

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 16 NUMBER 2
MARCH-APRIL 2017

ALTERNATIVE POWERTRAINS GO MAINSTREAM

NEW CARS:
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INFINITI / JEEP / KIA / LINCOLN /
MAZDA / VOLKSWAGEN / VOLVO /
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COVER: The all-new 2017 Chevrolet Bolt EV, one of five new dedicated green-only vehicle launches in this issue, along with the all-new Kia Niro hybrid and three versions of the all-new Hyundai Ioniq—hybrid, plug-in hybrid and electric—as once-“alternative” powertrains go mainstream.



Joe Sage

Joe Sage

Nicole Drecon

Randall Bohl

Everyone finds a lot to grab their attention as the calendar turns to a new year. For us, things kick off with the North American International Auto Show in Detroit, a reminder that while everyone else is remembering to write "2017," we've been doing that for at least a year, won't have to think twice about it for a few days, then immerse ourselves in what's coming for 2018. There's not a lot of time to reflect upon that, though, as days later we dive into ever-expanding Arizona Auction Week, now with seven auctions, where the notable model years are from 30, 50, even 100 years ago. The week now also includes the Arizona Concours d'Elegance and the Future Classics Car show, as well as ancillary events during all the festivities that totalled 23 on our calendar.

Xan Oakley and **Lindsay Meggers** bring you the results of the Grand Prix of Scottsdale, in which the charitable Prostate Cancer Awareness team takes the big trophy.

Between and around all that, we drive a variety of new vehicles here in Arizona and travel to new vehicle launch driving events in San Jose, San Francisco, San Antonio, Santa Barbara and then San Antonio again. Of particular note, there is a trend developing: these launches included two dedicated electric vehicles (EVs), two hybrids and a plug-in hybrid, as these once "alternative" powertrains become increasingly mainstream.

If all that technical change makes your head spin, you could do what Brian Chapman did: **Randall Bohl** brings us his midlife reawakening to the joys of dirt biking at Arizona Cycle Park. Or travel to the timeless dirt flatlands of southeast Arizona, where **Tyson**

Hugie literally takes us for a spin. We also head way off-road through southern Nevada and Death Valley with **Sue Mead**, as she covers the off-road rally adventures of 4x4 outfitters **Nena Barlow** and **Kande Jacobsen** in the first all-female Rebelle Rally.

Enjoy the ride.

Joe Sage

Publisher/ Executive Editor

Photo: Brenda Priddy



PUBLISHER/EXECUTIVE EDITOR: Joe Sage
CONTRIBUTING WRITERS/PHOTOGRAPHERS:
 Becky Antioco Kristin Barclay Randall Bohl
 Nick Calderone Jason Fogelson Tyson Hugie
 Jennifer Johnson Christina Lawrie Sue Mead
 JP Molnar Brian J Nelson Vincent Nguyen
 Doris Ong Brenda Priddy Tim and Kristin Sharp
 Cathy Smith Jan Wagner Kevin A Wilson

ARIZONA DRIVER MAGAZINE

PO Box 13387, Scottsdale AZ 85267
 Advertising: 480-948-0200
 www.arizonadrivermagazine.com

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ARIZONA DRIVER MAGAZINE IS A MEMBER OF:

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- NWAPA**.....Northwest Automotive Press Association
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- RMAP**Rocky Mountain Automotive Press
- SAMA**.....Southern Automotive Media Association
- TAWA**Texas Auto Writers Association
- USMA**.....United States Motorsports Association
- WAJ**Western Automotive Journalists

PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC
 Arizona Driver Magazine, Arizona Rider Magazine,
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2018 Ford Mustang GT convertible

▼ The new **2018 Ford Mustang** will tour more than 50 regional auto shows across the US before going on sale this fall. Styling is sharpened and lowered up front, for better aerodynamics and a more road-devouring look, and modified and lowered a bit in the rear. Buyers have three new paint colors and 12 wheel choices, and can customize their daily experience with a 12-inch all-digital instrument cluster. MyMode memory remembers your driving preferences for the next time you drive, and new driver-assist features include pre-collision assist with pedestrian detection. Engines include the 5.0L V8 and 2.3L EcoBoost four, with a new 10-speed automatic available. Available MagneRide suspension optimizes for conditions, and optional active valve exhaust lets you control the degree of engine roar.

▼ Germany has approved a draft federal law allowing **autonomous cars** to be active on German streets. Responsibility for mishaps continues to rest firmly in the hands of the driver, but allows for the driver to hand control to the vehicle's own control system in certain situations, for certain periods of time. The draft law also stipulates that the driver must be able to instantly override or deactivate the system at any time. The law would require autonomously driving cars to carry a form of "black box" to record all driving data and be decisive in disputes over liability, should the autonomous driving technology fail. Preparations and specifications for

such technology are currently being processed through the United Nations Economic Commission for Europe. Sections of public highway have already been approved as live test zones. The Institute for the German Economy (IW) says Germany has registered 58 percent of all global patents in autonomous driving since 2010.

▼ **AMG** celebrates its 50th anniversary in 2017. Founded in 1957 by Hans-Werner Aufrecht and Erhard Melcher, the sub-brand has achieved numerous high profile



Mercedes-AMG turns 50

motorsports wins and records, and currently developed a series of Mercedes-AMG road-going vehicles, now as a wholly owned subsidiary of Daimler AG. Once a two-man company, now employing about 1500, the Affalterbach-based operation focuses on extremely high performance engine development, with a "one man,

one engine" philosophy, in which each engine is basically hand-crafted by one engine builder. These engines are planted in especially dynamic and soul-stirring models upgraded for performance, dynamics and premium fitment. Mercedes-AMG continues to expand its portfolio, delivering almost 100,000 units in 2016, a growth of almost 45 percent and more than triple the sales of 2013, as the popular eight-cylinder 63 series has been joined by compact 45 series and 43 series models. The strongest AMG markets in 2016 were the US, Germany and China.

▼ A recent study in the UK has revealed that the US remains the most affordable country in the world for **used cars**. The UK is second most affordable, and Singapore is the most expensive country to buy any model. Not surprisingly, depreciation varies significantly depending on specific regions. Online used car dealership CarSpring notes that comparing the value of used cars between nations is known within the industry to be a challenge, so they set out to offer transparency on the subject for the public. Their *Global Used Car Price Index 2017* offers insights into the value of

various brands across different economic regions and car markets in 40 countries, including the majority of the largest car producing nations, plus other countries of automotive interest, while the brands studied were chosen based on global popularity. Where direct model comparison is difficult or impossible between nations,

they identified comparable global models per brand and selected models with similar mileage and engines. With these conditions defined, they researched all used cars currently available in the market for



Rolls-Royce Dawn

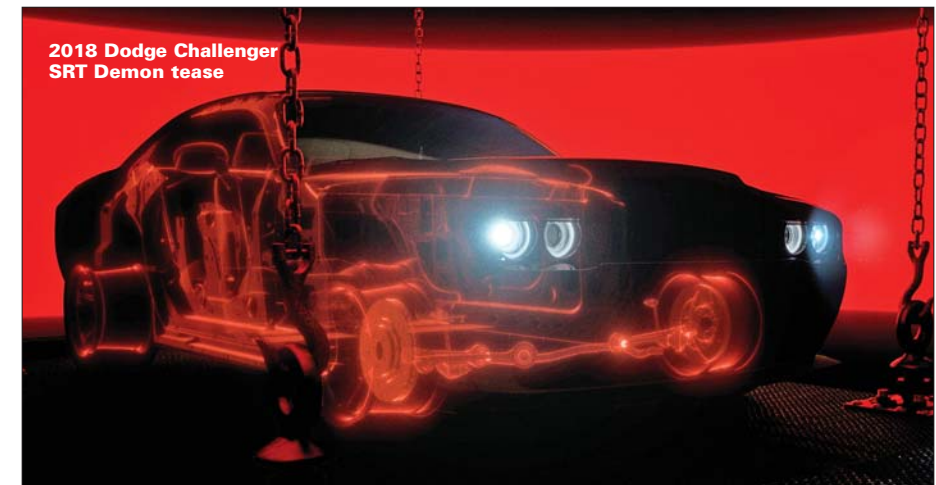
each model, plus those sold in the past 12 months from hundreds of online outlets and brick and mortar retailers in five of the biggest cities in each market.

▼ The **Rolls-Royce Dawn** was named Best Luxury Car in the 2017 UK Car of the Year Awards, affirming its stated position as the world's most luxurious open-top tourer. A panel of highly respected commentators declared: "A delight to drive and to be in, as only a Rolls-Royce can be."—Ollie Marriage, *Top Gear Magazine*; "The car is exceptionally elegant, marrying traditional expressions of luxury, with a modern take whilst remaining technological and hugely connected. It's a movie star car!"—Nargess Banks, *Forbes Life, Wallpaper*; "if luxury is at least on nodding terms with class, the Dawn manages to embody both. Silent running, a gorgeously complex roof mechanism and general air of butlerish brilliance make this peon to UK craftsmanship a winner."—Tom Ford, *Top Gear Magazine*. Since its introduction to market in March 2016, Dawn has won honors globally, including awards from some of the most highly regarded names in luxury and automotive media—titles such as *Robb Report*, *The Telegraph* and *Top Gear*; and luxury organizations including Walpole and the German Design Council. Critical acclaim has been reflected in the marketplace, with the marque having its second highest sales result in the company's 113-year history and six percent global growth in 2016. The UK, Rolls-

Royce's home market, grew by 30 percent over the same period.

▼ Leading up to the New York International Auto Show in April, Dodge has been

running its first-ever pre-debut video teaser campaign, tied to a new website—www.ifyouknowyouknow.com—to give insights into the engineering of the new **2018 Dodge Challenger SRT Demon**. The first 90-second video, "Cage," brought back the ferocious animated Hellcat. Refusing to be caged, the beast transforms, beginning a new chapter in the Dodge brand's performance legacy and providing the first batch of Demon clues. The second, "Reduction," teases weight savings in the Dodge SRT Demon com-



2018 Dodge Challenger SRT Demon tease

pared with the existing Hellcat, leading legions of fans to scrutinize each specific part of the car as briefly illuminated in the film. "Wide Body," the third video, reveals that the Challenger SRT Demon has lightweight 18x11-inch wheels and Demon Branded 315/40R18 Nitto NT05R tires front and rear, making this the first-ever

factory production car built with drag radials, designed and developed specifically and exclusively for the Dodge Challenger SRT Demon using a new compound and specific tire construction. The new Challenger Demon wide-body is laser clear-anced, and the entire chassis is e-coated for durability before final assembly. The combination of the 11-inch-wide wheels, high-profile drag radials and integrated fender flares adds 3.5 inches to the overall width of the Challenger SRT Demon for an intimidating, purposeful stance. Dodge will continue to reveal more details by slowly peeling away layer upon layer of the new Challenger SRT Demon via these video shorts. All videos in the series are featured at www.ifyouknowyouknow.com. A countdown clock tells viewers when the next installment will be uncaged. The final chapter arrives when the Challenger SRT Demon is revealed in New York City, prior to the New York International Auto Show. Dodge is promoting the teaser campaign on Facebook, Twitter and Instagram, linking to www.ifyouknowyouknow.com and encouraging the hashtag #DodgeDemon.

▼ A highlight at **Arizona Bike Week** is always the Saturday bike shows. There are the BadAZ Bike Show, and Baddest Bagger in Arizona Bike Show presented by American Bagger, *Urban Bagger Magazine* and Paul Yaffe's Bagger Nation, drawing

Bike Show, presented by colorful ambassador Diva Amy on Saturday afternoon. Categories include Long Road Lover (touring bikes and trikes), Sexy Bar Hopper (show bikes) and Catch Me If You Can (fac-



tory or custom speed bikes). First and second place trophies will be awarded for each category, with a \$200 prize for the winner in each category. Best of Show winner will receive a Miss ABW Bike Show trophy and \$500. Visit azbikeweek.com.

▼ The new **Audi R8 V10 Spyder's** 97-pound cloth roof opens or closes in 20 seconds at speeds of up to 31 mph. With 540 hp and 398 lb-ft of torque from its naturally-aspirated 5.2L V10 and 7-speed S tronic dual-clutch transmission, the car hits 0-to-60 in 3.5 seconds (the same as the coupe), with a top speed of 198 mph. The car has newly developed ASF aluminum and carbon fiber construction and a fully digital Audi virtual cockpit reflecting the shape of a racecar cockpit, with intuitive driver-oriented controls and functions. Each generation of the R8 brings to the public roads know-how acquired on the racetrack and from the legacy of Audi endurance racing. The R8 V10 Coupe and Spyder share a foundation with the R8 LMS GT3 racecar. With the same naturally aspirated V10 as the Spyder, three Audi R8 LMS GT3 cars kicked off the 2017 IMSA race season at the Rolex 24 at Daytona.

▼ **Car2go** NA, the largest flexible one-way carsharing service in North America, has introduced new 2017 model year Mercedes-Benz CLA and GLA four-door, five passenger vehicles to their fleet, the first of thousands to come. Car2go expects Mercedes-Benz vehicles to comprise the

majority of its North American fleet by the end of this year. This comes on the heels of car2go's recent rollout of thousands of new and improved car2go smart fortwo cars to its US and Canadian network.

Car2go began in Ulm, Germany in 2008 as a cooperative operation of Daimler AG (parent company of Mercedes-Benz), smart and car2go. It has become the largest one-way carsharing company on Earth, with over 2.2 million members sharing cars on three continents (800,000-plus in the US and Canada). Its free-floating carsharing service does not use fixed rental stations or require reservations. Instead, vehicles are spread throughout a city. Car2go members use a smartphone app to locate, unlock, drive and park their car2go in any



legal parking space within a city's home area. Car2go's decision to bring large numbers of Mercedes-Benz vehicles into the network was informed by an extremely successful pilot program for car2go members in Calgary, Toronto and Vancouver with the Mercedes-Benz B-Class. Austin, Portland OR, Seattle and Washington

DC were the first to get new Mercedes-Benz car2gos, followed by Toronto and Vancouver. Additional cities will receive the new Mercedes-Benzes throughout the year. Fuel, parking, vehicle maintenance and insurance are covered by car2go, so members can enjoy all the freedom of vehicle mobility without the associated costs and responsibilities of ownership, which can be especially challenging in densely populated cities where the cost of living (and parking) is high. In 2016, car2go enjoyed approximately 43 percent year-over-year membership growth. The global carsharing market is expected to grow from 7.9 million people in 2015 to over 36 million people by 2025.

▼ Race organizers set an ambitious target for the **Silk Way Rally**: that it should combine the best qualities of time-honored African and transcontinental Eurasian rallies. In July 2016, the 6th Silk Way Rally took place in three countries: Russia, Kazakhstan and China, setting off from Red Square in Moscow and heading east. Crews covered a distance of more than 10,000 kilometers (6,200 miles), with wide open spaces, wonderful scenery, traditions of hospitality, and a spirit of adventure and rivalry. Millions of motorsports fans from all over the world watched the uncompromised struggle across little-travelled territories. Entries are now open for

the 7th Silk Way Rally, running from Moscow to Xi'an from July 7-22, 2017, 14 legs with one rest day in Urumqi, China. Registration closes on June 1, with reduced fees until April 3. One hundred percent female crews can once again enter for free. Online registration has been simplified this year: www.silkwayrally.com. ■

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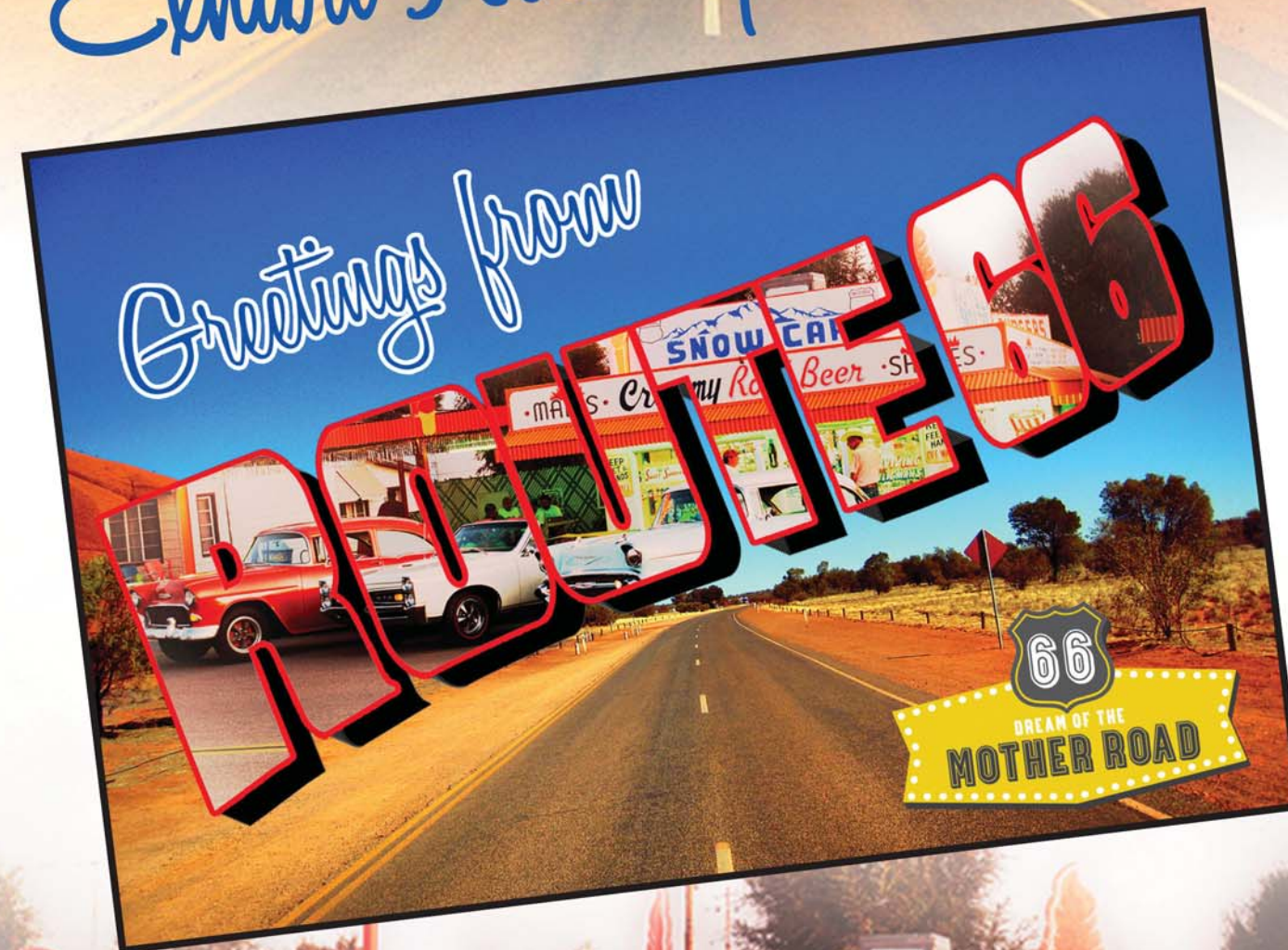
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EVERYDAY EV

can easily go all week *by Joe Sage*

Racing great Tom Sneva of Paradise Valley—the first to clock an official lap at Indianapolis over 200 mph, in 1977, and winner of the Indy 500 in 1983—says when he built the 500 Club golf course in the North Valley in 1989, he knew what he would need: the world's fastest golf cart. So he installed a Yamaha 750, nitrous, 6-point harness and a roll cage. "You need a parachute in back to slow it down," he says. Back in college, we had a friend with a week-end job at a big urban parking garage, which had a golf cart that sat untended on weekends, which we would get our hands on and drive like wild men up and down the curlycye ramps and across the straightaways while nobody was around. It didn't have the horsepower of Sneva's 750, but step on the pedal, and man would it go! Let off the pedal, and you'd have complete control in the turns.

Now imagine the same thing, but instead of Sneva's 55 horsepower, you have 200 hp and 266 lb-ft of torque. And instead of a parking garage, you have the hills and curves west of Silicon Valley. This is how we fell in love with the new Chevy

Chevrolet Bolt EV has a neat trick with a big kick. You'll come for the 238-mile range. You'll stay (and come back again and again) for the potent one-pedal mode.

rolet Bolt EV's one-pedal mode. Your foot controls the pedal, the pedal controls the motor, the motor grabs the drivetrain and won't let go. This works through an innovative approach to regenerative braking (with the car in "Low" or via on-demand

paddles). It works when you apply the pedal, and it works when you let off, thus enabling you to nail those hills and curves with just your hands on the well-connected steering wheel, and, well, just one pedal. It even brings you to a complete stop in most conditions. One pedal.

The car responds exactly and immediately to your wishes. Ease off the pedal a bit on approach and apply it eagerly through the apex. This car made us want to take it straight to the track—to a challenging road course like Road America in Wisconsin or Pacific Raceways in Washington—as much as any supercar we've driven.

But that's just a specialty mode. In other modes, the Chevy Bolt EV operates just like any other car—at least any small car with 266 lb-ft of torque on tap along its full power spectrum. As with any fully electric vehicle, the connection between brain, foot and "go" is immediate and exhilarating. Bolt EV runs from zero to 60 mph in under seven seconds, matching top-dollar German sports sedans of 10 or 15 years ago.

Like most electric vehicles, Bolt EV uses one smooth, quiet high-capacity electric motor, but

with an offset gear and shaft configuration for efficiency and performance. What's different is Chevrolet's first Electronic Precision Shift, a finely tuned system that delivers exactly what your drive mode settings and your foot demand, while also providing more interior space.

Flash back in time, not far at all. The pitch for an electric vehicle (EV) was that its 30-to-50-or-so-mile range was all you'd need for the typical drive to work each day, all the moreso if you could plug in at work, too. Really good EVs delivered in the 80s. Not bad, and on a practical level not that hard to get used to. We went from flip phones that lasted for weeks, to smartphones that need constant replenishment, and the tradeoff is deemed worthwhile. On the other hand, if we had a smartphone that lasted all week, it would reign supreme.

This is where Bolt EV really shines, exceeding even the engineers' original challenging goals. Bear in mind Chevrolet introduced the term "range anxiety" to the lexicon to contrast the Chevy Volt (an "extended-range" electric with an onboard gasoline-powered engine that does not drive the car but rather recharges the battery) with full battery dependency. The full-electric Bolt EV was going to have to erase that comparison. Their goal: a 200-

mile range on one charge. Their result: 238 miles.

This is not only enough to get through the typical five-day workweek, but it also erases the question of what you would do on any single workday if you suddenly were called upon to dash to the far side of the Valley for a meeting. Or asked to pick up the kid or the laundry on the way home. The Chevy Bolt EV has plenty of headroom.

When you do recharge, DC Fast Charging adds 90 miles of range in just 30 minutes. A full charge on 240 volts household current takes nine hours.

The Bolt EV battery benefits from the Chevy Volt, which gave engineers at GM and strategic partner LG of Korea over 1.3 billion miles of EV experience to draw from in developing an all-new 60 kWh lithium-ion battery pack comprising a new configuration of 288 all-new cells (five sections, 10 module, 96 cell groups, three cells per group). "You usually have a battery cell that delivers either the desired levels of energy or power, but not traditionally both," says Gregory Smith, Bolt EV battery pack engineering group manager. "With this cell design and chemistry we were able to deliver a battery system with 160 kilowatts of



GMK (General Motors Korea) design director Sangyeon Cho explains the design and engineering process for the new Chevrolet Bolt EV from sketch to execution, including the compact and potent new battery pack that provides power and range, both, all within a spacious, attractive and very-fun-to-drive package.



SPECIFICATIONS

EPA CLASS / SEATINGsmall wagon / five
MOTOR / DRIVEsingle permanent magnetic drive motor and gearset / FWD
POWER200 hp / 150 kW
TORQUE266 lb-ft / 360 Nm
FINAL DRIVE RATIO7.05:1
ZERO-TO-60 MPHunder 6.5 sec
BATTERYrechargeable energy storage system of multiple linked modules
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peak power and 60 kilowatt-hours of energy.”

Nickel-rich lithium-ion cell chemistry gives top performance in a wide range of climates and driver demands. It also allows a distributed cooling system that enables the pack to be spread out. The full pack weighs 960 pounds and sits low and flat under the full length of the floor, contributing to the 3580-pound car's solid road-hugging handling.

Product planners also wanted to deliver this EV for under thirty grand. Base price is \$37,495, but the government still incentivizes by some \$7500, bringing the price indeed just under \$30,000. You get filtered automatic climate, MyLink 10.2-inch touchscreen, six-speaker audio, Bluetooth, Android/iOS, voice activation, keyless entry and start, backup camera, three months of OnStar, a 120-volt portable charge cord and more. Apparently recognizing the thrilling performance possible in this advanced electric, Bolt EV also has a configurable Teen Driver Mode.

A Premium model (LZ2) stickers at \$41,780 (or \$34,280 after incentives) and adds heated rear seats, rear center armrest, rear camera within the rearview mirror plus Surround Vision, turn signal indicators in side mirrors, roof rack side rails, body-color door handles, upgraded wheels (still efficient 17-inchers) and a few other details.

Published specifications note that neither an engine nor fuel are included.

We drove the Bolt EV west from Silicon Valley on redwood-lined mountain two-lanes at speed, then up the coast to the Golden Gate Bridge, about 70 miles. Another 25 miles or so brought us back to the airport.

On previous EV drives, we've done constant calculations to gauge our progress, performance and life expectancy. In the Bolt EV, we drove as enthusiasts and enjoyed the drive, without a thought to our e-survival. Heck, we only used about a third of its juice. Range anxiety was never in play.

Chevrolet Bolt EV turns the page on electric vehicles, with a spacious four-door that has a week's range for typical town duty, plus enticing performance and range for weekends. Not only is this breakthrough EV much more than a short-errand-mobile, it's so much fun to drive, you will invent more errands just to get your foot back on the pedal and your hands on the wheel.

Chevrolet Bolt EV hit California and Oregon (notably green, alternative states) in late 2016. Over the winter, the rollout continues in such states as Maryland, Massachusetts, New Jersey and New York (notably rail commuter states, or what Chevy calls "mindset states"). As dealers receive sales and service training and special tools coast to coast, the Bolt EV should be available nationwide by midyear. Or dealerships in California are almost within our one-charge driving range right now. ■

Chevrolet Bolt EV major awards

The new Chevrolet Bolt EV has won the coveted 2017 North American Car of the Year Award, announced during the North American International Auto Show in Detroit in January, praised for its game-changing long range, as well as for being not just a great electric vehicle but also for making EVs more than just a niche solution.

Founded in 1994, NACTOY (North American Car and Truck of the Year) jurors comprise 60 professional magazine, TV, radio, newspaper and online automotive journalists from the US and Canada, who evaluate dozens of new vehicles in the process.

The Bolt EV's win marks the fourth time in four years that Chevrolet has received a NACTOY award, joining Corvette Stingray and Silverado wins in 2014 and the Chevy Colorado in 2015. Bolt EV adds the title to a growing list of high-profile recognition. *Motor Trend* named Bolt EV the 2017 Car of the Year. It earned a place on the 2017 *Car and Driver* 10Best Cars list. *Green Car Journal* heralded Bolt EV as the Green Car of the Year. And *Green Car Reports* named it the Best New Car to Buy. ■



Hybrid hero Niro

A new sensibility: all the efficiencies, with little touches of toughness, no compromise of style or utility—and no pretenses or stigma

by Joe Sage



It took years for “Fuel Injected” to lose its status as a niche technology with special badging and pop song tributes by the Beach Boys. “Turbo” has been much the same. It’s been some 20 years now that “Hybrid” has made its mark with special badging and, as often as not, special styling that declared its owner’s sensibilities as loudly as a pair of Earth Shoes. For many, there has long been a stigma in that (though for others, it has probably been kind of the whole point).

With fuel injection, turbocharging and hybrid powertrains ever more ubiquitous in the dueling quest for both power and fuel economy, we think the time has come to mainstream the hybrid, to design a vehicle for its own style and purpose and just optimize the drivetrain in the course of things.

We’re gratified to learn that renowned Kia stylist Michael Torpey—who penned the first sketches for Kia Soul, widely recognized for recalibrating the entire Kia brand—has thought much the same thing. “There’s a lot to love about hybrids, but not their styling,” he confirms. Till now, Torpey was delighted to have a blank slate for the new Niro.

There are dedicated hybrids you recognize immediately, and there are hybrid adaptations of general models, recognizable by badging, maybe a different grille and aerodynamic wheels and tires.

Kia has invented a dedicated hybrid that could be mistaken for, well, a general model—the new Kia Niro, a hybrid that lives and breathes for a full

range of reasons and purposes, not just to be a hybrid. Plenty of people love hybrid engineering but haven’t liked cliché hybrid styling. They just plain want a well-executed new fuel-efficient vehicle. It seems prime time for such a move.

Kia VP of product planning Orth Hedrick confirms that their effort had to be “relevant but different. Folks love the hybrid’s economy, but they don’t like how it looks or drives.”

Torpey’s original study sketch for Soul was of a wild boar with a backpack, compellingly cute and powerful at the same time. He developed subliminal guideposts for Niro, referencing a hiking boot (for utility), a jet (for sleek technology) and a tiger. Targeted buyers are “optimizers,” he says. The vehicle had to have a nice stance, not that of an appliance. His cues come together in a vehicle he calls rugged, techno, capable, sporty/aggressive and of course aerodynamical. “The radical thing,” says Torpey, “is to do something that *doesn’t* look like a hybrid.” Draw attention, but “don’t over-celebrate the technology. We’re beyond that.”

His design projects rugged modern efficiency—strong shoulders, premium glass areas (daylight openings or DLOs) like Sorento or Sportage, and “little touches of toughness” throughout.

Senior designer Brian White took an equally refreshing path for the Niro’s interior. “Apart from

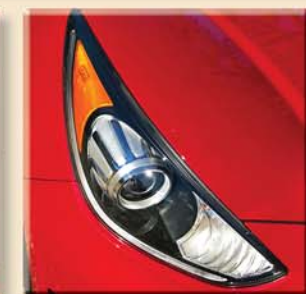


SPECIFICATIONS

ENGINE	.....	alum block/head 1.6L GDI DOHC 16v Atkinson cycle
HP/TORQUE	.....	104 hp / 109 lb-ft
MOTOR	.....	240v AC synch perm magnet
HP/TORQUE	.....	43 hp / 125 lb-ft
BATTERY	.....	Li-ion polymer, 240v, capacity 6.5 Ah, energy 1.56 kWh, power 42 kW
TOTAL SYSTEM HP/TORQUE	.....	139 hp / 195 lb-ft
TRANSMISSION	.....	6-spd dual clutch (DCT)
SUSPENSION	.....	F: independent MacPherson strut, stblzr, gas shocks; R: independent, multi-link, twin tube shocks
STEERING	.....	motor driven power steering
BRAKES	.....	active hydraulic boost, motor polarity reversal regenerative, F: vented, R: solid
WHEELS / TIRES	.....	16 in alloy / P205/60R16
		Touring/Launch: 18 in alloy / P225/45R18
LENGTH / WHEELBASE	.....	171.5 in / 106.3 in
TURNING CIRCLE	.....	(16") 34.8 ft / (18") 35.0 ft
WEIGHT	.....	3106 to 3274 lb
CARGO CAPACITY	.....	19.4 / 54.5 cu.ft
DRIVING RANGE	.....	511-595 miles
MPG	.....	FE, LX, EX: 51/46/49 to 52/49/50
		Touring/Launch: 46/40/43 (city/hwy/comb)
BASE PRICE	.....	FE: \$22,890
		LX: \$23,200
		EX: \$25,700
		Touring Launch Edition: \$28,000
		Touring: \$29,650

Options (as available w/ different trim levels and/or variously included w/ diff trim levels)

BLACK OR WHITE PEARL PAINT	395
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TOURING LAUNCH EDITION	2300
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the interior of a car, there's only one other small space we all use," he coyly points out. "It should be simple. Yet hybrids only get more complicated." His approach is to apply plenty of tech, but to keep it "kind of invisible." Infotainment is on a tidy 7-inch or 8-inch screen, and the shifter is a simple PRNDL, no confusing joystick or pushbuttons.

Niro's global platform is the same as Kia Forte and Soul, but raised 40mm for easy access/egress and good visibility—a challenge for aerodynamics, but Niro's overall shape and smooth undercarriage achieve a Cd of 0.29 (compared with 0.27 for Forte or 0.35 for Soul EV). Its DE platform is the same size as a compact C platform, but provides a mid-size cabin. The hybrid battery is under the rear seat, providing good weight distribution while preserving a flat load floor with easy lift-over height.

Niro's 1.6-liter gasoline direct injection engine is dedicated to this vehicle, featuring narrow bore, long stroke and 40 percent thermal efficiency, the highest in the Kia lineup. Its 104 hp, combined with 43 hp from the electric motor, achieves 139 hp combined output, but it's the 195 lb-ft of torque that packs a punch. We had ample power for cruising the Texas Hill Country around San Antonio—all while achieving city fuel mileage as high as 52 mpg (exceeding the team's original goal of 50).

Making their first dedicated hybrid a crossover was Kia's biggest challenge, as the format is normally sure to increase weight. This was tackled multiple ways: 53 percent of the body is built of advanced high-strength steel, with extensive use of industrial adhesives—which also helps deliver a quiet cabin, as well as anticipated top crash test ratings—while aluminum is used extensively in body panels and suspension. This multi-disciplined approach "is like a belt and suspenders," jokes Hedrick, but delivers light weight, rigidity, low NVH and weight ranging from 3106 to 3274 pounds, incredible for a battery-packing crossover.

For the transmission, Hedrick tells us Kia "greatly resisted use of a CVT," popular with engineers for achieving high fuel economy numbers, but less popular with many drivers. Instead, Niro has Kia's first 6-speed dual clutch gearbox, for sporty performance while still achieving weight reduction.

Hedrick says the final result is "like low-fat ice cream, not miserable no-fat ice cream." Noble goals are well and good, but Kia Niro's pleasurable drive every day is even better.

A consistent request—or lament—from hybrid shoppers has been to "please improve how these things drive." Niro not only has advanced suspension (see sidebar) and quad-mount front subframe bushings, but new technology exclusive (as of now) to Niro—Eco-DAS (Driver's Assistance System), with coasting guide and predictive energy control, a Kia first. This includes what amounts to

3D vision, the ability to, for example, know a hill is coming, with an opportunity to power up it and regenerate on the far side. Other features include autonomous emergency braking with pedestrian detection, lane departure, blind spot warning, rear cross traffic warning and smart cruise control.

Harman Kardon has once again teamed up with Kia on Niro, so you can rock out in your quiet cabin with an 8-channel 315-watt audio system with remarkable original-dynamics-restoring Clari-Fi.

There are four trim levels, starting at \$22,890. The engine is the same in all, though the \$29,650 Limited has lower fuel economy numbers, due in part to its higher level of inclusions, but mostly to its 18-inch alloy wheels and tires, compared to 16-inchers on other trim levels. Lest you bemoan that tradeoff, remember this: a common reaction from a lot of people when they first see a new hybrid is to ask whether they can upgrade the wheels. The normal answer is no, they are essential to aerodynamics and low rolling resistance overall. But in the Niro, you have this option available.

There is also a limited-run Touring Launch Edition, with Aurora Black Pearl or Snow White Pearl paints, 18-inch Hyper Gray alloy wheels, black roof rails, a metallic color grille insert and other goodies. The Launch Edition forgoes a couple of other Touring details, such as HID headlights and sunroof, actually bringing it in lower, at \$28,000.

Kia continues to aim high and to set records.

Sales are up 3.5 percent year-over-year, on track to hit seven million vehicles this year—and they do it without a pickup truck or a big utility vehicle, the volume-generating mainstays of most big brands. They do it by delivering value, defined in some industries as "quality or price? pick one." But Kia has maintained its highly competitive pricing—still a big draw for the brand—while achieving the number one spot on the prestigious JD Power Initial Quality Study last year, the first non-luxury brand to do so in 27 years and the second ever. They're also on the Interbrand Best Global Green Brands Top 50 list (ahead of such haloed brands as Disney, Starbucks and Microsoft).

It's from this enviable basis that Kia is bringing fully 20 all-new or redesigned vehicles to market by 2020. In addition to Kia Niro, they have shown the all-new Stinger and a completely redone Rio. Riding this wave, Kia is investing some \$3.1 billion in its West Point, Georgia plant, where thousands of American workers build Sorento and Optima now, representing 38 percent of Kia US sales.

Kia now offers four green-powertrain vehicles (Optima Hybrid, Optima Plug-in Hybrid, Soul EV and the new Niro, which is already arriving in dealerships). Of the 20 new vehicles coming up, eleven will be EVs, hybrids, plug-in hybrids or even fuel cell vehicles. When you meet the Kia Niro, you will know their learning curve on this is complete. The rest is just implementation. ■

Kia Niro sets Guinness MPG record Lowest Fuel Consumption by a Hybrid

The new Kia Niro hybrid crossover has achieved the Guinness World Record® title for Lowest Fuel Consumption by a Hybrid Vehicle, on a coast-to-coast drive from Los Angeles to New York City.

Wayne Gerdes of Carlsbad, California and codriver Robert Winger of Williamsburg, Virginia drove a Niro EX—not altered in any way for the attempt—3,715.4 miles from Los Angeles City Hall to New York City Hall using only 48.5 gallons (4.1 tanks) of gasoline. Arriving in downtown Manhattan, the 2017 Kia Niro officially received the Guinness World Record title for its record-setting mark of an incredible 76.6 mpg.

"We're extremely pleased with the Niro's record-breaking performance," said Orth Hedrick, VP of product planning for Kia Motors America. "We set out to build a vehicle that offers real-world utility, great looks and fantastic mileage, and setting the Guinness World Record title confirms our achievement." ■



Yes yes!

“¡Sí, sí!” En español, the Volkswagen CC comes with two thumbs up. by Joe Sage



CC is the orange in Volkswagen's basket of apples, a standalone model that's bigger than the Beetle-Golf-Jetta range, a little smaller than the midsize Passat sedan, with premium four-door-coupe style and finish that place it at the top of the VW car lineup by price. But before comparing it with the economical Jetta or sedate Passat, compare it to other premium brands. If you suffer no badge envy, the CC puts you in a premium German sedan-coupe for thousands less.

The CC has the business-lunch presence of a Passat, with more panache. The CC's sleek cabin volume makes it officially a compact, though it feels like a larger car inside.

Our tester was the Sport trim, which in this case is not a performance

upgrade, but rather the base model. At base, however, CC Sport comes with navigation, back-up camera, and keyless entry and start, three inclusions we consider essential, all standard.

Ours did not have lane departure or blind spot warnings, which it would benefit from, especially given its sleek greenhouse. It was also a little short on connectivity for some devices, relying on Bluetooth, SD cards or accessory cabling.

For \$3345 more, the R-Line Executive model adds panoramic sunroof, full leather, paddle shift, automatic cruise, lane departure warning, collision warning with emergency braking assist and a few other goodies. Volkswagen used to set up their features to require about three add-on packages for the fundamentals. Not so on this. At either trim level, you get a lot for the money. ■

SPECIFICATIONS

ENGINE	.....2.0L 16v turbo/intercooled, FSI
HP/TORQUE	.....200 hp / 207 lb-ft
TRANSMISSION / DRIVETRAIN	.....6-spd DSG / FWD
BRAKES	.....dual circ F 12.3x1.0 vent, R 11.1x0.5 solid
STEERING / TURN.CIRC	.....rack & pinion elec / 37.4 ft
SUSPENSION	.....FR: strut-type, lower control arms, coils, telescopic dampers, anti-roll bar; R: multilink w/coils, telescopic dampers, anti-roll bar
WHEELS / TIRES	.....17x8 alum alloy, 235/45 R17 (AVAIL.: 18.8 alum alloy, 235/40 R18)
LENGTH / WHEELBASE	.....189.1 in / 106.7 in
SEATING / CARGO CAPACITY	.....five / 13.2 cu.ft
WEIGHT	.....3369 lb
FUEL / CAPACITY	.....premium recom. / 18.5 gal
MPG	.....22/31/25 (city/hwy/comb)
BASE PRICE	.....\$34,475
INCLUDED:	dual-zone auto climate, leather/leatherette seats/wheel, rear camera, 8-sprk audio, bi-xenon auto headlights, front fogs, keyless entry/start, heated folding power mirrors, rain-sense wipers, more..... INCLUDED
VW CAR-NET®:	App-connect smartphone integration, navigation/infotainment, emergency assist, remote access and vehicle info trial period..... INCLUDED
DESTINATION CHARGE:	.....865
TOTAL	.....\$35,340



Distinguished. Multiple flavors of luxury.

By Joe Sage



Lincoln MKZ, the luxury brand's midsize sedan, has a solid lineup with mostly easy choices. Four trims—Premiere, Select, Reserve and Black Label—run from \$35,170 to \$39,670 for the first three, then a big jump to \$47,830 for Black Label. All trims start with front-wheel-drive, and all offer all-wheel-drive, for \$1890 more on any.

There are three engines, and here things get more complex. There is a 245-hp 2.0L turbo four at any trim level. There is also a Hybrid model—with a 188-hp 2.0L Atkinson cycle four-cylinder—of each trim level except Black Label, and at the exact same price as the gasoline model. The Hybrids, basically indistinguishable visually, boost city mileage a whopping 20 points, from 21 to 41, (and highway about 7 points). Even Black Label starts with the turbo four, but there is a 350-hp 3.0L twin-turbo V6 available on all front-drive models except base Premiere. The V6 adds \$2750-4500, and fuel mileage drops 3-4 points. The V6 in AWD models has 400 hp. Top dog Black Label with V6 and AWD hits \$53,720.

Lincoln as a brand has to distinguish itself from its Ford semi-siblings; it has to distinguish itself from the competition; and it has to distinguish itself among an alphabet soup of Lincoln MK-something models ranging over two-fold in price.

You should have little trouble choosing the engine, trim and drivetrain combination that best suits your needs. The question is what motivates you to choose Lincoln. Premium and luxury labels seem almost interchangeable these days. With vehicles starting in the \$30s, it's hard to apply the luxury tag to the whole Lincoln lineup, though the new Continental stands its ground as luxury. Overall, Lincoln is certainly a high-end brand, an aspirational badge slotted above Ford itself.

The Lincoln MKZ is a premium midsize entry, certainly. And it's well worth a look within this highly competitive segment. ■

SPECIFICATIONS

ENGINE	.....2.0L turbo I-4
HP/TORQUE	.....245 hp / 275 lb-ft
TRANSMISSION / DRIVETRAIN	.....6-spd auto / AWD
BRAKES	.....FR: 17" vented disc; rotors 12.4x1.1 in; R: 17" solid disc; rotors 12.4x0.43 in
STEERING	.....electric power-assisted
SUSPENSION	.....F: MacPherson w/alum control arm, coils, stabilizer, continuously controlled damping; R: advanced integral-link w/coils, gas shocks, stabilizer bar, continuously controlled damping
WHEELS	.....19" satin 7-spoke machined alum (opt)
LENGTH / WB / CARGO	.....193.9 in / 112.2 in / 15.4 cu.ft
TURNING CIRCLE	.....39.0 ft
WEIGHT / TOW CAPACITY	.....3900 lb / 1000 lb
MPG	.....AWD 20/28/23 (city/hwy/comb) (FWD: 21/31/24 city/hwy/comb)
BASE PRICE	.....\$41,560
SYNC3:	.....included
EQUIPMENT GROUP 300A + LUXURY PACKAGE	.....2995
PANORAMIC ROOF:	.....2395
MKZ TECHNOLOGY PACKAGE:	adaptive LED headlamps, Revel Ultima 20-speaker audio.....4400
MKZ CLIMATE PACKAGE:	heated wheel, rear seats, rain-sense wipers, auto high beams, wiper deicer.....695
MULTI-CONTOUR SEATS W/ACTIVE MOTION:	.....595
DESTINATION CHARGE:	.....925
TOTAL	.....\$53,565



RACE CARS, WOMEN AND PROSTATES

BY XAN OAKLEY, PCRI EDUCATIONAL WRITER // PHOTOS: LINDSAY MEGGERS

THE MISSION

To raise awareness about prostate cancer and PSA screening, Fabio Almeida MD of the Prostate Cancer Research Institute (PCRI) has created a racing team of prostate cancer survivors. The team's cars are displayed at car shows and events across the nation, along with a no-cost PSA testing booth.

When you hear "Vintage Kart Grand Prix," you might not be thinking "prostate cancer." In early November, coworker Lindsay Meggers and I received many surprised looks when we represented PCRI at the 2016 Grand Prix of Scottsdale.

We had experienced the same surprised reactions at a Vintage Kart event in Pebble Beach, back in August. We had been invited to both events by Dr. Almeida—a PCRI board member and the Medical Director of Phoenix

Molecular Imaging (PHXMI)—to help educate men on prostate cancer, his great passion. We had wondered just what his mission to educate could have to do with cars. But at the Pebble Beach show, both Lindsay and I were overjoyed by the opportunity to represent PCRI and were more than happy to educate attendees about prostate cancer. However, I couldn't help but think: Are men going to be receptive to us? As women, we allow ourselves to talk about things like breast cancer openly. But prostate cancer tends to be a private subject for men. How could we put men at ease?

Dr. Almeida had already come up with the answer: cars—in an enjoyable setting with a different focus of interest.

The idea first unfolded when Dr. and Mrs. Cindy Almeida met with Ron Kotloff, owner of Vintage Kart Company in Mesa, which manu-

factures Vintage Mini Racers honoring cycle-cars of the past. Their cars are artfully crafted, easily drivable and immensely fun. After some discussion, the great vision of "Prostate Cancer Awareness" cars was born. The idea works. The cars capture everyone's imagination. Everyone stops and stares.

Dr. Almeida continued to think big. "Let's not just settle for showing off pretty cars," he said. "Why not enter our cars into the race?" So that's exactly what they did.

RACE DAY: VICTORY!

The Grand Prix of Scottsdale, stylized as a 1920s Gatsby-themed event, is the hallmark event for these Vintage Mini Racers. Women are adorned in ornate headpieces, flapper dresses, pearls and ruby lips. Men don spectacular vintage suits and top hats. Glenn Mil-

(At right) Phoenix Molecular Imaging and Prostate Cancer Research Institute teams suit up for the 2nd Annual Grand Prix of Scottsdale, including celebrity racecar drivers Belinda Endress and Tommy Thompson. (Opposite page) Endress steadies the wheel as Thompson settles into the cockpit. (Center right) Endress and Thompson sign the car.

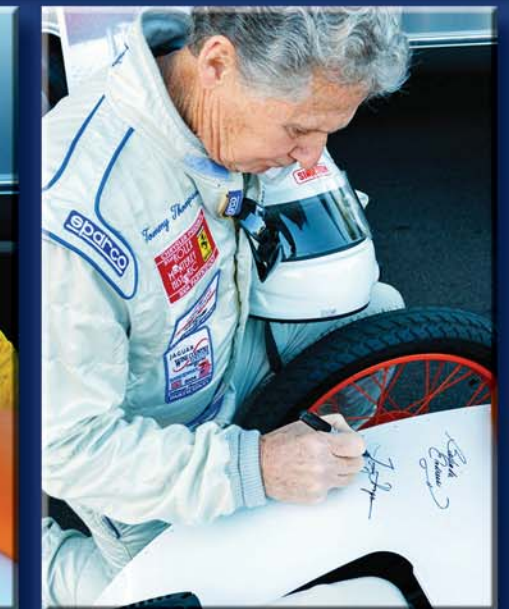
ler, Louis Armstrong, Sidney Bechet and many others sound over the speakers as all the dolled up people dance their hearts away.

On the day of the Grand Prix, 40 teams were in a competitive racing mode, each with one objective: to win the race. There are four heats in a Grand Prix. Each heat is supposed to last for 45 minutes, and the race is so intense that it's hard to keep up with everyone's times as time is deducted for all sorts of offenses on the track, but each team keeps faith that their team is in the lead. We, of course, did the same.

When the fourth heat came to an end, our team's drivers (two of whom were professional race car drivers) said they thought we might have won. I was so overwhelmed by the excitement of the intense race environment, I hadn't kept track, either. It came down to meeting at the finish line to find out. That's when the glorious moment came: it was announced that our team won the grand prize!

And through the team's victory, Dr. Almeida brought Prostate Cancer Awareness to the forefront of attention.

The Prostate Cancer Awareness karts, displaying the PCRI logo along with the logos of other prostate cancer organizations, were perfectly placed close to the stage throughout the entire event. What an icebreaker! What a conversation piece! Just like that, we



KEEP RIGHT >>



Photo: Lindsay Meggers



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Vintage Mini Racers take over the streets of Old Town during the Grand Prix of Scottsdale. (Right) Pit stop for the blue and silver PCRI car. (Center right) PHXMI's orange and white Prostate Cancer Awareness car in the lead, on its way to victory. (Bottom left) Phoenix Molecular Imaging provided free PSA testing on site at the Grand Prix of Scottsdale. (Bottom right) PHXMI Medical Director Fabio Almeida MD shows off the race trophy.



had people talking, raising awareness for prostate cancer.

The conversations were incredible. Even people who had never dealt with prostate cancer thanked us for raising their awareness and for educating people about the disease. Many of the men had never had a PSA test. Many didn't even know what PSA stood for (prostate-specific antigen). Men came to the team's booth for no-cost PSA tests Dr. Almeida was providing.

The opportunity to share and educate on such a crucial subject was something we didn't even feel we should be thanked for; we just felt blessed to have the opportunity to help. Almost every casual conversation led to, "So, what do you do?" This gave us many opportunities to talk about PCRI, our passion in raising awareness, our drive in helping people find the best treatment options and the importance of regular PSA testing.

The PCRI commends Dr. and Mrs. Almeida and their team for their amazing win and for developing such an imaginative idea to raise awareness about prostate cancer at high profile events across the nation.

They have created an unprecedented opportunity to share invaluable information with thousands of people. Vintage Mini Racers are opening a gate to men who would have otherwise been passed by. ■



Your life could depend upon getting tested. Early detection is your best chance for a cure. Tools such as PSA tests should be part of a regularly scheduled checkup for men starting at age 40, to establish baseline information. 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.





• 2018 Kia Stinger

DETROIT SHOW HIGHLIGHTS

NORTH AMERICAN INTERNATIONAL AUTO SHOW | JANUARY 2017

Detroit starts the year with North American International Auto Show press days just a week after New Year's Day. Much as with the LA Auto Show in mid-November, NAIAS this year blended with the AutoMobili-D trade show emphasizing connected car technologies, urban mobility and autonomous driving. Here are highlights from reveals during NAIAS proper, in alphabetical order (photos alphabetical or as noted):

- The new **Audi Q8 concept** full-size crossover has styling influences from the 1980s UR-quadro coupe. Its enhanced virtual cockpit includes large touchscreens, an analog heads-up display and intelligent augmented reality combining real world content perfectly positioned in the nav screen. The Q8 concept is a plug-in hybrid with 330 kW total output and over 500 lb-ft of torque through quattro AWD. Expect a production version in 2018. Audi also revealed updated 2018 A5 and S5 Cabriolets and a new 354-hp SQ5 performance crossover.
- The **BMW Individual M760Li xDrive Model V12 Excellence** is a 610-hp 100-year celebratory model, with only 100 to be produced worldwide and only five coming to the US. The BMW 5 Series debuted three sedans: the BMW 540i, a first-ever all-wheel-drive BMW M550i xDrive and the electric BMW 530e iPerformance. Next year's X2 crossover was revealed in concept form. BMW also announced \$7 billion of investment in their Spartanburg, South Carolina plant, where they are adding production of the BMW X7 crossover.
- The **2018 Chevrolet Traverse** is a complete redesign for generation two, Chevy's fourth major crossover/SUV update in a year. Lighter but longer, still seating seven or eight, the new Traverse up-

dates its Chevrolet family styling and has a range of new technologies, including MyLink infotainment and USB charging ports in all three rows. A new RS sport trim has blacked-out grille and bowtie, and 20-inch wheels. A new High Country luxury trim has leather with suede accents, 20-inch polished wheels, D-Optic headlamps, standard twin-clutch AWD and power-fold third row seats.

- Variations of the **2018 Ford F-150** will include its first-ever diesel and a new V6 gasoline engine. Arguably causing an even bigger stir was Ford's long-rumored announcement of both the Ford Bronco utility and an all-new midsize Ford Ranger pickup coming to North America (nothing was shown but their badges). Ford GT showed off a "dashboard of the future," with an all-digital glass instrument panel and five drive modes.
- The all-new **2018 GMC Terrain** is a total redesign with a wide variety of powertrains, including three all-new engines: 1.5L and 2.0L gasoline turbos and a new 1.6L turbo-diesel. Two efficient new 9-speed automatics are matched to the gas engines—a GMC first—with a button and trigger shift interface that creates more console room. Top-trim Denali has a range of upgrades including 19-inch ultra-bright machined aluminum wheels.
- The new **2018 Kia Stinger** fastback sport sedan (top of page), available with RWD or AWD, takes the ever-expanding brand into GT territory, after years of high performance development in Korea and at the Nürburgring race circuit in Germany. The car's long hood, wide stance and short front overhang reflect its muscular 2.0L turbo and 3.3L twin-turbo V6 engines (still under development) and ultra-stiff chassis of 55 percent advanced high-



• Audi Q8 concept



• BMW Individual M760Li xDrive V12 Excellence



• 2018 Chevrolet Traverse



• 2018 Ford F-150



• 2018 GMC Terrain



• 2018 Mercedes-AMG GT C Coupe Edition 50

strength steel. Its second-gen 8-speed rear-drive transmission evolves from the K900 luxury sedan. Four-door coupe styling and an extended wheelbase allow a spacious cabin with Nappa leather and high technology. Developed under high performance chief Albert Biermann (formerly VP of BMW M vehicles), the Kia Stinger—honored with an EyesOn Design award during NAIAS—goes on sale late this year.

- Mercedes-Benz revealed the newest members of the **2018 Mercedes-AMG GT** series, now including the GT, GT S, GT C Coupe and Roadster, and GT R, all sharing DNA with the Mercedes-AMG GT3 racecar. The new GT C Coupe slots between the GT S and GT R and will launch as a special Edition 50 model, while the GT and GT S have styling and tech upgrades and more power. The entry-level GT now hits 469 hp, the GT S 515 hp, the GTC (Coupe or Roadster) 550 hp and the GT R 577 hp. All 2018 models are recognizable by their AMG Panamericana grille. Also shown were the 2018 Mercedes-AMG GLA45 (including a Yellow Night Edition), Mercedes-Benz GLA250 and a new Mercedes-Benz E-Class Coupe.
- The **Nissan Vmotion 2.0 concept** demonstrates where the brand is taking its "V-motion" front styling (evolving from the current Altima, Murano and Maxima). The concept also shows off Nissan Intelligent Driving technologies and an emphasis on comfort and space. Nissan also revealed the Rogue Sport, a new vehicle smaller than the hot-selling Rogue, packed with technology and aimed at young urban buyers. A new 2017 Rogue Hybrid also joins the lineup.
- Ram Trucks has a huge hit on their hands with the Ram 1500 Rebel, equally suited to the toughest off-roading and the daily drive. They now add a **Ram 1500 Rebel Black special edition**—with black wheels and brush guard, an all-black Katzkin interior, and slate grey stitching and "Rebel" embroidery on heated seats. The Black package is

available with any paint color. The theme continues throughout the interior, with black anodized bezels on the doors, console, instrument panel and gauge cluster. The Ram 1500 Rebel Black special edition is a crew cab with 5.7L HEMI® V8 in 4x4 trim, or choice of 5.7L HEMI V8 or 3.6L Pentastar V6 in 4x2, starting at \$45,590 and available starting in March. Parent company FCA also announced a \$1 billion investment in plants in Michigan and Ohio, and the addition of 2,000 new American jobs.

- The new **2018 Subaru WRX® and WRX STI®** have more aggressive front styling, suspension enhanced for better handling and ride comfort, new 19-inch wheels, yellow-caliper Brembo brakes, an all-electronic DCCD all-wheel-drive system for a wider performance envelope, and increased frontal collision protection. A 6-speed manual is standard, with a performance CVT available. New 8-way power Recaro seats are also available. The cars arrive at dealers this spring.
- The all-new gen-eight **2018 Toyota Camry** is built on a new global architecture, both more aggressive and more comfortable than ever, with stylish new sheet metal, lower center of gravity and spacious interior. Power and fuel economy are both up with three new powertrains: a 3.5L fuel-injected V6, a 2.5L four (with new 8-speed direct-shift automatic) and a next-gen hybrid system. Camry, America's best-selling car, is built in Kentucky.
- The **Volkswagen I.D. Buzz concept** is a showpiece for the brand's goal of selling one million electric vehicles per year by 2025, with their e-Golf already on sale. Reminiscent of the well-loved classic VW Microbus, I.D. BUZZ has all-wheel electric drive, with motors front and rear, and a futuristic cockpit with augmented reality 3D heads-up display and a remote tablet for everything from infotainment to AC. Push on the steering wheel and it melts into the instrument panel, whereupon the oncedriver can rotate 180 degrees and join the back passengers as autonomous control takes over. ■



• Nissan Vmotion 2.0 concept



• Ram 1500 Rebel Black special edition



• 2018 Subaru WRX® and WRX STI®



• 2018 Toyota Camry



• Volkswagen I.D. BUZZ concept

Southeast Arizona sandbox by Tyson Hugie

My maturity level took a deep dive this winter, when I sat in my driver's seat and looked out upon a gigantic expanse of perfectly flat land in all directions. I was unsupervised. I had a slick-shifting 6-speed transmission at my fingertips. And my sense of adventure begged me to go have some fun. So, I hit the traction control button to deactivate any kind of traction aid, gripped the steering wheel, and let 'er rip. Result? I haven't had that much fun driving a car since my autocross adventure in 2009. Talk about a riot.

My friends Jason and James were there to witness it—encouraging it, even. The Willcox Playa—some 3.7 square miles of dirt flatlands—is a dry lake bed in Arizona's Cochise County in the southeast corner of the state. But for me, it was a playground where I could pretend I was a professional rally driver.

This weekend trip started out as an excuse to meet up with one of my road trip partners in crime, Jason Pawela of *Driven for Drives*. Jason had been crazy enough to join me on an 8,000-mile Alaska trip last year (see our November/December 2016 issue), and I hadn't seen him for about six months since. We decided to plan a lunch meetup at the exact geographic midpoint between us: Willcox,

Arizona. The town of 3,700 people lies 194 miles from Phoenix and 195 miles from Las Cruces. It was absolutely perfect from a logistical perspective.

Joining for this one was another seasoned road-tripper, James Lee of *Six Speed Blog*, who typically joins our group drives in whatever "flavor of the week" he's road testing at the time. This week, it happened to be a saucy red 2017 Toyota Corolla with a host of Toyota Racing Development (TRD) goodies. Yes, I just used the words "Corolla" and "racing" in the same sentence. I was surprised, too. Jason's car was his 2004 Mazda6, now with 217,000 miles and still as robust as ever, and I was in my 2013 ILX.

It took us about 3 hours to get to Willcox, and we met up with Jason spot-on at our 1:00 predetermined time. Dining options in a town of 3,700 people are sparse, and I'd already eaten at two of the three top-rated spots on Trip Advisor. (Revisit the Chiricahua National Monument road trip in our May/June 2016 issue.) Next on the list? "Grandma D's Cafe." It sounded safe. And it ended up being one of the most hospitable places I've ever dined.

Housed in the historic part of Willcox at the northwest corner of Haskell Avenue and Maley Street, the place appeared to have been there for-

ever. Luckily we had enough time to eat before the 2:00 pm closure (grandma cooks breakfast and lunch only). I went with the Cochise Burger, adorned with green chiles, avocado and an over-easy egg for a little extra protein.

Grandma was nice enough to join us for a photo, and I jotted down our blog websites on a notepad for her. Thanks for the hospitality and the great food—hope to see you again, G'ma!

At this point, we did a car-key-swap, and I got to drive Jason's Mazda the few miles toward Willcox Playa. To get there, we headed west on I-10 about 4 miles, then south on Highway 191 to a dirt road turnoff that we'd scouted out thanks to Google Earth. The entrance to our playground was right where we thought it would be.

Luckily for us, the dirt was hard packed for the most part—I'm sure if it had rained recently, we wouldn't have gotten past the gate. Also luckily for us, we didn't venture into any dangerous parts of the Playa. It wasn't until after our visit that I read online that the US military uses portions of the area as a bombing range. Yikes!

I can only imagine how much more fun the experience might have been in a rear-wheel-drive or all-wheel-drive vehicle. Time to plan a trip back. ■



Welcome to Willcox. / Grandma D's protein-packed green chile Cochise Burger. / Quick stop at Historic Railroad Avenue Park. / Finding the right dirt road is key. / The Playa was colder than it looks, with a stiff breeze. / Picacho Peak, along I-10 back to Phoenix.



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GRAND PRIX OF SCOTTSDALE WINNER RAISES \$12,650 AT RUSSO AND STEELE

The first car to cross the block at Russo and Steele in January was Lot# 8692, the Grand Prix of Scottsdale-winning Prostate Cancer Awareness 2016 VKC Vintage Kart Company Italiano Vintage Mini Racer, built in May 2016 for the race.

Styled after 1920s Grand Prix race cars, VKC mini racers are custom built in Mesa to each owner's specs. Built to perform, they have rack and pinion steering, hydraulic disc brakes, automatic clutch and a true differential. Hand-crafted in all-aluminum and powered by a 200cc Honda engine, this racer, the 42nd car produced, was painted in Lexus pearl white with blue and orange accents for Phoenix Molecular Imaging (PHXMI), to bring awareness to men's health and prostate cancer.

Forty teams were in competition at the Grand Prix. There are four heats, each about 45 minutes.

The PHXMI team—including professional race car drivers Belinda Endress and Tommy Thompson, along with PHXMI Medical Director Dr Fabio Almeida, his wife Cindy, and facility staff, friends and family—won the race, bringing Prostate Cancer Awareness to the forefront of attention.

Dr and Mrs Almeida and their team then raised even more prostate cancer awareness by donating the winning car to charity at Russo and Steele.

The sale included change of livery to the new owner's specs, with repaint and new decals, plus second pole position in the 2017 Grand Prix of Scottsdale on November 5, 2017, if the new owner enters the race. Also included is free entry to the 2018 R&S/GPX Challenge for the new owner.

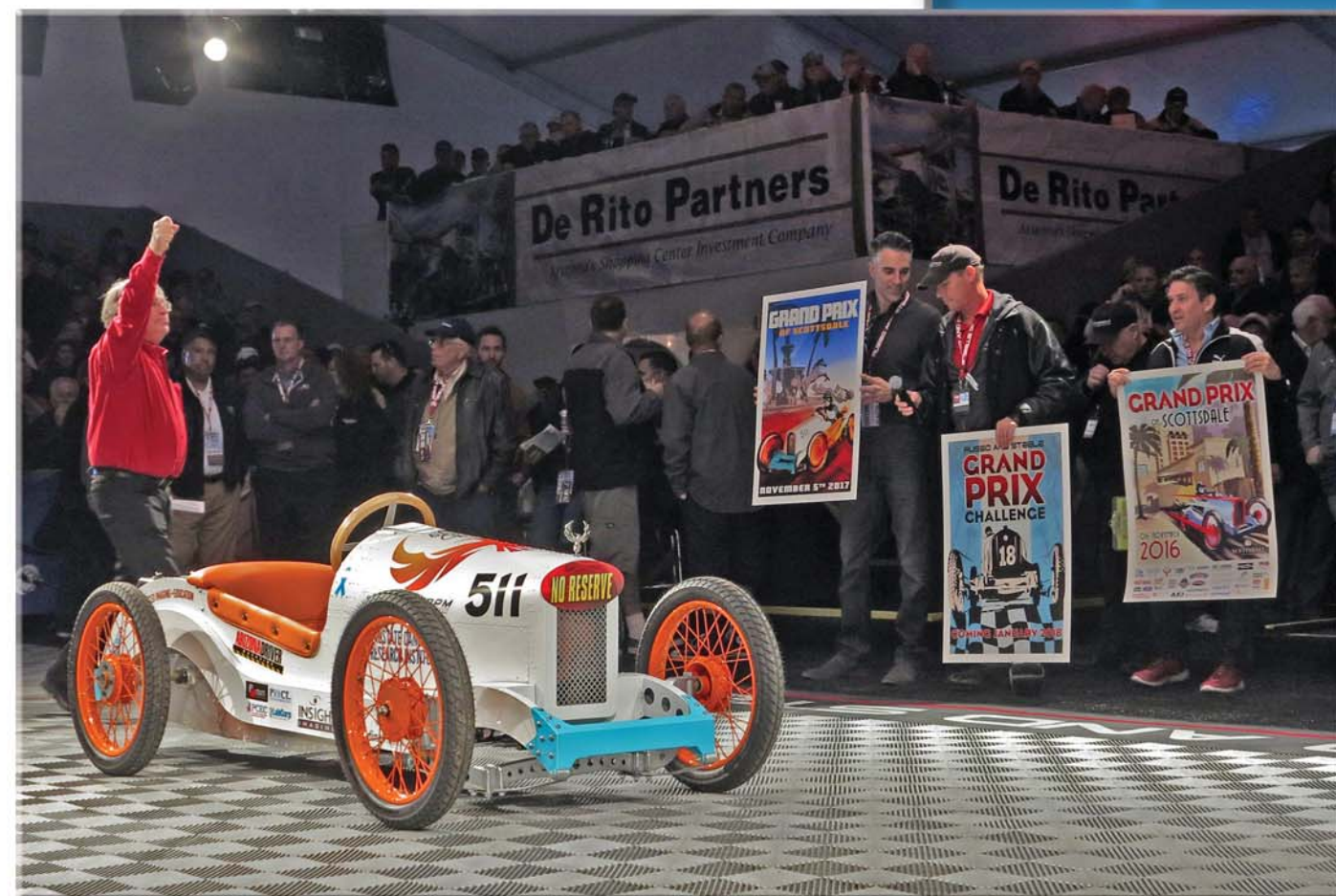
The car sold for \$12,650, with all proceeds donated to charity. ■



// Phoenix Molecular Imaging provided free PSA testing on site at the Grand Prix of Scottsdale. Your life could depend upon getting tested. Early detection is your best chance for a cure. Tools such as PSA tests should be part of a regularly scheduled checkup for men starting at age 40, to establish baseline information.
// 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. •

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

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Trendsetters

Welcome to the wild week and a half of events collectively known as Arizona Auction Week. With Worldwide Auctioneers joining the lineup, there are now fully seven collector car auctions here during this busy week. And with Worldwide's McDowell Road location and Russo and Steele's move to Salt River Fields at Talking Stick, the event map for the week casts a wider web, from Silver Auctions at Fort McDowell to RM Sotheby's at the Arizona Biltmore.

Before the auctions even started, we had two breakfasts, one with Craig Jackson of Barrett-Jackson and one with Drew Alcazar of Russo and Steele. Barrett-Jackson, now in its 46th year, has long established the standards and set the trend for Arizona Auction Week itself and for auctions nationwide and worldwide. It has the first spot on the calendar, it runs the longest, and its sheer size and variety impact the whole hobby and industry. At Russo and Steele, one of our media colleagues asked Drew Alcazar what trends he was seeing moving forward, to which he responded with the interesting point that a trend, once spotted, was really no longer a trend. Arizona Auction Week in January does set the trends. Others can try to dovetail or tag onto them, but new trends will be well underway by then. Here's a look at where the trends have been nudged this year, alphabetically.



Barrett-Jackson photos: Randall Bohl (5)

Barrett-Jackson

46th Annual Collector Car Auction Event
Nine days: Saturday, January 14 - Sunday, January 22, 2017
 WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

▼ Sales of \$102.4 million at this year's Barrett-Jackson Auction, at a 99.5-percent sell-through rate, included 40 world records from among a record 1,719 vehicles consigned. Top ten sales ran the gamut from Duesenberg to Shelby to Corvette, Mustang and Porsche, led by a 1964 Aston Martin DB5 (Lot #1397) at \$1,485,000 and a 1960 Chevrolet Engineering Research Vehicle (CERV) 1 (#1390) at \$1,320,000. The 146-vehicle Charlie Thomas Collection, including a 1970 Plymouth Superbird, 1957 Ford Thunderbird "F" Convertible and 1955 Mercedes-Benz 190SL Roadster, brought over \$1.7 million. Over 1,800 automobilia items brought over \$2.5 million, led by a rare 1960s Esso Aviation porcelain neon airport hangar sign (#9487) at \$82,250. Celebrities Steven Tyler, Justin Bieber, Floyd Mayweather, Dale Earnhardt Jr, Burt Reynolds, Bubba Watson, Reggie Jackson and Michael Phelps were among the 320,000 people attending. Tyler's 2012 Hennessey Venom GT Spyder (#3003) sold for \$800,000 (for charity), and Bieber's 2011 Ferrari 458 Italia (#1372) for \$434,500. Kindig-It Design's 1965 Volkswagen Type II 21-Window Deluxe Bus (#1315) hit a record \$302,500. \$2.2 million was raised for charity (to date, Barrett-Jackson has raised over \$93 million).
 ▼ Activities included the Coca-Cola Garage and Patio, Ford and Chevrolet Ride 'N Drives, Dodge Thrill Rides, "Behind the Hobby" Collector Symposiums, Arena Polo, an Arabian Horse Exhibition, Indian Motorcycle Demo Rides, live bands, a DIY Pavilion, the Shell Pennzoil Pioneering Performance Stage, and hundreds of vendors and exhibitors. ▼ Barrett-Jackson auctions include Scottsdale, Palm Beach, Northeast at Mohegan Sun and Las Vegas. www.barrett-jackson.com



Bonhams

6th Annual Scottsdale Auction
Thursday, Jan 19, 2017 (viewing Tuesday-Thursday, Jan 17-19)
 Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

▼ Bonhams' sixth annual sale in Scottsdale brought top results from historic race cars and rare coachbuilt cars, with three of the top four sales of the week and an 82 percent sell-through rate. An Australian GT Championship-winning 1963 Jaguar E-Type Lightweight Competition became both the most valuable E-Type and most valuable post-1960 Jaguar ever sold at auction, at \$7,370,000 to a telephone bidder. A former Scuderia Ferrari 1952 Ferrari 340 America Vignale Spider historic competition car (Mille Miglia, 24-Hours of Le Mans, Targa Florio) set a new world record for the model, at \$6,380,000. A Pebble Beach Concours multiple prize-winning 1928 Mercedes-Benz Type S 26/120/180 Supercharged Sports Tourer, the "Car of Kings," the fastest car of its day, this one with its original coachwork and matching engine, brought \$4,812,500. Another world record was set by a highly original 1964 Porsche 904 GTS, in a cherished private collection for nearly 30 year, at \$2,310,000 to a private European enthusiast. A 1956 Porsche 356 Speedster at \$528,000 pushes the envelope way up for this beloved classic. An authentic 1931 Alfa Romeo 6C 1750 Supercharged Zagato Gran Sport Spider, considered one of the finest pre-war Alfas ever, sold for \$2,805,000. Ferraris continued to do well, with a 1960 Ferrari 250 GT Series II Cabriolet selling for \$1,430,000 and the former Tom Selleck-driven *Magnum PI* 1984 Ferrari 308 GTS Quattrovalvole achieving \$181,500. ▼ Bonhams—since 1793—followed quickly after Arizona with a Las Vegas Motorcycle Auction and the Grand Palais Motorcar Auction in Paris. Bonhams hosts a wide variety of auctions of many types worldwide throughout the year. www.bonhams.com



Gooding & Company

10th Annual Scottsdale Auction
Friday-Saturday, Jan 20-21, 2017 (viewing Weds-Sat, Jan 18-21)
 Fashion Square - corner of Goldwater south of Highland - Scottsdale

▼ Gooding & Company sales totaled over \$33.4 million, with nine world auction records set (for Ferrari, Bugatti, Porsche and AMC) during the company's two-day Scottsdale event. With 106 of 126 lots sold, an 84 percent sell-through rate, the overall average price was \$315,327 per car. Top sellers included a highly original 1925 Bugatti Type 35 Grand Prix at a world record \$3,300,000, and a 1965 Ferrari 500 Superfast at \$2,915,000. "Our clients understand the rare and important opportunity to own a significant car that is highly sought after," noted David Gooding, auction founder and president. "These types of cars, which are rarely seen at auction and boast incredible provenance, may not come up for sale again for many decades." Prewar classics attracted strong sales: a 1932 Alfa Romeo 6C 1750 Series V Grand Sport at \$1,595,000; a 1928 Bentley 4-1/2 Litre Open Sports Tourer at \$1,100,000; and a 1935 Auburn 851 SC Boattail Speedster at \$693,000. A new world auction record was set with a 1920 Stutz Series H Bearcat at \$451,000. Postwar sports cars also did well, with a 1969 AMC AMX/3 selling for \$891,000, a world record price for the AMC marque; a 2011 Ferrari 599 SA Aperta at a record \$1,485,000; a one-owner 1955 Mercedes-Benz 300 SL Gullwing at \$1,457,500; and a 1964 Shelby 289 Cobra at \$1,100,000. ▼ Gooding & Company is the official auction of the Pebble Beach Concours in August and has an auction during the Amelia Island Concours in March. www.goodingco.com

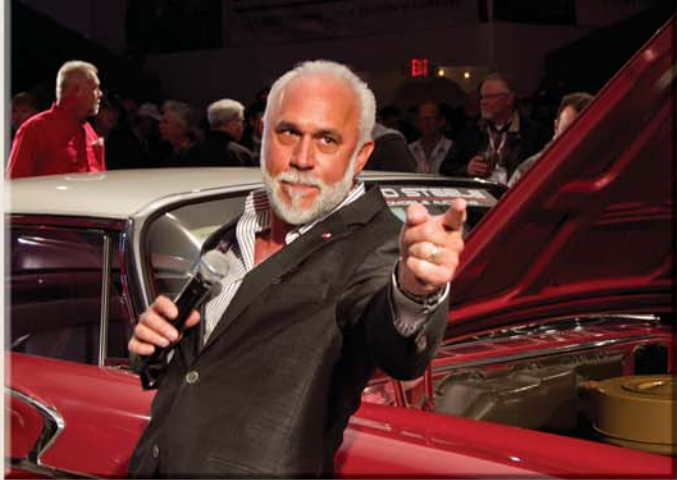




RM Sotheby's

17th Annual Automobiles of Arizona
Thursday-Friday, Jan 19-20, 2017 (preview Weds-Fri, Jan 18-20)
 Arizona Biltmore - 2400 E Missouri Ave (24th and Camelback) - Phoenix

▼ Leading \$53.8 million in sales and an 89 percent sell-through rate at RM Sotheby's this year was a 1939 Mercedes-Benz 540 K Special Roadster by Sindelfingen, at \$6,600,000. (The car was reminiscent of the 1937 high-door version of this beautiful classic that sold at RM last year for a record-smashing \$9,900,000.) The next six Top Ten sellers at RM were all Ferrari, followed by Bugatti, Tucker and Lamborghini. A rare Ferrari 365 GTS set a new record of \$3,602,500 for the model after a bidding battle. One of just two black Ferrari F50s in the US set a record at \$3,135,000, followed closely by a Ferrari 400 Superamerica SWB Coupe Aerodinamico at \$3,080,000. A 218-mile-a-hour 2003 Ferrari Enzo hypercar, bought new and now sold by renowned designer Tommy Hilfiger with just 3,620 miles, sold for \$2,695,000. The seventh-highest sale was of a 2013 Bugatti Veyron 16.4 Super Sport 300, at \$2,090,000. A rare and perennially conversation-starting 1948 Tucker 48 brought \$1,347,500. "Our Arizona sale is consistently a bellwether for the collector car market, setting the pace for the auction season to come," says Ian Kelleher, RM's West Coast managing director. "This year's top ten sales clearly indicate that demand for modern supercars remains strong, while exceptional pre-war classics—such as the 540 K—anchor the strength and resilience of the market." In total, some 15 cars reached seven figures. Bidders from 30 countries participated, with about 20 percent being first-time RM clients. ▼ RM Auctions is the official auction of Amelia Island Concours and hosts auctions in Monterey, Hershey, Michigan and worldwide. www.rmauctions.com



Russo and Steele

17th Annual Sports & Muscle in Scottsdale
Thursday-Sunday, January 19-22, 2017 (preview same)
 Salt River Fields at Talking Stick, Indian Bend Road at AZ Loop 101 - Scottsdale

▼ Russo and Steele ran a four-day-and-night auction event again this year. Weekend days were billed as Dream Car Saturday and No Reserve Sunday, the other days being reserve or not, at seller's discretion (with of course the possibility of a reserve being dropped during excited bidding). The big news at Russo this year was a new location: Salt River Fields at Talking Stick, next to the Arizona Diamondbacks' spring training ballpark along AZ Loop 101 in the Salt River Pima-Maricopa Indian Community—offering ample parking, plenty of room for the main auction tent and the car tents, plus an expanded network of food and vendor booths. With 606 of 780 lots sold, a 78 percent sell-through rate, Russo and Steele achieved \$22.1 million in sales, which they say makes them the only major auction house to have growth over these past two consecutive years. Top sales included a 1954 Mercedes-Benz 300 S Cabriolet A at \$423,500, a 1973 Ferrari Dino 246 GTS Spyder at \$379,500, a 1969 Ford Mustang Boss 429 at \$335,500, a 2006 Ford GT at \$261,750 and a 2006 Mercedes-Benz McLaren SLR at \$253,000. "We would like to thank our amazing new partners at the Salt River Pima-Maricopa Indian Community and the team at Salt River Fields at Talking Stick for their hard work and their dedication to producing what was Russo and Steele's most successful event to date," says Russo and Steele CEO Drew Alcazar. "We are incredibly grateful for their support and look forward to continually raising the bar with them for many years to come." ▼ Russo and Steele hosts annual auctions in Scottsdale, Newport Beach and Monterey. www.russoandsteele.com



Russo and Steele photos: Randall Boht (6)



Silver Auctions

20th Arizona January Auction
Thursday-Sunday, Jan 19-22, 2017 (check-in begins Tues Jan 17)
 We-Ko-Pa Resort & Conference Center - (AZ 87 Beeline Hwy, north of Fountain Hills)

▼ The magic of Silver Auctions is that its parking lot feels as though you have just stumbled upon the coolest random used car lot in the world. Want a '40s Jeep? Or a Rolls-Royce? A solid '70s 4x4 pickup? A '30s sedan? How about a highly collectible Mopar, Buick Riviera or '57 Chevy? Silver has it all, and more. Silver is held at the We-Ko-Pa Resort & Conference Center, home to Fort McDowell Casino, on AZ 87 just north of Fountain Hills. With plenty of parking and easy come and go, Silver should be on your list during Arizona auction week, as well as in spring and fall—it's the only auction that runs more than once here, in fact three times: January, March and November. Its offerings are accessible to mere mortals, and an auction is a great way to buy—no haggling, just your own budget and enthusiasm in play. And plenty of opportunity to really check out the machines that capture your fancy. 241 vehicles sold at Silver, for a total of \$3,343,913, an average of less than \$15,000 each. Another 232 did not sell on the block, with estimates totaling about the same (Silver's post-sales process moves quite a few more of these). Top five sales were a 1952 Nash Healey Pinfarina roadster, a 2007 Mustang, a '68 Dodge Charger, '66 Dodge Coronet and '56 Chrysler Windsor convertible, from \$58,000 to \$65,000. Fully 125 vehicles went for under \$10,000, from a \$9,800 1951 Ford down to a 2001 Audi A4 for just \$450. Our dream is to stock our garage at Silver and just keep reselling and restocking ad infinitum. ▼ Silver Auctions holds events in Arizona in January, March and November. Other events are held in Washington, Oregon, Idaho, Wyoming and the Dakotas. www.silverauctions.com ■



Worldwide Auctioneers

Inaugural Arizona January Auction
Wednesday, Jan 18, 2017 (preview Sunday-Wednesday, Jan 15-18)
 6460 E McDowell Road - Scottsdale

▼ The calendar added a seventh auction to this year. Worldwide Auctioneers—from the automotive heartland of Auburn, Indiana—was founded 10 years ago by vintage car specialists Rod Egan and John Kruse. Both literally grew up in the auction business, holding management and partnership positions at some of the biggest auction houses in the US. Worldwide held a one-night auction on Wednesday (before all others on the calendar except nine-day Barrett-Jackson), at a vacated multi-dealership complex at McDowell Road and 64th Street in south Scottsdale, along the old Motor Mile. Worldwide concentrates on a low-volume, high-quality (and pleasingly diverse) grouping, and all were offered at no reserve. Sixty-four vehicles sold for a total of \$11.4 million, an average \$178,171 per car overall. Top two sales were a 1967 Chevrolet Corvette L-88 Roadster at \$1,980,000 and a 1955 Lancia Aurelia GT B24S Spider America at \$1,100,000. Aside from three motorcycles (BSA, Harley-Davidson, Triumph Bonneville) selling between \$10-20,000, least expensive were a 1931 Pierce-Arrow 8-43 Club Sedan at \$19,800 and a perfect '58 VW Beetle with sunroof for \$22,000. In between, you could find anything from a '65 Sunbeam Tiger at \$51,700 to a '66 Shelby GT350 Convertible at \$742,500, to a '53 Buick Skylark Convertible at \$132,000. We knew as soon as we showed up that we wished we were registered to bid. Bargains can often be found among even the finest wares at a new event. Don't miss next year. ▼ Worldwide also has auctions in Arlington, Texas in April and in Auburn, Indiana, and performs select, stand-alone auctions of private collections. www.worldwide-auctioneers.com



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VEHICLE EVENT : SHELBY 50TH ANNIVERSARY SUPER SNAKE AT BARRETT-JACKSON

Special Shelby Semicentennial Super Snake

Barrett-Jackson Reveal by Joe Sage

Shelby American unveiled a 50th Anniversary edition of the Shelby Super Snake at the Ford Performance exhibit during the Barrett-Jackson Scottsdale auction in January. A throng of dignitaries and enthusiasts were especially excited as the cover was pulled off, as there will be only five hundred 2017 50th Anniversary Super Snakes available worldwide. Even better news: the price is lower this year—all the more reason to get your order in fast.

The cost of the Super Snake 50th Anniversary package is \$36,795 which does not include the Ford Mustang GT donor car, making a complete car about \$69,995.00. An extensive list of options is available, including larger superchargers (your choice of Whipple or Kenne Bell) capable of over 750 hp. Each Super Snake is assigned a Shelby serial number, documented in the official Shelby Registry, with a plaque signed by the build team affixed under the hood.

The car features a new hood, rockers, spoilers, splitters, grilles, fog lights, rear tail panel and rear diffuser assembly, plus 50th Anniversary stripes and badges. The theme continues inside, with anniversary logos on the seats (with Katzkin leather upgrade available), sill plates and floor, wireless gauge cluster, 4-point roll bar (you install your harness), rear seat delete and an official Shelby serial number dash plaque.

Shelby American worked alongside Ford Performance to sharpen handling of the independent suspension, then upgraded the brakes with massive calipers and rotors. Under the hood, the Super Snake combines Ford's iconic 5.0 V8 engine with forced induction for 670 horsepower; optional superchargers pump out over 750 horsepower.

On pump gasoline and street-legal Michelin tires, the 750-plus-hp supercharged Super Snake does 0-to-60 in 3.5 seconds, the quarter mile in 10.9 seconds and delivers 1.2g on the skid pad.

The Super Snake can be ordered with manual or automatic, is available in all Ford factory colors and is covered by Shelby's three-year, 36,000-mile limited power train warranty.

Shelby American will build the 50th Anniversary Super Snake at its assembly facility in Las Vegas and Shelby American global mod-shops.

For more information and a list of authorized dealers worldwide, visit www.shelby.com. ■



Gazing through the crystal ball on a clear night

Photos: Joe Sage

The perennial question during Arizona Auction Week—and among collectors, enthusiasts and experts everywhere all year—is where this hobby-become-industry may be headed in the future. What vehicles will appeal to new blood? Is new blood even interested in the subject matter?

The Future Classics Car Show, now in its second year, is conceived to answer the first question and render the second question moot.

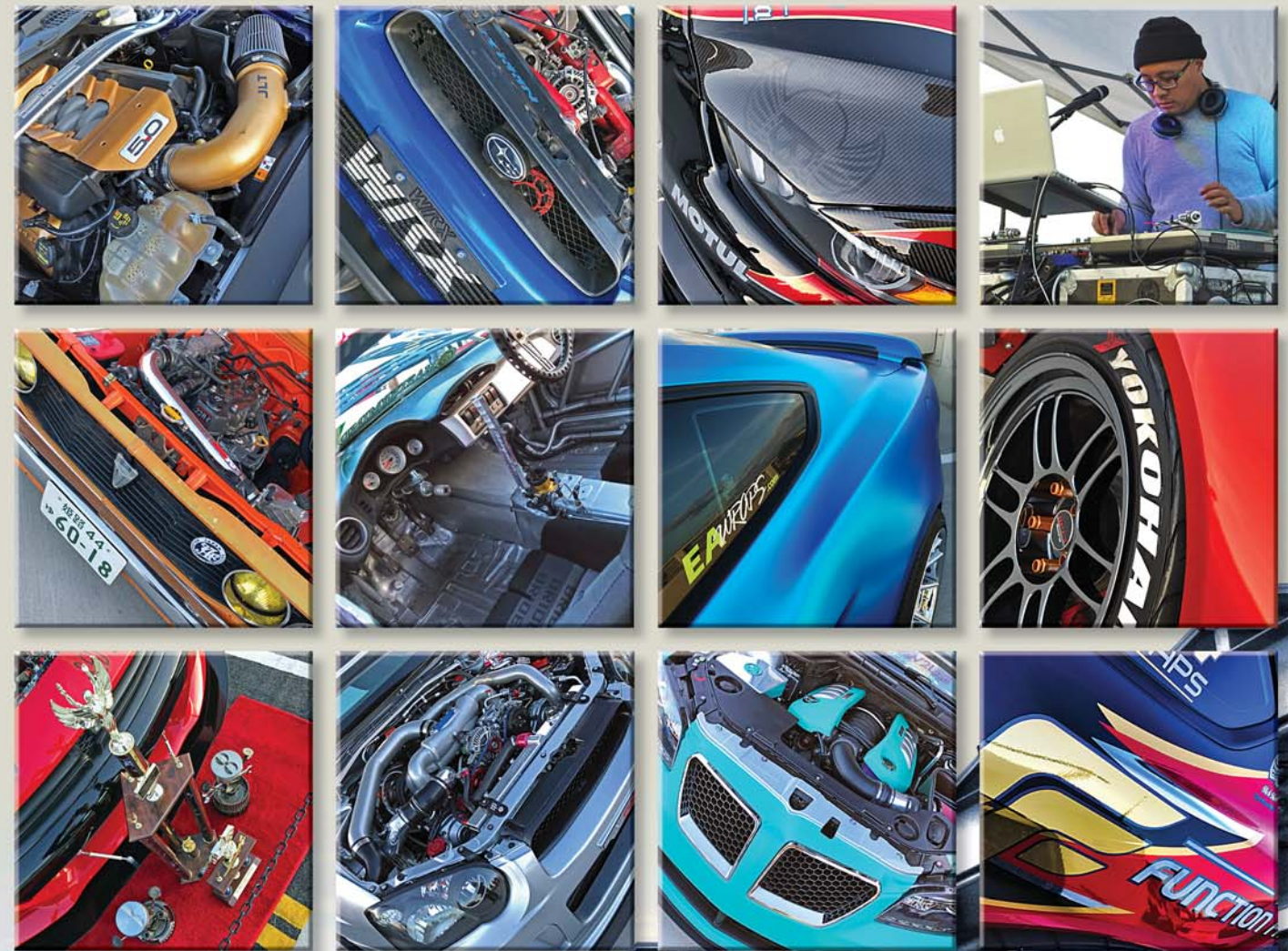
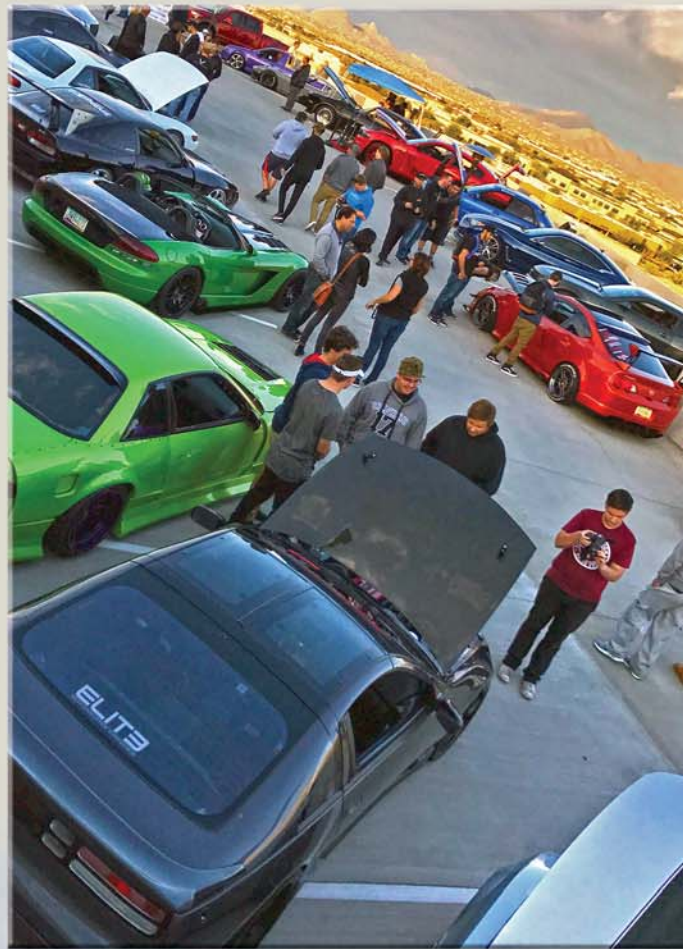
Though Future Classics is an alternative to more traditional concours d'élegance events, judges led by Andy Reid, East Coast editor for ClassicCars.com, presenter of the event, are seasoned hands at judging top-flight concours like Pebble Beach and Amelia Island.

This year's event had more than 100 cars on hand, from model year 1975 to 2017, at a new location on rooftop parking at Scottsdale Quarter.

The winners were:

- BEST OF SHOW**.....1998 Toyota Supra, Alek Heit
- Featured Ford Class**.....2017 Shelby GT350R, Jonathan Fonggee
- Instant Classic (2006-2017) Domestic**.....2016 Chevrolet Corvette Z06, Ryan Barstad
- 1995-2005 Domestic**.....2005 Pontiac GTO, Kyle Baker
- 1975-1994 Domestic**.....1981 Pontiac Trans Am, Mark Miller
- Instant Classic (2006-2016) Euro**.....2011 BMW E82, Bally
- 1995-2005 Euro**.....2001 VW Jetta custom truck, Chris Kingston
- 1975-1994 Euro**.....1976 BMW 2002, Rav Sandin
- Instant Classic (2006-2017) Import**.....2014 Nissan GT-R, Nathan Ricci
- 1975-1994 Import**.....1977 Datsun 280Z, Keith Ross
- Diamond in the Rough**.....2005 Scion Xb, Chris Wilson

The show attracted throngs of Millennials, appropriately, but also good numbers of more seasoned enthusiasts, as spectators and entrants. ■



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VEHICLE IMPRESSION : 2017 KIA CADENZA LIMITED

The Kia Cadenza premium full-size sedan is named after the way it paces the Kia lineup: always familiar for value, the cadence is redefined overall with this premium entry (then topped off with the K900 luxury sedan). Against the original rhythm, the first-generation Cadenza could almost be taken for an upscaled Optima, but it is so much more. The second-gen Cadenza distinguishes itself much further, stem to stern and head to toe. Our top-trim sample's quilted white Nappa leather interior and 19-inch wheels underscore Cadenza's unmistakable premium credentials, but they are apparent in any trim or color.

When Kia introduced Cadenza four years ago, it was a bold and unprecedented move. Their move into the premium space was partly in response to customer and dealer demand, and partly opportunity they spotted as longstanding premium brands entered the affordable market. If those could redefine their range, so could Kia. Cadenza really hits



its stride in premium style, features and build. And they have not lost sight of the value equation.

At \$44,390, the Limited trim is Cadenza's line-topper. The entry point is Premium at just \$31,990, with a Technology model at \$38,990. Each successively adds features, making your option process pretty much just a matter of choosing a trim level. Our Cadenza Limited had no add-ons whatsoever.

When shopping Kia's top end, the main difference between Cadenza and K900 may be that the latter is a rear-driver and offers a 420-hp V8.

Kia sells like hotcakes and now tops the prestigious JD Power Initial Quality Study. Cadenza is a lower volume car, an opportunity for you to grab a value premium sedan that distinguishes itself from more expensive brands seen regularly on our roads in cookie-cutter volumes. ■

SPECIFICATIONS

ENGINE	Transverse 3.3L DOHC 24v GDI V6
HP/TORQUE	290 hp / 253 lb-ft
TRANSMISSION / DRIVETRAIN	8-spd auto / FWD
BRAKES	dual diagonal split circuit FR 12.6" / R 11.8"
STEERING	rack & pinion electronic
SUSPENSION	FR: independent McPherson struts w/ stabilizer bar; R: multilink
WHEELS / TIRES	8.0x19 (opt) / 245/40R19 Michelin
LENGTH / WHEELBASE	195.7 in / 112.4 in
CARGO CAPACITY	16.0 cu.ft
WEIGHT	3633-3799 lb
MPG	20/28/23 (city/hwy/comb)
BASE PRICE	\$44,390
INCLUDED:	Sportmatic w/paddle shifters, dual-zone auto climate w/rear vents, 8" touchscreen nav, rear camera, Harman Kardon premium audio w/ClariFi, Bluetooth, Android/Apple, UVO eServices infotainment w/voice command, heated/vented seats, Nappa leather trim, heated outboard rear seats, keyless entry/start, smart power trunk, power rear and manual side sunshades, pano sunroof, autonomous emergency braking, 10-year/100,000-mile powertrain warranty.....
DESTINATION CHARGE	900
TOTAL	\$45,290

UNMISTAKABLE
Kia's 290-hp Cadenza sedan
nails the premium realm
—at a value price



ARIZONA REBEL BELLES RUN REBELLE RALLY IN RAM REBEL

By Sue Mead
Photos by Nicole Dreon,
Tim Calver and Paolo Baraldi

What do you get when you put two women who are talented off-road drivers in a 2016 Ram 1500 Rebel in the first all-women's off-road rally in the US? You get a podium finish for Arizonans Nena Barlow of Sedona and Kande Jacobsen of Flagstaff. They took third place and also won the Bone Stock Award, as their Rebel pickup was "bone-stock" from Ram and not upfitted with add-ons to make it more rigorous. We must admit, however, it's built to be tough.

The teammates, who took the moniker "The Fabulous Squirrel Girls," each run successful 4WD adventure companies based in the Grand Canyon State. Although they knew each other before the 2016 Rebelle Rally was announced, they had never done any four-wheeling together.

"I started steering off-pavement, sitting on my dad's lap, when I was four," said Barlow, who runs Barlow Adventures, located in Sedona, Arizona and Moab, Utah. "I was driving the ranch trucks by myself to run errands by the time I was 12—and began working as a 4WD guide in the early '90s. I started the Sedona Jeep School in 2004 to offer off-road training and then bought out Farabee Jeep Rentals in 2009 and changed the company name to Barlow Adventures. I have family in Southern Utah. We played in Moab for years, then started guiding there in 2005 and opened a Jeep rental store in 2015."

"I grew up with adventurous parents and have always been involved with outdoor adventure activities of many sorts, including dirt bikes and 4x4s," said Jacobsen, who runs Adventure Driven with her husband Seth. The pair are lifelong adventure enthusiasts and photographers with a deep passion for the outdoors. "I have competed in barrel racing horses, as well as motocross, mountain biking and marathon races, but never in any 4WD or any multiple-day events."

What drew Barlow and Jacobsen to the seven-day, 1,200-mile-long, navigation-based event for women, that has been set up with a somewhat similar format to the international Gazelle Rally held in Morocco for 26 years?

Emily Miller is an off-road racer, driving trainer and past competitor in the revered Gazelles. She created the Rebelle to emphasize traditional map and compass skills with roadbooks—with no GPS, cell phones or outside assistance allowed. Teams consisted of two women taking the interchangeable roles of driver and navigator with two classes.

"I had been helping ladies train for the Gazelles since 2009, when Emily Miller was the first US woman to compete," explained Barlow. "I always said it would be great to have a similar event in the Americas, so when Emily called me and told me her plans, I was very enthusiastic to be involved in any and every way I could."

"The self-reliance necessary to compete in the event is a tremendously empowering thing, and I want to help and encourage women to achieve that—that's part of what I hope to do every day in my business."

"Before the rally, I was able to meet and spend time with some amazing women from all different backgrounds and places—all drawn together to do this event out in the desert," said Barlow, who helped train at least 25 women for the rally and rented out five fully-prepped Jeeps this year. She will prep eight Jeeps for rental for rally participants for the 2017 event.

"As soon as the Rebelle was being talked about publicly, I was all in," explained Jacobsen. "Being the first of its kind in the USA, I was super excited to support it. It was also the perfect motivator to learn how to navigate without electronics, something I had always wanted to master."

The rally started in Lake Tahoe, Nevada and finished in the Glamis Sand Dunes of Southern California.

The 4WD Class for pickups and SUVs with a two-speed transfer case drew 33 entrants (vehicles included 16 Jeep vehicles, Toyota Land Cruiser, Toyota Tacoma, Toyota 4Runner, Chevy Colorado, GMC Canyon, GMC Sierra, Land Rover LR3/LR4, Lexus GX 470, Mercedes-Benz G-Wagen, Nissan Titan and Ram Rebel).

The Crossover Class was open to vehicles

with unibody construction and all-wheel drive (no low range), drawing three competitors (Honda Ridgeline, Porsche Cayenne and Jaguar F-PACE).

"The vehicles in driveways across the globe are much more capable than people realize," noted Miller, whose goal was to not only draw 4WD models, but also lure competitors to use everyday vehicles like CUVs. Vehicles were required to be licensed and street legal in all 50 states.

Not a race for speed, the rally was designed to reward precision, directing competitors to find checkpoints (CPs) that shared a ski-like rating system, with green, blue and black CPs. Green and blue CPs had a marker in place, while black CPs were not marked and required that the teams signal with a handheld tracker when reaching the designated radius of a coordinate—leaving it unclear until reaching base camp at the end of the day whether they had actually hit the mark, a factor that added a new dimension for teams that sought the coveted black CP points.

KEEP RIGHT >>

The rally lineup faces dawn's early light at Johnson Valley Soggy Lake southeast of Barstow, California, prepping for a 7am start on Day 5. (Below) Nena Barlow, Kande Jacobsen. (Photos: Tim Calver [3])



Additionally, some sections of the course used traditional roadbooks and required teams to maintain an average speed (at or below the posted legal speed).

"One of the primary CP scoring systems is one I borrowed from my love of skiing and snowboarding," notes Miller. "The green, blue, black markings were designed to help competitors understand the level of navigation challenge." Her ultimate goal was to create a playing field where women possessing a wide range of skills could compete together and also challenge themselves to problem-solve, be self-reliant, and sharpen driving and navigation skills.

"I feel grateful and fortunate that Nena and I worked things out so well together, through the good and bad times, through elation, utter exhaustion and even pain," said the adventuring Jacobsen, referring to some minor physical injury each teammate suffered when they had a small crash in tall desert dunes.

"I loved navigating at night, the day we had the crash and were late getting back to base

camp—even using stars to stay on track. It was the most exhausting day of the rally by far, physically and emotionally, filled with highs and lows.

"The gratification of the team never giving up, even when it seemed nearly impossible to get to a checkpoint on time, or finding base camp at night, both of us digging deep, pushing far past breaking points physically and emotionally, was great!"

"During the rally, I was proud of Kande and I digging deep to get it done, and how we supported each other throughout the whole process," said Barlow, who will be helping to train again this year. "All the ladies who competed talk about the lessons they learned about themselves and their capabilities."

Rally terrain included spectacular desert driving via dirt roads, double tracks, trails and sand dunes across a number of iconic locations and the popular off-road recreational vehicle venues of Johnson Valley and Glamis Sand Dunes. There were four base camps and one self-camping night. Base camps

were a traveling support village with toilets, showers, food, medical staff, mechanics, event staff and competition officials. The marathon stage had a designated location for teams to camp, but provided no services.

The field of 72 competitors drew women from novice to highly experienced off-roaders from across the US as well as from Canada, France and Costa Rica.

2016 Rebelle Rally top five finishers were:

- 1: No 125: Charlene Bower / Kaleigh Hotchkiss
2016 Jeep Rubicon
- 2: No 119: Taylor Pawley / Micaela Windham
1997 Jeep Wrangler
- 3: No 129: Nena Barlow / Kande Jacobsen
2016 Ram 1500 Rebel
- 4: No 134: Shelby Hall / Amy Lerner
2015 Jeep Wrangler Unlimited
- 5: No 104: Cora Jokinen / Melissa Fischer
2005 Jeep Wrangler Unlimited

Barlow and Jacobsen haven't decided whether they will compete again this year—but what is clear is that these two rebels will keep on adventuring. ■



Above: Nena Barlow and Kande Jacobsen, "The Flying Squirrel Girls," navigate Glamis Sand Dunes near Death Valley in their stock Ram 1500 Rebel (photo: Nicole Dreon). / Right, top to bottom: Jacobsen navigates while Barlow drives (photo: Tim Calver). / Compass and paper maps pave the way through giant sand dunes and other challenging terrain (photos: Nicole Dreon [2]). / Morning light hits the Nevada landscape on Day 2 of competition (photo: Paolo Baraldi). / Competitors tackle the Red Cloud Jeep Trail in California on Day 6 (photo: Tim Calver). / Nena Barlow sets up at the first basecamps in Nevada (photo: Nicole Dreon).

BARLOW ADVENTURES

Barlow Adventures is the industry leader in providing exciting 4-wheel-drive experiences in the rugged and beautiful American Southwest. From locations in Sedona, Arizona and the famous sandstone wonderland of Moab, Utah, Barlow Adventures leads the way with experience and state-of-the-industry equipment. They even offer custom guided trips across the High Sierra on California's challenging Rubicon Trail.

Whether your adventure calls for a few hours of backroad fun in Sedona, or a multi-day journey through the Rubicon or the Canyonlands, Barlow is ready with a fleet of custom built Jeep Wranglers for rent and a friendly, knowledgeable staff to help get you out there and back in safety and style. A variety of custom and capable Jeep rentals are available in Moab, Utah and Sedona, Arizona for your family outing, 4WD training or guided vacation adventure. Barlow Adventures Sedona 3009 W Hwy 89A, Sedona AZ 86336 (928) 282-8700 (888) 928-5337 toll free info@barlows.us

ADVENTURE DRIVEN

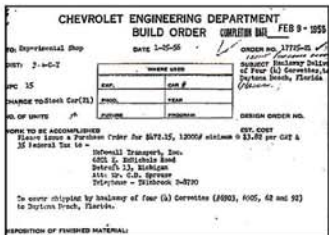
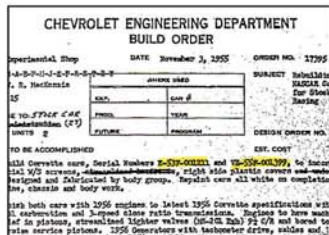
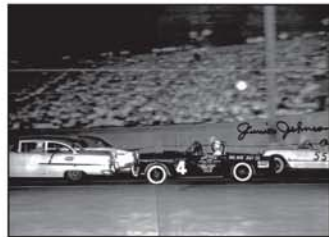
Whether you are a seasoned overlander or a novice looking for adventure in the Southwest, Adventure Driven offers exclusive expeditions for all.

Run by Seth and Kande Jacobsen, Adventure Driven's mission is to encourage people to live life beyond the norm, to live beyond the couch, video game console and cell phone, to venture the road less traveled, and to spend quality time with family while enjoying the outdoors and learning how to care for the planet. Adventure Driven Located in Flagstaff AZ www.adventuredriven.com

REBELLE RALLY 2017

Registration for the 2017 Rebelle Rally is open and limited to 60 teams. Organizer Emily Miller has revealed that this year's course will have some similarities to this year's competition route and some changes and will once again feature the stunning scenery of California and Nevada, through historic Wild West areas and in iconic OHV locations. To register or learn more visit www.rebellerally.com. Contact the organization directly at info@rebellerally.com ■

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email: terry@ProTeamCorvette.com

VEHICLE IMPRESSION : 2017 KIA SOUL ! (EXCLAIM) TURBO

Turbocharge your Soul

by Joe Sage



The small box vehicle had been tried by others, the Honda Element and Scion xB, but whereas those were intentionally clunky and dorky, like Doc Martens shoes popular at the time, Kia Soul came on the scene zippy, crispy and cute—as well as tough and purposeful (it's based on an original sketch by Mike Torpey, in turn based on an aggressive wild boar wearing a backpack). Soul transformed the genre—and the whole Kia brand.

Fans of Kia Soul are legion, loving its style, utility and incredible value. So how 'bout this? The new Kia Soul ! ("Exclaim"), popularly known as the Soul Turbo, has more style, more power and more value. The Soul lineup starts at just \$16,100, and this 201-hp line-topping turbo is complete at just \$22,645, no add-ons needed (ours added floor mats).

In the best traditions of a sleeper performance model, the Soul Turbo comes with sharp little style additions that catch your eye right away—notably tasteful yet unmistakable red strips in the rocker panel and below the front grille, both quietly but immediately saying "turbo" and "ultra-cool."

Soul broadcasts its same quiet cool on the inside, from its purposeful shifter—attached to a seven-speed dual-clutch performance transmission—to its combination vent-and-speaker stacks.

The turbocharged Soul Exclaim's horsepower in fact exactly matches that of a first-generation Porsche Boxster. That wasn't the most powerful Porsche ever, but it certainly makes for one snappy little Kia Soul.

The base Soul has a 1.6-liter naturally aspirated engine, the midrange Plus ("+") a 2.0L—at 130 and 161 hp respectively. Turbocharging the smaller one brings 55 percent more horsepower than the plain 1.6L and 25 percent more than even the bigger 2.0L, yet delivers the highest fuel mileage of the whole lineup (31 highway, 28 combined).

Kia Soul has always held its own on the road—nimble, comfortable, purposeful. So you can imagine what these smooth-shifting extra horses bring to the game. And the little red stripes are enough to seal the deal. It all adds up to the most perfect execution yet of the Kia Soul. ■

SPECIFICATIONS

ENGINE	1.6L turbo GDI 4-cyl
DRIVETRAIN	FWD
HP/TORQUE	201 hp / 195 lb-ft
TRANSMISSION	6-spd dual-clutch
SUSPENSION	F: MacPherson strut; R: coupled torsion beam axle
STEERING	motor driven power steering
BRAKES	F: 12.0 vented / R: 10.3 solid disc
WHEELS/TIRES	7.5Jx18 / P235/45 R18
LNTH/WB/GRND CLEAR	.163.0" / 101.2" / 5.9"
WEIGHT	3232 lb
LUGGAGE CAPACITY	18.8 / 61.3 cu.ft.
FUEL / CAPAC	87 octane reg / 14.2 gal
MPG	26/31/28 (city/hwy/comb)

INCLUDES: Anti-lock brakes, traction control, ESC, VSM, hill-start assist, automatic climate with ionizer, keyless entry/start, power everything, leather/cloth interior, UVO eServices with 7" touchscreen and more.

BASE PRICE	\$22,645
CARPETED FLOOR MATS	120
DESTINATION CHARGE	850
TOTAL	\$23,620



TRUE NORTH

JEEP® TAKES A NEW DIRECTION WITH THE COMPASS NAMEPLATE

by Joe Sage

There has been a Jeep® Compass before. (There still is, in fact, as old production sells off for awhile more.) The old Compass was not popular among Jeep cognoscenti—a reskinned derivative of Dodge Caliber, itself a replacement for the Dodge/Plymouth Neon econocar. Some would say Jeep had misplaced its brand compass for that model, or at least reluctantly yet wilfully set it aside. Well, those days are past.

Jeep has a lifetime supply of great nameplates—Wrangler, Cherokee, Grand Cherokee, Renegade, Liberty, Patriot, Commander, Compass. With their brand compass firmly in hand, they've now chosen the Compass name for an entirely new vehicle, one with hearty Jeep bones and soul, the only kind of Jeep

that Jeep makes now.

Compass is a great name for a Jeep, especially one with flavors suited for finding your way to the country club (some of its traits suggest a smaller Grand Cherokee), the Rubicon Trail (4x4s include Trailhawk) or loading up for a long road trip with the whole family.

The new Compass replaces both the old Compass and Patriot, which together have sold 25 percent of the compact SUV segment. Renegade has already taken over the lowest price spot from Patriot, while the new Compass (from \$20,995) falls between Renegade (\$17,995) and Cherokee (\$23,595) in price.

A new base Compass is about two-thirds the cost of a base Grand Cherokee (\$30,395).

A fully Trail Rated Trailhawk answers what many ask about the new Compass—yes, it is all Jeep—underscoring that this and the prior Compass have little in common but the name.

Special attention has been paid to on-road driving dynamics, affirmed for many hours during our Compass launch drive—from the freeways of San Antonio (think quiet comfort of Grand Cherokee), out to miles of farm and ranch roads in Texas Hill Country (think compact fuel economy of Renegade and Cherokee), to a challenging off-road course similar to the world class setup of the Texas Truck Rodeo (think unstoppable nature of Wrangler).

The new Compass gives a style nod to the old Compass, echoing its “shark fin” D-pillars at the back. These skim the edge of a black roof clearcoat that's standard on Trailhawk and available on others except base Sport.

Trailhawk is recognizable by the flat black power bulge on its hood, a more extreme off-road front fascia, and that Trailhawk mainstay, red tow hooks front and rear (and yes, Jeep sees the ironic humor in these on a vehicle that's really unlikely to get stuck).

Interior colors are based on active lifestyle and adventure—from Sandstorm, Ski Grey or Alpine, to a gritty urban style called Urbex.

The interior takes cues from both Wrangler and Grand Cherokee, with premium finishes and athletic shapes. Interior design chief Jeff

KEEP RIGHT >>



TRIM LEVELS / VARIABLES: Jeep® Compass offers four trim levels (Sport, Latitude, Trailhawk, Limited), with 4x4 or 4x2 drivetrains and three transmissions varying. Above is the maximum-off-roader Jeep Compass Trailhawk (in silver). Below are the top-trim Compass Limited (silver) and Trailhawk (red). **DRIVETRAINS:** Trailhawk and Limited are 4x4 only. Trailhawk 4x4 includes low range with 20:1 crawl ratio, rock mode and hill descent control. Sport and Latitude are available in either 4x2 (FWD) or 4x4. **TRANSMISSIONS:** Trailhawk and Limited have a 9-speed automatic only. Sport 4x4 and Latitude 4x4 have a 6-speed manual standard with 9-speed auto optional. Sport 4x2 has 6-speed manual standard with 6-speed auto optional. Latitude 4x2 has a 6-speed automatic only. **ENGINES:** All models have a 2.4-liter Tigershark MultiAir2 4-cylinder engine; all with automatic transmissions include engine auto stop/start.

SPECIFICATIONS

ENGINE	.....2.4L Tigershark w/ MultiAir2 (automatics include auto stop/start)
TRANSMISSION	
Trailhawk, Limited (4x4 only)	.....9-spd auto
Sport 4x4, Latitude 4x4:	.....6-spd manual, opt 9-spd auto
Sport 4x2	.....6-spd manual, opt 6-spd auto
Latitude 4x2	.....6-spd auto
4x4 SYSTEM .....Optional: Jeep Active Drive	
Trailhawk	.....includes Low, Rock, Hill
OPERATING MODES .....Auto 4x2/4x4, neutral	
HP / TORQUE	.....180 hp / 175 lb-ft
ALTERNATOR / BATTERY .....160-amp	
.....Dual batteries with stop/start system	
SUSPENSION .F: MacPherson strut, coils, flat front steel crossmember, high-strength steel double shell lower control stabilizer bar; R: Chapman strut, high-strength steel links, isolated steel rear cradle (4x4) or not-isolated (4x2), coils, stabilizer bar	
STEERING .....electric rack & pinion	
BRAKES .....F: 12 vent, R: 10.95 solid 1-piston	
TIRES .....Sport (4x2, 4x4): 215/65R16	
.....Latitude (4x2, 4x4): 225/60R17	
.....Optional-Limited 4x4: 235/45R19	
.....Trailhawk: 215/65R17	
CLEARANCES .....4x2 .....4x4 .....Trailhawk	
Ground	.....7.8 .....8.2 .....8.5 in
Approach	.....15.8 .....16.8 .....30.3 °
Breakover	.....21.8 .....22.9 .....24.4 °
Departure	.....30.8 .....31.7 .....33.6 °
LENGTH / WHEELBASE .....173 in / 103.8 in	
TURNING CIRCLE .....36.3 ft / Trailhawk 35.3 ft	
CARGO CAPACITY .....27.2 / 59.8 cu.ft	
WEIGHT .....3184 to 3633 lb	
FUEL / CAPACITY .....87 oct reg / 13.5 gal	
TOW CAPACITY .....2000 lb	
FUEL MILEAGE .....up to 32 MPG (t.b.d.)	

A wild storm in San Antonio the night before, bearing four tornadoes, gave us some dramatic driving conditions, like the gushing flood waters on this Texas ranch road, even before we got to our specialized off-road course.



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Hammond says its "form and sculpture do the talking," comparing it to the human body—so best to just refer to the sexy photo below.

A trapezoidal bezel atop the center stack, color-keyed to the interior, houses a 5.0-, 7.0- or 8.4-inch interface (the 8.4 Uconnect touchscreen is largest in the segment). Below that are climate control, shifter and Selec-Terrain 4x4 controls, and a console bin with readily accessible connectivity and charging ports.

All models have a 2.4-liter Tigershark 4-cylinder engine; those with an automatic include auto stop/start. There are a variety of availabilities and combinations of 4x2 and 4x4 drivetrains with three transmissions (manual and two automatics); see sidebars and photo captions for specifics on how these play out.

The 4x4s have Jeep's power takeoff and rear axle disconnect for maximum fuel economy (as high as 32 mpg highway; final numbers not yet released at launch). Nifty technical features include the system engaging 4x4 when the wipers are on or when it dips below freezing, then disengaging when not needed.

Jeep Compass Trailhawk applies maximum torque to the ground, powers over obstacles and has very low slip, via a 4-Wheel-Low version of Jeep Active Drive, with Rock Mode and Hill Descent Control. The system distributes torque where needed, able to send it all

to one wheel. Trailhawk also has an extra inch of height, 5mm skid plates and notably higher approach, breakover and departure angles. We put all of this to the test on a partly natural, partly engineered course including extreme swells that pushed us to the one-wheel point and near-vertical plunges using Hill Descent Control. The verdict is clear: Compass is indeed all Jeep.

Last year, Jeep's 75th anniversary, marked seven consecutive years of rising Jeep sales, of which five set records. Jeep also continues to grow and set records as a global brand. "It always comes down to the product itself," Jeep brand director Scott Tallon reminds us.

Compass completes a new Jeep lineup. The newest three—Cherokee, Renegade and the new Compass—fill a fun cross-shopping playing field for prior Compass or Patriot buyers or for anyone. The new Compass will also appeal to some who love the Grand Cherokee but want to shave size or cost. Wrangler is probably the only one untouched by these new family dynamics. And of course, the whole lineup should attract incremental business—new buyers—to the Jeep brand. ■



Mopar for Jeep® Compass

There are over 90 Mopar accessories for the new Jeep® Compass already, built to factory specs for perfect fit and finish, with comprehensive warranty. Personalize with roof racks and rails, cargo and gear attachments, rock rails, upgraded wheels, sill guards, floor mats, pedal kits, splash guards, body graphics and more. Mopar celebrates its 80th anniversary in 2017. See your dealer or www.mopar.com.

2017 JEEP COMPASS PRICING

COMPASS SPORT	
4x2 (FWD)...	6-SPEED MANUAL .....\$20,995
	OPT: 6-SPEED AUTO .....+\$1,500
4x4.....	6-SPEED MANUAL .....\$22,495
	OPT: 9-SPEED AUTO .....+\$1,500
COMPASS LATITUDE	
4x2 (FWD)...	6-SPEED AUTO .....\$24,295
4x4.....	6-SPEED MANUAL .....\$24,295
	OPT: 9-SPEED AUTO .....+\$1,500
COMPASS TRAILHAWK	
4x4.....	6-SPEED AUTO .....\$28,595
COMPASS LIMITED	
4x4.....	6-SPEED AUTO .....\$28,995





Renderings and plans courtesy Phoenix Raceway.

The west end of the facility is at the heart of Phoenix Raceway's redevelopment, as north side grandstands are removed, making way for expanded RV parking and camping; grandstands and hospitality are extended to the south/southwest; the start/finish line moves to current Turn 2, with Pit Lane moving to the west end; and the infield is transformed, with new garages and new Fan Zone access, plus a pedestrian tunnel between all this and the grandstands.

BIG CHANGES FOR 2018: \$178 MILLION REDEVELOPMENT

Phoenix Raceway, together with parent company International Speedway Corporation (ISC), is embarking upon a major \$178 million redevelopment project, announced on January 30.

Motorsports industry representatives and Arizona dignitaries on hand included ISC CEO Lesa France Kennedy; PIR president Bryan R. Sperber; INDYCAR president of competition and operations

DC Solar, entitlement partner of Phoenix Raceway's spring NASCAR XFINITY Series race, the DC Solar 200, is title sponsor for the Phoenix Raceway Project Powered by DC Solar modernization project, as well as a multi-year sponsor of the redesigned Midway.

The modernization project includes extending and upgrading seating and hospitality areas near the current Turn 2 location. A new grandstand will be built alongside the existing Bobby Allison

concessions, merchandise stands, guest services and medical center will all be new or completely renovated. The new grandstands will also provide excellent shade coverage.

The start/finish line moves to current Turn 2, just before the well-known dog leg, amping up competition in one of the most challenging areas of the track, and closer to fans. The new configuration is expected to shake things up considerably.

Dale Earnhardt Jr says, "I think it'll be really



Jay Frye; Joey Logano, winner of the 2016 Can-Am 500 and driver of the No. 22 Penske Ford in the Monster Energy NASCAR Cup Series; Daniel Suárez, 2016 NASCAR XFINITY Series Champion and driver of the No. 19 Joe Gibbs Racing Toyota in the Monster Energy NASCAR Cup Series; and Alexander Rossi, 2016 Indianapolis 500 Champion and driver of the No. 98 Honda for Andretti Herta Autosport in the Verizon IndyCar Series.

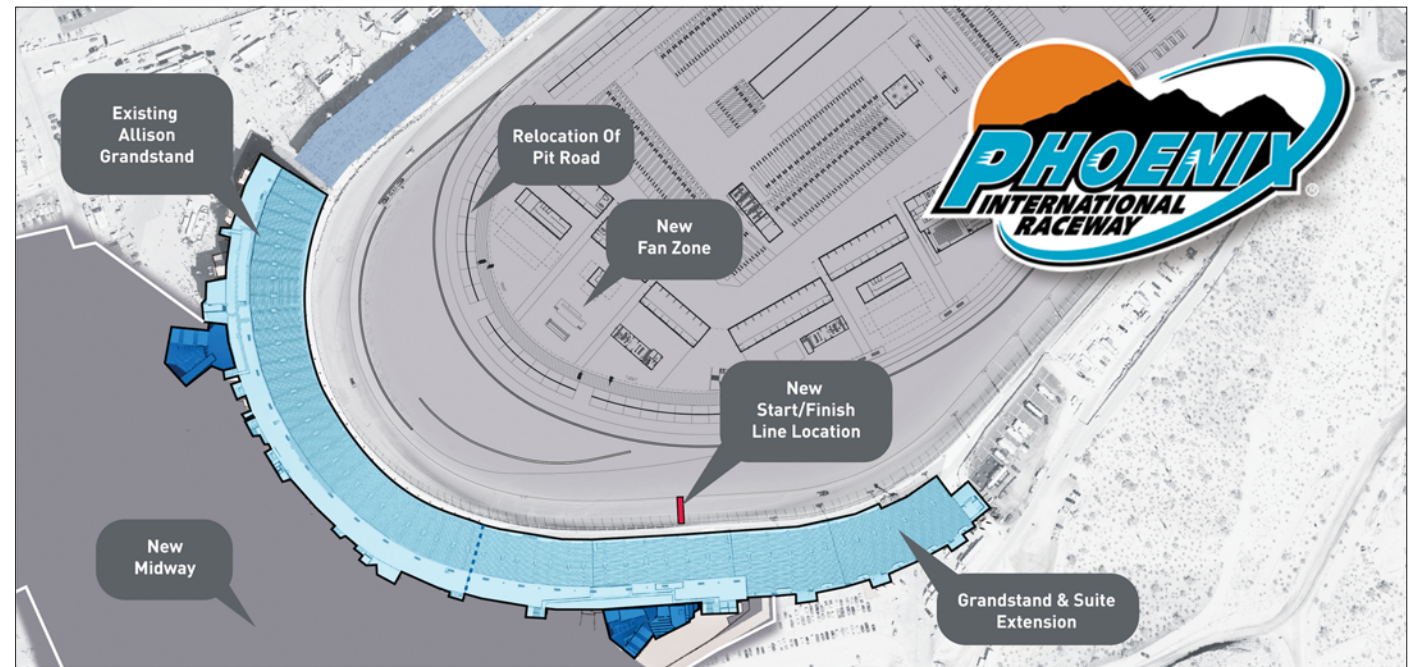
Phoenix Raceway was originally built in 1964.

Grandstand, which will be extensively upgraded. Existing grandstands along the straightaway will be removed. Pre-race will take place in front of the majority of fans, between existing Turns 1 and 2, with a fan viewing area of Gatorade Victory Lane.

The Bobby Allison Grandstand currently has bench seating. This will be replaced by individual 20-inch seats with cup holders and free in-seat WiFi. The new grandstand extension will have 20- and 21-inch seats, with the same features. Suites,

A closer look at the infield's new Fan Zone.

interesting to have the restarts begin in the turn. So imagine you're in 20th or the middle of the pack trying to get a good restart while you're in a corner. That's going to be interesting. You're going to have to throttle up out of the turn. It's going to be guys all over the place going through the dogleg, because with restarts you have guys that accelerate better than others; guys in the right lane, the wrong lane; it's going to be chaos coming through



Phoenix Raceway's west end expands grandstands, moves start/finish line and pit road, has new infield Fan Zone with tunnel access, and a new midway.

the dogleg. Guys trying to shortcut and get into the new Turn 1. There'll be some action."

The completely redesigned infield will have a first-of-its-kind Monster Energy NASCAR Cup Series Garage Fan Zone, placing fans face-to-face with the superstars of the sport. Inside the Fan Zone, you can watch your favorite teams prepare their car for race day, over a waist-high wall, right into the garages—no glass and no obstructions. And you'll be able to watch driver meetings from

GROUNDBREAKING

With a nod to the track's open-wheel roots, the Phoenix Raceway Project Powered by DC Solar broke ground on Saturday February 11, during its second annual "Prix View" track test event for the Verizon IndyCar Series. Dignitaries included Phoenix Raceway president Bryan R. Sperber; Maricopa County supervisor Steve Gallardo; Avondale mayor Kenn Weise; INDYCAR president of competition and operations Jay Frye; Helio Castroneves, driver of the No. 3 Chevrolet for Team Penske in the Verizon IndyCar Series; and IndyCar legends Tom Sneva, Lyn St. James and Dick Simon.

to be a part of this project. It's obviously going to upsell the whole facility. The biggest benefits will not only be for the drivers and teams, but the biggest one will be for the fans. I think it will be great for our series and for obviously the track."

SEATS, TICKETS AND CAMPING IN TRANSITION

Infield camping will remain the same through the Spring NASCAR event in March 2018. After that, the infield will be reconfigured for new race series accommodations and the new Infield Fan Zone experience. While most camping options will stay the same, the removal of the Foyt, Bryan and Petty



(Left) Helio Castroneves officially broke ground on the Phoenix Raceway Project Powered by DC Solar, behind the seat of an excavator as he took the first dig following the ceremony. Photo by Ricky Fuentes (Right) President of Competition and Operations for INDYCAR Jay Frye, Tom Sneva, Phoenix Raceway President Bryan R. Sperber, Verizon IndyCar Series driver Helio Castroneves, Lyn St James and Dick Simon. Photo by Randall Bohl.

the outside through glass walls.

There will be four new escalators, five new elevators and a new pedestrian tunnel with access to the reconfigured infield and new DC Solar Fan Midway from existing Turn 2.

While some parking will be relocated, the majority will remain untouched and free.

Castroneves officially broke ground, taking the dig from the seat of an excavator.

"It was an honor, to be honest, because there's a fun fact that this was my first short oval ever when I tested for Tasman Motorsports with Steve Horne back in 1996," said Castroneves. "I really enjoy this place, I've won here before so it's great

Grandstands creates new camping spots, with both premium track viewable spaces and non-track-viewable spaces. These will not be available until November 2018, but pricing and purchase information will be available soon.



Season Ticket holders from 2017 will have first crack at seats in the new grandstand during their 2018 renewal period. 2018 Season Tickets will be sent in two batches; one in June to secure 2018 Spring NASCAR Weekend (and Spring IndyCar if



NASCAR track test sessions: Dale Earnhardt Jr returns to the scene after six months; Joey Logano talks track with his pit crew. Photos by Randall Bohl.

you opt for that) and the second in November for fall 2018, the Grand Opening of the new Phoenix Raceway. You must renew during the June Season Ticket renewal period to get the step in November.

If your current Season Tickets are in the Foyt, Bryan or Petty Grandstands, you will have priority to choose seats in either the current Bobby Allison Grandstand or the new extension Grandstand. If your Season Tickets are currently in the Allison Grandstand, you can keep your favorite seats for the 2018 Fall NASCAR event or move to the new extension Grandstand. Phoenix Raceway staff will

FIRING UP FOR 2017: NASCAR AND INDYCAR TRACK TESTS

On January 31, a five-dollar donation to Phoenix Raceway Charities let fans watch Dale Earnhardt Jr (his first appearance in six months), Joey Loga-

no, Kevin Harvick, Matt Kenseth, Austin Dillon and other NASCAR stars on track during an open test session, with free parking and seating in the Bobby Allison Grandstand.

On February 11, fans caught the second annual "Prix View" testing event for the Verizon IndyCar Series, with free admission and virtually the entire field of drivers and teams preparing to race under the lights in the Phoenix Grand Prix on April 29. More than 20 drivers had an autograph session on the Fan Midway at the end of the day.

NASCAR DASH 4 CASH PROGRAM

The DC Solar 200 NASCAR XFINITY Series race on Saturday, March 18 will be one of four Dash 4

of the XFINITY Series season since 2009, including 2016 XFINITY Series Champion Daniel Suárez winning the 2015 Dash 4 Cash. Fans may witness multiple winners at Phoenix Raceway on March 18—the winner of the DC Solar 200, the winner



of the Dash 4 Cash and the two stage winners.

USA SILVER CROWN SERIES RETURNS

The USAC Silver Crown Series returns to one of its most famous tracks in the Phoenix Copper Cup on Sunday, April 29, before the Phoenix Grand Prix.

USAC last raced on the one-mile oval in 2009 with current NASCAR driver Cole Whitt winning the Silver Crown Series. The highlight of the season for many fans, the series season opener at Phoenix could draw over 31,000 fans.

Legendary drivers have gotten their start in the USAC Silver Crown Series, including NASCAR team owner and three-time Monster Energy NASCAR Cup Series Champion Tony Stewart, four-time



IndyCar track test sessions: Charlie Kimball of Chip Ganassi Racing on the track; Helio Castroneves and crew fine-tuning in the pits. Photos: Randall Bohl.

help you choose your new location via phone at a time convenient for you.

The El Sol Pre-Race Pit Pass will be replaced by an all-new Phoenix Raceway Fan Zone ticket.

Tickets for the new Phoenix Raceway inaugural event will go on sale during 2018 Spring NASCAR Weekend, with an increase in ticket prices.

Cash races for the 2017 season. The new format will qualify four XFINITY Series drivers to race for a \$100,000 cash bonus. A new on-track race format has three stages in the DC Solar 200. The top two NASCAR XFINITY Series full-time drivers from both stages #1 and #2 become Dash 4 Cash eligible in the final stage. The highest finishing driver among the four Dash4Cash eligible drivers in the final stage will be awarded a \$100,000 bonus.

The Dash 4 Cash program has been a highlight

NASCAR Cup Champion Jeff Gordon, and Verizon IndyCar Series team owner AJ Foyt, who won the first-ever race at Phoenix Raceway in 1964.

The series will race its Quarter Midget division on the Fan Midway. Quarter Midget stars who raced at Phoenix and hit fame in motorsports are Tucson native Alex Bowman and 2015 NASCAR K&N Pro Series West Champion Chris Eggleston.

Both races will run ahead of the Verizon IndyCar Series Phoenix Grand Prix. ■

COMING UP AT PIR:

NASCAR CAMPING WORLD 500 SPRING RACE WEEKEND: MARCH 17-18-19, 2017

Phoenix Raceway will host the Camping World 500 Monster Energy NASCAR Cup Series Race on Sunday, March 19, during the 2017 Chase for the NASCAR Sprint Cup Series season. In all, there are three races over three days, plus practice and qualifying, Friday through Sunday, March 17-18-19. Tickets during Spring Race Weekend start at just \$35, \$10 for Juniors.

FRIDAY MARCH 17Gatorade Pole Day: NASCAR XFINITY Series practice and Monster Energy NASCAR Cup Series practice and qualifying before the starting line-up is set for the Camping World 500.

SATURDAY MARCH 18NASCAR XFINITY Series Qualifying, Monster Energy NASCAR Cup Series practice, and the DC Solar 200, NASCAR XFINITY Series Race.

SUNDAY MARCH 19NASCAR Champions take on young guns in the Camping World 500 Monster Energy NASCAR Cup Series Race.

INDYCAR SERIES PHOENIX GRAND PRIX: APRIL 28-29, 2017

The 2017 Verizon IndyCar Series Desert Diamond West Valley Phoenix Grand Prix returns on Saturday night, April 29. Young guns such as 2016 Indianapolis 500 winner Alexander Rossi will go head-to-head with the most proven veterans in the sport, including Tony Kanaan, Juan Pablo Montoya and Will Power under the lights, in the fourth race of the 2017 Series season.

FRIDAY APRIL 28Watch Verizon IndyCar Series teams adjust their cars during practice as they prepare to take on Phoenix Raceway for the Phoenix Grand Prix.

SATURDAY APRIL 29USAC Silver Crown Series Phoenix Copper Cup; andQuarter Midget Racing on the Midway, prior to the Phoenix Grand Prix.High-speed action of Verizon IndyCar Series racing comes to Phoenix Raceway for the Phoenix Grand Prix at 6pm on Saturday night. Catch IndyCar's brightest stars under the lights for 200 miles, the first short-track race of the 2017 INDYCAR season.

NOVEMBER NASCAR RACE WEEKEND: NOVEMBER 10-11-12, 2017

Fall Race Weekend 2017 at PIR includes the Lucas Oil 150, NASCAR Camping World Truck Series Chase Race on Friday, November 10, the Ticket Galaxy 200, NASCAR XFINITY Series Chase Race on Saturday, November 11, and the Can-Am 500, Chase for the NASCAR Sprint Cup Semi-Final Race on Sunday, November 12.



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 big 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). ■

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VEHICLE IMPRESSION : 2017 AUDI S3 SEDAN 2.0T QUATTRO S TRONIC

Matrix.

A simple pure sport sedan with four dimensions of drive options added. *By Joe Sage*



At under 3500 pounds and with 292 turbo-charged horses, the Audi S3 is just what the S cars are known to be—a precision premium sedan with speed, handling and a sporty (but not ticket-me showy) character. The interior and interfaces remain among the best in the biz.

We like the current A3, a nicely tuned German compact sedan about the same size a midsize A4 was about a decade earlier. And we always love an Audi S car. This S3 arrived highly anticipated.

Ours was outfitted with Nappa leather, yes, but manual seats, why not. Set 'em and leave 'em. Options are reasonable and good for the car's spirit and yours. Just over \$50,000 is a nice price for an S Audi, albeit the smallest one (though that makes this one's existence such a great opportunity).

The only thing working against the car is layer upon layer of electronic options that can come between your brain and the road. At least as an automatic. Any frustrations we had centered around its many combinations of shift and drive modes, which can create both great opportunity and great mystery. You choose among four set-

tings in Drive Select (auto, dynamic, individual or comfort), between Drive and Sport in the shifter, and between automatic and manumatic. That's sixteen ways to set up your drive. Each option has its own sub-purpose, but combine them and you have a 4-dimensional chessboard to occupy you for quite some time. This is not unique to this car, but the core personality of an S Audi could come through more clearly with just its pure drivetrain.

Auto stop/start aggravated the experience, noticeably rough and slow to come back to life. The right combination of settings can defeat this, and selective use of manumatic can also mitigate it, though we started to think it'd be less work to drive a manual than this complex automatic.

Ultimately, we concluded the best approach is to just pick one set of combinations and roll with it. It's just when you're experimenting with all the possibilities that it makes you a little crazy. Any combo left alone will give you superb performance. Don't let the advanced tech come between you in this relationship. Horsepower to quattro to road, the Audi S3 is a solid, fun sport sedan. ■

SPECIFICATIONS

ENGINE	2.0L TFSI turbo four
HP/TORQUE	292 hp / 280 lb-ft
TRANSMISSION	6-spd S tronic® dual-clutch auto
STEERING	electromechanical power
DRIVETRAIN	quattro AWD
0-TO-60 MPH	4.7 sec
TOP SPEED	(summer tires, electronically ltd) 155 mph
TURNING CIRCLE	36.1 ft
LEGROOM FRONT/REAR	41.2 / 35.1 in
CARGO CAPACITY	10.0 cu ft
WHEELBASE / LENGTH	103.8 / 175.8 in
WEIGHT	3462 lb
FUEL / CAPACITY	premium / 14.5 gal
MPG	21/28/24 (city/hwy/comb)
BASE PRICE	\$42,900
GLACIER WHITE METALLIC	575
TECHNOLOGY PACKAGE: MMI navigation plus, MMI touch, Audi connect® Prime & Plus 6-month trial, side assist with rear cross traffic alert, Audi virtual cockpit	3000
DYNAMIC PACKAGE: 19" 5-double-spoke-star wheels, summer tires, Audi magnetic ride	1500
S SPORT SEAT PACKAGE: Manual adjust front S Sport seats, Nappa leather, S3 embossed	1450
BANG & OLUFSEN® SOUND SYSTEM	950
RED BRAKE CALIPERS	400
DESTINATION CHARGE	950
TOTAL	\$51,725



Purpose-built

Ioniq: Hyundai's new full-spectrum alternative powertrain lineup

by Joe Sage

Eight years ago, Hyundai revealed a comprehensive BLUE-DRIVE strategy at the LA Auto Show, based around breakthrough lithium-polymer batteries and a comprehensive hybrid system, as well as efforts with biofuels and fuel cells. About six years ago, they released the Sonata Hybrid, an adaptation of that popular midsize sedan, joined a year and a half ago by a plug-in hybrid variant. One of Hyundai's more daring moves is the Tucson Fuel Cell, the world's first such mass production vehicle (only available in parts of California, as well as in South Korea, Europe and Vancouver BC.)

But they've never built a dedicated green vehicle. Until now. It all changes with Hyundai Ioniq.

The Ioniq lineup is a sea change for Hyundai and also for the customer, particularly in the hybrid mindscape long dominated by one brand. Hyundai

is coming right out of the gate with three alternatives: Ioniq Hybrid, Plug-In Hybrid and Electric—a force-multiplying approach for a new brand. As Hyundai corporate and product planning VP Mike O'Brien says, "you can choose your level of green."

They had a challenging mandate: to deliver the highest fuel mileage, along with a dynamic drive, dubbed their Gold Medal Project (or internally Mission: Impossible). The project is complete, and now Hyundai has the product lineup to give it a go.

Ioniq is a dedicated alternative powertrain lineup, but has been developed with a more mainstream design, a car people will gravitate to for its good looks, performance and utility, with extremely high fuel mileage simply a bonus. The car has an energy-efficient streamlined slip-shape, what they call a "visual arrow." They have also made it fun

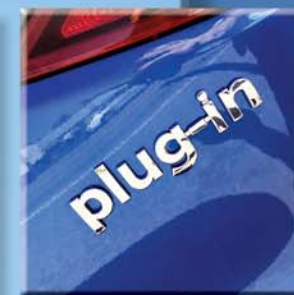
to drive, with much attention paid to everything from drive modes to suspension and steering.

The time is right. EPA mandates reach 54.7 mpg by the middle of the next decade. And as millennials eclipse baby boomers, it's notable that they say the presence of EVs influences them toward a manufacturer (regardless of what they buy).

Hyundai also notes that autonomous cars are on track to be fully implemented during Ioniq's first generation, and they are also ahead of the curve on this, having brought a fully autonomous Ioniq to CES this year—the first to have all its technology hidden (no rooftop tower of cameras and sensors).

It's a good time for them to hop aboard this wave: since 2013, green auto sales have dipped in the face of inexpensive gasoline. So time to dive in and start paddling. By the time the next big swells develop, Hyundai will be hangin' ten.

Each of the three Ioniq powertrains has a significant achievement already under its belt. The Hybrid has a 58 mpg EPA rating, the highest of any vehicle with no plug and higher than requirements for 2025. Ioniq Electric hits 136 MPGe, the highest for any EV, and the lowest "cost to drive 25 miles."



at 81 cents versus an average of \$2.24.

First to market is the Ioniq Hybrid, which should be on sale by the time you read this. The Ioniq Electric hits California in April and works through a wider rollout from there. Third will be the Plug-In Hybrid, in the fourth quarter of this year.

Mindset varies with each. Everybody has some idea what a hybrid does, which helps Ioniq jump right into the game and stake its turf. People are increasingly aware that electric vehicles (EVs) are here to stay this time, no longer a novelty item. The Plug-In Hybrid offers elements of both, with a beefier battery than the Hybrid and a plug (the battery is considerably smaller than the Electric's, fully charging in about half the time and letting you drive all electric for about a 27-mile range, or drive it as a gas-pump-only hybrid for as far and as long as you like without any need to plug in.

Ioniq Hybrid and Plug-In Hybrid are powered by a 1.6-liter GDI Atkinson Cycle engine plus an electric motor (larger in the Plug-In Hybrid, for its 27-mile EV-only range). Ioniq Electric has the biggest battery and motor—and longest range by far, 124 miles. Sure, some EVs have over 200 miles of range, Hyundai admits, but they say the last hundred doesn't offer any benefit to 98 percent of customers, and for the bigger range you have to spend \$40,000 or more instead of the low \$20s. It's an approach similar to recent lower tow capacity decisions on some vehicles. In both cases, they save weight and fuel by engineering for the highest common denominator, not the biggest number.

Ioniq Hybrid, Plug-In Hybrid and Electric drivetrain batteries all come with a lifetime warranty.

The hybrids have a 6-speed EcoShift dual clutch transmission, engineered specifically for this duty,

KEEP RIGHT >>

We covered many a country mile outside Santa Barbara in this Hyundai Ioniq Electric, recognizable by its solid grille. The Ioniq Hybrid is already hitting dealerships; the EV starts its rollout in April; and by the end of the year, those are joined by an Ioniq Plug-In Hybrid.



SPECIFICATIONS

DRIVETRAINFWD
 STEERING.....rack & pinion elec, column-mtd
 LENGTH / WHEELBASE176.0 in / 106.3 in
 DRAG COEFFICIENT0.24 Cd
 PASSENGER/CARGO VOLUME ...96.2 / 26.5 cu.ft
 TOTAL INTERIOR VOLUME.....122.7 cu.ft

IONIQ HYBRID

ENGINE1.6L GDI Atkinson Cycle 4-cyl
 HP/TORQUE104 hp / 109 lb-ft
 ELECTRIC MOTOR32 kW interior-permanent magnet synchronous
 HP/TORQUE43 hp / 125 lb-ft
 TOTAL SYSTEM NET HORSEPOWER139 hp
 BATTERYLi-ion polymer 240v 1.56 kWh
 TRANSMISSION6-spd EcoShift dual clutch
 SUSPENSIONF: MacPherson strut
 R: independent multilink
 WHEELS....15-in Eco-spoke (17-in alloys opt)
 FUEL CAPACITY11.9 gal
 WEIGHT2996-3172 lb
 MPG..Hybrid Blue: 57/59/58 (city/hwy/comb)
 SEL/Limited: 55/54/55 (city/hwy/comb)

IONIQ PLUG-IN HYBRID

ENGINE1.6L GDI Atkinson Cycle 4-cyl
 HP/TORQUE104 hp / 109 lb-ft
 ELECTRIC MOTOR44.5 kW interior-permanent magnet synchronous
 HP/TORQUE60 hp / 125 lb-ft
 TOTAL SYSTEM NET HORSEPOWER139 hp
 BATTERYLi-ion polymer 360v 8.9 kWh
 TRANSMISSION6-spd EcoShift dual clutch
 SUSPENSIONF: MacPherson strut
 R: independent multilink
 WHEELS16-in Eco-spoke alloys
 FUEL CAPACITY11.4 gal
 WEIGHTt.b.d.
 CHARGE TIME.....220/240v lv2: 2 hrs 30 min
 MPGt.b.d.
 ELECTRIC-ONLY RANGEover 27 miles

IONIQ ELECTRIC

ELECTRIC MOTOR88 kW interior-permanent magnet synchronous
 HP/TORQUE118 hp / 215 lb-ft
 BATTERYLi-ion polymer 360v 28.0 kWh
 TRANSMISSIONsingle-speed reduction gear
 SUSPENSIONF: MacPherson strut
 R: torsion beam
 WHEELS16-in Eco-spoke alloys
 WEIGHT3164 lb
 CHARGE TIME.....220/240v lv2: 4 hrs 25 min
 DC fast charge: 80% in 23 min (100 kW)
 or 80% in 30 min (80 kW)
 MPGe / RANGE136 MPGe / 124 miles

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and a familiar lever-type shifter with eco, sport and manual modes. In eco mode, the Hybrid can kick off its gasoline engine and rely on the electric motor as appropriate for best fuel economy. In sport mode, the engine is always running, with the electric motor contributing to performance.

Ioniq can combine outside world and onboard information to maximize fuel economy: set your destination, and the car will optimize power and coasting, as it knows where the hills will be. You can also assign functions such as climate control to particular drive modes for energy optimization.

Ioniq Electric has a button-controlled shift-by-wire controller, a geometric array on the console. We're not always fans of alternative shifter interfaces, but the visually arranged set of D-N-R and park buttons on Ioniq's console is easily intuitive, and its storm trooper style suits the machine.

The Electric can access normal coast-down or four levels of regenerative braking via shift paddles, a version of one-pedal driving or percentages thereof, where right foot inputs both speed you up and slow you down, which provides very enthusiastic performance in the twisties.

Ioniq is green inside and out, from soy-based exterior paint, to interior fabrics made with 25 percent sugar cane and surfaces of lightweight vol-

canic stone and wood recycled "natural plastic." Gauges and screens are intuitive, with tactile piano key controls, while LCD screen menus can access all the hypermiler details you may want (we exceeded 58 mpg in the hybrid and *allmosst* hit 60, just driving normally, i.e. aggressively).

Ioniq is purpose-built as a hybrid or electric, with smaller engine space and fuel tank space than in an adaptation of an existing vehicle, for a spacious cabin in an efficient body footprint. Comparing body dimensions and interior volumes with other hybrids and electrics, Ioniq comes out on top, beating almost all at each thing, and most at all of it.

Hyundai Ioniq has been conceived to bring the mystique of alternative powertrains into the mainstream—not to be green just to be green, not to have oddball look-at-me styling—simply to offer a sound, extremely fuel-efficient choice in an attractively designed and neatly engineered new package, all starting at just \$22,200.

It's what only a clean-sheet project like this can deliver. The Ioniq team has achieved their Mission: Impossible—and they have the gold medals to prove it. Hyundai VP of research and development in Korea Ki-Sang Lee commissioned 500 such medals for the development team and personally flew to the US to present them. ■

FIRSTS, ACCOLADES, STATISTICS

The eco-focused Hyundai Ioniq is the first vehicle to offer three distinct electrified powertrains on a single, dedicated platform. Hyundai's approach for the Ioniq lineup delivers aggressive design and a dynamic driving experience and is a key milestone in Hyundai's global sustainability strategy.

- ▼ First vehicle offered in three electrified powertrains
- ▼ First in aerodynamics: industry-leading 0.24 drag coefficient delivered by "visual arrow" shape, integrated rear spoiler, wheel air curtain and underbody cover
- ▼ #1 in no-plug fuel efficiency: 58 mpg
- ▼ #1 in EV efficiency: 136 MPGe
- ▼ Lowest operating cost: EPA "Cost to Drive 25 Miles" 81¢ for Ioniq Electric, \$1.00 for Ioniq Hybrid Blue
- ▼ Most kilowatt-efficient: nine competitors are 8.8 to 31.6 percent less kilowatt-hour-efficient than Ioniq, using between 300 and 1650 more kWh per year than Ioniq
- ▼ Ioniq Electric's range of 124 miles covers 98 percent of drivers
- ▼ Ioniq Plug-In Hybrid will have greater than 27-mile range in full electric mode
- ▼ Ioniq Electric named to ACEEE (American Council for an Energy-Efficient Economy) list of "Greenest Vehicles of 2017," for its life-time environmental impact

PRICING

IONIQ HYBRID	
HYBRID BLUE.....	\$22,200
SEL.....	\$23,950
SEL w/Tech Package.....	\$24,950
LIMITED.....	\$27,500
Limited w/Ultimate Package.....	\$30,500

IONIQ PLUG-IN HYBRID PRICING AND TRIM LEVELS.....t.b.d.

IONIQ ELECTRIC	
ELECTRIC.....	\$29,500
(after \$7500 federal tax credit).....	\$22,000
ELECTRIC LIMITED.....	\$32,500
(after \$7500 federal tax credit).....	\$25,000
Limited w/Ultimate Package.....	\$36,000
(after \$7500 federal tax credit).....	\$28,500

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SPECIAL EVENT : PAPA PANEL DISCUSSIONS 2017

Legends share their tales

Press association discussions include auction week preview, women in racing and race team owners / Photos by Randall Bohl

The Phoenix Automotive Press Association annually hosts a series of panel discussions in the Grand Ballroom of the Arizona Biltmore on Saturday, the day before the Arizona Concours d'Elegance.

This year's panels started at 9 am with a preview of the seven collector car auctions set to take place during the week. Expert collector car commentators John Carlson, Dave Kinney and Andy Stone, moderated by Larry Edsall, shared personal stories, thoughts on the state of the hobby/industry and insights into the coming auctions.

The second panel, at noon, focused on *Pioneer Women in Racing*. Arizona's Lyn St James, the first woman to win Rookie of the Year at the Indianapolis 500, opened a discussion with veteran race driver Janet Guthrie, the first woman to compete in both the Indy 500 and the Daytona 500, and acclaimed author Miranda Seymour, whose book *Bugatti Queen* explores the life of Hellé Nice, famed French racing driver in the 1920s and '30s (which dovetailed nicely with the Bugatti Featured Class, set to be a key element of the Concours).

Outside on the lawns of the Biltmore, a display of famous women's race cars included three pre-

war Bugattis: a 1925 Bugatti Type 35 (belonging to Jan Voboril) driven by Elizabeth Juneck, one of the most renowned female racing drivers of the period; a 1927 Bugatti Type 37A (belonging to Andrew Larson) driven by Anne-Cecile Rose Itier, the most active female racing amateur in France from the late 1920s to the early '50s, including everything from Grand Prix racing to hill climbs and rallies, with a female record five times at Le Mans and seven at Monte Carlo; and a 1927 Bugatti Type 35 (belonging to William "Chip" Connor II) driven in the era by Hellé Nice herself, who owned and raced this car in the early 1930s at prestigious international circuits like Le Mans, Reims and Monza, her close association with Bugatti leading to her nickname "The Bugatti Queen."

The third panel discussion, starting at 2pm, was *Driven: The Passion Driving Race Team Owners*, with Lyn St James interviewing renowned motorsports team owner Bobby Rahal, three-time CART Indy racing champion and an Indianapolis 500 winner before teaming up with now retired late night talk show host David Letterman. Rahal Letterman Racing won the 2004 Indianapolis 500 with Phoenix-born driver Buddy Rice. ■

(Below) On display on the lawns of the Arizona Biltmore during the series of panel discussions were several Bugattis mentioned above, as well as a 1955 Maserati 250F (from the collection of Bill Pope) driven by Maria Teresa de Filippis, the first woman to have raced in Formula One, and 1967 Ferrari NART Spyder and 1960 OSCA Formula Junior (from the Collection of Lawrence Auriana) driven by Denise McCluggage, renowned race driver and journalist, the first automotive journalist inducted into the Automotive Hall of Fame. // (At right, top to bottom) The auction preview panel of John Carlson, moderator Larry Edsall, Dave Kinney and Andy Stone. Pioneer Women in Racing, with Janet Guthrie, Miranda Seymour and moderator Lyn St James. Bobby Rahal. The Hellé Nice 1927 Bugatti Type 35.



THE 4TH ANNUAL ARIZONA CONCOURS D'ELEGANCE

PHOTOS: JOE SAGE OR AS NOTED

Threatening skies offered great viewing conditions and ultimately no rain at the 4th Annual Arizona Concours d'Elegance, much to the relief of Concours officials and the car owners who had brought such a splendid assembly of automobiles for the show. A strong crowd of spectators circulated through the inner lawns of the Frank Lloyd Wright-inspired Arizona Biltmore, a landmark hotel that opened in 1929.

Ninety cars were arrayed on the show field for the Arizona Concours d'Elegance, divided into 17 classes. The cars judged to be the best in each of those classes were

then rejudged, with four of those class winners emerging as finalists to determine the event's highest accolade—Best of Show.

BEST OF SHOW

1936 Bugatti Type 37 SC Atlantic coupe

One of the world's most famous automobiles, a 1936 Bugatti Type 57SC Atlantic, won Best of Show honors on Sunday.

The magnificent handbuilt car, with prominent front fenders and a narrow aluminum body uniquely joined by rivets running along its fenders and down its spine, is owned by Peter and Merle Mullin and Rob and Melani Walton. The car usually is housed at the Mullin Automotive Museum in Oxnard, California, but had been on loan to the Petersen Automotive Museum in Los Angeles, where it has been part of a special display.

Warner Hall, a senior docent from the Mullin Automotive Museum in Oxnard, California, where the car usually resides, was the Bugatti's caretaker at the con-

course. Could he possibly have been surprised when the judges' decision was announced? "Maybe a little," he said. "We didn't want to count on anything, especially in a field (of cars) this fabulous. This is such an amazing event, and there are some really amazing cars here."

The Atlantic had won the special class of Cars of Ettore and Jean Bugatti, which included eight spectacular examples of Bugatti artistry and performance, including three historic 1920s Grand Prix cars once raced by famous women drivers in Europe.

The other three finalists were:

◆ A 1937 Lagonda LG45 Rapide sport tourer, owned by the Stephens family of San Francisco and one of only 25 Rapides built.

◆ A 1955 Ferrari 250 Europa coupe with coachwork by Vignale, owned by Kevin Cogan of Louisville, Kentucky and the first Europa model produced by Ferrari, debuting at the Paris Auto Salon in 1953.

◆ A 1933 Marmon V16 convertible coupe, owned by Aaron and Valerie Weiss of San Marino, California, a large luxury vehicle and the last car produced by the Indianapolis automaker best-known for the Marmon Wasp that won the inaugural Indianapolis 500-mile race.

The famed 1936 Bugatti 57SC Atlantic (below left) lent by Mullin Automotive Museum and owned by Peter and Merle Mullin and Rob and Melanie Walton of Oxnard CA, won Best of Show. The 1933 Marmon V16 Convertible Coupe belonging to Aaron and Valerie Weiss of San Marino CA was runner-up after winning the American Classic Open Class.

Photos: Joe Sage (3)



Above: 1930 Bugatti Type 46 Petite Royale belonging to Richard Adams of La Jolla CA; 1929 Bugatti Type 43 Grand Sport lent by the Rocky Mountain Auto Collection of Bozeman MT; 1937 Cord 812 Phaeton belonging to Norman Noakes of Chandler AZ.

CLASS WINNERS

Antique Automobiles	1909 Renault AX
Pre-War European Sports/Racing	1938 Jaguar SS-100
Post-War America-Powered Sports Cars	1960 Chevrolet Corvette
Post-War American Racing Cars	1951 Cunningham C2
Post-War European Sports Cars/Early	1956 Lancia Aurelia B24S convertible
Post-War European Sports Cars/Late	1960 Ferrari 250 GT PF Cab Series 2
Post-War European Racing Cars	1955 Ferrari 500 Mondial
American Classic/Open	1933 Marmon V16 convertible coupe
Iconic Post-War American Cars	1953 Cadillac convertible
Iconic Post-War European Cars	1949 Delahaye 155M
Preservation Cars	1959 AC Ace Bristol roadster
Avante Garde	1931 Nash Model 887 touring sedan
Classic Era Lincolns	1926 Lincoln LeBaron sedan
Coachwork by Carrozzeria Vignale	1953 Ferrari 250 Europa coupe

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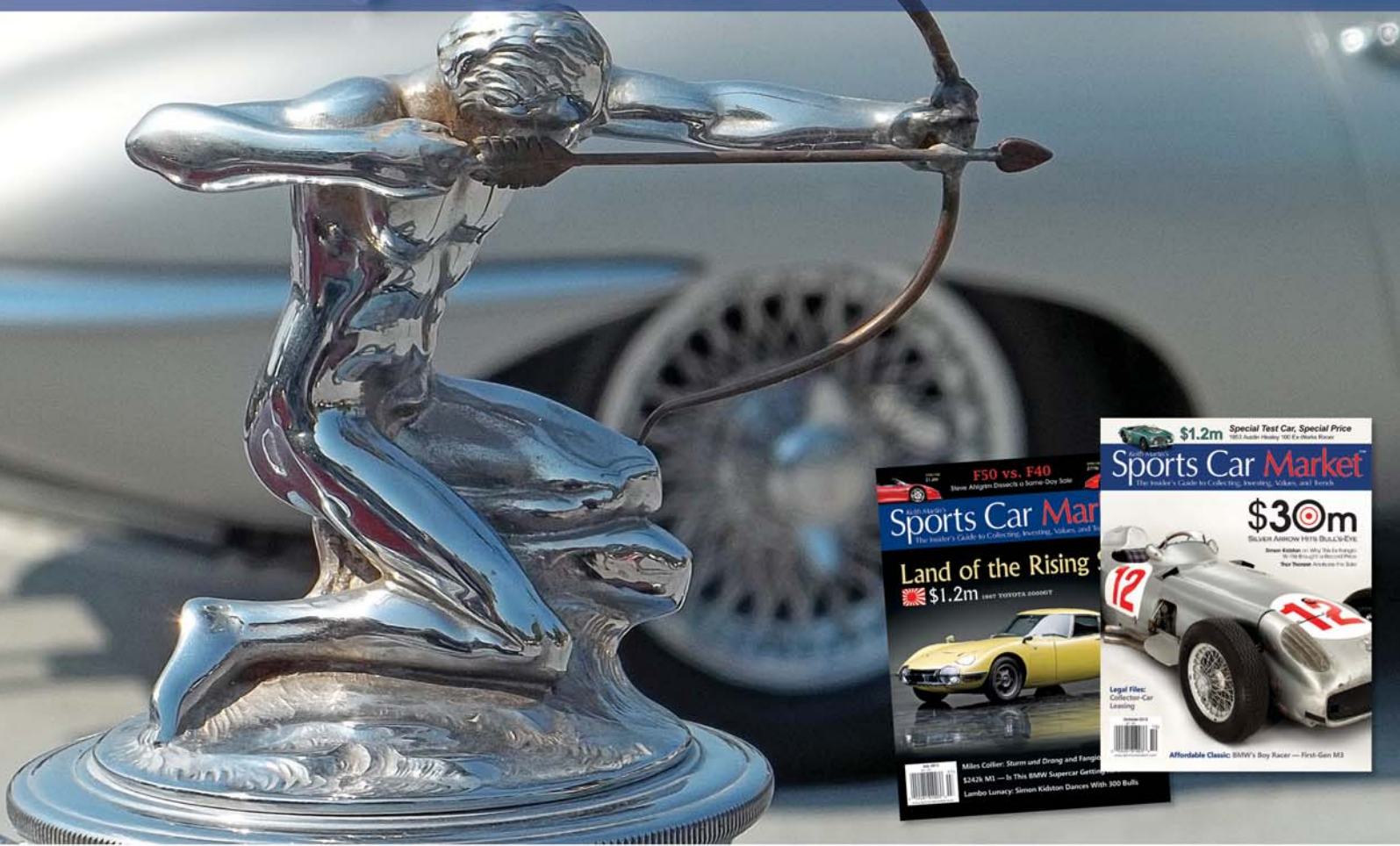
Photo: Joe Sage

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Photos: Joe Sage (2); Larry Edsall (2)



Above: 1931 Duesenberg Model J Tourster belonging to Joseph and Margie Cassini III of West Orange NJ; 1930 Cadillac V16 Model 452 Roadster belonging to Frederick Lax of Malibu CA. At right: Best of Show winner, the 1936 Bugatti 57SC Atlantic.

SPECIAL AWARDS

- Most Elegant Pre-War Car** 1931 Duesenberg Model J Tourster
- Director's Choice** 1951 Ferrari 212 MM
- Historic Vehicle Association Most Well-Preserved Vehicle** 1949 MGTC
- Historic Vehicle Association National Automotive Heritage Award** 1955 Ferrari 500 Mondial
- Hagerty Youth Judging Award** 1959 Bocar XP-5
- Make-A-Wish Kids Choice** 1936 Bugatti 57 SC Atlantic

On Monday, many cars from the Arizona Concours d'Elegance participated in a driving event, the Arizona Tour d'Elegance, with a free public display of the vehicles at the scenic South Canal Bridge in downtown Scottsdale.

The Arizona Concours d'Elegance is a not-for-profit corporation registered with the State of Arizona, with federal 501(c)(3) status. Net proceeds from the nationally recognized event, as well as generous donations from participants and spectators, benefit Make-A-Wish® Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions.

The fifth annual Arizona Concours d'Elegance will be held on January 14, 2018. For complete details, visit www.arizonaconcours.com. ■



Photo: Joe Sage

Eleganta Svensk teknik

All-new Volvo S90 breaks new ground by Joe Sage

If you're looking at German, Asian or Detroit premium/luxury brands, don't miss this powerful Swedish insurgent. Volvo's new S90 executive luxury sedan is most impressive, from the big picture down to each detail. Introduced in the wake of their XC90 luxury SUV, which has won awards numbering in the hundreds (and built on its same new Scalable Product Architecture platform), the S90 augurs great things.

It took us about 20 yards behind the wheel to vividly recall why we love a good, powerful, premium performance full-size sedan. Weighing just over two tons and powered, as are so many now, by a two-liter four-cylinder—the key to this T6 being both turbocharging *and* supercharging—the Volvo S90 hits 60 mph in just 5.7 seconds, while delivering 31 mpg highway. What a formula, and it's all enjoyed from within a cockpit reminiscent of the finest modern Scandinavian living room.

What's more, this big luxury sedan can be yours

starting under \$50,000. Our sample, an Inscription with all-wheel-drive, T6 powerplant, plus several comprehensive and reasonably priced packages and options, is in the mid-\$60s—very competitive, and its virtue of being less common than competitors surely makes it a win-win in the category.

The Volvo S90 has a strong and dramatic presence, though at the same time subtle. Its long wheelbase and short overhangs provide a powerful stance and big rear doors, and a high beltline gives a solid look while still allowing superb visibility. Rear sheet metal in particular is distinctive, a very Volvo-esque chiseled look: clean, sculpted, substantial and premium. This could be trendsetting.

The nest of buttons from Volvo center stacks in the last decade is gone, replaced by a handsome award-winning Sensus Connect 9.3-inch vertical touchscreen. We first dug into climate control, where we found clear options for its four-zone front/back system, plus separate options for auto-

matic fan speed and automatic temperature, usually cross-dependent, so a breakthrough in the S90. Instead of the looped "back" arrow on pretty much every other system, it has an "X" (close) icon. Makes sense. When you're done you're done, no need to follow the bread crumbs back out, another example of Volvo rethinking a detail. This returns you to a three-quarter screen for what you last had going, with the other quarter displaying a complete and clear list of other options. The system can also be operated by voice control. It seems to be an interface you will enjoy more and more over time, the opposite of many others.

The optional 19-speaker Bowers & Wilkins audio system goes well beyond the usual controls, with such options as Center Stage or the acoustics of Sweden's Gothenburg Concert Hall, but letting you fine tune these, such as your percentage of intensity and envelopment in Center Stage. Concert Hall is stunning for certain kinds of music—surely for classical—but not for newscasts, as voices boom like Big Brother in that mode. But you can choose, and your options are distinct.

The instrument display in the binnacle is a sin-



gle fully customizable 12.3-inch digital screen.

The Volvo S90 has a fuel-saving auto start/stop feature, but we had to look that up to be certain—it's by far one of the smoothest we've experienced. The tach drops to a 500-rpm mark, labeled "Ready"—another case of rethinking things—then zooming back to life upon motion, with a very cool digital fade sweeping behind the needle's path.

Releasing from Park, the car holds steady for a moment, until you've learned that an intuitive nano-tap of the gas pedal will bring it immediately to life. All this varies among four drive modes—Comfort (the default on every restart), Dynamic (auto start/stop is disabled and revs run higher), Eco (including idle-engine coasting above 40 mph) and Individual (in which you can customize all of the above to your liking, then store it in your key fob so everything is just right every time you enter.

The S90 actually has more legroom in the front than a Mercedes-Benz S-Class (though less in the rear), though we never mastered a position for our tall frame, having to drop down to move back.

We noted confident acceleration and equally confident braking during our week (the larger your wheels, the larger your brakes in the S90 lineup).

Volvo S90 is the first car in the US to offer semi-autonomous (hands-on-the-wheel) driving technology as standard, including pilot assist for steering, acceleration and braking. Two world-first features included as standard are large animal detection (which can stop you or mitigate a collision) and run-off-road mitigation (which under threat of such a situation will gently steer you away from the brink).

Volvo S90, with its unmistakable Swedish DNA, enters the realm of superstar sedans from a smaller place, but arrives in a big way. ■

SPECIFICATIONS

ENGINE	.....2.0L supercharged+turbo 4-cyl
DRIVETRAIN	.....AWD
HP/TORQUE	.....316 hp / 295 lb-ft
TRANSMISSION	.....8-speed Geartronic auto
0-TO-60 MPH / TOP SPEED	.....5.7 sec / 130 mph
SUSPENSION	.....F: double wishbone, coils, hydraulic shocks, stabilizer bar; R: integral axle w/transverse composite leaf spring, hydraulic shocks, optional air suspension
STEERING	.....rack & pinion elec power assist
WHEELS	.....optional 20-in Inscription alloys
BRAKES	.....F: 13.6" / R: 12.6" disc brakes w/ ABS, EBD, electronic brake assist
LENGTH / WHEELBASE	.....195.4 in / 115.8 in
TURNING CIRCLE	.....37.4 ft
CARGO VOLUME	.....17.7 cu.ft
WEIGHT	.....4080 lb
FUEL CAPACITY / FUEL	.....15.9 gal / 91+ octane
MPG	.....22/31/25 (city/hwy/comb)

BASE PRICE\$52,950

INSCRIPTION FEATURES: Active bending added to standard LED headlights w/ Thor's Hammer DRLs and auto high-beam; high-pressure headlight washers; illuminated Volvo door sill plates; high-level interior lighting; linear walnut wood inlays; Apple CarPlay and USB hub; heated/ventilated front seats; Nappa soft leather seats; leather dash and upper door panels; power side support for front seats; manual sun curtains, rear side windows; 4-zone electric climate control, cooled glovebox; 19" 10-spoke silver diamond cut alloy wheels (upgraded further on ours; see below); decklid Inscription badge; color-coordinated Nappa leather key fob3300

VISION PACKAGE: 360° surround view camera; retractable rear view mirrors; auto-dim interior and exterior mirrors; blind spot info and rear cross traffic alert1950

CLIMATE PACKAGE W/ HUD: Heated steering wheel; heated rear outer seats; heated windshield washer nozzles (integrated in wiper arms); graphical heads-up display1950

CONVENIENCE PACKAGE: HomeLink; compass in rearview mirror; power trunklid; 12v power outlet; park assist pilot and park assist front (rear standard)1000

BOWERS & WILKINS PREMIUM SOUND2650

METALLIC PAINT560

20" INSCRIPTION ALLOY WHEELS750

DESTINATION CHARGE995

TOTAL\$66,105

AWARDS AND ACHIEVEMENTS

- ▼ Roadshow Editor's Choice Award - CNET
- ▼ IIHS 2017 Top Safety Pick designation
- ▼ Volvo T6 Drive-E engine named one of Wards 10 Best Engines. Editors called it "arguably the new benchmark for high-output 4-cylinder engines."



This past summer, our friend Brian Chapman announced his new fitness program—Motocross racing. We think it's a midlife crisis, and Brian doesn't care, because when you have a midlife crisis, you don't care, we know this.

Instead of a gym membership, he had purchased a 2006 Yamaha YZ450S dirt bike that we must admit looked almost showroom when we

finally saw it. Which was after a couple of months of hearing tales of his practice sessions at ACP for the upcoming season. First we had to ask what's ACP? and where is it that you have disappeared to every Saturday and most Sundays?

ACP is Arizona Cycle Park, south of Buckeye, and to be exact he gave us directions to come see him ride. Take I-10 west of Phoenix to Exit #138,

then Highway 85 south for 14 miles. "When you pass the prison, exit, turn right and then right, so you drive past the prison going north. At the end of the road turn left where the sign is. I ride from 6am until 11am," he said. It was late summer, so we understood the early hours before the sun turned the desert into a frying pan. But 6am, an hour out of Phoenix—really?

Early to rise, we actually beat Brian to the track that next Saturday morning and were blessed by a freak of nature, light overcast clouds. When we pulled up to the gate, the gatekeeper said, "you forgot your bike" and waved us in free of charge to spectate. What had appeared flatlands with large motorcycle berms in the turns of the track turned out to be a giant pit with a National track and a Vet-X track, large jumps built in to each. There were only a few dozen racers on hand at this early hour and none on track yet, so cameras in hand we walked back to the gate to ask where we could shoot photos without getting in trouble. The gatekeeper, it turns out, is Beverly, co-owner of the track with her husband (who we never did meet). She said we could go inside the fencing and about anywhere along the track we'd like, with only the warning to never ever walk with our backs to the

riders. Makes sense, see what's coming at you, seems simple—until you get out there and realize you can only walk one direction or cross the track in between riders. Oh, and don't get hit, and no crash shots, she had said.

Brian had arrived while we were looking around, unloaded his bike and prepped to go for a few warm-up laps. A few riders were on track, so we headed down into the pit for the first time, figuring out where the best photos may be. Brian did about seven laps (he rides the Vet-X track) and went back up the hill to the pits. We followed, realizing we might get as much of a workout climbing as he did riding. Not actually true. He was dressed to sweat, and we had on shorts, T-shirt and tennis shoes.

Ride number two came after about 15 minutes of rest, refueling and checking the chain tension. He was much more aggressive, and we were impressed the old guy could ride and hit jumps pretty hard. Meanwhile, we were getting winded changing locations each lap, looking for just the right corner, elevation or jump to shoot. In 12 or 15 laps, who's counting? It was back to the pits this time for a long break and then a leisurely walk around the park, and thankfully the pit area is flat.

This being a practice-only day, there were no concessions open. There were dozens of motor homes and toy haulers with families picnicking in midmorning. And spectator stands above the National track, which we noted had consider-

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ably longer straights, larger jumps and greater elevation changes than the Vet-X track. Also much faster riders.

It was a good show, even during practice, and considering we don't have the nerve to climb on a YZ450 and get airborne—no negative comment about the Vet-X track. And no comment at all that might provoke a challenge from Brian to get on his bike. Climbing hills with bags of camera lenses is just fine.

Ride number three, and we have a plan. Brian has seen some photos, so he knows what works. Seventeen laps (he's counting this time), and we are out in the far corner shooting wide angles. On lap number 18, we switch to video, simply to test a camera, and when Brian comes through the corner he grabs a little throttle, thinking he can make a rooster tail. Well, the bike grabs instead of spinning the tire, lifts the front tire a touch and goes hard left, high siding him off to the right side, with the bike of course pummeling him on the ground. End of practice. The bike wouldn't restart after lying on the ground overflowing the carburator, so he got towed back to the pits by a quad. The crash video later would be Brian's favorite item of the day, posting it on Facebook so friends could give him a hard time.

We walked over to Beverly at the gate to ask some questions about the track. She said she first went to ACP in the 1970s, when it was in Phoenix at 16th Street, down in the river bed. As Phoenix grew around it, as with so many motorsports tracks, it was driven out.

We asked how the pit came to be here in the middle of the desert, and she explained that when Highway 85 to Gila Bend was widened from two to four lanes, the road bed had to be raised above the floodplain, and the pit is left from the dirt removed to create that road bed. After the road project was complete, a friend who had worked on the project suggested that she and her husband look at the property, as it would sell cheap. They decided it was a perfect location for a motocross track. Obstacles that hinder general development around it include not only the "who wants to live next to the prison" thought, which is obvious enough. But to the north and west the land is monsoon floodplain. Also to the north are power lines and then mountain range. ACP would appear to be safe from urban encroachment for many years to come.

Arizona Cycle Park offers motocross racing classes for all ages and skill levels. Besides motocross, several times a year ACP turns to Sand Drag Racing with the Buckeye Drags for Trucks, Quads, Buggy's, Jeeps, Bikes and UTVS.

The season is on, so visit www.arizonacycle-park.com for more information and schedules. ■



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VEHICLE IMPRESSION : 2017 INFINITI QX30 SPORT

Microcosm

BY JOE SAGE



When Infiniti was invented as Nissan's luxury brand for the US (in the same general time-frame that Honda and Toyota invented Acura and Lexus, respectively), they put an emphasis not only on premium fitment, but also on performance. The little Infiniti QX30 Sport brings these original sensibilities to compact crossover territory.

The QX30 looks sporty from the base \$29,950 model on up, with wide stance and muscular bulges in purposeful places. The QX30 Sport, powered by the same 2-liter turbo as other models, gets its edge from lower ride height (6.1 inches of ground clearance vs 6.8 on other FWD models or 8 inches with AWD) and has upsized 19-inch aluminum alloy wheels, part function and part style, Sport front and rear lower fascias, a gloss black grille, body-color side sills and dark chrome exhaust tips.

All-wheel drive is available on two midrange models, but not on the base QX30 nor the top-dollar Sport, where emphasis is on aerodynamics and weight. (Sport is the heaviest FWD trim by just 18 pounds, but AWD would add over 100 pounds,

though a Sport/AWD combo would still seem appealing.) The AWD models are solid crossover entries, while the FWD models seem more wagon-like, the QX30 thus arguably a performance hatch.

We had a good week with the car. We played considerably with its sport, manual and economy modes, sometimes with surprising results. The car's idle start/stop is one of the smoothest. Downsides? Touchscreen scrolling can be a little too eager, the electronic park button is awkward if cupholders are in use, and Park releases as reluctantly as if the car were frozen to ice. Upsides: this is an attractive and highly maneuverable little guy with ample power for its size and weight.

This car's performance is quick, flat and steady, zipping satisfyingly through traffic of widely varying conditions and speeds. The Infiniti QX30 Sport is kind of a microcosm of many elements of the industry today—small yet premium, sporty yet frugal, stylish yet fundamental, affordable by some comparisons, upscale by others. The best parts of each are what shine through. ■

SPECIFICATIONS

ENGINE/DRIVETRAIN	2.0L turbo 4-cyl / FWD
HP/TORQUE	208 hp / 258 lb-ft
TRANSMISSION	7-spd dual clutch
BRAKES	FR 12.6 vented, R 11.6 solid disc
STEERING / SUSPENSION	electric power assist FR: McPherson strut; R: multi-link, stabilizer bars
WHEELS / TIRES	19x8 alum alloy, Goodyear 235/45R19
LENGTH / WHEELBASE	174.2 in / 106.3 in
SEATING / CARGO CAPACITY	five / 19.2 cu.ft
WEIGHT	3364 lb
MPG	24/33/27 (city/hwy/comb)
BASE PRICE	\$38,500
SPORT LEATHER PACKAGE: Nappa leather heated seats, stitched dash insert, front passenger seat storage, black headliner and A-pillar, leatherette door/console	1500
SPORT TECHNOLOGY PACKAGE: Blind spot warning, lane departure warning, forward emergency braking, smart cruise, high beam assist	1200
SPORT LED PACKAGE: LED headlamps, active front lighting, enhanced LED interior lighting	1000
SPORT NAVIGATION PACKAGE: InTouch with nav including six months	INCLUDED
MOONROOF: Panoramic w/power shades	INCLUDED
ILLUMINATED KICK PLATES:	540
DESTINATION CHARGE:	995
TOTAL	\$43,735



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VEHICLE IMPRESSION : 2017 MAZDA3 5-DOOR GRAND TOURING

It's no wonder they call this car a "5-Door" rather than a hatchback, as it is and always has been halfway to what several others are now calling a crossover. Mazda3 is a small car with big possibilities.

You can buy a Mazda3 in three versions of four-door—155-hp 2.0L Sport or Touring, 184-hp 2.5L Grand Touring—and four of this five-door hatch—those same three or optionally a 2.5L in the midrange Touring 5-Door, 29 extra horses (19 percent more) for just \$150 more (a less than one percent bump).

Our Grand Touring 2.5L 5-Door tester is only \$1500 more than that and adds leather interior, foglights, Bose audio and an LED light option. Other upgrades, such as 18-inch wheels, already kicked in at the Touring level. In fact, many features are included in the base level.

Now double your possibilities: every model is available with a 6-speed manual. With the automatic, double your choices again with Sport mode (we wanted to just leave this on, but you need to reengage it at every restart).

Fit and finish are exceptional. The car is so airtight, we sometimes had to close the door twice. Its size and weight make it a tight little handler, though aggressive driving could inspire some torque steer—though this, in turn, is countered by the car's G-Vectoring control.



Mazda is a leader in heads-up display at such price points, an effective system that even works with polarized sunglasses.

The infotainment interface gets an A for contents and abilities, a B for the number of steps some missions require. Fine-tuning the Bose Centerpoint surround sound system is well rewarded, coaxing what seems like 13 speakers' worth of sound from just nine.

The 5-Door holds 63 percent more cargo, is some five inches shorter (same wheelbase) and weighs less (as low as 2875 pounds)—a car for driving enthusiasts with places to go, with stuff. Top speed is the same with either body style and either engine. Fuel mileage is very close among two transmissions, 5-Door or 4-Door, even the 2.5L versus the 2.0L. On Grand Touring, you can add i-ELOOP regenerative braking and active grille shutter.

A base Mazda3 is well outfitted at \$17,845, though each dollar from there to our optioned Grand Touring 5-Door is well spent. ■

SPECIFICATIONS

ENGINESKYACTIV-G 2.5L DOHC 16v 4-cyl w/VVT
HP/TORQUE184 hp / 185 lb-ft
TRANSMISSION6-spd auto (6-spd manual avail)
DRIVETRAIN / TOP SPEEDFWD / 130 mph
BRAKESFR: 11.61" vented, R: 10.43" solid discs
SUSPENSIONFR: independent McPherson strut;
R: independent multi-link
WHEELS / TIRES18x7J alloy, 215/45R18 all-season
LENGTH / WHEELBASE175.6 in / 106.3 in
SEATING / CARGO CAPACITYfive / 20.2 cu.ft
WEIGHT3098 lb
MPG26/35/30 (city/hwy/comb)

BASE PRICE\$24,945
SNOWFLAKE WHITE PEARL PAINT200
CARGO MAT75
REAR BUMPER GUARD160
SCUFF PLATES / DOOR SILL TRIM PLATES125
PREMIUM EQUIPMENT PACKAGE: LED auto headlights, LED DRLs, LED combo taillights, adaptive front lighting, navigation, auto-dim Homelink rearview mirror, heated steering wheel, paddle shifters1600
I-ACTIVE SAFETY PACKAGE: High beam control, lane departure warning, lane keep assist, smart brake support, radar cruise control, traffic sign recognition1100
DESTINATION CHARGE835
TOTAL\$28,980

ENTHUSIASTIC AND AIRTIGHT

By Joe Sage



THE INSIDE TRACK: BRIEFS & RUMORS



Ford GT squad at Le Mans 24 Hours

▼ A full squad of four **Ford** GTs will compete at the 2017 Le Mans 24 Hours, one year on from the marque's triumphant return to the endurance race. The Ford Chip Ganassi Racing team's 2016 victory came 50 years after an historic 1-2-3 finish for Ford in 1966. Ford also won the race in 1967 with Americans Dan Gurney and AJ Foyt piloting the Ford GT40. New to the team for 2017 is 23-year-old Brazilian Luis Felipe "Pipo" Derani, who joins Andy Priaulx and Harry Tincknell (both GB) in the #67 Ford GT for the FIA World Endurance Championship races at Silverstone, Spa and Le Mans. He came to Ford's attention in 2016 when he won the Rolex 24 At Daytona and the Sebring 12 Hours on his debut. The winners of the Rolex 24 at Daytona—Joey Hand (US), Dirk Muller (GER) and Sébastien Bourdais (FRA)—will defend their 2016 Le Mans victory in the #68 Ford GT. The #66 Ford GT keeps the regular lineup of Stefan Mücke (GER) and Olivier Pla (FRA) in the FIA WEC, joined by Billy Johnson (US) for Silverstone, Spa and Le Mans. In the #69 Ford GT, the top squad of Ryan Briscoe (AUS), Richard Westbrook (GB) and Scott Dixon (NZ) will be looking to improve on their third place Le Mans podium finish of 2016.

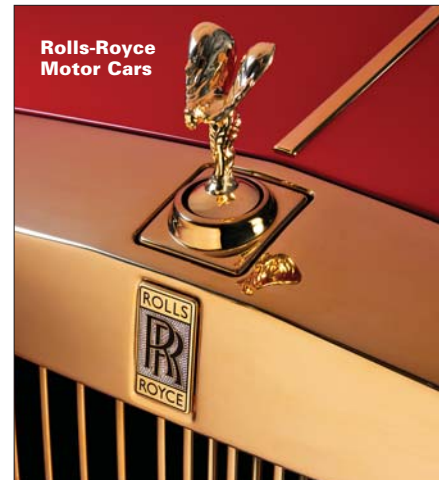
▼ The **LEGO**® Batmobile from **Chevrolet**, designed with students from Detroit's Cody Rouge community, was inspired by Batman's Speedwagon in *The LEGO® Batman Movie*, which hit theaters in February. The show car also appears in Chev-

rolet's "Real People, Not Actors" advertising campaign, in which LEGO Minifigure™ figurines discuss what kind of person would drive the LEGO Batmobile. The vehicle, with exclusive stud shooters, is 17 feet long, 83 inches high, 9.25 feet wide and weighs 1,695.5 pounds (the tires are just over 100 pounds each). The frame, made from more than 86 feet of square tube aluminum, weighs 282.5 pounds. A total of 344,189 LEGO bricks were used. It took LEGO Master Builders at the LEGO Model Shop in Enfield, Connecticut 22 hours to design and 1,833 hours to build.



Chevrolet life-size LEGO® Batmobile

▼ Two gold-infused **Rolls-Royce** Phantoms are joining the collection at the THE 13 hotel in Macau. Reserved for transporting the hotel's top VIPs, the two will be the flagships of a 30-strong collection of Phantoms. With 23.75-karat gold both inside and out, these will be the most expensive Rolls-Royce Phantoms ever



Rolls-Royce Motor Cars

built, with the most expensive and meticulously engineered paint the marque has ever produced. The Surface Finish Center at the Rolls-Royce Global Centre of Excellence in Goodwood installed new specialized equipment to ensure no contamination during painting of the two cars. The finish uses 250 percent more paint than other Phantoms, with 10 layers, one of which is a 40-micron-deep shimmering layer of gold, glass and aluminum.

▼ FCA is building a **Dodge** Challenger GT all-wheel drive (AWD) for 2017, a variant delivering the power and performance

you expect, plus expanded capability for snow, ice, sandy roads, monsoon rains and more. It's "the world's first and only all-wheel-drive American muscle coupe," said Tim Kuniskis, Dodge, SRT, Chrysler and Fiat head of passenger cars North America. The car is especially responsive, with a tuned induction system and dual

exhaust from the manifolds to the tips, delivering over 90 percent of the 305-hp 3.6L Pentastar V6's peak torque of 28 lb-ft from 1,800 to 6,400 rpm. With the standard TorqueFlite 8-speed automatic,



Dodge Challenger GT AWD

Challenger GT is rated 27 mpg highway. The car features the same all-wheel-drive system found in the Charger AWD, with active transfer case and automatic front-axle disconnect—under normal conditions, 100 percent of the engine's torque goes to the rear wheels, while the front wheels are engaged in slick conditions. Vehicle dynamic control (VDC)'s precise front-to-rear torque control, integrated with electronic stability control (ESC), maintains Challenger's fun driving character, regardless of road conditions. Challenger GT AWD has paddle shifters, plus a sport mode with quicker shifts and rev held higher. And yes, there is a Challenger GT Super Track Pak, with Dodge Performance Pages and launch control information in the 8.4-inch touchscreen, showing reaction times, 0-to-60 times, G-force and lap times, all of which can also be mirrored in the customizable 7-inch TFT cluster display. Three-mode ESC includes a "full-off" mode, for drifting through the snowdrifts. The new 2017 Dodge Challenger GT AWD, which starts hitting dealers during the first quarter of 2017, starts at \$33,395.

▼ **Rolls-Royce Motor Cars** has issued a statement to clarify confusion following recent statements by Rolls-Royce plc. Rolls-Royce Motor Cars is a completely separate company from Rolls-Royce plc, which manufactures power systems for aircraft, ships and land applications. Rolls-Royce Motor Cars is a wholly-owned

subsidiary of the BMW Group, based at Goodwood near Chichester in West Sussex, UK, which opened in January 2003 at the automaker's new global production facility. Rolls-Royce Motor Cars

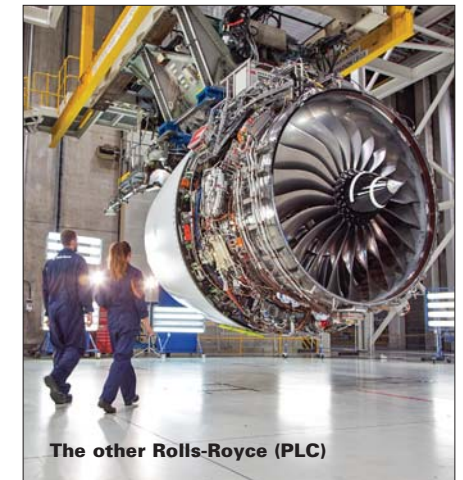
manufactures and sells super-luxury automobiles, including the Phantom, Ghost, Wraith and Dawn. As an entirely separate company, Rolls-Royce Motor Cars has no involvement whatsoever in issues relating to alleged bribery and subsequent legal settlements reached by Rolls-Royce plc with authorities in various jurisdictions, including the UK, US and Brazil. Rolls-Royce Motor Cars recently announced its second highest ever annual sales in the marque's 113-year history, with 2016 up 6 percent over 2015. A total of 4,011 cars were delivered to customers in more than 50 countries.



Lotus Exige Race 380

▼ **Lotus** has announced the Exige Race 380, a track-only sibling of the critically acclaimed Exige Sport 380. The first production cars reach owners in May 2017. As part of the current Exige's development cycle, the Race 380 will be used by teams and privateers for the 2017/2018

season. Based the Exige Sport 380 supercar, the new model provides race-bred engineering and a host of competition-focused components standard. Gearbox, suspension, aerodynamics and electrical



The other Rolls-Royce (PLC)

systems are among the items that have been modified to reflect the car's role but, despite the fact that the new Race model is not available in a road-legal specification, the majority of the original car's configuration is retained. Unveiled late last year, the Lotus Exige Sport 380 has proved to be one of Lotus' most successful new models in recent years, with orders for the next four months' production already allocated. The car's color TFT instrument cluster has numerous user customizable and programmable screen configurations. Incorporating a track data logger and GPS, owners can upgrade with

professional data analysis software. The Exige Race 380 retains many of the handmade carbon-fiber components from the Exige Sport 380 including front inspection cover, hard top and diffuser surround. The Exige Race 380 is available to order now, priced at about \$125,000 (£99,500 excluding VAT). ■

UPCOMING FEATURES

Aston Martin DB11



Mercedes-AMG GT and GT C Roadsters



Road trip: Nellie E Saloon near Parker AZ



Land Rover Discovery



Volvo V90 Cross Country



Mudfest: Outdoor Activity Vehicle of the Year



Road trip: National Parks family RV tour



Chevrolet Equinox



Photo: Tyson Hugie

Photo: NWAPA / Vinnie Nguyen

Photo: Stephanie Jamagan

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

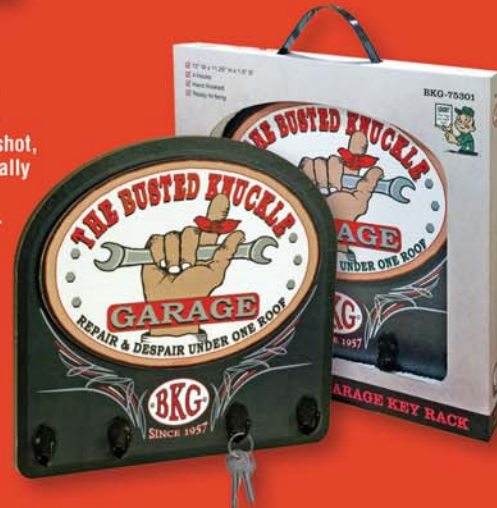
\$29.95 / SKU: 10-BKG-75301

Shot Glass Gift Set with Mat

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

Was \$24.95 / Now \$19.95

SKU: 08-BKG-78703



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— Many thanks! Jackie B.

♥ I just had the most wonderful buying experience! I only hope my father asks for something from The Busted Knuckle Garage for Christmas so I can do business with such a wonderful company once more.
— Cheers! Michelle

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

♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service.
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