

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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Peter Harholdt

news & features

January-February 2020

Art and Motorsports	Phoenix Art Museum "Legends of Speed" A10 Phoenix has aced every other museum in the world once again, with an exclusive exhibit of legendary racing cars, a must see.
Special Events	Arizona January Auction Week 2020 B .....13 Dates, times and places for this year's eight collector auctions.
New Vehicle Launch Drive	2020 Jeep® Wrangler EcoDiesel C .....14 A vehicle that already dominates its class is given the power to dominate it further, with the addition of a high-torque EcoDiesel powerplant. By Joe Sage
A Week With	2019 Alfa Romeo Stelvio Quadrifoglio AWD .....19 A popular 2019 arrives late in the cycle, plus info on 2020 changes.
New Vehicle Launch Drive	2020 Hyundai Sonata D .....20 Hyundai moves forward with new "chess piece" variety in its lineup, with a completely new Sonata midsize sedan. By Joe Sage
A Week With	2020 Infiniti QX60 Luxe AWD .....23
A Week With	2020 Chevrolet Camaro 2SS Coupe .....25
New Vehicle Reveals	2021 Chevrolet Suburban - Tahoe E .....26 These long-time definers of multiple segments (Suburban is hitting its 85th year) receive a star in Hollywood's Walk of Fame as they reveal a new generation. By Joe Sage
Motorsports	Phoenix Raceway name change / Spring NASCAR F .....29 Our local international racetrack gets its local name back; plus information on spring and fall NASCAR weekends.
A Week With	2020 Mercedes-AMG GLC 63 S Coupe .....30
A Week With	2020 GMC Sierra 2500 4WD Crew AT4 Turbo Diesel .....32
Special Event	Los Angeles Auto Show 2019 G .....34 Though taking place at the end of 2019, LA is the first big international show of the 2020 cycle. We bring you a number of the most important new vehicle reveals.
A Week With	2020 Acura RDX SH-AWD A-Spec .....39
Vehicle Compare / Awards	TAWA Texas Truck Rodeo 2019 H .....40 Texas means trucks. Thus, this press association comparo event in the Texas Hill Country is of significance not only to all of us in Arizona, but worldwide. This year, the event got closer to its roots, as crossovers had moved to the group's paved event in spring, leaving just major pickup and SUV categories here. By Joe Sage
A Week With	2020 Subaru Outback Limited .....43



departments

■ FROM THE PUBLISHER	.....4
■ AUTOMOTIVE NEWS UPDATE	.....6
■ THE INSIDE TRACK: BRIEFS & RUMORS	.....44
■ UPCOMING FEATURES	.....46



COVER: This 1965 Fiat-Abarth 1000 TC Berlina (titled as a '64) was Lot 047 at the Gooding & Company Scottsdale auction in January 2019. The car was formerly owned by Abarth & Cie Racing Team, raced by Arturo Merzario, and most recently with its owner for 30 years. Its 982cc OHV inline-4 engine with single Weber downdraft carb produced 68 bhp at 6,000 rpm, fed through a 5-speed transaxle. The car has independent front suspension with upper wishbones and transverse leaf spring, rear swing-axle suspension with coil springs, and 4-wheel hydraulic disc brakes. This classic racer sold for \$72,800. **Photo: Joe Sage**



Kevin McCauley

START YOUR ENGINES : FROM THE PUBLISHER

Cars and trucks, utilities and crossovers, as well as places to take them, are all represented in this issue by a wide range—not only the variety of trucks and SUVs represented at the trophy-granting Texas Truck Rodeo, as well as the variety of supercars, tech innovators and other new sheet metal at the LA Auto Show, but also by several new reveal and launch events with Chevrolet, Jeep and Hyundai, a legendary race car display at the Phoenix Art Museum (static but nonetheless representing great speed and heroics), and news from Phoenix Raceway—yes, it just got its local name back.

The Texas Truck Rodeo brings us to the Hill Country outside Austin and San Antonio; the new Jeep Wrangler EcoDiesel launch brings us to Zion National Park in southwestern Utah; the reveal of a new-generation Chevy Suburban and Tahoe brings us to Detroit with a notable vicarious stop in Hollywood first; while a new Hyundai Sonata launch drive was held here at home, with a full-range highway and two-lane drive to Roosevelt Lake. The *Legends of Speed* display at Phoenix Art Museum takes you to upper downtown Phoenix, sure, but also takes your mind on a ride to the legendary racetracks of Europe and the US, as well as an unforgettable trip across more than a century of motorsports.

Vehicles themselves lean heavily toward SUVs, pickups and crossovers, as is the case with the current market overall, though exceptions include a classic yet thoroughly modern muscle coupe (the Camaro 2SS) and a new generation of one of the hottest-selling midsize sedans (the Hyundai Sonata).

Represented are new levels of manufacturing, technology and style, enhanced levels of capability and range, and all the motivation you need to visit that most dangerous and most sublime terrain—your mind’s ever-present thoughts of a next new vehicle.

We had a great time—now buckle up and ride along.

Enjoy the ride!

Joe Sage

Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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- SAMASouthern Automotive Media Association
- TAWATexas Auto Writers Association
- WAJWestern Automotive Journalists

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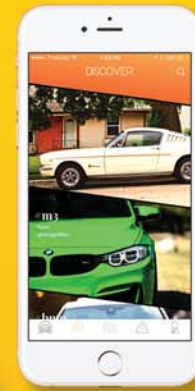
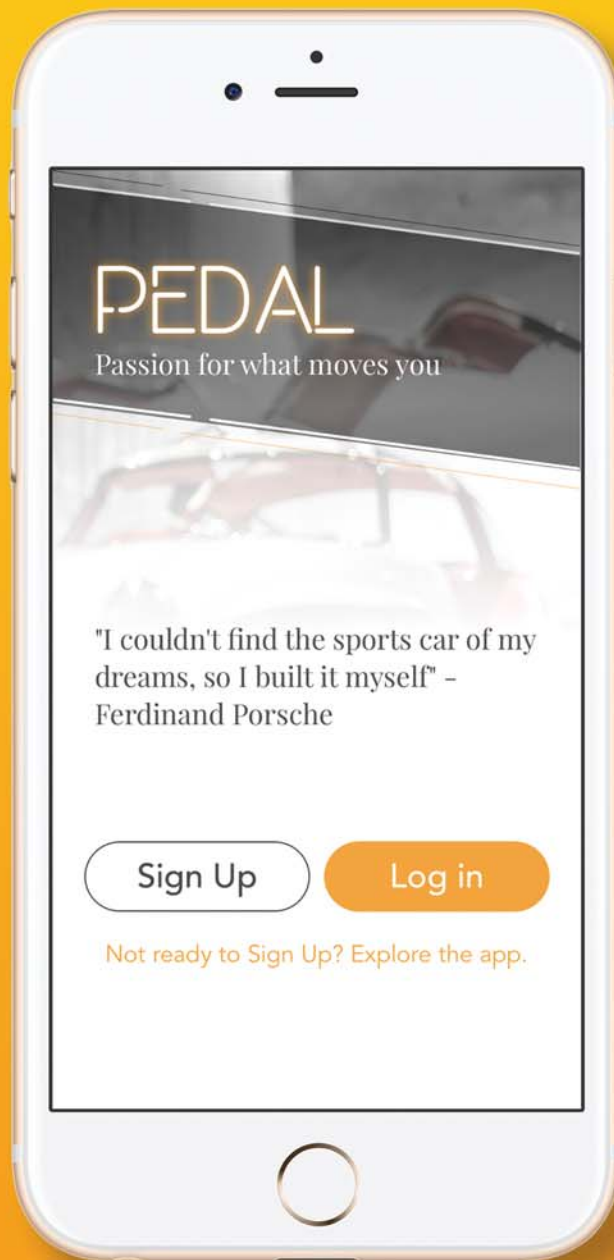
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Fine Art of Fine Automobiles

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▼ **McLaren** Automotive has acquired the rights to the Elva name, which they are using for a new Ultimate Series roadster, an open-cockpit two-seater that celebrates Bruce McLaren-designed 1960s McLaren-Elva sports cars. The lightest road car ever from McLaren, with bespoke carbon fiber chassis and body, unique carbon fiber seats and sintered carbon ceramic brakes, the McLaren Elva promises “unparalleled driver engagement and ultimate driving enjoyment,” with no roof, windshield or windows, ensuring an immersive experience. Body styling introduces new McLaren “blurred boundaries” principles, with carbon fiber bodywork wrapping into the open-air cabin—exterior flowing into the interior. A world-first McLaren Active Air Management System (AAMS) shelters occupants by manipulating air flow. (A fixed windshield version is also available.) The Elva’s 804-hp twin-turbocharged McLaren V8 hits zero-to-62 mph in under three seconds and zero-to-124 mph in just 6.7 seconds—quicker than the McLaren Senna. An innovative Inconel and titanium quad-exit exhaust enhances engine power by reducing back pressure (and delivers a rich soundtrack. McLaren vehicle dynamics are also showcased in active aerodynamics, state-of-the-art linked-hydraulic active suspension, and electro-hydraulic steering for purest feedback. The car is homologated for all major markets. Just 399 of the new McLaren Elva will be made and are available to order, from \$1,690,000 before personalization.

▼ The all-wheel-drive **Kia** Futuron Concept “SUV coupe,” revealed at the 2019 China International Import Expo (CIIE) in Shanghai, is a forecast of future Kia SUVs and electric vehicles, both, featuring “360-degree design” with tight, flowing, aerodynamic shapes devoid of ornament. The Futuron Concept’s simultaneous low profile and high ground clearance are made possible by its electric powertrain, featur-



ing a high-capacity battery mounted low beneath the cabin floor, powering four in-wheel electric motors (eAWD)—providing a low center of gravity. This configuration promises “lightning fast responses to driver inputs,” says Kia. The concept’s roof is a diamond-shaped panoramic glasshouse “in the best traditions of UFO and flying saucer design,” also incorporating a network of LiDAR sensors aimed at level 4

autonomous hands-off and eyes-off driving in most conditions. The 360-degree theme continues with a lighted sharp character line encircling the body. Interactive, this responds to physical gestures and movements made outside the car. The concept also introduces a new “tiger face” grille, with embedded Chinese-legend-invoking Star Cloud headlamps. style cues abound, continuing with a Dragon Skin surface covering the lighting area, said to emulate the scaled armor of Chinese dragons both in mythology and modern day cultural celebrations. The lighting’s kinetic surface alternates between DRLs and fullbeam headlamps as the scales open and close.

▼ Traceability of raw materials used in production of lithium ion batteries, such as cobalt, is a major sustainability challenge. **Volvo** Cars will be the first carmaker to implement global traceability of cobalt used in its batteries, using blockchain technology to ensure their customers can know the material for their batteries has been sourced responsibly. The announce-

ment follows the reveal of the company’s first fully electric car, the XC40 Recharge. Blockchain technology, which establishes a transparent and reliable shared data network, significantly boosts transparency of the raw material supply chain as the information about the material’s origin cannot be changed undetected. Volvo reached an agreement with its two global battery suppliers, CATL of China and LG Chem of

South Korea, and leading global blockchain technology firms to implement the program late last year. Technology firms Circular and Oracle operate the blockchain technology across CATL’s supply chain,



while the Responsible Sourcing Blockchain Network (RSBN), together with responsible source specialists RCS Global and IBM, is rolling out the technology in LG Chem’s supply chain. A blockchain is a digital ledger containing a list of records linked to each other via cryptography. Within supply chains, the technology creates records of transactions which cannot be changed, while also enforcing a common set of rules for what data can be recorded. This allows participants to verify and audit transactions independently. In this case, blockchain data will include the cobalt’s origin, weight, size, chain of custody and information establishing that participants’ behavior is consistent with OECD supply chain guidelines. Volvo expects half of its global sales to consist of fully electric cars by 2025, with the rest hybrids. The agreements between Volvo Cars, CATL and LG Chem cover the supply of batteries over the coming decade for next generation Volvo and Polestar models.

▼ **Porsche** will have an available 7-speed manual transmission, at no additional charge, for the 2020 911 Carrera S and 911 Carrera 4S, both Coupe and Cabriolet versions. Customers can select this option as an alternative to the standard 8-speed Porsche Doppelkupplung (PDK) transmission. The 7-speed manual comes with a standard Sport Chrono Package including Dynamic Drivetrain Mounts, PSM Sport Mode, a rev-match function and a mode switch on the steering wheel to select

among Normal, Sport, Sport Plus and customizable Individual modes. As on the previous generation 911 Carrera S and 4S, manual transmission versions come with a standard mechanical limited-slip differ-

ential including Porsche Torque Vectoring (PTV), replacing the fully variable, electronically controlled limited slip differential that is standard on PDK models. The 911 Carrera S with 7-speed manual can accelerate zero-to-60 mph in around 4 seconds and reach a top track speed of over 190 mph. Curb weight for the new 911 Carrera S Coupe with a manual transmission comes in at 3,298 lb. The cars can be ordered now with the 7-speed manual and



should reach dealers this spring. The 2020 manual 911 Carrera S starts at \$113,300, and the Carrera 4S Cabriolet at \$133,400. ▼ **Bentley’s** EXP 100 GT concept vision of the future is an all-electric concept car showcasing sustainable materials, which somehow includes 5,000-year-old Copper Infused Riverwood, as well as 100 percent organic leather-like textile that is a by-

product of wine-making, British Farmed Wool carpets, embroidered cotton interior surfaces, and Compass exterior paint made from recycled rice husks. Ready to slip behind the wheel? Sorry, it’s autonomous. As for that wood, about 5,000 years ago, an ancient high forest stood inside the Fenland Basin in England’s East Anglia region. Over time and due to a rise in sea level, its spectacular oak trees fell into the silt of the flooded forest, where they have been preserved ever since in the peat. This black treasure lay undiscovered until 2012, when experts found a 13-meter-long giant log. Milled and dried, the wood has an aesthetic naturally occurring open grain, knots and cracks that make it perfect to infuse with metals such as recycled copper, adding style and also stability to an otherwise flawed piece of wood. Inspired by the Japanese art of Kintsugi, this metal-infused bog oak is meant to embrace the beauty of natural features and imperfections, repurposing an otherwise discarded material for the Bentley interior.

▼ **Hyundai** has announced its commitment to introducing 13 eco-friendly alternatively-fueled vehicles by 2022, including six sedans and seven SUVs, including the refreshed 2020 Ioniq Electric, Hybrid and Plug-in Hybrid revealed at the Los An-



geles Auto Show, the all-new Sonata HEV sedan coming this year, and nine more eco-focused products that will be showcased over the next three years. “As the automotive industry evolves to meet the needs of a diverse customer base and environmentally-aware society, we will continue to provide alternative-propulsion



options in a variety of product choices,” said Mike O’Brien, Hyundai Motor America’s vice president of Product, Corporate and Digital Planning.



▼ **Mopar** revealed two new pickup truck concepts at this year’s SEMA Show, each customized with a unique combination of production and prototype parts and accessories. One, the Ram 1500 Rebel OTG (Off The Grid) is an overlanding-themed concept. The other, the Mopar Lowliner Concept, is a reimagined 1968 Dodge D200-series pickup, as customization of classic trucks continues to be a hot trend in the aftermarket world. Mopar designers rescued a 1968 Dodge D200-series heavy-duty pickup and transformed it into this Candied Delmonico Red and Dairy Cream Mopar Lowliner Concept, fully boxing the original C-channel frame of the rear-wheel-drive truck, substantially lowering the ride height and lengthening the wheelbase for a more dramatic stance. They added a power-tilt front clip to showcase its legendary 5.9-liter Cummins diesel engine, mated to a six-speed manual transmission with a floor-mount shifter. The front axle is moved three inches forward on the frame, pushing the front wheels closer to the front corners to achieve better proportions. Custom air suspension is added front and rear, with three modes: low, driving height and driving height plus. Custom wheels with a “smoothie” look to mimic late ‘60s stamped steel wheels—22x9.5 front, 22x11 rear, with 285/35-22 and 325/35-22 tires, respectively, for a more muscular appearance. To package the air suspension components and relocated fuel cell, the floor of the truck bed is raised six inches by welding in a replace-

ment floor from a current Ram 1500 pickup. Wheel wells were widened five inches per side to house the rear tires. Designers streamlined the exterior, simplifying graphics and eliminating elements such as

door handles, badging, fuel-filler cap and radio antenna. The original headlamps are replaced by seven-inch LED headlamps. The back has custom taillights with integrated backup lights. A Mopar Omega M logo is ghosted onto the front fenders, and a vintage Dodge graphic is ghosted onto the tailgate. The original bench seat is covered in orange-amber distressed-look Blazing Saddle Tan leather. The headliner is also leather, with a Mopar Omega M



logo stitched into it. Custom-tailored tan carpet adorns the floor. The original 1968 steering wheel remains, with the original Dodge fratzog emblem on the horn ring cap. Instrumentation is reworked with seven custom Mopar gauges mounted to an engine-turned aluminum panel. The floor-mounted shifter is topped by translucent metal-flake shift ball bearing the Cummins logo.

▼ **Rolls-Royce** debuted Black Badge for its Wraith and Ghost models in 2016, followed by Dawn in 2017. Now, the family is complete, with the Black Badge Cullinan, “the darkest and most urban statement of Black Badge yet.” Created for demand from younger, more adventurous clients, the Cullinan super-luxury SUV in its silver badge guise did much to reach this group when launched in 2018. Yet, within this group was a subset seeking to subvert its domineering presence by permanently cloaking it in the night. Multiple layers of paint and lacquer are applied and hand-polished 10 times at Rolls-Royce in Goodwood, West Sussex, UK—the most comprehensive surface finish process ever applied to a solid paint color. The prow bears the defining expression of Black Badge—the Spirit of Ecstasy mascot, here presented in high gloss black chrome, with the finish extending for the first time onto its mounting plate. Double R badges on the front, flanks and aft invert to silver-on-black, while chrome surfaces such as the front grille surround, side frame finishers, liftback handle and trim, lower air inlet finisher and exhaust pipes are darkened. While they appear black, the vertical grille bars remain polished, reflecting the blackened surfaces that surround

them. All-new 22-inch forged alloy wheels exclusively for Black Badge Cullinan have a gear-like graphic echoing vast reserves of power and reveal the marque’s first-ever colored brake caliper—a high gloss Red developed to withstand the elevated temperatures generated by the vehicle’s uprated brake system. The Cullinan Black Badge’s 6.75L V12 now has 600 PS (592 hp) and 900NM (664 lb-ft) of torque. ■

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Landmark race car exhibit in Phoenix

As with their *Curves of Steel* automotive exhibit in 2007, the Phoenix Art Museum has aced every other museum in the world, large or small, automotive or otherwise, by pulling together a landmark exhibition of historic, world-renowned racing cars—*Legends of Speed*—the Museum's first major exhibition of racing cars, running through March 15. Phoenix Art Museum will be the sole venue for this landmark exhibition.

Inspired by the success of *Curves of Steel*—the first art exhibition to explore the influence of streamlining on American and European 20th-century automobile design, bringing the rarest of the rare from around the globe, many by extraordinary means—*Legends of Speed* brings an equally standout selection of historic cars to Phoenix.

All the featured cars have been loaned to Phoenix Art Museum by internationally recognized collectors and automotive museums from across the US (including within Arizona), including Melani and Rob Walton and the Indianapolis Motor Speedway Museum.

The exhibition showcases more than 20 of the most famous top tier cars driven by Mario Andretti, Colin Chapman, Jim Clark, AJ Foyt, Dan Gurney, Stirling Moss and others and includes winners of the 24 Hours of Le Mans, Indianapolis 500 and Italian Grand Prix.

You'll discover an unprecedented selection spanning six decades, with featured marques including Alfa Romeo, Bugatti, Ferrari, Ford,

Maserati and Mercedes-Benz. "This exhibition is truly a once-in-a-lifetime opportunity to experience many of the world's most famous and successful race cars all in one place," said Gilbert Vicario, deputy director for curatorial affairs and Selig Family chief curator.

Highlights include AJ Foyt's first Indianapolis 500 winner, on loan from the Indianapolis Motor Speedway Museum, and Mario Andretti's Formula One championship winner, a 1977 Lotus 79. Visitors will also see the Ford GT 40 that won the renowned 24 Hours of Le Mans in France not once but twice—highly unusual, as a year is a long time in racing, and most cars are completely new each year—first in 1968, driven by Pedro Rodriguez and Lucien Bianchi, and again in 1969, driven by Jacky Ickx and Jackie Oliver.

In addition to modern racing cars, *Legends of Speed* presents a number of pre-World War II cars, including the original 1911 Franklin driven by Ralph Hamlin in the 1910 Desert Classic—also known as the "Cactus Derby"—an off-road race from Los Angeles to Phoenix predating modern highways. Hamlin's Franklin came in second place, surviving the 500-mile journey across rugged desert terrain. The exhibition also features a 1929 Bugatti Type 35 driven by Hellé Nice, colloquially known as "The Bugatti Queen." Nice, whose real name was Helene Delangle, was the first Women's Grand Prix winner and is considered the fastest woman racing profes-

sional prior to World War II.

The first of its kind exhibition is accompanied by a fully illustrated catalog featuring race cars from the 1910s through the 1970s, which includes an informative essay by legendary driver Lyn St James of Phoenix.

Legends of Speed, organized by Phoenix Art Museum, is made possible through the generosity of Melani and Rob Walton, through The Rob and Melani Walton Foundation, Susan and Carter Emerson, Carl & Marilyn Thoma Art Foundation, Joan Cremin Exhibition Endowment, Laurie and Budd Florkiewicz, Jackson Family Foundation, APS and Outfront Media. Additional support is provided by Sonia and John Breslow, Nancy and Najeeb Kahn, Del and Sharron Lewis, and narrative™. The Museum also acknowledges the contributions of their Circles of Support and Museum members.

This special-engagement exhibition is free for Museum members; veterans and active-duty military and their families; and kids age 5 and younger. General admission for adults is \$23 (seniors \$20, students with ID \$18, youth 6-17 \$14). All special-engagement exhibitions are included with general admission.

During voluntary-donation times (Wednesdays from 3-9 pm and the first Friday of each month from 6-10 pm) when general admission is pay-what-you-wish, admission to *Legends of Speed* is \$8 adult, \$5 youth. F

For more details, visit www.phxart.org. ■



(Above) 1960 Maserati Tipo 61 "Birdcage" (no. 94), courtesy of Sunchase Holdings. Photo: Peter Harholdt. // (At right, top to bottom) The 1967 Gurney Weslake Eagle F1 (no. 36), lightest and fastest of the Grand Prix Eagle race cars and the only American-built car to win Formula One in the modern era. // 1927 Miller 91 (no. 4), handcrafted in Los Angeles, which broke several international records at Montlhéry and the Italian Grand Prix in Monza with its 252 hp, 1536 lb weight and 145 mph top speed. // 1965 Lotus-Ford Type 38 (no. 82) made famous by drivers Gurney, Clark and Chapman. // 1964 Shelby Daytona Cobra Coupe (no. 9) in which Dan Gurney and Bob Bondurant won their class at Le Mans. // Lyn St James—standing between the Lotus-Ford and a 1913 Duesenberg (no. 10), the first ever to wear the Duesenberg badge, driven at the 1914 Indy 500 by Eddie Rickenbacker—provides insights, anecdotes and an overview at a media preview. Photos: AZ Driver.

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SPECIAL EVENTS: JANUARY AUCTIONS

	FRI 10	SAT 11	SUN 12	MON 13	TUE 14	WED 15	THU 16	FRI 17	SAT 18	SUN 19
PREVIEWS										
AUCTIONS										
Barrett-Jackson										
Bonhams										
Gooding & Company										
Leake Auction										
MAG Auctions										
RM Sotheby's										
Russo and Steele										
Worldwide Auctioneers										

Arizona January Auction Week 2020

What's new at a glance:

Worldwide Auctioneers moves about a mile and a half south, to Singh Meadows just across the Tempe line from Scottsdale. Russo and Steele moves from Salt River Fields back to Scottsdale Road and the 101; Leake Auction, a property of Ritchie Brothers, arrives here for the first time and will be at Salt River Fields; Silver Auctions Arizona is now MAG Auctions and will run a week prior to pretty much everybody else, other than Barrett-Jackson, which runs for the duration.

Barrett-Jackson
49th Annual Collector Car Auction Event
Nine days: Sat Jan 11 - Sun Jan 19, 2020
Westworld of Scottsdale (AZ Loop 101 & FLWright Blvd)
16601 N Pima Road, Scottsdale AZ 85260

Bonhams
9th Annual Scottsdale Auction
Thursday, January 16, 2020
(viewing Tuesday-Thursday, Jan 14-16)
Westin Kierland Resort & Spa
6902 E Greenway Pkwy, Scottsdale AZ 85254

Gooding & Company
13th Annual Scottsdale Auction
Friday-Saturday, January 17-18, 2020
(viewing Wednesday-Saturday, Jan 15-18)
Scottsdale Fashion Square (Goldwater & E Highland Ave)
4700 N Scottsdale Rd, Scottsdale AZ 85251

Leake Auction Co.
1st Scottsdale Auction
Thursday-Sunday, Jan 16-19, 2020
(preview Weds Jan 15)
Salt River Fields at Talking Stick
7555 N Pima Rd, Scottsdale AZ 85258

MAG Auctions
(Silver Auctions AZ now dba MAG Auctions)
Friday-Sunday, Jan 10-12, 2020
Peoria Sports Complex (Padres/Mariners Spring Training)
16101 N 83rd Ave, Peoria AZ 85382

RM Sotheby's
21st Annual Automobiles of Arizona
Thursday-Friday, January 16-17, 2020
(preview Weds-Fri, January 15-17 unconfirmed)
Arizona Biltmore (24th and Camelback)
2400 E Missouri Ave, Phoenix AZ 85016

Russo and Steele
20th Annual Sports & Muscle in Scottsdale
Wednesday-Sunday, January 15-19, 2020
(preview Weds Jan 15, sale starts Thurs Jan 16)
N Scottsdale Rd, east side just south of Loop 101 Fwy
Scottsdale AZ 85260

Worldwide Auctioneers
4th Annual Arizona January Auction
Wednesday, Jan 15, 2020
(preview Monday-Weds, Jan 13-15)
Singh Meadows, 1490 E Weber Drive, Tempe AZ 85281
(southwest of Hayden/McClintock and McKellips)



DEEP TORQUE

JEEP® BRINGS ECODIESEL GRUNT TO WRANGLER—WITH MANNERS

by Joe Sage

It's been two years since the new Jeep Wrangler (JL) launched, visually similar to the prior JK (immediately recognizable—spotter's guide!—by the way its headlights curve into the grille's outer slots), but new in every major from body materials, to form, to drivetrains, to creature comforts and tech features.

Models at launch included Sport, Sport S, Sahara (on the Four-Door only) and Rubicon. Engines were the familiar 3.6L Pentastar V6 (with 6-speed manual standard and 8-speed automatic optional) and a new 2.0L turbo four (automatic only). The 2.0L turbo provides not only higher fuel economy, but more torque—15 percent more, earlier and across a wider band. Also introduced were new tops, including the Sky One-Touch powertop. Tech was expanded to include available blind-spot monitor, rear cross path alert, dynamic back-up camera, ESC with electronic roll mitigation and more. Much was done to improve highway ride, with improvements to aerodynamics including an increase in windshield rake.

The new Wrangler retains its usual spot as king of the hill and king of the Jeep brand, but it inspired its ever faithful and ever eager following to clamor for three more things: a Jeep pickup (done!); a new Grand Wagoneer (stay tuned!) and a diesel for the Wrangler.

FCA already had a basis for a Jeep diesel

powerplant—the 3.0L V6 EcoDiesel that was added to their all-new Ram 1500 pickups last summer. Quite a bit is different in the Wrangler version (see photo at lower right)—“it's a cousin, not a brother, to the Ram version,” says EcoDiesel engine chief engineer Mauro Puglia (as is a third Grand Cherokee engine). “It's not a facelift. It's a brand new engine.”

JEEP WRANGLER ECODIESEL

The 24-valve DOHC 3.0L V6 EcoDiesel has cylinder banks at a 60-degree angle and a cast compacted graphite iron block—strong to dampen vibrations but weighing less than gray cast iron—and a compacted graphite iron bedplate adding rigidity. Crankshaft and connecting rods are forged steel, while pistons are oil-jet-cooled aluminum. Cylinder heads of heat-treated aluminum have individual bearing caps to reduce friction and NVH. Chain-driven camshafts have roller-finger followers. A charge air cooler (CAC) is mounted in front of the base of the radiator (the same position as in the gasoline turbo engine, simplifying build). A 5.1-gallon diesel exhaust fluid (DEF) tank is immediately behind the fuel tank, with fillers side by side. DEF refills are on engine oil cycle, up to 10,000 miles, and levels are monitored on a new DEF gauge in the front cluster.

New technologies in this “cousin” in pur-

suit of best efficiency, responsiveness and NVH include its next-gen water-cooled VGT low-friction turbo; redesigned higher flow intake ports; an updated low- and high-pressure dual loop EGR system to minimize energy losses; high-pressure direct-injection nozzles matched to new optimized combustion chambers; new lightweight aluminum alloy pistons with thinner carbon-coated rings and carbon-coated pins offset 0.3 millimeters for quieter running; quiet, lightweight polymer-metal lower oil sump; and a dual vacuum pump system that's both electric and low-friction mechanical.

The EcoDiesel engine is available on the Wrangler Four-Door only, in all trims, all with an eight-speed automatic.

As with the 2-liter 4-cylinder gasoline turbo, the diesel positions itself with more torque, higher fuel economy and greater range. But whereas the 2-liter turbo adds \$4500 to your purchase, the diesel adds just \$3250. And though the 4-cylinder turbo's 295 lb-ft of torque compares well with 260 from the bigger gasoline V6, the diesel's 442 lb-ft of torque blows both away. The EcoDiesel also anticipates a range of “well over 500 miles,” per Jeep brand chief Jim Morrison, and although fuel mileage ratings have not been finalized yet, extrapolating from Ram 1500 numbers, he expects about a 30 percent boost for Wrangler—best-ever numbers for Wrangler in both measures.

All that turbo plus diesel torque gives you tremendous acceleration and pull in a smaller-displacement engine, with torque on tap from an extremely low 1400 rpm.

All trims have third-gen Dana 44 front and rear heavy-duty axles with a 3.73 ratio. Two transfer cases are offered, one for Rubicon, one for Sport and Sahara (see sidebar).

To find out how this all performs both off-road and on, we took about an hour-long flight to St George, Utah (alternately about an hour's drive northeast of Las Vegas).

ON-ROAD

The road manners of a modern diesel are already well established, not least by the recent introduction of the Ram 1500 EcoDiesel and by our drive last year of new Ram 2500/3500 HD diesels (see March/April 2019).

The road manners of the Wrangler JL are also already in place, from aerodynamics to suspension to NVH efforts from powertrain NVH to suspension and body aerodynamics.

Put those together and add all the above performance- and NVH-optimizing technologies of the new Wrangler EcoDiesel, as well as suspension retuned for the heavy duty nature of the diesel powertrain, and it's time to try the daily driving experience in this do-everything Jeep.

After an overnight in Springdale, an enclave almost completely surrounded by Zion National Park and the park's south gateway, we spent the first half of our day driving on pavement.

We started with a pass through the park—including switchbacks through dramatic elevation changes and a run through Zion-Mt Carmel Tunnel (built from 1927 to 1930, a one-of-a-kind 1.1-mile dig, with its side wide open in spots). We emerged at the park's east entrance and continued 15 miles on Utah High-

KEEP RIGHT >>



JEEP® WRANGLER ECODIESEL

BUILD.....ladder-type frame, open steel and aluminum body
ASSEMBLY...Toledo Supplier Park, Toledo OH
ENGINE.....Cento, Italy
MODELS...Sport, Rubicon, Sahara (4-dr only)
ENGINE.....3.0L 24v 90° turbo diesel V6, compacted graphite iron block, aluminum alloy heads; chain-driven DOHC, hydraulic lash adjusters w roller fingers followover; common rail 29,000 psi, solenoid injectors; compression ratio 16.0:1; max 4600 rpm
HP/TORQUE.....260 hp / 442 lb-ft
TRANSMISSION...8HP75 8-spd-overdrive auto
ELECTRICAL.....ALTERNATOR: 180A
BATTERY: 650 CCA mntnce-free
DRIVETRAIN.....4WD
TRANSFER CASE.....SPORT, SAHARA: NV241 Command-Trac part-time 2.72:1 low
RUBICON: NV241OR Rock-Trac part-time 4.0:1 low, 4.10 axle
OPTIONAL SAHARA: MP3022 Selec-Trac 4.0:1 low, 4.10 axle
AXLES.....FRONT: 3rd-gen Dana axles, open diff (Sport, Sahara) or Tru-Lok electronic locking (Rubicon)
REAR: 3rd-gen Dana axles, open diff (Sport, Sahara) or available Tru-Lok anti-spin, Tru-Lok electronic locking (Rubicon)
RATIO: (F/R, EcoDiesel) 3.73
SUSPENSION.....F: solid axle, link coil, leading arms, track bar, coil springs, stblzr bar (electr sway-bar disconnect on Rubicon).
R: solid axle, link coil, trailing arms, track bar, coil springs, stblzr bar
SHOCKS.....SPORT: gas-charged twin-tube w full displacement Multi-Tuned Valve tech
SAHARA: high-pressure gas-charged monotube shocks w MTV tech
RUBICON: high-pressure gas-charged monotube shocks w MTV tech and hydraulic rebound stop
STEERING.....electro-hydraulic power: ratio (EcoDiesel) 14.3:1, turns lock-to-lock (EcoDiesel) 3.13
TURNING CIRCLE.....(2-/4-door) 34.5 / 39.4 ft
TOW CAPACITY.....3500 lb
FUEL.....ultra low sulfur diesel
FUEL CAPACITY.....18.3 gal
MPG.....tbd



TRAVEL SITES TO BE SEEN



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

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way 9 to the White Mountain Trading Post in Mt Carmel, at the junction of US 89, then retraced our route back to Springdale.

From there, we took a combination of two-lane roads and four-lane highways south toward St George.

The net experience: other than its stance, which is the Wrangler's core being, you'd forget you were in an off-roader, and other than its acceleration, you'd forget you were driving a diesel. An "A-plus" for road manners.

OFF-ROAD

About 12 miles from St George and 10 from Hurricane is Utah's Sand Hollow State Park, at Sand Hollow Reservoir, which features a large off-highway vehicle (OHV) area on its south side—and this is where we spent the second half of our day, rock crawling, sand running and everything in between.

Wrangler and Gladiator chief engineer Pete Milosavljević (simply "Milo" to most) says the EcoDiesel Wrangler is "the most capable factory-built off-road vehicle ever built." To back this up, he points to its approach-break-over-departure angles and ground clearance (all strong, all varying by trim level), its gear ratios, terrain modes, axles including disconnect features, and an "astonishing" 70:1 crawl ratio. (The diesel also has all the typical skid plates plus additional protection for the urea tank and fuel-water separator.)

Test routes for a Jeep Wrangler launch are always chosen for an extremely high level of exhilaration and challenge, and this was no exception. From bare rock outcroppings to deep sand washes and scrubby double-tracks, we pushed all dimensions, and we experienced the remarkable high-torque slow crawl maximized in the EcoDiesel version.

The EcoDiesel Wrangler weighs about 400 pounds more than gasoline models, and the engine itself is about 375 pounds of that, with the rest rounded out by NVH features and interior upgrades.

Brand chief Morrison likes to say the diesel power train has "a nice rumble" but isn't loud—pointing out that Wrangler owners "like being noticed, anyway."

The Jeep Wrangler EcoDiesel (available in North America only, for now) started arriving at dealerships in December. ■

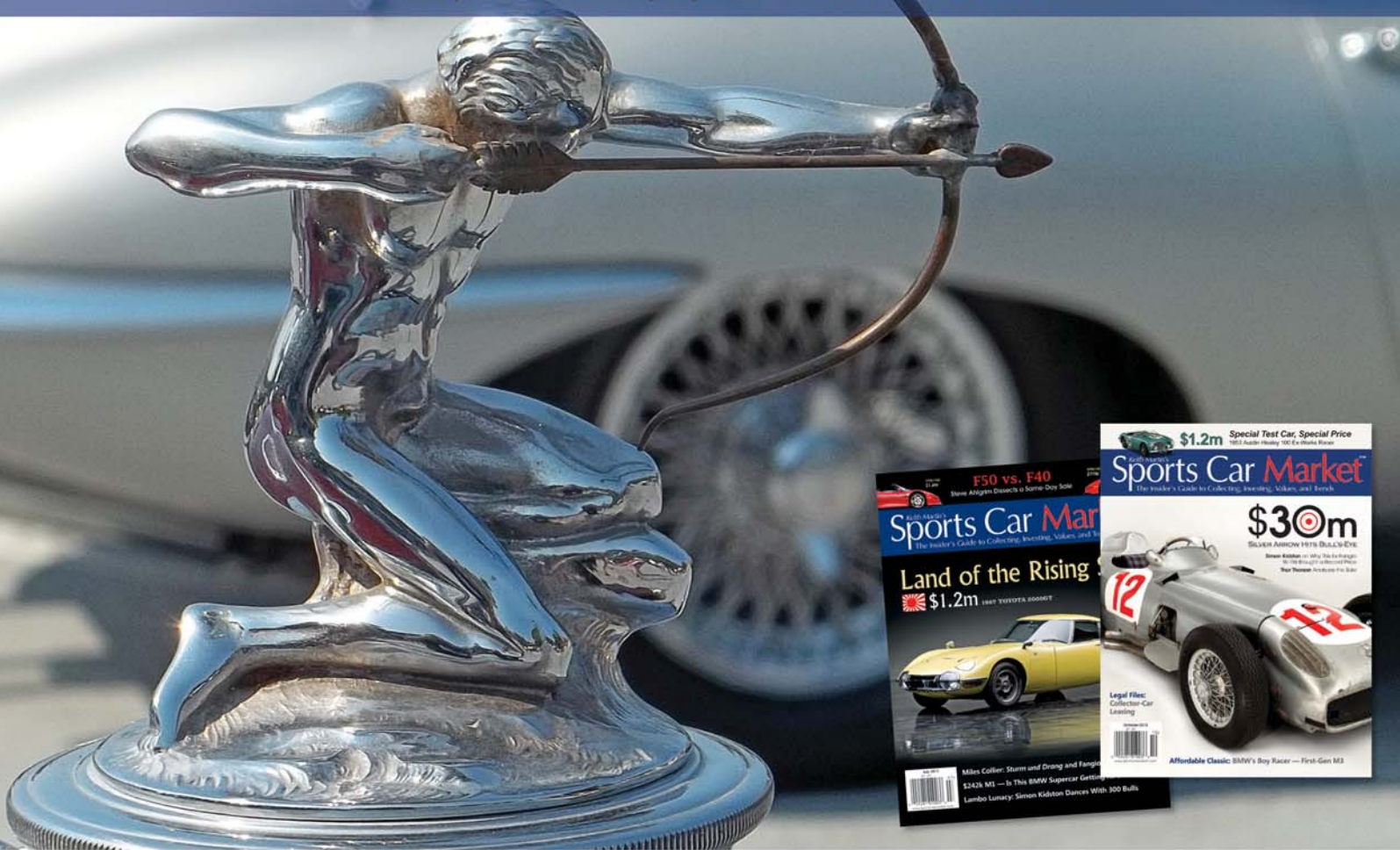


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A WEEK WITH : 2019 ALFA ROMEO STELVIO QUADRIFOGLIO AWD

Spirited animal

BY JOE SAGE

It was late in the year for us to receive a 2019 model for review. But we had recently driven a red Alfa Romeo Stelvio Quadrifoglio AWD on a 24-mile segment in the high plains of central Oregon at NWAPA's Run to the Sun (where it won its Performance SUV category). And we had *just* driven this exact same white one at the Southwest Lifestyle Media Drive event here in Arizona (a non-award event this year) for about 20 minutes of in-town wheel time. So the opportunity for a good weeklong dose seemed irresistible. And it's a relatively low-volume vehicle, so it seemed unlikely to change a whole lot for the 2020 model year.

A few weeks *after* this full week with the Alfa, we happened upon an online conversation among media peers, in which someone had asked what vehicle anyone drove for a week this year and just did not want to give back. A notable number of people had the same answer: Alfa Romeo Stelvio.

We had indeed found a lot to like before even leaving the office parking lot—setting up AC and presets and such, we found the Alfa to have one of the most intuitive interfaces we've seen lately—a quick operation, but better still, it provided

zero frustration, even more important than speed.

On the other hand, we repeatedly noted hair-on-fire chirping and beeping from its assist systems; the occasional oddity in its shift setup (an electronic unit that can slow you down between R and D when you need it fast); and a wish that its DNA (Dynamic, Natural or Advanced Efficiency i.e. eco) drive modes allowed for a custom profile combining the more aggressive power curve of Dynamic with the friendlier suspension of Natural.

But then we recalled our first ever week with the Stelvio. We had not been enjoying it that much around town, but then took it out to Bartlett Lake Road and opened it up, and it liked that, as did we. Like a thoroughbred horse, it may whinny and jerk at the reins in the corral, but let it loose and it's a stunning performer. The Alfa Romeo Stelvio Quadrifoglio has 505 hp for a reason. Use it. Enjoy it.

As it turns out, there are a number of changes for the 2020 model year. Inside are a new 8.8-inch touchscreen, style and finish upgrades, and some updated controls. Outside, you can get an optional flare, sill and fascia kit in body color or in a Dark Miron finish; a carbon fiber grille, mirror cap and badge kit; and two new paints. Oh, and—despite at its core being an exotic Italian sports machine—it adds more driving assistance electronics. ■

SPECIFICATIONS

FACTORY	Cassino Assembly Plant, Cassino, Italy
STRUCTURE	midsize SUV; longitudinal front engine; unitized high-strength steel body; alum front & rear vehicle frames, front shock towers, brakes, suspension components, doors, fenders, roof and hood; composite rear cross member; carbon fiber driveshaft
ENGINE	2.9L twin-turbo V6, 90°, direct inj; alum alloy head & cover w integrated cam carrier, alum alloy crankcase w wet steel liner, alum alloy bedplate w integrated blow-by control reed valves, super-finished forged nitride steel crankshaft w single con-rod pin, forged aluminum pistons w twin oil jets
HP / TORQUE	505 hp / 443 lb-ft
TRANSMISSION / DRIVE	8-spd auto, paddles / AWD
SUSPENSION	F: dbl wishbone w semi-virtual steering axle; R: Alfa Link w vertical rod link; active damping
STEERING	rack & pinion w variable elec assist
BRAKES	F: 14.2x1.26 vented, six-piston monoblock; R: 13.8x1.1 vented, four-piston monoblock
WHEELS	F: 20x9.0; R: 20x10.0 dark 5-hole forged alum
TIRES	Pirelli P Zero: F: P255/45R20; R: P285/40R20
LENGTH / WHEELBASE	185.1 / 111 in
GROUND CLEARANCE / TURN CIRCL	7.9 in / na
HEADROOM (F/R)	40.2 / 38.9 in
LEGROOM (F/R)	36.6 / 31.9 in
CARGO CAPACITY	18.5 / 56.5 cu.ft
WEIGHT	4360 lb
TOW CAPACITY	3000 lb
FUEL / CAPACITY .....	.91 oct prem / 16.9 gal
MPG	17/23/19 (city/hwy/comb)
BASE PRICE	\$80,245
PAINT : Trofeo White Tri-Coat	2200
DRIVER ASSISTANCE DYNAMIC PKG	1200
CONVENIENCE PKG W LIFTGATE	350
DUAL PANE SUNROOF	1350
HEATED REAR SEATS	350
CARBON FIBER STEERING WHEEL	400
WHEELS : 20x9 & 20x10 dark alum	500
COLOR CALIPERS : red w/ white script	350
DESTINATION CHARGE	1595
TOTAL	\$88,540



Singing a brand new song

—BY JOE SAGE

It takes special skill to design a three-dimensional object in two dimensions—whether on paper or a CAD screen—especially an object as complex and glorious as an automobile. The clay model phase helps, but it really just underscores the original challenge: those had to be designed in two dimensions first, too. (Getting it all translated into machinery to produce and assemble panels and other parts is the next miracle.)

We had all this in mind as we walked around the all-new 2020 Hyundai Sonata for the first time, then again with Ha Hak Soo, director of Hyundai's interior design group, who was in from Korea for the car's recent launch drive held here in Arizona. While this is the eighth generation in a heritage that goes back to 1985 (or to gen two for 1989 in the US), Mr Ha tells us the popular midsize sedan didn't really start to get recognized, or fully appreciated, until the mid-cycle facelift of gen six, a

2012 model released in 2011. Ha quotes *Motor Trend* from that time, saying, "It's fast, good-looking and loaded... what's not to like?"

Ha points out a comprehensive challenge in creating the new Sonata: that whereas they have spent most of those first 35 years competing against other midsize sedans, in today's market they have to compete with SUVs and crossovers.

The new Sonata is a global effort, initiated in their Korean studios, then moving to the Hyundai Design Center studios in Irvine, California.

Migration to a new platform and chassis let engineers and stylists change Sonata's proportions, which they have done from its new cascading grille to a dramatic new decklid and taillight treatment. Advances in lighting technology created the opportunity for innovation beyond the obvious: for example, the chrome surrounds of the headlights extend up along the hood cutline with a machine-cut matrix that's near-invisible when parked, but creates a stylish fade when running—you'll want to check this detail out, up close.

It's a looker and a nice sculptural achievement, but lots of what you see represents breakthroughs in manufacturing itself and in the confidence of extremely high fit and finish required in the processes. Note, for example, the structural relationships among grille, headlights and hood. This ap-

proach, with sheet metal continuity between the headlamp glass and grille, and with no separate cross-fascia cutline for the leading edge of the hood, are hallmarks of premium European cars costing two to three times the price of the Sonata.

The looks are new for Sonata and also represent a new direction for the brand. Rather than a fairly uniform "family" look across models, the whole Hyundai lineup—as started last year with the new Kona small utility—is moving toward a set of vehicles they compare with "chess pieces," a distinctively Hyundai look, but with each model's personality more easily distinguished.

The same level of premium quality and style continues inside, where what they acknowledge was a "tall and bulky" prior center stack has been replaced in form, but not function, with a slim, low and wide style, which also brings the driver's focus back to a 12.3-inch all-digital binnacle cluster of primary instruments—better in all regards.

Interior touches range from owner-customizable ambient lighting to armrests of soft-touch material their entire length (with front-to-back stash compartments below them).

Another key contributing factor in the Sonata's new profile is its advanced suspension, which allows a much smaller body dimension above the front wheel arches—stylish, sleek and also broad-



casting its improved ride and handling, accompanied by improvements in NVH.

We put it all to the test on an all-day drive from Paradise Valley to Roosevelt Lake, up and back via the Beeline Highway, with a side dash on hilly, twisty two-lane Bush Highway to Saguro Lake.)

Upon our return to Paradise Valley, Hyundai had another surprise for us—a first drive in the still-in-development, camouflaged Sonata N-Line, a light performance version of the sedan (short of a full N model) with a 290-hp 2.5-liter turbo four. (We can vouch for the fact that more people stop to stare at a car they can't see than at one they can.)

Everything presented in the new Hyundai Sonata reflects the entire evolution we've witnessed with the brand over the past two decades, one of the fastest and most legitimate applications of the Continuous Improvement philosophy we've seen in any industry. This is no surprise after a number of Hyundai launch drives—staff and engineers ride along with us, absorb every scrap of feedback they can, and get on the phone to Korea the same evening. There, the factory will come to a halt, if need be, and improvements will be promptly implemented. It's a phenomenon to watch, and the benefits go straight to product. ■

SPECIFICATIONS

SE / SEL	
ENGINE	2.5L 16v 4-cyl GDI
COMPRESSION RATIO	13.0:1
HP/TORQUE	191 hp / 181 lb-ft
FINAL RATIO	3.195
BRAKES	F: 12.0" (SE) / 12.8" (SEL) vented; R: 11.8" solid
WHEELS	16x6.5 (SE) / 17x7.0 (SEL) alum alloy
TIRES	205/65R16 (SE) / 215/55R17 (SEL)
SEL Plus / Limited	
ENGINE	1.6L 16v 4-cyl turbo-GDI
COMPRESSION RATIO	10.5:1
HP/TORQUE	180 hp / 195 lb-ft
FINAL RATIO	3.367
BRAKES	F: 12.8" vented; R: 11.8" solid
WHEELS/TIRES	18x7.5 alum alloy / 235/45R18

TRANSMISSION	8-spd electronic auto w/OD lock-up torque converter, shift lock
STEERING	motor-driv col-mt rack & pinion
DRIVETRAIN	FWD
SUSPENSION	F: MacPherson strut, stblzr bar, gas shocks; R: multi-link, stblzr bar, gas shocks
LENGTH / WHEELBASE	192.9 / 111.8 in
HEADROOM (F/R)	40.0 / 38.4 in
LEGROOM (F/R)	46.1 / 34.8 in
TURNING CIRCLE	35.9 ft
GROUND CLEARANCE	5.3 in
CARGO VOLUME	16.0 cu.ft
WEIGHT	3120-3336 lb
FUEL / CAPACITY	reg unl / 15.9 gal
MPG	SE: 28/38/32 (city/hwy/comb)
	SEL: 27/37/31 (city/hwy/comb)
	SEL Plus / Limited: 27/36/31 (city/hwy/comb)

BASE PRICE	SE	\$23,400
	SEL	25,500
	SEL Plus	27,450
	Limited	33,300



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A WEEK WITH : 2020 INFINITI QX60 LUXE AWD

JUXTAPOSITION

BY JOE SAGE

For anyone still translating from the relatively recent past—before every car in the stable became a Q-something and every SUV or crossover a QX-something—Infiniti QX60 was previously the JX for one brief year.

Third up in size among four models in the lineup, the QX60 quickly distinguishes itself from the QX50 by virtue of its third row, and it distinguishes itself from the big QX80 (long known as the QX56) by virtue of its \$44,350 starting price (front-drive Pure trim) versus the QX80's \$66,750. The QX60 has a completely different personality from the QX80, though, more of an elegant urban wagon, compared with the big QX80's V8-powered utility-framed rear-drive-basis build.

While the big QX80 offers a top Limited trim at over \$90,000 base, the QX60 stops at the bigger SUV's midgrade—known as Luxe. With Pure and Luxe, front-drive or AWD, four trims of Infiniti QX60 are tightly spaced, ranging from \$44,350 to \$48,150 base.

Only the strictest budgets would not move right to the Luxe model, which adds Bose 13-speaker premium audio, remote start, passenger seat memory and other niceties. All-wheel drive adds two grand, making our example here the top dog. Or is it?

We found the Infiniti QX60 benefited from all the usual Nissan-Infiniti advantages—nicely laid out, intuitive control systems, industry-leading rear- and around-view cameras, solid build, nice styling and great ergonomics. We also noted one of our favorite features, an exceptionally tight turning circle (and this is a seven-seater!), though as fate would have it, they don't state that spec.

Our top-flight example pushed from the \$40s to the \$60s, with add-ons. This is not as significant as it sounds, actually more like about \$50 to about \$60k. Full contents of the six packages that drove the price up are too lengthy to include here, though a couple of key elements are identified in our sidebar.

Upgraded nav and leather? Definitely. Climate seats and Bose audio? Yep. More electronic driver assistance features (\$3400)? We could skip those and consider it a win-win. Rear seat theater package? If you don't have kids, you can save another \$2150. Now you're in the mid-\$50s. It turns out the base price is a really good price for what it delivers, and the fully-added-on price, ditto. ■

SPECIFICATIONS

ROWS / SEATS	.....three / seven
ENGINE	.....3.5L transverse alum/alum dir inj V6
HP / TORQUE	.....295 hp / 270 lb-ft
DRIVETRAIN	.....AWD
TRANSMISSION	.....CVT (continuously variable)
SUSPENSION	.....F: indep strut, 26mm stblzr bar; R: multi-link, 26.5mm stblzr bar; twin-tube shocks
STEERING	.....speed-sensitive power assist
MODES	.....standard, sport, snow, eco
BRAKES	.....F: 12.6x1.1 vented; R: 12.13x0.63 vented
WHEELS	.....18x7.5 5-spoke (opt 20x7.5 15-spoke)
TIRES	.....235/65R18 (opt 235/55R20) all-season
LENGTH / WHEELBASE	.....200.6 / 114.2 in
APPRCH/BRKOVER/DEPART	.....14.7 / 15.5 / 20.6°
TURNING CIRCLE	.....na
GROUND CLEARANCE	.....6.5 in
HEADROOM (F/2/3)	.....(w moonroof) 40.7 / 37.3 / 35.0 in
LEGROOM (F/2/3)	.....42.2 / 41.7 / 30.8 in
CARGO CAPACITY	.....(w moonrf) 15.9 / 40.2 / 75.8 cu.ft
WEIGHT	.....(Luxe AWD) 4551.6 lb
FUEL / CAPACITY	.....91 premium unleaded / 19.5 gal
MPG	.....19/26/22 (city/hwy/comb)
BASE PRICE	.....\$48,150
ESSENTIAL PKG: (incl nav, leather)	.....2900
SENSORY PKG: (incl climate seats, Bose audio)	.....3500
PROACTIVE PKG: (incl driver assist electronics)	.....3400
THEATER PKG: (dual 8" 2nd row monitors etc)	.....2150
CARGO PKG: (covers, protectors, dividers, etc.)	.....360
RADIANT EXTERIOR WELCOME LIGHTING445
DESTINATION CHARGE1025
TOTAL\$61,930



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A WEEK WITH : 2020 CHEVROLET CAMARO 2SS COUPE

LISTEN.

BY JOE SAGE

There are fully 22 different Camaro coupe models available. Trim levels start at \$25,000 for an 1LS and run through 1LT, 2LT, 3LT, LT1, 1SS and 2SS on up to the ZL1 at \$62,000.

The base 1LS has a 2.0L turbo; three LT models offer a choice of that or a 3.6L V6; and LT1 through ZL1 have a 6.2L V8 (supercharged on the ZL1).

Every one of the above shifts through a six-speed manual as standard or, for \$1495 to \$1595 more, a paddle-shift automatic.

Now add the convertibles, 20 of these—no 1LS droptop but otherwise the same trim-engine-transmission options up through ZL1—with the droptops running \$6000 above coupe prices.

That makes 42 choices right off the bat, though it's an opportunity, not a challenge—you will have no trouble sorting out your own best match.

Our sample here is the next-to-top 2SS 6.2L V8 coupe with optional automatic. At about two-thirds the cost of a line-topping supercharged ZL1, this is a great build (although we'd opt for the manual).

The latest Camaro (revised in 2016) is a beauty to behold—powerful and elegant, thoroughly

modern in its 21st century skin, while maintaining all the cues that make it unmistakably a Camaro—low-slung, wide-breathing, with strong haunches. It's great to look at, and in SS form, it gives you something to listen to—that 455-horse V8.

We generally love the acoustics of a great V8, and on this car it's impossible to miss. Everything has been done to maximize its sound effects, arguably a little too much. Whether in a quiet neighborhood, or when trying to have a bit lower profile when the light turns green (for instance with a cop in the next lane), down to its exaggerated soundtrack making actual performance feel weaker than its auditory promise at lower speeds (it sounds like we're chewing up the track when we're at just 1700 rpm and 20 mph), it's hard to be a sleeper in this beast. At idle its V8 rumble sounds great, but we'd find it preferable if the engineers worked the acoustics so it stayed closer to that until you really jumped on it. A stealth mode addresses this, but we could make a case for maximized sound effects being an opt-in, not an opt-out.

But you can try it for yourself—as we paired up with one in traffic, we learned Hertz now offers a showy No. 24 Hendrick Motorsports black-with-yellow-stripes Camaro SS rental. Have fun! ■

SPECIFICATIONS

ENGINE	6.2L LT1 16v OV cast alum V8, VVT w dir inj (cylinder deactivation w/automatic trans)
HP / TORQUE	455 hp / 455 lb-ft
DRIVETRAIN	RWD
TRANSMISSION	(opt) Hydra-Matic 10L80 10-spd auto (TREMEC 6-spd manual w active rev match standard)
SUSPENSION	F: MacPherson strut w dual lower ball joints, twin-tube struts, direct-acting stblzr bar; R: indep 5-link w twin-tube shocks & direct-acting stblzr bar (avail monotube Magnetic Ride Control)
STEERING	ZF rack-mounted elec, power-assist, variable ratio rack & pinion
BRAKES	F: 13.6 vented w 4-piston fixed calipers; R: 13.3 vented w 4-piston fixed calipers
WHEELS	F: 20x8.5; R: 20x9.5
TIRES	F: P245/40R20; R: P275/35R20 Goodyear Eagle F1 Asymmetric 3 summer-only run-flats
LENGTH / WHEELBASE	188.3 / 110.7 in
TURNING CIRCLE	38.1 ft
HEADROOM (F/R)	38.5 / 33.5 in
LEGROOM (F/R)	43.9 / 29.9 in
CARGO CAPACITY	9.1 cu.ft
WEIGHT	(2SS coupe automatic) 3757 lb
FUEL / CAPACITY .....	.91 octane premium / 19 gal
MPG	16/27/20 (city/hwy/comb)

BASE PRICE **\$42,000**

1SS ADDS: Brembo 4-piston performance brakes front/rear (available 6 front); cooling units for engine coolant, rear differential and transmission; and optional performance suspension, Magnetic Ride Control, launch control, red calipers and silver strut towers; etc.

2SS ADDS: Heated, auto-dim side mirrors; Bose premium audio; dual-zone climate; standard heads-up display; aluminum interior trim; forward collision alert; lane charge and side blind zone alerts; upgraded interior lighting and illuminated sill plates; optional premium nav; optional Adrenaline Red and other interior and seat packages; etc.

MAGNETIC RIDE CONTROL

10-SPEED AUTOMATIC w remote vehicle start

EXHAUST: dual mode performance

INTERIOR: Ceramic White accent trim package

DESTINATION CHARGE

TOTAL **\$47,475**



Action way beyond the suburbs

BY JOE SAGE

Even in this highly globalized era for the automotive industry, Detroit is still the Motor City, and its heartbeat has an irresistible siren song. We also find perhaps a perverse pleasure in a taste of winter—especially knowing we'll be back among the palms and cactus in about a day, in this case.

Chevrolet brought a cluster of press corps to town for a big event, or several related events rolled into one. First, this is Suburban's 85th birthday—for 2020, it becomes the longest-running nameplate in the business.

Second, they were introducing an all-new 12th generation 2021 Chevy Suburban to coincide with this momentous occasion.

Third, they would introduce the corresponding new 2021 Chevy Tahoe at the same time.

And if all those reasons for being in Michigan still don't get you on a plane, the whole affair was set in motion days earlier on the West Coast.

BEFOREHAND: HOLLYWOOD

You know the Hollywood Walk of Fame pays tribute to the likes of Harrison Ford and Jennifer Lopez, even canine actors and cartoon characters. But now there's a star for a (highly active) inanimate object—the Chevy Suburban, the first vehicle ever thus honored. "It's one of the most versatile vehicles in the business, able to fit with any type of character," says Dennis McCarthy, Hollywood picture car coordinator. It can "instantly give a scene added importance. When a convoy of black Suburbans appears on screen, you know that's not the time to leave your seat to buy popcorn." Suburban has been featured in more than 1,750 films and TV series since 1952. Add Tahoe (introduced in 1995) and there are more than 2,500. Chevy has had often showcased their newest model Suburbans in films, so its Award of Excellence star as the next generation is launched brings things full circle.

FIRST STOP: MILFORD, MICHIGAN

It takes all day to get to Detroit, with about a five-hour flight and a two- (winter) or three-hour (summer) clock change, so our program started with an overnight stay in Detroit. In the morning, it was off to GM's Milford Proving Ground, among the lakes and woods to the northwest, for a behind-the-scenes look at the development of key features and technologies in the new Suburban and Tahoe. Much here is confidential. A ride along on the test courses with the engineers gave a feel for the vehicles' new advanced suspension, including independent rear suspension, as well as available Magnetic Ride Control and first-in-class air suspension available with four-corner load leveling and up to four inches of height adjustment. No hands-on drive time yet, but soon!

NEXT STOP: DETROIT

From Milford, it was off to Little Caesar's Arena in downtown Detroit, for a full celebration of Suburban's big birthday and the wraps officially taken off the new models of both Suburban and Tahoe.

Styling and content follow the new Silverado and Silverado HD pickups introduced over the past year or so to great acclaim, along with advances in the multi-row occupant and enclosed cargo amenities that are the main mission for these big SUVs.

Interiors start with space: 19 percent more from the first row back in Suburban, and a whopping 66 percent boost for Tahoe behind its third row, both claiming best in class status. Tahoe also adds 10 inches of third-row legroom.

Five displays—10-inch touchscreen, available 8-inch cluster, 15-inch heads-up, and dual 12.6-inch rear seat displays—include class leaders.

Expanded safety features are highlighted by auto emergency braking, HD surround cameras and rear pedestrian alert. New cameras continue with nine views for trailering plus side blind zone alert, as well as trailer tire monitoring and stored trailer profiles, again picking up from Silverado.

GEARS IN MOTION: ARLINGTON TX

Production is at Arlington Assembly near Dallas, a big-SUV-specific facility that also builds corresponding GMC Yukon and Cadillac Escalade models.

Suburban and Tahoe are offered in a segment-topping six trim levels: LS and LT, plus an urban-styled RST, off-road specialist Z71, premium-tech Premier and a new top-tier High Country model.

The gen-nine Suburban launched in 2000, and *Arizona Driver Magazine* in 2002, making this the fourth generation of Suburban in our shared time-span. Even before we were in this game, we had long noted a phenomenon in which each new-gen Suburban looks startlingly different at first and might take some getting used to—and yet within about a week, or even a second glance, the new model looked exactly as a Suburban should. And while the old one still looked great, too, it looked like the old one. This has long been a benchmark for us on how any next-gen vehicle should be executed. Chevy's Suburban team clearly has a special knack for this, and although this new generation is not startling if you're familiar with Chevy's pickup evolution, they have certainly done it again. ■

EARLY KEY SPECIFICATIONS

ENGINES	
5.3L V8	VVT high-pressure dir.inj, 16v OHV, dynamic fuel mgmt, stop/start HP/TORQUE: 355 hp / 383 lb-ft
6.2L V8	VVT high-pressure dir.inj, 16v OHV, dynamic fuel mgmt, stop/start HP/TORQUE: 420 hp / 460 lb-ft
3.0L I-6 Turbo Diesel	DOHC 24v, high-pressure common rail dir.inj., electronic throttle valve HP/TORQUE: 277 hp / 460 lb-ft
TRANSMISSION	6.2L: 10L80 10-spd auto
FINAL DRIVE RATIO	(all engines) 3.23
DRIVETRAIN	RWD / 4WD
SUSPENSION	F: indep coil-over shocks, stblzr bar; R: indep multi-link w coil-over shocks, stblzr bar; Avail F/R: Air Ride adaptive suspension and Magnetic Ride Control
BRAKES	F: 13" vented, R: 13.6" vented
WHEELS	aluminum 18" standard, 20", 22" avail
TIRES	all-season 18-20-22", also all-terrain 20"

SUBURBAN

LENGTH / WHEELBASE	225.7 / 134.1 in
LEGROOM (F/2/3)	— / 42.0 / 36.7 in
CARGO VOLUME	41.1 to 144.7 cu.ft

TAHOE

LENGTH / WHEELBASE	210.7 / 120.9 in
LEGROOM (F/2/3)	— / 42.0 / 34.9 in
CARGO VOLUME	25.5 to 122.9 cu.ft

2021 Chevrolet Suburban



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PHOENIX RACEWAY NAME RETURNS

As the new year dawns, a familiar name returns to the Valley, as ISM Raceway transitions its name back to Phoenix Raceway.

Long known as Phoenix International Raceway (or more commonly PIR), the shorter Phoenix Raceway name was becoming widely used online prior to the ISM renaming, which in turn had happened in conjunction with the facility's \$178 million redevelopment the year before last.

"While the naming rights partnership is ending, ISM Connect will continue to have a strong presence in NASCAR moving forward," says Phoenix Raceway president Julie Giese.

SPRING NASCAR: FANSHIELD 500 NASCAR WEEKEND MARCH 6-8, 2020

ARCA MENARDS SERIES

FRIDAY, MARCH 6, 5 PM (GATES OPEN 10 AM)
FanShield 500 NASCAR Weekend kicks off on Friday, March 6 with the ARCA Menards Series. Don't miss practice sessions for both the NASCAR Cup Series and NASCAR Xfinity Series before the starting lineup is set for the FanShield 500—plus, the ARCA Menards Series race kicks off Speed Fest weekend at Phoenix Raceway.

NASCAR XFINITY SERIES 200 SATURDAY, MARCH 7, 2 PM (GATES OPEN 8 AM)

Don't forget your tank top and sunglasses when you come watch NASCAR's up-and-coming drivers in the NASCAR Xfinity Series 200 on Saturday, March 7.

FANSHIELD 500

SUNDAY, MARCH 8, 12:30 PM (GATES OPEN 8 AM)
On Sunday, March 8, NASCAR Goes West with champions including Kevin Harvick and Kyle Busch taking on young guns like Kyle Larson and Chase Elliott on the track.



BIG NEWS: FALL NASCAR CHAMPIONSHIP WEEKEND 2020

After years of hosting the next-to-last race of NASCAR season leading up to Homestead-Miami, Phoenix Raceway this fall will host the final NASCAR Championship Weekend for the first time in the sport's history, on the weekend of November 6-7-8, 2020.

TICKETS:

Tickets are available at phoenixraceway.com; by calling 1-866-408-RACE (7223); or in person at the Phoenix Raceway ticket office, 125 S Avondale Blvd, Suite 200, Avondale AZ 85323. FanShield ticket insurance is available, a smart move in case you think your plans could change. ■



Hitting the mark. And the other mark, too.

BY JOE SAGE

The whole premise of an SUV coupe, debated or even lampooned not many years ago, has turned 180 degrees. Back then, people might think, "I can see why you want a sporty coupe, but why would you want a big bulky one?" Today, with SUVs the dominant starting point, the point of reference has reversed to, "Of course I can see why you want an SUV... and a sporty one with coupe styling seems like an extra cool one!"

Famed race driver and automotive writer Denise McCluggage loved to grumble about anything that wasn't a hatchback or utility—"all that space above the trunk is completely going to waste!" In principle, she would have preferred everything have a full-height, flat-roofed profile. An SUV coupe, however, has enough interior space to achieve a well-balanced compromise even on that argument.

Looked at from either direction, the formula hits its stride in the handsome entries from Mercedes-Benz and Mercedes-AMG.

The current GLC two-box SUV (known officially as the "GLC SUV") is perfectly proportioned and perfectly functional inside and out, the compact equivalent of the equally well done GLE. In coupe-styled form (known as "GLC Coupe," as the

three-letter name already implies SUV) is equally successful in looks and function, while eliciting an additional dimension of can't-take-your-eyes-off-it grip.

And as long as we're looking at things via relativity, it's as easy as ever to conclude that if you find a lot to like in the Mercedes-Benz GLC, you will find that much more to love in the AMG version. The first SUV coupe we ever drove was the performance model, in an event starting with a coned acceleration, slalom and braking course, before moving to the open road, and that made all the difference in our own initial embrace of the whole concept.

As an AMG—built in Bremen, Germany, bearing the badge that signifies high degrees of both craftsmanship and performance—the GLC 63 S Coupe's 503 hp and remarkable 3.7-second zero-to-60 time will always be mentioned—and, we assure you, always enjoyed.

But it is indeed an SUV. The GLC Coupe is well positioned in the ever more comprehensive Mercedes-Benz utility lineup, now including GLA, GLB, GLC SUV, GLC Coupe, GLE SUV, GLE Coupe, GLS and the distinctive G-Class... and then AMG versions of GLC, GLE and G (including variously AMG 43, 63 and 63 S versions). To make yourself a little crazier

(or inspired) still, you can also see where it falls among the broader range of coupe offerings (two-door, four-door, regular and 13 AMG coupes). This may sound fairly mind-boggling, but you'll find that the mission—as well as the size, style and budget—of each is quite clear.

The remarkable value of this well-established luxury brand in today's complex market carries through them all—from GLA starting at \$34,250, to the GLC group (the one at hand here) starting at \$42,500, on up to the GLS at \$75,200, then of course the class-of-its-own G-Class at \$127,650. These are prices you can spend on a wide range of brands today—but these are Mercedes-Benz.

Downsides during our week were the type an owner will quickly conquer: a few screen implementations and voice recognition with keywords normal chatter could induce.

Styling gets special commendation, including the newest iteration of tech-bearing tri-star grille, tastefully bold and tucked framelessly into the sheet metal.

The AMG GLC 63 S's \$84k base price seems a considerable value. It does strike us that some of the AMG add-ons



could have already been included on an AMG vehicle, but the amount of added value you get from fully ten significant options and three packages for \$11,000 in our sample, including the AMG ones, is equally remarkable.

As one more point of comparison, we are scheduled to spend a week with the non-AMG GLC 300 4MATIC soon (SUV or Coupe t.b.d.), with 255 hp and 28 mpg highway fuel rating, still hitting 60 mph in 6.1 seconds and starting at just \$44,500 (or \$42,500 in two-wheel-drive). Appropriately (and enticingly) priced as they are, we predict we'll like 'em both. ■

SPECIFICATIONS

ROWS / SEATS	.....2 rows / 5 seats
BUILD	.....steel unibody
ENGINE	.....handcrafted AMG 4.0L V8 turbo, alum alloy, DOHC, 32v
HP / TORQUE	.....503 hp / 516 lb-ft
DRIVETRAIN	..AWD: AMG Performance 4MATIC+ w fully variable torque distribution
TRANSMISSION	.....AMG Speedshift MCT 9-spd w wheel-mounted shift paddles
0-TO-60 MPH	.....3.7 sec
TOP SPEED	.....(electr. lim.) 174 mph
SUSPENSION	.....F: independent multi-link w air spring, continuously adjustable damping double-tube gas shock and torsion bar; R: same as front
STEERING	.....speed-dependent electro-mechanical rack & pinion
MODES	.....Dynamic Select
BRAKES	.....F: 15.4; R: 14.2
WHEELS	.....F: 9.5x20; R: 10x20
TIRES	.....F: 265/45R20; R: 295/40R20
LENGTH / WHEELBASE	.....186.8 / 113.1
TURNING CIRCLE	.....39.7 ft
GROUND CLEARANCE	.....6.4 in
HEADROOM (F/R)	.....TBA
LEGROOM (F/R)	.....TBA
CARGO CAPACITY	.....up to 49.4 cu.ft
WEIGHT	.....4511 lb
FUEL CAPACITY	.....17.4 gal
MPG	.....16/22/18 (city/hwy/comb)

BASE PRICE	\$84,100
DESIGNO® CARDINAL RED METALLIC	.....1080
AMG CARBON FIBER TRIM	.....975
AMG PERFORMANCE STEERING WHEEL	.....100
21" AMG FORGED CROSS-SPOKE WHEELS	.....2250
HEADS-UP DISPLAY	.....1100
3-ZONE CLIMATE CONTROL	.....760
BRUSHED ALUMINUM RUNNING BOARDS	.....650
INDUCTIVE WIRELESS CHARGING / NFC PAIRING	.....200
WHEEL LOCKING BOLTS	.....150
AMG LED PROJECTORS	.....275
DRIVER ASSISTANCE PKG: Distronic active distance assist, active steering assist, active lane change assist, active lane keeping assist, Pre-Safe Plus, active blind spot assist, active brake assist w cross-traffic function, evasive steering assist, active emergency stop assist, active speed limit assist, route-based speed adaptation.....	1700
PARKING ASSISTANCE PKG: Parktronic w active parking assist, surround view system, hands-free access.....	1290
EXTERIOR LIGHTING PKG: LED intelligent light system, adaptive high beam assist.....	800
DESTINATION CHARGE.....	995
TOTAL	\$96,425



HDATA4TD

BY JOE SAGE

You learn a lot when you build a truck to your order, for your needs, with far more forks in the road than the typical car build—including cab type, bed length, drivetrain (RWD/4x4), fuel type, engine, payload, transmission, transfer case, rear end and suspension alternatives, even cooling and electrical system options—all this before you ever get to such mundane buying decisions as which audio you want or what color catches your eye.

Many people seek a pickup that's ready for just about anything, while not wanting that to be at the expense of anything else. But tradeoffs abound, large and small. A dually has the highest towing capacity, but at the expense of maneuvering and parking around town. A Baja runner is extra-ready for off-road rallying, but at the expense of—well, this can generate some debate. A longer bed may not be available with a bigger cab. And so on.

This GMC Sierra—heavy duty, 4-wheel-drive, with crew cab, in AT4 off-road trim level including

“athletic” premium interior, powered by a high-torque V8 diesel—is ready for just about anything. It's the kind of truck in which you can show up at the country club and also tow the clubhouse away.

The basis for this build is the biggest news—an all new generation of GMC Sierra pickups, including the HD lineup. These follow suit in many ways to the new Chevy Silverado trucks, covered extensively in our July/August 2019 issue, including vastly expanded towing technology, from capacity itself to a 15-camera system for keeping an eye on your work (including a “transparent trailer” feature). Included is a camera-based inside rear view mirror, a neat trick with a wide view, though refocusing from windshield to a camera view is a little trickier than to a real-distance mirror. The MultiPro six-function tailgate, a slick feature we had previewed on the prior's year's Sierra 1500 AT4, is now available on all trims of Sierra HD. Cab dimensions for occupants and cargo are all boosted, with several stated as best-in-class.

Speaking of cabs, although our sample here has a standard-length bed, you can get an eight-footer

not only with a single cab, which is the only way with some brands, but also with the Double Cab or Crew Cab, completely eliminating that tradeoff.

We've driven the GMC Sierra 1500 AT4 off-road model before and have been impressed, and we're delighted to see it come to the Heavy Duty trucks. AT4 is tough in the roughest terrain, while its interior is a great mix of duty and premium comfort.

There's a choice of big V8 powerplants. All new (and standard) is a 6.6L gasoline V8 with 401 hp and 464 lb-ft of torque, while the well-known 6.6L Duramax turbo diesel V8 in our sample hits 445 hp and a whopping 910 lb-ft of torque, a beautiful thing for both its HD towing and AT4 off-roading. The AT4 build is not available as a dually, capping its tow capacity at 18,500 pounds, but that's a lot, and a special treat in an off-roader.

Heavy duty pickups may now have more appeal than ever, as new midsize pickups serve the same purposes as 1500 pickups for many people—so if you want full size, why not go all the way? Bigger, stronger, with more premium fitment and technology, they are more mainstream than ever. ■



SPECIFICATIONS

CONFIGURATION.....AT4 4x4 Crew Cab, Standard Bed	
ENGINE.....Duramax 6.6L V8 turbo diesel, cast iron block, cast alum heads, 32v OHV, common-rail direct injection, compression ratio 16.0:1	
HP / TORQUE.....445 hp / 910 lb-ft	
DRIVETRAIN.....4x4	
TRANSMISSION.....Allison 10L1000 10-spd auto	
SUSPENSION.....F: short long arms indep w torsion bars; R: semi-elliptic three-stage multi-leaf spring	
STEERING.....hydraulic power-assist recirc ball (w digital variable assist on AT4, also on SLT and Denali)	
FINAL DRIVE RATIO.....(diesel) 3.42	
BRAKES.....hydraulic power-assist Hydroboost brake booster, 4-whl disc w SBS & Stabilitrak ESA F: 14x1.6; R: 14.1x1.3	
WHEELS.....20-in machined aluminum	
TIRES.....LT275/65R20 AT	
LENGTH / WHEELBASE.....standard bed 250 / 158.94 in (long bed 266 / 172 in)	
BED LENGTH.....standard bed 82.2 in (long bed 98.27 in)	
TURNING CIRCLE.....na	
GROUND CLEARANCE.....na	
HEADROOM (F/R).....43.03 / 40.12 in	
LEGROOM (F/R).....44.53 / 43.4 in	
BASE GVWR.....[ 2500, 4x4, crew, diesel, standard bed] 11,150 lb	
PAYLOAD[*****] 3,563 lb	
TOW CAPACITY.....[ 2500, 4x4, crew, diesel] 18,500 lb	
BASE CURB WEIGHT[*****] 7,886 lb	
FUEL / CAPACITY.....diesel / 36 gal	
MPG.....na	
BASE PRICE \$57,700	
INCL: OnStar®, 4G LTE wifi avail, SiriusXM, USB ports, keyless entry/start, remote start, rear seat reminder, dual-zone climate, heated/cooled 10-way power front bucket seats, 60/40 fold rear seat w storage pkg, driver seat-mirror memory, AT4 all-weather floor mats, cornerstep rear bumper, side steps, 12 fixed cargo tie-downs, power fold/extend heated auto-dim trailering mirrors, LED side markers, LED headlamps, LED fog-lamps, LED cargo area lighting, red front recovery hooks, rear window defog, rear wheelhouse liners, GMC MultiPro tailgate, spray-on bedliner w AT4 logo, Teen Driver Mode, auto-lock rear diff, 2-spd auto transfer case, traction select system w off-road & tow-haul modes, 220A alternator, 120V power outlets in center stack and in bed, high-capacity air cleaner, X31 off-road suspension w Rancho shocks, skid plates, Stabilitrak w trailer sway control & hill start assist, A/T tires, trailering pkg, trailer brake controller, Prograde trailering system, 3.42 rear axle, 11,350 lb GVWR.	
DURAMAX 6.6L V8 TURBO DIESEL.....9890	
AT4 PREMIUM PKG: premium 8" touchscreen infotainment w Bose premium audio, nav, voice recog, Bluetooth, Apple/Android, wireless charging, LED roof marker lights, front/rear park assist, lane change alert w side blind zone alert, rear cross traffic alert, 20" machined alum black wheels, black assist steps, power rear sliding window, universal home remote.....4215	
TECH PKG: HD surround vision, rear cam mirror, bed view cam, color HUD, color 8" digital driver info display.....2125	
POWER SUNROOF.....995	
DRIVER ALERT PKG II: fwd collision alert, lane depart warn, auto emergency brake, intellibeam headlights, following distance indicator, safety alert seat.....645	
GOOSENECK / 5TH WHEEL PKG: stamped bed holes w caps, 7-pin trailer harness.....545	
(AT4 PREMIUM PKG DISCOUNT)(750)	
DESTINATION CHARGE1595	
TOTAL \$76,960	

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LA AUTO SHOW

NOVEMBER 2019



This marks the first year the Los Angeles Auto Show—the first of the major domestic international shows on the calendar (and the handiest to Arizona)—is not followed a month and a half or so later by the North American International Auto Show, which is moving to June to attract those who were not nuts about a trip to Detroit in winter. As such, automotive manufacturers brought an extra-significant batch of new production model reveals, concepts and technological advances

The LA Auto Show Press and Trade Days merged with a Connected Car Expo the year before last, under a combined title of AutoMobility LA, as the event blends consumer electronics, the automotive industry and urban planning.

The selection presented here gives you a good taste of what's new and what's coming down the pike automotively, presented alphabetically:

ASTON MARTIN, as expected for some time, revealed the first SUV in their 106-year history, the fourth vehicle in a Second Century Plan they say will be “transformational” (expanding their lineup and opening their second manufacturing plant). Promising both sports car dynamics and off-road capability, the new Aston Martin DBX boasts a new dedicated SUV platform, bonded aluminum construction and a 4949-lb weight, a 48-volt electric antiroll system coupled to triple chamber air spring suspension, powered by the 4-liter twin-turbo V8 used in the DB11 and Vantage, with 542 hp and 516 lb-ft of torque fed through a nine-speed automatic to active-differential all-wheel drive.

The all-new **AUDI RS Q8**, a new flagship for RS models, had its global reveal in LA. The RS Q8 features a biturbo V8 for exhilarating performance and driving dynamics, and recently became the fastest production SUV to lap the renowned Nürburgring racetrack, with an official time of 7 minutes and 42.2 seconds. Zero-to-60 time is 3.8 seconds from its 592-hp, 435-lb-ft powerplant, with a track speed of 189.5 mpg when equipped with RS ceramic brakes. Variable height suspension lets it tackle the twisties or tough terrain equally well. Audi also showed its new e-tron Sportback, an SUV coupé addition to its new EV lineup, with 278.4-mile range and digital matrix LED headlights.



• Aston Martin DBX



• 2020 Audi RS Q8 (Euro model shown)



• BMW M8 Competition Cabrio

BMW had two major reveals at LA: their new flagship M8 Gran Coupe and a limited special edition M2 CS. The latter will be the basis for a BMW M2 CS Racing, their future entry model from BMW M Motorsport, with a 450-hp twin-charged six, M Sport adaptive suspension, a lightweight CFRP roof (the first on an M2) and an available 6-speed manual (the first on a CS). The M2 CS had hit 62 mph in just 4.2/4.0 seconds (manual or optional 7-speed M dual clutch transmission) and has standard M sports brakes with available BMW M carbon ceramic brakes. The BMW M range now offers the M2 CS, X5 M/X5 M Competition, X3 M/M Competition and X4 M/X4 M Competition and the M8.

DODGE declares this the golden age of muscle cars, and they're celebrating with a 50th Anniversary Edition Dodge Challenger with special badging, new colors (including high-impact Gold Rush, see photo), body-color shaker hood on HEMI® cars, available on GT RWD, R/T Shaker, R/T Scat Pack Shaker and R/T Scat Pack Shaker Widebody (the first-ever R/T Scat Pack Widebody with a Shaker hood, see photo). The 50th Anniversary Challenger also features premium Nappa leather and Alcantara interior with accent stitching, real carbon fiber accents, a special gauge cluster—and the “50” logo throughout. The anniversary package starts at just \$4995 and can be ordered now for spring.

GENESIS used LA for the global reveal of a full-generation new flagship G90 sedan at what would normally be a mid-cycle point—emphasizing style themes of Athletic Elegance and Horizontal Architecture. It's immediately recognizable by its new grille opening (the Crest Grille) descending to a center point near front spoiler level and flanked by a quad headlight setup. With the exception of the roof and doors, every exterior body panel on the 2020 G90 has been replaced or changed. The car includes an expanded suite of active and passive safety features as standard and continues to offer two engines: a 3.3L V6 turbo and a 5.0L V8. The interior also emphasizes the horizontal theme.

HYUNDAI revealed a new IONIQ lineup, again comprising a hybrid, a plug-in hybrid and a full electric sedan. The EV increases driving range from 124 to 170 miles, horsepower from 118 to 134, battery capacity from 28 to 38.3 kWh, on-board charger from 6.6 to 7.2 kW for quicker charging speed (with a 100-kW fast-charging station, it can reach 80 percent charge in as little as 54 minutes), and boasts 133 combined MPGe. All include the Hyundai SmartSense technology package. Hyundai N Brand also revealed an all-new RM19 Racing midship rear-drive sports car prototype; and in the same week, Hyundai's Hydrogen Mobility Solution won the 2020 Truck Innovation Award in Seoul.

KARMA brought a new production model, a concept and a bag full of other news to LA, starting with the hand-built Revero GTS, entering production in early 2020—a new variant of the Revero GT with new interior and audio, electric torque vectoring, and a 0-to-60 time under 3.9 seconds. The Karma SC2 concept plans for 1100 hp and 10,500 lb-ft of torque from twin front and rear electric motors, and a 0-to-60 time—hold onto your hat—under 1.9 seconds, with an anticipated 350-mile range. An ultrasonic dynamic regenerative panel gives the SC2 the electric hyper car performance handling and braking. Karma also previewed EREV (extended range EV) conversion tech for larger vehicles.

KIA had multiple announcements and reveals in LA, including an updated Niro Hybrid. The biggest buzz is their new Kia Seltos “Entry SUV”—for which they also already pulled out another crystal ball, showing both Trail Attack and Ur-



• 2020 Dodge Challenger 50th Anniversary Edition



• 2020 Genesis G90



• 2020 Hyundai IONIQ (Electric shown)



• 2020 Karma Revero GTS



• 2021 Kia Seltos (X-Line Trail Attack Concept shown)

KEEP RIGHT >>

ban Concept versions. The new Seltos falls into the lineup somewhere between the genre-bending Kia Soul and the Sportage crossover. Styling picks up on a current trend back toward more rectilinear sport utilities, echoing some elements of the hugely popular new Telluride three-row SUV. Powertrains will include the familiar 2.0L and 1.6T turbo engines, with available all-wheel drive. Five trim levels will start below \$22,000—even for a base LX with AWD.

LAND ROVER confirmed rumors with a New Defender, on an all-aluminum D7x platform (a unibody, their stiffest ever, three times more rigid than body-on-frame), available in 90 and 110 bodies, with up to six seats in the 90 and the five, six or seven in the 110. Guts include fully-independent suspension, twin-speed transfer box, permanent four-wheel drive and new Configurable Terrain Response. The spare tire mounts out back, readily accessible off-road and allowing a short rear overhang. New Defender 110 goes on sale this spring, starting at \$49,900, Defender 90 First Edition this summer, starting at \$65,100. Watch for the vehicle in the next James Bond film *No Time to Die*, in April.

The **LEXUS LC 500**; known to us all as a stunning V8 coupe that turns heads as effectively as it turns the quarter-mile and carves mountain curves, gains a convertible model for 2021. Lexus engineers used computer-aided engineering (CAE) analysis and real-world driving evaluation to achieve impressive structural rigidity and deliver the driving qualities of its coupe counterpart in an open car. The 471-hp, 398-lbft naturally aspirated 5.0L V8 delivers power to the rear wheels through a Direct-Shift automatic. The LC 500 Convertible's soft top operates in just 15 seconds and stows under a hard tonneau cap. Raised body work in the rear features the center brake light integrated in the deck lid.

LINCOLN Corsair, the smaller SUV that joined the very well-received full-size Navigator and midsize Aviator recently, revealed a new electrified Grand Touring version, pairing advanced plug-in hybrid technology with Lincoln's first electric all-wheel drive (rear-wheel basis, all four as needed), also including key Lincoln features such as Phone As A Key, Co-Pilot360™ Plus and multiple drive modes. Lincoln Corsair Grand Touring's hybrid powertrain includes a 2.5-liter Atkinson-cycle four-cylinder gasoline engine and a permanent magnet synchronous motor with a combined targeted output of 266 hp. The clever new Corsair has a targeted EPA-estimated all-electric range of more than 25 miles.

MAZDA revealed an all-new compact crossover, the CX-30, an entry-level premium utility showcasing the latest Kodo styling, ranging from \$21,900 to \$29,600 for four trims in either front- or all-wheel drive, with a 186-hp, 186-lbft Skyactiv-G 2.5L engine and six-speed automatic. Mazda Connected Services are standard throughout the lineup, with many features available through a MyMazda smartphone app, including remote start and remote lock/unlock. An 8.8-inch display interfaces with Mazda Connect™, 8-speaker HD radio, Bluetooth phone and audio, and a WiFi hotspot is available. LED lights, rear a/c vents and a range of driver assistance tech are also featured.

MERCEDES-BENZ goes electric with their first global EV, the all-new EQC, starting at \$67,900 for the all-wheel-drive EQC 400 4MATIC. An advanced drive system has compact electric drivetrains at each axle—the front optimized for highest efficiency in the low to medium load range, the rear for sporty driving. Together, they put out 402 hp with peak torque of 561 lbft. Its 80-kWh lithium-ion battery uses regenerative braking and coasting to top off charge from both motors. Also revealed were AMG versions of the new GLS full-size SUV—a Mercedes-AMG GLS 63 and GLS 63 S—as well as a top-fit-



• 2020 Land Rover New Defender



• 2021 Lexus LC 500 Convertible



• Lincoln Corsair Grand Touring



• 2020 Mazda CX-30



• 2020 Mercedes-Benz EQC 400 4MATIC (EV)

ment 558-hp V8 Mercedes-Maybach GLS 600 4MATIC arriving later this year.

PORSCHE had three big reveals in LA: the Taycan, Macan Turbo and 99X Electric race car. Building upon years of electric race concepts, the Porsche Taycan four-door EV sports sedan joins the gasoline-powered Taycan Turbo and Turbo S in their lineup and is available with two battery packs: a single-deck up-to-390-kW Performance Battery and a two-deck up-to-420-kW Performance Battery Plus. Both accelerate to 62 mph in 4.0 seconds with a top speed of 155 mph; range is 252 or 287 miles depending upon battery pack. Motors power both the front and rear axles, with a two-speed transmission on the rear axle. The interior is all new, centered on a freestanding curved instrument cluster.

SUBARU revealed the limited-edition 2020 WRX and WRX STI Series. White, a run exclusively in Ceramic White paint with matte bronze wheels and limited to production of 500 each. WRX Series. White is highest-performance WRX ever in the US, based on the 268-hp WRX Premium with 6-speed manual and including a Performance Package with Recaro seats, red-caliper Brembo brakes, hi-po Bilstein suspension and more, at \$33,995. WRX STI Series. White has a 310-hp 2.5L boxer turbo, advanced AWD and torque vectoring, Michelin tires, Bilstein suspension and more, over ultrasuede/carbon black leather, starting at \$42,695. Both begin arriving at Subaru dealers early this year.

TESLA seized this busy week to reveal their Cybertruck electric pickup, immediately generating immense discussion throughout the industry, the truck enthusiast base and the general population. It's no wonder, as it breaks the most new ground—and/or rules—yet in two rapidly expanding and newly competitive segments—midsize pickups and EV pickups (with Bollinger B2 and Rivian R1T coming soon). Cybertruck has solid bones on paper—cold-rolled stainless steel structure, armor glass, adaptive air suspension with up to 16" of ground clearance, 60 mph in 2.9 seconds, 500 miles range, 100 cu.ft of storage, 7500+ pounds towing, 35° approach angle. The debate about its soul is just starting.

No sooner had we driven the destined-for-success new **TOYOTA** RAV4 Adventure (see our NovDec 2019 cover story) than they added a TRD Off-Road model to the lineup. But they weren't done yet. At LA, Toyota revealed an enticing addition—one that simultaneously takes performance to a new level while also bringing a new electrified powertrain to the family. The 2021 Toyota RAV4 Prime is a 302-hp AWD utility with sport-tuned suspension—and RAV4's first-ever plug-in hybrid (PHEV) powertrain. Put it all together, and you have a do-anything, go-anywhere right-sized utility in an affordable range, that can hit 60 mph in a projected 5.8 seconds and drive 39 miles in pure EV mode.

VOLKSWAGEN brought the latest in their succession of auto show concept vehicles in the "ID." series—the seventh, in fact, the ID. SPACE VIZZION—this one declared to represent a completely new vehicle segment with the aerodynamic design of a Gran Turismo and the space of an SUV. An EV, it uses some of its vacant front volume to run airflow through the body, with its roof and other body contour details also contributing to a drag coefficient of 0.24. The concept is said to preview a future production version to be sold in Europe and North America. Inside, a very small display shows key driving info, while infotainment and other functions hover in a 15.6-inch heads-up display.

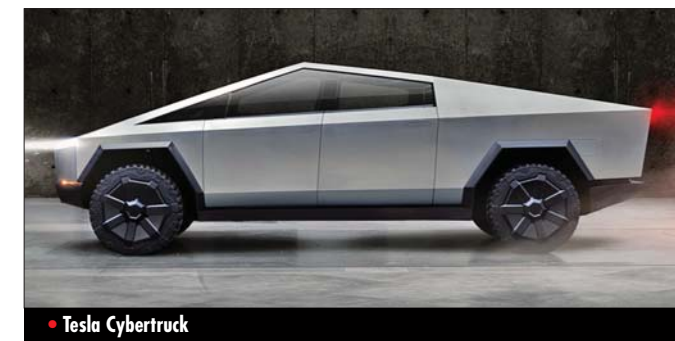
Upcoming shows include the Chicago Auto Show in February, Geneva Motor Show in March, New York International Auto Show in April, and North American International Auto Show in Detroit in June. ■



• Porsche Taycan 4S (EV)



• 2020 Subaru WRX STI Series. White limited edition



• Tesla Cybertruck



• 2021 Toyota RAV4 Prime



• Volkswagen ID. SPACE VIZZION

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Acura brings its A-game

by Joe Sage

We drove this vehicle a couple of months ago in NWAPA's Run to the Sun, an open road sequential comparo with an emphasis on performance. Vehicles in that event are typically a model with a bigger engine and brakes, sport suspension and such.

An Acura A-Spec Package is not a performance build in that sense, but rather basically an up-trimmed model—mostly adding technology, style and comfort—though content such as its 20-inch wheels, sport pedals, gloss black spoiler and A-Spec exhaust outlets give it a performance look and feel.

On our RDX—Acura's first SUV to have an A-Spec option—the package also bundles a Tech Package that's optional on lower builds.

Add SH-AWD (Super Handling All-Wheel-Drive, for four-wheel grip plus electronic cornering and handling control), and our A-Spec runs \$8,200 higher than the \$37,600 rear-drive base RDX. (An Advance Package option, not on ours, ups content and price further still.)

But all models have the same powertrain.

A-Spec may not add any performance, but the RDX is not begging for it—it's pretty hot as is. It nails aggressive surface street, ramp and freeway driving without our even thinking about its drive modes, though we gave those a workout on Bartlett Lake Road's twisties.

A-Spec's add-ons do knock one MPG off

the fuel economy rates, across the board.

Downsides? We are already not fans of the current dominant Acura shift interface, with circles, rectangles and trapezoids you push or pull, like a three-year-old's IQ test, and in this iteration it's almost lost amid a sea of other knobs and switches in the center stack. Any vehicle might be driven by the unfamiliar, say a teen getting tipsy friends home, and shifting should not require special orientation.

And the screen: we make voice memos about pros, cons, highlights and experiences with our vehicles, the first few usually about basic settings, most a few seconds long, even a couple of minutes for something of particular note. Our first two on this were 14 and then seven minutes long, before even getting into the manual (which proved essential, i.e. it is not intuitive). It turns out the screen is gesture-, swipe- and "flick"-dependent, the type of system even the big guys have backed off.

A few years ago, the smartphone giants tried to expand device control via the subtle differences among touching, sliding, squeezing or pressing, with one finger, two fingers, more fingers and combinations thereof. Besides being too many user options, the underlying technology was just too irregular, and they have abandoned this. That was while standing still with a phone. In motion in a two-ton

SPECIFICATIONS

ENGINE	2.0L alum-alloy 4-cyl turbo
HP / TORQUE	272 hp / 280 lb-ft
DRIVETRAIN	AWD
TRANSMISSION	10-spd auto / paddles
SUSPENSION	F: MacPherson strut; R: multi-link
STEERING	dual-pinion variable-ratio elec power
MODES	snow, comfort, sport, sport-plus
BRAKES	F: 12.4 vented; R: 12.2 solid disc
WHEELS	20x8.0 shark gray split 5-spoke
TIRES	255/40 R20 high-perf all-season
LENGTH / WHEELBASE	186.8 / 108.3 in
TURNING CIRCLE	38.0 ft
GROUND CLEARANCE	8.2 in
HEADROOM (F/R)	40 / 38 in
LEGROOM (F/R)	42 / 38 in
CARGO CAPACITY	29.5 / 58.9 cu.ft
WEIGHT	(A-Spec, AWD) 4015 lb
FUEL / CAPACITY	91 octane premium / 17.1 gal
MPG	21/26/23 (city/hwy/comb)

BASE PRICE\$45,800

INCL: heated 12-way power front seats w memory, high-res touchpad display, multi-view rear camera, AcuraLink, HD radio, SiriusXM, USB audio, Bluetooth, Apple CarPlay, dual-zone filtered auto climate, rear vents, keyless entry/start, pano moonroof, power liftgate, LED DRLs and taillights, heated power mirrors, voice-recog nav and more.

A-SPEC INCL: styling package, leather sport seats w suede inserts, vented seats, Acura ELS Studio 3D 16-spr premium audio, 20-in alloy wheels, black headliner.

DESTINATION CHARGE995

TOTAL\$46,795

machine? No thanks.

Upsides: as a member of the greater Honda family, Acura has a high reliability rating, and its prices are all-inclusive: no haggles, no surprises, no add-ons. The brand's fans are among the most loyal in the business. ■



TRUCK OF THE YEAR: Not their first rodeo

SUV OF THE YEAR: Yes their first rodeo

By Joe Sage - Photos by Kevin McCauley



The big Truck of Texas trophy went to the Ram 1500 lineup (Luxury Pickup Truck category winner Ram 1500 Limited shown above). The big SUV of Texas trophy went to the new-this-year Kia Telluride (top photo, facing page).

We belong to a number of automotive media associations across the US and are pretty active with a couple—particularly the Northwest and Texas—that have run some of the best comparo events in the business. The Texas AutoWriters Association (TAWA) Texas Truck Rodeo is not only a great event, highlighting vehicles that are just as significant in Arizona—whether on the trail, around town or on the open highway—it is of such prominence and significance that the big title winners (Truck of Texas and SUV of Texas) are likely to brag it up in Super Bowl ads, print ads, pretty much everywhere. This is big medicine.

As such a great event, we wouldn't miss it. Except this year, we missed it. Flights, hotel and general participation were all in place, but other elements of reality kicked in at the last minute.

Too bad, that, as we were looking forward to checking out the Truck Rodeo's big changes this year. Change number one was the venue, moving from a large working ranch in the Hill Country outside Austin to Star Hill Ranch, an event facility where we've actually had the past few years' awards dinners, but it turns out they have a whole lot of other acreage that could be adapted and modified specifically for the event's purposes.

Change number two was in the categories and entries of vehicles. Long ago largely a pickup truck comparo, the Texas Truck Rodeo had naturally grown to include SUVs. Then it grew to include an emerging set of vehicles called crossovers. Then a lot of crossovers were starting to be more carlike. The decision was made to move crossovers to the group's springtime event, the Texas Auto Roundup, which makes sense. There's always going to be subjectivity in drawing the line on such things, but the biggest wild card was that the first round of such decisions would be made last spring, for Roundup, and if someone didn't get the memo, they might be disappointed that their crossover was not going to be in this fall's Rodeo. Fortunately, that all went quite smoothly, and everybody is happy with the change.

Even now, there are still fully 19 categories for Truck Rodeo, not even counting the two final title winners—categories are subdivided by size, luxury level, duty level and so on, plus there are powertrain, towing, safety and other feature awards—so imagine how many categories there would be by now with crossovers still in the mix.

This also brings the awards back into a clear level of focus: one Truck of the Year (known officially as the Truck of Texas) and one SUV of the Year (officially the SUV of Texas).

And here's how it all played out.



CATEGORY WINNERS:

SUBCOMPACT SPORT UTILITY VEHICLE:

2019 Jeep Renegade Trailhawk

COMPACT SPORT UTILITY VEHICLE:

2020 Toyota RAV4 TRD Off-Road

MIDSIZE SPORT UTILITY VEHICLE:

2020 Kia Telluride SX

FULL-SIZE SPORT UTILITY VEHICLE:

2020 Toyota Sequoia TRD Pro

COMPACT LUXURY SPORT UTILITY VEHICLE:

2020 Acura RDX A-Spec SH-AWD

MID-SIZE LUXURY SPORT UTILITY VEHICLE:

2020 Volvo XC90 T8 Inscription

FULL-SIZE LUXURY SPORT UTILITY VEHICLE:

2020 Lexus GX 460 Luxury

MIDSIZE PICKUP TRUCK:

2020 Jeep Gladiator Overland

FULL-SIZE PICKUP TRUCK:

2020 RAM 1500 Rebel

HEAVY DUTY PICKUP TRUCK:

2019 RAM 2500 Laramie Longhorn

LUXURY PICKUP TRUCK:

2020 RAM 1500 Limited

OFF-ROAD PICKUP TRUCK:

2019 RAM 2500 Power Wagon

COMMERCIAL VEHICLE:

2019 Mercedes Sprinter Passenger 4x4

OFF-ROAD SPORT UTILITY VEHICLE:

2020 Jeep Wrangler Rubicon

BEST INFOTAINMENT SYSTEM:

RAM Uconnect System & Touchscreen Display

BEST POWERTRAIN:

RAM EcoDiesel

BEST TOWING:

RAM Rear Air Suspension

BEST SAFETY FEATURE:

Toyota Safety Sense P

BEST DRIVER ASSIST SYSTEM:

Toyota Panoramic View & Multi-Terrain Monitor

TITLE WINNERS:

TRUCK OF TEXAS:

2020 RAM 1500

SUV OF TEXAS:

2020 Kia Telluride

For Ram, this is another big trophy in an already proud trophy case—they have won in Texas multiple times in the past. For Kia, it shows they have done it again—moved into a whole new category, as they did with Sportage, Soul, Stinger and so on—this time the big three-row SUV, and promptly conquered a big slice of it with Telluride. ■



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MORE POWER, NEW PLATFORM

BY JOE SAGE

We had recently driven both the new Subaru Legacy XT and Subaru Outback Limited at the Southwest Lifestyle Media Drive event (see our prior issue) for about 20 minutes each in town, then had a full week with the same Outback.

Both look very familiar but are completely new builds, with larger interior dimensions sitting atop the quieter, stiffer, safer Subaru Global Platform.

Both also have horsepower boosts. XT models (Legacy and Outback) get the brand's first turbo in over ten years, a 2.5L turbocharged boxer 4-cylinder with 260 hp and 277 lb-ft of torque (up from 256/247 with the prior gen's 3.6L 6-cylinder). Other trims have a 90-percent-new 2.5L 4-cylinder boxer with 182 hp and 176 lb-ft (up from 175/174).

All versions, in true Subaru tradition (BRZ sports coupe aside), are all-wheel-drive.

Our Outback Limited is the top of four trims bearing the 182-hp base engine. There are three XT turbo models for 2020—a Limited XT, this year a special Onyx Edition XT, and a Touring XT.

The 2020 Outback starts at \$26,645, topping out at \$39,695 for the turbocharged Touring XT model. Four option packages are reasonably priced from \$1400 to \$2995 (each including something irresistible, such as keyless entry in base models on up to a heated steering wheel in upper models).

Subaru's pioneering EyeSight driver assist tech, including advanced adaptive cruise and lane centering, is now standard across the Outback lineup. A new hands-free power liftgate is standard on most trims and available in the least costly option group on base models. A new high-definition 11.6-inch tablet-style touchscreen includes multimedia (and 12-speaker Harman Kardon audio) on upper trims and is available on other models.

All this, and starting price is up just \$300. As is often the case, we found a few features dependent upon deep dives into the screen (e.g. auto start-stop defeat and heated seats) that we'd prefer were readily accessible buttons. And those deep dives are difficult in low-angle morning or evening sunlight, as the unshielded, slanted screen attracts a lot of glare. The audio on this upper trim does have knobs, though, always welcome.

Ground clearance (8.7 inches) is very healthy on the activity-oriented Outback, also with X-Mode for slick surfaces and inclines, and is action-ready with clever roof rails with retractable cross bars and tie-downs—and that hands-free rear liftgate.

This horsepower bump is modest, but we welcome it—and it not only got us swiftly through some tight situations in traffic around town, it has a great little growl that reminds us this is a serious mission-oriented vehicle. Grab and go. ■

SPECIFICATIONS

ENGINE	2.5L DOHC 4-cyl DFI ETC boxer w alum block-heads, chain-driven camshafts
HP/TORQUE	182 hp / 176 lb-ft
TRANSMISSION	CVT w 8-spd man mode, paddles
DRIVETRAIN	Symmetrical Active Torque Split AWD
SUSPENSION	4-wheel independent: F: MacPherson strut w internal rebound springs, alum lower L-arms, coils, stblzr bar, liquid-filled engine mounts; R: double wishbone, coils, stblzr bar;
STEERING	elec-assist rack & pinion variable ratio
BRAKES	F: 12.4 vented disc, dual-piston calipers; R: 11.8 vented, single-piston calipers
WHEELS / TIRES	18x7 alloy, black / 225/60R18
LENGTH / WHEELBASE	191.3 / 108.1 in
TURNING CIRCLE	36.1 ft
GROUND CLEARANCE	8.7 in
APPR / BRKOVER / DEPART	18.6 / 19.4 / 21.7°
HEADROOM (F/R)	(w moonroof) 37.7 / 39.1 in
LEGROOM (F/R)	42.8 / 39.5 in
CARGO CAPACITY	32.5 / 75.7 cu.ft
WEIGHT	3730 lb
TOW CAPACITY	2700 lb
FUEL / CAPACITY	regular / 18.5 gal
MPG	26/33/29 (city/hwy/comb)

LIMITED INCLUDES: perforated leather-trim seats, gloss black w silver metallic finish interior trim, 18-in alum alloy wheels w black machine finish, 10-way driver w 2-position memory & 8-way passenger power seats, heated rear seats, rear AC outlets, hands-free power liftgate, keyless entry-start, reverse auto braking, side mirrors w 2-position memory & auto-tilt for right mirror when in reverse.

BASE PRICE	\$33,445
OPTION PKG 34: power moonroof, heated steering wheel, 11.6-in multimedia nav, Driver Focus	2045
DESTINATION CHARGE	1010
TOTAL	\$36,500





▼ **Aston Martin**, which has a long and proud association with aviation, in particular the Royal Air Force, has formed the Aston Martin Wings Series, an umbrella for aviation-related projects, including limited edition vehicle models linked to aviation. Three of their four UK factories are on former RAF stations at Gaydon, Wellesbourne and St Athan, where a state-of-the-art facility has just been built inside ex-MOD Super Hangars. Aston Martin president and Group CEO Andy Palmer has very close links to the RAF and is in fact an Honorary Group Captain in 601 Squadron, Royal Air Force. The program's inspiration was the Aston Martin Vanquish S Red Arrows edition in 2017, each of ten built with switchgear made from the undercarriage leg of a Red Arrows Hawk aircraft. "Red 10" was raffled, raising £1.46 million (about \$1.88 million) for the RAF Benevolent Fund. Another limited edition, the V8 Vantage S Blades Edition, a run of five, were delivered to customers during an aerobatic flight experience with The Blades British aerobatics team at Sywell Aerodrome. Aston Martin's factories were called upon to build aircraft components during both World Wars, most famously for the Spitfire and Mosquito in WWII. The V12 Vantage S Spitfire 80 marks the 80th anniversary of the Supermarine Spitfire's first flight. These eight cars in Duxford Green are easy to spot by a trademark Spitfire yellow pinstripe on the side strakes and deck lid. Expect additional limited editions from the group over time.

▼ The SAIC **Volkswagen** joint venture completed a new plant in Anting, Shanghai, China, purely for building all-electric vehicles on VW's Modular Electric Drive Matrix (MEB), part of a global electrification strategy, as a first China-specific Volkswagen ID. (the period is part of its name) EV rolled off the line to celebrate Series production of MEB-based EVs in Anting is scheduled to start in October 2020, with



an annual capacity of 300,000 vehicles. The new MEB factory allows for six different vehicle projects running simultaneously. The Anting plant is scheduled to start ID. production at the same time as a plant by FAW-Volkswagen in Foshan, resulting in a combined capacity of 600,000 units per year. Production in China is planned to increase to 15 MEB models from different VW Group brands by 2025.

▼ **Hyundai** Motor Group has developed the world's first Road Noise Active Noise Control (RANC) system, which dramatically reduces noise within a vehicle cabin. RANC builds on the Group's current Active Noise Control (ANC) technology, software-driven technology that analyzes in-cabin sound to actively decrease engine and road noise by emitting soundwaves inverted to incoming noise, as opposed to passive methods of blocking noise through traditional insulation and dynamic dampers, which increase weight and also fail to block buzzing infrasound completely. Already used in some Hyundai Motor Group vehicles, ANC utilizes much lighter parts like microphones and controllers to reduce infrasound more efficiently, but it only works when noise is constant and predictable, such as engine noise. RANC analyzes various types of noise in real time—such as resonance between tires and wheels or rumbles coming up from the road—and produces inverted soundwaves. An acceleration sensor calculates vibration from the road to the car and the control computer

analyzes road noise, taking only 0.002 second to produce an inverted soundwave, generated by the DSP (Digital Signal Processor). Based on tests evaluating road surface, vehicle speed, and different seating positions, RANC was able to reduce in-cabin noise by 3dB, roughly half the noise level as compared without RANC. The technology will be applied beginning with an upcoming Genesis model.

▼ The Mustang Lithium project, a **Ford** and Webasto collaboration displayed at the SEMA Show, generates over 1000 lb-ft of immediate torque and more than 900



horsepower. The car promises performance: 6-speed manual shifting, track handling and stunning quarter-mile acceleration with instant electric torque—all with zero tailpipe emissions. The Mustang Lithium build is a one-off prototype showcase, but also a test bed for battery and thermal management technologies Webasto and Ford are creating for the growing e-segment. Street-ready, Mustang Lithium has custom carbon fiber body components, a one-inch-lowered stance and 20-inch staggered fitment forged wheels. Under the hood are a Phi-Power dual-core electric motor and dual power inverters, powered by an 800-volt Webasto battery system (twice most current EVs), with EVDrive Technology that can discharge a megawatt of electrical energy. The system is lighter, more powerful and generates less heat and more electric force than most battery-electric systems on the road today. Mustang Lithium's surprising manual transmission uses a dragstrip-proven Calmer version of the Getrag MT82 6-speed with billet internals to handle that 1000 lb-ft of torque. Ford Performance half shafts and Super 8.8 Torsen differential help supply power to the road via lightweight Forgeline wheels wearing Michelin Pilot Sport 4S tires. A set of drive modes that apply a controlled amount of torque for different driving scenarios including: Valet, Sport, Track and Beast, and are instantly available on demand via a custom in-dash 10.4-inch touchscreen display. Additional features include Ford

Performance's Track Handling Pack and strut tower brace, Brembo six-piston front brakes from the Shelby GT350R, Sankuer Composite Technologies side splitters and rear diffuser, plus Webasto hood with see-

through polycarbonate windows, TurboDX charging solution and TurboCord portable charger. Ford is investing more than \$11.5 billion in electrified vehicles by 2022, including the all-new Mustang Mach-E (see LA Auto Show feature) and an all-electric F-150 pickup within in the next few years.

▼ Scottsdale-based **GPS Insight** grew by about 15 percent year-over-year 2018 to 2019, now a \$40 million company with



160,000 units in the field. According to GPS Insight's data, a vehicle can idle an average of more than 25 percent of its overall operation time, not only wasting fuel, but also spewing hydrocarbons into the atmosphere. By analyzing data gained from GPS systems, GPS Insight helps fleet operators bring a new level of efficiency to their operations, identifying wasteful idling and even alerting drivers or fleet man-

agers in real time, resulting in tremendous savings on fuel and fleet maintenance costs. One Arizona-based company saved \$150,000 in fuel costs and another saved thousands of dollars per month by using GPS Insight to limit excessive idling. GPS Insight is a five-time winner of the Best Places to Work Awards and a 2018 Most Admired Companies in Arizona Winner. Over the last three years, their employee base has grown 36 percent to 165 employees, about 155 of them local.

▼ **New Holland** Agriculture, a brand of CNH Industrial, recently received two awards at Agritechnica, the world's largest agricultural trade show, in Hannover, Germany. The T6 Methane Power, the world's first production methane tractor, was crowned the inaugural "Sustainable Tractor of the Year 2020." The T6 Methane Power is the culmination of New Holland's work on use of alternative fuels through its Clean Energy Leader strategy, a significant step forward on a path to decarbonizing agriculture. Commercially available in 2020, it offers economic and practical advantages, further enhanced when using biomethane. Its performance comes in an eco-friendly package, delivering up to 30 percent lower running costs. In real field conditions, the T6 Methane Power tractor

produces 99 percent less particulate matter than an equivalent diesel, reduces CO2 emissions by 10 percent or more and cuts overall emissions by 80 percent. Their goal: an Energy Independent Farm Concept, a complete CO2-neutral cycle from fields to energy generation and back to fields. Also, the T4 V/N/F tractor range received the "Tractor of the Year 2020" title in the Best of Specialized category. ■

UPCOMING FEATURES

Arizona Auction Week 2020 recap



2020 Toyota GR Supra



Ford Explorer 4x4



K1 Speed indoor kart racing



Jaguar I-PACE electric SUV



Mercedes-Benz GLC 300



Lexus GS F and Lexus GS 350 F Sport



Big Willy Jeep mutant project



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

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- Several Car Guy Styles to Choose From...Check 'Em All Out!
- We've been selling these clocks for over 15 years; Never a Return, Never a Complaint, you have our word on it
- Looking for something smaller? Check out our BKG-76600 for a 12" alternative

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

~~Were \$399~~ Now \$349 / Free shipping on this item!

All-Steel Toolboxes

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

- Rugged all steel end cap construction
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- Full length lift-out tote tray
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Wrench-In-Hand Steel Tool Box / SKU: 10-BKG-WCL

Vintage Pickup Truck Steel Tool Box / SKU: 10-BKG-VT

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— Cheers! Michelle

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

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