-Fri Jan 18-20)
www.rmsothebys.com/az17/arizona
- **Russo and Steele 17th Annual**
New location: Salt River Fields at Talking Stick
Wednesday-Sunday, January 18-22, 2017
www.russoandsteele.com/scottsdale
- **Silver Auctions 20th Arizona**
Fort McDowell Resort & Casino, near Ft. Hills
Thursday-Sunday, January 19-22, 2017
www.silverauctions.com/auction_show.php ■

Saturday 14	Sunday 15	Monday 16	Tuesday 17	Wednesday 18	Thursday 19	Friday 20	Saturday 21	Sunday 22
(Panels)	Concours	(Tour)						
Barrett-Jackson Auction								
Arizona Auction Week January 2017						Bonhams		
						(Gooding viewing)	Gooding & Company	
						(RM preview)	RM Sotheby's	
						Russo and Steele		
						Silver Auctions		

Arctic Circle: 8000 miles round trip in a pair of Acura and Mazda sedans

By Tyson Hugie

My friends and family members have always told me, "You should be a truck driver." My love for the open road is easy to see. After all, I drive on average about 50,000 miles per year. But those aren't ho-hum commuting miles. Those are weekend warrior miles. And, in a recent adventure, I racked up nearly 8,000 on a single trip. My service advisor at the dealership looked at me with a raised eyebrow when I showed up for an oil change just three weeks after getting one previously.

The drive from Arizona to Alaska and back takes a traveler through eight states, three provinces, and a near-endless variety of landscapes: the saguaro cactus-dotted dry land of the desert, the high elevation pine forests of the Rockies, the grasslands oil fields of southern Canada and the barren but beautiful tundra that is the Arctic Circle. My trip took me from a land of one vast extreme to another. In Arizona, temperatures have been known to reach 128 degrees Fahrenheit (Lake Havasu City, 1994). And in northern Alaska, it's not uncommon for winter temps to dip to a bone-chilling 80 below zero.

Over the course of 16 days, my

The overall trip consisted of these stops:
 Washington, Utah
 Butte, Montana
 Edmonton, Alberta
 Pink Mountain, British Columbia
 Teslin, Yukon Territory
 Fairbanks, Alaska (3x)
 Teslin, Yukon Territory (again)
 New Hazelton, British Columbia
 Cache Creek, British Columbia
 Seattle, Washington
 Kuna, Idaho
 Logan, Utah
 St. George, Utah

road trip companion Jason from Las Cruces, New Mexico lived in my rear view mirror as we drove in tandem in my Acura ILX and his Mazda6. Both cars and drivers were well-equipped for the excursion. My car, in fact, carried a total of three spare tires. I guess my Boy Scout training and its "Be Prepared" motto shined through in a big way. The Alaska Highway can be an unfriendly place to navigate. Harsh weather for most of the year, rough pavement conditions and an array of wildlife that can become road hazards all lead to the need for a high alert driving attitude.

Jason and I enjoyed the luxury of well-maintained interstate highways well into Alberta. In-

terstate 15 extends north across the international border and becomes Canadian Highway 4. At that point, we grew accustomed to reading the teeny little "km/h" numbers on our speedometers as the limits were posted at 110 kilometers per hour. Fueling up, too, became a bit of an adventure as the gas was now sold by the liter as opposed to the gallon, and the pricing thereof was a bit of a mystery with the exchange rate in play. I swiped my Chase Sapphire VISA at an Esso station in Claresholm and figured I'd worry about the financials later on.

The official Alaska Highway—once known as the Alcan—starts at Mile Zero in Dawson Creek, British Columbia and extends 1,422 miles to Delta Junction, Alaska. We made it to the start on Day 4 after leaving Phoenix. A lot of fanfare shouldn't be expected, though. Aside from a small podium in the middle of an intersection and an overhead sign next to a barn, there's not a lot to see. We didn't care. We'd made it the main event.

We bid farewell to our pristine pavement and welcomed the potholes. The highway from Dawson Creek to our overnight stop in Pink Mountain, British Columbia introduced us to what the next few (very full) days of driving would look like: intermittent graveled construction zones, windy two-lane passes and panoramic scenery all around. Accommodations at the Buffalo Inn were modest (or downright sketchy, in the case of the



Enough time to park in the middle of the Dalton Highway and not worry about blocking traffic? Well, yeah. More than enough.

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brown tap water). But for \$110 Canadian we were happy for a place to rest our heads, because there would be no other lodging for many more miles if we pressed on.

The next day, we were greeted by an early sunrise and clear skies for our continued north-bound trek. We made a stop at the "signpost forest" in Watson Lake, Yukon Territory—a place where travelers from across the world have left their mark in the form of signs on poles. License plates comprised the majority of the signs people had left. Jason tacked a New Mexico plate up before we moseyed on our way to the nightly stop at a quaint but clean cabin in Teslin YT. Throughout the night we could faintly hear the sound of cars' tires on the metal bridge outside our front door. It was surprisingly soothing.

The actual Alaska "welcome" sign comes up a little ways before the Customs checkpoint. It was a surreal experience to finally get there. Jason and I spent about 15 minutes getting photos there and were never passed by any other traffic. Quiet Wednesday at the border, I guess. At the time I pulled away from US Customs, my trip meter rolled 3,333.3 miles since leaving Scottsdale. There was something refreshing about having arrived back in the States, and both of us got a second wind of energy and motivation to press on to our final destination. The Alaska Highway's official end at Mile 1,422 in Delta Junction, Alaska is marked by a podium that matches the one at Mile Zero in Dawson Creek BC.

Jason and I rewarded ourselves with a sit-down meal at Fast Eddy's in Tok, Alaska—a celebratory "hoorah" for having made it that far on our journey. We spent the night in Fairbanks, and it was incredible to NOT have a 7:00 am wake-up, 8:00 am departure time schedule for the following morning—though the 3:30 am sunrise kept me from being able to sleep as late as I would have liked to. A recovery day was in order, and it



rained, so we were even more motivated to relax and stay indoors. But an idea was brewing in Jason's mind that he couldn't quite push aside: he had discovered that the Arctic Circle was only about 200 miles north of our current location.

There was a feeling of uneasiness throughout dinner that night. The Alaskan salmon at The Pump House (a local recommendation), along the Chena River in Fairbanks, was the best I've ever had, but I had a knot in my stomach that kept me from really enjoying it. Jason and I were nervous and anxious about the prospect of driving to the Arctic Circle the following day on one of North America's most extreme and rugged highways—the Dalton—which extends some 400 miles north of Fairbanks to Deadhorse, on the banks of the Arctic Ocean. It was not the type of drive recommended for passenger cars. We decided to sleep on it.

The allure of the Arctic got the best of me. Jason was all about it, and that was enough to nudge me into agreement as well. So, for about eight hours, we trudged our way across frost-

heaved, gravelly, muddy roads in search of new adventures and loved every single mile of it—even the moment when we topped off our tanks for \$5.49 a gallon at a single pump in Yukon Base Camp. That was a price we were both willing to pay for the peace of mind of traveling in such a remote area on a full tank.

The official Arctic Circle arrival was met with absolute glee as we stationed our now-mud-caked Japanese sedans around the entrance sign for a few photographs. This was the northernmost point I'd ever been (and may ever yet be in my lifetime) and to have driven there in my own car gave me a sense of accomplishment unlike any other.

The long, long journey home started from that point. From the get-go, Jason and I had decided to change up the route as best we could for the trek south. That would mean veering off the now-familiar Alaska Highway and heading south on the Cassiar Highway, Route 37, as soon as we got to Watson Lake, Yukon. Rain and even snow flurries (not unusual for late May in that region) made the drive very wet, but the green countryside was

a vast contrast from the desert terrain I'm used to driving through. The striking thing about the Cassiar is its bear population. We saw probably a dozen animals within about a 300-mile stretch before hitting the end of the highway in Kitwanga, British Columbia.

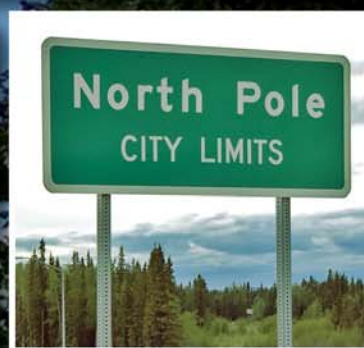
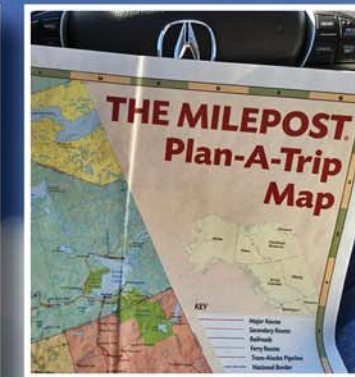
Houston BC is home to the world's largest fly fishing rod, so we couldn't zoom past that landmark without paying it a visit. We made our way down the Trans-Canada Highway with an overnight stay in Cache Creek, then a curvy descent through beautiful canyons and about eight tunnels of various lengths. By the time we finally arrived once more in the Lower 48, we were feeling victorious. The Customs agent at the Sumas, Washington border checkpoint told me, "You might want to stop at a gas station and clean your license plate off."

Everyone at dinner in Seattle that night (I'd rallied a few friends and family members for a bite to eat off I-90 in Issaquah) said, "You brought the nice weather with you!" It was indeed beautiful there that day. Jason and I parted ways the following morning after a rewarding and fun couple

of weeks together, as he was set on visiting the Oregon and California coastlines. I instead pointed my route southeastward with overnight stays in Boise, Idaho, then twice in Utah with family members. The exterior temperature readout on my ILX crept up steadily as I approached Arizona once more, and I was welcomed back into the Valley with a record-breaking 114-degree afternoon at home in Scottsdale.

So, 16 days and 7,906 miles after departing from my home, I had reached the finish line. It felt great. This journey changed my life in the sense that it was a much-needed break from the day-to-day grind at the office. I didn't have to worry about my inbox. As a matter of fact, I didn't even have to worry about my own phone—spotty cell signal for hours at a time made it worthless, anyway. And the \$826 the entire trip cost me in fuel? Worth every penny.

For any other Arizona travelers looking to make a similar journey to the north country, grab a copy of The Milepost (www.milepost.com) guidebook and get it done. You'll be glad you did. ■



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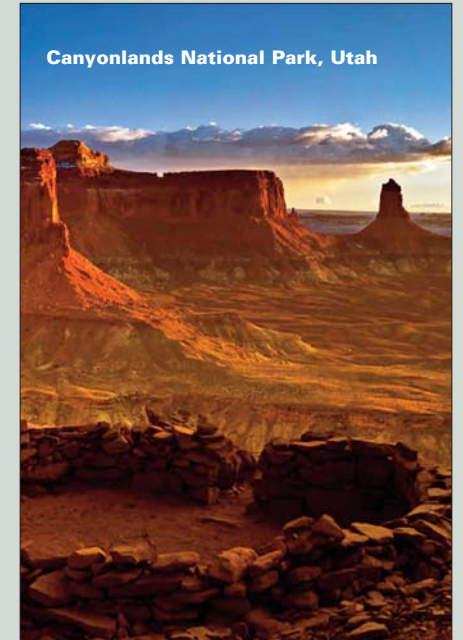


Holidays at Tlaquepaque in Sedona

▼ **Sedona** gives visitors a true holiday experience, with its nationally recognized Holiday Central Sedona lighting up streets and hearts. Cozy up in a B&B, dine at a luxury restaurant or explore the twinkling streets of Uptown, and you will surely find a new holiday tradition at this annual series of events with glowing holiday trees, decorated storefronts and lots of holiday gift shopping options, from trinkets native to Sedona artists, to high-fashion shops and galleries. This winter wonderland experience includes more than 30 events and festivals from November 24, 2016, through January 9, 2017. | Red Rock Fantasy is a festival of nearly one million lights, a man-made marvel returning December 1 through January 1 after a four-year gap, with over two dozen displays created by community groups and businesses from throughout the Southwest. | Tinsel Town, a month-long annual event free to visitors, features animated walk-through light displays till 9pm every night in December, in the heart of Tlaquepaque Arts & Crafts Village in Uptown Sedona, with a grove of ancient Sycamore trees that dance to music every 15 minutes, with different activities nightly. | Bring in the New Year with meditation and music at a powerful and soul-nourishing retreat—Be the Peace New

Year Meditation Retreat—overnight on New Year's Eve at the McLean Meditation Institute. | For more information, visit www.holidaycentralsedona.com. | The newly opened Marriott Courtyard Sedona is the first new build for a hotel in Sedona in 10 years, with over 120 guest rooms and a large outdoor pool, hot tub and firepit area backing up to red rocks views. The hotel has an on-site Bistro café, plus nearly 1,480 square feet of meeting space plus 1,500 square feet of event space on the rooftop.

▼ Exploring Canyonlands National Park in southeast **Utah** is touring with an edge, with carved-out canyons, sheer drop-offs and body-wide footpaths slicing through red rock. The whole park is engraved by the big, slow chisels of wind and water, where the Green and Colorado Rivers trisect the Colorado Plateau, etching Canyonlands into distinct districts. | Most visitors start at Island in the Sky, the district closest to Moab, where mesas look like a mountain range lopped off by a broadsword. You can park and gawk at the Grand View Point turnoff, or take an easy two-mile hike for even more perspective. Mesa Arch is also quick and pretty. The 100-mile White Rim Road is famous among four-wheelers, motorcy-



Canyonlands National Park, Utah

clists and mountain bikers. It's fairly intensive, so whether you're spending a few days doing the whole thing or tackling a section on a day trip, you'll need a permit. Check road conditions at the visitor center and make sure you're properly equipped. | The Needles, southeast of the Colorado River, is a pincushion, pointy-sides-out, with a hundred stunning hikes or world-class off-roading among grandly chopped buttes, scored sediment and carved petroglyphs. There's plenty to see on day hikes (Pothole Point, Cave Springs), or drive and camp a few days for even more (Chesler Park Loop). Research the roads, reserve your park permits, tune up your 4x4 and dig as deep into the Canyonlands map as you dare. | The gorgeously gouged gorges of The Maze are the area's (wild) west district, remote and stunning. Take extra water, extra gas, sensible shoes, a GPS and a topo map of Canyonlands. Your phone can't save you here. | In Canyonlands National Park, Utah goes wild. You'll find all of the above, plus gnarly whitewater at Cataract Canyon, life-size petroglyphs and pictographs at the Great Gallery in Horseshoe Canyon, off-roading, hiking and rafting, and permit-only camping, sleeping in true, silent darkness. ■

Petite urban passion

by Joe Sage

Like New York City itself, the Smart ForTwo squeezes incredible amounts of premium usefulness into a very small space. It can also perform admirably on the wide open freeways of the Southwest.



Once quite pricey (and always quirky), but now faced with affordable, more conventional competitors, the Smart car has embarked on a price war. One key point about the new Smart ForTwo Cabriolet, at its recent introduction in that most undrivable of places, New York City—Brooklyn, specifically—was its \$18,900 starting price, the most affordable convertible and the only one under \$20,000. (Fiat promptly announced a 2017 500c price to beat that, all good news for the teeny open-top European car buyer.)

Smart doesn't need to drop its price to attract its typical demographic. The Smart ForTwo and Smart ForTwo Cabriolet micro cars sell to folks with a median household income of \$72,334 and \$107,277, respectively, topping 14 competitors in the city car segment, from Kia Rio and Chevrolet Spark, to Scion xD and Nissan Cube, whose buyers' incomes run from about \$36,000 to \$70,000.

Smart is winner of the 2016 JD Power APEAL (Automotive Performance Execution and Layout) award in this segment, based on owners' experiences with performance, ride, handling, comfort, convenience, styling and infotainment. Smart was pitted against Fiat 500 and Chevy Spark and aced everything but performance.

Traditional performance measures of speed and acceleration are arguably less important in a city car (though Smart's 10.1-second zero-to-60 time is just a couple of seconds off some impressive sport sedans of 15 or 20 years ago.) More important is maneuverability and the ability to park in the tightest of spots, where Smart's 22.8-foot turning circle and 106.1-inch length ensure a win. (A MINI's turning circle is around 36 feet, and a Ford Fusion is 192 inches long, 81 percent longer than the Smart. That's right—you can park two Smarts in some single spaces.)

Of course, parking two in one space may earn you some unwanted attention, and if you live in New York, that just might come from an officer driving a Smart car—NYPD knows exactly what it takes to face that urban jam every day, and they've just bought 250 of them (see sidebar).

Aside from supercar speed, the Smart's performance is solid. Steering and suspension are as sophisticated as in vehicles at twice the cost, and its structure meets all the same crash requirements as a Mercedes-Benz S-Class—even being dropped on its roof. Even the Smart Cabriolet with its top down—a power process that takes just a few seconds—retains its Tridion safety cell structure, which is like the rollover cage in a race car. The top can be retracted just full-sunroof-style or farther down in the back, while the cargo area remains fully available every which way.

Early Smarts were known for an awkward automatic transmission. The Smart ED electric

inherently eliminated those issues. But the new gasoline Smart has solved things the old-fashioned way, with a top-notch dual-clutch automatic or the welcome choice of a 5-speed manual.

The car weighs just a ton, so its 89 horsepower and 100 lb-ft of torque are closer to 200 each if extrapolated to typical midsize sedan weight.

From the surprisingly spacious interior, you really won't notice how small the car is until you park it, or make a very tight maneuver around a truck, or do high-speed donuts in the parking lot at Coney Island's Cyclone rollercoaster, as we did.

Features include power steering, windows, top and cargo cover, Bluetooth media, alarm, cruise, automatic climate, leather steering wheel, rear camera, alloy wheels, LED DRLs, crosswind assist, proximity warning and six airbags.

Bottom line: this is not a tiny car with tiny car tradeoffs, but a very normal driving experience with endless bonuses—turning, parking, dashing and darting in ways no normal car can.

(By the way, Smart spells itself with a small "s" and "fortwo" gets the same treatment. We play along with many such rules, but with this one it just gets lost in text, so we capitalize.)

The Smart ForTwo coupe has four trim levels—pure, passion, prime and proxy (yes, small letters)—from \$14,650 to \$18,480. The Cabriolet skips pure, with passion, prime and proxy from \$18,900 to \$20,900. In this economized world, even going drop-top is just \$2420-2760. There are ten body colors, six more for the Tridion cell, four for the grille, leather or upholstery interiors in black, grey, orange and blue, and six different wheels. On the Cabriolet, there are also two roof colors (black or red). There are well over 100 combinations. Mix and match. Go nuts. They like that.

If higher performance still nags at you, Smart is also releasing a Brabus Sport Package (both coupe and cabrio), starting right about now. Upgraded Brabus suspension is 10mm lower and includes heavier stabilizer bar and tuned dampers. Wheels, paint and tires are upgraded. Interiors are Brabus specialized, the body adds spoilers and aprons all around, and automatics get paddle shifters. And all this is just \$1900.

The price drop is a bonus—a significant one. Clearly, Smart has recognized that conditions are better aligned than ever for this unusual offering, which still turns heads after all this time. Higher sales volume is an apparent goal. One look at the streets of Brooklyn lined with our fleet of Smart ForTwo Cabriolets, or an easy visualization of New York City with hundreds of blue and white NYPD police Smarts—coupled with the premium value and features in this little beast—and it's not hard to imagine these populating the streets of America in the biggest numbers ever. ■



SPECIFICATIONS

SMART FORTWO CABRIOLET

SEATING	.....two
ENGINE	.....alum alloy 0.9L inline-3 turbo
DRIVETRAIN	.....FWD
HP/TORQUE	.....89 hp / 100 lb-ft
TRANSMISSION	.....5-spd manual / 6-spd DCT
0-TO-60 / TOP SPEED	.....10.7 sec / 94 mph
STEERING	.....speed-sens elect-mech rack&p
SUSPENSION: F	indep multi-link, coil spring, double-tube shocks, tubular tension bar
R	De-Dion rear axle, coil spring, double-tube shock
BRAKES	.....F 10.2 disc / R 8.0 drum
WHEELS	.....F 4.5x15, R 5.5x15 (cast)
TURNING CIRCLE	.....22.8 ft
LENGTH / WHEELBASE	.....106.1 in / 73.7 in
WEIGHT	.....manual 2094 lb / auto 2150 lb
FUEL CAPACITY	.....8.7 gal
MPG (c/h/c)	.....31/38/34 man / 33/38/35 auto

BASE PRICE...man **\$18,900** / auto **\$19,890**
DESTINATION CHARGE.....750

NYPD



NEW YORK CITY POLICE DEPARTMENT ORDERS 250 SMART FORTWOS

The New York City Police Department (NYPD) has bought 250 Smart ForTwo cars for their 9000-vehicle fleet, with 100 delivered earlier this fall and another 150 already ordered. NYPD will use these to replace the three-wheelers they have long used for certain duties.

NYPD chose the Smart ForTwo for its agility, spaciousness and reliability. Unlike the three-wheelers, the Smarts also have air conditioning, making officers' work easier in the hot New York summer. The white and blue police Smarts have specific equipment, including a blue revolving roof lamp and police radios. Officer Ralph Jefferson, whose beat is Chinatown, says the Smart "makes my job much easier. Many people say that the little patrol cars are really cute, too." ■



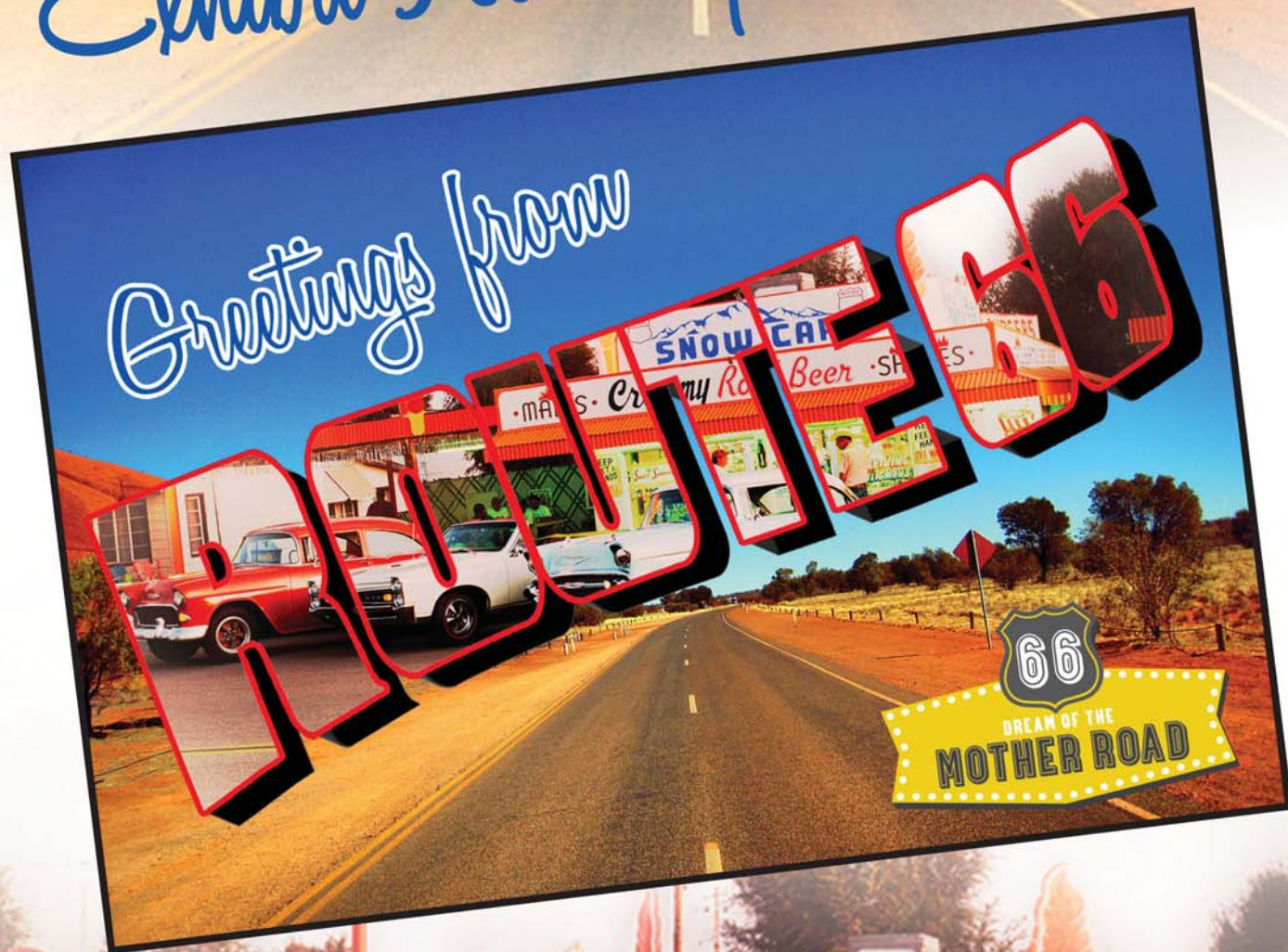


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VEHICLE IMPRESSION : 2017 KIA FORTE EX

Triple value

Style, quality and content, at a great price and with 10-year warranty. By Joe Sage



A big part of the miracle of Kia is that they are able to be all things to all people, to a degree most any company in any field can only dream of. Not even counting their broad range of crossovers, the Sedona minivan or the innovative Soul—just looking at cars—you can start with a Rio at just \$14,165, or shop the Optima midsize sedan as hundreds of thousands happily have, or head upscale to the premium Cadenza or luxury K900, both of which compete head-on with top German and Japanese luxury brands (but at significantly less cost and always with Kia's 10-year/100,000-mile powertrain warranty).

Most starters might start not with the Rio, but rather the Forte, which itself starts at just \$16,490 and includes sedans, the five-door Forte5 and the Forte Koup. And why not? Other than its smaller size, the stylish and thoroughly outfitted Forte delivers darn near what the Optima (\$22,140 base) does, just in a smaller package.

And with the pep and agility delivered by this smaller package—at about 3000 pounds or under, it's a lively drive, and its 34.8-foot turning circle

makes parking a dream—its compact size can be quite welcome. It still has about 15 cubic feet of cargo space, while also delivering 33 mpg highway. Put this all together, and this near-entry-point sedan is no simple starter car.

Add to that the 164-horse 2.0-liter GDI engine in the top-trim EX model we are driving here. This trim also comes with an array of inclusions at its \$21,200 base price that might cost that much just as options on a premium brand (see sidebar). The one option package on our tester bumps the price up noticeably, but you are then lacking pretty much nothing whatsoever. Value galore.

Its transmission, steering and suspension are relatively simple, yet are among the most solid and responsive we've driven, even on brutal speedbumps. We carried five adults in the Forte for one fun-packed evening in considerable comfort (and Forte even has rear vents for climate comfort throughout).

Consider the Kia Forte an Optima dividend. That car has been perfected to the point that the core of its DNA is now also found here. ■

SPECIFICATIONS

ENGINE.....	2.0L GDI aluminum 4-cylinder
HP/TORQUE.....	164 hp / 151 lb-ft
TRANSMISSION / DRIVETRAIN.....	6-spd auto / FWD
BRAKES.....	FR: 11.0 vented / R: 10.3 solid discs
STEERING.....	rack & pinion electric
SUSPENSION.....	FR: McPherson strut; R: coupled torsion beam; Mando monotube shocks
LENGTH / WB / TURN CIRC.....	179.5 in / 106.3 in / 34.8 ft
SEATING / CARGO CAPACITY.....	five / 14.9 cu.ft
WEIGHT.....	2908-3029 lb
MPG.....	25/33/28 (city/hwy/comb)

BASE PRICE EX TRIM INCLUDES: 17" alloy wheels, drive mode select, ABS, traction, ESC, vehicle stability, hill-start, dual-zone auto climate w/rear vents, 7" touchscreen, rear camera, UVO eServices, SiriusXM, USB/MP3/aux, Bluetooth, leather trim, heated FR seats, 60/40 fold R seats, keyless entry/start, steering wheel controls, overhead console, LED DRL and rear lights, fog lights, mirror turn signals, door handle pocket lights, 10-year 100,000-mile powertrain warranty **\$21,200**

EX PREMIUM PLUS PACKAGE: 10-way power driver's seat w/ 2 presets, auto-dim mirror, autonomous emergency braking w/ pedestrian detect, blind spot, lane change, rear cross traffic, front collision warning, lane departure warning, lane keep assist, power sunroof, 4.2" upper display, UVO eServices infotainment w/ voice nav, SiriusXM Traffic, Android Auto and Apple CarPlay integration, vented front seats, xenon HID headlights w/ dynamic bending **4490**

DESTINATION CHARGE: **850**

TOTAL **\$26,540**

Within thousandths of a point

Texas Auto Writers' influential annual comparo produces some very tight results *by Joe Sage*

The annual TAWA Texas Truck Rodeo is a regional event with global significance. One out of every five pickups bought in the US is bought in Texas. Arizona is a similarly strong truck market, though we have about 25 percent the population of Texas (in 42 percent the area).

At this year's Texas Truck Rodeo, more than 70 TAWA media members evaluated more than 70 pickups, SUVs and crossover utility vehicles, with combined sticker prices totaling over \$4 million, in 17 categories over a two-day period.

Engineers from the competing manufacturers were on hand to answer questions about the vehicles and to aid in the evaluation process. Journalists were also able to evaluate vehicles side by side.

They say you can't buy a bad car these days—which may not be a thousand per-

cent accurate, but certainly makes a point—and it's equally hard to buy a bad truck. A comparo event such as the Texas Truck Rodeo might thus be seen as a chance to see just how good "good" can be. And the answer is, very good indeed. So good, in fact, that scoring in many categories had winners and runners-up separated by just tenths, hundredths or even as little as thousandths of a percent. In other cases, there may be a statistical home run. But there is just one trophy per category.

Most coveted are the title awards: Truck of Texas, Truck Line of Texas, SUV of Texas and CUV of Texas. Though they bear one (big) state's name, these accolades are widely used in marketing and advertising.

Statistics reveal other insights, however, in addition to the title awards.

There is always a fair amount of debate and speculation about whether each award goes to the objective best vehicle in its class, or whether a truck that is every bit as "best" as it was in a prior year might not win, maybe because it won before, or often because some other entry is shiny and new, or represents a particular point of interest or development—what is instead called "most significant" in many an auto show concept and reveal writeup.

Several brands made a splash with multiple wins, others with standout individual wins, and some indeed with repeat wins after prior triumphs. The whole thing is a fascinating statistical drill—all the moreso for those who have access to the fully cross-tabulated numbers.

This year, Ford won both Truck of Texas and Truck Line of Texas (their Super Duty pickups are entirely new for 2017, though their use of aluminum was already new in the F-150, which won two years ago). Overall, Ford won four categories.

FCA, on the other hand, won seven cat-

egories outright (four for Jeep, two for Ram and one for Uconnect), plus three top scores for various attributes (all for Ram), plus had the most-driven vehicle in the event (Ram Rebel), for eleven wins total. Four were for the Ram 2500 Power Wagon, yet it did not win the title trophy.

Nissan, who won Truck of Texas last year with the all-new Titan XD, their new full-size pickup, passed that crown along this year, but won the SUV of Texas title for their new Armada, two for Titan variants (a vehicle that surely increased their profile at the event overall), plus SUV and CUV categories for Armada and Murano. Add top score for Best Interior, and Nissan was the top-scoring badge, with six total.

Volvo had a triple win with their XC90 crossover—the only other multiple-vehicle winner in the event—as title winner for CUV of Texas, plus winning the Luxury CUV category and Best Interior. We've referred to this all-new-a-year-and-a-half-ago vehicle before as "the endlessly award-winning XC90" and learned in welcome speeches that the number stood at 130 awards. So that's 133 (and counting).

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Fiat Chrysler Automobiles (FCA) won seven trophy categories: Luxury Pickup Truck (2017 Ram 1500), Off-Road Pickup (2017 Ram 2500 Power Wagon), Compact CUV (2016 Jeep Renegade), Compact SUV (2017 Jeep Cherokee), Midsize SUV (2017 Jeep Grand Cherokee), Off-Road Utility Vehicle (2017 Jeep Wrangler Rubicon) and Best Connectivity (Uconnect Access). The Ram 2500 Power Wagon also scored tops in Appeal, Exterior and Performance, and the Ram Rebel was Most Driven.

Ford (both Ford Motor Company and Ford the brand) took home four trophies, including the two traditional top dawgs: Truck of Texas (Ford Super Duty pickup) and Truck Line of Texas (F-150, Super Duty, commercial vans, SUVs and CUVs), as well as Heavy Duty Pickup (Super Duty again) and Best Powertrain (EcoBoost V6).



There was a time when “The Big Three” meant one thing: Chrysler, Ford and GM. With everyone from Toyota to Volkswagen to Kia increasingly significant both globally and domestically, we often hear those called “The Detroit Three” now. (Of course, Fiat now owns FCA, and Ford and GM have always had broad global presence, but all three headquarters remain firmly planted in metro Detroit.)

The key thing is that the American pickup market has long been nearly impossible to significantly crack with a product beyond The Detroit/Big Three.

The results of this year’s Truck Rodeo could suggest another Big Three emerging in the all-American truck market: FCA, Ford and Nissan (alphabetically).

GM’s presence was slim at this year’s event (GMC brought four vehicles, and Chevrolet did not enter at all), though whether this is a horse or a cart scenario—no wins through slim participation? or slim participation because they anticipated no wins?—has been debated.

It remains to be seen how Nissan Titan (built in the US) does with market share (they are realistic but optimistic), but it has done well in trophy competition.

For perspective, we have presented the winners two ways here. Photo spreads highlight the biggest winners (in corporate alphabetical order). And listed next are all contenders and winners by category, winners first, then alphabetically by badge:

Compact CUV

- ★ 2016 Jeep Renegade Trailhawk 4x4
- 2016 Fiat 500X Lounge AWD
- 2017 Kia Sportage SX AWD
- 2017 Volkswagen Golf Alltrack SEL

Midsize CUV

- ★ 2016 Nissan Murano Platinum AWD
- 2017 Hyundai Santa Fe Sport 2.0-T Ultimate FWD

Full-Size CUV

- ★ 2016 Mazda CX-9 Grand Touring FWD
- ★ 2016 Mazda CX-9 Signature AWD
- 2017 Hyundai Santa Fe Ultimate FWD
- 2017 Toyota Highlander SE AWD

Luxury CUV

- ★ 2017 Volvo XC90 Excellence
- 2017 Acura MDX SH-AWD Advance & Entertainment
- 2017 GMC Acadia Denali AWD
- 2017 Infiniti QX60 AWD

Compact SUV

- ★ 2017 Jeep Cherokee Trailhawk Active Drive Lock
- ★ 2017 Jeep Cherokee Overland 4x4 Active Drive II
- 2017 Ford Escape SE FWD
- 2017 Ford Escape Titanium FWD
- 2017 Nissan Rogue SL Platinum AWD
- 2017 Toyota RAV4 Platinum AWD

Midsize SUV

- ★ 2017 Jeep Grand Cherokee Trailhawk
- 2017 Nissan Pathfinder Platinum 4x4

Full-Size SUV

- ★ 2017 Nissan Armada Platinum 4x4
- 2017 Dodge Durango Citadel Anodized Platinum AWD
- 2017 Toyota Land Cruiser

Mid-Size Luxury SUV

- ★ 2017 Jaguar F-PACE 35t R-Sport
- ★ 2017 Jaguar F-PACE S
- 2017 Jeep Grand Cherokee Summit
- 2016 Lexus RX 350 F Sport

Full-Size Luxury SUV

- ★ 2017 Mercedes-Benz GLS 550 4MATIC
- 2017 Dodge Durango GT Brass Monkey AWD
- 2017 Land Rover Range Rover HSE Td6
- 2016 Lexus LX 570

Off-Road Utility Vehicle

- ★ 2017 Jeep Wrangler Unlim Rubicon Hard Rock
- ★ 2017 Jeep Wrangler Unlimited Sahara
- 2016 Toyota 4Runner TRD Pro

Midsize Pickup

- ★ 2017 Toyota Tacoma TRD Pro
- 2017 GMC Canyon 2.8L Diesel Denali 4WD
- 2017 Honda Ridgeline AWD RTL-E
- 2017 Honda Ridgeline RTL-E
- 2016 Nissan Frontier PRO-4X Crew Cab

Full-Size Pickup

- ★ 2017 Nissan Titan Texas Edition SL Crew Cab
- 2017 Ford F-150 4x4 Supercrew King Ranch
- 2017 Ford F-150 4x4 Supercrew Lariat
- 2017 Ram 1500 Lone Star Silver
- 2017 Ram 1500 Rebel
- 2017 Toyota Tundra TRD PRO

Heavy Duty Pickup

- ★ 2017 Ford Super Duty F-250 4x4 Crew Cab Lariat
- 2017 Ram 2500 Limited
- 2017 Ram 2500 Longhorn

Luxury Pickup

- ★ 2017 Ram 1500 Longhorn
- 2017 Ford Super Duty F-250 4x4 Crew Cab Platinum
- 2017 Ford Super Duty F-350 4x4 Crew Cab Platinum
- 2017 GMC Sierra 4WD Denali
- 2017 Nissan Titan Platinum Reserve

Off-Road Pickup

- ★ 2017 Ram 2500 Power Wagon
- 2017 Ford Super Duty F-250 4x4 Crew Cab King Ranch
- 2016 GMC Sierra 1500 4WD All Terrain X
- 2017 Nissan Titan PRO-4X CC

Commercial Vehicle

- ★ 2017 Nissan Titan XD Single Cab Diesel
- 2016 Mercedes-Benz Sprinter 2500 Passenger 170"
- 2016 Ram ProMaster Tradesman

Technologies and Features

- ★ **Connectivity:** FCA Uconnect Access
- ★ **Powertrain:** 2017 Ford F-150 w 3.5 EcoBoost V6
- ★ **Technology:** Honda In-bed audio system

- ★ **Truck of Texas: 2017 Ford Super Duty**
- ★ **Truck Line of Texas: Ford Motor Company**
- ★ **SUV of Texas: 2017 Nissan Armada**
- ★ **CUV of Texas: 2017 Volvo XC90**

Ford, GMC, Honda, Nissan and Toyota also displayed several specialty models or future products, not for driving:



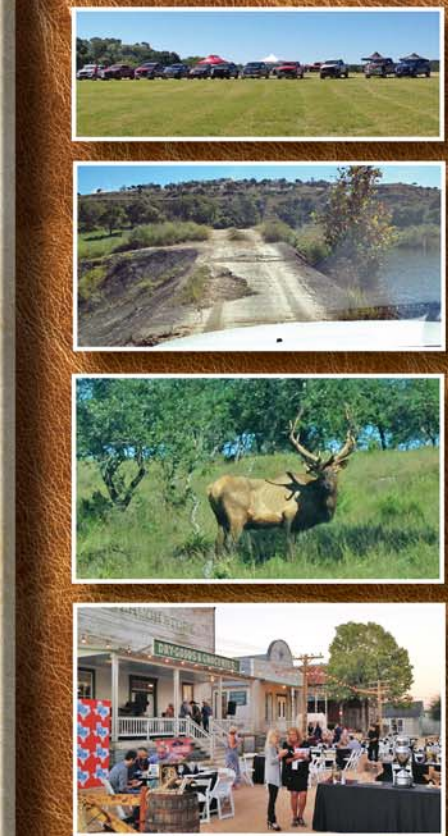
Four category winners had two flavors of a model entered, maybe increasing the odds of each driver getting a full run, though done because of their predictable high demand. In other cases, having two did not add up to a win.

Philosophies and statistical methods are continually refined, and it’s always possible something may be tallied differently in the future.

The TAWA Texas Truck Rodeo was held at a highly praised new venue this year, Longhorn River Ranch, still in Texas Hill Country but now closer to Austin than San Antonio. Winners were announced on the final evening, with a formal awards presentation ceremony held in November (at the San Antonio Auto Show for the first time). And we of course are already looking forward to next year. ■

Nissan won the title trophy for SUV of Texas with its all-new 2017 Nissan Armada, based on the global Nissan Patrol, as well as four other category wins and top score for Best Value—for a total of six, the most for any one badge—including Full-Size Pickup (2017 Nissan Titan, which was Truck of Texas last year), Full-Size SUV (2017 Armada again), Midsize CUV (2016 Nissan Murano) and Best Commercial Vehicle (2017 Titan XD Single Cab with 8-foot bed, beating vans, which usually win).

Volvo XC90 won the CUV of Texas title, Luxury CUV and Best Interior. Other category wins went to Mercedes-Benz for Full-Size Luxury SUV (GLS), Jaguar for Midsize Luxury SUV (F-PACE), Mazda for Full-size CUV (CX-9), Toyota for Midsize Pickup (Tacoma TRD Pro), and Honda for Best Technology (Ridgeline in-bed audio system).



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NEW VEHICLE UNVEILING : ELECTRA MECCANICA SOLO

size
matters



This little guy started out as a simple sketch, with a vision of changing how we think about transportation—a single seat wrapped in technology, with clean lines and an eye toward clean energy. Addressing day to day practicalities of owning a single seat car led to the vehicle's comfortable cabin, efficient cargo spaces and internal systems.

Production was jump-started via a partnership with Henry Reisner of InterMeccanica Custom Coach Builders in greater Vancouver, British Columbia—a builder with decades of global pedigree. And Electra Meccanica was born.

Simplicity carries through the basic design—few moving parts, a low center of gravity, no gears to change and nothing to get in the way of the car's performance. With vehicle weight under 1000 pounds, the electric powertrain zips the SOLO from zero-to-62 mph (100km/h) in just 8 seconds—making it hard to part with after track testing sessions.

The Alpha Series SOLO, recently revealed in BC, is the beginning of a series of vehicles to be produced by Electra Meccanica, all focusing on sustainability combined with quality manufacturing. The first production vehicles are set to be released before the end of the year.

To book a test drive, or to preorder with just a \$250 refundable deposit (and financing available), visit www.electrameccanica.com.

SPECIFICATIONS

POWERTRAIN
BATTERY.....8.64 kWh lithium ion battery
MOTOR....AC synchronous electric motor
HP / TORQUE.....up to 82 hp / 140 lb-ft
DRIVETRAINrear-wheel drive

CHARGING.....3 hours/220V - 6 hours/110V
J1772 Universal Connector
RANGEUp to 160km (100mi) range

CHASSIS..Lightweight aerospace composite
CURB WEIGHT992 lb est

PERFORMANCE.....0-62 mph: 8 sec est
Top speed: 75 mph est

FEATURES / INTERIOR: Remote keyless entry, power windows, LCD digital instrument cluster, AM/FM/CD audio with Bluetooth/USB, adjustable cloth covered seat, heat/defog/ventilation system, backup camera, carpeted trunk.

FEATURES / EXTERIOR: Bi-halogen headlamps, heated external mirrors, 15-in aluminum alloy wheels (choice of anthracite grey or platinum silver), 155-60R15 front and 175-55R15 rear Continental all-season tires, two-speed windshield wipers.

SAFETY: 3-wheel disc brakes, electric parking brake, daytime running lights.

AVAILABLE COLORS: Titanium Silver, Electric Red, Raven Black, Arctic White.

2017 MSRP**\$19,888**
Specifications and pricing subject to change.

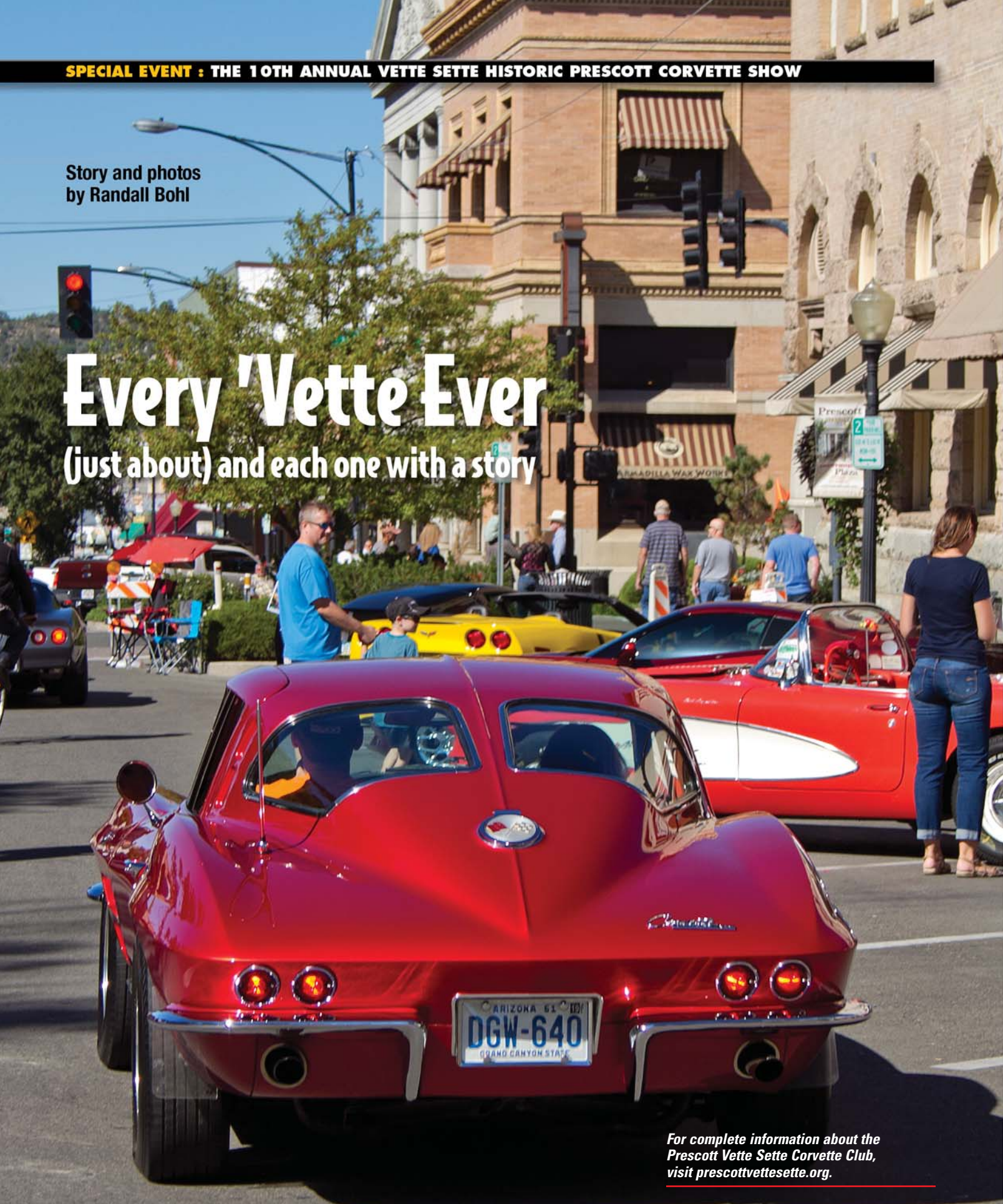


If by any chance you don't find the Alpha Series SOLO sexy enough for your needs, check out the scissor-doored Super SOLO (below), coming next. You can preorder now with a \$1000 deposit—production will start as soon as deposits reach critical mass.



Story and photos
by Randall Bohl

Every 'Vette Ever (just about) and each one with a story



For complete information about the Prescott Vette Sette Corvette Club, visit prescottvettesette.org.

(At right) Personalized plates rule the day. (Left and bottom right) Gary and Debbie Yale's 1963 C2 Split Window Sting Ray has its own license plate story.

The 10th Annual Historic Prescott Corvette Show, presented by the Prescott Vette Sette Corvette Club on September 24, surrounded Courthouse Square, closing off S Cortez Street and S Montezuma Street (famous Whiskey Row) between W Goodwin and Gurley Streets.

Registration began at 7 am, and by 8 am entrants were lining the streets, with owners, family and friends visiting among themselves while setting out lawn chairs and coolers for the day.

The show has grown in 10 years to the point of being limited to 250 entrants—fully four rows of cars on Montezuma Street, three deep on Cortez. A casual walk through revealed the history of the Corvette from the 1950s C1s to the latest C7s.

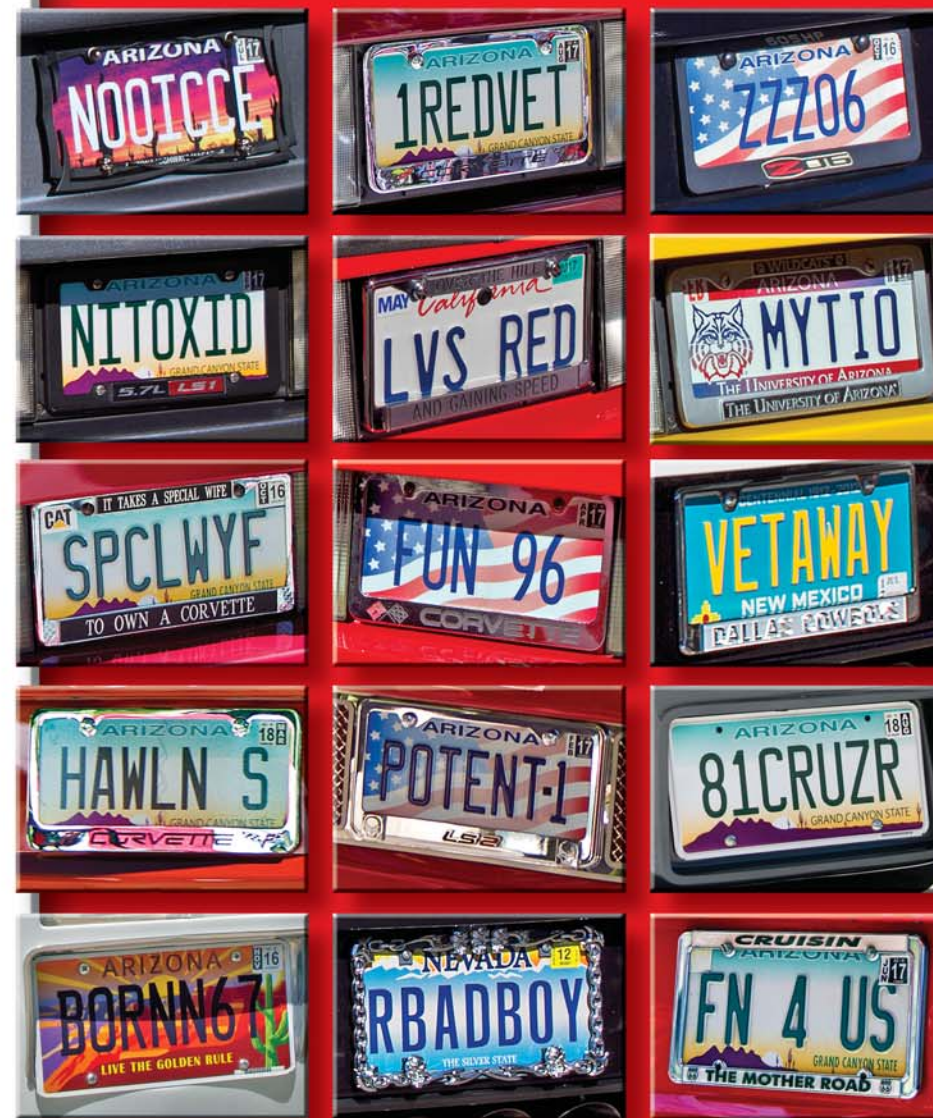
Vanity license plates had first caught our eye on I-17 north, as a red Corvette passed us near dawn with a license plate that read: BLOWN. Upon our first walk through, it became evident that putting a message on your Corvette is important—and, of course, very entertaining.

We came across Gary and Debbie Yale's 1963 C2 Split Window, with a stock 1961 Arizona plate but a 1963 registration sticker—a curious plate and a beautiful car, so with Gary and Debbie sitting in their lawn chairs on the sidewalk behind, with lunch in the cooler, we visited for a bit.

Gary clarified. "You can put year of manufacture plates on your car. Well, this is a '63, but Arizona didn't make license plates in '62 or '63. They sold you a pair of '61 plates and gave you a sticker to indicate the correct year. So I found a set of plates, and one of them has the '63 sticker on it. I put that on the front. If I put it on the back, I'd have to cover it up with the actual year of registration. So it's the correct plates for the year of the car, since they didn't stamp any in 1963."

Gary bought the car from a dealer in Northern California in December 1982, in driveable condition but needing a lot of work. "Six months later, I was moving to Massachusetts and didn't want it to winter there, because I would just be living in an apartment. So I put a hitch on the back and towed a '68 Volkswagen from California to Colorado with the Corvette. That turned a lot of heads on the interstate! Then I left the car in Colorado with my parents.

"The restoration was done in the early '90s, finished up in 1995. It was a frame-off restoration, so there's 12 years from when it got parked in the summer of '83 until I drove it in October of 1995. Those years helped build up the anticipation and made it that much more worthwhile. I've



KEEP RIGHT >>



(Left) Gary and Debbie Yale with their 1963 C2 Split Window. (Right) Powertrains and interiors span the generations and options lists. Cars lined up on South Cortez Street, Courthouse Square, Prescott.

just had a grand old time with it, doing car shows and the occasional rally, but I don't do autocross—that's just too hard on the car."

The drivetrain is stock, a 327 with a 4-speed, but it's not a numbers-matching car. When Gary purchased the car in 1982 it had a stinger hood, indicating it had already had a bigger engine in it at some point. His uncle, who did a lot of the restoration, had rescued a 1959 Corvette from a farm in Nebraska. When he had pulled the motor from that '59, it was actually a 1963—and sitting in the garage when it came time to do Gary's car, a happy coincidence. So the car now has a true 1963 engine and aftermarket 1963 hood.

Wider wheels and tires were also suggested by his uncle, for both safety and a more comfortable ride. They do dress it up nicely. A couple of other less obvious upgrades include ceramic coating of the exhaust manifolds—very nice cosmetically—and aftermarket ignition shielding.

Debbie teases Gary a little about the paint, Laser Red, revealing it's not even a Corvette but rather a Mustang color. But, she adds, "his defense is that it looks better on a Corvette."

Debbie married into the car and Gary's story. Gary says, "occasionally someone will follow me into a parking lot. I do remember, one of those times, the guy got out of his car and pointed his finger right in my chest and said 'obviously YOU are NOT married!' And I said, 'naw, I am married, but I bought the car before I was married.' He accepted that as a suitable answer."

We headed back around Courthouse Square, where the show had gone from quiet to bustling, with people and their smartphones working overtime, flooding social media with Corvette photos. About noon we stopped in at the Lone Spur Café for lunch, with a view of the show traffic—both vehicular and pedestrian—on Gurley Street.

Gary and Debbie Yale's '63 split window had been parked on the shady side of the street that morning, so we went back to see its Laser Red paint in the afternoon sun. It was no longer in the shade of a building, but now half in shade, that of a strategically placed tree. We vowed to return.

We headed to the courthouse steps at 2 pm, where Prescott Mayor Harry Oberg was on hand as 24 award plaques were presented to owners from California to New Mexico—and plenty of Arizonans as well.

Finally, at end of show, we got to see Laser Red in the sunshine, and it was well worth the wait. Then again, it had hardly classified as a wait, with 249 other Corvettes to view. ■



The Mazda SUV, crossover and related lineup has evolved through several stages. The Mazda5, somewhere between mini-minivan and crossover, evolved from the original MPV, appealed to some of the same buyers and was in the US market from 1999 through 2015. Mazda CX-9, a borderline midsize full-size SUV, has been with us since 2006 (a 2007 model). Mazda CX-7 was a borderline-midsize compact SUV sold from 2006 through 2012, displaced by the CX-5. The CX-3 subcompact crossover debuted in 2015 as a 2016 model, bringing the brand into a booming smaller space. Through all that, the three-row, seven-seat SUV has maintained a position of great demand, still found with Mazda in the CX-9.

The 2016 Mazda CX-9 is an all-new vehicle, abandoning the old Ford Edge/Fusion platform for a Japanese-built platform (though purely for export). The new CX-9 is lighter in weight yet roomier—a little shorter but on a little bit longer

wheelbase, with shorter front and rear overhangs and easy access to its third row. Up front is a 310-lb-ft 2.5-liter turbo-4 that puts out 227 hp with regular gas or 250 hp with premium.

For that reason, the Monroney sticker and specifications state torque first, and that's not inappropriate, as the thing is a two-ton-plus rocket, especially when running in Sport mode. Aggressive moves are met with a strong and solid response, which in this spacious three-row seven-seater reminded us of a grizzly bear being able to run 100 yards in three seconds—strong, powerful and nimble. Sport mode is not always that noticeable in some vehicles, but in the CX-9 it's a real kick in the pants, like turning on the afterburners.

Horsepower is desirable, torque can be moreso and exhaust pressure is an oft-overlooked power factor as well. Part of the secret to the CX-9's performance lies in its SkyActiv four-cylinder Dynamic Pressure Turbo, promoted as the world's first tur-

bocharger with the ability to vary the degree of exhaust pulsation depending on engine speed.

The CX-9 has one of the finer interiors we've seen—beautiful two-tone rich chocolate brown and black leather, brushed aluminum including sculpted door pulls, rosewood tastefully applied on the armrest, around controls and on the console, and a broad linear design for the instrument panel overall, emphasizing the cabin's spacious width. The infotainment screen stands up from the top of the dash in trademark Mazda fashion and contains a clean and useful interface.

Brake assist is very effective—so much so, it floored to a full stop under our foot once, inches before we would have stopped anyway, apparently because it read the SUV in front of us at a light as perhaps a big brick wall.

If you want to plug in your phone via the 12v lighter socket, it's way around and down low on the righthand side of the console, in the passenger footwell, as on the much smaller Miata.

The backup camera includes a top view icon to help identify the unseen.



The turning circle is not small, by the numbers, but in the real world, it feels remarkably trim and nimble, navigating herringbone parking readily.

The CX-9's Kodo Soul of Motion design theme adds to its potent presence, with a taut, streamlined look from the rear, and a hood that appears long enough for a V12, while actually being more than an inch shorter than its predecessor. In a world where so many vehicles are borderline indistinguishable, especially from the back, Mazda's are always subtly distinctive. The CX-9 bears a nicely tailored suit all around, generating many a compliment during our week.

Mazda's brand image is strong yet fluid. They bring us notable sport, engineering, value and



style, yet it is in no way incongruous that they now bring us what is inarguably a premium or even luxury vehicle, yet at a subpremium price point. ■

TAILORED

a SPRINT-WINNING GRIZZLY BEAR IN
a TAUT, TRIM, SPORTY SUIT BY JOE SAGE



SPECIFICATIONS

ENGINE	.....SkyActiv-G 2.5L I-4 turbo
DRIVETRAIN	.....AWD
TRANSMISSION	.....6-spd sport mode auto
HP/TORQUE	.....250 hp (prem fuel) / 310 lb-ft
TOP SPEED	.....130 mph
ENGINE BLOCK/HEADS	.....aluminum
SUSPENSION	.....F: indep, MacPherson strut, coil spring, stabilizer bar; R: indep, multi-link, coil spring, stabilizer bar
STEERING	.....column type elec power assist
BRAKES	.....F: 2-piston 12.6" vented disc.....R: 1-piston 12.8" solid disc
WHEELS/TIRES	.....20-in alloy / 255/50R20
LENGTH / WHEELBASE	.....199.4 in / 115.3 in
GROUND CLEARANCE	.....8.8 in
TURNING CIRCLE	.....38.8 ft
PASSENGERS	.....7
CARGO VOLUME	.....14.4 / 38.2 / 71.2 cu.ft
WEIGHT	.....(AWD) 4301 lb
TOW CAPACITY	.....(all) 3500 lb
FUEL TANK	.....19.5 gal
MPG	.....AWD: 21/27/23 (city/hwy/comb)

INCLUDED: Keyless entry/start, rain-sense wipers, rear wiper, heated mirrors, power moonroof, power lift gate, 8-way power driver's seat w/lumbar, aluminum and rosewood interior trim, 2nd row sunshades, body-ring structure, roll stability, LED headlights/taillights, 3-zone climate, nav, Bose premium 12-spkr audioincl

BASE PRICE\$44,015
MACHINE GRAY PAINT300
DESTINATION CHARGE900
TOTAL \$45,215

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THE ENTHUSIAST'S GUIDE TO LIFE ON TWO WHEELS



Seven-time land speed record holder **Valerie Thompson** of Scottsdale earned the title of world's fastest female motorcycle racer on September 1 at the Bonneville Motorcycle Speed Trials in Utah, with a blistering one-measured-mile average speed of 304.263 mph (489.66 km/h) riding the famous Denis Manning designed Team "7" Racing streamliner. After three mandatory license qualification runs, Thompson scorched the salt with two memorable runs over 294 and 304 mph. Her highest exit speed exceeded 313 mph, earning her the Top Speed of the Event Award and her new title as the World's Fastest Female Motorcycle Racer.

"I've dreamed about this since I first started racing. This never would have happened without Denis Manning and team owners John Jans and Joe Harralson. I can't thank them and the entire Team "7" Racing crew members enough for all their hard work during the competition," said an enthusiastic Thompson.

"Joe Harralson and I couldn't be happier with these results. Valerie has the talent and drive to be the fastest motorcyclist in the world—period," stated John Jans, owner of Team "7" Racing.

The four-day Bonneville Motorcycle Speed Trials is the premier motorcycle land speed racing event of North America.

Scottsdale's Valerie Thompson ran 304.263 mph at Bonneville Motorcycle Speed Trials, the AMA Land Speed Grand Championship, in the famous Denis Manning designed Team "7" Racing streamliner (photo above: Lou Fischer, BonnevilleStories.com).

ca. The AMA and FIM sanctioned event offers national and world speed record opportunities.

"Valerie has quickly adjusted from racing a conventional motorcycle to driving a streamliner with twice the horsepower. She is a natural racer. More importantly, she reached our goal of exceeding 300 mph on the 3-mile short course, versus the 5-mile run-up streamliners normally require to reach top speed," said Manning. "Our goal is creating history by making '7' the fastest motorcycle in the world again. Valerie achieved our objective of going faster with less track. I can't ask for more than that from any driver."

Thompson is an independent team owner/driver, fielding a record-setting BMW S 1000 RR land speed racing bike, with plans to compete in the NHRA Pro Stock Motorcycle class in 2017.

Valerie is a seven-time land speed record holder and independent female owner/driver, fielding her own record setting BMW S 1000 RR in land speed competitions with plans to race in the NHRA Pro Stock Motorcycle class in 2017. She is



an official member of the Bonneville Motorcycle Speed Trials 201 MPH Club, Mojave Magnum 200 MPH Club, ECTA 200 MPH Club, Texas Mile 200 MPH Club, first female member of the Colorado Mile 200 MPH Club and lifetime member of the prestigious Bonneville 200 MPH Club. Based on numerous racing accomplishments, the worldwide press often refers to Valerie as "America's Queen of Speed."

Visit www.valerithompsonracing.com, as well as Facebook, Twitter and Instagram for more information. ■

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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.



**PHOENIX
GRAND PRIX**



Northwest Passage

Sport, luxury and open air road runners

Unlike most multi-vehicle events we participate in, Run to the Sun is not a comparo. Each manufacturer brings us the most special of their stable; we drive and enjoy. All are numero uno—though we are bound to find a few favorites. Vehicles are typically high in the lineup, in sporty trims. (See sidebars for key details of each.)

Originally all convertibles, the event has broadened to include a variety of highly optioned performance machines. Even with the droptops, we sometimes run a leg with the top up, either because it's 40 degrees in early morning, or because it's midday under a high altitude sun, or just because that's how it was when we hopped in.

Run to the Sun uses a predetermined drive sequence. Other events have anywhere from 40 to 80 to over 100 vehicles, with the a day, day and a half or two days to drive them all. Time is inevitably lost as people (a) decide what to drive next, (b) change their minds because a select few are always out and/or (c) find more opportunities to

shoot the breeze along the way. At Run to the Sun, there are about 25 vehicles, you know exactly what you are driving next—also orchestrated for meaningful groupings, sequences and segues—and you have to keep moving to achieve the schedule, with typical drive stretches of about a half hour each.

FIRST NIGHT. We started on arrival day by driving one vehicle from Portland airport to our lodging in Welches, Oregon (elevation 1320 feet) at the base of Mt Hood. Locals had grabbed their first designated ride midafternoon, but we had a drive event in New York City in the morning, thus grabbings our first in Oregon about 10:30 pm.

Vehicle number one for us was the **Mitsubishi Lancer**. There is no longer a rally-ready Lancer Evolution (although you can still buy a new 2015 model), but ours at \$22k was the top of five trims (the lineup starts at \$17,795), including a sophisticated AWC all-wheel drive system, halogen and



LED lights, leather, an effective touchscreen interface and more. We arrived at our hotel rested and satisfied.

DAY ONE. We started in style, with four top-level sedans and a series of convertibles for the morning stretch through the mountain and valley highways of Oregon's Cascades. The four sedans

totaled 1363 hp.











Volvo S90 is the brand's new luxury line-topper, and this is the top S90, taking on established competition with its T6 powertrain, all-wheel drive and Inscription trim, which adds everything from a 12.3-inch display to walnut inlays and full Nappa leather, competing with the Germans at a very favorable price.

The **Infiniti Q50** joined the lineup a couple of years ago in a new spot, smaller than their other sedan, the Q70 (formerly the M, coming in standard, long or hybrid form, with two engine options and available AWD). The Q50 comes in fully 13 varieties, with two smaller engines and a hybrid, several trim options and available AWD. Our rear-drive Red Sport 400 falls just below line-topping AWD models, but is thus a little lighter and sportier. At 3853 pounds, its 400-hp turbo four is very potent, and Dynamic Sunstone Red paint drives the point home.

We drove the performance **Lexus GS F** in our prior issue, likening its combination of premium features in a sleeper power sedan package to what you might get if a Dodge Charger SRT were a German performance sedan built in Japan, certainly a winning combo, though priced notably higher than the other three in this sequence.

We also drove the all-new **Jaguar XE** in our prior issue, a compact stablemate to the midsize



	(combined mpg)	\$ base / \$ as tested
	 	168 hp / 26 mpg .....\$21,995 .....\$22,805
	 	316 hp / 25 mpg .....\$52,950 .....\$66,105
	 	400 hp / 22 mpg .....\$47,950 .....\$54,085
	 	467 hp / 19 mpg .....\$84,400 .....\$86,770
	 	180 hp / 36 mpg .....\$46,500 .....\$47,495
	 	160 hp / 29 mpg .....\$27,495 .....\$29,840
	 	155 hp / 30 mpg .....\$30,065 .....na
	 	200 hp / 23 mpg .....\$36,065 .....\$37,385



XF, one of our favorites. R-Sport trim and Italian Racing Red paint were perfect for this drive, and its 20d diesel powerplant is sure to win a lot of buyers, with 42 mpg highway, 36 combined, and its 180 hp belying its 318 lb-ft of diesel torque.

Top down! Next up were five sporty and affordable convertibles, four before lunch. They hovered around \$30k, three in the \$20s, with horsepower under 200 (or exactly 200 for the Buick).

First up were the **Fiat 124 Spider** and **Mazda MX-5 Miata** rear-drive two-seat roadster siblings—the Fiat in top Lusso trim at just \$27,495. Both use the same Mazda engine and offer manual and automatic, depending upon trim. The Fiat manual is from the prior-gen Miata, a better match to their Abarth's turbo. Horsepower and fuel mileage intertwine slightly between manual and automatic, and between Fiat and Mazda. Your choice ultimately will come down to style—European or Japanese, both perfectly executed. Anyone with sporting blood in their veins will have a long and happy relationship with either. (There is also a performance-tweaked Fiat Abarth at just \$700 more.)

We had driven the German GM Opel-based **Buick Cascada** this summer and found quite a bit to like, though it could use a little more Americanization of some features. It fits a neat niche as an American four-seat ragtop, priced in the \$30s, with decent power and fuel economy, and it is a big step in Buick's redefinition of the brand.

Volkswagen has hit the nail on the head with its new "Beetle," replacing the old "New Beetle" a few years ago with classic style and a Golf-like front-drive performance layout. The **Volkswagen Beetle Dune 1.8T** driven here, which started as an auto show concept, is a distinctive iteration with many upgrades, perfect in Sandstorm Yellow paint, though color availability varies year to year.

We broke for lunch, then finished the convertible sequence in the **MINI Cooper S Convertible**—an English brand owned by German BMW and built in The Netherlands. Another front-driver, officially a four-seater, MINI has styling and instruments with special appeal, but we find significant amounts of torque steer, or front-drive torquiness even in a straight line, that we can't ignore.

The next two were a sedan and a coupe, fundamental daily drivers, but each of them special.

The **Kia Cadenza** premium full-size sedan is new for 2017. Cadenza briefly held a flagship position when new three years ago, till the luxury K900 arrived a year later. Starting under \$32,000—less than \$10 grand above the staggeringly popular Optima midsize and \$17k lower than the rear-drive K900—this thoroughly equipped, stylish, roomy 290-hp front-driver achieves 28 mpg highway. It's cleverly crafted to not only fill a spot in the Kia lineup, but to take on European premium sedans as up to double the price. As Kia sales grow exponentially, the new Cadenza's share will do the same.

At first sounding simple among the supercars, roadsters and luxury yachts in this event, the **Honda Accord EX-L V6 Coupe** is top trim shy of Touring, with the lineup's top 278-hp multi-point fuel-injected V6 and of course in a sporty coupe format. Available with the same 6-speed paddle-shift automatic as Touring (the lower trims have a CVT), better still it's also available with a 6-speed manual, which our Run to the Sun car had. Ours had add-ons including an aero kit, 19-inch diamond-cut alloys and sport suspension. This was our prelude to its cousin, the Acura NSX.

Next up were five super performance cars of widely ranging character, from an Audi sedan to Viper, to NSX and GT-R, to Mercedes-AMG luxury. Together, the five generate 2920 horsepower and sell for about three quarters of a million dollars.

The **Acura NSX** is one of the most anticipated vehicles of recent years, returning after more than a decade's absence and a few years of auto show teases. This supercar has upped its game in every way—with a performance hybrid drivetrain comprising two electric motors for the front (from power in the rear) to its longitudinally mid-mounted 500-hp twin-turbo V6, combining for 573 hp total, yet still delivering 22 mpg highway, 21 combined. Ours had over \$40k in add-ons, including lots of carbon fiber in and out, alcantara leather, \$10,600 carbon-ceramic brakes and more. This car turns heads from a mile away.

The **Nissan GT-R** is a perennial favorite with drifters, racers and supercar aficionados. Priced within spitting distance of \$100k, it's more approachable than its specs and provenance might suggest, both in cost and in driveability. The GT-R has been significantly reworked for 2017. A subtle iteration of Nissan's V-motion grille is one tell-tale. The hood has been recontoured, with other updates to the front fascia, side sills, exhaust tips and beltline, and side vents are added. The interior is completely reworked, with a new instrument panel and Nappa leather. Horsepower is up by 20 points. This remains one standout vehicle.

A sedan in this supercar run may seem an anomaly, but its performance is not. The **Audi RS7** is the max-output version of a favorite from the brand. In Daytona Grey Pearl coat, this four-door is a sleeper, easy to blend but easy to hammer. Power from its 4-liter V8 is up by 45 horses (and top speed up from 174 to 190 mph), and the car has ceramic brakes and 21-inch wheels.

It was then back to an unmistakable show-off American supercar, the **Dodge Viper GTC**, ours in a custom chrome yellow paint. There is nothing like the Viper. And soon there will be nothing, as it enters its final year for its 25th anniversary, with five limited-edition models for 2017. Relatively rare, totally wide open and wild, the Viper is also



	(combined mpg)	\$ base / \$ as tested
		
2016 Volkswagen Beetle Dune 1.8T	170 hp / 28 mpg	\$29,395 .....na
		
2016 MINI Cooper S Convertible	189 hp / 27 mpg	\$29,500 .....\$34,450
		
2017 Kia Cadenza	290 hp / 23 mpg	.....under \$32,000
		
2017 Honda Accord EX-L V6 Coupe	252 hp / 21 mpg	\$31,175 .....\$36,504
		
2017 Acura NSX	573 hp / 21 mpg	\$156,000 .....\$199,200
		
2017 Nissan GT-R Premium	565 hp / 18 mpg	\$109,990 .....\$115,880
		
Audi RS7	560 hp / TBD mpg	\$110,700na
		
2016 Dodge Viper SRT GTC Coupe	645 hp / 15 mpg	\$95,895\$113,390

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surprisingly manageable, whether on the track or the open highway. Seize your chance to grab this certain collectible while you can.

DAY TWO. Our final day had wide variety—seven cars, five over 400 hp, of those four over 500 hp and one over 700 hp, with one priced over \$400,000, and two very affordable sport coupes.

At dawn, we drove the **Mercedes-AMG SL63 Roadster**, a luxury retractable hardtop with price and power very close to the NSX, but a very different personality in every way. The big S-Class and Maybach are the brand's apparent flagships, but this two-seater can also stake a claim to that spot, especially when done up in AMG form. For almost \$70 grand more, you can get the SL65 with V12 engine and 621 hp, but we've always favored the lighter weight and balance of the V8, plus 93 percent of the horsepower for 69 percent of the price.

From here, we step down to about 18 percent of the SL63's price and 36 percent of its power, in the accessible **Subaru BRZ** and **Toyota 86** siblings. Subaru builds both, the difference in horsepower and fuel mileage on our two due to the transmission (five more horses with the manual in our BRZ) and fuel mileage (three points lower with the manual). Any manual fan will consider the first a win-win and the latter an easy tradeoff. These closed cars join the Fiat 124 Spider and Mazda MX-5 Miata convertibles in delivering the pure sports car experience of 40, 50, 60 years ago.

We wrapped up the event in fine style, with four more horsepower champs, including by far the priciest of the lot and by far the most powerful of the lot, the four totaling 2240 horsepower. We also crossed the Columbia River and drove on the Washington State side with the first of these.

Rolls-Royce Dawn is the latest from this rarified brand, a rear-hinged two-door convertible with as much road presence as any five or ten ordinary cars combined (and priced accordingly). If you think of Rolls-Royce as stodgy or stuffy, think

again—the brand today is likely to appeal to wild young Prince Harry at least as much as to the Queen. The drive is as blissful as its luxury leather and teak decking, and its near three tons light as a cloud, certainly one of the most accessible iterations yet of a car that inevitably makes you feel like king of the world. Across narrow open-grate bridges, on the smoothest asphalt or through rough pavement changes, you maintain a serene feeling that you are just gliding through your world, but you do want the driver's seat for this one—Dawn puts chauffeurs out of work. If you can afford it, you just may have to have it.

With about the same horsepower, significantly less weight, and totally different format and style, the **Ford Shelby GT350**—the most accessible of various ultimate expressions of Mustang—awaited us back on the Oregon side. We had met both the GT350 and GT350R on the track in Arizona last spring, but we had a blast on the open road this time, for a stretch including riverfront, waterfall parks and a climb to a towering viewpoint and our next to last swap.

The **BMW M4 Convertible / Competition Package** is one of the best BMWs we've driven over the past several years—a droptop iteration of the ever popular 3 Series (now 4 Series, when a convertible or coupe) and with not just accessorized M trim parts but the full M treatment. More pricey per pony than some competitors, it nonetheless is a well-tuned and appealing combo.

Hellcat is the star of any show and has been for a few years now. With a whopping 707 horses, yet 22 mpg highway (with cylinder deactivation while cruising, which also makes this a great daily driver), the **Dodge Charger SRT Hellcat** is immensely popular not only for its raw power but for its balance, utility and control—and unlike the equally popular Challenger, its sedan format, making it the fastest four-door you can buy.

With all these horses dancing in our head, we hopped aboard a jetliner with 66,000 pound-feet of thrust and headed back to Phoenix. ■

	(combined mpg)	\$ base / \$ as tested
		
2017 Mercedes-AMG SL63 Roadster	577 hp / 19 mpg	\$151,350 / \$165,505
		
2017 Subaru BRZ Limited / HZE	205 hp / 24 mpg	\$27,645 / \$28,465
		
2017 Toyota 86	200 hp / 27 mpg	\$26,975 / \$31,222
		
2016 Rolls-Royce Dawn	563 hp / 14 mpg	\$335,000 / \$408,895
		
2016 Ford Shelby GT350	526 hp / 16 mpg	\$47,795 / \$56,495
		
BMW M4 Convertible / Competition Package	444 hp / 19 mpg	\$82,645 / na
		
2016 Dodge Charger SRT Hellcat	707 hp / 16 mpg	\$65,945 / \$72,225
 		



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Vintage racing by San Diego Bay

Story and photos by Jan Wagner / AutoMatters & More

For 19 years, a marquee part of Fleet Week in San Diego continues to be the Navy's premier Open House event on the West Coast: the Coronado Speed Festival. Each year the Navy welcomes visitors to "The Race at the Base" on Naval Base Coronado, Naval Air Station North Island—the "Birthplace of Naval Aviation." In his welcome, Stephen D. Barnett, Captain, US Navy and Commanding Officer, Naval Base Coronado, told us that this year's event (September 17–18) honored 70 years of peace in the Pacific, celebrating the victory and sacrifice of those who served in World War II.

Naval Base Coronado, with a population of over 30,000, encompasses nearly 64,000 acres located within San Diego and Los Angeles Counties. It has a long and proud history of serving as a home base for Naval aviators, Navy SEALs, Fleet sailors and their families.

It is home to eight major air, surface, special warfare and training commands, two aircraft car-

riers, 18 helicopter squadrons, two fixed wing squadrons and more than 120 other military units and commands. Together, these and other resources provide the support necessary to achieve and maintain combat readiness while contributing significantly to national security deterrence in peacetime.

The activities began on Friday morning with a fitting thank you to the military men and women who defend our freedom. They eagerly accepted thrilling rides around the racecourse in many of the cars that would be racing over the weekend. Additionally, admission to the Coronado Speed Festival was free to active duty personnel and their dependents.

The Sportscar Vintage Racing Association (SVRA) presented the historic auto racing. One of the oldest organizations in vintage racing, it is the only one with a national presence.

Its competitors enjoy plenty of track time, thanks to a full slate of races. SVRA races at leg-

endary tracks across the country including Watkins Glen, the Indianapolis Motor Speedway, Sonoma Raceway, the Circuit of the Americas and Portland International Raceway.

Spectators always enjoy an open paddock, where the cars can be seen and photographed when they are not on the track. Competitors, family members, mechanics and others gladly took time out from what they were doing to tell us more about the racecars and their history. To find out more about the SVRA, go to svra.com.

This year's Coronado Speed Festival celebrated the heritage of the Chevrolet Corvette. Ten different groups of racecars spanned the early history of automotive motorsports, from pre-WWII to the modern era.

The competition cars included small to large bore, mass-produced sportscars and sedans; open-wheel racecars; limited production sports racing cars; and loud and colorful NASCAR stock cars, which are always fan favorites. Registered entries included MG, Alfa Romeo, Austin Healy, Triumph, Lotus, Mini, VW, Fiat, Lola, Brabham, Swift, Volvo, Morgan, Porsche, Jaguar, Allard, Devin, Renault, Corvette, Mustang, Datsun, BMW, Ferrari, Chevron, Ralt, March, Camaro,

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(Facing page) Allard leads the pack, by San Diego Bay. (This page, from top clockwise) Grandstands right next to the racing action; thank you rides for our military; Corvette as featured marque; spinning a NASCAR stock car; close racing by the wall.

Fiero, Capri, Buick, Pontiac, Charger, Thunderbird, Taurus, Monte Carlo and Stutz.

Race fans in the grandstands were treated to great, close-up vantage points. In the main grandstand, they could face head-on to a short section that led to the 90-degree turn 11, the long, fast main straightaway and the start/finish line. Beyond, next to the 1.7-mile course on the base's runways and taxiways, lay spectacular San Diego Bay, where ships and sailboats cruised by.

In addition to the racing, there were many other things to see and do. Military static displays included hardware from land, sea and air, staffed by active duty service personnel who answered questions and showed us around.

The always-massive Car Club Corral featured a wide variety of makes, models and types of vehicles, while Red Bull Sportbike Freestyle rider and X Games competitor Aaron Colton performed awe-inspiring motorcycle stunts.

The military Pit Crew Challenge pitted teams from various commands against each other in split second competition to see who could perform a racing pit stop most quickly. Nearby, the food court provided a place to recharge and to socialize.

Vendor Village offered something for everyone, from souvenirs to freebies to car goodies and more.

This year there were tours of the base, along with the opportunity to get behind the wheel and test-drive new Jaguars on a challenging auto-cross course.

All this and more makes the Coronado Speed Festival a must-see event. Next year will be the 20th anniversary. ■



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GOOD DEEDS : ROUSH MUSTANG RAFFLE TO BENEFIT BOY'S INJURIES



ROUSH Mustang benefit raffle

Sanderson Ford launches benefit in support of local boy severely injured in boating accident
All proceeds will benefit a medical fund established for 7-year-old's medical care, prosthetics, therapy and rehabilitation

Sanderson Ford is rallying around 7-year-old Dylan Darland, who was thrown from a motor boat during a summer vacation at Lake Powell on July 24, 2016, after the boat hit an obstruction. He was struck by the propeller and sustained critical injuries to his jaw, right arm and lower right leg.

Sanderson Ford and its charitable entity, Sanderson Museum & Village, are raffling off a 2016 ROUSH Stage 3 Ford Mustang—with a retail value of \$69,215—to help raise funds for Dylan's astronomical medical bills following the amputation of his leg and hand, including prosthetics, therapy and rehabilitation.

All funds generated from the contest will go directly to Dylan's medical fund.

"When we heard Dylan's story, we definitely wanted to get involved to help Dylan on his road to recovery," said David Kimmerle, owner of Sanderson Ford. "We hope the funds raised through the raffle of the ROUSH Mustang will help him get

the medical care he needs and enable him to live a fulfilling, active lifestyle despite his medical setbacks."

The 2016 ROUSH Stage 3 Mustang is the most powerful and well-balanced production Mustang to launch out of the ROUSH Performance garage. With a 5.0L V8 engine and ROUSH Performance's new 2.3L TVS supercharger, the 2016 Stage 3 Mustang boasts 670 horsepower.

Raffle tickets can be purchased online at dylansrecovery.com through November 13, 2016, or at a number of local "Dylan's Race for Recovery" events, which are listed on the website.

Raffle tickets are priced at \$10 for one chance to win; \$50 for six chances to win; or \$100 for 13 chances to win.

The winner will be drawn and announced on November 14, 2016.

For more detailed information about Dylan or the car, and to purchase raffle tickets or to simply make a contribution, visit www.dylansrecovery.com ■



THE INSIDE TRACK: BRIEFS & RUMORS



1996, 2003 and 2016 Mercedes-Benz SK and Actros trucks

▼ A test drive certified by independent test institute DEKRA has compared the evolution of fuel consumption among **Mercedes-Benz** SK and Actros diesel-powered heavy trucks from three generations of emission standards—1996, 2003 and 2016. The three trucks were put through their paces on a demanding and universally recognized test circuit operated by commercial vehicle magazine *Lastauto Omnibus*, using identical parameters for each. Despite drastically more stringent emission standards for nitrogen oxides and particulates, fuel consumption of heavy trucks has been reduced by 22 percent over the last 20 years. This fall in consumption from 1996 to the present day has also resulted in a reduction of at least 50 million tons in the CO2 emitted by Mercedes-Benz trucks in Europe

▼ **Volkswagen** Group IT has taken up occupancy of a computer center operated by Verne Global in Iceland, with renewable energy to mitigate the considerable computing power of servers running high-performance applications. The facility draws electricity from hydropower and geothermal sources. Thanks to the consistently cool climate of Iceland, the computers are cooled primarily by ambient air, also lowering energy demand. The servers are installed in specially protected rooms, with two high-speed data links connecting them to the systems in Wolfsburg, Germany. At one gigabit per second, they carry data—fully encrypt-

ed— at about 40 times the speed of a normal internet connection. Volkswagen's area of the computer center can deliver one megawatt of power to the servers. By comparison, the two computer centers in Wolfsburg require a total of about six megawatts. There are plans for further expansion of capacities in Iceland.

▼ The US Postal Service has selected **AM General** to build a series of prototypes of a Next Generation Delivery Vehicle (NGDV) to replace their aging fleet, with better fuel efficiency, zero emission capability and reduced maintenance. The Postal Service is experiencing significant changes in delivery operations, with double digit growth in shipping and packaging services, driven by dramatic growth of online shopping and e-commerce, growing USPS volume from 3.7 billion pieces in 2013 to

4.5 billion in 2015. The AM General concepts will need to be designed to grow flexibly with new delivery demands, while also bringing improvements in safety, efficiency and reliability. The vehicles will be designed for a 20-plus-year service life, with reduced maintenance schedules and less complex repairs. The postal vehicle will be designed and developed at AM General's Center for Advanced Automotive Design in Livonia, Michigan. AM General has also been selected by Mercedes-Benz as its only contract manufacturer in the US, producing the R-Class utility vehicle in Mishawaka, Indiana.

▼ The **Honda** S-Dream streamliner has become the fastest Honda vehicle ever. As a group of young Honda engineers took to the Bonneville Salt Flats of Utah in September—using a three-cylinder 660cc engine based on the Honda S660 sports car's powerplant—not only did they post a new FIA World Record for a vehicle in its class (Category-A Group-1 Class-4), they posted a speed faster than any Honda-powered car ever, including the record established by BAR Honda F1 car at Bonneville in 2006. The Honda Bonneville Speed Challenge project was announced internally at Honda R&D in Japan in 2015, and 16 members were chosen from a pool of 100 volunteers, including project leader Keisuke Tsuta. The stated goal of the project was simple: "achieve world speed record with 660cc engine." The team analyzed every part of the S660 engine and



Volkswagen ribbon-cutting in Iceland

renewed many of them—including cylinder block, pistons, crankshaft and valves—trying to squeeze out over three times the original designed power. The lower block was replaced with a steel unit,

at all speeds. Despite an industry shift to electrically assisted steering, an overwhelming majority of new vehicles sold today have fixed steering gear ratios, which always compromise between steer-

ing wheel. Up to one full revolution can be saved at low speeds when steering lock-to-lock. At low speeds, the system increases the angle of the front wheels as the steering wheel is turned, resulting in



Honda S-Dream streamliner

and reinforced connecting rods provided rigidity needed to withstand the record run. The car completed several test runs in Japan before heading to the US. During the first test run at Bonneville, test driver Hikaru Miyagi could not see properly through the narrow canopy. This hadn't been a problem on the test track in Japan, with familiar landmarks and road markings, but on the bleach-white expanse of the Salt Flats, the Japan motorcycle champion had trouble keeping the car pointed in the right direction. The team took the car back to Honda Performance Development in Santa Clarita, California, where they restyled the canopy and most parts of the upper body just 10 days before the first day of Bonneville Speed Weeks. The Honda S-Dream made several strong runs at Speed Weeks, but was unable to reach that new record speed. Soon after, however, Honda was invited to Mike Cook's official shoot-out at Bonneville to take another run at the record. The team broke the FIA record with a run of 227.776 mph on the first day of the shootout, then gained speed on subsequent runs until officially topping out at 261.875 mph (1 mile), 261.966 mph (1 km). In fact, the team reached 266 mph on one of its runs late in the event, but was unable to duplicate the speed on the return run as required to set an official mark.

▼ Adaptive steering technology makes the all-new **Ford** F-Series Super Duty pickup and Ford Edge SUV easier to steer

ing quickness and maneuverability at low speeds, for comfortable vehicle response at high speeds. Ford has been awarded eight patents for their adaptive steering technology, and 11 more have been filed. Adaptive steering for the all-new Super Duty and Edge removes these compromises and reduces driver fatigue, espe-



Ford Adaptive Steering

cially at low speeds. The system, all contained in the steering wheel itself, has an electric motor, a small computer and a gear unit. Based on driver input and vehicle speed, adaptive steering can add or subtract rotations to driver input at the



the driver needing to steer less to maneuver. At high speeds, the ratio is changed so vehicle response is more relaxed, more precise and smoother than without the system. The new Super Duty pickup features a specific setting for tow/haul mode that further optimizes how the truck and trailer react to steering input. Adaptive steering made its debut on the 2016 Ford Edge Sport, with driver-selectable normal and sport settings, and it's optional on the 2016 Ford Edge Titanium.

▼ **LIQUI MOLY** Molygen New Generation oils are not a familiar brown, but glowing green, and they signal a reduction in friction in your motor by up to 15 percent and wear by up to 30 percent. The added protection is provided by a system of friction modifiers based on wolfram and other ingredients. These smooth the metal surfaces in a motor by evening out microscopically small bumps, reducing friction, which protects against wear and also improves fuel mileage. This is particularly targeted toward urban traffic with its many start-stop phases—when your motor stops at the lights, the lubrication also stops, increasing the risk of wear at the next start. This is where the extra protection by Molygen pays off. This protection increases the service life of the motor and reduces the risk of breakdowns and repairs. The Molygen line has five glowing green motor oils in 5W-20, 5W-30, 10W-30, 10W-40, and 5W-40 viscosities. ■

UPCOMING FEATURES

Arizona Cycle Park



Arizona Auctions and Concours d'Elegance



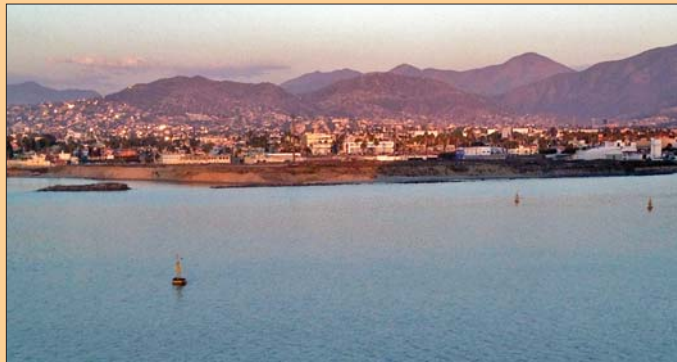
Honda Ridgeline



Genesis G80



Ensenada road trip by land and sea



LA and Detroit Auto Shows



Red Bull Global Rallycross



Horses & Horsepower Bentley Polo Championships



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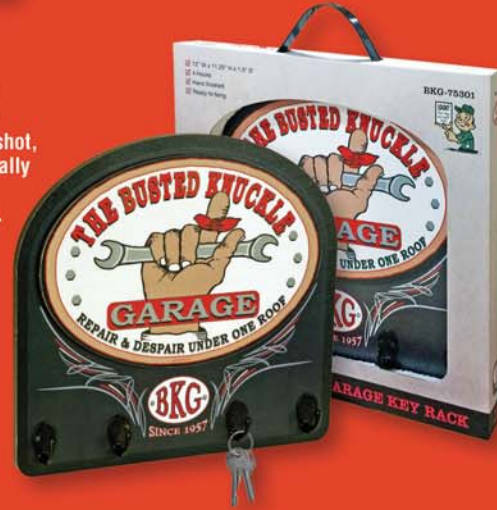
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— Cheers! Michelle

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