

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 17 NUMBER 5
SEPTEMBER-OCTOBER 2018



**OFF-ROAD
MUSCLE
SPORTS
TRACK
CUSTOM
FAMILY
LUXE
/ AND MORE**

Nena Barlow
I4WDTA Master Trainer
Barlow Adventures
Sedona / Moab

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





Innovation that excites

AMERICA'S BEST TRUCK WARRANTY
5 YEARS/100,000 MILES
BUMPER TO BUMPER WARRANTY*

See dealer for limited warranty details

IT TAKES A TITAN TO OUTDO THE OUTDOORS.



FULL SIZE TRUCK OF TEXAS
AS VOTED ON BY THE TEXAS AUTO WRITERS
THE 2018 NISSAN TITAN MIDNIGHT EDITION

Nature. It can feel treacherous at times. Tame it with the legendary Cummins Turbo diesel with 555 lb-ft torque in the 2018 Nissan Titan XD PRO-4X. It has all the muscle you need to power through the most punishing paths and its Intelligent AroundView Monitor gives you a virtual birds eye 360° so you can easily move through them. Nissan Titan XD PRO-4X, the Titan of the outdoors.

NISSAN INTELLIGENT MOBILITY

*Claim based on years/mileage (whichever occurs first) covered under the New Vehicle Limited Warranty basic coverage. Wards in-market Large Pickup Segmentation and Small Pickup Segmentation v. 2017 and 2018 TITAN and TITAN XD. Nissan's New Vehicle Limited Warranty basic coverage excludes tires, corrosion coverage and federal and California emission performance and defect coverage. Other terms and conditions also apply. See dealer for complete warranty details. Warranty claim is current at time of printing. Intelligent Around View Monitor cannot eliminate blind spots and may not detect every object. Driver should always turn and check surroundings before driving. See Owner's Manual for safety information.

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features September-October 2018

Road Trip	Gadsden Hotel, Douglas AZ A.....10 111-year-old frontier luxury. By Tyson Hugie
ARIZONA RIDER MAGAZINE	Valerie Thompson: Hall of Famer B.....13 Sturgis Motorcycle Museum Hall of Fame induction.
New Vehicle Launch Drive	2019 Ford Mustang Bullitt.....14 Limited Edition celebrates McQueen's famous film. By Sue Mead
Off-Roading	Nena Barlow: I4WDTA Master Trainer C.....17 High-profile Arizona off-roader receives prestigious accreditation.
A Week With Vehicle Project	2018 Mercedes-AMG GLC43 Coupe 4MATIC.....18 High Yellow '56 Chevy pickup project D.....20 Underway! By Joe Sage with Shawnda Williams and Carly Austin
A Week With New Vehicle Launch Drive	2018 Lexus GS F.....25 2019 Hyundai Santa Fe E.....26 Tough and stylish new utility redirects lineup. By Joe Sage
New Vehicle Launch Drive	2019 Jaguar I-PACE F.....28 394-hp 512-lbft utility EV is fast, tough, magnificent! By Sue Mead
A Week With Vehicle Brand Event	2018 Volkswagen Golf GTI 2.0T S.....31 FCA "What's New 2019" G.....32 Next year's candy store previewed in top secret. By Joe Sage
A Week With Off-Roading	2018 Toyota Sequoia 4x4 TRD Sport 5.7L V8.....37 Charlene Bower: Ladies Offroad Network H.....38 2nd Annual convention in Salt Lake City. By Sue Mead
A Week With A Week With	2018 Lexus RC 350 F Sport.....40 2018 Toyota 86 GT Black 6MT.....43
New Vehicle Launch Drive	2019 Kia Forte I.....44 Third generation of Kia's top first-time buyer vehicle. By Joe Sage
A Week With New Vehicle Launch Drive	2018 Mazda CX-9 Signature AWD.....47 2019 Dodge Challenger SRT Hellcat Redeye Widebody J.....48 797-hp wonder effectively replaces Demon. By Nicole Wakelin
A Week With Japanese Domestic Market	2018.5 Nissan Rogue Sport SL AWD.....51 Kei cars and righthand-drivers.....52 The odd, wild and wonderful from Japan. By Tyson Hugie
A Week With Vehicle Comparo/Awards	2018 Mitsubishi Outlander PHEV GT S-AWD.....55 NWAPA Drive Revolution 2018 K.....56 Awards for greener, cleaner, ever more potent new powertrains.
A Week With	2018 Cadillac CT6 Platinum AWD.....59

departments

- FROM THE PUBLISHER.....4
- AUTOMOTIVE NEWS UPDATE.....6
- THE INSIDE TRACK: BRIEFS & RUMORS.....60
- UPCOMING FEATURES.....62



COVER: Nena Barlow, owner of Barlow Adventures, a 4WD adventure, training and rental operation in Sedona AZ and Moab UT, watches confidently from above as we check out the next stretch during an off-road session in the red rocks outside Sedona. This Jeep Wrangler is unusual for her in two ways—the vast majority of Wranglers in the Barlow fleet are four-doors; and this two-door had just arrived, so it had not yet received lifts, winches and other modifications, along with Barlow badging including, as with all, the inscription of this Wrangler's name: "Ygritte." **Photo:** Joe Sage

Tyson Hugie



Valerie Thompson Racing



START YOUR ENGINES : FROM THE PUBLISHER

This issue tips its hat to a fantastic bunch of top-performing Arizona ladies—from off-roaders to custom truck builders to the world's champion two-wheeler. **Valerie Thompson**, *The World's Fastest Female Motorcycle Racer*, gets inducted into the Sturgis Motorcycle Museum Hall of Fame. **Shawnda Williams** and **Carly Austin**, veterans of last year's '57 Chevy Montage SEMA build with **Bogi Lateiner**, get well underway with a '56 Chevy High Yellow build of their own. And off-roaders? Arizona is home to the best of the best—Rebelle Rally champion **Nena Barlow** (on our cover) of Barlow Adventures in Sedona (and Moab), who has just received a new top-level accreditation as one of only a handful of I4WDTA Master Trainers; and off-roader **Charlene Bower** of Mesa, who runs the Ladies Offroad Network Convention, held recently in Salt Lake City.

Sue Mead brings us Charlene's story, as well as launch features on the electric Jaguar I-PACE and the new Limited Edition Ford Mustang Bullitt. And **Nicole Wakelin** takes us behind the wheel of the new 797-horsepower Dodge Challenger SRT Hellcat Redeye Widebody, a muscle car whose name is as long as its power curve is strong.

We've made plenty of room for boyz and their toyz, as well, including a fun piece on Japanese Domestic Market (JDM) kei cars and right-hand-drivers driven by **Tyson Hugie**, who also brings us on a trip we all should take to the historic Gadsden Hotel in Douglas, Arizona, on the Mexican border, via 1992 Acura Integra and 2004 Mazda 6.

We head outside Arizona's borders for several new vehicle launches—with Sue to Portugal for the I-PACE and to San Francisco for the Bullitt; to Maine and New Hampshire with Nicole for the Challenger Redeye; to Michigan for a look at the entire FCA 2019 lineup, including a new day just for Alfa Romeo-Maserati; to northern Utah with the new Hyundai Santa Fe; to Oregon for Drive Revolution alternative powertrain awards; and to Pittsburgh to drive the new Kia Forte. Round that out with another 10 new vehicles driven in Arizona.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

Torva

Fine Art of Fine Automobiles



Lucretia Torva | 480.251.3817
Instagram: @torvasm | torvafineart@gmail.com

ARIZONADRIVER


MAGAZINE



PUBLISHER/EXECUTIVE EDITOR:
Joe Sage

CONTRIBUTING WRITERS/PHOTOGRAPHERS:

Becky Antico, Kristin Barclay, Randall Bohl, Nick Calderone, Jason Fogelson, Tyson Hugie, Stephanie Jarnagan, Jennifer Johnson, Christina Lawrie, Sue Mead, JP Molnar, Vincent Nguyen, Doris Ong, Brenda Priddy, Lyn St James, Tim and Kristin Sharp, Cathy Smith, Dave Stall, Paul Strauss, Scott Tilley, Sherri Tilley, Jan Wagner, Kevin A Wilson

 www.arizonadrivermagazine.com

 facebook.com/ArizonaDriverMagazine

 twitter.com/ArizonaDriver

 instagram.com/ArizonaDriver

ARIZONA DRIVER MAGAZINE IS A MEMBER OF:

- IMPA**International Motor Press Association
- MAMA**Midwest Automotive Media Association
- MPG**Motor Press Guild
- NWAPA** ..Northwest Automotive Press Association
- PAPA**Phoenix Automotive Press Association
- RMAP**Rocky Mountain Automotive Press
- SAMA**Southern Automotive Media Association
- TAWA**Texas Auto Writers Association
- WAJ**Western Automotive Journalists

- ACM**LeMay—America's Car Museum
- Sturgis**.....Sturgis Motorcycle Museum & Hall of Fame
- USFRA**Utah Salt Flats Racing Association
- USMA**.....United States Motorsports Association

PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC

All contents © AdZone Arizona LLC and *Arizona Driver Magazine*. All rights reserved. Any scanning, downloading and/or physical or electronic sharing of any part of this publication without prior written permission of the publisher constitutes theft of intellectual property.

Arizona Driver Magazine, *Arizona Rider Magazine*, *Arizona Flyer Magazine* and *Arizona Boater Magazine* are registered tradenames of AdZone Arizona LLC.

ARIZONA DRIVER MAGAZINE

PO Box 13387, Scottsdale AZ 85267
Advertising: 480-948-0200

OCTOBER 30 - NOVEMBER 2, 2018 • LAS VEGAS, NEVADA



SUCCESS STARTS HERE

The broadest range of performance parts for the widest range of vehicles on the planet. Find everything for sport compacts, trucks, off-road vehicles, hot rods, musclecars, exotics, UTVs and ATVs.

REGISTER FOR SUCCESS AT SEMASHOW.COM

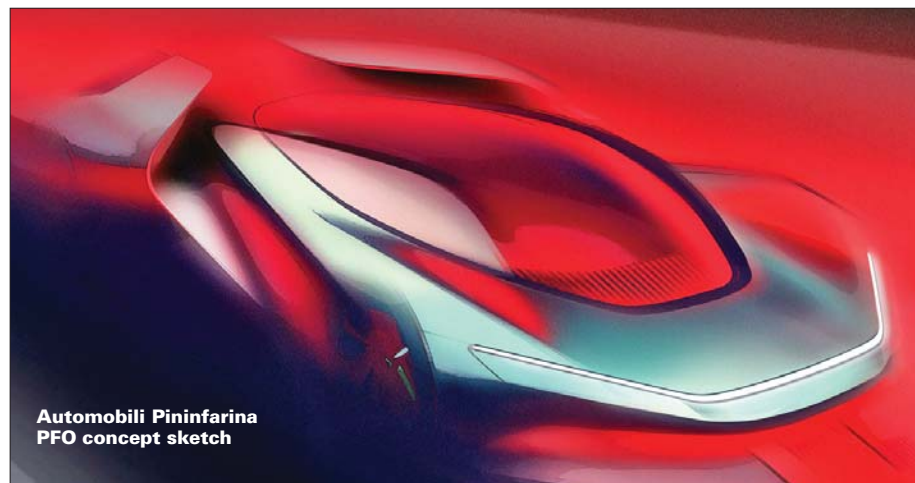




BMW 8 Series

▼ **BMW** has begun series production of the new BMW 8 Series Coupé. An amount in the low triple-digit-million euro range was invested at Group Plant Dingolfing in Lower Bavaria in preparation for the new model series. A large number of digital innovations have been integrated into the production process, including self-driving transport systems and smart devices. Intelligent lightweight construction including steel, plastic, aluminum and carbon fiber is used in the body of the new sports car. In addition to the supporting structures at the front and rear of the vehicle, other components—such as the roof, doors, hood and front firewall—are made of aluminum. For the first time in a series-production BMW, the roof is available in carbon-fiber reinforced plastic (CFRP), which is also manufactured at Dingolfing in a new wet-pressing process. These new techniques provided the flexibility to largely integrate the new 8 Series Coupé into existing production structures, rolling off the assembly line alongside 5 Series and 7 Series models. Innovations include such things as door parts delivered to the line by autonomous tuggers and collaborative robots measuring gaps and misalignments on the finish line. The all-new 2019 8 Series will go on sale in Europe in November with two engine choices: a 3.0-liter inline six-cylinder diesel and a 4.4-liter V8 for the BMW M850i xDrive Coupé. The 2019 BMW M850i xDrive Coupe arrives in US showrooms on December 8, starting at \$111,900 plus \$995 destination.

▼ New global brand **Automobili Pininfarina** has a plan to sustainably develop and produce fully-electric ultra-luxury cars. The German company introduced an experienced new senior management team to prospective retailer partners and clients in New York this summer. Automobili Pininfarina plans a range of high-luxury, high-performance EVs designed and built in close partnership with Pininfarina SpA,



Automobili Pininfarina PFO concept sketch

the legendary Italian automotive styling house. The first, an ultra-low volume electric hypercar, is codenamed PFO. With ongoing technical collaboration with the multi-race-winning Mahindra Racing Formula E team, they promise a range of vehicles with design purity, emotional appeal and innovative EV technology for customers worldwide, with plans for their first customer delivery in less than two

years. Automobili Pininfarina boasts new talent moving to their operation in Munich from Audi, Bentley, Bugatti, Ferrari, Jaguar Land Rover, Maserati, McLaren and Volvo.

▼ **Momentum Dynamics Corporation** of Malvern, Pennsylvania has developed a 200-kilowatt wireless charging system to support zero-emission electric transit buses for Chattanooga Area Regional Transportation Authority (CARTA) in Tennessee. The UL field-certified system automatically charges electric buses (built by China's BYD) while loading and unloading passengers. On-route high power charging is a critical milestone in battery electric municipal bus implementation—now able to beat the driving range of diesel or hybrid buses, while bringing tailpipe emissions to zero and dramatically reducing operating costs. Installed in the roadway, the system recharges buses multiple times per day during their scheduled stops. In that short period of time, the bus's battery receives enough energy to continue its route, thereby providing unlimited driving range. This is the second such 200-kilo-

watt system in North America, following Momentum's recent installation of a similar system for Link Transit in Wenatchee, Washington. Such systems will be installed in additional US cities this year, with multiple installations planned for Europe in 2019. Momentum's technology is designed and manufactured in the US and can be used for electric cars, commercial trucks and autonomous vehicles.

▼ A prototype of the **Audi e-tron**—their first electric car—was rolled out at the Royal Danish Playhouse in Copenhagen, a perfect site for showing off the full-size



Audi e-tron prototype

SUV's 705-watt, 16-speaker Bang & Olufsen 3D Premium Sound System and its quiet cabin, as well as its new digital operating and display experience and its virtual exterior mirrors—the first on a volume-production car. Where actors and performers normally appear in front of an audience of up to 650 people, the spotlight was instead focused on the all-electric Audi, still wrapped in its e-tron-specific camouflage. The interior of the Audi e-tron prototype forms a large wraparound arc, enveloping an extensive instrument panel with pronounced horizontal lines that sweep into sculptural door trims. Optional virtual exterior mirrors with digitized imaging will make their world premiere in the volume-production version of the Audi e-tron prototype, with practical benefits for both comfort and safety. Their flat support integrates a small camera whose image is digitally processed and shown on high-contrast 7-inch OLED displays in the interior. The driver can enter different settings using the touchscreen function—the imaging area can be moved, as well as zoomed in and out, for optimum field of view, with different settings for highway driving, turning and parking. Whether refined Valcona leather or sporty dark brushed aluminum, the interior features stitching on seats in a motif reminiscent of electric circuit boards, or optionally in orange contrast stitching and piping evoking its high-voltage electrical system. The Audi e-tron prototype has space for five occupants and their bags, along with gen-

erous headroom front and rear, as well as extra knee room in the second row. The absence of a drivetrain tunnel in the rear creates even more space. Augmenting the quiet inherent in an EV drivetrain, the e-

tron's body has additional soundproofing and sealing in zones that could transmit wind or noise interference. More information is available at www.e-tron.audi.

▼ Beginning in 2019, **Toyota** Supra will return to the highly competitive NASCAR Xfinity Series (NXS), making its on-track debut at Daytona in February, before coming to ISM Raceway in Phoenix for the DC Solar 200 during Spring Race Weekend,



Toyota Supra NASCAR racer

March 8-10. "Supra's return in production form is huge news," says Ed Laukes, group VP of Toyota Division marketing, "but now we're also going to see this iconic sports car return to American motorsport. From a marketing perspective, it's important to have a race car that evokes the dynamism and character of its showroom counterpart." Toyota worked with subsidiaries Toyota Racing Development (TRD)

and Caltex Design, both in California, to develop the NASCAR Supra. The two teams applied key learning from their prior collaborative efforts in NASCAR, which included the 2018 Toyota Camry that clinched the 2017 Monster Energy NASCAR Cup Series championship. For the new racer, TRD and Caltex scaled Supra to fit within NASCAR's specifications. Toyota has fielded Camry in NXS competition since 2007, with four manufacturer championships, two driver championships and 143 wins. The 2019 season marks the first year Toyota will field a different model in all three of NASCAR's national series—Camry in the Monster Energy NASCAR Cup Series, Supra in the NXS and Tundra in the NASCAR Camping World Truck Series. Earlier Supras raced in both America and Japan, where they were a dominant force in Super GT competition and a contender in the IMSA Camel GT Series in the 1980s. They also made two appearances in the 24 Hours of Le Mans in France in the 1990s. Caltex has worked hand-in-hand with TRD to ensure consistency between production and on-track models, while also improving on-track performance with each new build. The groups began work on the NASCAR Supra in 2017. Toyota now showcases six models across eight race series in the US. TRD's lineup includes Camry, Supra, and

Tundra in the NASCAR national series; Camry in the NHRA Funny Car competition; Camry in the ARCA Racing Series and regional touring series; Toyota 86 and Corolla Hatchback in Formula Drift; and engines for dirt midget racing and other series. Toyota will release more information about Supra in the future.

KEEP RIGHT >>

Automobili **Lamborghini** makes original spare parts for classic cars, with components covering over 65 percent of their models and more reintroduced each year



Restored 1992 Minardi M191B with Lamborghini LE33512 V12 engine

(200 items were added to the catalog in 2017 alone). Based at the company's HQ in Sant'Agata Bolognese, Lamborghini Polo Storico is a specialized unit dedicated to restoration and certification of models that have been out of production for at least ten years (from 350 GT to Diablo). The division is also in charge of preserving archives and records. Back on the track, twenty-six years after its last Grand Prix, is Minardi M191B chassis #003, with a Lamborghini LE3512 V12 engine, one of the protagonists of Formula One in 1992, the product of a meticulous restoration by Lamborghini Polo Storico with the support of engineering personnel who were active on the Lamborghini F1 project in the early '90s. This is their first single-seater restoration. After being on display at the Lamborghini Museum in Sant'Agata Bolognese, the car underwent seven months of work to return to its original efficiency, with most of the original components maintained. The tires, fuel tank, engine control unit, seat belts and fire extinguishing system were replaced, while other components were carefully restored, starting with the Mauro Forghieri-designed engine. The 12-cylinder LE3512 is still able to deliver its original almost-700 horsepower, enabling enthusiasts to relive the emotions of the golden years of Formula One. Guests of honor on the occasion of its grand return were Lamborghini factory driver Mirko Bortolotti and Giancarlo Minardi, founder of the Faenza-based team. This Minardi competed in the first

Grand Prix races of 1992, driven by Gianni Morbidelli and Christian Fittipaldi (Fittipaldi achieved its best result, 11th place at the Spanish GP), before being replaced by the M192, also equipped with a Lambor-

ghini engine. It is now ready to return to racing, competing in historic F1 championships. The Lamborghini engine perfectly maintains the features that had so impressed Ayrton Senna at Estoril in 1993.

The quickest, most powerful and most track-focused—yet street legal—Sports Series **McLaren** made its world debut in July at the Goodwood Festival of Speed. The arrival of the new 600LT marks the



McLaren 600LT

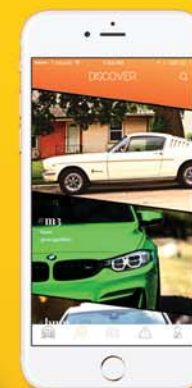
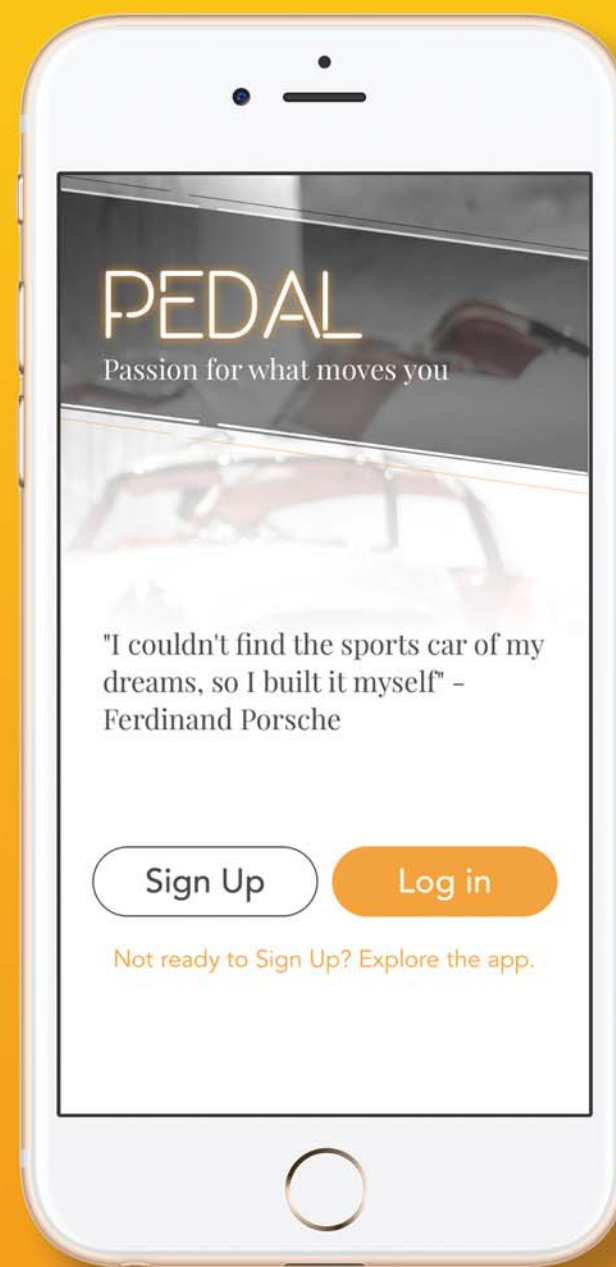
beginning of the next chapter in the McLaren "Longtail" (LT) story. The new McLaren 600LT epitomizes the McLaren philosophy of producing driver-centric lightweight super-sportscars. With the engine management system of the 3.8-liter twin-turbocharged V8 recalibrated, and less back pressure from a top-exit exhaust system that is even shorter and more extreme than that of the McLaren

Senna, allowing the engine to breathe more freely, the 600LT can call on peak power of 592 hp at 7,500 rpm and a maximum torque output of 457 lb-ft at 5,500-6,500 rpm. These outputs deliver a 0-to-62 mph acceleration time of just 2.9 seconds, matching the McLaren 675LT Super Series model (0-60 mph in just 2.8 seconds). The 600LT hits 124 mph in 8.2 seconds and has a top speed of 204 mph. Inspired by the McLaren 675LT models and their F1 GTR racing predecessor, the new addition to the LT family has all the physical hallmarks of a McLaren Longtail: an extended front splitter, lengthened rear diffuser, fixed rear wing and elongated silhouette (in this case by 2.9 inches compared to a McLaren 570S Coupé). The 600LT's aerodynamics, along with a flat carbon fiber floor, produce 220.5 lbs of downforce at 155 mph, for more grip and greater high-speed stability, a significant contributor to the car's track skills. Extensive use of carbon fiber—including for the monocoque chassis, which is some 25 percent stiffer than a comparable aluminum chassis—and for the new aerodynamic features, together with lightweight materials throughout the track-focused cockpit, helps the McLaren 600LT to achieve a dry weight of 2,749 lbs and equivalent power-to-weight ratio of 474

bhp/ton. With the optional super-lightweight carbon fiber racing seats developed for the McLaren Senna fitted, the 600LT weighs 220.5 lbs less than a 570S Coupé. Additional weight savings can be achieved with other lightweighting options. The McLaren 600LT Coupé is priced from \$240,000, which includes a Pure McLaren Road Owner Track Day at a race circuit, with expert driving tuition. ■



PASSION FOR WHAT MOVES YOU



Pedal is the must-have free app for automotive enthusiasts—the social networking community to capture and share the passion that moves you. Regardless of vehicle: car, truck, van or motorcycle. Whether you're a collector, dreamer or fan. An individual, organization or business.

Create a profile. Follow friends, family and others. Take new pictures and video, or upload from your camera roll. Share and comment. Post a link. Discover content from all over the world and join in the conversation.

This app is for people who want to share exotics like Ferrari, Lamborghini, McLaren and Porsche. Vintage, hot rods, daily drivers, electrics, autonomous and exciting barn finds. Individuals and car clubs. Racing from NASCAR to F1. The beautiful, ugly, strange and everything you think is worth sharing on and off the road.

Use Pedal to:

- Create your own profile.
- Post pictures and videos. Edit with our filters, add comments and save them to your profile.
- Opt-in to location services to geotag your posts.
- In the Discover page, search for users and hashtags to uncover and follow content you may like.
- On Pedal, we rev what we like. You can rev a post up to three times on the RPM gauge and then resets. Show your interest with each rev, watch the color change and the odometer counter go up.



PEDAL

© 2018 CARSICARS!, INC., ALL RIGHTS RESERVED.



FRONTIER LUXURY

111-YEAR-OLD BORDER HOTEL BY TYSON HUGIE

My friend Jason and I like to get together for lunch occasionally. The only challenge is, I live in metro Phoenix, and he lives 388 miles away and in another state (Las Cruces, New Mexico). Though for us, that “challenge” is actually an “opportunity.” Over the years, we’ve targeted some awesome midpoint destinations like Duncan and Willcox. This time, we decided to head to the historic Mexican border town of Douglas, Arizona.

Incorporated in 1905, the town was named after mining pioneer James Douglas and was home to two copper smelters. Perhaps its most significant architectural structure is the Gadsden Hotel, which opened in 1907, was destroyed by fire and then rebuilt in 1929. The Gadsden name comes from James Gadsden, who was the US ambassador to Mexico in 1853 when the United States bought a 30,000-square-mile region—the Gadsden Purchase—from Mexico via treaty.

The hotel itself is a five-story, 160-room building with elaborate features like a Tiffany & Co.

stained glass mural across one of the walls in the lobby. It seemed like the perfect destination for our Saturday lunch jaunt.

And short of being inside Mexico, wouldn’t you think that the best (or at least most authentic) Mexican food would be found as close to the border as possible? So it worked out perfectly that Casa Segovia at the Gadsden is less than one mile from the international border checkpoint.

My drive started out around 8:00 on a Saturday morning—a little earlier than anticipated because we’d forgotten about the time difference between New Mexico and Arizona. Since we don’t observe Daylight Time, Jason got a jump on me, and I hurried to hit the road as well, so that we could arrive in Douglas around the same timeframe.

My 1992 Acura Integra GS-R whirred to 4,200 rpm happily and stayed there for the next 3.5 hours or so. I did make just one stop, at Picacho Peak along Interstate 10 about halfway between Phoenix and Tucson, for some Lunchables and a

VitaminWater. Judge away!

Meanwhile, Jason was on his way, too, but from the opposite direction.

The last hour or so took me through some of southern Arizona’s famous old western towns, including Tombstone (“The Town Too Tough to Die”), which was bustling with tourists who were probably headed to the OK Corral to see a gunfight reenactment. I motored on through town and found my way via Highways 80 and 191 to Douglas—so close to the Mexican border that I could see the international fence toward the end of the street. Jason was already there, snapping pictures and getting acquainted with the lay of the land.

I parked the ‘Teg behind his 2004 Mazda 6.

Jason had driven nearly an identical distance to Gadsden as I had, in his tried and trusty Mazda with 249,000 miles on it. Considering my Integra had 248,000, we collectively showed up in Douglas with about half a million under our belts. We took a few photos of the cars at other locations on G Avenue, including the Grand Theatre just a block north. The theatre’s marquee said, “NOW SHOWING,” but based on the looks of things, the only thing it was showing was its age.

Welcome to Douglas, Arizona. // G Avenue looking south toward the Mexican border. // When keys were keys. // The Gadsden Hotel about 1940, give or take a year or two, looking much as it does today. // Agua Prieta, Sonora is just down the street, but bringing your passport, or the experience is limited.

The Gadsden was elaborate by even today’s standards, so I had to imagine that it must have been home to some really wealthy guests back in the day. When we walked through the front entrance, we saw that the interior of the lobby had been decked out in a dozen or so round tables with silver place settings and turquoise napkins. We later found out that this was for a wedding to be held later in the day. We had the place largely to ourselves—and clearly we had “tourist” painted on our faces, as the gal at the registration desk asked, “Can I help you?”

I was a little star-struck at how intricate some of the architecture was—a large rounded staircase dominated the foyer and for some reason reminded me of the movie *Titanic*. The woodwork was detailed, and the Tiffany stained glass mural lined the entire east side of the roofline. There was a photo album on the front desk that I thumbed through to see some of the historic photos and newspaper articles that the Gadsden had been featured in. I also confirmed my suspicions about the hotel being primarily an escape for the elite: Eleanor Roosevelt was noted as having stayed there. I loved seeing all the brass keys hanging behind the registration desk—real keys, from long before the days when we started using those newfangled credit card ones.

To our left was an entrance to Casa Segovia, the Gadsden’s in-house restaurant. Jason commented, “I feel under-dressed for this,” and I muttered, “I don’t know how much this is going to cost,” as we walked inside. We were both pleasantly surprised: I honestly expected most of the entrees to be about twice the cost they were. Score. There was no doubt in my mind that I wanted something substantial and Mexican, so I went with the chicken fajitas, which came out still-sizzling, along with two tortillas and sides like guacamole and sour cream. TDF, they were—“To Die For,” a phrase I learned from my mother.

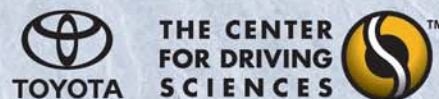
Next, we buzzed the 8 or 9 blocks south to the international border fence, but without a passport I wasn’t able to (nor had I intended to, for this trip anyway) cross into Mexico. And lastly we stopped in at the Visitor Center, equipped with stacks of pamphlets and brochures and a sign-in guest book which Jason and I of course tagged.

Our visit was short but sweet—all of 90 or so minutes until we split ways and sailed to our respective homes in opposite directions. Next time I’ll make it an over-nighter and request whichever room Eleanor Roosevelt stayed in. ■



The Gadsden Hotel in Douglas, Arizona was added to the US National Register of Historic Places in 1976.

BRIDGESTONE WINTER DRIVING SCHOOL



DRIVING AT THE NEXT LEVEL

- We are North America's premier winter driving and rally school
- Learn to drive well on ice and you will have the ability to excel on any surface
- We offer programs for beginners to seasoned professional race drivers
- Our custom-built tracks are constructed and maintained to international standards
- We are open 7 days a week during the winter season

1.800.WHY.SKID
winterdrive.com

Mid December through early March
Steamboat Springs, Colorado

Book today for the experience of a lifetime!

ARIZONA RIDER

THE ENTHUSIAST'S GUIDE TO LIFE ON TWO WHEELS

HALL OF FAMER VALERIE THOMPSON INDUCTED INTO STURGIS

Among the ten days and some half million attendees during the 78th Annual Sturgis Motorcycle Rally in August, one morning and one individual stand out, as Valerie Thompson of Scottsdale—*The Queen of Speed* and *The World's Fastest Female Motorcycle Racer*—was inducted into the prestigious Hall of Fame at the Sturgis Motorcycle Museum during a ceremony on August 8, held at the Lodge at Deadwood in historic Deadwood, South Dakota, about 14 miles from Sturgis.

Fellow inductees in the Class of 2018 included Jeff Decker, Jack Hoel, Armondo "Mondo" Porras, Marilyn Stemp and Hamsters USA.

Valerie holds eight land speed records on a variety of bikes ranging from Harley-Davidson to BMW to streamliners and is a member of seven land speed racing 200 MPH Clubs and one 300 MPH Club. In 2016, she wowed the racing world at the Bonneville Motorcycle Speed Trials with a speed

of 304.263 mph, piloting Team 7 Racing's BUB Seven Streamliner—only her fifth run in a streamlined motorcycle—becoming the first female driver in a two-wheeled vehicle to top 300 mph. She set a new land speed record of 328.467 mph in DRLA Speed Week competition at Lake Gairdner, Australia this spring (see our May/June 2018 issue), where she also survived a horrific 343.7-mph airborne crash during World Speed Trials.

"It's impossible to put into words how much this honor means to me. Looking over the list of Sturgis Hall of Famers is like a family reunion invitation list. I see friends, mentors, fellow competitors and legends dedicated to racing and promoting the sport each of us loves so much," said Thompson. "I don't think I would be here today if were not for Jesse Jurrens, owner of Legend Suspensions. He lured me from drag racing to my first competition at Bonneville in 2005. So I blame him for my salt

addiction. I also set my first land speed record on fellow hall of famer Keith Ball's Bikernet.com Harley-Davidson," added an emotional Thompson.

"Valerie's many accomplishments both on and off the track have certainly earned her a rightful place in the Sturgis Motorcycle Hall of Fame," stated Myrick Robbins, executive director of the Sturgis Motorcycle Museum and Hall of Fame. "In addition to being one of the most accomplished female motorcycle racers in the world, she has always been an excellent ambassador for those of us who love life on two-wheels."

Team 7 Racing president, BUB Seven designer and AMA Hall of Fame member Denis Manning adds, "I'm tickled pink Valerie is receiving this level of recognition. She's paid her dues on every type of racing surface and has the records to prove it. She knows no fear, delivers on her promises and is a wonderful sponsor representative. I've worked with the best riders in the business from Cal Rayburn to Chris Carr. Valerie ranks right up there with the best of the best."

What's next? Valerie Thompson is the only female in history to compete for the world's fastest motorcycle title (male or female). She and Manning's Team 7 Racing plan to continue this quest in 2019 with the BUB Seven streamliner. ■



VALERIE THOMPSON

DESIGNER: DENIS MANNING
JOHN JARRIS
JOE HARRALSON
JEFF BOYLE
JIM MOBER
ARCH OWENS
RICHARD VOLIVA
GLEN MACDONALD
DANNY WEGER
PETER MANNING
LOU FISCHER
RAY GARCIA
STIRLING HERNDON
JIM WEGER
CHARLOTTE MANNING
JACK MANNING
SPECIAL THANKS
RICHARD FARMER
THE STEIN FAMILY
BOB WIRTH

50 YEARS OF BULLITT

FROM MCQUEEN TO THE NEW MILLENNIUM BY SUE MEAD

Steve McQueen established a Hollywood standard for high-action car chase scenes when he raced a 1968 Mustang GT Fastback in the classic film *Bullitt*. The movie not only raised the bar for fast-action driving at the time, it's a standard that still stands today. In addition, it spawned a cult of auto and cinematography aficionados and a legion of stories. Ford recently celebrated the 50th anniversary of the iconic film by returning to the streets of San Francisco to help launch the new 2019 Mustang Bullitt. This is the third Limited Edition Bullitt and, for me, the third time I have driven the newest iteration of the emblematic automotive icon.

Memorable from my first edition Mustang Bullitt drive in 2001 was the route in the Russian Hill area, along the steep and hilly streets used for the movie's chase scene. I turned over motoring duties to colleague, friend and famed racer Denise McCluggage, who drove at brisk speeds along the course, while reminiscing about a short dating career with the legendary film star. She even shared a few tales with McQueen's son Chad, on hand to champion the new model.

The second edition Bullitt, in 2008, sent our

cadre of auto testers on the same route; many hoped for a personal re-creation of not only the fast-action chase but moments where the special-edition Mustang became air-bound over the hilly rises. Perhaps a few achieved this feat (I am sworn to secrecy!).

And that, perhaps, is why the drive route for the newest version took our group along a tamer stretch of roadways south of the city through coastal mountains with tight and twisty hills and vales that serpentine inland and slip back to the Pacific. The course provided ample opportunity to evaluate the star car's newest endowments and flair. Plus, there was a new story about the school teacher who drove the original *Bullitt* movie car to teach third grade—and the "special find" of that car (see sidebar).

Just as cool, unfettered and fastback sleek as the original Dark Highland Green Mustang GT, the new Limited Edition Bullitt is powered by an upgraded performance-tuned 5.0-liter V8 engine that has all the horsepower and torque needed to thrill everyday enthusiasts and, for those with racer hearts and talents, the top speed of 163 mph—an 8-mph increase over Ford's latest Mustang GT—can

be tried out best at a raceway, with the electronics to satisfy and support boy (and girl) racers, rather than on the pavement of the Golden Gate City.

One of my favorite features is the six-speed manual tranny with rev matching, and the gear shifter's white cue ball shift knob in a nod to heritage. But the icon's true touchstone its delicious sound that comes from the active valve performance exhaust system, along with 87mm throttle bodies, the powertrain control module calibration and the specially-retuned black NitroPlate exhaust tips that bring a delightful burble. A new open-air induction system, Shelby GT350 intake manifold and a larger radiator optimize performance, while a Torsen limited-slip differential and a larger rear anti-roll bar kept it planted when I pushed through tight corners.

Standard equipment inside includes a heated leather steering wheel and 12-inch all-digital LCD instrument cluster, identical in function to the cluster introduced on the 2018 Mustang, but with a unique Bullitt welcome screen that starts with an image of the car, rather than the standard pony. The leather-trimmed interior features unique green ac-

cent stitching on the dashboard, door panels, center console and seats. Ebony Black leather-trimmed Recaro seats with unique green accent stitching are optional.

Additional factory-installed options include a MagneRide semi-active suspension system for optimized driving performance, as well as a Bullitt Electronics Package which includes navigation, a new B&O PLAY premium sound system by HARMAN, Blind Spot Information System with cross-traffic alert, and memory functionality for driver's seat, mirrors and ambient lighting.

The new model is an amalgam of Mustang GT Premium and Performance Package content into a unique sports car that maintains the original Bullitt's understated persona—except for the sound! Other features paying tribute to McQueen's ride are subtle chrome accents around a unique black honeycomb grille and side windows, classic five-spoke heritage 19-inch aluminum wheels, and red-painted Brembo brake calipers with larger rotors that provided measured stopping power.

If you don't want to match the classic Dark Highland Green paint scheme of the movie car, Shadow Black is a stealthy alternative color choice. Notable is the minimal badging inside and out: only a circular Bullitt logo emblem on the rear center faux gas cap serves as a shout-out. "With zero stripes, spoilers or badges, it doesn't need to shout," said Mustang chief designer Darrell Behmer. "It's just cool, like Steve McQueen." ■

2019 FORD MUSTANG BULLITT

ENGINEexclusive Bullitt-tuned 5.0L Ti-VCT V8
 DRIVETRAINRWD
 HP/TORQUE(w prem fuel) 480 hp / 420 lb-ft
 TRANSMISSION6-speed manual w rev matching
 TOP SPEED163 mph

BASE PRICE\$46,595

INCLUDED: Dark Highland Green or Shadow Black paint; ebony leather trim interior w green stitching; Equipment Group 500A incl Bullitt interior accents, 19-in 5-spoke Heritage wheels, 12-in LCD digital instrument cluster w MyColor, heated steering wheel; minimalist Bullitt styling features incl circular faux gas cap w Bullitt logo and subtle chrome accents around front grille and side windows; 19-in torque thrust design machined-face aluminum wheels w high-gloss black pockets; custom black honeycomb grille; GT Performance Package aero splitter, open air induction system and Shelby GT350 intake manifold w 87mm throttle body and performance powertrain control module calibration; GT Performance Package suspension, performance front springs, six-piston red Brembo front brakes w larger rotors; staggered Michelin Pilot summer performance radials, electric line lock/launch control, TORSEN limited-slip differential for optimum track performance; standard active valve performance exhaust w NitroPlate black exhaust tips; fully-customizable 12-in digital LCD instrument cluster w Bullitt car image on start-up; MyMode feature to save favorite exhaust, steering and drive settings; upgraded 6-speed manual transmission w rev matching and iconic white cue ball shift knob.

DESTINATION CHARGE995

BULLITT MUSTANG TOTAL\$47,590

W ALL OPTIONS:

BULLITT ELECTRONICS PACKAGE: Harman Kardon B&O Play premium audio incl CD, HD radio, subwoofer in trunk; 3-setting driver's seat memory, mirrors and ambient lighting; voice-activated touchscreen nav; blind spot info and cross-traffic alert2100

MAGNERIDE DAMPING SYSTEM1695

RECARO SEATS: Ebony Recaro leather front seats w green accent stitching1595

DESTINATION CHARGE995

TOTAL WITH ALL OPTIONS\$52,980



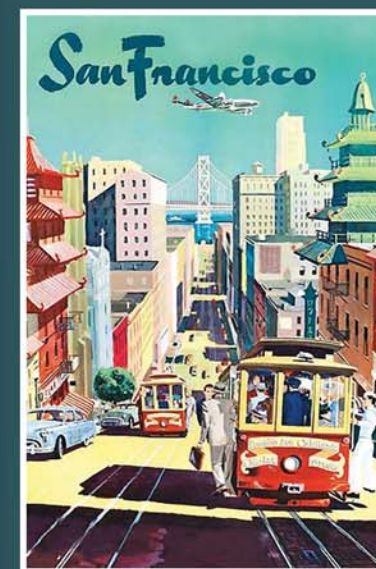
HISTORY ECHOES ITSELF

In what is believed to be the first time that the original hero car has been in San Francisco since the movie *Bullitt* was filmed back in 1968, Sean and Samantha Kiernan brought their 1968 Mustang GT Fastback to participate in the media event. Once believed lost forever, the unrestored vehicle has been making the rounds this year, having recently been at the Festival of Speed in Goodwood, United Kingdom in July, and appearing at the Woodward Dream Cruise in Michigan in August.

Sean inherited the *Bullitt* Mustang in 2014 from his late father Robert, who had purchased the car in 1974. Before its retirement and subsequent restoration, Sean's mother, Robbie, drove that same Mustang to teach the third grade at their parish Catholic school. "The car didn't impress me much back then. I was just eight, and it was old and uncomfortable," said Sean's sister, Kelly Cotton, in an interview with the *Detroit Free Press*.

"We carpooled, and Mom would pick us up from Girl Scouts. You heard that car before you saw it. And there were holes in the floorboard on the passenger side where the camera mount was used for the movie. I could watch down at the road as we drove along."

"Steve McQueen wanted it, but the family turned him down," said Samantha, who enjoys riding with Sean in the original, but loves the newest model as well. She and Sean will be taking delivery of a new Bullitt soon—with VIN#2! ■



THE BUSTED KNUCKLE GARAGE • AN AUTOMOTIVE GIFT SHOP

COMMERCIAL STRENGTH SHOP STOOLS

Heavy duty garage counter shop stool with full swivel seat & great vintage look! Built in the USA, this shop stool is an industrial/restaurant grade counter stool built for long lasting durability, comfort and strength. Available in 36 designs!

- 30" standard counter height to seat • Vinyl covered seat is 14" wide
- Full 360 degree swivel seat • Industrial strength chrome plated legs
- 1600 lb weight capacity (vs imports rated at 300 lb) • Backrest option available • Built to order, allow 10-15 work days for delivery
- Minor assembly required • Tables to match—please inquire

Style 3 Repair Shop Stool / SKU: 09-BKG-86-GUESSWORK

Style 2 Repair Shop Stool / SKU: 09-BKG-OLDIES

Were \$179.95: Now \$149.95 each

Free ground shipping in the lower 48 states!

CAR GUY T-SHIRTS

A variety of designs—with more all the time!—available in Radiator Black 100% cotton or Exhaust Pipe Gray 90/10 cotton.

- Comfortable and soft 4.5 oz ringspun • Front print • A garage tuxedo that looks just as good on Sunday morning as it did on Saturday night (while checking the oil level) • Print-on-demand item: allow 10-15 business days for delivery • Stools & pub tables to match

Shown: Garage Hotrod T-Shirt / SKU: 03-BKG-VI

\$26.95 each / Eligible for free shipping!

ALL-STEEL TOOLBOXES

The Greasemonkeys have the feeling their full line of durable all-steel portable toolboxes with lift-out tray and a variety of the most cool car guy graphics (five styles now and more coming!) just may be too good to stash tools in—we may have to call them “deco-boxes”!

- Rugged all steel end cap construction • Powder coated, rust resistant • Heavy-duty stainless steel handle • Nickel-plated steel latch and hinge for added security • Full length lift-out tote tray
- Cool car guy quality color graphics • 6 lbs • 16" x 7" x 7.5"

Car Guy Hotrod Steel Tool Box / SKU: 10-BKG-WCR

Car Guy Car Repair Steel Tool Box / SKU: 10-BKG-MCR

\$49 each / Eligible for free shipping!



♥ Not only are your products awesome, but the service and the people are too! I very much intend to pass the word along about how great it is to do business with the Busted Knuckle Garage.
— Many thanks! Jackie B.

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



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

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

Furnishings | Clothing | Signs | Barware | And More!

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

Need to reach us Greasemonkeys? Call us at 928-708-0897 / 8-5 / M-F / Arizona

Need a volume discount for your shop or business? Call us.

www.bustedknucklegarage.com

Check us out on Facebook and Instagram!

Since 1957



OFF-ROADING : NENA BARLOW : I4WDTA MASTER TRAINER

MASTER OF TERRAIN, TECHNIQUE, GOOD DEEDS & GOOD TIMES OFF-ROAD

You've met 4WD outfitter Nena Barlow in our pages before, as winner (with teammate Kande Jacobson) of the 2016 Rebelle Rally Bone Stock Award, in a factory-built Ram 1500 Rebel.

Barlow grew up in the Southwest, exploring the back roads by Jeep, horse and hiking boots. She has been in the Jeep business since 1996, providing tours, 4WD instruction, location scouting, offroad event planning, trail mapping and photography, and recovery. She has logged thousands of hours in the backcountry behind the wheel of a Jeep, with additional off-road experience in Hummers, Unimogs, Fords, Toyotas and Nissans. "The most important things about four-wheeling are to let the vehicle do the work, don't overdrive it, and never take any trail for granted," she says, "Go slow, pay attention, and never be ashamed to turn around and go home."

Nena is owner/manager of Barlow Adventures—in Sedona, Arizona and Moab, Utah—where all the staff are passionate about what they do. They specialize in helping visitors find the right trails for them and instructing them in how to use the Jeep easily and safely, wherever they may choose to go. Whether renting a trail-prepped Jeep Wrangler to go explore on your own, taking in the history and scenery on one of their guided off-road trips, or learning technical 4WD skills from a Barlow Adventures certified instructor, you can find the backcountry adventure you are looking for. They don't just "turn you loose"—they are available to help or answer questions every step of the way.

Barlow provides 4-wheel-drive experiences from their locations in Sedona and Moab, as well as custom guided trips across the High Sierra on California's challenging Rubicon Trail—where Nena is on a first name basis with every rock.

I4WDTA MASTER TRAINER: A long-time 4WD Certified Trainer, Nena recently received a new top-level accreditation and accolade, selected as a Master Trainer by I4WDTA, the International 4-Wheel-Drive Trainers' Association. I4WDTA counts among its members Certified Trainers who embody their slogan—"Excellence in 4WD Training"—performing the best instruction and demonstration of Off-Highway Vehicle (OHV) operating technique daily, worldwide, to recreational, commercial and government agency customers.

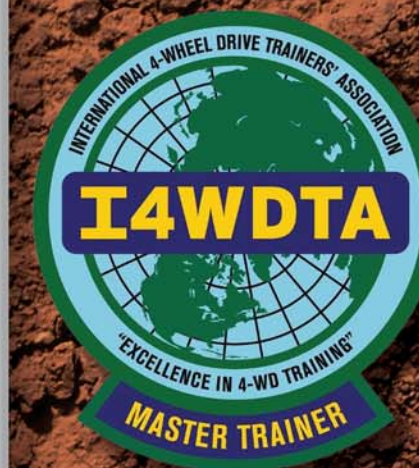
The Association says the select few chosen as Master Trainers "truly distinguish themselves. ... They serve as an example for all of us, trainers and enthusiast alike, through their contributions including the performance and conduct of continuing education; advanced certification in emergency care, rescue technique, and vehicle recovery practices; teaching advanced OHV skills at the recreational, commercial and government agency level; mentorship; environmental stewardship; trail advocacy; community volunteers at the local and state level; consultant to automotive and equipment manufacturers; authors and contributors to industry publications; adapt and develop emerging technology into 4WD training curriculum; provide advocacy, counsel and explore new opportunities for the Association to advance the enjoyment and safety of OHV operation for the consumer and greater community at large."

This is a rare crown—there are only about a half dozen I4WDTA Master Trainers, with the last one awarded two years ago and the one prior to that about eight years earlier (as well as one posthumous award this summer).

Also receiving this recognition was John Marshall, who owns Coyote Adventure Safari (for guiding and training) and Coyote Land Tours (for Unimog adventures) in Moab and also guides on Barlow trips and events.

"I'm very proud and humbled to receive this news," says Barlow.

And what makes a great 4-wheel-drive instructor? Nena says he or she "not only has nerves of steel, but never forgets that this is FUN!" ■



Smooth, edgy and glorious

A SPORTY AMG PERFORMANCE COUPE WITH SUV BONES BY JOE SAGE

The whole premise of an SUV coupe seemed odd when the first one appeared a decade ago, satirized as the answer to a question no-one had asked, seeking to be the best of both worlds and satisfying neither. But now the landscape has changed. The market today is heavily interested in crossovers and SUVs. Yet who doesn't like a sleek sports car? Now you can combine the two, with a sleek performance car you don't need to squeeze down low to enter. Just walk over and step in like an SUV—because below the roofline, that's what it is, with all that implies about rugged, wide-ranging use as a significant bonus.

Such a machine is now the answer to questions anyone might ask. Crossover utility? Check! Sporty, aerodynamic shape? Check! Still plenty roomy inside? Check! AMG performance powertrain? Check! This vehi-

cle format has gone from being arguably a trade-off to incorporating the best of all possible worlds.

Mercedes-Benz doesn't call this an SUV, per se. The full-roof model is officially called the GLC SUV, while this is the GLC Coupe. Punto. But the coupe version clearly has all the traits of its two-box sibling, from ample ground clearance to commanding driver position to 4MATIC all-wheel drive.

Both are handsome beasts. Each has mastered the finer points of its particular form. We spent zero time in the GLC43 Coupe wishing it were the boxier SUV, and we suspect owners of the SUV will spend zero time wishing it were a coupe. The appeal of either goes straight to the heart.

The GLC replaces the original compact GLK that had been intended to bookend the old somewhat curvaceous M-Class between the big GL and sort of a small GL. The concept was great, but the downsizing was a bit awkward. The new GLC, on the other hand, echoes the midsize GLE (the M-Class's

replacement), and it does it so well it's hard to have a preference between the two.

GLC is to GLE as C-Class is to E-Class, compact versus executive size. The GLC SUV has a wheelbase just 1.7 inches shorter than GLE, but is 6.1 inches shorter overall, though the bigger GLE actually has a foot tighter turning circle. Cargo volume is noticeably more in the GLE. The engines are basically the same, though the GLE is tuned for 23 more horses (torque is the same). But the GLE weighs 852 pounds more than the GLC, giving the smaller GLC a 0-to-60 time of 4.7 seconds to the GLE's 5.6.

And there are AMG GLC63 models. The GLC63 has a 479-hp AMG 4.0L biturbo V8 that hits 60 in 3.8 seconds. And a GLC63 S with uptuned to 503 hp shaves another tenth of a second off that.

It's a lot of alternatives and variables, but the actual buying decision should prove simple.

SUV or Coupe? If curvaceous streamlining appeals, the interior volume is less, but its lower drag improves 0-to-60 time to 4.5 seconds—though the AMG GLC43 Coupe costs \$3,400 more than the SUV. The decision should be easy, either way.

AMG or regular? You know who you are.



GLC43 or GLC63? This may be the only one that makes you think for a minute or two. The GLC43 and GLC63 start at roughly \$60k and \$73k—and the GLC63 S at \$81k—before options.

Oh, and one more thing—if the general style and layout of the GLC Coupe ring your bell, but you are lighter on the pedal and want to stay lighter on your wallet, there's a non-AMG GLC 300 Coupe, also with 4MATIC AWD, capable of hitting 60 in 6.4 seconds and starting at just \$46,600.

We enjoyed the AMG GLC43 Coupe enough to not think about the others (other than to tell you about them). Very possibly, the first one you try on will be the one you take home, so choose well.

We loved driving it, and we even enjoyed just looking at it. We'd park and find ourselves looking back at it, often more than once. The Coupe has such a pleasing shape—what may have once been such a vehicle's most controversial element has turned out to be the most pleasing in the GLC.

It seems to evoke something powerful from nature—possibly an egg, maybe an ocean predator—striking a balance and presence seldom achieved. We always find a few minor nits—we wish the heads-up display were lower; we wish we didn't need a flashlight to find overhead lights; we would still recommend a more conventional console shift (also freeing up the lefthand side of the wheel by migrating one or two of its three stalks); we wish for a more linear feel to the electric steering.

But where it counts—when your foot hits the pedal and the rubber meets the road—it is glorious. Give it some gas and holycow. We had the GLC43 during monsoon, and it ruled the road in the worst wet conditions—including a sudden high-speed straight line stop in deep water when a full-size pickup in front of us decided to brake for a hallucination. It has the power, the exhaust note, and no matter how much you think you're pushing it, there is always headroom to push it some more. ■

Mercedes-AMG GLC43 Coupe 4MATIC



SPECIFICATIONS

ENGINE	AMG-enhanced 3.0L biturbo V6
DRIVETRAIN	AMG Performance 4MATIC AWD
HP/TORQUE	362 hp / 384 lb-ft
TRANSMISSION	AMG Perf 9G-TRONIC auto
0-TO-60 / TOP SPEED	4.5 sec / 130 mph (elec lim)
SUSPENSION	AMG Sport Suspension based on Air Body Control: F/R: Indep multi-link w air spring, double-tube gas pressure and stblzr bar
STEERING	speed-dep electro-mech rack & pinion
BRAKES	AMG-enhanced: F: 14.2" / R: 12.6"
WHEELS	F: 8.5x20 cast / R: 9.5x20 cast
TIRES	ext mobil: F: 255/45R20 / R: 285/40R20
LENGTH / WHEELBASE	186.1 / 113.1 in
TURNING CIRCLE	39.7 ft
GROUND CLEARANCE	6.7 in
SEATING CAPACITY	five
CARGO CAPACITY	56.5 / TBA cu.ft
WEIGHT	4140 lb
FUEL CAPACITY	17.4 gal
MPG	18/24/20 (city/hwy/comb)

BASE PRICE	\$60,400
IRIDIUM SILVER METALLIC	720
CRANBERRY & BLACK LEATHER	1620
AMG PERFORMANCE EXHAUST	1250
AMG TRACK PACE APP	150
HEADS-UP DISPLAY	990
21" AMG WHEELS W ACCENTS	1000
BURMEISTER SURROUND SOUND SYSTEM	850
HEATED REAR SEATS	580
LED LOGO PROJECTORS	200
ADVANCED LIGHTING PKG:	Active LED heads, adaptive high beam assist, 3-color ambient lighting, illuminated sills
MULTIMEDIA PKG:	Comand nav (w 3 yrs map updates), SiriusXM traffic/weather (5 yrs), voice control, 8.4-in high-res display, touchpad
AMG NIGHT PKG:	black body trim items
ADV PARK ASSIST PKG:	Parktronic, active park assist, surround view, hands-free access
DRIVER ASSIST PKG:	Active blind spot assist, Distronic Plus w steering assist and stop & go pilot, active lane keep assist, Pre-Safe Plus, BAS Plus w cross-traffic assist, Pre-Safe brake w pedestrian recog, speed limit assist
DESTINATION CHARGE	995
TOTAL	\$75,745



High Yellow '56

VETERANS OF CHEVY MONTAGE SEMA BUILD EMBARK ON A PROJECT OF THEIR OWN

By Joe Sage with Shawnda Williams and Carly Austin

Carly is originally from Pratt, Kansas, home of the Miss Kansas Pageant, about 45 minutes west of Wichita, but the family moved to Tucson when she was five. Carly is a histotech in pathology—working with the cellular structure of organs and tissues—at St Joseph's Hospital and has also worked in tissue recovery for the Donor Network of Arizona. "I've always liked taking things apart," she jokes. "First, it was bodies; and now it's cars!"

Shawnda's first car was a two-door '87 Chevy Blazer—chosen by her dad for its steel strength and because if anything happened, he could bang it out in the garage. Her current daily driver is a Lexus RX 350 F Sport. Her dream car is a '69 Dodge Charger—"I love the old trucks, but really, really

love muscle cars a lot."

Carly's first car was a Chevy Cavalier hatchback, and her first new car a Ford Probe (which goes against the grain of her Chevy family, but her uncle owned a Ford dealership). She recently parted with a Scion FR-S and now drives a Jeep Wrangler Unlimited Smoky Mountain Edition. "I'm really a Jeep girl," she says. "I've had multiple Jeep Wranglers. My dad started it. When he was 15, he went out on harvest and found a '49 Willys sitting in the field and brought it home." Her "newest dream car, this month, is a '57 Chevy Bel Air four-door. My great-grandmother had one. My entire family are car people—they always have been—and my dad told me how she used to drive it at 90 down the farm roads with all the kids standing up in the back seat. I think it's neat that she was the one driving like that, though her husband bought one of the first 1920s Harleys, even though he lived out on a farm, so he could say he had the fastest horse in the county." Her dad and brothers all race two-door '56 and '57 Chevys in Tucson—"disgusting on the outside, but open up the hood and you could eat off them."

Their influences and skills are clear.

Last year, dozens of women from all over the country spent many hours over many months in the shop at Bogi's Garage in Phoenix—run by Sarah "Bogi" Lateiner, owner of 180 Degrees Automotive and co-host of *All Girls Garage* on Velocity TV—building the Chevy Montage, a highly customized 1957 Chevrolet pickup equipped with a BMW M5 engine and a very special coat of teal paint, for last November's SEMA Show in Las Vegas.

Now, two of them are building another truck—this time a 1956 Chevy pickup known as High Yellow '56, a name steeped in both purposeful ambiguity and elevation of concept.

MEET THE BUILDERS

High Yellow's masterminds and head wrenches are Shawnda Williams and Carly Austin.

Shawnda is senior manager of the User Experience Design team at General Dynamics—"kind of a mad scientist cross between being a traditional web designer and psychology, with a little bit of development knowledge. Ultimately, we advocate on behalf of users, to optimize their digital or hardware experiences, making sure their expectations align with business goals and ultimately a product that's safe and usable by the consumer."

Coming from an Air Force family, she went to college in Tennessee, grad school in North Carolina and has lived in Arizona for 13 years.

Carly Austin and Shawnda Williams



Inspirations ranged from a vintage toy truck bought by Shawnda years earlier, to last year's Chevy Montage effort (here at SEMA with Bogi Lateiner and "Barbie the Welder" Parsons). Below, Bogi grinding and Briana Loverude ready to weld on High Yellow.



MEET THE TRUCK

The High Yellow donor truck belonged to Carly's dad, but Shawnda had her eye on it from day one. Carly's enthusiast family "frequently buy and sell different '50s-era Chevy cars and trucks," says Williams. "Mr. Austin purchased the truck in 2016, and from the second he bought it, I laid claim."

The prior owner had had the truck for over 20 years, and it had long since stopped running, but Carly's dad and brother fixed it in an afternoon.

Besides the Chevy's inherent charms, Shawnda had another spark of inspiration. "Weirdly or cosmically, maybe about seven years prior, well before meeting Carly, I had picked up an old knickknack vintage-look toy truck that I had kept as decoration on my nightstand. You would assume I bought it because it looked like High Yellow, but in actuality the toy manifested the real truck. It is of a similar era; both share the side-mounted spare tire; and both were distressed yellow. So naturally, when I saw her dad's truck and the apparent similarities I was immediately in love with it."

She persisted in offering to buy it, and one evening last November, after they had attended a car show, he finally conceded. "I wasted no time," she says, "and graciously accepted his offer of sale."

The truck had its original 283 stock V8 under the hood, but as part of the deal, Carly's dad threw in an engine swap to a 350 small block, which he assisted with in Tucson. They brought the truck to Phoenix in late February of this year. "It was still drivable," says Shawnda, "although it wasn't terribly safe, as it did not have power steering, ABS or any other comforts we take for granted in modern cars. The truck then hung out at Bogi's Garage for a few months while we figured out what we wanted to do, driving it occasionally to putt around on surface streets and not much more."

"It was drivable," she adds, "until I got the wild idea to restore it (hahaha)." By the time we first saw it, it had already been completely disassembled and restoration steps were well underway.



THE MONTAGE VILLAGE

As with last year's Montage project, many others are participating as often as they want.

"Chevy Montage established a 'village' of women who are similarly interested," says Williams. "Some are experienced and some are new. Once we did Montage, all were inspired. We were inspired to buy a truck and do a build. Others were inspired to start businesses, to take chances in their career, to move in new directions they hadn't thought were possible for them. The new build has become a platform for us to solidify this village we know via Montage and call in their expertise to help us out, to intern and to give them business."

"Our painter, Dez Ferrell with Nussy's Kustoms, is starting her own paint and restoration shop, and our truck will be the first end-to-end project completed by her shop. We could pick any painter, but would rather help someone from the village make those steps forward and establish themselves."

"We've come across quite a few other people who've been able to come in or to help us. Briana Loverude is a welder, so I reached out to her and didn't even have to finish a question—she said, 'I will be there; I will help you guys.' It's like an Old World village of people, but all over the USA."

Michelle Davis, off-roader, principal with Sugar High Motorsports in Montana and Montage veter-



KEEP RIGHT >>

**It's not just a car.
It's a time machine for your soul.**



Drive your dream.®

You never forget your first love.

With thousands of classic cars and trucks for sale, ClassicCars.com plays matchmaker every day to car buffs just like you. Travel back in time and fall in love all over again.

www.ClassicCars.com

© 2008 The Collector Car Network, Inc. All rights reserved.

The original chassis will be kept as fitment reference while being replaced with a modern unit. The old chassis is intact and in good shape, so once they're done with it, it will find a new home. Shawnda Williams shows off the sandblasted cab and tailgate. Metal fabrication and body repair are well underway, as Heather Herr grinds out a trouble spot.

an, will be helping. "She was also similarly a newbie in the restoration world," says Shawnda, "but since doing Montage is now doing welding on her own. She had such an awesome time, she's spending her own money coming here to help Dez with the body and paint portion. It's this cool, almost-like-a-living-entity of people helping each other, building each other up in a constructive way.

"Where I might not have a ton of automotive experience, I have a ton of business and marketing experience, so I'm able to help Dez, who's starting a new business, in ways a peer might not be able to. It's not just 'you can help me paint this thing'; it's mutually reciprocal in how we've been able to work with one another and help each other.

"It's really turned into something bigger, where we've been able to continue with the momentum that Bogi established on Montage, in a constructive way, so that wasn't a one-and-done thing.

"I was completely shocked by the support we've gotten from people of all works of life, who have heard about what we're doing. People I thought would be more skeptical have just been overwhelmingly supportive of what we're doing. I don't have 20 years in the game, but I'm getting hands-on experience on every part, from the deconstruction all the way through. I've come to realize that if you do it, you become the expert." As High Yellow gets underway, Shawnda has simultaneously taken body repair workshops at Bogi's Garage, so "while I'm not working on panels for my own truck yet, per se, I'm learning the steps it takes to do that, so when we get to doing the bodywork portion, I'll be decent enough to say I helped do that."

Carly's three younger brothers and dad are all tinkers, mechanics and drag racers, "but I never necessarily thought I'd be working on it all," she says. But now, "I'm going to go from handing my brothers and my dad tools in the garage, to 'you give me the tool, and I'll go ahead and replace the valves and the engine. That's the coolest part for me." She used to think something might be "kind of hard and I don't know how to do it, but that's the other thing that Chevy Montage did. Sure it's daunting, and I don't know how every single part works, but it's not that scary when you know there's 1800 people you could ask, who say we'll show you how this works and figure it out together."

"We have people we've worked with who have done maybe 20 or 30 vehicles," Shawnda says, "but they still have areas where they haven't done everything and are also still learning."



THE PROJECT UNDERWAY

Deconstruction started in May, with sandblasting, metal fabrication and other strip-down and reconstruction steps interwoven through the summer.

"The inevitability after sandblasting," Shawnda tells us, "is that you'll have some rust spots that get completely blown out, so you have to cut away the bad and tack up either replacement pieces or take pieces of sheet metal and do metal repair."

It's a remarkably straight and solid 63-year-old truck, and "we want to keep as much of the original as we can," says Williams, as she points out a small gash that will be welded, minor dents to grind out, and other such details. Any filler is absolutely minimal (no more than a new vehicle may have, in fact, she points out).

The new chassis arrived in late August. Next steps are sandblasting, powder-coating, hookup of bolt-on components including suspension, getting it to a rolling chassis state. They have the old chassis on hand "for fitment purposes," says Shawnda, "just to make sure all the mounting points are the same."

Bodywork continues through the fall, with Dez Ferrell at Nessy's Kustoms performing any dent repair and prepping for new yellow paint, expected in December.

Moving into next year, they will transition into reassembly, fitment, wiring, internal component elements and deciding about upholstery—on which Shawnda is researching, gathering samples and creating Photoshop mockups of potential patterns, some incorporating cues from that era, but all of them new interpretations.

A 63-year-old truck can provide the occasional surprise, but their ultimate timeframe stays the same, with early spring completion, about March or so. "Everything's subject to change, but that's kind of my aggressive, heart of hearts goal, to have it done in time for Goodguys," says Williams—the Goodguys Rod & Custom Association's 10th Spring Nationals, at WestWorld in Scottsdale in March 2019.

Stay tuned! ■



Keith Martin's

AMERICAN CAR COLLECTOR™

The most valuable tool in your box



SUBSCRIBE TODAY! AmericanCarCollector.com 817.219.2605 Ext. 1

A WEEK WITH : 2018 LEXUS GS F

Formula

Muscle car 5.0L V8 performance, Euro sport sedan style and finish, Japanese build quality BY JOE SAGE

There are two kinds of Lexus models with "F" in their name, but make no mistake: only an F car is truly an F car. This is the GS F, the top performance model of their rear-drive-based GS lineup—not to be confused with "F Sport."

By comparison, a GS 300 or GS 350 "F Sport" has uptuned suspension and brakes, but the same four-cylinder turbo or V6 as a non-F Sport 300 or 350 (rounding out the lineup are regular GS 300 and GS 350 models and a GS 450h Hybrid).

F vs F Sport can be superficially confusing, but it's essentially the same thing Audi, BMW and Mercedes-Benz have done with S, M and AMG.

The full-blown GS F is a whole different animal, with a 5.0-liter V8 and more dramatic performance upgrades throughout: adaptive variable suspension, bigger brakes and generally top-of-the-line features, finishes and details with a sporty edge.

A wild card: if you want all-wheel-drive, only the GS 350 (or GS 350 F Sport) V6 offers that. The high-performance GS F sends its high torque to the rear wheels only. Since rear-wheel drive is the full GS lineup's core trait, anyway, that's just fine.

When we think "5.0L V8," we think immediately of Ford Mustang, which has had such an engine for decades (originally known as the 302, in the era of cubic inches), currently in the 460-hp GT. But the Lexus GS is a four-door sedan, so a better

comparison for the GS F might be the 485-hp 6.4L HEMI V8 Dodge Charger SRT.

Rip-roarin' up a freeway on-ramp in the 467-hp V8 rear-drive GS F, you'll be equally impressed by its smooth application of power and the meaty acoustics that accompany that.

The GS F has normal, sport, sport plus and eco modes available (though it is plenty sporty in any), plus an "eco" indicator that gives you a pat on the head when you let off the gas in sportier modes. Switching among them is easier than most, once you discover the control knob's thinking. Sport plus gives you a real kick in the pants, but it also boosts the acoustics—if you're trying not to wake up the neighborhood, one quick flick to the left gets you into tranquil eco mode (and can be done eyes-off). We found the car's tracking could be a little loose for a rear-driver, and sport settings did help that.

As with any current Lexus, the weak point is the display system's joystick controller, which has all the precision of a loose tooth, making navigating among features a maddening experience. This has been improved some, but not enough.

We'd love to be able to get any Lexus F that's stripped down for just performance, as so many of the tech features just get in the way. We did take the many steps needed to turn off the system's annoying beeps, but decided to live with one iPod and just concentrate on the joys of driving—and there's something to be said for that. At this, the GS F excels. ■

SPECIFICATIONS

ENGINE	.....5.0L DOHC 32v elec VVT V8
DRIVETRAIN	.....RWD
HP/TORQUE	.....467 hp / 389 lb-ft
TRANSMISSION	.....8-spd sport direct shift auto / paddles
0-TO-60 / TOP SPEED	.....4.5 sec / 168 mph
STEERING	.....elec power, speed-sense coax rack & pinion, power assist, F sport mode adjustable
SUSPENSION	.....Linear Adaptive Variable Suspension: F: dbl wishbone, high-mount upper arms, high-rate coils w bound stopper, large-diameter hollow stblzr bar R: multi-link w low-mount upper arms, high-rate coils w bound stopper
BRAKES	.....ventilated F: 15.0" 6-piston; R: 13.6" 4-piston FR: aluminum calipers, high-friction pads
WHEELS/TIRES	.....F: 19x9 / 255/35ZR19 R: 19x10 / 275/35ZR19
LENGTH / WHEELBASE	.....193.5 in / 112.2 in
TURNING CIRCLE	.....36.8 ft
SEATING CAPACITY	.....five
HEADROOM (F/R)	.....38.9 / 37.8 in
LEGROOM (F/R)	.....40.6 / 32.8 in
CARGO CAPACITY	.....14.0 cu.ft
WEIGHT DISTRIBUTION / WEIGHT	.....53/47 / 4034 lb
FUEL CAPACITY	.....17.4 gal
FUEL / MPG	.....(premi) 16/24/19 (city/hwy/comb)
BASE PRICE	.....\$84,350
WHEELS: 19-in BBS hand-polished split-10-spoke forged alloy wheels	.....600
COLOR HEADS-UP DISPLAY	.....900
PREMIUM AUDIO SYSTEM: 835-watt Mark Levinson audio w 17 speakers, 7.1 Premium Surround Sound, DVD/CD/MP3 player, Clari-Fi	.....1380
ORANGE BREMBO BRAKE CALIPERS	.....300
(PKG): Trunk mat, cargo net, wheel locks, rear bumper applique, key gloves	.....330
DESTINATION CHARGE	.....995
TOTAL	.....\$88,855



Utilities transformed

NEW DIRECTIONS IN DESIGN AND BADGING BY JOE SAGE

There is evolution afoot in the Hyundai SUV and crossover lineup. Six years ago, a new two-row "Santa Fe Sport" arrived to replace the prior two-row Santa Fe. A couple of months later, a new three-row "Santa Fe" arrived to replace the discontinued three-row Veracruz.

This time, the fourth-generation two-row vehicle is simply "Santa Fe," dropping "Sport" from its name. The three-row SUV becomes "Santa Fe XL"—but not for long. Expect an all-new three-row vehicle in the coming months, with a new name.

As the dust settles, it all makes sense. Subcompact, compact and midsize Hyundai utilities had been a 1-2-3 stairstep family, each about eight inches different in length, but one being Tucson and two out of three bearing the Santa Fe name was a bit of an anomaly. When the smaller-still Hyundai Kona arrived a few months ago, the clarity to be gained by four different names became irresistible.

They all also get dramatically new styling.

The two-row 2019 Santa Fe introduced here is a case in point, easily recognized as the successor to the prior Santa Fe Sport, while also easily recog-

nized as a bigger brother to Kona, itself a thoroughly new vehicle, designed from the ground up.

Hyundai has hit the nail on the head with their new utility styling direction. Similar cues are cute and tough on the little Kona, while purposeful, handsome and tough on the new Santa Fe—still clearly a family, each aimed a little differently.

A new overall shape makes the Santa Fe more trucklike and less minivanlike in appearance, in response to an opinion stated by a number of previous shoppers. (Hyundai does not offer an actual minivan, as cousin company Kia does.)

Visibility is improved by its taller windows, also helped by the side mirrors moving down to a door mount position, providing the driver significantly more of a window on the world, especially valuable when young ones may be around. Yet its drag coefficient is improved over the prior model.

Advanced high strength steel increases to 67 percent and 45 percent more structural adhesive is used, delivering the lightest weight among a wide range of identified competitors despite growing by 2.8 inches over the prior Santa Fe Sport. This also

translates to better handling and a quieter ride. Suspension has been completely overhauled front and rear, as has steering, all for a smoother ride.

Powertrain options include familiar 2.4-liter and 2.0-liter turbo engines, with their usual power, fuel economy and price tradeoffs. Eight-speed transmissions for both engines are new, with major improvements in efficiency, power and cooling. Shift logic expands beyond acceleration to optimize for sport or comfort in braking and to control upshifts during turns. HTRAC all-wheel drive measures 50 vehicle and outdoor inputs 100 times per second to distribute force; has brake-force torque vectoring and drive mode linking; and is available for \$1700 on any trim and with either engine.

Fold-flat 60/40 rear seats accommodate a variety of cargo loads, with second-row seats easily released by buttons in the rear area. Under the floor is more storage, with trays and a secret compartment. And for those who don't like waiting for an automatic liftgate to do a slow waltz, there are regular (6-sec) and express (4.5-sec) speeds.

Our drive route was all at high altitude in Utah ski country, chosen to demonstrate no noticeable loss of power in extreme conditions. We drove all day, on two-lane highways and on gravel roads high into the Wasatch Range, then along US 189

SE.....2.4L.....	\$25,500
SEL.....2.4L.....	\$27,600
SEL Plus...2.4L.....	\$29,800
Limited.....2.4L.....	\$32,600
.....2.0 Turbo.....	\$34,200
Ultimate...2.4L.....	\$35,450
.....2.0 Turbo.....	\$37,100
+AWD addtl on any.....	+\$1,700



to lunch at Sundance Resort, returning to Park City through Heber City on US 40. Along the way was one special challenge, an off-road climb of some 600 feet of altitude at about a 45-degree angle, which the new Santa Fe scampered right up.

Miles went by easily in new variable-density seats—8-way power in front, with a clever new driver's seat extension without the gap of most.

Eight SmartSense driver assist technologies are standard, and available is a new rear occupant alert, with ultrasonic sensors to detect a child or pet left behind (most systems just count doors being opened and closed and make assumptions), honking the horn and notifying you by smartphone.

Hyundai is the fourth-biggest import brand in the US since 2002 (with its eye on number three), and their utility sales are growing at virtually double the overall industry rate. The purchase process includes a four-point Shopper Assurance program of flexibility, transparency and streamlining.

Hyundai has seven IIHS Top Safety Pick or Top Safety Pick+ ratings, with both Santa Fes achieving the Plus rating; the brand ranks number one in *Kelley Blue Book's* Five-Year Cost to Own Awards.

Santa Fe is built at Hyundai's Alabama plant, along with the majority of their US vehicles. ■

SPECIFICATIONS

SANTA FE 2.4L	
TRIMS.....	SE, SEL, SEL Plus, Limited, Ultimate
ENGINE.....	2.4L GDI 16v MLA, DOHC four
COMPRESSION RATIO.....	10.0:1
HP/TORQUE.....	185 hp / 178 lb-ft
WEIGHT.....	FWD: 3591-3803 lb
.....	AWD: 3735-3946 lb
MPG.....	FWD: 22/29/25 (city/hwy/comb)
.....	AWD: 21/27/23 (city/hwy/comb)

SANTA FE 2.0T	
TRIMS.....	Limited, Ultimate
ENGINE.....	2.0 turbo GDI 16v MLA, DOHC E-CVT
COMPRESSION RATIO.....	11.3:1
HP/TORQUE.....	235 hp / 260 lb-ft
WEIGHT.....	FWD: 3920-3942 lb
.....	AWD: 4063-4085 lb
MPG.....	FWD: 20/25/22 (city/hwy/comb)
.....	AWD: 19/24/21 (city/hwy/comb)

TRANSMISSION.....	8-spd auto w/ Shiftronic®
DRIVETRAIN.....	FWD / optional HTRAC AWD
STEERING.....	motor driv rack & pinion, col mt
SUSPENSION.....	F: McPherson strut w coils, gas shocks, advanced valving, stblz bar
R:	Multi-link, gas shocks, 24mm stblz bar

BRAKES.....	F: 320x28 vented; R: 305x11 solid
WHEELS/TIRES.....	17-18, 19 opt, by trim level
LENGTH / WHEELBASE.....	187.8 in / 108.9 in
TURNING CIRCLE.....	37.5 ft
LEGROOM (F/R).....	44.1 / 40.9 in
PASSENGER VOLUME.....	110.7 cu.ft
CARGO CAPACITY.....	35.9 / 71.3 cu.ft
FUEL CAPACITY.....	18.8 gal



HYUNDAI HOPE ON WHEELS

Marking 20 years this year, Hyundai Hope On Wheels is one of the largest non-profit funders of pediatric cancer research in the country, with primary funding from Hyundai Motor America and its more than 835 US dealers. While in Park City for the launch of the new Hyundai Santa Fe, Mr Kenny Lee, President and CEO of Hyundai Motor America, presented a \$1 million Hyundai Quantum Grant, the largest grant amount category, to Intermountain Primary Children's Hospital in Salt Lake City, one of four recipients of this award this year, to support research on pediatric cancers with low survival rates. September is national Childhood Cancer Awareness Month.

Hyundai Hope On Wheels will award 38 grants for a combined \$14.1 million, bringing the organization's donation total to \$145 million since its inception. ■

2019 ELANTRA SNEAK PEEK

In the midst of the 2019 Hyundai Santa Fe excitement in Park City, we had a surprise—a first look at the 2019 Hyundai Elantra, a refresh of the sixth-gen model in six trim levels: SE, SEL, Value Edition, Limited and Eco or Sport. // The new car is quickly recognizable by its new headlights, surrounded in LEDs that have a silver metallic look when off. // Of particular note is standard inclusion of a suite of Hyundai SmartSense technologies in all trims from SEL up (about 75 percent of sales). Safety features include forward collision-avoidance assist, lane keep assist, driver attention assist, safe exit assist, blind-spot collision warning with rear cross-traffic alert and lane change assist. // The new Elantra also adds next-gen AVN 5.0 infotainment, with upgraded processor, 8-inch screen (up from 7), nav with bird's-eye view, and available Infinity premium audio with Clari-Fi, Apple/Android and wireless phone charging. // The 2019 Elantra will be available this fall. Engines include a 147-hp Nu 2.0L MPI Atkinson Cycle; a 128-hp, 35-mpg Kappa 1.4L Turbo-GDI in the Eco model; and a 1.6L Turbo-GDI with 6-speed manual (or available 7-speed dual clutch) transmission in the Elantra Sport, which debuts by the end of this year. // Elantra has sold more than 3 million units since its launch in the US in 1991. ■



ELECTRIFYING! MAGNÍFICO! BY SUE MEAD

NEAR PORTIMAO, PORTUGAL: The Jaguar off-road driving instructor guided me from a two-lane highway onto a dirt track and, once 4WD was engaged, he directed me to maneuver my tires down an embankment and slowly enter a stream that was nearly two feet deep. I have motored many vehicles into waterways of various sorts and depths during my 30 years as an automotive journalist and extreme off-road driver—but this time it was a unique experience. It was actually an electrifying experience, as I was at the wheel of the all-new 2019 Jaguar I-PACE. Many automakers call their vehicles “unique”; the all-electric I-PACE truly is.

There are only a small number of autos on the planet that have talent on everyday roadways with serpentine courses, have the prowess to handle a raceway with faculty and flair—and travel on a 4WD track up steep hills and down precipitous descents. The Jaguar I-PACE is one. What makes it unique is its electric powertrain that has been engineered to be “waterproof” to a depth of nearly two feet, as its batteries and electronics are sealed to the elements. It’s not simply a benefit in the event that you encounter water on an Arizona highway or a stream crossing in the backcountry, but it also allowed me to hear bird songs while our group of vehicle testers meandered along in this nature-filled environment, as an electric powertrain is silent. Magnífico, as the Portuguese would say!

This electrified five-seater is about to become the first contender to challenge the success of Tesla’s electric vehicles. Not only does Jaguar’s crossover have the technology, style and refinement required to be successful in the premium utility vehicle segment, but its superior all-electric range and performance make it competitive in the luxury EV segment as well. And, unlike the Tesla Model X crossover, the all-wheel-drive I-PACE also boasts true off-road capability, as well.

And while Elon Musk’s attractive visage has become a familiar face as his company leads the electric vehicle charge, Jaguar is also challenging Tesla with their own telegenic representative, as athletic two-time Wimbledon Champion Andy Murray professes his support of the I-PACE. “It’s important we all take small steps to live a more sustainable life and think about the actions we can make to look after our planet. This is one of the reasons I’m making the switch to driving Jaguar’s new all-electric I-PACE. It’s clean and safe, but also has the world-class design and sports performance that suits my lifestyle.”

“Sporty” and “performance” are keywords: twin Jaguar-designed concentric motors offer a combined 394 horsepower and 512 lb-ft of torque to deliver zero-to-60-mph acceleration in as little as 4.5 seconds on its way to a top speed of 124 mph—all while promising an earth-friendly estimated range of up to 240 miles from its 90kWh battery pack with 432 lithium-ion cells. Its regenerative



braking system enables the driver to select either high or low levels of regenerative braking, to offer single-pedal driving assist to maximize efficiency and optimize vehicle range. It also helps eliminate fears of range anxiety with quick charging: I-PACE owners will have the convenience of using either AC or DC power to charge their vehicle, with zero-to-80 percent charge achievable in approximately 40 minutes using a 100kW public DC fast charger, or just over 10 hours using a 230V/32-amp household AC charger. That equates to a reasonable recharge while shopping or overnight.

Inside is a choice of seats upholstered in a Luxtec material, optional grained leather, fine-grain Windsor leather or a premium textile alternative developed with Danish textile experts Kvadrat—a high-quality material that combines a durable wool blend with recycled technical suede cloth. A blend of natural finishes and high-tech surfaces includes optional Gloss Black, Gloss Charcoal Ash wood grain and precision-machined aluminum.

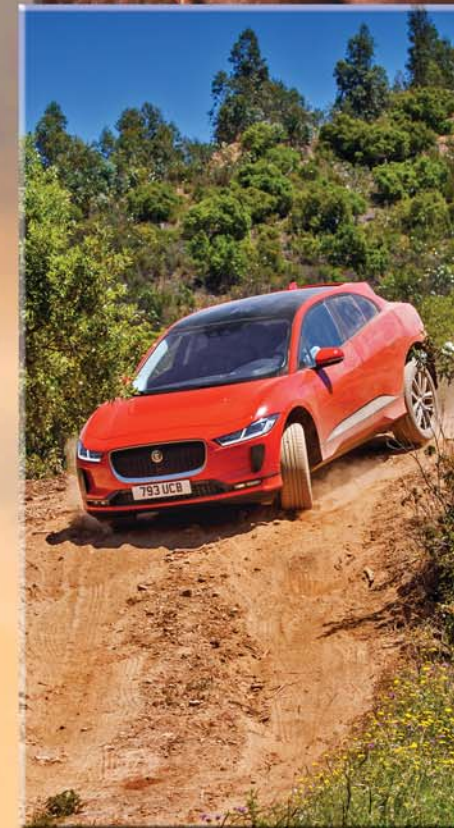
An innovative combination of touchscreens, capacitive sensors and tactile physical controls allow you to operate key functions while reducing

We put the new all-electric 2019 Jaguar I-PACE through its paces throughout Portugal, from serious off-roading, to track time at Autodromo Internacional Algarve, to fording rivers and creeks, to beautiful sunsets along the coast. It can do it all.

visual clutter within the cabin. Two touchscreens on the center console reduce driver distraction by logically separating information and interactive controls, while rotary controllers provide an essential physical connection between the car and driver. An available full-color heads-up display projects key information such as vehicle speed and navigation instructions onto the windshield to enable you to keep your eyes on the road. While it’s not equipped with Apple CarPlay or Android Auto connectivity, its Amazon Alexa Skill allows owners to audibly access information held in the Jaguar InControl Remote app from any Alexa-enabled device, such as checking the available range, asking for preheating or precooling of the cabin, or even controlling your home heating system via Homelink.

The generous interior provides 40.9 and 35.0 inches of front and rear legroom respectively. The rear luggage compartment’s capacity of 25.3 cu. ft. increases to 51.0 cu. ft., with the rear seats folded flat. Contradicting its mid-size rating, its standard glass panoramic roof runs the length of the car and floods the cabin with light, giving an added sense of space.

On sale in the second half of 2018, I-PACE will be offered in three trims: S, SE, and HSE, with a specially equipped First Edition model available for the first year only. Pricing starts at \$69,500 for the S trim level, and \$85,900 for the First Edition model, before options and federal and local government incentives. ■



2019 JAGUAR I-PACE

VEHICLE TYPE	.....5-seat AWD premium midsize CUV
ELECTRIC MOTOR	.....permanent magnet synchronous
LAYOUT	.....perm 4WD: one front EDU, one rear EDU
POWER OUTPUT	.....197 hp front EDU, 197 hp rear EDU
TOTAL HP/TORQUE	.....394 hp / 512 lb-ft
TRANSMISSION	.....automatic / single speed
BATTERY	.....lithium ion / NMC chem, 90 kWh gross, liquid-cooled, 388-volt, 432-cell, 320 kWh
OPTIMAL OPERATING TEMPERATURE	.....77-86° F
0-TO-60 / TOP SPEED	.....4.5 sec / 124 mph
SUSPENSION	.....F: double wishbone; R: integral link
	F/R: electronic air suspension w var ride height
STEERING	.....elec power assist rack & pinion
BRAKES	.....F: 13.78" / R: 12.8"
WHEELS/TIRES	.....(depending on trim) 18", 20", 22"
LENGTH/WHEELBASE	.....184.3 / 117.7 in
TURNING CIRCLE	.....39.3 ft
APPROACH / BRKOVER / DEPARTURE	.....16.0 / 12.0 / 19.0°
WADING / GROUND CLEARANCE	.....19.7 in / 5.6 in
HEADROOM (F/R)	.....39.9 / 38.1 in
LEGROOM (F/R)	.....40.9 / 35.0 in
CARGO VOL	.....25.3 / 51.0 cu.ft / "frunk" 0.95 cu.ft
WEIGHT	.....4784 lb
SUPPLIED CHARGING CABLES	.....Mode 2 Universal
CHARGE TIME (230V AC / 32A)	.....0-80%: 10.1 hr
	.....0-100%: 12.9 hr
DC CHARGER (TO 80%)	.....50kW: 85 min
	.....MAX: 40 min
RANGE	.....est (city/hwy comb) 240 miles
BASE PRICE	.....\$69,500
TRIM LEVELS: S, SE, HSE, First Edition	
DESTINATION CHARGE	.....995



GOODGUYS™

Rod & Custom Association

JOIN THE CLUB... BECOME A MEMBER TODAY!

Don't Get Left Out On All The Cool Happenings Going On In The World Of Goodguys All Year!

Become A Member Today And Start Enjoying All Of The Perks Of Being A Part Of The World's Largest Hot Rodding Association.



EXCLUSIVE MEMBERS-ONLY DISCOUNT OFFERS ON COLLECTOR CAR PRODUCTS & SERVICES FROM THE BIGGEST NAMES IN THE AUTOMOTIVE INDUSTRY!



MEMBERSHIP BENEFITS	GOLD - \$35	SILVER - \$20
(12) Monthly Hard-Copy Issues of the Goodguys Gazette Magazine	✓	
(12) Monthly Digital Issues of the Goodguys Gazette Magazine	✓	✓
Personalized Membership Card & Vehicle Window Decals	✓	✓
Automatic Entry For Chance To Win Annual Goodguys Giveaway Car	✓	✓
\$10 Vehicle Pre-Registration Discounts For Goodguys Events	✓	✓
\$5 Spectator Ticket Discounts For Goodguys Events	✓	✓
Exclusive Partner Discounts On Parts, Services, Insurance & More	✓	✓
Goodguys Travel Discounts	✓	✓
Goodguys Merchandise Discounts (Online and At-Event)	✓	✓
Club GG Monthly Newsletter	✓	✓
Access To "Members Only" Facebook Community	✓	✓
Access To Your Very Own Virtual "Goodguys Garage"	✓	✓



*Junior Members must enroll for their Membership at Good-Guys.com. Requires e-mail and address sign-up for access. **Available for pick up at any Goodguys show.

Goodguys... Cool Cars! Cool People! Good Times!
GOOD-GUYS.com - (925) 838-9876



A WEEK WITH : 2018 VOLKSWAGEN GOLF GTI 2.0T S

Forever hot

BY JOE SAGE

You have a lot of choices with Volkswagen Golf: a base 170-hp 1.8T model that brings you German engineering from just \$20,910; the sported-up and pepped-up 220-hp turbo/intercooled 2.0T GTI; the performance all-wheel-drive Golf R with a 292-hp turbo/intercooled 2.0T; or even an e-Golf EV. The base model offers two trims, the GTI three.

The Golf GTI has been around forever—since 1976, the third year of Golf (under the Rabbit name in the US). VW themselves call it the original hot hatch, and that's hard to dispute.

This, the S, is the base model VW Golf GTI. At just \$26,415, it really doesn't lack much. You do get the GTI's more powerful engine and upgraded suspension. You don't get keyless entry and start, sunroof, 12-way power seats and several other items added in higher GTI trims. The sound system is a base unit, passably okay, though the top model (Autobahn) has a Fender system. You do get Clark Plaid durable fabric seats, as opposed to leather in the top model or your choice between the two in the midrange GTI SE—an interesting tradeoff, as the plaid can generate either a raised eyebrow or

love at first sight, while for any GTI aficionado it's a sine qua non of the model, though involuntarily sacrificed in the \$35,070 GTI Autobahn top model.

Our first impulse might be to compare the mid-\$20s GTI S with the \$20ish base Golf S, then with the Golf R at \$39,785. Especially if you can live with manual seats, climate, mirrors and doors of the S, you have a GTI at a price way closer to the lowest Golf, but with performance well on its way to the top end. If you bargain yourself up to the GTI Autobahn trim, however, the price is tantalizingly close to the Golf R. Unless you object to the weight of AWD (and don't care about its benefits) or can't bear to cross the \$40k threshold out the door, that last step up to the R may be almost irresistible.

Speaking of saving weight (66 lb)—and \$1100—the GTI is also available with a 6-speed manual, also delivering higher MPG across the board.

The DSG on our tester was, as always, a solid automatic, with eco, normal and sport modes behind it, plus a custom mode (we set this to sporty steering, sporty driving, but normal sound to keep a lower profile). Its shift points seemed to vary considerably by context, though, sometimes still spooling its RPMs when we wished for a shift, though fine when we weren't really scrutinizing.

Features and instruments provided good redundancies. Charge ports, though few, were in multi-

SPECIFICATIONS

ENGINE	turbo/intercooled 2.0L 16v four, TSI
HP/TORQUE	220 hp / 258 lb-ft
TRANS.	6-spd DSG auto (manual avail)
DRIVETRAIN	FWD
SUSPENSION	F: Strut-type w lower control arms, coils, telescopic dampers, 25mm anti-roll bar R: Multi-link w coils, telescopic dampers, 20mm anti-roll bar
STEERING	rack & pinion, elec power assist
BRAKES	F: vented 13.4x1.2" / R: vented 12.2x-0.9"
WHEELS/TIRES	18x7.5 alum-alloy / 225/40 R18 92H
LENGTH / WHEELBASE	168.0 in / 103.6 in
GROUND CLEARANCE	5.1 in
TURNING CIRCLE	35.8 ft
SEATING	five
HEADROOM (F/R)	38.4 / 38.1 in
LEGROOM (F/R)	41.2 / 35.6 in
CARGO CAPACITY	22.8 cu.ft
WEIGHT	(auto) 3128 lb
FUEL / CAPACITY	reg (max power w prem) / 13.2 gal
FUEL ECONOMY	34/32/27 (city/hwy/comb)

BASE PRICE	\$26,415
6-SPD DSG AUTOMATIC W TIPTRONIC	1100
DESTINATION CHARGE	850
TOTAL	\$28,365

ple locations, and many functions (though not all) could be accomplished via your choice of various combinations of knobs, buttons and touchscreen.

The original hot hatch is still hot, its feature set is a bargain in this trim, performance is as good as \$26k as at \$35k, handling is sport-firm, and yes, you and the Clark Plaid will become inseparable. ■

The base audio unit includes a rare touch slider to scoot back to the best part of a song, but would clip the start of the next song if you advanced up or down a track. Though you can use the slider while driving, touch is prohibited for adjusting bass and treble without stopping the car, which was unfortunate—we wanted to fine-tune that for about every track, as this EQ didn't have a lot of headroom. We've been told the top trim's Fender unit is the way to go, but if that's all you're after, it'll require about \$9k for the Autobahn model.



Testing in six dimensions

BY JOE SAGE

Once a year, Fiat Chrysler Automobiles (FCA) hosts a "What's New [next model year]" program in Michigan. It has always been a very full and fulfilling day, held at the FCA Chelsea Proving Grounds near Ann Arbor, during which we see and drive every product in the core corporate family, with special emphasis on some new surprises for the next year. We drive on development tracks, off-road, autocross and dragstrip. This year, there were two new dimensions: a towing area was added, and an entire new day was added for Alfa Romeo and Maserati at a different location, with track and autocross, as well as adding local streets.

Day One: M1 Concourse, Pontiac

Alfa Romeo's lineup is familiar and has already gone through recent expansion, notably the Giulia sedan and Stelvio crossover, both highly award-winning. Maserati's lineup is seen often in our neck of the woods and is being expanded considerably,

meaning we should expect to see a lot more of it.

Alfa Romeo and Maserati (along with Ferrari and Fiat performance subset Abarth) have a complex history with FCA. The short version had Maserati returning to the US in 2002 as a luxury grand touring brand selling small numbers; Alfa Romeo easing back onto our shores in the intervening years, one model at a time; and Ferrari being spun off. Last year, Maserati North America relocated from Englewood Cliffs, NJ to Auburn Hills, Michigan (about a mile from FCA US headquarters), where its new operation is combined with Alfa Romeo.

In honor of and in support of this, a day was added at the beginning of "What's New," just for Alfa Romeo and Maserati. We shuttled from our hotel in Ann Arbor to the M1 Concourse—an 87-acre club motorsports facility in Pontiac, Michigan, featuring a 1.5-mile performance track, 2.5-acre skidpad and other event areas for members and also available for use by manufacturers.

Veteran FCA executive Tim Kuniskis, now global CEO of Alfa Romeo and Maserati, told us that while many people anticipate big changes, he's "not going to change Alfa-Maserati; these brands

have been around for over a hundred years." He did promise continued refinement and evolution.

It's about an hour's drive from Ann Arbor to Pontiac in good weather, though the weatherman had suggested rain was likely that day, and he was true to his word. By the time we got to the track, it was pouring. You know what we're going to say next—this did not dampen anyone's enthusiasm.

We had driven the Alfa Romeo lineup before—the 4C Spider and 4C Coupe (about \$56k and \$66k base), Giulia sedan (just \$38,195 base) and Stelvio SUV (just \$42,195 base) at launch events; on the roads of Arizona; at comparo events on the two-lanes of Oregon and on track in Texas (where the Giulia Quadrifoglio [\$73,700] won Car of Texas and two Performance Sedan Awards in its two years of existence, and the Stelvio Quadrifoglio [\$79,995] won Performance Utility in its debut year).

We knew from those prior experiences that, as great as the lineup is to drive on a daily basis, the models really show their stuff when you open 'em up. Driving on the track and autocross, as well as through wooded suburban neighborhoods, provided the same superlative experience, pouring rain

not diminishing the vehicles' eager Italian spirits. Grip and handling remained superb from the low-slung 4C to the Giulia sedan and taller Stelvio.

There was a time, not long ago, when the move of sports, exotic and supercar brands into SUV terrain was considered sacrilege. Now it's expected. Alfa Romeo has certainly delivered with their Stelvio (which, as mentioned, has won many performance/comparo awards, particularly its 505-hp Quadrifoglio model). Maserati now follows suit.

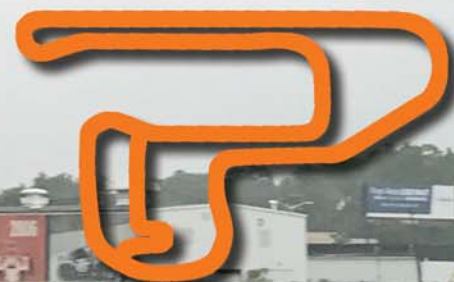
Maserati offers Ghibli, Quattroporte and GranTurismo sedans from about \$75,000 to \$138,000; a droptop version of the GranTurismo, the GT Convertible, starting at about \$150,000; and the Levante SUV, on sale here for two years now.

Levante has been available in 3-liter V6 base and S models (345 hp and 424 hp, from about \$76-120,000). For 2019, they are adding two 3.8L Ferrari V8-powered models: the 550-hp Levante GTS and 590-hp Levante Trofeo—the latter a 4784-lb SUV with a zero-to-60 time of just 3.7 seconds.

The GTS is expected to appeal to more buyers than Trofeo, with horsepower just seven percent less at a price about 30 percent lower—about \$120k for GTS versus \$170 for Trofeo. All are all-wheel-drive with air suspension and six levels of ride height for off-road and high-speed cruising.

As with the Alfa Giulia and Stelvio, we took the Maserati Levante on a long drive through the region, where its gorgeous interior, instrumentation, features, performance and handling confirmed we will be seeing plenty of these in Arizona.

KEEP RIGHT >>



Day Two: Chelsea Proving Grounds

FCA Chelsea Proving Grounds, about a half-hour from Ann Arbor, is an isolated and secured 4,000-acre location in the Michigan woods. Tucked away inside are 100 lane-miles of test and evaluation road systems, including a banked high-speed oval that is handling-neutral at very high speed (the banking neutralizes centrifugal force, for the equivalent of endless straight-line driving). We don't drive on the banked oval, but within it are various handling and evaluation courses, a variety of challenging surface tests and the famous Lyman Trail off-road development area. A shuttle ride away, in another part of the woods, are our autocross and eighth-mile dragstrip areas, as well as a towing course new to the event this year.

There are also some other areas we don't utilize during this event—crash barriers, skid test pads, wind tunnels, emissions control certification, corrosion testing, curb impact and sled impact testing, and extreme grades of 15 percent to 32 percent. With 900 employees here, there are surely some other top secret elements to the place, too.

All of the above is a useful environment, but we are here for the hardware, and there is plenty of it—the full 2019 model year from Chrysler, Dodge, Fiat, Jeep, Ram Trucks and SRT. It's a day in the candy store like few others.

Chrysler ups the sex appeal of the 300S with dramatic new "Black Noise" wheels, also available with an optional package on Touring models.

Dodge had some of the biggest news, with a formal pull-back-the-sheets reveal of not one but three new Challenger models. The last 840-hp factory dragstrip-ready Challenger SRT Demon had rolled off the assembly line just weeks before, but

take heart—new to the lineup is the 797-hp Challenger SRT Hellcat Redeye Widebody (see a feature on its launch drive elsewhere in this issue). With a zero-to-60 time of 3.4 seconds and able to hit the quarter-mile in 10.8 seconds at 131 mph, it's the quickest, fastest and most powerful muscle car on the market—and it includes the awe-inspiring Widebody sheet metal and stance of the Demon), priced at \$69,650. The engine gets a bump on the Hellcat, as well, from 707 to 717 hp—yet its price drops by more than \$5000 for 2019 (at \$58,650). Rounding out our three-plex Challenger reveal was a new R/T Scat Pack, a 485-hp model that's priced under \$40,000 and is now also available with an optional Widebody package.

As smaller SUVs continue to increasingly dominate sales industry-wide, the midsize Dodge Journey has been especially hot. For 2019, its lineup is simplified to three trims, with even the base SE getting performance styling front and rear, including an optional Blacktop Appearance Package with 19-inch gloss black wheels, plus three-zone climate control and more, starting at just \$24,720—\$2300 less than last year.

Dodge reinforces its strong presence in law enforcement with the Charger Pursuit sedan, a model that receives an Officer Protection Package, a suite of situational awareness technologies, all standard for 2019, along with many other updates. Completely new is a Durango Pursuit. Whereas Durango has been a popular basis for adapted law enforcement SUVs for some time, the new Pursuit-built model comes factory-ready with the highest level of suspension, brake performance and durability (including integrated cooling ducts), the same Officer Pro-

tection Package, and many other task-specific upgrades, all available with either a Pentastar V6 or 360-hp V8 HEMI engine. And yes, when you're driving these at Chelsea, you can turn on the lights and siren—although the two of us on our run may be the only ones who didn't (even when everybody is doing it all day, you'll find it still has most people looking over their shoulders!).

Other Dodge Durango news includes updates to the V6 Durango GT, which now gets the front fascia and lights of Durango R/T and SRT, with even an SRT-style performance hood available (with center scoop and heat extractors, giving you SRT presence with V6 fuel economy). There are also seating and wheel upgrades in various Durango models, while of significant note is an integrated trailer brake on all Tow Package-equipped models.

That newly enhanced Durango capability was one of the things on tap for us at the new towing component of the What's New event, as both Durango and Ram were available for test runs with thousands of pounds in tow—a chance to also revisit the new Ram 1500's tow capacity of up to 12,750 pounds (see our 2019 Ram 1500 launch feature in the May/June 2018 issue).

While the full range of newer 2019 Ram 1500 pickups is poised to grab the market's attention—notably including new eTorque mild hybrid engine choices in both Pentastar V6 and HEMI V8—the prior truck will be offered in 2019 as the Ram Classic, in a variety of trim levels (not Rebel), with an eye toward fleet sales and entry level buyers.

On the commercial side, Ram ProMaster gets distinctive new all-Ram front styling, sure to pay

huge dividends in brand recognition and expanded sales. The smaller Ram ProMaster City receives a dose of the same, along with fleet telematics to track usage and driver behavior, as well as vehicle performance and diagnostics.

The last year and a half have seen the arrival of an all-new Jeep Compass, a 707-hp Grand Cherokee Trackhawk, a neatly facelifted Cherokee, and the major evolutionary jump from Wrangler JK to JL—all of which we've covered in these pages as they have launched. "What's New" gave us a chance to drive every one of them again on the top secret Lyman Trail—with steep climbs, high centers, extreme terrain good for one or two wheels in the air, deep water fords and more—affirmation of all that is good and unique with Jeep. There was one new Wrangler model at this event, but it is under strict embargo until October. Stay tuned!

Autocross included everything from the little Fiat 500 and 124 Spider, to Challenger, to Grand Cherokee Trackhawk, with the usual surprises and tradeoffs between supreme horsepower and lightweight agility. Every one is a winner here.

The eighth-mile dragstrip a short walk away from the autocross course included a chance to try the ever-climbing horsepower of Dodge and Jeep's top performance models, but equally importantly a chance to confirm their launch control modes and their braking with these boosts.

Just wait'll next year!

We could give you a 16-pager on each and every model presented during our two jam-packed days, but this gives you a good taste of what's coming through the FCA pipeline. We'll keep you updated at every opportunity. ■



YOUR NUMBER ONE DESTINATION FOR AUTO RACING & DRIVING SCHOOLS




Since 1975, Skip Barber Racing School has operated a fully integrated system of racing school, driving schools, corporate events and special projects across North America, at WeatherTech Raceway Laguna Seca, Lime Rock Park, NJ Motorsports Park and Road Atlanta. No other organization delivers such a combination of high quality instruction, equipment, facilities and memorable experience. Whether you are a new driver looking to improve your street awareness skills, or an accomplished amateur racer looking to take the next step, Skip Barber Racing School has a program for you!

SKIPBARBER.com / 866.932.1949

BRIDGESTONE WINTER DRIVING SCHOOL




DRIVING AT THE NEXT LEVEL

- We are North America's premier winter driving and rally school
- Learn to drive well on ice and you will have the ability to excel on any surface
- We offer programs for beginners to seasoned professional race drivers
- Our custom-built tracks are constructed and maintained to international standards
- We are open 7 days a week during the winter season

1.800.WHY.SKID winterdrive.com Mid December through early March Steamboat Springs, Colorado

Book today for the experience of a lifetime!

Learn To Drive! Learn To Race! Learn To Win!



It doesn't get more real than this! When you enroll in one of our race programs, you'll be strapped into a real 150 bhp Formula 2000 racecar capable of 0-60 mph in 4.2 seconds, 130 mph in the draft, pulling up to 2g's in the corners, and stopping on a dime.

Full SCCA accreditation | No Artificial Speed/Rev limits | Full Laps Every Session
Passing Allowed In All Programs | In Car Timing Systems | Textbooks In Advance
3-1 Student to Instructor Ratio | Formula 2000 Racing Series For Graduates



PALM BEACH INT'L RACEWAY - LIME ROCK PARK - NJ MOTORSPORTS PARK
POCONO INT'L RACEWAY - DOMINION RACEWAY - ROEBLING ROAD RACEWAY

BERTILROOS.com | 800-722-3669

0-60 IN 1.5 SECONDS

DRAGSTER ADVENTURE
SIDE-BY-SIDE RACING
STARTING AT JUST \$399

OR EARN YOUR NHRA OR IHRA COMPETITION LICENSE!



FRANK HAWLEY'S DRAG RACING SCHOOL

866.480.7223 | frankhawley.com

CLASSES HELD AT
FONTANA, CA · PHOENIX, AZ · GAINESVILLE, FL
ST. LOUIS, MO · NORWALK, OH · READING, PA

All business TRUCK-CALIBER SUV

BY JOE SAGE

Toyota offers six crossovers and SUVs (eight if you count RAV4 and Highlander Hybrids separately), from the carlike C-HR at \$21 grand to the big premium Land Cruiser at \$85 grand. As builders of full-size Tundra and tough midsize Tacoma pickups, Toyota has a solid body-on-frame basis for 4Runner, Sequoia and Land Cruiser, while C-HR, RAV4 and Highlander share unibody platforms with various car models.

We spent some time with the 4Runner last winter in the mountain snows around Flagstaff and appreciated its solid truck heritage and minimalist evolution, retaining useful features and interfaces you can operate while wearing your ranch gloves.

Sequoia has followed a similar path. For 2018, it received a relatively minor but cleverly applied facelift, with new headlights and grille treatment that fall into the, "Did you do something with your hair? You look great!" category. Smaller and more stylish LED headlight units flow visually into the grille via a simple black element that transforms its traditional snout into a more modern horizontally unified front treatment, enhanced further by the use of body color across the top of the grille frame, nicely conquering the challenge where styling and

engineering meet the accounting department.

Sequoia runs from SR5 at \$48,600 to Platinum at \$64,310, with TRD Sport and Limited in between. All have the same 5.7L V8 (with a flex fuel option), any in 2WD or 4WD. Fuel mileage is not stellar, but decent for a three-ton eight-seater with 401 lb-ft of torque—and backed up by a huge 26.4-gallon tank. Our TRD Sport 4x4 at \$54k brings Bilstein shocks, performance suspension and additional ground clearance. With optional leather interior, it still totals thousands less than Limited or Platinum, and still with its TRD Sport advantages.

The beefy Sequoia is surprisingly nimble, with a relatively tight turning circle for its size, useful from off-roading to boulevard U-turns. We took it on a mountain two-track, where its maneuverability, ground clearance and low-range 4x4 system were all tops. It could tackle even more.

Top models have a fancier sound system, but we noted fine audio quality from the TRD's Entune unit, with clear channel separation, clean bass and distinct presentation of each instrument in even the rockin'est song. Our only beef seems easy to fix: the tilt of the screen, along with its satin finish and lack of any shielding, rendered the backup camera about two-thirds unseeable in daylight.

Toyota is now based in Texas, and the Sequoia is built in Indiana, for an all-American persona. As with the 4Runner, Sequoia's tactile, glove-worthy controls and a nicely finished but rugged interior

SPECIFICATIONS

ENGINE	5.7L 32v DOHC dual indep VVT-8 alum V8
DRIVETRAIN	4WD (RWD available)
HP/TORQUE	381 hp / 401 lb-ft
TRANSMISSION	6-spd ECT auto
SUSPENSION	F: High-mount coil-spring indep dbl wishbone, low-pressure gas shocks, hollow stblzr bar R: coil-spring indep dbl wishbone w low-pressure gas shocks, hollow stblzr bar / avail rear air susp
STEERING	speed-sense var power rack & pinion
BRAKES	F: 13.9" vented / R: 13.6" vented discs
WHEELS/TIRES	8.0x18 / P275/65 R18 114T M/S
LENGTH/WHEELBASE	205.1 / 122.0 in
TURNING CIRCLE	38.1 ft
GROUND CLEARANCE	(TRD Sport) 10.0 in
SEATING	three rows / eight seats
HEADROOM (F/2/3)	34.8 / 34.9 / 34.5 in
LEGROOM (F/2/3)	42.5 / 40.9 / 35.3 in
CARGO VOL	18.9 / 66.6 / 120.1 cu.ft
WEIGHT	5945 lb
TOW CAPACITY	7100 lb
FUEL CAPACITY	26.4 gal
FUEL / MPG	reg / 13/17/14 (city/hwy/comb)

BASE PRICE	\$54,240
TRD SPORT-PREMIUM PKG:	7-psngr black leather-trimmed seats w contrast stitch, heated 10-way power driver & 4-way front passenger seats, power recline & fold-flat 3rd row seats, Entune premium audio w nav & app suite, auto-dim rear mirror w compass & Homelink.....3810
OPTIONS:	all-weather floor liners (149); glass breakage sensor (299); wheel locks (80).
DESTINATION CHARGE	1295
TOTAL	\$59,873

that can handle some mud and snow, along with a traditional 4x4 driveline, give you an SUV that can keep up with any comparable pickup, in both function and personality. ■



This lady is changing the off-road world for ladies

By Sue Mead
Event photos: Rachel Speir, RS Marqueting

It might seem to some that Charlene Bower has had a meteoric rise in the world of off-roading. Bower's recent success in competition includes a 1st place at the inaugural 10-day Rebelle Rally; 2nd in the Pro Class at the 36 Hours of Uwharrie; 2nd at Rally Venture; fastest female at the King of the Hammers Backdoor Challenge in 2014 and 2015; and has a great time competing against fellow Arizona Undertakers as they take on the grueling Arizona trails on her off weekends.

In August, she hosted the 2nd annual Ladies Offroad Network Convention, in Salt Lake City, which drew 65 participants and, following, headed out immediately for a 24-stop women's off-road training program around the US. Her Ladies Offroad Network began in 2016 and has 10,000 followers; in 2017, she added a membership category that has now attracted 250 women.

The truth is, Bower's four-wheel-drive experience started when her mom was eight months pregnant, and her first ride on a dirt bike was when she was one month old. With a dad that competed and a mom that "pitted" for her husband, she and her brother grew up in the back seat of a flat fender Jeep on the Rubicon Trail, other Northern California trails and exploring Moab, Utah. "As our legs got longer, our family turned back to dirt biking, and we were completing 500-mile off-road weekend trips by the time I graduated from high school," says Bower, of Mesa AZ.

Bower's first job out of high school was changing dirt bike tires, before she went on to be a multi-line parts and store manager at two different motorcycle shops over the next 15 years.

She then moved into the media world, working for *Sand Addiction* and *SXS Action* magazines. In 2008, the energetic entrepreneur started Bower Motorsports Media, a public relations and marketing firm for off-road companies, racers and events and has worked with some of the most influential businessmen and women in the industry.

The following year, Bower started Racer Marketing School to help racers, companies and events and has become an Ambassador for BFGoodrich Tires, giving new drivers pointers and

education on tires.

"Recently, I started an online 'How-To' series on Ladies Offroad Network that explains the simple-to-more-complex Tools, Skills and Tips. I enjoy working with all the different levels of ladies and supporting them in their dreams and adventures. Through them, I am also impacting kids and men, as they carry on the conversation after engaging with our 'How-To' events or *Bower Power Hour* video series. And I am currently working on a 10-year plan for Ladies Offroad Network," explained Bower, who recently earned an International 4WD Training Association (I4WDTA) Certificate and was asked to join the Board of Directors.

"My driving and recovery skills have increased exponentially since moving to Arizona five years ago and being part of the Arizona Undertakers Hardcore Offroad Club, where we hang from winch lines off vertical waterfalls and climb boulders that can only fit into swimming pools. I have had the opportunity to be outdoors in an off-road vehicle in almost all the states, take on all types of terrain, battle all kinds of challenges, and I can't wait to add more experiences to this list!"

Ladies Offroad Network is dedicated to supporting all "off-road ladies" by guiding, educating, and motivating them to achieve their goals. All are welcome, whether a driver, co-driver, racer, passenger, mother, business owner,

worker or hobbyist. Bower's goal is "to provide a space to learn more about off-road sports, chat with other ladies from around the world and share stories with a community that has the same passion." In addition, Bower has frequent events, activities, and giveaways.

Components include an **Online International Community**, represented on multiple social channels: Facebook, Facebook Group, Instagram and Pinterest; **Education Online & Hands-On**: how-to's, videos and hands-on events; and the **Bower Media Store**, an authorized retailer of Ladies Offroad Network products and services.

Events include networking socials and the four-day educational **Ladies Offroad Convention**. ■

Charlene Bower
Photo:
Bower Media staff



All the dirt

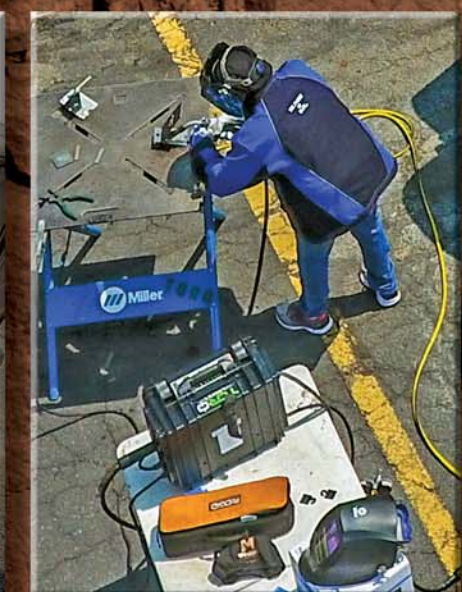
The Ladies Offroad Convention's action-packed, interactive 4-day weekend was dedicated to educating, motivating, and guiding all off-road ladies, with hands-on opportunities to learn all types of off-roading skills and to learn from other off-roaders through their stories, whether they participate in 4x4, or are MX, ATV, SXS enthusiasts, racing or are business owners.

"Some know each other when they arrive, but most don't. By the time the long weekend is over, where there have been multiple opportunities to work and laugh together, everyone molds into a special bond because we all have one thing in common: we don't mind dirt under our nails!" said event founder Charlene Bower.

Ladies 18 years or older are welcomed; mothers or guardians can bring daughters 13 years and older. Of note, no vehicle is necessary, in fact, it's discouraged. There are male instructors who support the ladies wholeheartedly.

Courses offered included Wiring 101 + Audio ;Tools 101 + Install; Outdoor Cooking; How to go Overlanding; Offroad Leader; Navigating Compass & Map; Vehicle Choice and Maintenance; Off-road Photography and Journalism; Opening and Building Trails; Overcoming Objections; Inside Racing; Social Media Tricks; and Tires are Sexy.

For more information, visit:
www.LadiesOffroadConvention.com ■



Ladies OFFROAD NETWORK

Japanese precision pony car

BY JOE SAGE

Lexus RC is to Lexus IS as Lexus LC is to LS, to a large degree. C is for Coupe, S for sedan. The LC derives from the LFA supercar as much as from the LS sedan, though both aim for large luxury, as in L. The compact IS used to come also as an IS C coupe, and in a way it still does, but the name has changed—the Lexus RC is now the coupe version of the IS (RC stands for Radical Coupe, though that doesn't really explain the deviation).

The RC lineup is complex—and evolving. Gone is the 200t, as the 241-hp 2.0L twin-scroll turbo rear-driver is now an RC 300, though with AWD the RC 300 gets a 260-hp 3.5L V6. The RC 350 driven here gets the V6 also, but tuned to 311 hp. The rear-drive/AWD decision in a 300 means a different engine, but either RC 350 has the same uptuned V6, though the AWD 350 has a six-speed automatic, while the rear-drive RC 350 has a Sports Program Direct Shift eight-speed transmission.

And that's the car we have here—RC 350, rear-drive, Direct Shift eight-speed. But wait,

there's more. Ours is also an F Sport.

While there is a 467-hp 5.0L V8 RC F, a high-spec performance model unto itself, F Sport is a feature package for the regular RC 350. We might think “then it's not a real F,” but F Sport offers a lot. It costs about \$17 grand less than an RC F, equating to the RC F costing 36 percent more for 50 percent more horsepower and 24 percent faster acceleration, while the F Sport gets a few points better fuel mileage, is about five percent lighter and has a hair more rear weight distribution. Speed and cost are the main differentials for F versus F Sport.

RC F's 5.0L V8 evokes a Mustang GT, while the RC 350 F Sport's 311 hp is almost identical to a 4-cylinder EcoBoost Mustang, though the V6 RC 350 weighs some 200 pounds more.

In the eternal muscle car vs pony car debate, the four-door GS F (also featured in this issue) seems a muscle car, while the RC F and RC 350 F Sport coupes both have solid pony car souls. In fact, despite the RC's roots as a small car, it's about exactly the same size as the current Mustang, and Camaro is pretty close, as both have downsized. The Lexus RC, however, can handle a U-turn in two or three fewer feet—its remarkable 34.2-foot turning circle wowed us every time.

The RC is all Lexus from its premium interi-

or to its LFA styling to its remote touchpad controller. The touchpad remains finicky, though improved, while on the plus side, it allows for a smaller screen atop the dash, with a much cleaner center stack and the glorious inclusion of knobs for audio, far less distracting than screen use while driving.

Binnacle instruments are contextual and adaptable, with digital speedo and tach shifting to the right, bezel and all, when you call up submenus. (This sits behind a clear plate, concave to avoid direct reflection, but that shape magnifies a reflection of the steering column, interfering with visibility in direct or even indirect sunlight. This should be an easy fix, but as it is now, if we owned it we'd likely be at the craft store buying some matte black felt.)

While the Lexus spindle grille has its fans and its detractors, this iteration has brought out the very best in it—with curvature from hood line to ground level that integrates its shape neatly into an overall sculptured and featured front end that qualifies as rolling art.

We had a ball driving this for a week and could have kept it long term, as long as we could live without using the touchpad much. Can you put an LFA supersuit on an IS sedan, and does it deserve to wear it? Yes, indeed. At just over \$40 grand, the RC wears it well. ■

Our Lexus RC 350 F Sport's deep Flare Yellow premium paint was \$595 well spent, and its bolstered, heated/cooled, perforated leather F Sport interior was a knockout.



SPECIFICATIONS

SEATING CAPACITY.....	four
ENGINE.....	3.5L alum block-heads DOHC 24v VVT V6
HP/TORQUE.....	311 hp / 280 lb-ft
TRANS.....	AA81E sport direct-shift 8-spd auto/paddles
DRIVETRAIN.....	RWD
0-60 / 1/4-MI / TOP SPD.....	5.8 sec / 14.3 sec / 143 mph
SUSPENSION.....	F: dbl wishbone w coils, gas shocks, stblzr bar; R: multi-link/coils, gas shocks, stblzr bar
STEERING.....	rack & pinion elec pwr / VGRS for F Sport
BRAKES.....	F: 13.15" vented / R: 12.2 vented
WHEELS.....	F: 19x8 / R: 19.9 alum alloy
TIRES.....	F: 235/40R19 / R: 265/35R19 summer tires
LENGTH / WHEELBASE.....	184.8 / 107.5 in
GROUND CLEARANCE.....	5.3 in
TURNING CIRCLE.....	34.2 ft
LEGROOM (F/R).....	45.4 / 27.3 in
CARGO CAPACITY.....	10.4 cu.ft (+fold-down rear seats)
WEIGHT / DISTRIB.....	3748 lb / 54/46
FUEL / FUEL CAPACITY.....	premium / 17.4 gal
FUEL ECONOMY.....	20/28/23 (city/hwy/comb)

BASE PRICE.....	\$43,570
F SPORT PACKAGE.....	\$4105
F Sport front bumper and grille, 19-inch 10-spoke F Sport wheels and staggered summer tires, heated-vented F Sport seats w driver memory, perforated leather steering wheel and shift knob, aluminum pedals, power steering column, silver perf trim, adaptive variable suspension, Sport-Sport+ and Custom modes, blind spot monitor, rear cross traffic alert, TFT instrument cluster.	
NAV & AUDIO PACKAGE.....	Nav w color multimedia display, remote touch, Lexus Enform destination assist (w trial), Lexus Enform app suite, Mark Levinson 17-sprk 835w premium surround sound audio.....2725
LED FOGLAMPS.....	410
PREMIUM TRIPLE BEAM LED HEADLIGHTS.....	1160
VARIABLE GEAR RATIO STEERING.....	1900
TORSEN LIMITED-SLIP DIFFERENTIAL.....	390
FLARE YELLOW PREMIUM PAINT.....	595
OPTIONS: orange brake calipers (300); power moonroof (1100); rear spoiler (399); cargo mat, trunk mat, key glove, wheel locks, rear bumper appliqué (319).	
DESTINATION CHARGE.....	995
TOTAL.....	\$57,988



ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

Welcome to a world where the roads are dry, the cars are slick and the destinations are limitless...



We drive customers to your business.

Display advertising, group ad pages
Sponsored content and special sections

Custom publications, brochures, direct mail

sales@arizonadrivermagazine.com
main office: 480-948-0200
www.arizonadrivermagazine.com

TRAVEL SITES TO BE SEEN



sedona.net
flagstaff.com
prescott.com
thecanyon.com
grandcanyon.net
oakcreekcabins.com

Hotels, Resorts and Lodging
 Bed & Breakfasts - Inns - Cabins/Cottages
 What To Do
 Real Estate and Relocation
 Spas - Galleries - Artists
 Restaurants - Shopping
 FAQs - Resources
 Special Offers - 11th Hour Getaways

Southwest Media Communications
 602-892-4766 - info@southwestmedia.net

Straightforward with elements of relativity

BY JOE SAGE

The Toyota 86 is as straightforward an under-\$30,000 sports coupe as you can find, but it also begs comparison. First, there's the Subaru BRZ, with slightly different sheet metal finish here and there, but both with the same Subaru boxer engine, Toyota fuel injection systems and transmissions, and Subaru factory build, but each with elements of its brand's user interface. There is, or was, also the Scion FR-S, which was always a Toyota 86 in the rest of the world and became one here when the Scion brand was put out to pasture a couple of years ago.

There are also inevitable comparisons with the Mazda MX-5 Miata and its cousin the Fiat 124 Spider, which ride the same bones as each other, but with different suspension, different powertrains and notably different sheet metal—and have many differences from the Toyota 86.

Then there are the variables within the Toyota 86 family itself, which is kept pretty simple, basically a base model and a GT (either with your choice of manual or automatic transmission), as well as generally one more model above the GT. In 2017, there was the Toyota 860 Special Edition; coming for 2019 will be a Toyota 86 TRD Special

Edition; and in 2018 we have had the Toyota 86 GT Black, the car driven here. Whereas next year's TRD version will add performance suspension and ex-

haust bits, larger wheels and a few other details, this year's GT Black adds only a little bit to differentiate it from the 86 GT itself: black side mirrors and black end plates for the GT's already black rear wing. All, including next year's TRD, are powered by the same 205-hp Subaru boxer engine.

The GT's feature set is great at \$28,585, with LED lights, power mirrors, dual zone climate, leather and suede-like Granlux interior, audio that puts out high quality sound with plenty more headroom, and more. The \$2130 add-on for GT is a no brainer (and we'd suggest the \$720 saved on our car's manual transmission is a win-win).

We would love to see what the Toyota 86 could do with more horses and torque. But it has the straight line power and control of a naturally aspirated engine and fully mechanical manual shift. Step on the gas, grip the wheel, and the car goes where you point it, when you want it, and once you master and optimize the output it does have, you will enjoy it plenty. Suspension is firm—great in sporty maneuvers, rough on speed bumps—and steering is best at speed. In all the Toyota 86 gives you that feeling of mastery and control from small sports cars from the classic era. ■

SPECIFICATIONS

ENGINE	2.0L aluminum alloy 4-cyl boxer
DRIVETRAIN	RWD
HP/TORQUE	205 hp / 156 lb-ft
TRANSMISSION	6-speed manual
SUSPENSION	F: MacPherson strut; 18mm stblzr bar R: double wishbone, 15mm stblzr bar
STEERING	elec power steering
BRAKES	F: 11.6" vented disc R: 11.4" vented disc
WHEELS/TIRES	17x7 alloy / 215/45R17 Michelin
LENGTH / WHEELBASE	166.7 / 101.2 in
TURNING CIRCLE	36.1 ft
GROUND CLEARANCE	4.9 in
SEATING CAPACITY	four
LEGROOM (F/R)	41.9 / 29.9 in
CARGO CAPACITY	6.9 cu.ft
WEIGHT	(M/T) 2774 lb
FUEL / FUEL CAPACITY	premium fuel / 13.2 gal
MPG	(manual trans): 21/28/24 (city/hwy/comb) .....(note: MPG w/automatic): 24/32/27 (city/hwy/comb)

BASE PRICE (GT BLACK M/T).....\$28,585

GT ADDS: matte black rear wing w color-keyed end plates; LED fog lights; heated mirrors; aerodynamic underbody panel; dual zone climate; keyless entry/start; alarm; 4.2" TFT multi-info display (w steering wheel controls) incl stopwatch/timer, torque curves, G-forces and more; leather w silver stitching gearshift boot and parking brake lever cover; heated 2-stage front sport seats w leather bolsters and Granlux suede-like inserts w silver stitching; knee support cushions; Granlux door inserts and instrument panel surround.

BLACK ADDS: black side mirrors; black rear wing end plates.
DESTINATION CHARGE.....\$920

TOTAL (GT BLACK M/T).....\$29,505

PRICE WALK: MODELS & TRANSMISSIONS (2018 MY):
BASE MODEL (MANUAL).....\$26,455
GT TRIM LEVEL ADDS: (manual).....+\$2130
 (automatic).....+\$2180
GT BLACK PACKAGE:.....(same prices at GT)
AUTO TRANS ADDS: (base model).....+\$670
 (GT or GT Black).....+\$720

TRD SPECIAL EDITION (2019 MY).....\$32,420



NEW POINT OF ENTRY

BY JOE SAGE

Interesting fact about the Kia Forte compact—it attracts more first-time buyers than the brand's less expensive subcompact. At the recent launch of the generation-three 2019 Forte in Pittsburgh, Kia's national manager of product planning Ralph Tjoa pointed out that fully 30 percent of Forte buyers are first-time buyers, the highest Kia brand introduction rate in the entire lineup. Thus the nominal entry level Rio starting at \$13,900 is arguably not the entry level model—the \$17,690 Forte is.

And while you can get a 6-speed manual transmission on (just) the base model, Kia expects most shoppers to enter at \$18,590, the price with their new Intelligent Variable Transmission (IVT).

It's a matter of volume versus bottom dollar, and this in itself is a microcosm of Kia today, as not only are sales booming, but the brand is successfully nudging itself upscale. The front-drive Cadenza and K900 sedans have been offered in the premium-luxe range for several years now, but the arrival this year of the rear-drive (or AWD) Stinger—a grand turismo making defensible comparisons to Germans at two to three times the cost—brings both premium fitment and a performance halo to a much bigger audience than their big sedans.

With that in mind, the gen-three Kia Forte picks up a number of cues that evoke the racy Stinger and cement Forte's entry level appeal all the more so. Elements of the Stinger's proportions are carefully translated to the compact front-drive Forte, including a long hood (the cowl point has moved back a full five inches) and short rear deck, echoing the fastback design language of Stinger. Turn signals front and rear have been moved to separate units well below headlights and taillights, enhancing the car's well-planted look and feel.

Kia communications chief James Bell emphasizes that the new Forte is "not a baby Stinger"—it's front-wheel-drive, for one thing—but does convey its premium performance ethic. They don't overdo Stinger comparisons, as the primary goal of Forte is to exceed expectations, especially for a car starting at around \$18 grand.

To demonstrate that Forte delivers on expectations, Kia showed us a great tongue-in-cheek film (which you can find on YouTube, "The Contenders") pitting the Forte against a Lamborghini Aventador on the track—or *at* the track, anyway, with a family of five. Forte blows the Aventador away—in useful factors including access/egress, head count and luggage space, as well as features including its 8-inch touchscreen and available 10-way power driver's seat, wireless charging and smart trunk—all at just around four percent of the Lambo's cost.

In addition to style, the new body proportions

provide more legroom, more headroom and more cargo volume than the previous car. Add to this new seats with thinner frame, thicker padding and substantial bolstering, and you'd be forgiven for forgetting this is nominally smaller than midsize.

Android and Apple integration are included in all models, while top EX trim offers new 320w, eight-speaker Harman-Kardon audio with Clari-Fi technology that restores original studio sound.

As for that IVT, it's another hallmark of the new Forte and another harbinger of more to come from Kia under a Smart Stream powertrain name, destined to be worked into more models. Both the 2.0-liter Nu four-cylinder Atkinson Cycle engine and the IVT are in-house Kia builds. Engine horsepower and torque are the same as on the prior Forte, but fuel mileage is increased.

Kia took time and care to overcome traditional objections to continuously variable transmissions (CVTs), most notably to eliminate what they call a "rubber band-like feel," solved by replacing commonly implemented push-belt design with a chain-type belt (a first in the compact class). The result is the smooth, linear acceleration of a CVT (along with its fuel efficiency), but mimicking the steps of a traditional automatic in performance conditions. And it works. (The only time we were aware of its CVT nature was in free-spinning downhills.) Engineers also tackled the droning hum of most CVTs by wrapping the unit in its own sound-insulating

jacket, which results in a car that's even quieter than the non-CVT prior generation, with noise levels reduced by five decibels.

On the road, the 2019 Forte benefits from a new chassis that's 54 percent high-strength steel, reducing weight while boosting stiffness by 26 percent, for road-hugging performance. Drive modes include a smart setting that learns from the driver's best behavior.

The new Forte retains coupled torsion-beam rear suspension, as on Rio, as opposed to multi-link on Optima and above. However, Forte also has twin-tube gas shocks and reworked suspension geometry for increased stability. Our drive route included a little bit of city street, bridge and highway time, but mostly beautiful country two-lanes in western Pennsylvania, West Virginia and eastern Ohio—purposefully including stretches with harsh, damaged pavement. Try as we might to break the tail loose, it remained firmly planted and tracked true. And Optima runs from \$22,900 to \$31,900, while even a top trim Forte still beats any at \$21,990.

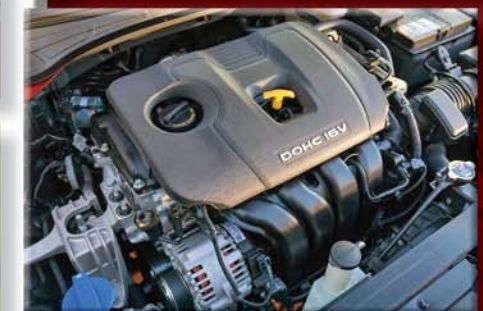
Product planner Tjoa identified sportiness, technology, efficiency and refinement as the team's touchstones in developing the new Kia Forte. Add to that Kia's well established factors of value and quality (Kia now ranks first or second in multiple

high-profile industry quality rankings).

Crossover and SUV sales have been so hot lately, especially compact crossovers, that some manufacturers are trimming down, failing to refresh or even completely walking away from sedan line-ups. Not Kia. Bell told us they have "no intention of walking away; we have the recipe down pat."

Kia Forte is such a staple of the small car market, it's almost hard to believe that the first arrived as recently as 2009 and only two prior generations bring us to this point. This is due to both the strength and volume of its presence—Forte annual sales almost doubled during the prior generation, from about 66,000 in 2013 to almost 118,000 in 2017. Buyers choose the model for its value, its "unexpected performance" (in its own right and with an image boost from Stinger) and because it specifically is not the biggest selling brand.

Expect more from the Forte lineup over the coming months. One possibility is a new version of the original Forte Koup two-door; another might be a new Forte5 hot hatch; intriguing to us is the possibility of a compact-platform version of their stunning European show cars, the Ceed Sportswagon or Pro Ceed Shooting Brake (a streamlined wagon, in Euro lingo). These are all speculation. Anticipation is fun; any reveals will be moreso. ■



SPECIFICATIONS

ENGINE	.....2.0L multi-port inj aluminum four
COMPRESSION RATIO	.....12.5:1
HP/TORQUE	.....147 hp / 132 lb-ft
TRANSMISSION	.....6-spd manual (FE only); .....IVT (intelligent variable transmission)
DRIVETRAIN	.....FWD
STEERING	.....rack & pinion, elec motor
SUSPENSION	.....F: McPherson strut w coil; .....R: coupled torsion beam axle; .....twin-tube shocks
BRAKES	.....F: 11.0" vented; R: 10.3" solid
WHEELS/TIRES	.....FE: 6.0x15 steel / 195/65R15.....LXS: 6.5x16 alloy / 205/55R16.....S, EX: 7.0x17 alloy / 225/45R17
LENGTH / WHEELBASE	.....182.7 in / 106.3 in
TURNING CIRCLE	.....34.8 ft
GROUND CLEARANCE	.....5.3 in
LEGROOM (F/R)	.....42.2 / 35.7 in
PASSENGER VOL	.....96.0 cu.ft (93.5 w/sunroof)
CARGO CAPACITY	.....15.3 cu.ft
WEIGHT	.....FE 6-MT: 2707-2721 lb.....FE, LXS, S, EX IVT: 2762-2903 lb
FUEL / CAPACITY	.....87 oct reg / 14.0 gal
MPG	.....6-MT: 27/37/31 (city/hwy/comb) .....IVT: 30/40/34 - 31/41/35 (city/hwy/comb)

TRIMS / PRICING

FE	.....6-spd manual	.....\$17,690
	.....IVT	.....18,590
LXS	.....IVT	.....\$19,090
S	.....IVT	.....\$20,190
EX	.....IVT	.....\$21,990
EX Launch Edition	.....IVT	.....25,200



Your world is about to get *Larger*

MEXICO

CLASSIC VACATIONS

FUNJET
MORE OF LAS VEGAS

Funjet Vacations

Your travel center

MEMBER OF THE FROSCH TRAVEL GROUP



Treat yourself to the life of luxury travel

Your Travel Center's phenomenal relationships and reputation within the travel industry provide a bridge from YOU to executives of over 1,000 of the world's finest hotels, cruise lines and tour outfitters. You will be recognized as a VIP guest with privileged access to special amenities and services when available, such as:

- Complimentary room upgrades
- Food & beverage credit
- Cocktail partys
- And much more...
- Breakfast for two daily
- Hosted tours
- Private transfers

Our travel experts

Our Advisors are certified Travel Agents and experienced travelers. Depending on your specific needs, you will be directed to a travel expert who knows your destination and can provide you with the guidance that can best fulfill your travel expectations. Using the latest technology, they keep up with the latest enhancements that will save you time and money.

Our experienced leisure travel specialists can help with all your travel desires, including but not limited to all-inclusive luxury cruise vacations, luxury resort getaways, customized travel vacations, safaris and even guided travel to China, Southeast Asia, Europe, Africa and beyond. Our preferred relationship with the Four Seasons Hotels, Ritz-Carlton Hotels and the Belmond group allow us to offer our luxury hotel clients amazing perks and value-added amenities when available, such as hotel credit, complimentary breakfasts, hotel room upgrades and more! This is also true with many of our luxury and premium cruise partners as well as many of our destination management companies located throughout the world.

We also have a dedicated corporate travel team that handles large accounts across the United States. Our partnership with The Frosch Travel Group gives us the tools necessary to tailor a corporate travel plan for your company, provide travel savings for your employees and give you the personal attention you need in this technology driven era. Our personal commitment to providing you the tools you need to travel safely and at the lowest cost is unmatched.

Arizona headquarters

With 40+ years in the travel business, our travel agency offices in Arizona have a reputation for an outstanding passion regarding the world of travel. Our attention to personal service, along with our preferred travel relationships with many airlines, car rental agencies, hotels, cruise and tour vendors, ensures that we will exceed your travel needs.

Whatever your travel needs may be, allow Your Travel Center the opportunity to serve you.

Your Travel Center

MEMBER OF THE FROSCH TRAVEL GROUP
414 South Mill Avenue, Suite 125
Tempe, AZ 85281
480-496-0160 / 800-952-3174 Toll Free
www.ytc.com
CST# 2019108-10

A WEEK WITH : 2018 MAZDA CX-9 SIGNATURE AWD

Icebreaker

BY JOE SAGE

Mazda has three models in its crossover and SUV lineup: CX-3 (at about \$20k, more of a tall-car crossover), CX-5 (at about \$24k, a solid two-row SUV) and CX-9 (at about \$32k, an equally solid three-row SUV). It may be the Snowflake White Pearl Mica paint of our sample, or it may be its prominent prow, but the stately, strong presence of Mazda's biggest SUV reminded us of the clear-the-way personality of an Arctic icebreaker.

The CX-9 bears a 2.5-liter four-cylinder powerplant, as does the CX-5, but it receives turbocharging in the CX-9, good for an additional 40 horses (in turn useful for its weight difference, 21.3 percent more power for 19 percent more weight).

We have a sweet spot for full-size SUVs, even if we tend to drive them solo a lot of the time. (We do carry a lot of stuff at times, though.) There are big SUVs that tow more, or have more cargo volume, even more legroom. And there are certainly big SUVs with more horsepower. But at \$44,315 in top trim and with all-wheel drive (none of the options on our sample are vital), it delivers a decently premium experience with clean and purposeful design at half the cost, or less, of quite a few other desirable seven-seaters.

The cabin is a good example of this, with Nappa leather and rosewood trim, complemented by

what has turned out to be a model for others—Mazda's simple dash-top standup screen, which frees up the instrument panel for clean full-width climate vents and an uncluttered console without the massive center stack of most vehicles.

The CX-9's 8.8 inches of ground clearance, relatively trim turning circle and four-wheel independent suspension are countered by long overhangs front and rear, making it an unlikely off-road adventurer, but plenty useful for off-pavement excursions to Arizona's lakes and picnic spots, and 3500 pounds of tow capacity is plenty for a couple of motorcycles or a decent speedboat. And its creature comforts and 26-mpg highway fuel mileage make it great for the cruise to and from.

We found the suspension could be quite firm on a harsher speedbump, but the chassis is very driver-responsive. On freeways, we were impressed by its agility in quick lane-to-lane maneuvers—reminding us (hopefully not sacrilegiously) of heavy-weight champion Muhammad Ali's famed tactic—to float like a butterfly and sting like a bee.

At six-foot-something in height, we found we would have welcomed a little more legroom in the front row, although the CX-9 has worked hard to provide humanly useful space even in its third row, within a trim and aerodynamic overall shape. (The biggest SUVs have several more inches in the first row and over 40 inches in all three rows.)

Mazda is a master of lightweight, fuel-efficient

SPECIFICATIONS

ENGINE	.....SKYACTIV 2.5L 4-cyl Dynamic Pressure Turbo
DRIVETRAIN	.....I-Activ AWD (only, in this trim)
HP/TORQUE	.....(reg/prem) 227/250 hp / 310 lb-ft
TRANSMISSION	.....SKYACTIV 6-spd auto w sport/manual
TOP SPEED	.....130 mph
STEERING	.....power rack & pinion, speed-var assist
SUSPENSION	.....F: indep MacPherson strut w stblzr bar R: indep multi-link w stblzr bar
BRAKES	.....F: 12.6" vented 2-piston; R: 12.8" solid, 1p
WHEELS/TIRES	.....10" alum alloy / P255/50 R20
LENGTH / WHEELBASE	.....199.4 in / 115.3 in
TURNING CIRCLE	.....38.8 ft
HEADROOM (F/2/3)	.....39.3 / 38.5 / 35.4 in
LEGROOM (F/2/3)	.....41.0 / 39.4 / 29.7 in
CARGO CAPACITY	.....14.4 / 38.2 / 71.2 cu.ft
WEIGHT	.....4361 lb
TOW CAPACITY	.....3500 lb
FUEL CAPACITY	.....(AWD) 19.5 gal
FUEL / MPG	.....reg / (AWD) 20/26/23 (city/hwy/comb)

BASE PRICE	.....\$44,315
SNOWFLAKE WHITE PEARL MICA PAINT	.....200
REAR SEAT ENTERTAINMENT SYSTEM	.....1995
ILLUMINATED DOORSILL TRIM PLATES	.....575
DESTINATION CHARGE	.....975
TOTAL	.....\$48,060

yet potent powertrains with Swiss watch precision, as well as a master of size, from the MX-5 Miata on up. They do an especially good job of fitting in everything that a particular vehicle in its category should have, within a trim-efficient allocated space, no bloat, nothing missing. The three-row CX-9 is their biggest example of this—a relative heavyweight with the agility (and fuel economy) of something much smaller. ■



Redeye: Hellcat ups its game

The best elements of SRT Hellcat, Demon and Widebody now all in one convenient package

By Nicole Wakelin

Dodge is known for building muscle cars like the Challenger. This beast is the kind of car you often hear before you see, and when you do see it you can't look away. Dodge could simply give the Challenger a minor upgrade or two each year and call it done. Instead, Dodge is on a mission to deliver fresh new versions of the Challenger with increasingly ridiculous amounts of power to appease the muscle car gods and us mortals alike.

The Challenger SRT Hellcat with its 707-horsepower engine was a huge hit. Dodge followed up with the limited-run Challenger SRT Demon which boasts 840 horsepower and posts a blistering 9.65-second quarter-mile. It also earned a Guinness World Record certification as the first production

car to lift the wheels at launch. For those who lusted after the Demon, but didn't really need all that, Dodge introduced the Challenger SRT Widebody last year, with the flared body of the Demon, but the regular drivetrain of the Hellcat. While the Hellcat is still in production, the Demon is sold out. Now there's the 2019 Dodge Challenger SRT Hellcat Redeye Widebody, which combines the best of both those cars into one impressive machine.

Dodge likes to say the Redeye is a Hellcat possessed by the Demon. They took what is basically the Demon's 6.2-liter V8 Hemi engine and adjusted the calibration, so it now delivers 797 horsepower with 707 lb-ft of torque. Yes, those numbers are lower than the Demon's, so this technically sounds like a step back, but it's nothing of the sort.

The Hellcat Redeye has a 0-60 time of 3.4 seconds with a quarter-mile time of 10.8 seconds at 131 mph. Its top speed is 203 mph. It's in no way slow, and you feel every bit of that power whether you take it to the track or enjoy it out on the open road. We got behind the wheel for plenty of both.

Building a car like the Redeye isn't simply about power. Yes, that's a huge part of the car's focus, but this isn't a track-only vehicle. Dodge knows

you can't live at the track, though you might want to, so they built the Redeye to be equally as good as a daily driver.

This means it handles the rough, uneven pavement of city streets and country roads without shaking your fillings right out of your teeth. It's an incredible amount of fun to drive, and when you have an open stretch of road or a highway on-ramp, all bets are off. Press the gas pedal and you're rewarded with power you can see, feel and hear as the Hellcat Redeye lets loose. It's a truly visceral experience driving the Redeye.

The biggest challenge out on the street is keeping all that power in check. However much you're used to pressing on the gas, it's too much in the Redeye. The power delivery is so quick and so strong you'll find yourself pulling away from stoplights more aggressively than intended. It takes some getting used to when you're at the wheel of a 797-horsepower muscle car.

Although you may spend most of your time driving on public roads, if you really want to know what the Redeye is capable of, then you must get yourself to a track. Only where there are long straightaways, swooping curves, and no pesky speed lim-

its can you truly understand this car.

It only takes a few laps to appreciate what Dodge has done. The Redeye eats up the track with more power than any person rightly needs, but don't worry. It's controlled and planted and won't get away from you. Instead, it encourages you to push a little harder through every turn.

It's best to take it easy at first—did we mention this is a powerful car? If you go out there thinking you own the track, this beast could quickly teach you otherwise. A little restraint as you learn how the Hellcat Redeye handles will make the whole thing more fun. And of course, you have control over vehicle settings, so you can make this Hellcat as wild or tame as you choose.

Dodge continues to build the Challenger brand by adding new choices like the Hellcat Redeye and improving its existing lineup. This year's Hellcat gets a boost to 717 horsepower with 656 lb-ft of torque and a new dual-snorkel hood that pays homage to the muscle cars of the 1970s. There's also the Challenger R/T Scat Pack Widebody, which gets the same fender flares as the Hellcat Widebody.

But, the Hellcat Redeye is the star of the Challenger show. If you're looking to get behind the wheel of the ultimate muscle car of the moment, the Redeye awaits. ■

CHALLENGER SRT REDEYE WIDEBODY

ENGINE	Supercharged 6.2L HEMI Hellcat high output V8
DRIVETRAIN	RWD
HP/TORQUE	797 hp / 707 lb-ft
TRANSMISSION	Torqueflite 8HP90 8-spd auto (only)
0-TO-60 / 1/4-MILE	3.4 sec / 10.8 sec at 131 mph
STEERING	elec power, multi-mode assist
SUSPENSION	F: indep SLA w high upper A arm, coils over gas-chg ADS Bilstein shocks, 34mm solid stblzr bar, lateral & diagonal lower links. R: five-link indep w coils, link-type 22mm solid stblzr bar, lateral & diagonal lower links.
ADAPTIVE DAMPING SUSPENSION	SRT-tuned Street, Sport and Track Modes
BRAKES	Brembo high-performance package: F: 15.4x1.34 2-piece alum hat, vented/slotted, six-piston fixed monoblock aluminum. R: 13.8x1.10 vented/slotted, four-piston, alum hous.
WHEELS / TIRES	20x11 / 305/35ZR20
LENGTH / WHEELBASE	197.5 in / 116.2 in
TURNING CIRCLE	38.7 ft
WEIGHT	4443 lb w/o rear seat, 4492 with
WEIGHT DISTRIBUTION	57/43
FUEL / FUEL CAPACITY	91 prem / 18.5 gal
MPG	13/22/16 (city/hwy/comb)

BASE PRICE\$69,650

2019 CHALLENGER SRT HELLCAT

ENGINE	Supercharged 6.2L HEMI Hellcat V8
HP/TORQUE	717 hp / 656 lb-ft
BASE PRICE	\$58,650
HELLCAT WIDEBODY (est)*	\$64,650

2019 CHALLENGER R/T SCAT PACK

ENGINE	392 (6.4L) HEMI V8
HP/TORQUE	485 hp / 475 lb-ft
BASE PRICE	\$38,995
R/T SCAT PACK WIDEBODY (est)*	\$44,995

NOTE: Hellcat, Hellcat Widebody and Hellcat Redeye Widebody are subject to \$1700 gas guzzler tax (GGT). R/T Scat Pack w manual trans is subject to \$1000 GGT.

* 2019 Hellcat and R/T Scat Pack Widebody estimates are based on 2018 Hellcat Widebody price difference.



Keith Martin's Sports Car Market™

The Insider's Guide to Collecting, Investing, Values, and Trends

“Hats off to you. Keeping up the great effort to produce the best car magazine each month is no small feat.”

— E.M., Northbrook, IL, subscriber since 1998



Subscribe to SCM today and become a collector car insider

www.sportscarmarket.com

A WEEK WITH : 2018.5 NISSAN ROGUE SPORT SL AWD

Smarts. by Joe Sage

Nissan offers six crossovers or SUVs, from the funky little Kicks (which has just replaced the funky little Juke) on up to the big eight-passenger Armada. Rogue Sport is the second-smallest, and although it may sound like a version of Rogue (like, say, a Camaro SS), it is a distinct vehicle, smaller than Rogue—an admittedly confusing naming approach also used by a few other brands on certain pairs of semi-completely different models.

Rogue Sport has looks, especially handsome in our sample's gunmetal metallic over black leather, all the moreso with the bold stance of the SL trim's 19-inch alloy wheels (S and SV trims have just 16- or 17-inchers). It drew a lot of admirers (all saying, "I like this Rogue," at which point we would have to explain the difference—and the badge, in which "Sport" is just a small tack-on, doesn't help).

It also has smarts. This is a 2018-point-5 model, with its midyear designation applied due to adding auto emergency braking, blind spot warning and rear cross traffic alert as standard, along with intelligent cruise control on the top-trim SL. Its driver assist systems seem to

COMPARISON	KICKS	ROGUE SPORT	ROGUE
ENGINE	1.6L	2.0L	2.5L
HP/TORQUE	125/115	141/147	170/175
WEIGHT (LB)	2639-2672	3232-3424	3454-3659
LENGTH (IN)	169.1	172.4	184.5
MAX CARGO (CF)	53.1	53.3	70.0
STARTING PRICE	\$17,990	\$22,110	\$24,800

be more intelligent than most, doing their magic without our noticing, not hounding us with the beeps, jerks and wiggles common to so many.

What we did notice was its power. Rogue Sport weighs 22 to 28 percent more than Kicks, but its 141 hp is just 12.8 percent more; and it weighs just six percent less than Rogue, while power is 17 percent less. But Rogue Sport also starts at about an 11 percent lower cost than Rogue, a key attraction.

We put many miles on our Rogue Sport, tackling the high-speed climb to Sedona, a spirited loop to Saguario Lake and several longer than average Valley errands, and its output is certainly sufficient most of the time. In a challenging situation such as a freeway on-ramp (which you can see coming), use of the manumatic makes up the difference. At less predictable times, such as wanting to grab a better freeway lane, you might have to wait.

Our top trim SL AWD is the heaviest Rogue Sport. We'd give at least this trim the bigger engine from

2018.5 NISSAN ROGUE SPORT SL AWD

ENGINE	2.0L 4-cyl
HP/TORQUE	141 hp / 147 lb-ft
TRANS / DRIVETRAIN	Xtronic (CVT) w Eco Mode / AWD
SUSPENSION	F: indep strut w coils, 23mm stblzr bar R: indep multi-link, 19.1mm stblzr bar
STEERING	speed-dep electric pwr-ast rack-and-pinion
BRAKES	F/R: vented discs / F: 11.65x1.02 / R: 11.5x0.63
WHEELS/TIRES	7.0Jx19 / 225/45R19
LENGTH/WHEELBASE	172.4 / 104.2 in
TURNING CIRCLE / GRND CLEARANCE	36.9 ft / 7.4 in
CARGO VOLUME	19.9 / 53.3 cu.ft
WEIGHT	(3232-3424) 3424 lb
FUEL CAPACITY	14.5 gal
MPG	24/30/27 (city/hwy/comb)

BASE PRICE SL AWD	\$28,540
PREMIUM PKG:	Pwr sliding moonroof, LED low-high heads, high beam assist, lane depart warn, intelligent lane intervention, auto emerg brake w pedestrian detection...1990
(OPTS):	Carpeted cargo area, floor mats, first aid kit...275
DESTINATION CHARGE	975

TOTAL \$31,780

the bigger Rogue, if it fits, or perhaps a turbo. We would also wish for Rogue's Bose 9-speaker audio.

Kicks and Rogue Sport have no tow capacity. (Rogue can tow 1102 lb, Murano 1500, with Pathfinder and Armada handling more serious stuff.)

Try them on for size. You might decide based on price, horsepower, tow capacity, specific features—or just whichever one lights your fire. ■





EASILY AMUSED

BY TYSON HUGIE

"Midship Amusement"—what in the world could that possibly mean? Sometimes a translation comes across a little funky when crossing continents. When Honda engineers put together the Beat, a 3-cylinder compact car, in Japan 27 years ago, they thought that would be a fun tagline to promote the car.

I've been driving for 20 years—that's how long it took until I finally spiced things up and landed myself in the driver's seat of a stick-shift, right-hand-drive vehicle. And I can say with a certainty that this little two-seat mid-engined car did indeed provide the most automotive amusement I've had in years!

My friend Scott recently went through extensive efforts to import and register one such car to the states: a remarkably well-kept 1991 model in yellow, with only 47,000 kilometers on it (about 29,000 miles). He brought the car to Arizona, and I got to try my hand—my left hand, that is—at shifting through its five gears.

One of about 33,000 total cars produced between model years 1991 and 1996, the car is a total grin-machine. It turned heads from the second we backed it off a trailer, on every street corner, and in my own driveway—and that's with people not even seeing its zebra-patterned interior. Speed demon it is not, but the handling is precise and the shifter operates with typical Honda flawlessness.

I was able to get comfortable in the small cockpit and got acquainted with the controls. Everything is the same as a left-hand-drive car except for the turn signals and wipers being reversed. So the pedal layout, shift pattern, and everything else is exactly as you're already used to. My friend and I blasted through the gears in urban Phoenix for a few miles, and by the time I'd gone a couple of blocks, I was already comfortable managing it.

And that zebra-patterned interior really is one of the best parts.



Not even two weeks after mastering RHD on Scott's Honda Beat, I got to drive a few more right-handers, thanks to my friend Greg, who has an incredible collection of micro-cars (or "kei" cars) from Japan. Whoa, I could get used to this kind of fun and games!

Kicking things off was my time with a red 1985 Honda City "R," a 5-speed, 4-seat, 3-cylinder compact that was produced in its first generation from 1981 through 1986. While certainly no drag racer, this car gave more grins per mile than I ever imagined. Following Greg, in a black 1990 Honda Today, we stopped at a gas station in the southeast Valley and turned a few heads as we fueled up our square boxy econocars. The coolest thing about the City was that it could be equipped with an accompanying (and matching) 50cc scooter called a Motocompo. Greg's City is of course complete with this, and I had a blast tooling around the parking lot on it.

I made the mistake multiple times throughout the evening of approaching the left side of the car as opposed to the right. Fair enough—that's what I get for 20 years of being trained to drive a certain way!

Continuing the game of musical cars, I got to try my hand at all sorts of rarities, including the Today (since sold at auction), a Suzuki Alto Works, an Autozam AZ-1 (with gullwing doors!) and a Toyota Aristo (which we saw in the states as the Lexus GS 300). The Toyota was definitely the big boy of the right-hand-drivers, boasting a straight-six 3-liter powertrain that growled so heartily it sounded almost like a muscle car. A new addition to the collection is a 1989 Legend coupe 5-speed, which runs and drives just as it should.

As a grand finale, we ditched the non-Hondas in the lineup and added two white left-hand-drive Hondas: a 1991 CRX Si, and a 1989 Prelude Si 4WS. The Prelude tugged at my heartstrings particularly aggressively, since it took me back to my roots of 20 years ago when I bought my first Honda at age 17. Greg's runs and drives even better than mine did back then. My "newest" Prelude had 132,000 miles on it. His only has 33,000. That comes out to only a little over 1,000 miles per year over its nearly 30-year lifespan. Sheesh.

The night was capped off after sundown with a ride in a domestic car for a change of pace: an über-rare 1987 turbocharged Buick GNX (production #70) with only 22,000 miles on the odometer. Greg demonstrated its tendency to kick the back end out even under just moderate acceleration.

And finally, I spent a few minutes behind the wheel of a 14,000-mile 1993 Mazda RX7, which is a beast in its own way. It demonstrated some NSX-like characteristics but had a feeling all its own. The RX7 went up for auction on Bring a Trailer not long after.

Many thanks to Scott and Greg for their "adult toy box" hospitality. ■



Register Today - Free to Browse, Free to Join, Free to Post
#1 Motorsports Marketplace. Go to www.racingjunk.com



- Drag Racing Cars • Off Road • Road Racing Cars • Antique/Classic Cars and Trucks
- Motorcycles • Modern Cars/Trucks/SUVs • Hot Rod/Street Rod/Custom • Much More

Interested in having millions of people see your products?
Email advertising@RacingJunk.com to learn about dealer and advertising opportunities.

Commitment to power

BY JOE SAGE

We were struck by the high level of interest this plug-in hybrid generated on social media, with many comments from people who were dyin' to try it and dyin' to buy it. None of them had been in one yet; their enthusiasm was largely grounded in the vehicle's PHEV architecture and its price.

While, as with hybrids themselves, the various implementations of plug-in hybrids vary, the basic idea is to combine the full-time advantages of a hybrid powertrain with the shorter-range benefits of an electric vehicle (EV). When regular doses of EV juice are not available or convenient (as on a road trip), you can drive anyway, on its gasoline engine—all in all, a best-of-both-worlds scenario.

The Outlander PHEV's 117-hp 2.0L gasoline engine is modest, but that's not really the key spec. Add to that two electric motors, front and rear, each rated 60 kW. These equate to about 80 hp each, for almost 280 hp of total system power (though Mitsubishi does not officially state this, as some do). Torque—as with any EV—is even more prodigious, at about 382 lb-ft total. It's a combination used on some race cars and supercars. And this is what you feel as you realize your 117-hp gasoline engine SUV can pass every other vehicle on a freeway on-ramp and choose its lanes freely.

Even if you can't plug in, you'll never lack the power and torque of the EV components, as they remain powered by the gasoline engine, which

also functions as a range-extending generator. Better still, stopping force is not sapped by the regenerative systems, as is all too often the case—the Outlander PHEV has extremely strong brakes.

There are a number of PHEVs in the market, but few SUVs, and Mitsubishi claims to own this price range. An Outlander PHEV SEL costs just \$34,595, while this top GT model runs \$40,295 (before potential tax, registration, insurance or other benefits that may offer significant savings).

The Mitsubishi Eclipse Cross, new last year, delivers the prior Eclipse sports car's persona in crossover form, showing foresight as sedan sales drop and crossovers continue to climb. Outlander PHEV's formula was already partway there: a two-ton SUV with rapid acceleration and solid handling—plus the bonus of a 74 MPGe rating, 310 miles of range on just an 11.3-gallon tank and 21 miles of pure EV range, enough for most daily driving.

The interior is well laid out, though some controls remain highly touch-dependent, as is currently common. The Park button, down low in front of the shift joystick, is hard to reach; and we'd suggest making both front windows one-touch—two things that could be so easily fixed in design-build. We would also work on locks and lock buttons.

The engineers' biggest commitment was to the powertrain, and at this it has done very well. As with any taste of power, you will want to punch the pedal and experience this for yourself.

Mitsubishi is a huge company in the rest of the world, though not so big in the US to date. However, they have recently hired Fred Diaz as North

SPECIFICATIONS

ENGINE	.....2.0L MIVEC DOHC 16v 4-cylinder
HP/TORQUE	.....117 hp / 137 lb-ft
ELECTRIC MOTOR	.....Twin AC synchronous perm magnet
POWER/TORQUE / FRONT	.....60 kW / 137 Nm
POWER/TORQUE / REAR	.....60 kW / 195 Nm
MAIN DRIVE BATTERY	.....12.0 kWh Li-ion, 300V
AUX BATTERY	.....max generator output 70 kW
TRANSMISSION: FRONT	.....single speed, drive modes
120V / 12A	.....single speed, fixed
DRIVETRAIN	.....S-AWC (AWD)
SUSPENSION	.....F: MacPherson strut w stblzr bar
	.....R: multi-link w stblzr bar
STEERING	.....electric power steering
BRAKES	.....F: 11.6 vented, twin piston / R: 11.9 solid
WHEELS/TIRES	.....18x7.0 alum alloy / 225/55 R18
LENGTH / WHEELBASE	.....184.8 / 105.1 in
TURNING CIRCLE	.....35.6 ft
GROUND CLEARANCE	.....7.3 in
HEADROOM (F/R)	.....40.6 / 38.3 in
LEGROOM (F/R)	.....40.9 / 37.9 in
CARGO CAPACITY	.....30.4 / 78.0 cu.ft
WEIGHT / TOW CAPACITY	.....4178 lb / 1500 lb
FUEL CAPACITY	.....11.3 gal
CHARGE TIME: 120V / 8A	.....13.0 hours
120V / 12A	.....8.0 hours
240V / 30A EVSE	.....3.5 hours
DC FAST CHARGE	.....to 80%: 25 minutes
CHARGE-DEPLETING RATE	.....45 kWh / 100 miles
FUEL ECONOMY	.....74 MPGe / 25 MPG
DRIVE RANGE: TOTAL	.....310 miles
ELEC+GASOLINE	.....21 miles

BASE PRICE	.....\$40,295
OPTIONS: Diamond White Pearl paint (200); tonneau cover (190); body graphics (285); hood emblem (85); carpeted floor mats & portfolio (135).	
DESTINATION CHARGE	.....940
TOTAL	.....\$42,130

American president and CEO. A superstar previously with Nissan and FCA, not only does Diaz's presence itself suggest good things will happen, but also that the company wants 'em to happen. ■



In pursuit of ever greener, cleaner *and* more potent powertrains

Photos by Doug Berger / dbpics.com / NWAPA

For the past six years, the automotive media professionals of the Northwest Automotive Press Association (NWAPA) have produced Drive Revolution, an annual drive event to evaluate battery-electric vehicles (EVs), plug-in hybrids (PHEV) and full hybrids—some of the most fuel-efficient powertrains currently available.

Western states from the Pacific Northwest to Arizona are at the epicenter of this seismic shift in vehicle propulsion, and Drive Revolution offers the opportunity to assess leading edge alternative-fuel vehicles back-to-back in a consistent testing environment.

In prior years, the event had been held in downtown Portland, dovetailing with the Roadmap Conference (formerly EV Roadmap), a large annual event covering electric and smart mobility, with about 100 national and international speakers, dozens of exhibits, regional smart mobility tours, high-energy interactive sessions and about 600

attendees. Drive Revolution is still held that same week, but has moved away from the confines (and prying eyes) of downtown.

The group gathered this year in nearby Vancouver, Washington, at the Fort Vancouver National Historic Site. On the tarmac in front of the Pearson Air Museum sat a collection of 19 vehicles.

"The variety of vehicles is impressive," said Drive Revolution Chair Sarah Shelton of *US News & World Report*. "From small city cars that cost less than \$28,000, to fuel-sipping family-haulers that can carry up to seven people, today's selection demonstrates that there is something for anyone when it comes to alternatively-fueled vehicles."

After a full day of testing through the streets of Vancouver, Washington, NWAPA journalists cast their ballots for the greenest and most innovative vehicles of the 21st century, beneath the open wood rafters of a 97-year old hangar. Entrants and winners in four vehicle categories are at right,

along with information on the overall Northwest Green Vehicle of the Year winner. Of 18 vehicles total, 13 were 2018 models, three were 2019 models and two were 2017 models, all as noted.

Founded in 1991, NWAPA is a professional organization of automotive journalists and media members from throughout the region (and beyond—we are members), with 54 voting members representing more than 700 newspapers, magazines, radio stations, media groups and online media. Non-voting NWAPA members include representatives from automotive manufacturers and related industry professionals.

Next up for NWAPA is Run to the Sun. Originally an all-convertible event, this has evolved to include a wide variety of sports, luxury and supercars, running on the open roads through the mountains, plains and volcanic fields of northern and central Oregon, terrain much like Northern Arizona. Look for a feature on this event in our next issue.



Affordable Battery-EV of the Year

WINNER: 2018 Chevrolet Bolt EV

Power200 hp / 266 lb-ft
Range238 miles
Base price\$36,620 (before tax incent)

Others entered in this category:

- 2017 Fiat 500e
- 2018 Kia Soul EV
- 2018 Nissan Leaf
- 2017 Volkswagen e-Golf

Affordable Hybrid Car of the Year

WINNER: 2018 Chevrolet Volt

Power111 kW / 294 lb-ft
Fuel economy42 mpg / 106 MPGe elec
Base price\$33,220 (before tax incent)

Others entered in this category:

- 2019 Ford Fusion Energi
- 2019 Ford Fusion Hybrid
- 2019 Honda Insight
- 2018 Toyota Prius Prime

Family-Sized Plug-In Hybrid of the Year

WINNER: 2018 Chrysler Pacifica Hybrid

Power287 hp / 262 lb-ft
Fuel economy84 MPGe combined
Base price\$39,995

Others entered in this category:

- 2018 Kia Niro PHEV
- 2018 Mini S E Countryman All4
- 2018 Mitsubishi Outlander PHEV

Luxury Green Vehicle of the Year

WINNER: 2018 Lexus LS 500h

Power264 kW / 354 HP / 359 ps
Fuel economy33 (rwd) / 31 (awd) comb
Base price\$79,510 rwd / \$82,730 awd

Others entered in this category:

- 2018 BMW i3
- 2018 BMW 740e
- 2018 Mercedes-Benz GLC 350e

GREEN VEHICLE OF THE YEAR

WINNER: 2018 Chrysler Pacifica Hybrid

In separate voting, the Pacifica Hybrid, winner of the Best Family-Sized Plug-In Hybrid category "by a landslide," was also crowned as the overall winner for its combination of fuel-efficiency, ample cabin space, user-friendly amenities and value.

"The Pacifica Hybrid's 84 mpg-e and 33 miles of all-electric range saves you hundreds in fuel costs each year over the average new minivan or SUV," event chair Sarah Shelton said. "But what's particularly remarkable is that you can achieve this fuel economy while also carrying a family of seven in the front and a suitcase for everyone in the back. This, along with a notable amount of standard equipment, makes the Pacifica Hybrid a truly family-friendly vehicle." ■



2018 CHRYSLER PACIFICA HYBRID



2018 CHEVROLET BOLT EV



2018 CHEVROLET VOLT



2018 LEXUS LS 500H

Phoenix Molecular Imaging

The Prostate Cancer Imaging Specialists



C11-Acetate PET Imaging

The first and only facility in the Western US approved to produce and use C11 Acetate for the evaluation of prostate cancer under multiple clinical trials.

The physicians at Phoenix Molecular are conducting studies to determine how well C11 Acetate PET/CT scans can improve their ability to detect residual or recurrent prostate cancer.

Through advanced imaging, such as C11-Acetate PET/CT, we now can know the true limit or extent of prostate cancer. With this information, better treatment decisions can be made.

Multi Parametric MRI

Avoid the discomfort and in accuracy of Random Prostate Biopsies.

If you have a high PSA or are under Active Surveillance for Prostate Cancer, Multi Parametric MRI is the best non invasive way to determine if there is clinically significant cancer that needs further attention.

Phoenix Molecular Imaging

4540 E Cotton Gin Loop, Ste 150
Phoenix, AZ 85040
602.368.3055
www.phxmi.com



A WEEK WITH : 2018 CADILLAC CT6 PLATINUM AWD

Super cruiser By Joe Sage

It's not unusual to have a compact car boasting the cabin space of a midsize, or a midsize boasting the cabin of a full-size—smaller cars aspiring to feel bigger on the inside. Putting the shoe on the other foot, though, Cadillac boasts that the full-size CT6 sedan has the “driving dynamics and efficiency of a midsize sport sedan”—a bigger car aspiring to feel smaller on the outside, when in motion.

A 40-foot turning circle on the base model suggests a large car (between Escalade and Escalade ESV), though an active chassis package on this top Platinum trim includes active rear steering, which shaves fully three feet off that turn (now close to a Mini Cooper Countryman). The base model is a relative lightweight for a big sedan, at 3657 pounds (with rear-wheel drive). Our Platinum with a smaller 3.0L twin-turbo (but all-wheel drive and other add-ons) comes in above two tons, 159 pounds heavier than the middle trims' 3.6L naturally-aspirated models (both with all-wheel drive)—though you can also get Platinum with the 3.6L.

A wide range of variables is underscored by prices from a base \$54,490 to our car's \$88,295. In between are Luxury and Premium Luxury trims, with varying availability of the two engines. Premium Luxury starts at \$65,295 with the 3.6L, a noticeably lighter price bracket than Platinum. But if you don't mind additional weight, cost and complexity, that's not the only difference (see sidebar). From 20-inch wheels to 20-way massage seats to 34-speaker Bose audio, CT6 Platinum earns its keep, but the Platinum feature Cadillac is proudest

of is its Super Cruise system.

Super Cruise adds an advanced level of autonomy (purposely unstated, but falling about where Levels 2 and 3 overlap)—a freeway or divided highway feature, not for use around town—combining adaptive cruise and advanced lane-keeping. You first turn on adaptive cruise, then carefully center your CT6 in a well-marked lane, then take your hands off the wheel while the car handles those basics. You must of course still pay full attention—and if you don't, the car will hand control back over to you and make you pay attention, the old-fashioned way. Thus it's really kind of a novelty, as you have to be fully engaged mentally, while hovering your hands and feet nearby to where they can be instantly useful, anyway. One neat feature of the system is a green arc that lights up across the top of the steering wheel, rather than just an indicator in the binnacle. GM has recently announced Super Cruise will expand to all products by model year 2020, i.e. in about a year or sooner.

Robo-cruising aside, the CT6 has attractive controls overall, with a stylish but fairly conventional shifter and a nice-sized control screen atop the dash, though there is a high degree of reliance on its screen and other controls in that area (even opening the glovebox is controlled up there), much of it via a flat touch controller on the console that is more likely to be taken as smartphone space. As is the case with so many, this remote touchpad-screen interface, as well as touchbars below the screen for audio volume, requires more attention and jumpy precision than a driver should divert. You will spend a lot of time perfecting your own

SPECIFICATIONS

ENGINE	.....Twin-turbo 3.0L V6 dir inj DOHC w VVT
DRIVETRAIN	.....AWD
HP/TORQUE	.....404 hp / 400 lb-ft
TRANSMISSION	.....Hydra-Matic 8L90 8-spd auto/paddles
SUSPENSION	.....F: high-arm multilink SLA w direct-act stblz bar & coil-over twin-tube shocks; R: five-link indep w fully-isolated subframe and hydraulic mounts, coil-over twin-tube shocks
STEERING	.....rack-mount elec power var assist, var ratio
BRAKES	.....F: 13.6" four-piston alum Brembo; R: 12.4" single-piston cast iron sliding caliper; ferritic nitro carburized rotors; four-channel ABS/TCS & DRP
WHEELS/TIRES	.....20x8.5 alum / P245/40R20 all-season
LENGTH / WHEELBASE	.....204.0 / 122.4 in
TURNING CIRCLE	.....standard 40.0 ft Platinum w Super Cruise w active rear steering 37.0 ft
LEGROOM (F/R)	.....42.3 / 40.4 in
CARGO CAPACITY	.....15.3 cu.ft
WEIGHT	.....4085 lb
FUEL CAPACITY	.....19.5 gal
MPG	.....18/26/21 (city/hwy/comb)

BASE PRICE\$88,295

PLATINUM INCLUDES: All features of Standard, Luxury and Premium Luxury trims including Cadillac user experience with 10.2" diagonal display, rear camera mirror, UltraView power sunroof, surround vision recorder, heads-up display—plus active chassis package with active rear steering and magnetic ride control, Bose Panaray 34-speaker audio, rear seat infotainment, 20-way adjustable heated-ventilated-massage seats, exclusive 20-in 5-split-spoke aluminum wheels w Manogian Silver premium paint finish and 5 chrome inserts—plus Super Cruise™ package including driver attention system, adaptive cruise, night vision, forward/reverse automatic brakingall incl

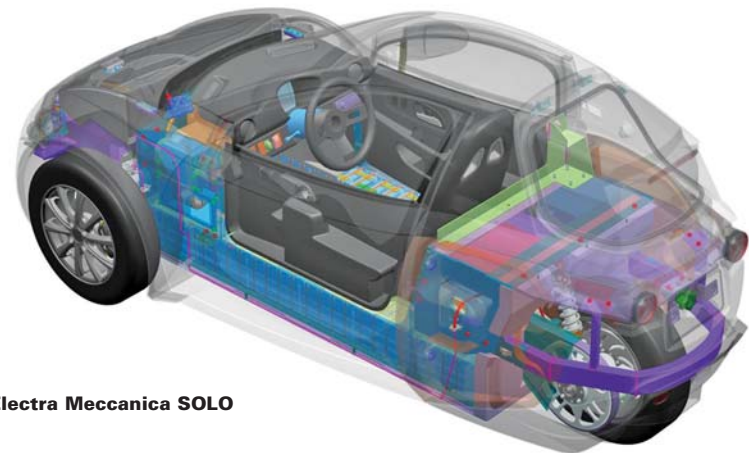
DESTINATION CHARGE995

TOTAL\$89,290

mastery of these details, as well as in the manual, though if prior Cadillacs are a guide, you should end up well rewarded for your time spent.

There are also a CT6 plug-in hybrid and a CT6 V Sport, as Cadillac hedges its bets in this model toward top performance or maximum virtue, both. ■





Electra Meccanica SOLO

▼ **Electra Meccanica** Vehicles Corp. has rolled the first single-passenger, all-electric SOLO off its assembly line and delivered the car to company headquarters in Vancouver, British Columbia. The new vehicle will now undergo rigorous consumer testing and verification in anticipation of starting commercial manufacturing in September 2018 with the goal of delivering 5,000 SOLOs by September 2019. “This first SOLO will be extensively tested and delivered to its first customer,” said CEO Jerry Kroll, “kicking off our efforts to begin delivering thousands of these cars to our patient reservation holders in September.” The SOLO is priced at \$15,500 US, and you can place a fully-refundable \$250 deposit by visiting EMVauto.com. A publicly held company, Electra Meccanica began trading on the OTCQB exchange and announced its application filing for NASDAQ Capital Markets listing last October. Electra Meccanica Vehicles Corp. designs and builds the innovative, all-electric SOLO, a single passenger vehicle developed to revolutionize the way people commute, as well as the Tofino, an elegant high-performance two seater electric roadster sports car. Both are tuned for the ultimate driving experience while making your commute more efficient, cost-effective and environmentally friendly. Intermeccanica, a subsidiary of Electra Meccanica, has been building high-end specialty cars for 59 years. The Electra Meccanica family brings next generation affordable electric vehicles to the masses.

▼ On a Sunday night in July, an estimated 25,000 fans watched in person in Las Vegas, with more tuning in on television during an unprecedented *HISTORY*® live event, as action sports superstar **Travis Pastrana** celebrated past pursuits of daredevil **Evel Knievel**. In an “Evel Live” performance, produced in partnership with Nitro Circus, Pastrana set out to recreate three of the American legend’s most iconic



Travis Pastrana performing “Evel Live”

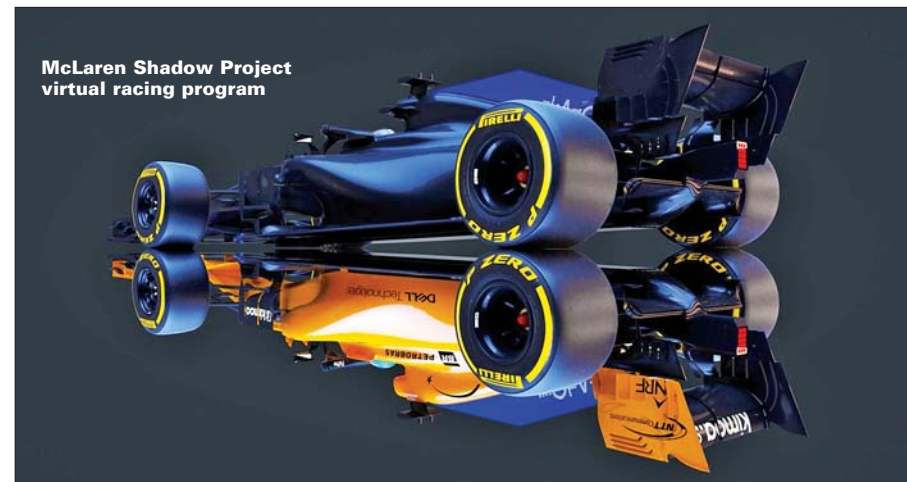
ic jumps. Pastrana pushed the limits even further though, breaking Knievel’s famous car and Greyhound bus jump records before completing the epic Caesars Palace fountain jump that has left Knievel gasping for his life 50 years earlier. “I’m thrilled to have had this opportunity to honor Evel Knievel, whose guts and showmanship created the foundation for action sports,” Pastrana said afterwards. “Evel

pushed himself and flew further on a motorcycle than anyone thought possible. So with this modern day tribute, we wanted to bridge generations—from my parents’ generation, who were inspired by Evel, to the generation after me who may not know much about the original stunt men who paved the way, *HISTORY*® and Nitro Circus wanted to show just how incredible his accomplishments were. To be able to do that in Las Vegas and at Caesars Palace, where Evel’s legend was born, is so awesome.” As #EvelLive trended at number one on Twitter, Pastrana capped off the night with a celebratory dive into the Caesars Palace fountains.

▼ Research shows that over 52 percent of consumers are interested in buying an electric vehicle, but feel as though they don’t know enough about finding charging locations or how life with an EV works in general. **Jaguar** has teamed up with Robert Llewelyn of the *Fully Charged* show to simplify understanding the benefits of actually owning an EV, launching an intelligent app to help drivers experience EV

life before committing to owning one. The new Go I-PACE app captures a driver’s current journey data to calculate potential cost savings, then shows how much EV battery would be used on the same trip and tells users how many charges they would need in a week if they were instead driving the new electric Jaguar I-PACE. The free app is available now on Apple devices and coming soon for Android.

▼ **FCA US LLC** has a new program, piloted in metro Detroit, to identify, develop and place dealer candidates as it works to strengthen and enhance its US dealership



network. The Dealer Market Investment Program cultivates and provides financial support to proven, high-potential individuals who want to operate a Chrysler-Dodge-Jeep-Ram or Alfa Romeo-Maserati dealership but have limited funds, matching potential dealers with specific markets where they can succeed. Candidates must demonstrate leadership skills, financial acumen and customer satisfaction, as well as have a proven track record of exceptional sales performance, then participate in a dealer assessment and development program and invest substantial amounts of their own start-up capital. Through its relationships with Chrysler Capital and Ally Financial, FCA will provide 85 percent of the funds needed to cover working capital through low-interest loans, while the potential dealer covers the other 15 percent. Chrysler Capital and Ally Financial will provide 80 percent of real estate funding, FCA will provide 15 percent and the potential dealer covers five percent.

▼ Online gamer Rudy van Buren, 26, was a sales manager in The Netherlands a year ago, won **McLaren**’s 2017 ground-breaking e-sports competition, beating 30,000 other applicants from 78 countries to be crowned the “World’s Fastest Gamer.” Last January, van Buren beat professional racing drivers at the Race of Champions in Saudi Arabia, even beating Lando Norris, Joel Eriksson and Timo Bernhard in the heats, vindicating the rigorous selection process used by McLaren. By February, he

was standing next to Formula One drivers Fernando Alonso and Stoffel Vandoorne at the launch of the McLaren MCL33 in his new role of an official McLaren simulator driver. Ben Payne, McLaren director of e-

sports, said, “Last year’s competition proved that the skills learned as a racing gamer are transferable to the real world. This is unique to the racing genre.” The McLaren Shadow Project is a virtual racing program that shadows McLaren’s real world. This year’s champion will win a place on the new McLaren e-sports team and go on to race online against the best teams in the world, also winning access to the McLaren e-sports development pro-



Dubuc Tomahawk

gram. Global online qualification heats use games including Forza Motorsport (Xbox One), Real Racing 3 (mobile), iRacing and rFactor 2 (PC). Semi-finalists (mobile and console heats) will be invited to McLaren’s headquarters in England to compete for places in the January 2019 finals. Selected qualifiers, semi-finals and finals will be live streamed by McLaren. For more information, visit www.mclaren.com/esports.

▼ **Dubuc Motors, Inc.** is an early stage, low-volume electric automobile manufacturer specializing in high performance electric vehicles and creator of the Tomahawk—billed as the world’s first and fastest all-electric four-seater sports car. Dubuc has recently partnered with Xnergy Financial LLC, a multi-faceted investment banking firm providing debt and equity, as well as merger and acquisition services, to emerging growth and middle market companies. With institutional capital behind the company, Dubuc Motors hopes to complete tests and certifications required to become federally compliant, while also securing land and building a roughly 200,000-sq.ft production facility. They intend to sharply increase their roster by hiring additional personnel to satisfy a lean manufacturing process of quality craftsmanship in the thousands of units annually. The company believes it can also broaden its consumer base by catering to the 11 percent demographic of big and tall men in North America, as well as to women who are seeking a luxurious sports car that’s flexible to their lifestyle. The extra row of seats and generous cargo space allows for daily commutes and is more versatile to needs of a family. Dubuc Motors has lofty goals, aiming to posi-

tion itself as “a responsible contender of change in the world and (to) become known as the most innovative company in the sport car industry...developing high end luxury vehicles, committed to designing and manufacturing smart automobiles that are equally efficient and stunning.” The Tomahawk is the company’s first such design. For more information, visit them online at dubucmotors.com. ■

UPCOMING FEATURES

Audi e-tron



Infiniti QX80 4WD



Rolls-Royce Cullinan



Ford Fusion Hybrid



TAWA Texas Truck Rodeo comparo



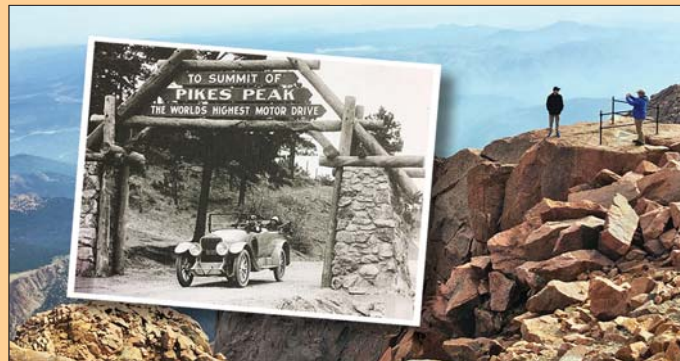
Subaru Ascent three-row SUV



NWAPA Run to the Sun road rally comparo



Pikes Peak road trip



Kevin McCauley / TAWA

Joe Sage

Tyson Hugie



AS STRONG AS YOUR WORD



THE ALL-NEW RAM 1500 REBEL

FULLY BOXED HIGH-STRENGTH STEEL FRAME

E-LOCKER® ELECTRONIC LOCKING REAR DIFFERENTIAL AXLE

33" GOODYEAR WRANGLER DURATRAC® TIRES

AVAILABLE CLASS-EXCLUSIVE ACTIVE-LEVEL™ FOUR-CORNER AIR SUSPENSION



RAM

BUILT TO SERVE

RAMTRUCKS.COM

Ram is a registered trademark of FCA US LLC.



GO FARTHER



Jeep Rentals • 4wd Instruction
Overlanding & Guided Trips



Barlow Adventures Sedona

3009 W SR 89A

Sedona, AZ 86336

928-282-8700



Barlow Adventures Moab

284 N. Main St.

Moab, UT 84532

435-259-3195

www.Barlows.us