

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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Lamborghini Urus

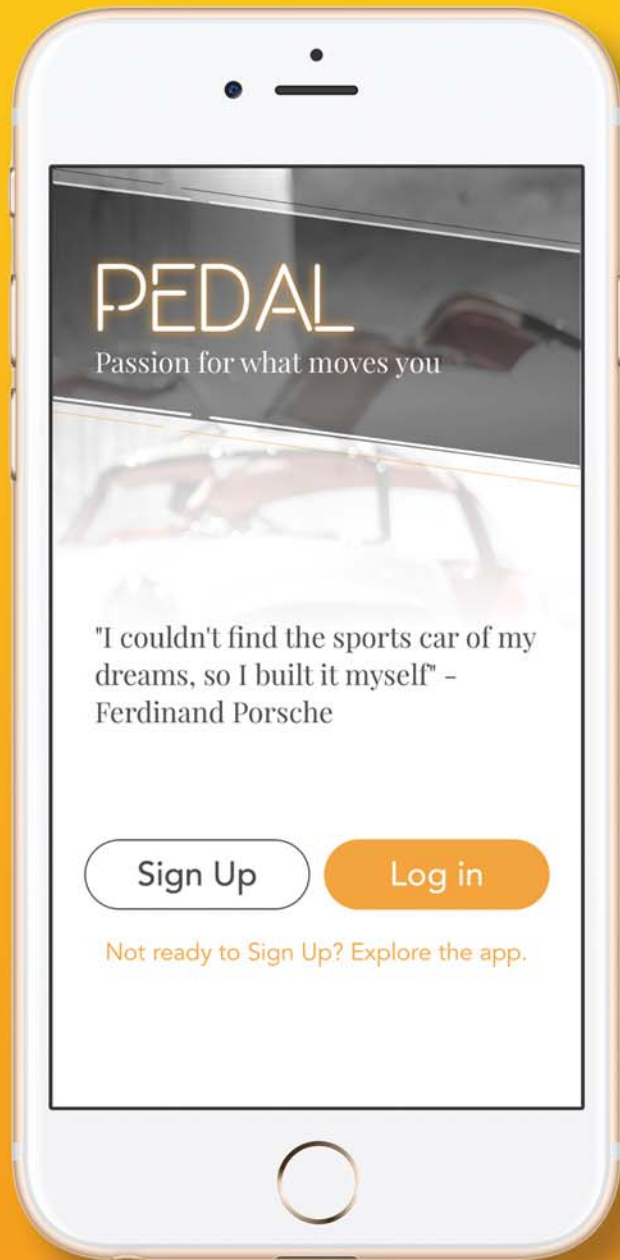
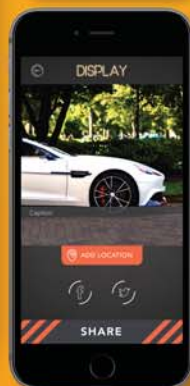
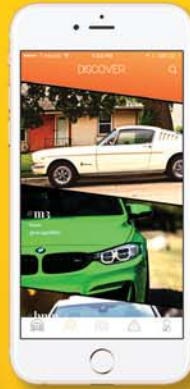
**PERFORMANCE/OFF-ROAD SUVS
MIDSIZE TO HEAVY DUTY PICKUPS
ARIZONA AUCTION WEEK RECAP
DETROIT & CHICAGO SHOWS
/ AND MUCH MORE**

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





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ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features March-April 2019

Special Event	4th Annual Future Classic Car Show ^A.....5 During Arizona Auction Week, you can set aside all those vintage classics for an evening and see what else the next generations, and those who think like the next generations, are interested in.
New Vehicle Launch Drive	2019 Lamborghini Urus.....10 Lamborghini enters the SUV space with a road-, track- and off-road-ready machine well bred for all that and more. By Dave Stall
A Week With	2019 Mercedes-AMG E53 Cabriolet.....14 This 429-hp AMG cabriolet holds many tricks to deal with chilly weather, and we had it on an especially chilly week.
Special Event	2019 North American International Auto Show ^B.....16 The second big international show in the cycle, after LA, and the first of the new calendar year brings a fistful of great reveals.
New Vehicle Launch Drive	2019 Ram 2500-3500 Heavy Duty Pickups ^C.....18 Ram Trucks knocked it out of the park a year ago with their all-new 2019 Ram 1500 lineup, winner of a great many trophies and comparos. We travel to southern Nevada to see how they apply the same magic to their heavy duty pickups. By Joe Sage
A Week With	2019 Infiniti QX50 Essential FWD.....23
New Vehicle Events	2020 Ford Explorer ^D.....24 We catch an early Detroit sneak peek before the big show reveals.
New Vehicle Events	2020 Ford Mustang Shelby GT500 ^{D E}.....24 We catch an early sneak of this while in Michigan, too, and then check the results of its charity sale at Barrett-Jackson.
New Vehicle Events	2020 Toyota GR Supra ^{D E}.....25 Toyota's sports car has near-simultaneous Detroit-Arizona reveals, and we visit with its chief before its Barrett-Jackson charity sale.
A Week With	2019 Ford Ranger Lariat SuperCrew 4x4.....26
Special Events	Arizona Auction Week 2019 results ^E28 Watch many world records fall as Arizona's January collector car auctions once again set the stage for the hobby for the year.
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Special Event	Hagerty Test Garage Youth Learning Experience ^F34 Hagerty brings Auction Week insights to enthusiastic 5th graders.
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Special Event	2019 Chicago Auto Show ^G37 After Detroit, there are always a few more surprises in Chicago.
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COVER: Meet the 2019 Lamborghini Urus, the supercar manufacturer's all-new entry into the sport utility vehicle market. From its 650-horsepower biturbo V8, to its integrated front differential, Torsen center differential and active torque vectoring rear differential, to its ground clearance adjustable from a road-hugging 6.2 inches up to a rock-clearing 9.8, to its wheels from 21 to 23 inches, to its carbon ceramic brakes front and rear, 10-piston in front and 6-piston in the rear, this handsome beast can chew up and swallow anything you send its way. Correspondent **Dave Stall** brings us the report from Thermal Raceway.



Automotive technology remains as wondrous as ever, even before it's multiplied additionally each year by increasing layers of infotainment and driver assistance tech. We've probably mentioned before how we're reminded of the mania that accompanies an annual smartphone release, in which people line up around the block and even camp out, to be among the first to own something that's maybe a little bigger (for lack of other ideas), maybe has different battery life (maybe longer, maybe shorter), a device with its own precision engineering and materials challenges, but basically no moving parts. And the entire industry only produces a handful of devices.

Then you take the business we'll broadly call cars, with as many as 350 different models just in our market. Think about your engine. When it's going 3000 rpm, that's 50 times every second—snap your fingers!—that every one of those parts move. It's almost unimaginable. When your engine ticks as you shut it down at night, that's all those parts starting to cool down at their various rates, since they're made out of many different materials with different coefficients of expansion, and yet, while operating or after operating, they have to maintain complete precision in all their interrelationships to contain all their fluids and gases and run at maximum efficiency. And safety? This thing has to protect you and everyone around you as your hurtle a few tons of machinery down the open road at high speed.

Auto show season is well under way, with LA past, Detroit and Chicago in this issue, and Geneva and New York not far behind. Trends toward trucks and SUVs continue, while cars include wicked fast, complex and stylish machinery—all represented in our launch and weekly drives, as well. We also take a look at the highlights of Arizona Auction Week—where all those moving parts and intricacies stand the test of time for decades on end, and at the ClassicCars.com Future Classic car show, with its appreciation of how the popularity and innovation of more recent motoring machinery may stand the test of time.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor



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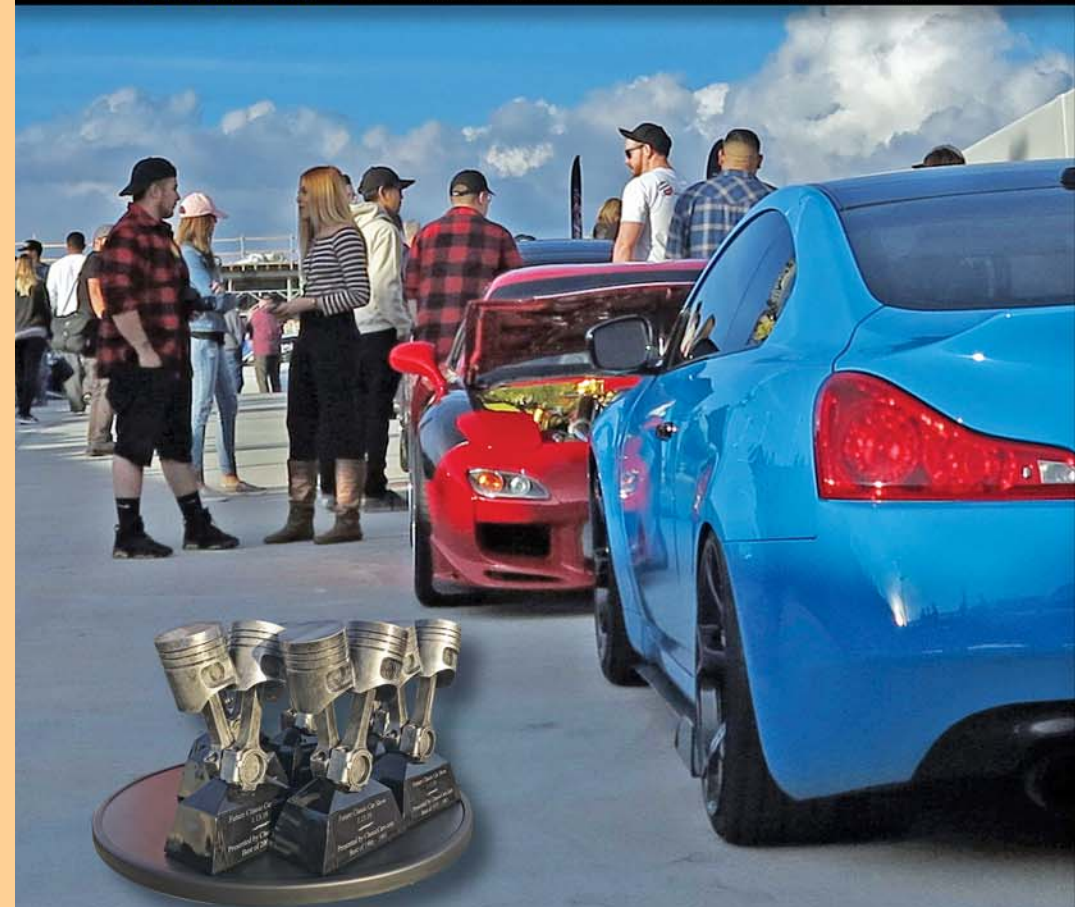
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USMAUnited States Motorsports Association

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Future Classic

AUCTION WEEK AWARDS EVENT FOR NEWER COLLECTIBLES

The Future Classic Car Show, presented by ClassicCars.com, is held during Arizona Auction Week, balancing against those events' inherent tilt largely toward classic cars from the past.

The Future Classic event, in its fourth year for 2019, features a curated display of later model cars (produced no earlier than 1975) that are poised to be the most desirable collector cars of the future. The event was held again on the rooftop of the Scottsdale Quarter shopping district, where it attracted thousands.

A panel of judges—including expert automotive journalist Andy Reid and YouTube star David Patterson, as well as students and attendees—honored a Best of Show winner, as well as cars in eight other categories, including Fan Favorite.

BEST OF SHOW:
2004 Subaru Impreza STi
John Darling

BEST MODIFIED:
2004 Mitsubishi Lancer Evolution 8
Nathan Benoit

BEST OF 2006-2018:
2015 BMW M4
Jason Amiot

BEST OF 1996 -2005:
1998 Toyota Supra
Aleksander Heit

BEST OF 1986-1995:
1993 Mazda RX-7 R1
Tim Eull

BEST OF 1975-1985:
1977 Toyota Celica
John Garza

BEST PRESERVED:
1991 Buick Reatta
Anthony Scaglione

STUDENT'S CHOICE sponsored by Universal Technical Institute:
2004 Mitsubishi Lancer Evolution 8
Nathan Benoit

FAN FAVORITE:
2015 Subaru WRX STi
Troy Yazzie

The group is already hard at work planning next year's event. ■

Torva

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▼ Two new **McLaren** supercars recently debuted in Lebanon—McLaren Senna, their sold-out road-legal track car, with one copy in Graphite Grey delivered to a local Beirut customer; and McLaren 600LT, the lightest, most potent and quickest road-legal Sports Series, which was added to a Beirut showroom's stock (surely not for long). McLaren Senna, in the brand's Ultimate Series, aims for a pure driver-machine connection through a combination of low weight, extreme power, aerodynamics and a revolutionary active suspension system. Also making its long-anticipated debut was the McLaren 600LT, the start of the next chapter in the McLaren Longtail (LT) story and a new benchmark as the fastest, most powerful and most track-focused—yet road legal—Sports Series. Comprehensively re-engineered with minimized weight, optimized aerodynamics, increased power and a special focus on driver engagement, it weighs only 2,749 lb dry in its lightest configuration, its 3.8-liter, twin-turbocharged V8 engine generates 592 hp and 457 lb-ft of torque (based on Euro specs), and runs from zero to 62 mph in 2.90 seconds and 124 mph in 8.9. The car's trademark top-exit exhaust provides a thrilling soundtrack to match the driving experience.

▼ **Brabham Automotive** has confirmed a new Road Compliance Conversion option for its limited edition BT62 track car, which will make the vehicle road legal. The Australian high-performance manu-

facturer built the BT62 to be an unrestricted track car, with performance and power that significantly surpasses that of a GT car. While that hasn't changed, they are responding to some customers' desire for occasional road use—including to drive their BT62 to and from the track. For the European market, the road compliant conversion process for the BT62 is handled by Brabham in the UK, ahead of registration, and costs £150,000 (±\$190k) on top of



the car's list price. A similar process is being undertaken in Australia, and Brabham will aim to fulfill requests in other markets. In addition to regulatory requirements, specification changes are made to make the car more road-usable, including raising ride height with a front and rear axle lift kit, increasing steering lock range, adding air conditioning, fitting door locks and immobilizers, and adding high-quality uphol-

stery inside. The objective is to make the car legal, safe and usable on the road with minimal compromise to its race-bred circuit dynamics. There is a slight increase in weight, but no change in power, retaining the 700 bhp output. The first road-compliant BT62 is expected in summer 2019.

▼ Phoenix has outperformed California cities and all other major metropolitan areas, with the **Valley of the Sun Clean Cities Coalition (VSCC)** leading in Vehicle Emission Reduction, as measured by the US Department of Energy in gallons of polluting fuels displaced:

1. Valley of the Sun81,462,000
2. Southern California*44,556,000
3. Chicago26,350,000
4. San Francisco.....25,808,000
5. Dallas / Fort Worth.....25,450,000

*Southern California includes five major counties, but not the separate Clean Cities LA Coalition, which offset 15,227,000 gallons, which with SoCal equals 59,784,000 gallons. That total population is 17 million, versus 5 million for VSCC. Figures are inversely significant—if the Valley of the Sun

had 17 million population, its displacement would be 203, 265 gallons, pro rata. VSCC also came away from the Clean Cities National Workshop—represented by of some 80 coalitions—with six national awards. Executive director Bill Sheaffer notes, "This leading performance was achieved by solid determination of the Valley, in the face of tens of tens of millions of dollars poured into California's Green Initiatives."

▼ The **Rhino-Rack Batwing Awning**, a longtime favorite of many outdoor adventurers, now comes in a new compact version. The Batwing Compact Awning has all



the same features of the original Batwing Awning, but is redesigned to fit small to medium vehicles. The Batwing Compact, providing 270 degrees of shade and almost 70 sq.ft. of coverage, is made from ultra-durable, water- and mold-resistant lightweight material that has been tested in the most extreme environments and provides maximum UPF 50+ sun protection (Rhino-Rack's sun safe awning range is endorsed by their home country Australia's Cancer Council for offering maximum UV protection; Rhino-Rack's US headquarters are in Colorado). Rapidly deployed by one person, the Batwing Compact offers fast and generous weather protection and shade, designed to take you from road trip pit stops to gutsy outback adventures and everything in between. Batwing Compact comes with fully integrated lightweight aluminum black powder-coated legs that simply unclip from the storage position and drop into place. The legs also feature molded fittings to accommodate two pegs directly through the base, for further stability in wind. The whole thing is stored in a heavy-duty sleek black UV-resistant bag with an integrated pocket for the pegs and rope. Available in both left and right mounts, Batwing Compact runs \$649. For more information on the whole Rhino-Rack range, visit www.rhinorack.com.

▼ **Hyundai** Motor Company announced the world's first smart fingerprint technology to allow drivers to both unlock doors and start their vehicle. Hyundai plans to

implement the technology first in the new Santa Fe SUV, to be released in select markets in first quarter 2019. To unlock the vehicle, the driver places a finger on a door handle sensor, from which encrypted fin-

gerprint information is sent to a fingerprint controller inside the vehicle. Touching the ignition, also equipped with a fingerprint scanning sensor, works similarly. The technology provides a customized driving environment, matching fingerprint information to each individual's seat positions, connected car features and side-view mirrors. "In the future, Hyundai Motor plans to further expand the application of the technology to allow the adjustment of temperature,



steering wheel position and many other features which will be tailored to driver's preferences" said Albert Biermann, president and R&D chief at Hyundai. For security, capacitance recognition detects differentials in electricity level in various parts of the fingertip to prevent forgeries and faked fingerprints. The chance of misrecognizing another person's fingerprint as the driver's is said to be 1 in 50,000, five times more

secure than conventional vehicle keys, including smart keys. Through real-time learning supported by a dynamic update system, the fingerprint system also aims to continually improve its success rate. Hyundai will apply the new tech in select markets and gradually expand to others.

▼ Once an all-new 2020 Police Interceptor Utility takes to the streets this year, the **Ford** lineup of pursuit-rated vehicles will include a Police Responder Hybrid Sedan, F-150 Police Responder, Expedition SSV, F-150 SSV, Transit PTV and SSV Plug-In Hybrid Sedan. Hybrid cost benefits for law enforcement—and taxpayers—include the potential of significant idle-time fuel savings. A stationary gasoline police vehicle still has to run its engine continuously to power emergency lighting, radios, computers and other on-board electrical equipment. The police hybrid's powertrain allows the engine to shut off for extended periods, powering this equipment via its lithium-ion battery, helping achieve significant reductions in fuel consumption and CO2 emissions. The 2020 Police Interceptor Utility hybrid has a projected EPA rating of 24 mpg combined, a 41 percent improvement over the current model with a 3.7L gas engine. Projections indicate it can save from \$3,500 to \$5,700 per vehi-

cle annually in fuel costs. If applied to every Police Interceptor Utility sold in 2017, the savings would equal \$118-193 million, or more than 43 million gallons of fuel. In recent testing by Michigan State Police, the new Police Interceptor Utility hybrid had the fastest acceleration, lap, average lap and highest top speed (137



mph) among competitive vehicles tested, including V8 entries. The only faster entry was its cousin, the Ford Police Interceptor Utility with 3.0L EcoBoost® engine. And at the LA County Sheriff's Department, the



new hybrid utility beat the outgoing 3.7L model by 1.1 seconds, 0-60 mph, and by 4.7 seconds, 0-100 mph—also turning a lap time 2.4 seconds faster than the 3.7L and average lap time 1.7 seconds faster.

▼ **Ferrari** Attività Sportive GT has created two new race car owner activities. First is the new Ferrari Challenge UK series, with the Ferrari 488 Challenge racing on four UK circuits in 2019—the first time in the company's history that it has created a one-make racing series dedicated for a single market—apart from Italy, which had a UK series runs to the same rules and regulations as others around the world, including North America, the EU and Asia-Pacific region, but the UK series only requires an MSA "A" National license, making it much easier and more accessible for UK clients who don't have the International C License required for other Ferrari Challenge series.

Ferrari Challenge UK Race Calendar 2019:
Apr 25.....Brands Hatch: Prologue & Test
May 18-19.....Brands Hatch. Race 1 & Race 2
June 22-23Snetterton. Race 3 & Race 4
July 20-21Croft. Race 5 & Race 6
Sept 21-22.....Silverstone. Race 7 & Race 8

Second is the Club Competizioni GT track program for clients who own a Ferrari GT racing car built from 1989 to 2018, directly supervised by the Ferrari Competizioni GT department. This is not a racing series, but an opportunity for owners of Ferrari's competition cars to drive them on world-class race circuits, with the full support of the Ferrari factory and from Ferrari's offi-

cial drivers, many of whom have first-hand experience racing these cars at Le Mans, Daytona and other Endurance or GT racing series around the world. Club Competizione GT is open to 12 Ferrari GT cars: F40 Com-

petizione, 348 GTC/LM, F50 GT, 360 GT, 575 GTC, F430 GT/GT3, 458 Italia GT/GT3 and 488 GTE/GT3

Club Competizioni GT Calendar 2019:

Apr 9.....Mugello
July 28-29.....Indianapolis
Aug 28-29.....Fuji
Sept 5-6.....Valllunga
TBCFerrari Finali Mondiali

Owners with these cars can find out more via their local dealer in markets served.



▼ **Hyundai** Motor Group announced the development and future commercialization of the world's first multi-collision airbag system, to significantly improve airbag performance in multi-collision accidents—those in which the primary impact is followed by collisions with secondary objects, such as trees, electrical posts or other vehicles. This occurs in three out of every 10

accidents. Current airbag systems do not offer secondary protection when the initial impact is insufficient to cause them to deploy. However, the new Hyundai multi-collision airbag system allows airbags to deploy effectively upon a secondary impact by calibrating the status of the vehicle and the occupants, detecting occupant position in the cabin following an initial collision. If occupants were forced into unusual positions, the effectiveness of existing safety technology may be compromised. Multi-collision airbag systems are designed to deploy even faster when initial safety systems may not be effective, providing additional safety when drivers and passengers are most vulnerable. By recalibrating the collision intensity required for deployment, the airbag system responds more promptly during the secondary impact, improving the safety of multi-collision vehicle occupants. According to statistics by the National Automotive Sampling System Crashworthiness Data System (NASS-CDS), an office of the National Highway Traffic Safety Administration (NHTSA), about 30 percent of 56,000 vehicle accidents from 2000 to 2012 in the North American region involved multi-collisions. The leading type of multi-collision accidents involved cars crossing over the center line (30.8 percent), followed by colli-

sions caused by a sudden stop at highway tollgates (13.5 percent), highway median strip collisions (8.0 percent), and sideswiping and collision with trees and electric poles (4.0 percent). Hyundai analyzed multi-collision scenarios in multilateral ways to improve airbag performance and precision in secondary collisions. The system will be implemented in new Hyundai and Kia vehicles in the future. ■

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SUPERCAR PERFORMANCE IN THREE DIMENSIONS

BY DAVE STALL

NEWEST LAMBORGHINI CONQUERS ROAD, TRACK, OFF-ROAD

As the US automotive industry moves away from four-door sedans in response to customer demand for SUVs of all sizes, with some manufacturers offering as many as five in their vehicle lineup, Lamborghini decided to jump into the pool for 2019.

Its offering in the SUV segment, the 2019 Lamborghini Urus, has moved the SUV bar as high as you can imagine, which is what you'd expect from a legendary supercar manufacturer. The Urus can go from a dead stop to 62 miles per hour in 3.6 seconds—definite supercar territory—and it will

stop just about as fast.

Recently, Lamborghini invited me out to Thermal Raceway in California to test the Urus on the race track, on the street and off-road. It was wonderful to return to the same place where I was privileged to track test the 2018 Lamborghini Huracán Performante last year (see our May/June 2018 issue).

Thermal Raceway is located in the desert just east of Palm Springs and south of Indio. It's a private raceway club that encourages spirited runs around an amazing road course at max speed, along with two other track circuits for different types of motoring experiences, from karting to high performance supercar racing, and everything

in between.

Whether driving on the track or the street, the Lamborghini Urus has a variety of drive modes to easily select with a dial. The ones we used at Thermal Raceway were STRADA (street), SPORT (sport) and CORSA (track). In each mode, the Urus changes its attitude about driving. In STRADA mode, all power is on tap, but exhaust tones are mellow, shift points are smooth, and acceleration, handling and braking are solid.

Starting with the powertrain, Urus features a hand-built 4.0-liter biturbo V8 producing 650 horsepower, giving the vehicle a segment-best weight-to-power ratio and 626 lb-ft of torque from 2,500 to 4,500 rpm. The powertrain is backed by an eight-speed automatic transmission, coupled to a sophisticated four-wheel-drive system with torque

vectoring, which allows you to drive confidently in the city, at the race track, or on snow, gravel and desert sand. The torque is mainly directed to the rear wheels, giving it a constant sports car feel.

While on the track, the Lamborghini team had us do a braking test, accelerating from a dead stop to 75 miles per hour, then jumping on the brakes and turning left, then right. These maneuvers were accomplished by the standard equipment 17-inch front rotors, carbon fiber brake pads and 10-piston calipers. For perspective on the diameter of those rotors: most cars have 17-inch rims.

Another feature is ANIMA (soul). This is the core of the Lamborghini Urus, the electronic platform—accessed through the Tamburo (drum) that controls the system and transforms the beast's behavior to create amazing driving dynamics.

Urus gives the driver as many as seven drive modes to choose from (also see the Tamburo sidebar, next page). Four are included, standard:

STRADA: street driving, easy and comfortable.

SPORT: For agility in turns and raw power on the straightaways. (It also changes the exhaust notes and reconfigures the engine management system.)

CORSA: for precision and maximum performance (exhaust note gets throaty).

NEVE: a snow mode that allows the driver to tackle slippery roads with safety and assurance.

Two more modes are dedicated to off-road use

and are included in an Off-Road Package that also beefs up bumpers and undercarriage (also see the Tamburo sidebar):

TERRA: Urus adjusts its height to navigate over terrain.

SABBIA: for traversing in the sand and silt.

Standard Neve plus TERRA and SABBIA in the Off-Road Package all raise ride height and optimize traction while cornering.

But wait, there's one more:

EGO: last but not least, this feature allows the driver to customize all the features to his or her own individual liking.

When Lamborghini asked us to go off road with the Urus we had some skepticism, but hit the sand and gravel with enthusiasm, anyway (though not as hard as the professional Lamborghini drivers on hand). Slip the vehicle into Sabbia (sand), Terra (terrain) or Neve (snow), and the Urus centers around its off-road capability, raising the vehicle's ride height and adjusting the transmission, traction control and other parameters according to surface conditions. In another first for Lamborghini, the Urus also boasts an active roll bar system that adjusts the amount of body motion experienced in those different drive modes, a system which can also decouple the bars from the rest of the suspension system for better wheel articulation while

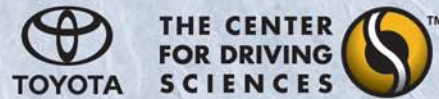
KEEP RIGHT >>

SPECIFICATIONS

BODY AND FRAME ...integral lightweight body in aluminum composite design
ENGINE .....4.0L 32v biturbo twin-scroll V8
HP/TORQUE .....650 hp / 626 lb-ft
TRANSMISSION ...8-spd auto w driving modes
DRIVETRAIN .....4WD w integrated front differential, Torsen central differential and active torque vectoring rear differential
ACCEL 0-TO-62 MPH (100km/h) .....3.6 sec
ACCEL 0-TO-124 MPH (200km/h) .....12.8 sec
TOP SPEED .....190 mph
BRAKING 62-TO-0 MPH .....110.6 ft
SUSPENSION .....multi-link front & rear; adaptive air suspension w electronic active roll stabilization
STEERING .....different servotronic characteristics & Lamborghini Rear-wheel Steering (LRS) managed by Tamburo drive modes
BRAKES .....carbon ceramic front & rear; F: 440x40mm carbon ceramic discs; aluminum 10-piston calipers; 21" w radial fixing & pistons w phenolic insert; R: 1370x30mm carbon ceramic discs; cast iron floating 6-piston calipers; 19" w integrated parking brake;
WHEELS .....F: 9.5Jx21" up to 10Jx23" R: 10.5Jx21" up to 11.5Jx23"
TIRES .....Pirelli P Zero F: 285/45R21 up to 285/35R23 R: 315/40R21 up to 325/30R23
LENGTH / WHEELBASE .....201.3 / 118.2
WIDTH .....(excl mirrors) 79.4 in
HEIGHT .....64.5 in
TURNING CIRCLE .....38.7 ft avg, variable due to dynamics of rear-wheel steering
GROUND CLEARANCE .....adjustable: 6.2-9.8 in
CARGO CAPACITY21.8 / 56.4 cu.ft
WEIGHT< 4850 lb
FUEL CAPACITY(75 liters) 19.8 gal
MPG18.5w (Euro comb cycle)



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venturing off-road.

Okay, it isn't a Wrangler Rubicon, but it was as capable as could be in the sand. Very impressive. I doubt most owners will be screaming across the sand dunes, but if they wanted to they could!

Lamborghini heritage is visible in the silhouette of the Urus, even from a distance. Looking closer, it's seen in the distinctive wheel well openings, as well as the front and rear design treatment, which give hints of the Huracán, all the while staying in the rich and unmistakable Lamborghini lineage; I even see in it all the way back to the LM002, their burly SUV from the 1980s and '90s.

The interior of the Urus surrounds occupants with technology and luxury. It is definitely a serious driver's sport utility vehicle. Interior comfort settings are customized to your liking with the flick of a switch and the touch of a few buttons and programs. Italian craftsmanship stands out no matter where you look. As you slide behind the wheel, you will feel an aeronautical vibe. There are three TFT screens that control instrumentation, infotainment and comfort functions and a virtual keyboard with handwriting recognition for easy use.

Lamborghini uses a touchscreen system called LIS III (Lamborghini Infotainment System III), which includes two intuitive touchscreens with haptic feedback, and voice command tech. The instru-

ments change with every drive mode selected, so you are always informed, as well as in the mood.

Seating options available in the Urus include a five-seat configuration with a bench seat in the rear or a four-seat with two individual back seats. To make it more elegant, you can choose natural leather, Alcantara accents, wood finish, aluminum or carbon touches. The options are endless.

One of the high points of the Urus' interior is the sound system. Lamborghini has partnered with Bang & Olufsen to produce a cutting-edge system, featuring 3D technology with 21 speakers and 1700 watts of premium sound.

Lamborghini has fully addressed safety, with three components in the Advanced Driver Assistance System (ADAS): Urban Road, Full ADAS and Highway.

The 2019 Lamborghini Urus will set you back \$200,000 for a base model. With a limited number of options added on, a well-equipped Urus will run around \$230,000. Is it worth it? Absolutely! Would I go off-road like we did in the desert? I might not, but if I do, I know the Urus is more than capable.

As a performance car driver, if I had to drive an SUV, this rocket would be my choice.

Make no mistake, the competition is coming and coming hard, from Bentley to Ferrari. Stay tuned, as Lamborghini is ready for them. ■



THE TAMBURO

The Tamburo drive mode controller on the center console lets you select driving dynamics according to surface conditions or your preference: STRADA, SPORT and CORSA, as well as NEVE (snow) mode.

STRADA mode adapts height to speed for enhanced comfort, while SPORT lowers the vehicle for stability and precision at all speeds. CORSA is even more precise and performance-oriented with minimum roll.

An Off-Road Package adds two more driving modes—TERRA (off-road) and SABBIA (sand)—and includes specific metal-reinforced bumpers and additional underfloor protection for off-roading in snow, forest or dunes. The three off-road modes—NEVE, TERRA and SABBIA—have higher ground clearance, with anti-roll bars providing independent asymmetric movement for optimal traction during cornering.

The electromechanical active roll stabilization system—used here for the first time in a Lamborghini—ensures maximum reduction of roll angle on bumpy roads, in both a straight line and around corners, via active decoupling of the stabilizer halves, while ensuring the most agile drive and responsive steering.

A specially-tuned damping system incorporates new damper valves, continually adjusting to different driving conditions: harder when cornering, softer in a straight line.

The adaptive damper concept automatically adjusts to different driving modes or can be fully customized by the driver via the EGO mode, for rigidity from a very comfortable ride to an extremely sporty, aggressive setting for driving style and road conditions.

REAR WHEEL STEERING

Lamborghini Urus adopts the rear-wheel steering of the Aventador S, with the rear steering angle varying up to plus/minus 3.0 degrees, based on speed and driving mode. At low speed, rear steering is opposite that of the front (counter-phase steering), effectively shortening the wheelbase up to 23.6 inches for a tighter turning circle. At high speed, the rear steers parallel to the front (in-phase), stretching the effective wheelbase up to 23.6 inches for stability, ride comfort and optimum driving dynamics.

COLOR AND TRIM

Cabin materials with luxury Italian style and craftsmanship include fine leather, Alcantara, aluminum, carbon fiber and wood. Unicolor leather and trim comes in Nero Ade (black), Grigio Octans (grey) and five more optional colors. Two-tone Bicolor Elegante and Bicolor Sportivo in both leather and Alcantara are also available. Stitching, seat belt, floor mat and carpet colors let you customize to as sporty or elegant a style as you like. Standard dash trim is Piano Black and Brushed Aluminum, while an optional Open Pore wood dash is available in combination with aluminum or carbon fiber. ■

We've had quality time in the E-Class before, from the launch of this generation's coupe—including the 4MATIC all-wheel-drive version—in the Canadian Rockies two years ago, back to the introduction of the 2011 E-Class Cabriolet in 2010, with some Arizona wheel-time weeks in between. This time, we had a new combination—the top-performance AMG version with a 429-hp AMG-enhanced V6 and AMG Performance 4MATIC+ AWD.

There's something new brought to the game each time—for 2019, a new steering wheel with new touch controls; upgraded safety and driver assistance features; and new trim details and paints.

There's also increased engine power across the E-Class lineup, but this AMG offers significantly more at its core: it's among the first of a new AMG 53 series with a powertrain including an EQ Boost integrated starter generator (ISG). Using hybrid or electrified drivetrain technology in clever new ways, this smooth inline ring unit negates the need for either starter

or alternator, is beltless for no parasitic loss, powers the car's 48-volt system, and generates up to 21 additional horsepower and 84 lb-ft of torque, for immediate acceleration that is not just *fully* potent from zero, like an EV, but even *more* potent. This instant power also provides quick, seamless shifts through its AMG nine-speed transmission, while the whole package delivers all that power and grace with 26 mpg highway.

The cabin experience rates high, from relatively intuitive screen and controls, to Designo Nappa leather seats, quilted as is a current trend, yet not overdone (plus black in our car), for a luxurious but sporty look and feel, not the stuffy Victorian sitting room style found in some quilted interiors.

Options are priced fairly, and we'd go for most, though we could skip a couple. Or we might add a couple, such as a \$1750 carbon fiber exterior package. You can't go wrong even in the base model, already with Burmeister Surround Sound.

In the E-Class Cabriolet, you get chill-fighting drop-top technologies you don't find elsewhere—the Aircap (a wing rising above the windshield frame to deflect air beyond the open cabin), the Airscarf (a system

that wafts warm air around your neck from the base of the headrests), a wind block behind the rear seats, luxury seats that are both heated and cooled, and a heated steering wheel.

We seem to always drive the E-Class Cabriolet when there is indeed a chill. The original launch drive ran across the Great Smoky Mountains from Tennessee to North Carolina in springtime, with freezing temperatures at the summit and beyond.

And every time we've had it in Arizona for a week, it has also been winter. This year was no exception, with it having snowed in the north Valley just the week before (rare at all, but happening twice this year). It had warmed to above freezing, but was still cold and rainy most of our time with the E53 Cabriolet—lows in the 20s or 30s, highs in the 40s or 50s (it was 47° in our photo below and 30° for the icy parked shot at upper right).

No worries. We had our Aircap, Airscarf, wind block, heated seats and heated steering wheel to keep us warm. (Bonus: the wheel is heated all around except the very bottom, unlike some makes we've driven that are about half cold plastic—a huge difference.)

Top-down season in much of Arizona is of course upside-down to

SPECIFICATIONS

BUILD	steel unibody; aluminum & steel sheet metal
ENGINE	AMG-enhanced 3.0L inline-6 turbo, EQ boost
HP/TORQUE	429 hp / 384 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	AMG SpeedShift TCT 9G-TRONIC
DRIVETRAIN	AMG Performance 4MATIC+ all-wheel drive w variable torque distribution
0-60 / TOP / 1/4-MILE	4.4 sec / 130 mph (elect lim)
SUSPENSION	F: indep multi-link w air springs R: indep multi-link w air springs
STEERING	speed-dependent electro-mech rack & pinion
BRAKES	F: 14.6" / R: 14.2"
WHEELS	(standard) F: 19x8 / R: 19x9
TIRES	(standard) F: 245/40ZR19 / R: 275/35ZR19 (wheels & tires on our upgraded to 20")
LENGTH / WHEELBASE	190.6 / 113.1 in
TURNING CIRCLE	39.7 ft
GROUND CLEARANCE	4.7 in
SEATING	four
LUGGAGE CAPACITY	9.5 cu.ft
HEADROOM F/R	(non-AMG spec) 40.7 / 36.4 in
LEGROOM F/R	(non-AMG spec) 41.8 / 34.1 in
WEIGHT	(no info; est 4300 lb)
FUEL CAPACITY	17.4 gal
MPG	20/26/23 (city/hwy/comb)

the rest of the world. While most drop their tops in summer, we leave ours up, and vice versa in winter. Our E53 Cabriolet also has cooled seats (not as ubiquitous a feature as heated), and we're confident those would be a treat in summer. But could some of the other systems fight off the Arizona heat? Certainly not the hot-air headrest Airscarf, but perhaps the Aircap would deflect blast furnace effects, and the wind block would probably aid with that, too. We are definitely curious to sometime put this to the test. ■

PRICING

BASE PRICE	\$80,350
LUNAR BLUE METALLIC PAINT	720
DARK BROWN SOFT TOP .....	.nc
DESIGNO INTERIOR: Designo black Nappa leather, diamond quilt, black/titanium grey piping, designo badge on seats, mats, black headliner, upper dash, doors, console....	4200
TRIM: metal weave trim	600
WHEELS: 20" AMG twin 5-spoke wheels	750
OPTIONS: AMG illuminated door sills (350); AMG performance exhaust (1250); AMG track pace application (250); active multi-contour front seats w massage (1320); heated/vented front seats (450); heads-up display (990); soft close doors (550); park assist package (1290).....	6450
DRIVER ASSISTANCE PKG: active lane change assist, route-based speed adapt, Distronic active distance assist, Pre-Safe Plus rear end collision protection, active steering assist, active brake assist w cross traffic function, speed limit assist, auto speed takeover, active emergency stop assist, evasive steering assist, active blind spot assist, active lane keep assist, extended stop-&-go restart up to 30 sec.....	2250
EXTERIOR LIGHTING PKG: intelligent LED light system, adaptive highbeam assist	800
WARMTH/COMFORT PKG: heated steering wheel, rapid heating front seats, heated armrest	1050
ENERGIZING COMFORT PKG: Air Balance cabin air purification & fragrance system, Energizing comfort system....	800
DESTINATION CHARGE	995
TOTAL	\$98,965

Powerful weather beater

Convertible with innovative new powertrain also extends top-down season

by Joe Sage



DETROIT AUTO SHOW

JANUARY 2019



Photo: Crisco 1492 / Wikimedia Commons

The North American International Auto Show has been held in Detroit in January each year for years, though this was the last time for that; starting in 2020, it will be held in June, for a variety of reasons, weather probably being one, but it's more complex than that and a topic for another time. This year, the show (also known as NAIAS or more colloquially just the Detroit auto show) ran the same week as Arizona's collector car auctions, which kept us close to home. But it's not as though we missed the Detroit events. We traveled there the week before for a couple of reveals; others were repeated at Barrett-Jackson (where some VIN number one vehicles from Detroit also crossed the block); and a couple of other Detroit reveals were soon followed by launch drives—all of the above covered elsewhere in this issue. With not that many reveals in Detroit, our multi-state approach turned out to be at least as good as being there, and in some cases even better.

We flew to Detroit the week before NAIAS for an early reveal of the 2020 **FORD** Explorer at Ford Field (see elsewhere in this issue). It was revealed again for the multitudes at the show, and they had saved some additional news for then—an Explorer ST with a 400-hp performance-tuned 3.0L EcoBoost V6 and a 318-hp Explorer Hybrid with over 500 miles of range. Ford also used the show to announce a new deal with Volkswagen that will involve trucks and vans globally at first, with EV, autonomous and mobility projects to follow.

Unthinkable to many 10 or 15 years ago, Chinese-built vehicles have been on sale in the US for a few years now from familiar European and American brands. Now get ready for Chinese domestic badges. **GAC** Motor (China's fifth-largest) sets the stage with the Entranze EV, a seven-passenger electric vehicle concept, the first from their new California-based GAC Design Studio. Presented as the ultimate road-trip car, it's a multi-purpose utility equally ready for long trips to the beach or mountains, and for the daily commute. Patio-inspired sliding glass doors are said to reflect indoor/outdoor beach house life.

The all-wheel-drive **INFINITI** QX Inspiration mid-sized SUV concept—which they say has been 30 years in the making—serves as a precursor to Infiniti's



• 2020 Ford Explorer ST



• GAC Entranze EV concept



• Infiniti QX Inspiration electric concept

first fully-electric vehicle. The concept is said to combine the influences of modern architecture and technology, with a form language that hints at the potency and character of electrified powertrains, drawing on the Japanese spatial concept of "Ma." Japanese DNA continues with the handcrafted interior's traditional techniques and materials. The Infiniti QX Inspiration was named Best Future Concept in the *Detroit News* Readers' Choice Awards.

Previously shown at NY Fashion Week and the SEMA Show, the all-new three-row 2020 **KIA** Telluride SUV had its formal auto show reveal at Detroit. "Big, bold and boxy," the 291-hp all-wheel-drive eight-seater was designed specifically for the US at Kia Design Center in Irvine. Powered by a 3.8L Atkinson Cycle GDI V6, Kia Telluride has an 8-speed automatic, four-wheel independent suspension, a highly rigid monocoque body shell of 59.4 percent advanced high-strength steel, self-leveling air suspension, Smart-Eco-Sport-Comfort drive modes, a Snow mode, and tow capacity up to 5000 pounds.

We've been highly impressed with our time in the **LEXUS** RC F and even its lighter-spec F Sport sibling. For 2020, Lexus widens that gap, with advanced performance tech upgrades to the RC F—new intake manifold, rear half-shafts, more aluminum suspension parts and stiffer bushings, even a lighter AC compressor—adding five horses (now 472 hp). In addition, an RC F Track Edition was revealed at Detroit, with the same engine, but significant weight reduction and additional downforce based on the RC F GT3 race car, as well as its own red leather and Alcantara interior. Both arrive in second quarter 2019.

RAM TRUCKS has lapped up one trophy after another for its new Ram 1500 lineup since its introduction (here in Arizona) last spring. NAIAS in Detroit was the occasion for the static reveal of equally totally redesigned and reengineered Ram 2500 and 3500 Heavy Duty pickups, which they then brought to southern Nevada, just across the river from Arizona, for a launch drive event, which would be our first time with the trucks (see elsewhere in this issue).

We have this alphabetized under S, where you're likely to look for it, but the 2020 Ford Mustang **SHELBY** GT500 is a Ford product (while some others have been Shelby products, and yes, it's sometimes hard to tell the players without the program). Though revealed at NAIAS, we had a special session with it the week before, outside Detroit (which was embargoed until the show reveal). The car then came to Barrett-Jackson for its Arizona reveal, where VIN 001 was auctioned for charity. (See all of the above elsewhere in this issue.)

TOYOTA Supra, a beloved nameplate missing from the marketplace for years, returned at NAIAS, to much anticipation, offering two-seat coupe performance at a price point just under \$50,000. Though we weren't in Detroit for this reveal, the car was also revealed just 80 minutes later in Scottsdale at Barrett-Jackson, where its first example was also sold (see elsewhere in this issue).

NAIAS also included presentation of the 2019 North American Car, Utility and Truck of the Year (**NACTOY**) awards, fruits of a months-long process involving a panel of 54 of our automotive media peers. This year's winners were the Genesis G70 (Car of the Year), Hyundai Kona and Kona EV (Utility of the Year) and Ram 1500 (Truck of the Year), all covered in our pages prior (Ram 1500 at launch in Arizona, Kona at launch in Hawaii, G70 on a San Diego roundtrip).

Next up was the Chicago Auto Show in February, to be followed by the Geneva Motor Show in March and the New York International Auto Show in April. ■



• 2020 Kia Telluride



• 2020 Lexus RC F Track Edition



• 2019 Ram 2500-3500 Heavy Duty



• 2020 Ford Mustang Shelby GT500



• 2020 Toyota Supra

HEAVY HAULERS

"A HAMMER FOR EVERY JOB" BY JOE SAGE

Full-size pickups from the Detroit Three are the biggest-selling vehicles in America, with their lineups taking the top three spots. The sales breakdown within the lineups may remind you of your office or school—the nominal half-ton models (150/1500) are the most popular, while the heavy duty trucks (250/350 or 2500/3500 and up) do more of the dirty work.

Accordingly, we encounter the half-tons more often than the HD models in our work, too (one exception is the Ram 2500 Power Wagon, which never misses a truck or off-road comparo). We have, though, owned heavy pickups ourselves for years.

These are the pickups with the most horsepower, the most torque, the highest payloads and the heaviest tow capacity, by far. When things change in the lineup, it's always for the better. On the one hand, power and load specs continue to climb. And on the other, creature comforts, technology and style are all increasingly important, no matter how rugged the duty, following suit to build evolution and customer demand in the 1500 trucks.

We've crossed paths with the new 2019 Ram 1500 pickup—with its more powerful yet more fru-

gal powertrains, increased load capacity and ever-more-refined cabins—a number of times, from its launch drive here in Arizona a year ago, to weekly drives (as in this issue), to comparo drives, where the 1500 has picked up a great many top awards.

The new Ram HD lineup follows suit on all of the above—underneath, hitting new highs in horsepower and torque; out back, with highest-ever payload and tow capacities; and inside, with premium fitment, tech, creature comforts and utility. As with the 1500, it's all delivered in a stylish new package, but atop the most rugged of bones.

We took to the two-lane highways and dirt hills of southern Nevada in the new Ram 2500/3500 HD trucks, promptly after their Detroit auto show re-

veal, arriving between two rare heavy snowstorms, all the better for a rugged drive.

DESIGN AND STYLING

The surface-apparent discipline of styling meshes with the strict missions of engineering in the comprehensive realm collectively known as design.

The goal of Ram HD exterior design manager Mike Gillam's team was to telegraph three key values of the new trucks—capability, confidence and comfort—via their visual impact. Big new grilles, for example, project not just a king of the road persona, but the massive new cooling capacity of the trucks. Outside dimensions include almost four more inches of width and up to about five more of height, both accommodating and telegraphing such attributes as wider front frame rails to push front suspension springs outboard for positive roll stiffness, or to provide more headroom in line with the

phenomenal front and rear legroom inside, which has grown along with cab length, as in the 1500s.

Headlights move up a bit, as on the 1500 trucks, making the new 2500/3500 HD pickups easy to spot, while making room for new headlights including halogen, full LED/reflector, and full LED/projector with adaptive front-lighting that casts its beam up to 15 degrees toward your direction of travel.

A significant change you may not even realize at first, since there has already been evolution in some trims, is that cross-hair grilles, a vestige from before Ram became independent of Dodge a decade earlier, are now gone from all models. All HD trucks now have the "RAM" name up front, with a highly chiseled Ram's head on most tailgates.

Another way to spot the new trucks, which you will appreciate at the car wash or in tight spots on the trail, is that the old mast antenna is gone, its functions now incorporated in the shark fin.

The new Ram Heavy Duty pickups have spent time in the gym—losing up to 143 pounds while getting stronger, now with 98.5-percent high-strength steel in the core structure, body (which also benefits from an aluminum hood) and frame (with six separate crossmembers, hydroformed main rails and fully boxed rear rails).

One more bonus from all this redesign is that aerodynamics have been improved by 80 percent.

POWERTRAINS

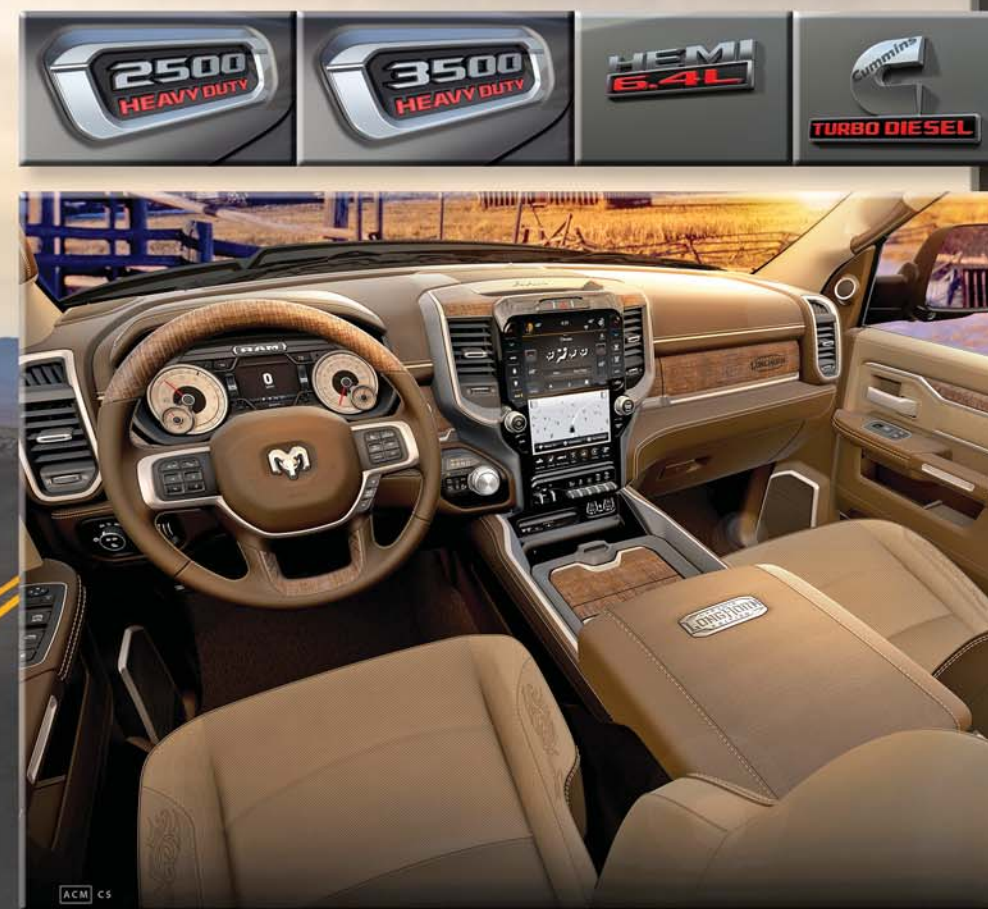
Significant advancements have been applied to both gasoline and diesel engines—all nominally the same sizes as before—as well as to transmissions and transfer cases. A new Cummins 6.7L inline-6 turbo diesel is 60 pounds lighter, yet boosts output to record levels—up to 400 hp and 1000 lb-ft of torque in the 3500 High Output version. All have upgraded cooling systems, as the grille promises.

The standard output diesel has a smoother upgraded six-speed, and the 6.4L Hemi V8 gasoline engine moves to a shift-by-wire eight-speed with over 40 shift maps for smooth action throughout, boosting both fuel economy and performance.

LOAD AND TOW CAPACITY

BorgWarner 4x4 transfer cases offering electric or manual part-time shift vary by model and engine. The High Output turbo diesel's all-new unit handles payload up to 7,680 lb with tow capacity up to a new high of 35,100 lbs. New front and rear axles are more durable, handle heavier payloads and tow loads, save weight, and reduce noise-vibration-harshness. Notable on the 3500 HD is a big new 12-inch AAM rear axle.

Many a cowboy and cowgirl have bonded while



ENGINES & POWERTRAINS

6.4L HEMI V8 (2500-3500 GASOLINE)

392 cu.in, 90° V-type, pushrod OH valves, 16v, eight de-activating, eight hydraulic, all w roller followers

HP/TORQUE	.....410 hp / 429 lb-ft
COMPRESSION RATIO	.....10.0:1
MAX ENGINE SPEED	.....5800 rpm
TRANSMISSION	.....ZF 8HP75 8-spd auto
DRIVETRAIN	.....2WD / 4WD
TRANSFER CASE	.....part-time elec or man shift 2WD, 4WD hi, neutral, 4WD lo
OIL / COOLANT	.....7.0 / 16.6 qt
FUEL	.....87 octane regular
2500: GVWR	.....9,900-10,000 lb
TOW CAPACITY	.....14,000-17,580 lb
2500 POWER WAGON GVWR	.....8,565 lb
TOW CAPACITY	.....10,620 lb
3500: GVWR	.....10,700-14,000 lb
TOW CAPACITY	.....13,660-17,490 lb

6.7L CUMMINS TURBO DIESEL I-6 (2500-3500 STANDARD OUTPUT)

408 cu.in, inline, liquid-cooled, turbocharged, intercooled, pushrod OH valves, 24v, hydraulic lifters, electronic high-pressure common rail

HP/TORQUE	.....370 hp / 850 lb-ft
COMPRESSION RATIO	.....19.0:1
MAX HIGH-IDLE ENGINE SPEED	.....3200 rpm
TRANSMISSION	.....68RFE 6-spd auto
DRIVETRAIN	.....2WD / 4WD
TRANSFER CASE	.....part-time elec or man shift 2WD, 4WD hi, neutral, 4WD lo
OIL / COOLANT	.....12.0 / 23.8 qt
FUEL	.....ultra-low sulfur diesel
2500: GVWR	.....9,900-10,000 lb
TOW CAPACITY	.....15,520-19,780 lb
3500: GVWR	.....10,700-14,000 lb
TOW CAPACITY	.....13,660-22,220 lb

6.7L CUMMINS TURBO DIESEL I-6 (3500 HIGH OUTPUT)

(same description as 2500 Standard Output)

HP/TORQUE	.....400 hp / 1000 lb-ft
COMPRESSION RATIO	.....16.2:1
MAX HIGH-IDLE ENGINE SPEED	.....3200 rpm
TRANSMISSION	.....Aisin AS69RC 6-spd auto
DRIVETRAIN	.....2WD / 4WD
TRANSFER CASE	.....part-time elec or man shift 2WD, 4WD hi, neutral, 4WD lo
OIL / COOLANT	.....12.0 / 23.8 qt
FUEL	.....ultra-low sulfur diesel
3500: GVWR	.....11,800-14,000 lb
TOW CAPACITY	.....24,490-35,100 lb

A FEW MORE FUNDAMENTALS

CABS: Regular Cab, Crew Cab, Mega Cab
CONSTRUCTION: Ladder-type frame, steel cab, double-wall steel pickup box
AXLES: F (4x4): AAM 9.25" beam w center disconnect (locking diff on Power Wagon); R (2500/3500): AAM 11.5" beam, limited slip; R (2500 Power Wagon): same but locking diffs; R (3500 Max Tow): AAM 12.0" beam
SUSPENSION:
 2500: F: 2WD/4WD: three-link w track bar, coils, stblzr bar, solid axle; 4WD: add disconnecting sway bar, Power Wagon only.
 R: 2WD/4WD: five-link w track bar, coils, stblzr bar, solid axle; 4WD: optional air bags
 3500: F: 2WD/4WD: three-link w track bar, coils, stblzr bar, solid axle.
 R: 2WD/4WD: two-stage longitudinal leaf (opt supplemental air bags), solid axle
FACTORY: Saltillo Truck Assembly Plant, Coahuila, Mexico



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
Special Offers - 11th Hour Getaways
What To Do - Galleries - Artists
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handling the intricacies of hooking up a trailer, but new technology in this area might force them to find other ways to share their personalities. The rear camera is now joined by available 360-degree multiple-angle views of your fifth wheel, both sides of a trailer and your progress with docking.

INTERIOR

"I remember when luxury in a truck was a seat-belt," muses Jim Morrison, head of Ram Brand, FCA North America. Lighter trucks have been moving upscale for several years. Now, the hard-working crew in new Ram HD pickups receive the same—with premium cabins featuring spacious seats, leather, wood with antique stains, brushed metals and advanced electronics, including the available 12-inch Uconnect configurable screen (and 750-watt, 17-speaker Harman Kardon audio) that has proven so popular in the new 1500 trucks.

The inclusions are "unusual for the price point," says Ram chief interior designer Ryan Nagode.

Storage spots are beyond plentiful. The center console—Nagode calls it a "Swiss Army knife"—has 12 different configurations, a wireless charging dock and up to five USB ports, with optional dedicated/assignable switches also available. Total interior storage hits a segment-topping 258 liters of capacity in Mega Cab trucks.

Occupants also benefit from active noise cancellation, anti-vibration devices and acoustic glass to provide a peaceful and comfortable counterpoint to all the truck's hefty capability. An all-new HVAC system, quieter than ever, delivers 30 percent more airflow, including bigger defroster vents. Diesel owners get a warm cabin fast on a

cold day via supplemental electric heat. Climate has redundant controls, with very welcome beefy knobs you can use easily while wearing gloves.

BEHIND THE WHEEL

While optimizing for heavy loads traditionally creates tradeoffs in empty ride characteristics, the new Ram HD trucks upgrade both hauling capacity and road behavior with new Frequency Response Damping (FRD) shocks all around. These function "like two shocks in one," says Ram HD chief engineer Rod Romain, with valves that automatically adjust for varying vertical wheel input, for what they call sports-car-like handling on the open road and better articulation off-road than leaf-spring architecture. Active-leveling rear air suspension is available on both 2500 and 3500 trucks, including a bed-lowering feature for easier trailer hookup.

We drove Las Vegas freeways and Nevada two-lanes south to Eldorado Canyon Mine in the Ram 2500 Laramie Longhorn, a popular Southwestern-themed premium trim known from the 1500 lineup, then breaking into towing and off-road sessions.

We have years of high country boat and horse towing experience, but none near the 35,000-plus-pound capacity of the Ram HD. We towed up to max payload, from horse trailers to house trailers to heavy equipment, to the Colorado River (within stone-skipping distance of Arizona). We demoed camera-assisted trailer hookup, an undeniably huge benefit. A fifth-wheel frame cross-member is built into all but Power Wagon, with a prep group available including mounting holes and covers and a bed-mounted seven-pin connector.

You can think of the Power Wagon as the most

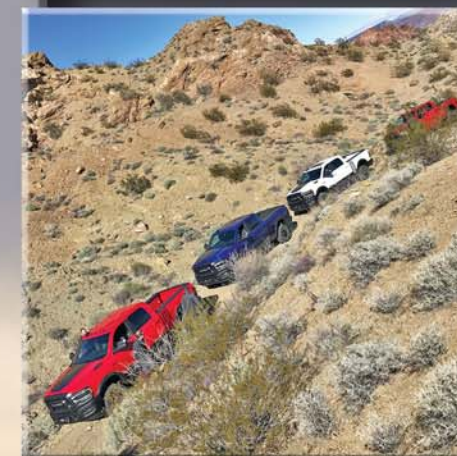
off-road-ready version of the Ram 2500 or perhaps as a Ram 1500 Rebel on steroids. We took the Power Wagon on an off-road course arranged with a local rancher, challenged by rocks, climbs, and approach-breakover-departure angles providing occasional fully-engaged extreme three-wheeling. As always, the Power Wagon conquers all.

MODELS AND PRICING

The new 2019 Ram 2500 and 3500 HD pickups come in six price classes, providing what Ryan Nagode calls "a hammer for every job." Tradesman is still the base trim. Next up is the versatile Big Horn (or with different styling cues Lone Star), then an increasingly premium stairstep through Laramie, Laramie Long Horn, and Limited. Number six is the Power Wagon, a model in its own parallel realm. And yes—you can still get a Tradesman with a Power Wagon package.

The new-for-2019 Ram 1500 lineup has spent a year winning customers and trophies everywhere it goes. Now everything that has motivated these responses has been applied to the Heavy Duty trucks—and then some.

New 2019 Ram 2500 and 3500 Heavy Duty pickups start at \$33,395 for a 2500 Tradesman regular cab 4x2 and run to \$61,300 before options, or \$67,050 for a Ram 3500 Limited Mega Cab 4x4 with 12-inch Uconnect 4C touchscreen. All are available as 4x2 or 4x4, except the Power Wagon, a 4x4 only, at \$52,900. The standard Cummins diesel engine runs \$9,100, the High Output version \$11,795. The new series of pickups, along with a new 3500, 4500 and 5500 Chassis Cab lineup, start arriving at dealers soon. ■



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A WEEK WITH : 2019 INFINITI QX50 ESSENTIAL FWD

MAGIC HEART

VARIABLE COMPRESSION ENGINE FEATURED
By Joe Sage

The 2019 Infiniti QX50 marks generation two of the nameplate, itself part of Infiniti's overall rebranding a few years back of all SUVs and crossovers as QX-something (picking up from the big former QX56, now QX80), with all cars becoming Q-something.

The QX50 started as a renamed Infiniti EX, the compact sibling of the prior FX (which became the QX70 but is now discontinued).

The whole lineup—QX30, QX50, QX60 and QX80—has for now stabilized as an updated and unified yet clearly differentiated family.

This gen-two QX50 is all new 2019 vehicle, though you may recognize it, as it was shown in 2017 and promptly went on sale in 2018 as a 2019 model. Though on stage awhile, its new technologies and form are still very fresh.

The vehicle follows suit to auto show concepts (QX50 Concept and QX Sport Inspiration) that introduced the styling language.

Besides providing structure and stance that move away from the FX and EX's egg shapes, the new QX50's styling creates more interior space for both passengers and cargo.

As with parent-sibling Nissan, the new Infiniti offers a range of technology including ProPILOT Assist—an impressive feature we've tested extensively when it was first introduced at the Texas Truck Rodeo a couple of

years ago—which includes high degrees of steering assist and smart cruise control with full speed range and hold features (included on our tester as part of a \$2000 package).

At the new model's heart is one of the brand's most intriguing new technologies—its all-new 2.0-liter VC-Turbo, the world's first production variable-compression engine, which continually adjusts piston stroke for optimum balance between high-compression fuel efficiency and low-compression power and torque. Seek out a cross-section video of this—it's very clever. The technology has received awards worldwide and is on the prestigious Ward's 10 Best Engines list for 2019.

Three trim levels start at \$36,550. Our Essential is the top trim, though in this case a front-driver. Any level is available with all-wheel drive for \$1850 more (and we would spring for that, as we did experience some front-drive torquiness). As you can see at right, our sample quickly ran from 18 percent more than a base model to 50 percent more, and the priciest package contains many items you would not likely want to be without.

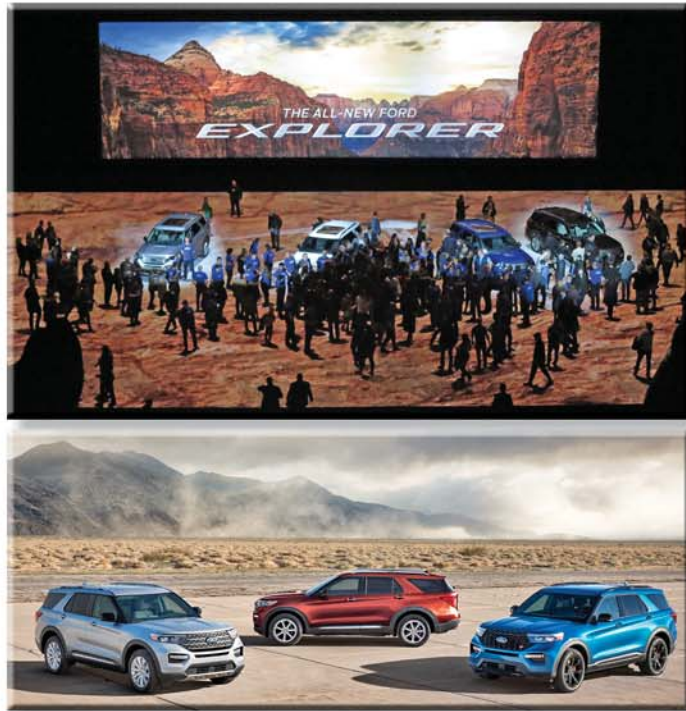
In our busy week with the QX50, we noted repeat issues with the device interface, with overzealous alerts overpowering normal use of the backup camera, and with the electronic shift interface sometimes having a mind of its own, all of which we'll save to discuss with the engineers at some point. Those aside, our drive time itself was quite enjoyable. ■

SPECIFICATIONS

ENGINE	2.0-liter 4-cylinder VC-Turbo
DRIVETRAIN	FWD (AWD available)
HP/TORQUE	268 hp / 280 lb-ft
COMPRESSION RATIO	variable from 8.0:1 to 14.0:1
TRANSMISSION	CVT w manual mode, downshift rev match
SUSPENSION	F: MacPherson strut w alum alloy upper/lower alum/steel subframe, twin tube shocks, 27mm stblzr bar; R: indep multi-link w monotube shocks, 22.5mm stblzr bar
STEERING	engine-speed-sensitive var assist
BRAKES	F: 13.0x1.3 vented; R: 12.1x0.6 vented
WHEELS / TIRES	20" dark alum alloy / P255/45R20
LENGTH / WHEELBASE	184.7 / 110.2 in
TURNING CIRCLE	36.4 ft
GROUND CLEARANCE	8.6 in
APPROACH / BREAKOVER / DEPART	17.2 / 23.9 / 27.7°
SEATING	five
CARGO CAPACITY	31.4 / 65.1 cu.ft
WEIGHT / DISTRIBUTION (F/R)	3827 lb (60/40%)
FUEL / CAPACITY	premium / 16.0 gal
MPG	24/31/27 (city/hwy/comb)

BASE PRICE	\$43,350	
SENSORY PKG:	20" wheels, semi-aniline leather seats, heated-cooled front seats, advanced climate control, 2-way passenger power lumbar, motion activated tailgate, rear side window sunshades, cube design LED headlights, adaptive front lights, upgraded interior ambient light, maple wood interior trim, ultrasuede headliner, driver seat-mirror-wheel memory, heated wheel, Bose 16-spkr audio, upgraded trim, reverse-fold mirrors	7500
PROASSIST PKG:	Backup collision intervention, distance control ast, smart cruise, rear cross traffic alert	550
PROACTIVE PKG:	ProPILOT Assist w steering assist and smart cruise w full speed range and hold, blind spot intervention, lane departure warning & prevention, high beam assist, heads-up display, direct adaptive steering	2000
ILLUMINATED KICK PLATES		465
MAJESTIC WHITE PREMIUM PAINT		500
WELCOME LIGHTING		425
DESTINATION CHARGE		995
TOTAL		\$55,785





2020 Ford Explorer

PART ONE: DETROIT PRIVATE REVEAL

Several days before the media preview preceding the North American International Auto Show in Detroit (NAIAS), we flew in for an early reveal of the sixth-generation 2020 Ford Explorer, joining other media, along with dealers and VIPs, in the stands at Ford Field, home of the Detroit Lions.

The vehicles rolled out onto the field, which had been transformed with an audio-visual underlay of scenic highways and off-road trails, topped off by a huge screen backdrop for presentation details and a few proud words from the team who developed the vehicle.

The completely redesigned vehicle significantly returns to a rear-drive basis, reflected in strong rear haunches echoing the utility's 600-pound increase in tow capacity, with a leaner look overall, reflecting additional light-weighting. Sporty and athletic are the new Explorer's key buzzwords, making the reveal at mighty Ford Field appropriate. When fitted with a 3.0L EcoBoost engine, this is the most powerful Explorer ever.

The cabin is more spacious and adds new layers of available technology, such as a 12.3-inch digital cluster, 10.1-inch portrait-mounted touchscreen with full-screen maps, traffic-sensing Ford Co-Pilot360 driver assist, Reverse Brake Assist and Active Park Assist 2.0 (which aims to park the vehicle for you, at a touch of a button). New terrain management has up to seven drive modes, each with animated 3D graphics in the cluster.

PART TWO: NAIAS AUTO SHOW REVEAL

For those who weren't at our early reveal of the 2020 Explorer, there were two more firsts saved for reveal at NAIAS—a hybrid and a performance ST. Ford Performance expands its utility presence (see Ford Edge ST, the first ST utility, in this issue) with the 2020 Ford Explorer ST, featuring a 400-hp, 415-lbft performance-tuned 3.0L EcoBoost V6 with a targeted top track speed of 143 mph. And a new 318-hp 2020 Explorer Hybrid with 3.3L powertrain is rated for over 500 miles of range (see Detroit Auto Show highlights, also in this issue). ■

2020 Shelby GT500

PART ONE: DETROIT PRIVATE REVEAL

The Ford Explorer reveal was our original mission, but while we were in flight to Detroit, we received an email saying that if we could change our return flight, they had something else special to show us. We could, and we did.

Come Detroit's chilly dawn, we headed to a suburban development park, where a variety of vehicles were receiving secret final prep for NAIAS. Deep within the facility was a room curtained off from the rest, and within that room were a first-generation 1967 Shelby GT500 with modified 428 V8, along with the reason for our special detour—the 2020 Ford Mustang Shelby GT500. On hand for our private presentation was Melvin Betancourt, Ford design manager and father of the new project (photo at top with the '67 and the new 2020).

Carroll Shelby had called the '67 Shelby GT500 "the first car I'm really proud of." The 2020 model is the third GT500 and the most potent and advanced Mustang ever—in fact, the most powerful street-legal Ford ever, with an over-700-hp supercharged 5.2L V8 (the current Ford GT has a 647-hp 3.5L EcoBoost V6). The new GT500 boasts a segment-first dual-clutch transmission and the largest brakes of any domestic sports coupe, using Ford GT and Mustang GT4 race tech. Other areas receiving special attention are aerodynamics for increased downforce, thermal management, and race-tuned active chassis drive modes. Zero-to-60 times are in the mid-threes, with sub-11-second quarter-mile times. Colors include Red Hot, Twister Orange and Iconic Silver, with painted stripes available.

PART TWO: BARRETT-JACKSON AUCTION

Later that day, we were back in Arizona, and the car arrived here a few days later. VIN 001 of the new 2020 Shelby GT500 was auctioned for charity at Barrett-Jackson at no reserve, with Edsel B Ford II and Carroll Shelby's grandson Aaron Shelby joining the car on the block. Barrett-Jackson chairman and CEO Craig Jackson put up the winning bid, at \$1.1 million, with proceeds going to JDRF, the leading global organization funding type 1 diabetes research. ■



2020 Toyota GR Supra

PART ONE: NAIAS & ARIZONA REVEALS

Modern Toyota sports coupes start with the two-seat, inline-6-cylinder 2000GT in the late '60s. A void from 1970 to 1978 was then filled by the 117-hp 1978 Celica Supra fastback; a 145-hp gen-two Supra (sans Celica) in 1982 (photo top left); then gens three and four, 1986 to 1998 in the US and a limited run just in Japan until 2002. All had an inline-6, and power pushed through the 200s, then past 300 hp, adding turbocharging along the way. A drought since then has now ended. Revealed at NAIAS in Detroit on January 14 and 80 minutes later at Barrett-Jackson (Scottsdale Police guard it, above left), the 2020 Toyota GR Supra has supercar styling and a 335-hp 3.0L turbocharged, yes, inline-6. We caught the local reveal, then stopped by again a few days later to meet with Bob Carter, executive VP of sales for Toyota Motors North America (top right), surrounded by examples of all four prior Toyota Supra generations. Later that evening, the very special car revealed here (above right) would be auctioned.

"For those of us who love cars," says Carter, "these just get your blood pumping. But the market has moved to SUVs. Well, now we're starting to see interest coming back." Toyota president Akio Toyoda (third photo at top), grandson of the company's founder, was a big factor. "This guy has more gas in his veins than I do! We have our own design studios, engineering and 15 manufacturing plants in North America, so we can take a car from a piece of paper to a showroom, completely ourselves. You don't sell lots of sports cars, and it takes as much energy to produce one as it does an SUV. But in 2012, we had our studio in Newport Beach mock up what a future Supra would look like. Akio was the first one we showed it to. He fell in love with it and said, 'let's build this car.' We took that to the auto shows as the FT-1 Concept (second image at top), and here we are. Akio approved all the engineering thresholds, then did all the testing and final tuning personally, driving the car at Nürburgring every time and signing off on development. What the engineers do is really good, but professional drivers can just push things a little more.

"The car goes into production in very late March. The very first car built glo-

bally will be serial number 20201, 2020 model year, number one. (You'll hear me call it VIN #1.) It's a one-of-one car—matte gray with red interior, matte wheels, and we'll throw some other stuff in for the auction. Akio Toyoda signed the motor. There will never be another combination like this.

"We introduced a base price of \$49,990, with Alcantara seats, performance is the same, standard audio, no nav. Premium has full leather, upgraded audio, nav, some bells and whistles. Above that, Launch Edition is top of the line."

The first 1500 US cars will be numbered Launch Editions at \$55,250, in white, black or red, with red mirror caps and 19-inch forged matte black alloys. The one-of-one #1 car is even more special and would sticker at about \$56,000.

"It fits in the territory of Porsche Cayman, BMW M2, Audi TT, or when you say Nissan, not 370Z but 370Z NISMO, at about \$47-48G. Asian sports cars up to \$50G, Europeans starting at 59. That's the class of vehicles we think people will compare with." Supra is aimed at three groups: baby boomers; typical Euro performance buyers; and younger buyers for whom the earlier Supra was their hero car. "The average buyer age is going to be 35 to 75 and everything in between. It's a halo car, a hell of a driver's car, and the handling is amazing: zero-to-60 in 4.1 seconds and laps at Nürburgring in 7:40. That's not in the P1 \$2 million car class, but a car you can buy off the showroom for \$50G.

"The core of the Supra has always been an inline-6 turbo. So very early back in 2012, when we did the first concept, we said we're not putting a V8, not putting a 4-cylinder, not putting a V6 in it. We're going to stay true to our heritage, which is an inline-6. At the time (ages ago in powertrains), we didn't have an inline-6, but BMW had one," Carter says, describing some proprietary technologies the companies traded at the time. "Akio and I love high-performance sports cars," he concludes, and with Supra "you're talking the core sports car market, \$50G. I think we're right in the heart of the market here."

PART TWO: BARRETT-JACKSON AUCTION

On Saturday, the #1 2020 Toyota GR Supra was auctioned for charity at Barrett-Jackson, raising \$2.1 million for the American Heart Association and The Bob Woodruff Foundation. Winning bidders were Jeanette and John Staluppi. ■

Baseline shift

Midsize pickup segment approaches critical mass

BY JOE SAGE

We got our hands on the new Ford Ranger midsize pickup just as it was starting to work its way into the marketplace and consciousness, and it caused quite a stir wherever we went.

Earlier Rangers (evolved from the Ford Courier, a small Mazda-derived pickup in the era of Datsun, Toyota and Chevy Luv small pickups) were notably downscaled—in dimension and function—compared to the full-size F-Series (itself smaller then). But the whole industry has turned a page since then, and Ranger now starts a whole new chapter.

Ranger is available in 4x2 or 4x4 drivetrains, with two cabs (and two bed lengths, either on the same wheelbase), as well as three trim levels, all with the same 2.3L EcoBoost engine and 10-speed automatic. (See price walk at lower right.) Our sample is a top-trim SuperCrew 4x4 Lariat.

We noticed the truck's height right away. On the freeway, we'd get in the mix with both full-size and prior-gen midsize trucks like Nissan Frontier. Between a full-size F-150 and a heavy-duty 3500 dually, our hood and bed heights were about the same, at least with our Ranger's FX4 off-road package (\$1295 we'd spend without hesitation). This gave us a feeling of stature that wasn't really delivered in earlier midsize trucks. Next to a Tacoma or earlier Ranger, we were noticeably taller. Ranger feels ready to run with the big boys.

Inside the cab, you have a really high percentage of full-size truck experience—much the same comfort, stature, height, features and, at least if running solo, elbow room—delivering perhaps 85 percent of a full-size truck experience. Whatever is lacking becomes negligible, at least depending upon your height (we could have used a bit more seat travel and/or height, which are interdependent). From the outside, psychologically and in terms of practicality, the rate of comparison is lower. You can't help but notice it's smaller in hood length, notably in width, and obviously in bed length. Compared with F-Series trucks, it could stand a bit stronger character in its grille and front sheet metal. But overall, the truck has dramatic poise, presence and sense of purpose for its size.

We took delivery of the truck late at night, a good way to experience setup of features and controls, which went smoothly. Sync3 remains a huge improvement over MyFord Touch, and the system benefits tremendously from redundant knobs for some functions (great for the pickup user wearing gloves, or really great for anyone).

In our evaluation rotation, this truck followed a low-slung performance car with wide low-profile tires, and any change of vehicle requires a little getting used to. And we are long-time accustomed to driving full-size 4x4 pickups. Mostly attributable to its narrow width, commanding height and reasonably snow- or off-road-ready tires, the Ranger revealed every side-to-side motion to us pretty strongly, which if nothing else made us aware of its relatively smaller size.

In some situations, the powertrain gave us more growl than go from a standstill, and we might wish the 10-speed was spaced a little differently. (We also wish for an available manual.) Driver assist features could also be touchy, e.g. flashing, beeping and cutting off the radio when someone simply turned right quite a distance ahead of us.

We're definitely at a watershed moment, or at least a transitional era, in which this size pickup is likely to finally come into its own. Toyota Tacoma and Nissan Frontier have soldiered on quite successfully but sort of as niche vehicles for years. Ranger has come and gone, but with the new GM offerings, a new Ranger from Ford, the new Jeep Gladiator coming right up (and we wouldn't be surprised by at least one more), midsize pickups are a more mainstream choice than ever.

We had the new Ranger during auction week, such a crazy busy time we sadly didn't have time to take it off-road and play with the FX4 goodies, but the week did give us exposure to car people and truck people of every stripe, all highly aware of the truck and extremely interested to see it.

The pickup market is growing so strongly right now, it remains to be seen whether the new midsize pickups will divert many 150/1500 sales, versus bringing in all-new truck buyers. The new midsize pickup is nipping at the heels of these full-size pickup's personality just enough that we can imagine some 1500 buyers moving to 2500/3500 heavy duty pickups that are more clearly bigger and tougher. There are still people who long for a smaller pickup, as in an earlier era (before airbags, side impact

and rollover protection). Maybe this will ultimately lead to those, too. However that may unfold, the segment is booming, so rejoice—you own best answer is out there, with more options than ever. ■

SPECIFICATIONS

CONSTRUCTIONbody-on-frame / Wayne, Michigan
ENGINE2.3L EcoBoost I-4 turbo, alum block/head
HP/TORQUE270 hp / 310 lb-ft
TRANSMISSIONelectronic 10-speed SelectShift auto
DRIVETRAIN4x4: front open diff, rear elec lock diff
TRANSFER CASE4x4 high 1:1 / 4x4 low 2.717:1
SUSPENSIONF: short- and long-arm indep, tubular
 stblzr bar: R: Hotchkiss-type nonindependent live,
 leaf springs, onboard shocks.
STEERINGelec power-assist rack & pinion
BRAKESpower discs, 4-sensor 4-channel ABA:
 F: 12.24x1.33", 2.0" twin piston caliper, non-asbestos
 organic pads / R: 12.12x0.94", 2.12" single piston
 caliper, non-asbestos organic pads
WHEELS17x8.0 "magnetic" (color) painted aluminum
TIRESLT 265/65R17 A/T OWL
LENGTH / WHEELBASE210.8 / 126.8 in
TURNING CIRCLE41.99 ft
GROUND CLEARANCEmin running 8.9 in
APPROACH / BREAKOVER / DEPART28.7 / 21.5 / 25.4°
SEATING CAPACITYfive
HEADROOM (F/R)39.8 / 38.3 in
LEGROOM (F/R)43.1 / 34.5 in
WEIGHT4441 lb
PAYLOAD / TOW CAPACITY(4x4 crew) 1560 / 7500 lb
FUEL / CAPACITY87 regular / 18 gal
MPG21/26/--- (city/hwy/comb)

BASE PRICE\$38,385

RANGER LARIAT SUPERCREW 4X4 INCLUDES: pushbutton start, leather-trimmed seats, dual-zone climate, SYNC3 w 8" LCD touchscreen, Ford Co-Pilot 360 tech, manual slide rear window w privacy glass & defrost, perimeter alarm, LED headlights/taillights, chrome bar/surround grille.

EQUIPMENT GROUP 501A: incl Technology Package (adaptive cruise, navigation), remote start, Bang & Olufsen 10-spk-plus-subwoofer audio w HD radio, rain-sensing wipers, wiper de-icer.....1795

FX4 OFF-ROAD PKG: off-road tuned suspension, 17" or 18" off-road OWL tires, electronic locking rear differential, exposed front tow hooks & steel bash plate, cluster screen off-road pitch-roll-steering angle, front air dam delete, skid plates (front differential, fuel tank, transfer case), Terrain Mgmt System, Trail Control, FX4 bodyside decals.....1295

SPORT APPEARANCE PKG: black grille w "magnetic" (color) bars & surround, 17" magnetic-paint alum wheels (18" opt), magnetic front & rear bumpers, magnetic wheel lip moldings, Sport bodyside decal (delete w/ FX4 pkg).....895

SPRAY-IN BEDLINER495

FLOOR LINERS - TRAY STYLE135

DESTINATION CHARGE1195

TOTAL\$44,195

PRICE WALK: RANGER LINEUP

SUPERCAB (6' BOX) .....4X2	XL	\$24,300
"	XLT	27,940
"	LARIAT	32,210
+ADD TO ANY FOR 4X4 DRIVETRAIN .....+4000		
"	4X4 XL	\$28,300
"	XLT	31,940
"	LARIAT	36,210
+ADD TO ANY FOR SUPERCREW .....+2175		
SUPERCREW (5' BOX) .....4X2	XL	\$26,475
"	XLT	30,115
"	LARIAT	34,385
+ADD TO ANY FOR 4X4 DRIVETRAIN+4000		
"	4X4 XL	\$30,475
"	XLT	34,115
"	LARIAT	38,385

ARIZONA DRIVER

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And so it begins

The week and a half collectively known as Arizona Auction Week is of huge interest within the hobby-slash-industry everywhere, as the first to set the new calendar year's trends. Flash back 47 years, and there was Barrett-Jackson, now just completing its 48th annual event. Flash back 20 years and there was still just Barrett-Jackson. Flash back 19 years, and RM Auctions first dovetailed with this busy January weekend in the Arizona desert. Locally based Russo and Steele launched a year after that, followed over subsequent years by Gooding & Company, Bonhams and Worldwide Auctioneers. Silver Auctions has run 22 January events here, but not continuously in early years. (And some others have popped up and faded away over time.)

These seven events collectively touch the consciousness of just about any car collector or aficionado you can describe—those who follow (or long to acquire) seven- and eight-digit unobtainium models or even sub-\$10k finds at some venues. All interests are covered—brass era, '30s classics, postwar sports cars, '60s muscle and special interest, modern European grand touring and supercars, ditto those from Detroit—though most go well beyond anything you'd find with random online shopping. It's a very focused week, and its results recalibrate values—and individual interests—across the board and across the globe.



Ford GT and Toyota Supra photos courtesy Barrett-Jackson

Barrett-Jackson

48th Annual Collector Car Auction Event
Nine days: Saturday, January 12 - Sunday, January 20, 2019
 WestWorld, 16601 N Pima Road, Scottsdale AZ 85260 (AZ Loop 101 & FLWright Blvd)

▼ Barrett-Jackson sales hit \$131.6 million, the largest public no-reserve collector car auction ever, from over 1800 vehicles selling for over \$118 million at a 99.75 percent sell-through rate, attracting next-generation buyers with notable growth among supercars and professional resto-mods. Records were also set for bidders (5300) and guests. Celebrities on hand included actor and veterans' advocate Gary Sinise, Alice Cooper, Tim Allen, Dan Quayle, racing greats Jeff Gordon, Rusty Wallace, Richard Petty, Kurt Busch and Arie Luyndyk, and many more. Top sales included a 2019 McLaren Senna (\$1,457,500), 2014 Mercedes-Benz G63 6x6 (\$1,210,000), 2012 Lexus LFA Nürburgring Edition (\$918,500), 2005 Saleen S7 Twin Turbo (\$550,000), three Ford GT Heritage Editions (\$462,000 to \$535,500), an 1967 Ford Mustang Eleanor, 1963 Corvette split-window resto-mod, 2011 Porsche 911 GT2 RS and a 2001 Lamborghini Diablo VT all in the \$300s. Some 1500 automobilia items brought \$4.05 million (including a full-size German carousel at \$506,000). And \$9.6 million was raised for charity from sixteen charity vehicles (plus additional donations made on the block beyond the hammer prices), including three VIN 001 vehicles: the first 2020 Ford Mustang Shelby GT500 (\$1.1 million to benefit Juvenile Diabetes Research Foundation); the first 2020 Toyota Supra (\$2.1 million to benefit the American Heart Association and The Bob Woodruff Foundation); and 2019 Ford GT Heritage Edition VIN 001 (\$2.5 million to benefit United Way for Southeastern Michigan). To date, Barrett-Jackson has raised over \$114 million for charity. ▼ Barrett-Jackson auctions include Scottsdale in January, Palm Beach in April, Northeast at Mohegan Sun in June, and Las Vegas in October. www.barrett-jackson.com



Bonhams

8th Annual Scottsdale Auction
Thursday, Jan 17, 2019 (viewing Tuesday-Thursday, Jan 15-17)
 Westin Kierland Resort & Spa, 6902 E Greenway Pkwy, Scottsdale AZ 85254

▼ In its eighth year here, Bonhams achieved more than \$16.1 million in sales at a 90 percent sell-through rate, with James Knight and Rupert Banner, the venerable wide-ranging UK-based auction house's Motoring Group chairman and director, respectively, at the rostrum. "Our sale was well supported and featured a large number of cars without reserve creating multiple bidders throughout and a very respectable rate of sale," said Banner. "We sold nearly all the cars on offer and achieved some impressive results and auction records along the way." Receiving the most attention were two distinctive Italian spiders coachbuilt by Carrozzeria Frua: one, the event's top-selling 1952 Maserati A6G 2000 Frua Spider, the sole surviving example, expertly restored and documented and a participant in both the Pebble Beach and Villa d'Este concours d'élégance events. Brisk bidding in the room and globally by phone brought a sale at \$2.755 million, a new world auction record for the model; and the other Piero Frua's very first car, known for setting a new direction in automotive design, a 1946 Fiat 1100 Frua Spider, also a veteran of Pebble Beach and Villa d'Este concours d'élégance, as well as the Mille Miglia Storica—and also hitting a new world auction record for the model at \$577,000. Other top sellers included a 1955 Mercedes-Benz 300 SL Gullwing Coupe (\$1,110,000), 1963 Porsche 356B Carrera 2 GB Cabriolet with Coachwork by Reutter (\$1,000,500), 1934 Mercedes-Benz 500K Four-Passenger Tourer (\$830,000) and a 1965 Aston Martin DB5 (\$676,000). ▼ Bonhams—since 1793—followed Arizona with a Las Vegas Motorcycle Auction and Les Grandes Marque du Monde au Grand Palais in Paris. Bonhams hosts a wide variety of auctions of many types worldwide throughout the year. www.bonhams.com



Gooding & Company

12th Annual Scottsdale Auction
Friday-Saturday, Jan 18-19, 2019 (viewing Weds-Sat, Jan 16-19)
 Fashion Square - 4700 N Scottsdale Rd (Goldwater & E Highland Ave) - Scottsdale

▼ Gooding & Company, with sales over \$48 million at an 85 percent sell-through rate, achieved major bragging points by having the three highest sales prices and five out of the top ten highest sales among all seven auctions during Arizona Auction Week this year, and they are proud of having done so with one of the smaller inventories (the average sales price was \$459,417 per car). Ferraris dominated among nine cars selling in seven figures, including a 1963 Ferrari 250 GT SWB Berlinetta (\$7,595,000), 1958 Ferrari 250 GT Tour de France (\$5,890,000), 1953 Ferrari 250 MM Spider Series II (a world record at \$5,395,000), 1984 Ferrari 288 GTO (\$2,507,500), 1952 Ferrari 212 Europa Cabriolet (\$1,930,000) and a 1963 Ferrari 250 GT Lusso (\$1,902,500). Other standouts included a 1955 Mercedes-Benz 300 SL Gullwing (\$1,435,000), 1964 Shelby 289 Cobra (\$1,050,000), Mercedes-Benz 300 SL Roadster (\$1,006,000), and a 1936 Bugatti Type 57 Two-Light Ventoux (a world record at \$885,000). "Bidding was strong," states David Gooding, president and founder of Gooding & Company. "I am delighted to close out another fantastic week resulting in the top three sales across the board and new world records." ▼ Gooding & Company moved next to their auction during the Amelia Island Concours in early March, where they had consigned ten high-profile Porsches from the collection of WhatsApp co-founder, Jan Koum, including a 1993 Porsche 964 Carrera RS 3.8, 2008 Porsche 997 GT3 RS 3.6, and 2011 Porsche 997 GT2 RS, all to be offered without reserve. Gooding & Company is also the official auction of the Pebble Beach Concours in August. www.goodingco.com





RM Sotheby's

20th Annual Automobiles of Arizona
Thursday-Friday, Jan 17-18, 2019 (preview Weds-Fri, Jan 16-18)
 Arizona Biltmore, 2400 E Missouri Ave, Phoenix AZ 85016 (24th and Camelback)

▼ RM Sotheby's 20th annual Arizona auction was held again at the historic Arizona Biltmore, though this year at a new marquee tent out front, with smooth flow-through from its outdoor displays. Sales totaled \$37 million at an 85 percent sell-through rate, with high demand for American classics and modern high-performance cars. Top sale highlights covered the spectrum from American classics to high-performance modern Europeans, with the top ten a low-mileage 1985 Ferrari 288 GTO (\$3,360,000), 1958 BMW 507 Roadster Series II (\$2,175,000), 1967 Ferrari 330 GTS (\$2,012,500), 1948 Tucker 48 (\$1,600,000), 1956 Bentley S1 Continental Drophead Coupe (\$1,077,500), 2017 Ferrari F12tdf (\$1,006,000), 1930 Cadillac V-16 Sport Phaeton (\$940,000), 2012 Lexus LFA Nürburgring Package (\$885,000), 1968 Ferrari 330 GTC (\$687,000) and a 1971 Ferrari 365 GTB/4 Daytona NART Spider (\$670,500). Three private single-owner collections were featured: the Torque Collection (a selection of Porsche 911 cars and also a restored 1951 Spartan Royal Mansion trailer that itself brought \$351,500); the Calumet Collection (a single-owner luxury British car collection including a unique coach-built 1987 Rolls-Royce Carmargue Retractable Hardtop at \$252,000 and possibly the first 2000 Bentley Continental SC at \$246,400); and the Richard L Burdick Collection (including the above 1930 Cadillac V16 Sport Phaeton at \$940,000 and a 1932 Marmon Sixteen Two-Passenger Coupe at \$665,000). ▼ RM Sotheby's follows Arizona with European sales in Paris, Germany, Italy and London from February through November; and domestically Amelia Island (where they are the official auction of Amelia Island Concours) and Ft Lauderdale in March, and Auburn, Monterey and Hershey from May through September. www.rmauctions.com



Russo and Steele

19th Annual Sports & Muscle in Scottsdale
Wednesday-Sunday, January 16-20, 2019 (preview same)
 Salt River Fields, 7555 N Pima Rd, Scottsdale AZ 85258 (Talking Stick at Loop 101)

▼ Russo and Steele—with an emphasis on European sports, American muscle, hot rods and customs—returned to its location at Salt River Fields at Talking Stick for the third year, with its concours-style vehicle display layout and the main auction pavilion on 100 percent hard surface asphalt. A fully climate-controlled 13,000-sq-ft vendor pavilion, also on asphalt, housed over 100 booths and trailers, with everything from leather boots and furs to food, and a jumbo screen streaming the live auction, all directly adjacent to the "auction in the round" block action. The event got underway on Wednesday and ran through Sunday. The top ten sales included a 1972 Ferrari 365 C4 (\$330,000), 2006 Ford GT (\$286,000), 1967 Hemi Charger (\$280,500), 1970 Plymouth Hemi Coupe (\$231,000), 1988 Pantera GT5-S (\$210,000), 2002 BMW Z8 Alpine Edition (\$165,000), 1971 Mercedes-Benz 280 SL (\$152,900), 1988 Lamborghini Diablo (\$148,500), 1967 Corvette 427-435hp (\$145,750) and a 1997 Porsche Anial Turbo (\$130,000). On the charitable side, a 1994 Club Car DS Golf Cart with '57 Chevy body styling was sold not once but twice in a row, raising a record-breaking \$58,000 for the family of fallen Salt River Pima-Maricopa Indian Community police officer Clayton Townsend. And beating even the regular auction top seller was a 2012 Lexus LFA supercar, which raised more than \$400,000 for Plexus Charities and Feeding America. ▼ In addition to Scottsdale in January and Monterey in August, this year Russo and Steele is adding a new event at the Amelia Island Concours in early March, with over 250 ultra-premium automobiles crossing the block. www.russoandsteele.com



Silver Auctions Arizona

22nd Arizona January Auction
Friday-Sunday, Jan 11-13, 2019
 New location: Peoria Sports Complex, 16101 N 83rd Ave, Peoria AZ 85382

▼ Silver is the only auction house with multiple sales in Arizona each year, including during January Auction Week. Silver has long been the farthest afield of the midwinter events, at Fort McDowell north of Fountain Hills. This year, they moved to the Valley, though, unlike all the others, to the west side, at Peoria Sports Complex (MLB Spring Training home to the San Diego Padres and Seattle Mariners). Unlike the other six January auctions, Silver has thus far not been the source of bragging points for the most dollars spent or the highest individual sale of the week. That, in fact, may be its biggest bragging point. The vibe is different here—you'll find yourself mingling and chatting in the parking lots, in the auction tent, even with the drivers of vehicles lined up to cross the block, untouchable at most events. It still feels like a hobby here, not so much an industry. Silver doesn't produce much in the way of results information, but we haven't often taken everything on the docket and added it up, with the result always the same: you could buy every vehicle here for less than the individual cost of just one of various top sellers at the top-dollar events. And they are compelling vehicles, too—actually drivable, some perhaps perfect for further restoration and a future run at the other auctions, each with a story and its own particular appeal. On a budget? Silver generally has dozens of vehicles under \$10,000, many under \$5000, a few even just in the hundreds. We like the idea of going there with zero preconceived mission and just raising our hands for a few things that ring our bell. ▼ With new local owners, Silver Auctions Arizona is the only event running more than once here—in fact three times, in November, January and April. (The former parent Silver Auctions holds events across the Northwest and Northern Plains.) www.silverauctionsaz.com



Worldwide Auctioneers

3rd Annual Arizona January Auction
Wednesday, Jan 16, 2019 (preview Sunday-Wednesday, Jan 13-16)
 6460 E McDowell Road, Scottsdale AZ 85257 (McDowell Rd & 64th St/Galvin Pkwy)

▼ Worldwide Auctioneers, now in its third year here, has settled comfortably into its spot as the first of the one- and two-day high-end auctions, running on Wednesday night. Worldwide concentrates on low volume, high quality and diversity, this year emphasizing rare pre-war automobiles, classics, and sports cars, as well as some great muscle and several handsome collectible pickups. This year's event generated just shy of \$10 million in sales, with a sell-through rate of 80 percent (and an active post-sales operation still in play). The top sale was an unrestored, remarkably original HVA Preservation Award-winning 1959 Mercedes-Benz 300SL Roadster (\$990,000). Other high sales included two 1935 Auburn 851 SC Boattail Speedsters from the Tom Gaughen Collection, one at \$687,500 and another at \$632,500. A rare 1936 Duesenberg Model JN LWB Tourster, the very last car of the special JN series, sold for \$605,000. Significant American muscle cars also featured in the sale included an exceptional unrestored Bloomington Gold Certified® 1969 Chevrolet Corvette L88 Roadster that found a new home for \$522,500. A sampling of other sales include a 1957 Chevrolet Bel Air fuel-injected sport coupe (\$60,500), a 1963 Corvette split-window fuelie (\$148,500), a 1965 Corvette roadster (\$40,700), a 1953 Chevy five-window pickup (\$44,000), a 2002 BMW Z8 roadster (\$176,000), a 1965 Austin Healey 3000 Mk III BJ8 sport convertible (\$77,000), a 1954 Buick Skylark convertible (\$81,400), and several other Auburns, including a 1936 Auburn 852 SC Phaeton Convertible at just \$88,000. ▼ Worldwide also has events in Pacific Grove (Monterey) in August, as well as in Texas and their home base of Auburn, Indiana. They also perform select, stand-alone auctions of private collections. www.worldwide-auctioneers.com



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Multi-capability country clubber

BY JOE SAGE

GMC SIERRA is completely redesigned for 2019. We drove the new AT4 off-road version last fall at the Southwest Lifestyle Media comparo drive, on both pavement and a challenging dirt course. Key features that had caught our attention then, along with the AT4's off-road capabilities, are all part of a new six-function MultiPro Tailgate, which works as a conventional tailgate (but lightweight aluminum, both tough and easy to handle); a full-width half-gate drop for closer bed access; a full-width step for easier access to items within the bed; a standing workstation; or with two load-stop positions, one to hold building materials that would normally need a (now rare) eight-foot bed, and one with the full width half-closed for other long loads. This tailgate is standard on the top three—SLT, AT4 and Denali—of six trim levels total.

This time, we're driving the Denali, a premium trim level that can work hard or be a capable four-wheeler itself—with multiple terrain, towing and other modes—but forgoes the skid plates, mono-tube shocks and all-terrain tires of the AT4 for country club-caliber luxury style and features, plus highway-friendly low-profile wheels and tires (ours had optional 22-inchers). Denali also brings you an 8-inch binnacle display (with analog speedo and tach), a bit more device connectivity, upgraded and further upgradeable rear and surround vision, and of course leather (as also on SLT and AT4). Denali

not only has its own classier (though still rugged) styling, but also is the only trim with Adaptive Ride Control, a real-time system that reacts in milliseconds to road conditions and driver input, adjusting suspension damping for optimized body control and cabin isolation. (A solid, comfortable cruiser at speed, we found it a bit floaty in parking lots.)

Our sample's Ultimate package raised the price by more than ten percent. Of its features, we value its 22-inch wheels (at least if buying for mostly stylish city use) and enhanced heads-up display. Upgrades to already good cameras are a nice addition. Trailer tire pressure (perhaps an odd thing to bundle here) is certainly useful if needed. A sun-roof is a mixed blessing in solar oven Arizona. The rest are electronic driver assist functions, of value to some buyers (who will dislike having to pay extra for them), disliked by others (who are forced to buy them for other features in the bundle, but will just turn them off). Ultimately, this package will come down to your own flip of a \$5850 coin.

The luxe truck is oddly simple on some details, such as a manual tilt-telescope steering wheel.

Denali has a standard 355-hp 5.3L V8 with 8-speed automatic, though ours upgrades for \$2495 to a 420-hp 6.2L V8 with 10-speed auto—18 percent more power and over 20 percent more torque, with just a one-point (five percent) drop in fuel mileage. That's an irresistible upgrade, to us.

Even with all its upgrades—crew cab, 4WD, Denali trim, V8—this truck weighs in remarkably at just a hair over two tons even. One key to this is the new Sierra's CarbonPro carbon fiber pickup box

SPECIFICATIONS

ENGINE	.....alum block/heads dir inj 6.2L Ecotec3 V8
HP/TORQUE	.....420 hp / 460 lb-ft
TRANSMISSION	.....10-speed automatic
DRIVETRAIN	.....4WD
AXLE RATIO	.....3.23 (or 3.42 w Max Trailering Pkg)
SUSPENSION	.....F: indep coil-over w twin-tube shocks, R: solid axle, semi-elliptic var-rate 2-stage multileaf springs, splayed twin-tube shocks; Autotrac auto transfer case; (other shocks/transfer case w other trims)
STEERING	.....elec power-assist rack & pinion
BRAKES	.....F: 13.5" / R: 14.1"
WHEELS / TIRES	.....22x9 polished alum / P275/50R22 a/s
LENGTH / WB	.....(5'8 box; 6'6 avail) 231.7 / 147.5 in
HEADROOM (F/R)	.....43.0 / 40.1 in
LEGROOM (F/R)	.....44.5 / 43.4 in
WEIGHT / GVWR	.....(4WD) 4015 / 7100 lb
PAYLOAD / TOW CAPACITY	.....(4WD) 2070 / 12,100 lb
FUEL CAPACITY	.....24 gal
MPG	.....15/20/17 (city/hwy/comb)

BASE PRICE	.....\$58,000
DENALI ULTIMATE PKG:	HD surround vision, rear camera mirror, 3"x7" color heads-up display, forward collision alert, lane keep assist, lane departure warning, low speed fwd auto braking, front pedestrian braking, intellibeam headlights, following distance indicator, power sunroof, GMC MultiPro power steps, 22" polished alum wheels w wheel locks, trailer tire pressure monitor.....5850
6.2L ECOTEC3 V8 with dynamic fuel management	.....2495
DESTINATION CHARGE	.....1495

TOTAL\$67,840

—lightweight, and dent-, scratch- and corrosion-resistant. Weight saved on the truck itself leaves more headroom for payload and towing—7100 pounds and 12,100 pounds, respectively.

We were almost tempted to skip photographing this truck, because GMC's own photos made the truck look so good. But we did do a shoot and quickly realized—it's the truck. The new GMC Sierra Denali 1500 is a handsome beast. ■



Hagerty youth

AUCTION WEEK HANDS-ON WORKSHOP FOR 5TH GRADERS

Classic car giant Hagerty always brings their magic to Arizona Auction Week in January, and they never forget the next generation. This year, Hagerty Test Garage created a one-of-a-kind learning experience for 120 Tavan Elementary (Phoenix) fifth grade students midweek, on January 16th.

The students participated in a variety of hands-on workshops designed to introduce automotive skills, knowledge and enthusiasm. Hagerty automotive experts in specific subjects led demonstrations and activities including a mock auction where the students could bid on model cars, sessions teaching the kids car restoration basics and such details as pinstriping, an exciting and detailed dive into automotive racing history, and more.

Students worked on an art project leading up to the event, on the theme of "Why I'm Excited to Drive," which was on display during the sessions.

Hagerty Youth Program coordinator Rachel Ventimiglia says, "Arizona Auction Week attracts enthusiasts from all over the world, which is why it's the perfect opportunity for Hagerty to engage local students who might not otherwise have a chance to take part in the automotive action.

"We host programs like Hagerty Test Garage so we can provide opportunities for the next generation to get excited about cars and driving."

Tavan Elementary 5th grade teacher Shelly Rose notes, "Tavan Elementary is thrilled that our fifth-grade students have had the opportunity to participate in Hagerty's Test Garage for the third consecutive year. Most of our students would never dream of seeing classic cars up close, let alone being able to sit in one. This is the highlight of their year."

The "Why I'm Excited to Drive" art contest was won by 11-year-old Ashley Melgar, who says, "I am excited to drive because you can go to different places all over the world and do fun road trips. When I hear the word driving, I think of adventure." ■



Sunnie Schwartz / Hagerty

Mercedes muscle

BY JOE SAGE

Going back a few years, to a time when the Mercedes-Benz utility lineup comprised mostly different vehicles, all with different names (for instance, the old GLK is now the GLC, and the old M-Class is now the GLE), there was the GL, which despite adding an S to its name, is essentially the same vehicle today. (GLC, GLE and GLS now follow suit to the C, E and S-Class cars: compact, executive and full-size). And it has long been one of our favorites—in the lineup, and in the marketplace.

We seem to have a sweet spot for three-row SUVs, even if we don't really need one—perhaps from all our years driving full-size pickups, perhaps because they offer such nice proportions, stance, ground clearance and capacity. Add the layer of interior style, comfort and creature features found in a German luxury model, especially the biggest in the series (not counting the world-of-its-own G-Series), and what else could you need?

How about the AMG treatment? Pop in an AMG handcrafted 5.5-liter aluminum-alloy turbocharged V8 pumping out 577 horsepower, add AMG Performance magic to the 4MATIC all-wheel-drive powertrain and to the 7G-Tronic transmission, upgrade the steering and brakes, add some brand satisfaction with subtle style and badging inside and out—and here's your ride.

It's a pricey beast, yes, at \$126,150. But think of its spot between, say, the \$87,000 707-hp Jeep Grand Cherokee Trackhawk and the \$200,000 650-hp Lamborghini Urus elsewhere in this issue, and you can see it falls just where you would expect it to. The options on ours are comprehensive, desirable and far more favorably priced than some such brands were charging ten years ago. Priciest is the B&O BeoSound 14-speaker 1200-watt audio system at \$4550, but that's a must—and who could resist heated and cooled cupholders, a too-cool item that will impress everybody every time, including yourself, especially in an Arizona summer.

Despite its rubber-to-the-road performance credentials, the AMG GLS bears decent ground clearance specs—if not for bouldering, certainly for accessing remote activities down sandy desert roads. And for \$575, we'd have added a Class IV trailer hitch, to take full advantage of the GLS 63's 7500-pound tow capacity (in addition to the 1565-pound payload in its almost 100-cu.ft cargo space).

Another potentially easy option is the rear seat entertainment system (\$1950), but if you're just hedging your bets, have a family coming later, just want it for resale, or want to save money today to deal with it later, you can get a prewiring option for this for just \$170, another slam-dunk.

Want one more option? Our striking Polar White GLS 63 with black highlights has silver calipers for its sizable disc brakes, but if you want to amp up the sporty factor—which would look especially sharp in this color combination, you can get a set

SPECIFICATIONS

ENGINE	Handcrafted AMG 5.5L 32v alum-alloy V8 turbo
DRIVETRAIN	AMG Performance 4MATIC AWD
HP/TORQUE	577 hp / 561 lb-ft
TRANS	AMG SpeedShift Plus 7G-Tronic 7-spd auto
0-TO-60 / TOP SPEED	4.5 sec / 168 mph (electr lim)
SUSPENSION	F: indep multi-link w air spring, single tube shocks w contin adj damping, torsion bar; R: same specs as front but w/ tubular torsion bar
STEERING	speed-dependent electro-mech rack & pinion
BRAKES	F: 15.4" / 1.4" / R: 14.2" / 1.0"
WHEELS / TIRES	(standard) 21x10" cast / 295/40ZR21
LENGTH / WHEELBASE	203.2 / 121.1 in
TURNING CIRCLE	40.7 ft
GROUND CLEARANCE	(w/max load) 7.8 in
APPROACH / BREAKOVER / DEPART	.22 / 15 / 21°
SEATING CAPACITY	three-row, seven-passenger
HEADROOM (F/2/3)	41.2 / 40.0 / 38.9 in
LEGROOM (F/2/3)	40.3 / 38.5 / 35.0 in
CARGO CAPACITY	16 / 49.4 / 93.8 cu.ft
CARGO LENGTH	19.7 / 52.4 / 84.1 in
WEIGHT / GVWR	5754 / 7165 lb
PAYLOAD / TOW CAPACITY	1565 / 7500 lb
FUEL CAPACITY	26.4 gal
MPG	13/18/15 (city/hwy/comb)

BASE PRICE	\$126,150
OPTIONS:	AMG carbon fiber & piano black lacquer trim (1750); air ionization/filter (280); AMG performance steering wheel (500); manual 2nd row sunshades (380); heated/cooled cupholders (180); Bang & Olufsen BeoSound 1200w 14-sprk system (4550); rear seat entertainment prewiring (170); 22" AMG multi-spoke matte black wheels (1750)
AMG NIGHT STYLING PKG:	Exterior trim elements (A-wing, front apron insert, mirrors, roof rails, trim strip, weatherstrip, twin tailpipe trim) in black
DESTINATION CHARGE	.995
TOTAL	\$137,005

of red calipers for a grand total of no cost at all. With or without these variables, the AMG GLS 63 is ready to show up absolutely anywhere. ■



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SPECIAL EVENT : CHICAGO AUTO SHOW 2019

**CHICAGO
AUTO SHOW
FEBRUARY 2019**

The Chicago Auto Show offered very high winds, very low temperatures, and several new models and special edition builds.

The limited-edition 2020 **ALFA ROMEO** 4C Spider Italia, handcrafted in Modena, Italy, will be a run of just 15 vehicles, at just \$5,000 above the 4C Spider's MSRP. The mid-engined sports car has a 237-hp 1750cc direct-injected, twin-intercooled turbo good for 60 mph in 4.1 seconds, with a top speed of 160 mph. The limited-edition Italia adds exclusive Misano Blue Metallic paint, piano black front intake and rear diffuser, 4C Spider Italia graphics, an aluminum dashboard with the model's logo, and a number plate on the console.

The 2019 **HARLEY-DAVIDSON** F-150 pickup springs from a concept shown at Harley-Davidson's 115th Anniversary last summer, and from some 70,000 H-D-branded F-150s sold from 2000 to 2012. Ford specialty vehicle builder Tuscany Motor Company adds about 70 motorcycle-inspired components and proprietary parts to create the truck—inspired by Fat Boy and CVO models—including lifted suspension and custom-tuned exhaust. Available at select Ford dealers, the truck is available in Black, LeadFoot Gray or Platinum White.

The 2020 **KIA** Sportage has a light restyling and more convenience and available driver-assist features, including new headlights with available LED turn signals, redesigned projector-beam fog lights, available LED heads and fogs, new grille and front sheet metal, new wheels up to 19-inch, a redesigned rear, as well as available new Sofino leatherette seats, new steering wheel and vents, available wireless charging, and an 8-inch touchscreen with Android/Apple now standard for LX, S (a new trim level) and EX models.

Production of the 181-hp 2019 **MAZDA** MX-5 Miata 30th Anniversary special edition will be limited to 3000 units worldwide, with 500 in the US. The car is immediately recognizable by its Racing Orange paint, special serial number badging, 17-inch forged alloy wheels and Recaro seats. Android and Apple are standard. The car, with manual or automatic and either a soft top or RF retractable fastback hardtop, is available for pre-order starting at \$34,995.

A new Rock Creek Edition package for the 2019 **NISSAN** Pathfinder (\$995, available with 2WD or 4WD) adds black mesh grille, roof rails, door handles, mirrors, front and rear fascia accents, molded overfenders and badges; dark 18-inch wheels; two-tone interior with high contrast stitching and metallic trim; and tow hitch and harness (6000 lb capacity). A Tech Package (\$980 for NissanConnect, heated seats-wheel-mirrors) and Premium Package (\$2110 for Bose premium audio and panoramic moonroof) are also available.

The next big shows are Geneva in March and New York in April. ■



• 2020 Alfa Romeo 4C Spider Italia Limited Edition



• 2019 Harley-Davidson F-150 pickup



• 2020 Kia Sportage



• 2019 Mazda MX-5 Miata 30th Anniversary Special Edition



• 2019 Nissan Pathfinder Rock Creek Edition



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A WEEK WITH : 2019 RAM 1500 LARAMIE LONGHORN CREW CAB 4X4

Trophy truck

BY JOE SAGE

We've crossed paths with the all-new 2019 Ram 1500 a number of times by now, from its national launch drive in Arizona last spring to key awards comparo events we drive in.

At Mudfest on the Olympic Peninsula last spring (the NWAPA Outdoor Activity Vehicle of the Year Awards), it took the top trophy for Pickups. At the TAWA Texas Truck Rodeo last fall, it won three categories (Full-Size, Luxury and Off-Road Trucks in various trims), a Feature Award for its new eTorque Mild Hybrid powertrains, and the coveted overall Truck of Texas trophy. Here in Arizona, it won Truck of the Year at the Southwest Lifestyle Media Drive last fall. Those are just events we participated in.

The new Ram 1500 lineup also won best Pickup in the 9th annual Hispanic Motor Press Awards; *Truck Trend* Pickup Truck of the Year; and *Motor-Trend* Truck of the Year. And there are many more.

The new trucks are visually transformed yet immediately recognizable. Gone are the vestigial crosshair grille, a leftover from when Ram Trucks split from Dodge ten years ago, replaced prominently by the RAM name. The big-rig fender drop has been raised another couple of inches, yet carries that spirit (big rigs have been changing, too).

Changes are more than skin-deep, though, stem to stern, inside and out (see our May/June '18 issue)—body, frame, wheels and aerodynamics; engines, transmissions, suspension and electrical systems; stylish interiors with rugged real wood, leather and metal; interface upgrades including their well-received new 12-inch infotain-

ment screen; and safety tech galore. All promise improved ride, handling, comfort, safety and load capacity. The frame is about four inches longer, adding about an inch of legroom in the front seats and three in the rear (now a whopping 45 inches).

The 2019 Ram 1500 is built of 98 percent high-strength steel in the frame, over 50 percent light-weight steel for cab and box, and aluminum just for the hood and tailgate. The combination adds strength and reduces weight, contributing to new capacities up to 2320 pounds payload and 12,750 pounds towing.

V6 models launched with a new eTorque mild hybrid engine (see awards, above), while new V8s will adopt this technology during the year.

A full week with any vehicle is useful, especially with a launch drive or comparo events as a basis. Ride, power and handling were reconfirmed as top tier. The screen systems and physical controls were highly intuitive (as always with a few finer points of note, such as having to dig into the screen to change rear-view mirror folding).

In a lineup that runs from \$31,795 for a rear-drive Tradesman to \$56,940 for a 4x4 Limited, this Laramie Longhorn 4x4 is next-to-top trim.

The packages and options on ours pretty well close the gap to the top model.

All in all, these are fine times for the pickup buyer, with almost all full-size trucks transformed this year or recently and several new midsize trucks added. Whatever your loyalties—and repeat-purchase pickup brand loyalty runs high—you owe it to yourself to drive this one. ■

SPECIFICATIONS

LAYOUT/BUILD ..longitudinal, front engine, transfer case, ladder-type frame, steel cab, 57" double-wall steel box	
ENGINE ....5.7L HEMI V8 multi-displ VVT, cast iron block, alum alloy heads, hemi chambers, 10.5:1 compr	
DRIVETRAIN	4x4
HP/TORQUE	395 hp / 410 lb-ft
TRANSMISSION	8-speed automatic BHP75
TRANSFER CASE ..elec BW 48-12 part-time: two-speed: 2WD hi, 4WD hi, locked, neutral, 4WD lo (2.64), locked	
SUSPENSION	F: upper/lower A-arms, coils, twin-tube shocks, stblzr bar; R: five-link w track bar, progressive rate coils, stblzr bar, twin-tube shocks, solid axle
STEERING	electronic power rack & pinion
BRAKES	dual-rate tandem diaphragm vacuum: F: 14.9x1.2" vented w 2.2" two-piston pin-slider caliper. R: 14.8x0.87" w single-piston pin-slider caliper; ABS f/r.
WHEELS / TIRES	20-in / 275/55R20
LENGTH / WB	(crew cab, 57" box) 232.9 / 144.6 in
TURNING CIRCLE	46.2 ft
GROUND CLEARANCE	(F/R axle) 8.2 / 8.7 in
APPRCH / BREAKVR / DEPART	19.0 / 17.5-19.5 / 24.9°
HEADROOM (F/R)	(seats six) 40.9 / 39.8 in
LEGROOM (F/R)	40.9 / 45.2 in
WEIGHT / GVWR	(crew, 57, 4x4) 5302 / 7100 lb
PAYLOAD / TOW CAPACITY ..(3.92 rear) 1800 / 11,290 lb	
FUEL / CAPACITY	reg 87 ok, 89 recmd / 33.0 gal
MPG	15/21/17 (city/hwy/comb)
BASE PRICE	\$53,695
IVORY TRI-COAT PAINT	500
CUSTOMER PREFERRED PKG 25k: skid plates for front suspension, fuel tank, steering gear, transfer case	295
ADVANCED SAFETY GROUP: adaptive cruise w stop & go, adv brake assist, full-speed fwd collision warn plus, lane depart warn plus, parallel & perpendicular park assist w stop, surround view cameras	1595
BED UTILITY GROUP: Four adj cargo tie-down hooks	545
LEVEL 1 EQUIP GROUP: 12.0" touchscreen, Uconnect 4C nav, Harman Kardon 19-spkr premium sound, RamCharger wireless charging pad, SiriusXM/360, vented rear seats, blind spot w cross-path det, pwr running boards	3595
OPTIONS: Tri-fold tonneau cover (550); 3.92 rear axle ratio (95); E-locker rear axle (545); engine active noise control (1195); panoramic sunroof (1295); 33-gallon fuel tank (445); RamBox cargo mgmt system (995); trailer brake control (295) ..	5415
DESTINATION CHARGE	1695
TOTAL	\$67,335



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A WEEK WITH : 2019 FORD EDGE ST AWD

BRANDED

BY JOE SAGE

You'll find buzz in this issue about a new 2020 Ford Explorer and its ST and Hybrid variants, revealed in Detroit. But the first Ford utility in performance form is this 2019 Ford Edge ST.

Developed by Ford Performance, Edge ST adds an uptuned 335-hp 2.7L EcoBoost V6, a quick-shift 8-speed auto, sport suspension, low-profile tires and 20-inch wheels (Pirelli P Zeros and optional 21-inchers on our sample).

A base front-drive Edge SE runs \$29,995. It's three trim steps up to the ST at \$42,355, though ST includes AWD, which adds \$1995 to base models. The gap widens (see sidebar) with the addition of an ST brake package (odd not to be included). The priciest package is a mix of things we do or don't want, but as tested, we're now about 70 percent above the SE in cost—but also in performance and appeal (and you could shave it a bit).

The interior is handsome, ours black with white stitching and ST embossed seats (plus Ford Performance door sills—the vehicle is branded inside and out). Seat bolsters are exceedingly firm, though we got used to them fairly quickly.

Performance models are often ground-huggers, but one nice surprise in the Edge ST is that it actually adds ground clearance, moving from 8.0 to an

ample 8.2 inches, which along with the vehicle's short overhangs provides surprising approach/departure/breakover angles. The drivetrain has sport mode and selectable traction control. The AWD system reverts to front-drive on easy streets (while the new Explorer returns to rear-drive, a significant difference between the two). We did note considerable front-drive torque in the Edge ST, in such simple situations as freeway lane changes.

We spent more time than average in the owner's manual—to dismiss a screen demand to pair a device in order to dismiss a demand to pair a device (we generally keep our private info out of other people's vehicles); to verify that we could only hold a lower gear via manumatic paddles on a slick downhill if we were in sport mode (which might seem counter to descending a slick hill); or to find the heated steering wheel controls (temps were in the 30s), which required a deep screen dive (with gloves) and was easier to live without.

Ford Edge has always been a nice package, with headroom and legroom way above average in both front and rear, plus generous cargo space.

Overall, we're bullish on the ST performance and body packaging of the Edge, less so on implementation of some of its tech. Explorer's upcoming change back to rear-wheel drive brings back one distinct way for you to decide between that performance model and the Ford Edge ST. ■



SPECIFICATIONS

ENGINE	.....specially tuned 2.7L V6 EcoBoost turbo
DRIVETRAIN	.....intelligent AWD
HP/TORQUE	.....335 hp / 380 lb-ft
TRANSMISSION	.....quick-shift 8-spd automatic
SUSPENSION	.....ST-tuned sport suspension with monotube shocks. F: MacPherson strut, L-shaped lower control arm, 26mm stblzr bar; R: indep integral link, isolated subframe, 24.2mm 4.5Tmm stblzr bar
STEERING	.....elec power rack & pinion
BRAKES	.....F: 345mm x 32mm vented, 2x 48mm caliper R: 345mm x 19mm vented, 1x 38mm caliper
WHEELS / TIRES	.....(opt) 21" premium / 265/40R21
LENGTH / WHEELBASE	.....188.8 / 112.2 in
GROUND CLEARANCE	.....8.2 in
HEADROOM (F/R)	.....40.2 (37.7 snrf) / 40.3 in
LEGROOM (F/R)	.....42.6 / 40.6 in
SEATS / CARGO CAPACITY	.....five / 39.2 / 73.4 cu.ft
WEIGHT	.....4477 lb
FUEL / CAPACITY	.....reg ok, prem recmd / 18.4 gal
MPG	.....19/26/21 (city/hwy/comb)

BASE PRICE	\$42,355
EQUIPMENT GROUP 401A: alarm, garage door opener, wireless charging pad, evasive steering assist, panoramic roof, voice-activated touchscreen nav, hands-free foot-activated liftgate, adaptive cruise, remote start, auto-dim side mirror, cooled front seats, heated rear seats, enhanced active park assist	.....5585
WHITE PLATINUM METALLIC TRI-COAT	.....595
ST PERFORMANCE BRAKE PKG: 21" premium gloss black painted aluminum wheels, summer-only tires (w inflator & sealant kit), vented disc brakes F/R w 13.6" front rotors, red calipers, performance brake pads, vented brake shields, brushless radiator fan2695
DESTINATION CHARGE1095
TOTAL	\$52,325



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CONFIDENT BY JOE SAGE

The current Nissan Armada, just its second generation, is the result of two positive developments: the arrival of the Nissan Titan full-size pickup line (with which it now shares its up-front styling) and the implementation of new, highly flexible F-Alpha global platform architecture across such rugged models as the Nissan Armada and Infiniti QX80 three-row SUVs and the Nissan Titan and midsize Nissan Frontier pickups (with which it used to share its up-front styling).

In line with this beefy basis, the Armada bears comforting conventional controls for its drivetrain—quick-dial transfer case shift between auto-4H-4LO (also with snow and tow modes), a solid PRND lever to control its six-speed automatic, even a pedal-operated cable parking brake. The almost-three-ton vehicle can carry eight people (with plenty of personal storage space at hand), or seven with second row captain's chairs as on our sample, and can tow 8500 pounds, beating the capacity of many. Best of all, we found its ample brakes—13-plus-inch vented discs at all four corners—an always-there confidence builder with all that potential vehicle, passenger and trailer weight behind it, and great even when solo.

There are four trim levels, any with your choice of rear-wheel or four-wheel drive. The lineup starts at \$47,100 for a rear-drive SV and runs up to \$62,690 for our top-of-the-line four-by-four. (All-wheel drive is a \$3000 item across the board.)

Nissan Armada is close kin to the Infiniti QX80. In the realm of apples-to-oranges (or perhaps McIntosh to Golden Delicious), this apple's next-to-top model, Platinum 4WD, comes in lower than QX80's base model at \$65,400. Platinum Reserve is presented as a trim level, but stickered as an optional package, adding \$3000, now just \$290 above the base QX80. Any are well below the top QX80 at \$90,100 base. Comparing one top vehicle with another marque's base vehicle is valid in the Nissan-Infiniti case, as Infiniti is born as a fully-fancied-up Nissan, and the Platinum Reserve is a fully-fancied-up Armada. There are differences beyond just the badges, but from the multi-tone premium leather-and-wood interior in this top trim, presumably down to the base model we haven't driven, the highly road-capable and moderately-off-road-capable Armada delivers in spades, while leaving some \$18 to 27 grand in your pocket.

Little wonder the 2019 Nissan Armada was just presented with the Kelley Blue Book 5-Year Cost to Own Award for the full-size SUV segment, at the recent Chicago Auto Show. ■

SPECIFICATIONS

CONSTRUCTION	.....body-on-frame
SEATING CAPACITY	.....seven (eight w/o captain's chairs)
ENGINE	.....5.6L VVT V8, alum block/heads
DRIVETRAIN	.....4WD (2WD avail)
HP/TORQUE	.....390 hp / 394 lb-ft
TRANSMISSION	.....6-spd auto w OD, man mode, rev match
DRIVE SYSTEM	.....4WD high, 4WD low, crawl ratio (1/2/R)
	.....38.5/24.9/31.8, limited slip, vehicle dynamic control, traction control, snow mode, hill start assist, tow mode
SUSPENSION	.....F/R: dbl-wishbone indep, twin-tube Hitachi shocks; F: 36mm stblzr bar; R: 26.5mm stblzr bar; automatic self-leveling
STEERING	.....engine-speed sensitive rack & pinion
BRAKES	.....F: 13.8x1.2" vented / R: 13.8x0.8" vented, foot pedal parking brake
WHEELS / TIRES	.....20" dark chrome alum alloy 275/60R20 black sidewall all-season; full-size spare
LENGTH / WHEELBASE	.....208.9 / 121.1
APPROACH / BREAKOVER / DEPART	.....20.9 / 20.7 / 22.3°
TURNING CIRCLE	.....41.3 ft
GROUND CLEARANCE	.....9.2 in
HEADROOM (F/2/3)	.....40.9 (39.8 snrf) / 40.0 / 36.4 in
LEGROOM (F/2/3)	.....41.9 / 41.0 / 28.4 in
CARGO CAPACITY	.....16.5 / 49.9 / 95.4 cu.ft
WEIGHT / DISTRIBUTION (F/R)	.....5972 lb / (52/48%)
TOW CAPACITY	.....trailer 8500 / tongue 850 lb
FUEL / CAPACITY	.....regular / 26.0 gal
MPG	.....13/18/15 (city/hwy/comb)
BASE PRICE	.....\$62,690
PLATINUM RESERVE PKG:	20" dark chrome wheels, dark chrome grille, door handles, mirrors, premium two-tone leather w stitching.....3000
CAPTAIN'S CHAIRS PKG:	Second row captain's chairs w console, padded armrest (revises from 8- to 7-psngr).....450
CARPETED FLOOR MATS	.....315
DESTINATION CHARGE	.....1395
TOTAL	.....\$67,850



THE INSIDE TRACK: BRIEFS & RUMORS



Hyundai Elevate Walking Car Concept

▼ Debuting at CES 2019, the **Hyundai Elevate** Walking Car Concept—dubbed the Ultimate Mobility Vehicle (UMV)—aims at the future of the first responder industry. Its combination of wheels with robotic legs allows users to drive, walk or even climb over the most treacherous terrain. Any first responder will tell you that the first 72 hours following a natural disaster are the most crucial to saving lives, but the nature of a disaster (forest fire, earthquake, hurricane, flood), can make it difficult for search-and-rescue and humanitarian aid missions to reach and get immediate help to those in need. This need led Hyundai to develop the first-ever vehicle with moveable legs, blending technology found in electric cars and robots, which allows it to traverse terrain beyond the limitations of even the most capable off-road vehicle. “When a tsunami or earthquake hits, current rescue vehicles can only deliver first responders to the edge of the debris field. They have to go the rest of the way by foot. Elevate can drive to the scene and climb right over flood debris or crumbled concrete,” said John Suh, Hyundai vice president and head of Hyundai CRADLE, Hyundai Motor’s corporate venturing and open innovation business, which partners and invests extensively in prominent global startups to accelerate the development of advanced future automotive technologies. “This technology goes well beyond emergency situations—people living with disabilities worldwide that don’t have access to an

ADA ramp could hail an autonomous Hyundai Elevate that could walk up to their front door, level itself and allow their wheelchair to roll right in—the possibilities are limitless.” The Elevate concept is based on a modular EV platform with the capability to switch out different bodies for specific situations. Its robotic leg architecture has five degrees of freedom plus wheel hub propulsion motors and is enabled by the latest in electric actuator



Bollinger Motors new headquarters

technology. This design is uniquely capable of both mammalian and reptilian walking gaits, allowing it to move in any direction. The legs also fold up into a stowed drive-mode, where power to the joints is cut, and the use of an integrated passive suspension system maximizes battery efficiency. This allows Elevate to drive at highway speeds just like any other vehicle. But no other can climb a five-foot

wall, step over a five-foot gap, walk over diverse terrain, and achieve a 15-foot-wide track width, all while keeping its body and passengers completely level. Further, the combination of wheeled motion with articulating legs provides a new paradigm of mobility by enabling faster walking speeds, unique dynamic driving postures and torsional control at the end of each leg. “We have been working with Sundberg-Ferar on the Elevate Concept for almost three years now,” added Suh. “Elevate is part of our various ‘Last-Mile’ technologies and solutions and it has ‘Last-100 Feet’ capability, too.”

▼ **Bollinger Motors** has officially relocated from Hobart, New York to Ferndale, Michigan, just outside Detroit. They say it became increasingly obvious they needed to be closer to manufacturing, suppliers and all other things automotive. “We are thrilled to be here in the automotive community, and double thrilled to help bring the electric part of Motor City to life with Bollinger trucks,” the company says. Things have been fast and furious, consol-

idating and prepping the new shop in Ferndale for the team to begin building the 4-door B1 and B2 prototypes in January. “Since migrating from the New York shop, we’ve been spread across a handful of workspaces, storage spaces and offices while refining and finalizing the B1 and B2 designs. It’s good to have all moving parts under one roof again,” says Bollinger chief engineer Karl Hacken.

▼ The vehicle collection of **BMW** Group Classic is now richer by another unique special, thanks to the vocational training team at the BMW plant in Dingolfing. The



Restored BMW 1600 GT convertible (built in 1967)

apprentices restored a BMW 1600 GT convertible under the guidance of their trainers, in a project lasting several years. The silver four-seater with a red top—and an unusual history—represents a time when BMW made the transition from niche automaker to mass-production manufacturer. It is the only surviving example of two prototypes BMW commissioned from Italian bodywork designer Pietro Frua. Both cars left the plant in fall 1967, but one came to a quick, sad end when it had an accident—and was then scrapped. The second car was handed over to BMW AG’s major shareholder at the time, Herbert Quandt. It remained in the family’s hands for many years and was then passed on through two other private owners before finding a new home at the Munich-based Allianz Centre for Engineering. Major restoration work was carried out there on the BMW 1600 GT to ensure its preservation long term. When BMW Group Classic became aware of this, they successfully acquired with a plan to return the car to its original condition—at the very place it first saw the light of day. The restoration at the Dingolfing plant became a project that formed part of the training of apprentices who were aspiring to become bodywork and vehicle construction mechanics. BMW Group Classic supported the project in a number of ways, including expanded options for procuring original parts that had recently become available, and where replicas of many components were no longer available, they painstakingly re-

manufactured them. The BMW 1600 GT shared destinies with the transformative BMW 1600 Ti of that era, being fitted with that performance sedan’s rear axle, seats and 105 hp engine, while the 1600 GT’s

kidney grille and round headlights came from the BMW 02 Series. The very idea of the convertible came from growing US market interest, but it did not come to be.

▼ Lots of carbon dioxide is emitted every time milk tankers arrive at farms to load up, because the trucks use their big diesel engines to drive the pump that fills the tank. Technology company **Semcon** has now developed an electrical system for



Tine Norwegian milk tanker with Semcon electric pump

the milk pump that will reduce diesel consumption for a single truck by up to 1321 gallons (5000 liters) per year, while noise and emissions at farms are also reduced. Every tanker pumps milk for about 1000 hours per year, which costs dairies a lot of money. Installing a battery-powered electric motor reduces both the amount of diesel fuel used and wear and tear on the engine. Tine, a Norwegian company respon-

sible for most transportation of milk in Norway, is planning to install the new pumps in all 250 of its vehicles. Almost 32 million gallons of diesel fuel could be saved per year if all EU dairies were to



Daniel Suarez

adopt this solution. The batteries for the electric motor are charged while the vehicle is in motion, like an ordinary car battery, and provide enough energy for defrosters, lights, wipers and such.

▼ **Daniel Suarez**—known to Phoenix fans from his NASCAR Mexico years—has joined Stewart-Haas Racing in the No. 41 Ford for the 2019 NASCAR season. The official news came as a special gift on his

27th birthday in January. Suarez replaces Kurt Busch, who moved to Chip Ganassi Racing after five years with SHR. Suarez, a third-year driver, joins a team including former champ Kevin Harvick and veterans Clint Bowyer and Aric Almirola. Crew chief Billy Scott will return to the No. 41 team, his fourth season. The move places Suarez in the Ford camp after a long-running association with Toyota. ■

UPCOMING FEATURES

2020 Jeep Gladiator launch drive



Mercedes-AMG E 53 and CLS 53 lineup launch drive



Spring NASCAR at ISM Raceway recap



Nikola electric semi trucks: Nikola World at WestWorld



TerrainHopper USA (Tempe) off-road mobility vehicles



Toyota Tundra SR5 CrewMax TRD Sport 4x4



Volkswagen Golf GTI Rabbit Edition



Infiniti QX80 AWD



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Shown: Vintage Iron Speed Shop Clock / SKU: 09-BKG-VI

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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"!

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Wrench-In-Hand Steel Tool Box / SKU: 10-BKG-WCL

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