

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 19 NUMBER 5
SEPTEMBER-OCTOBER 2020



2021 Ram 1500 TRX

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





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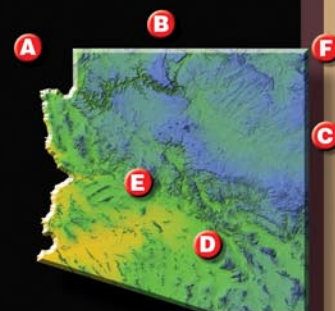
THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features September-October 2020

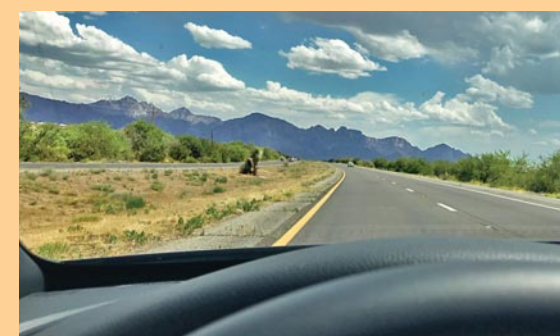
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COVER: The new 2021 Ram 1500 TRX.



Tyson Hugie

It has been seven months since we've set foot on a plane, which is unusual in this biz. You've seen the places we go—new vehicle launches anywhere and everywhere; media association comparo drives ditto; big international auto shows; the collector vehicle auction circuit—some behind the wheel (which would seem to be the whole point), but many by air (it's a busy schedule, normally, and if we drove everywhere, we'd practically have to get back before we even left, to be ready for the next one).

These various industries—the auto manufacturers, trade show hosts and venues, and so on—have been adjusting. Given the impracticalities of vehicle launch drives during a pandemic quarantine—dozens of us arriving by plane, sharing shuttles, enjoying group meals, packed into presentations and demos, driving in pairs, stopping at highlights along the way—everything was just postponed for awhile. But given the significance of the big auto shows—a first look at the following year's new hardware and concepts, among many other things, followed by the aforementioned launch drives—the ability to keep postponing new vehicle launches became more challenged as “15 days to flatten the curve” has gone on for months, with many more months forecast by most.

We've attended a great many zoom conferences or their equivalents over the months (zoom has quickly gone the route of kleenex and scotch tape, a catch-all term for Zoom, WebEx, Facebook Live, YouTube reveals, passworded site productions and more), with no end in sight—enough hours to have earned a college degree, while also working full time.

Several online reveals have now gone the zoom route—as the end of the year looms, manufacturers just couldn't hold back the big stuff any longer, or there could be model year issues and gaps not seen since World War II, not to mention the competitive advantages they seek by being first out of the chute with the latest and greatest.

We do get still get behind the wheel and go places. Just not on planes. Or in groups.

And it's all in this issue. Enjoy the ride!

Joe Sage - Publisher/ Executive Editor



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- SAMASouthern Automotive Media Association
- TAWATexas Auto Writers Association
- TxMPATexas Motor Press Association
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- SturgisSturgis Motorcycle Museum & Hall of Fame
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- USMAUnited States Motorsports Association

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No-reserves shine and new world records set during Barrett-Jackson online, July

With their Palm Beach and then Northeast auctions cancelled due to the pandemic lockdown, Barrett-Jackson went online in May, with great results (see our Jul/Aug 2020 issue). Next up was another online-only sale in July. More than a quarter of the vehicles in the auction were offered at No Reserve, with a high volume of bids producing many high-performing results. No-reserve sales in total also beat their combined estimated values. Three world records included a custom 1976 Ford Bronco (Lot #148) at \$195,250.

“We’re so appreciative of our many consignors and bidders, who embraced our second Online Only auction this year,” said Craig Jackson, Barrett-Jackson chairman and CEO. “Following the pattern at our live location events, Barrett-Jackson bidders responded well to the No Reserve vehicles, which is why we continue to set world auction sales records and consign vehicles that outperform expectations.” Top vehicle sales included:

- 1 2005 Ford GT (Lot #150).....\$275,000
- 2 1966 Chevrolet Corvette Custom Convertible (Lot #177).....\$198,000
- 3 1976 Ford Bronco Custom SUV (Lot #148)\$195,250
- 4 2006 Ferrari F430 (Lot #179).....\$181,500
- 5 1966 Ford Mustang Custom Convertible (Lot #141)\$140,250
- 1967 Ford Mustang Eleanor Tribute Edition (Lot #164)\$140,250
- 6 2018 Dodge Challenger SRT Demon (Lot #136).....\$126,500
- 7 2001 Ferrari 456M GT (Lot #132)\$110,000
- 8 2010 Ferrari California Convertible (Lot #149)\$107,800
- 9 1967 Chevrolet Corvette 427/435 Convertible (Lot #122)\$99,000
- 10 1969 Ford Bronco Custom SUV (Lot #106)\$82,500

Barrett-Jackson's Online Only July Auction also included more than 150 authentic automobilia items, including these top sellers:

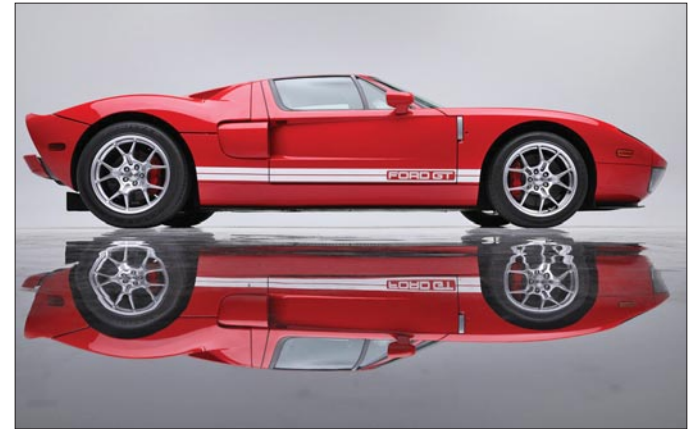
- 1 1935 Texaco Oil Fire Chief Gasoline Gas Pump (Lot #6356).....\$6,037.50
- 2 1930s United Motors Service Neon Porcelain Sign (Lot #6335)\$5,405
- 1930s Walter's Beer Neon Porcelain Sign (Lot #6336).....\$5,405
- 3 Circa 1940s Pontiac Service Porcelain Sign (Lot #6220)\$4,830
- 1930s-40s Packard Service Porcelain Sign (Lot #6225).....\$4,830
- 4 Late 1940s-50s Gulf Oil G&B Gas Pump (Lot #6250).....\$4,600
- 5 Late Wayne Model #80 Gas Pump, Ferrari Regalia (Lot #6261)\$4,370

“Our online auctions give people immense flexibility to bid on collector cars and automobilia of their dreams,” said Jackson. “As we apply the lessons learned from each of these digital events, they continue to evolve and grow with the hobby. While everyone looks forward to our next in-person live auction, the strong response to our online auctions demonstrates the resiliency of the hobby and the trust the public has in Barrett-Jackson.”

Barrett-Jackson is accepting consignments for all upcoming Barrett-Jackson auctions, with automotive specialists on hand to work with consignors to determine the best event placement for their vehicles.

“While we are in a very different world than anyone ever imagined just a few months ago, it clearly hasn't dampened the spirit of the collector car family,” said Jackson. “We look forward to celebrating our 50th Anniversary with everyone next year!” ■

(Top to bottom at right) 2005 Ford GT (Lot #150: \$275,000); 1966 Chevrolet Corvette Custom Convertible (Lot #177: \$198,000); 1976 Ford Bronco Custom SUV (Lot #148: \$195,250); 2006 Ferrari F430 (Lot #179: \$181,500).



Torva

Fine Art of Fine Automobiles

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AUTOMOTIVE NEWS UPDATE



▼ With over 20,000 handcrafted copies built since **Bentley Bentayga's** launch, the new Bentayga builds on its formula of power, luxury and the combined abilities of a performance grand tourer, luxury limousine, spacious family car and off-roader. Exterior styling is revised front and rear, reflecting a muscular and elegant direction introduced with the third-generation Continental GT and all-new Flying Spur. Every panel up front has been redesigned, with a larger, more upright matrix grille, new intelligent LED matrix headlamps with design inspired by cut crystal glassware and a more aggressive front bumper emphasizes performance. Heated, wet-arm windshield wipers are introduced for the first time, with 22 washer jets in each arm. A total redesign of the rear surfaces includes a new full-width tailgate with encapsulated lamps, with the license plate moved down into the bumper for a cleaner look. Wide split tailpipes again reflect powerful performance, while a 20-mm increase in rear track width enhances both dynamics and stance. Wheels are a new design, unique to Bentayga. The interior features all-new seats and trim and increased rear legroom. Dark tint diamond brushed aluminum finish trim is a first for the brand. A next-generation infotainment system bears a 10.9-inch screen, super-high-resolution graphics and dramatically increased connectivity, with wireless Apple CarPlay now standard along with Android Auto, plus an expanded suite of My Bentley connected services using

embedded SIM. The vehicle will launch with a 542-hp 4.0-liter twin-turbo. A plug-in hybrid and a W12-powered performance-orientated Speed model will follow.

▼ After 17 years gone, the **Ford Mustang Mach 1** returns as a 2021 limited edition, bridging the gap between Mustang GT and Shelby, from V8 to aerodynamic improvements and competition suspension, including Ford Performance parts from the



2021 Ford Mustang Mach 1 (in model-exclusive Fighter Jet Gray)

Mustang Shelby GT350 and Shelby GT500, and an available Handling Package to really push the limits. Its specially calibrated 5.0L V8 has a projected 480 hp and 420 lb-ft of torque. A Tremec 3160 6-speed manual from Shelby GT350 is standard, for the first time outfitted with rev-matching and paired with a GT350 oil cooler and Mustang GT's twin-disc clutch and short-throw shifter. An available 10-speed

SelectShift automatic has upgraded torque converter and calibration for optimized torque and shift character. Mach 1's grilles, lights and badging echo the original, with deep 3D mesh and low-gloss magnetic and black accents throughout. Five-spoke tarnished-dark aluminum wheels are a modern version of classic Magnum 500s—19x9.5/19x10 front/rear. Wheels are an inch wider with the Handling Package (only with 6-speed manual), which also has a large high-downforce front splitter, different front wheel lip moldings and low-gloss magnetic swing spoiler with a Gurney flap and rear tire spats from Shelby GT500. Downforce is 22 percent more than a Mustang GT with Performance Pack Level 1 or about 150 percent more with the Handling Package. Revised Shelby GT350 components for track endurance include side heat exchangers to cool both engine and transmission oil. Rear axle cooling and lower diffuser are from Shelby GT500. Underbody aerodynamics are significantly upgraded. Mach 1 features the latest MagneRide calibration, a stiffer steering I-shaft, new EPAS calibration, stiffer sway

bars and front springs, a brake booster from Mustang GT Performance Pack Level 2, rear subframe with stiffer bushings and rear toe-link from Shelby GT500. The interior has aluminum accents, a classic Mach 1 accent stripe in cars with leather interior, white cue ball shift knob and engraved badging with the limited edition chassis number. The Mustang Mach 1 will arrive at dealers in spring 2021.

▼ They can't quite say it out loud, for various copyright and patent reasons, but the new **INEOS Grenadier** is set to fill a spot in the hearts and minds of those who miss



the classic Land Rover Defender, now that its sleek new model has been released. Sir Jim Ratcliffe, chairman of INEOS Automotive, says, "The Grenadier project started by identifying a gap in the market, abandoned by a number of manufacturers, for a utilitarian off-road vehicle. This gave us our engineering blueprint for a capable, durable and reliable 4x4 built to handle the world's harshest environments. But it had to look the part as well." Built from the ground up on an all-new platform, INEOS Grenadier has been designed with a purpose: to meet the demands of a rugged and comfortable go-anywhere working vehicle—tough, but suitable, you might say, for the Queen on a hunting weekend. The "Grenadier" name comes from the pub in which it was conceived—many a world-changing idea has started on the proverbial cocktail napkin—after over 6,000 international fans responded to an online poll to choose the vehicle's name. INEOS will build the Grenadier at a new manufacturing facility in Bridgend, South Wales, creating 200 jobs initially and up to 500 long term. Site development is under way, with start of production planned for 2021.

▼ For anyone visiting the National Parks, vintage tour buses set against nature's most beautiful backdrops have long been a sight to see. Now **Legacy Classic Trucks** has built a fully restored take on these, with a limited-edition Mount Rainier Kenworth Tour Bus. The detailed restoration project takes a bright red and black 1937 Ken-

worth bus and fully restores engineering underneath while carefully preserving the rich, vintage aesthetic that has brought smiles to the faces of generations of tourists from all over the world. Known for re-

storing and modernizing all sorts of celebrated classic American trucks and other heavy-duty vehicles, including those used to construct many of the most ambitious public works projects the nation has ever seen, they may be best known for restoring classic Power Wagons from the 1940s and '50s. The opportunity to acquire a famed National Park Kenworth tour bus put them on the path to one of their most interesting restoration projects to date.



"Today, most people associate Kenworth with large format semi-trucks, but the company actually manufactured buses as part of its business back in the thirties," notes Legacy Classic Trucks founder Winslow Bent. "Decades have passed, but the Kenworth Mount Rainier tour buses delighted travelers for years and years. Our work at Legacy Classic Trucks is focused on giving workhorses like this a

new life, and we can't think of a more deserving vehicle. This tour bus has brought so much happiness to the world." The Mount Rainier Kenworth Tour Bus was originally put into service in 1937 transporting visitors to Mt Rainier from local hotels up until 1962. This red and black bus had logged thousands and thousands of miles over time, helping guests see some of the country's most majestic natural landscapes. Legacy outfitted the limited-edition bus with a six-cylinder Hercules JXD engine mated to the vehicle's original manual five-speed transmission, which produces up to 130 horsepower. The first three gears are all compound low gears that originally assisted in climbing and descending the steep mountain passes of Mt Rainier. They built the bus with 20x6 Budd wheels and bias ply tires to retain a period correct aesthetic. The long body underwent thorough restoration, with rust repair and repainting in the legendary flame red shade that had been a classic hallmark of the buses. Retro-style gauges adorn all instrumentation paneling, while every sconce was restored to its original look to ensure a true 1930s era feel for all travelers. Original wood flooring bears its patina, while they did upgrade the bench seating using 23 hides of imported Italian leather for com-

plete passenger comfort. In total, the bus can seat up to 18 people in the cabin, which features an open top canopy system that allows passengers to see everything while driving. This first fully restored Legacy Mount Rainier Kenworth Tour Bus is priced at \$580,000. For more information, visit www.legacyclassictrucks.com.



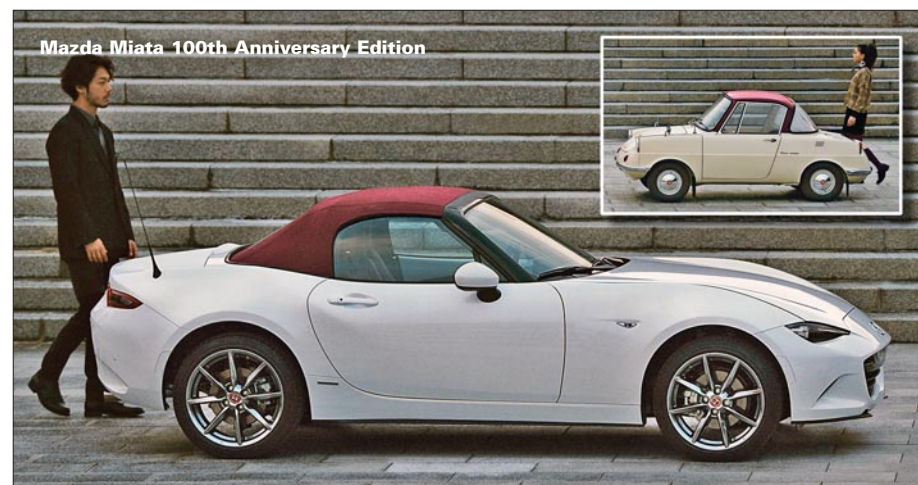
▼ **McLaren** made its 24 Hours of Le Mans debut in 1995 with seven McLaren F1 GTR cars entered in the endurance classic—the first time the McLaren F1 GTR competed in



a race over four hours and the first time the production-based machine competed with sports-prototype cars. Leading from the second hour of a race in treacherously wet conditions, McLaren dominated from then on, achieving a 1-3-4-5 finish with Masanori Sekiya winning in chassis 01R, the original GTR development car, while also becoming the first Japanese driver to win Le Mans. McLaren F1 cars raced in the next three editions of Le Mans, with more podium finishes and a 1997 class victory. Now, McLaren celebrates one of that proud victory in their first attempt at Le Mans with a special edition 720S coupé, with just 50 available worldwide. Each VIN begins with 298, the number of laps completed by the race-winning F1 GTR—one more than its closest rival—and each carries a “McLaren 25 Anniversary Le Mans” logo dedication plate. Black alcantara carbon fiber racing seats have accents in a choice of McLaren Orange or Dove Grey, while headrests and floor mats also bear the anniversary logo. Two paints—McLaren Orange or Sarthe Grey—add gloss black contrast body components and the lower body side panel carrying the anniversary logo. Quickly recognizable are a gloss black roof scoop with polycarbonate rear glazing and carbon fiber louvred front fenders. With circuit driving in mind, the fully-functional roof scoop channels air for additional powertrain cooling and heat evacuation, while carbon fiber louvred front fenders reduce lift generated by the rotation of the front wheels. Edition-specific five-spoke

LM wheels echo the #59 F1 GTR wheels and also feature “Le Mans” etching, while revealing gold-colored brake calipers. The car’s 720 PS M840T 4.0L McLaren twin-turbo V8 hits 62 mph in 2.9 seconds, 124

mph in 7.8 seconds and has a top speed of 212 mph. A carbon fiber Monocage II structure and Proactive Chassis Control II suspension help keep this the lightest car in its class. An array of enticing options are available. For track use, a titanium harness bar and six-point harnesses from the MSO Defined range can be added. Other options include satin finish carbon fiber air vents, extended shift paddles and extended sill trim with McLaren branding,



and two option packs of satin finish carbon fiber interior components. Running about \$318,000, first deliveries are expected in September.

▼ **Mazda** North American Operations has announced a 100th Anniversary Special Edition Mazda MX-5 Miata to be offered in limited numbers in the US later this year, choosing their popular roadster

—a symbol of dynamic, top-down driving on thrilling open roads—as the perfect vehicle to honor the overall brand’s milestone. The 100th Anniversary Special Edition MX-5 Miata, finished in Snowflake White Pearl Mica premium paint and accented by red styling features throughout, comes as both an RF (retractable hardtop fastback) or with soft top in model-exclusive red. The front fender has a minimalist “100 Years 1920–2020” badge, while the wheel center caps feature a 100th Anniversary Special logo in red and black. Red leather seats and red carpet give a nod to the two-tone R360 Coupe, Mazda’s first passenger car. Headrests are embossed with the 100th Anniversary Special logo, while the red floor mats share the same “1920–2020” badge as the front fender. To bring the package together, the key fob is embossed with the 100th Anniversary Special logo and presented in a special edition box. This commemorative Miata is based on the 2020 MX-5 Grand Touring, equipped with a Skyactiv-G 2.0L four-cylinder engine providing up to 181 hp and 151 lb-ft of torque. The car is available with your choice of Skyactiv-MT six-speed manual or quick-shifting Skyactiv-Drive six-speed automatic transmission with paddle shifters. Manual versions include a limited-slip differential,

Bilstein dampers, front shock tower brace, sport-tuned suspension and, for the RF, a black roof. Other features include Apple CarPlay and Android Auto, heated leather seats, Bose audio with driver and passenger headrest speakers, automatic climate control and 17-inch dark silver aluminum alloy wheels. Due later this year, the special Miata will run \$35,425 with manual or \$35,750 with automatic. ■

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Ride 'em

by Joe Sage

About 20 years after the first Model T, along came World War II, and with it a variety of heavy-duty vehicles that, through evolution, are still in popular use today. And about twenty years after WWII, along came a new entry to join those enduring vehicles—the first Ford Bronco.

Ford has a number of major trends and active evolutions afoot. The new 2021 Ford Bronco—or, more accurately, Bronco family—is the embodiment of several of these. One is a move away from passenger cars to trucks and SUVs. Another is the development of powerful equity in several “icon” badges. A third is creation of “families” among their product lineups, notably among the icons. (There is also a push for alternative powertrains as part of the mis-

sion, as is the case industrywide.)

These factors are already being newly applied in the Mustang brand, unquestionably one of their icons. Yes, the 56-years-running Mustang pony car remains (one of two “cars” not getting the ax, the other being the Ford GT supercar). But adding the new Mustang Mach-E accomplishes the other two pillars—it’s considered an SUV (or crossover), and it creates a Mustang family. This cements all three pillars (plus alternative powertrains).

Next up: Ford Bronco, an icon that wasn’t even in the lineup as the new plan arrived, though (famously) well along in its planning stages. “Icon” is an overused word at times, and “highly anticipated” an overworked phrase, but the new Bronco is clearly both. And why not—it goes back as far as 1965

(Mustang to 1964-1/2). Plus, being all new (or revived), Bronco was ripe for the family approach without bending definitions, coming out of the chute as a family of three: Ford Bronco 2-Door, Ford Bronco 4-Door and Ford Bronco Sport.

In delivering a 21st century Bronco, Ford dives into two competitive realms. First is a small pool of dead-serious off-roaders—domestic, European and Asian—you can count on one hand. Ford has a new Bronco (or two)—the 2-Door and 4-Door—to tackle these head-on. The other is a dive into the current ocean of crossovers and SUVs primarily used for general everyday driving. And Ford has a new Bronco for this, too—the Bronco Sport.

Ford calls upon the Bronco’s own past, which broadly broke into two phases: the small Bronco from 1965 to 1977, which had evoked the old International Harvester Scout; and the larger, F-Series-based Bronco from

1978 to 1996, which had seen the vehicle jump into closer competition with big Chevy Blazer. The newest Bronco family—both the tougher off-roader and the less burly Sport—falls in line with the smaller original, which is also in line with the competition in the current SUV-crossover marketplace. (None of this seems to preclude the possibility of a new wish-list item for many fans, a modern F-Series-based big Bronco down the road.)

Every model in the new Bronco and Bronco Sport family, in every trim level, is 4x4 only.

Bronco 2-Door / 4-Door

The Bronco 2-Door and 4-Door are, together, the core defining products in the new Bronco brand, the 2-Door picking right up where the first Bronco range left off in 1977—a classic 4x4 rock-hugging, river-crossing, hill-climbing, tight and tall-bodied vehicle set atop beefy off-road suspension and big rubber.

The classic-echoing Bronco 2-Door is likely to define the new vehicles’ core image (it drew the most gotta-have-that-one respons-

BRONCO 2-DOOR AND 4-DOOR (prelim)

ENGINES:

STANDARD2.3L EcoBoost turbo 4-cyl
HP/TORQUE270 hp / 310 lb-ft
TRANSMISSIONGetrag 7-spd (6+crawl) man
(OPTIONAL) 10-spd automatic
OPTIONAL2.7 EcoBoost twin-turbo V6
HP/TORQUE310 hp / 400 lb-ft
TRANSMISSION10-spd automatic

DRIVETRAIN

.....4x4

TRANSFER CASE

.....(STANDARD) part-time selectable engage, electr shift-on-fly, 2.72:2 low ratio;

(OPTIONAL) advanced w auto on-demand 4H engage, 2-spd electromechanical transfer, 3.06:1 low ratio

FINAL RATIO

.....vary by model & shift: 3.73:1 to 4.70:1

CRAWL RATIO

.....auto w electr shift-on-fly: 57.19:1

advanced w electromech transfer case: 67.8:1

manual w electr shift-on-fly: 79.92:1

manual w electromech transfer case: 94.75:1

CHASSIS / SUSPENSION

.....H.O.S.S. System

F: indep twin alloy A-arms & coil-over springs;

(avail Bilstein position sensitive dampers;

R: solid five-link rear axle w coil-over springs;

(avail Bilstein position sensitive dampers;

WHEELS / TIRES

.....16", 17", 18" by model / tires vary

es from our social media posts), but if Bronco follows suit to the rest of the industry and marketplace, which it almost surely will, the 4-Door will top it in sales.

Other than their doors, length, turning cir-

BRONCO SPORT (prelim)

ENGINES:

STANDARD1.5L EcoBoost turbo 3-cyl

HP/TORQUE(prelim) 181 hp / 190 lb-ft

TRANSMISSION8-spd automatic

OPTIONAL2.0L EcoBoost turbo-4cyl

HP/TORQUE245 hp / 275 lb-ft

TRANSMISSION8-spd SelectShift auto

w oil cooler & manual mode

w paddle shifters

DRIVETRAIN

.....4x4

FINAL RATIO

.....3.81

CRAWL RATIO

.....18:1

CHASSIS / SUSPENSION

.....H.O.S.S. System

F: indep MacPherson strut-type w coils, stblzr bar,

twin-tube hydraulic gas-pressurized shocks;

R: indep dbl lateral link semi-trailing arms w coils,

stblzr bar & monotube hydraulic gas-pressurized

shocks; isolated steel subframe w cast knuckle;

(avail w F hydraulic rebound stops;

R unique knuckle;

WHEELS / TIRES

.....17", 18" by model / tires vary

cle and a few other attributes that are door-

count-dependent, such as breakover angle

(see our specification charts above and on

the final page), the Bronco 2-Door and 4-

Door are fundamentally the same. Some may

find other decision points critical, such as a

(cont'd)



2021 Ford Bronco 2-Door

slightly higher tow capacity on the 4-Door. Both have two rows of seating, but the 4-Door seats five, versus four for the 2-Door, negligible for many buyers, critical for others.

To bring the new Bronco from concept to your driveway, both the 2-Door and 4-Door (marketed under a Built Wild™ theme) have undergone the same extreme durability testing. Both offer your choice of the same two engines—a smaller 2.3L EcoBoost (which offers a manual transmission as well as a 10-speed automatic) or a 2.7L EcoBoost (10-speed automatic only). And yes, that manual transmission availability on the 2-Door will be the one and only critical decision point for many buyers.

Trim levels follow the same pattern for both the 2-Door and 4-Door, with the same basic brawn but varying wheel and tire sizes (which can affect your tough-duty uses, but which can potentially be interchanged variously, anyway).

Put it all together, and the choice between 2-Door and 4-Door for most buyers will indeed come down to counting those doors (and maybe seats).

Features include quick-release stowable roof panels and doors on select versions. One widely

noted bragging point is that the engineers worked hard to keep the side mirrors on the body when doors are removed, which will definitely turn the heads of some competitive buyers.

Tech is plentiful of course, from G.O.A.T. Modes (a subtle way of planting Greatest Of All Time in your mind, but said to stand for Go Over Any Type of Terrain) including the basics plus Slippery and Sand, Baja, Mud/Ruts and Rock Crawl—seven in all—along with specifically Bronco-flavored features including digital trail mapping for planning, recording and sharing your routes and details via an all-in-one app.

For suspension, transfer case and other fundamental specs, see sidebars. (Here you'll find another notable acronym—the H.O.S.S. System, standing for High-Performance Off-Road Stability Suspension.)

In addition to seven trim levels (including a limited-run max-off-road First Edition) and five packages (including sure-to-be-popular Sasquatch), the new Bronco launches with more than 200 factory-backed aftermarket accessories available for added capability, personalization and style.

Ford Bronco Sport

Bronco Sport's shared name and styling bring a persona to the more conventional SUV market that comes with bragging points that can take you beyond typical bland soccer duty. Had this vehicle arrived in the years following the launch of the core Bronco, die-hard off-roading fans might have felt it detracted from the brand. Arriving together lets Bronco Sport fulfill its role without debate—broadening the Bronco brand into a family.

Those bragging points include above-average off-roading for the more mainstream segment, in line with its Bronco badge—substantial ground clearance, approach and departure angles, significant crawl ratio, decent water fording, undercarriage obstacle protection, trail technologies, and an advanced 4x4 system with twin-clutch rear-drive unit and differential lock.

Bronco Sport's safari-style roof delivers class-leading headroom and a cargo area tall enough for two mountain bikes. More than 100 factory-backed and aftermarket accessories can tackle your outdoor gear: kayaks, surfboards, skis and camping equipment.

The new Ford Bronco lineup has a spirit and build to steer a large chunk of SUV mindset away from station-wagon-equivalents and back to trucks for the first time in many years, opening the category up to a whole range of buyers who may have ignored or avoided it.

It's unusual for a brand to be gone this long—a quarter century, long enough that even the newest of prior-generation Broncos now qualify for antique or collector plates in most states—and yet it clearly was never forgotten. ■

MODELS AND TRIMS

2021 Ford Bronco 2-Door & 4-Door Trims

Base	2-DOOR	.....Starts at	\$29,995
	4-DOOR	.....Starts at	\$34,695
Big Bend	.....Upgrades to off-roading, comfort, tech		
Black Diamond	.....HD off-road & washout interior		
Outer Banks	.....Leather, tech & style upgrades		
Wildtrak	.....Desert runner w Sasquatch pkg, Baja mode		
Badlands	.....Maximum off-road model		
First Edition	.....Badlands-based limited run of 3500x		
+ Packages: Standard, Mid, High, Lux, Sasquatch			

2021 Ford Bronco Sport Trims

Base	.....Starts at	\$28,155
Big Bend	.....Adventure-ready upgrade	
Outer Banks	.....Leather, tech & style upgrades	
Badlands	.....Maximum off-road model	
First Edition	.....Badlands-based limited run of 2000x	

BRONCO 2-DOOR & 4-DOOR (prelim)

LENGTH / WHEELBASE	
2-DOOR	.....173.7 / 100.4 in
4-DOOR	.....189.4 / 116.1 in
HEIGHT / WIDTH	
2-DOOR	.....71.9-75.2 / 75.9-79.3 in
4-DOOR	.....72.9-75.3 / 75.9-79.3 in
TRACK.....(varies by model, same F/R) 65.0-66.9 in	
GROUND CLEARANCE	
2-DOOR	.....base 8.4 / 35" tires 11.6 in
4-DOOR	.....base 8.3 / 35" tires 11.5 in
APPR / BRKVR / DEPART	
2-DOOR	.....base 35.5 / 21.1 / 29.8° w 35" tires 43.2 / 29.0 / 37.2°
4-DOOR	.....base 35.5 / 20.0 / 29.7° w 35" tires 43.2 / 26.3 / 37.0°
MAX WATER FORDING (based on Sasquatch pkg).....33.5 in	
RAMP TRAVEL INDEX (Badlands only)	
2-DOOR	.....560 / w 35" 700
4-DOOR	.....500 / w 35" 620
PAYLOAD / TOW CAPACITY	
2-DOOR	.....1170 / 3500 lb
4-DOOR	.....1370 / 3500 lb

BRONCO SPORT (prelim)

LENGTH / WHEELBASE.....172.7 / 105.1 in	
HEIGHT / WIDTH**.....**70.2 / (incl mirrors) 82.2 in	
TRACK.....(F/R) 63.4 / 62.8 in	
GROUND CLEARANCE****.....7.8-8.8 in	
APPR / BRKVR / DEPART****.....21.7 / 18.2 / 30.4°	
MAX WATER FORDING****.....17.7 in	
**Bronco Sport Badlands and First Edition: +1.2" height, +1" ground clearance, 30.4/20.4/33.1 appr/brkvr/depart, 23.6" max water ford	
MAX WHEEL SUSP TRAVEL.....(F/R) 7.4 / 8.1 in	
PAYLOAD / TOW CAPACITY.....1000 lb / 2000-2200 lb	

BRONCO OFF-ROADEO: The Bronco team will be supporting owners' and enthusiasts' off-road skill goals with new Off-Roadeo outdoor adventure playgrounds—created for all skill levels and designed to build confidence and inspire Bronco owners to get out in the wild for years to come. Bronco Off-Roadeos start opening next year, with four US locations already in development.

BRONCO NATION: Bronco owners and fans, off-roaders and general outdoor enthusiasts should also check out Bronco Nation, a passionate, knowledgeable, adventure-driven independent off-road community, online at thebronconation.com.



2021 Ford Bronco 4-Door

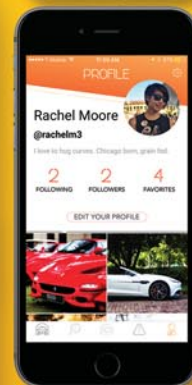
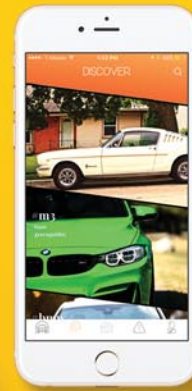
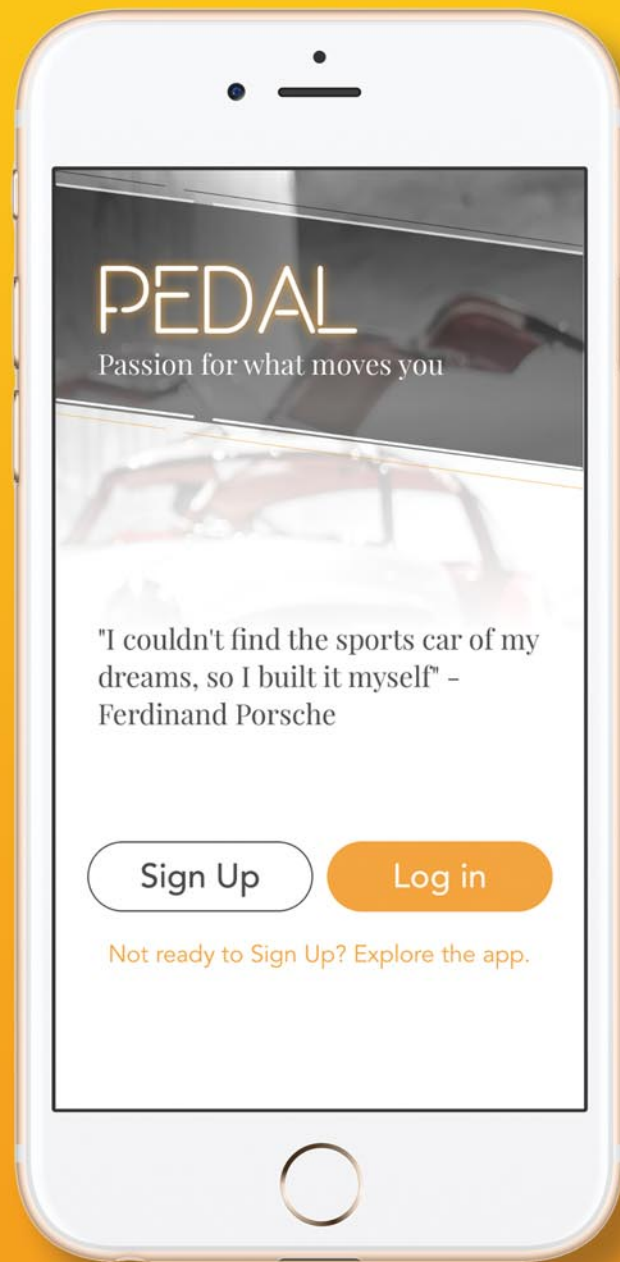


2021 Ford Bronco Sport





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ENCORE ENCORE BY JOE SAGE

In 2007, GM introduced a whimsical trio of concepts at the New York Auto Show—Chevy Trax, Beat and Groove—micro-vehicles for the future that erased the stigma of small meaning econocar. After Chevy Trax first came to other global markets in 2013, GM surprised the US with a Buick version for 2014. An unlikely combination—a premium subcompact AWD utility—it turned out to prove the whole idea's point in spades, going on to become Buick's best-selling vehicle in North America.

The little subcompact has grown big coattails, big enough to spawn a larger sibling for 2020—the Encore GX, with five more cubic feet of cargo volume than Encore. Encore GX benefits from coming later—though more conventional, the cuteness of the original little Encore shines through as part of a pair. (Think back to about junior high, and you can surely come up with some older-younger sibling pairings that benefited the same way.)

Encore GX joins Encore, Envision and Enclave in the lineup—one more “En-” name, but while sharing the Encore name (plus GX) on a different vehicle may seem unusual, it's useful, perhaps vital, to the new compact's personality and positioning.

Encore GX is not just an upsized Encore. The little one has a bigger engine with less power and lower fuel mileage (but a bigger tank). Encore GX offers two engines, and though numbers aren't mas-

sively different, \$395 for our bigger three-banger seems worth it. Suspension and brakes have different specs. The little Encore doesn't tow, while Encore GX tows 1000 pounds. Cabin dimensions other than cargo are almost the same. Length and wheelbase are even pretty close. Encore GX is more than an inch wider and a fraction of an inch less tall, small dimensions that make a big difference in overall stance compared with the little Encore. Turning circles are nearly identical.

The cabin is quite spacious—over our shoulder, it feels like the interior volume of a luxury full-size sedan if you were to just forgo the long hood and trunk. Ours was fully tech- and convenience-featured via a few very moderately priced options.

We had a blast driving the Encore GX, easily passing innocently oblivious performance cars on freeway ramps. An uncommon rear suspension may be a factor in firm ride; we even induced occasional skittering in hard cornering (some serious cone time could be enlightening). There's often a lag when the light turns green, after which it's strong and uniform. A little pedal technique can beat that. Overall, it was potent, smooth sailing, and a very enjoyable week behind the wheel.

Particularly due to sharing a name, it'll go head to head with Buick's biggest seller, the tiny Encore. Whether Encore GX splits buyers away from the

SPECIFICATIONS

ASSEMBLY PLANT	..Bupyeong-gu, Incheon, South Korea
ENGINE/TRANSMISSION MFG	.....Mexico
ENGINE (standard)	.....1.2L Ecotec DOHC DI 3-cyl
HP/TORQUE	.....137 hp / 162 lb-ft
(optional on ours)	.....1.3L Ecotec DOHC DI 3-cyl
HP/TORQUE	.....155 hp / 174 lb-ft
DRIVETRAIN	.....FWD (AWD avail w 1.3L)
TRANSMISSION	.....CVT
SUSPENSION	...F: MacPherson strut; R: compound crank
STEERING	.....rack & pinion elec
WHEELS / TIRES	.....18.75 alum / 225/55R18 AS
LENGTH / WHEELBASE	.....171.4 / 102.2 in
WIDTH / HEIGHT	.....71.4 / 64.1 in
TRACK (F/R)	.....61.1 / 61.9 in
TURNING CIRCLE	.....36.8 ft
HEADROOM (F/R)	.....(w/o moonroof) 39.7 / 38.1 in
LEGROOM (F/R)	.....40.9 / 36.0 in
CARGO CAPACITY	.....23.5 / 50.2 cu.ft
TOW CAPACITY	.....(w/ accessory hitch) 1000 lb
WEIGHT	.....(Essence, 1.3L, FWD) 3094 lb
FUEL CAPACITY	.....13.2 gal
MPG	.....30/32/31 (city/hwy/comb)
BASE PRICE	.....\$28,500
ECOTEC 1.3L TURBO	.....395
WHITE FROST TRICOAT	.....1095
ADV TECH PKG:	HD surround cams, heads-up display, adaptive cruise, Buick infotainment/nav.....1790
CONVENIENCE PKG:	auto park assist w brake, rear camera mirror w wash, rain sense wipers, wireless charge.....770
LIFTGATE: HANDS-FREE POWER	.....520
DESTINATION CHARGE	.....995
TOTAL	.....\$34,065

hot-selling Encore or multiplies interest across both will be interesting to follow. Each has plenty of positive glow to add to the other. In any scenario, both should do very well. ■



THE GOLDEN AGE OF MUSCLE by Joe Sage

Dodge//SRT now offers not one, not two, but three 700-plus-horsepower muscle machines

Dodge this summer scored the coveted number one spot in the high-profile JD Power Initial Quality Study, a notable accolade in its own right, all the more remarkable as this is the first time any US brand has taken the top trophy. This has been attributed by many to the brand's having kept its current models for longer-than-average cycles. Rather than implementing change for change's sake or for whims of fashion, Dodge has taken the tried and true, expanding and fine-tuning as they go, always with an eye on their most valuable compass point: performance. Here are three new cases in point.

In non-quarantine times, these may have been three separate reveals, each with its own road time and track sessions. Or they may have been all at the same time, anyway. But as things have been, FCA North America passenger car chief Tim Kuniskis brought them successively on stage in a single online session, each with a stunning historic-development-introduction presentation along the lines of media sessions at the top international motor shows (themselves also cancelled this year). With the event held close to the 4th of July, Kuniskis also promised "freedom, brotherhood and the pursuit of power," bringing

home another major Dodge compass point: these are not just performance vehicles, but all-American performance vehicles.

2021 Dodge Durango SRT Hellcat

From its basis as a family-friendly three-row SUV, Durango has pushed into performance territory over the past few years with models that picked up cues from the performance coupes and sedans, Challenger and Charger.

First was the 5.7L HEMI V8 Durango R/T, at 360 hp, a 22 percent bump over Pentastar V6 models, along with a hood scoop, black grille and other features that let any soccer parent show up proud and noticeably more potent.

That gave Durango quite an expanded personality range, but next came an SRT, with 475-hp 6.4L HEMI V8 and similarly aggressive bodywork. Not all just about personality, the R/T and SRT also both added successively more tow capacity.

Once the two-row Jeep Grand Cherokee followed up its own SRT with a 707-hp 6.2L supercharged HEMI V8 Trackhawk, however, the itch became unbearable among Durango customers and engineers, both. Here is the scratch for that itch.

You'll note that each super-high-end HEMI

V8 is carefully tuned to the vehicle it's in, so horsepower varies a bit along with other performance attributes. In the new Durango SRT Hellcat, the supercharged 6.2L HEMI Hellcat V8 engine puts out 710 hp, while also maintaining the SRT's category-topping 8700-lb tow capacity. Other key specs and performance results to date are shown at right.

The 2021 Dodge Durango SRT Hellcat is a one-year-only build, so grab yours quick.

2020 Dodge Challenger SRT Super Stock

Challenger has long been the go-to model for maximum Dodge//SRT performance, building atop its longstanding R/T and SRT models. It's here the SRT Hellcat name was born, followed by the limited-run, stock-dragstrip-ready SRT Demon, then carrying Demon's bulging racing-slick skin over to a power-bumped SRT Hellcat Redeye Widebody. With horsepower now sitting as high as 797, who didn't miss the tire-shredding 840 hp of the Demon? The thing is, on a practical level (which can apply even in these machines!), fewer people miss the actual tire-shredding—although you could build your Demon with street-friendly tires, its dragstrip force could take its toll. The solution? SRT Super Stock.

Also billed as a strip-capable drag-racing machine, the new Challenger SRT Super Stock (a 2020 model, unlike the other two here) tops the 800 mark, using the supercharged 6.2L HEMI high-output of the Hellcat Redeye, but recalibrated to hit 807 hp—delivering status as the world's quickest and most powerful muscle car. Again, key stats at right.

2021 Dodge Charger SRT Hellcat Redeye

Fully recognizing that many people choose the Charger over Challenger not because they crave a sedan as more sedate, but simply because it has four doors, Dodge has been on a movement in which those gaining everything by having a family do not have to give up anything in performance. Thus Charger has increasingly followed Challenger with higher-performing Hellcat and Widebody builds, atop its own longstanding R/T and SRT models. And thus it's only natural that next up is an SRT Hellcat Redeye.

Billed as "Demon-possessed," the 2021 Dodge Charger SRT Hellcat Redeye's HEMI comes in at the same 797 hp as its Challenger sibling, making it the world's most powerful and fastest mass-produced sedan.

Order and arrival dates

2020 Dodge Challenger SRT Super Stock orders opened this summer, with deliveries to begin later this year. 2021 Durango SRT Hellcat and Charger SRT Hellcat Redeye orders open this fall, with both models arriving at dealerships in early 2021. ■



2021 DODGE DURANGO SRT HELLCAT

- Supercharged 6.2L HEMI® Hellcat V8
- 710 horsepower, 645 lb-ft of torque
- Quick-shifting TorqueFlite 8HP95 8-speed automatic
- Zero-to-60 in 3.5 seconds
- NHRA-certified quarter-mile in 11.5 seconds, 180 mph top speed
- One-year build only, 2021 model year



2020 DODGE CHALLENGER SRT SUPER STOCK

- The spirit of the SRT Demon in the world's quickest and most powerful muscle car
- Same supercharged 6.2L HEMI® high-output V8 as Challenger SRT Hellcat Redeye
- 807 horsepower, 707 lb-ft of torque
- TorqueFlite 8HP90 8-speed automatic
- Zero-to-60 in 3.25 seconds
- Quarter-mile in 10.5 seconds at 131 mph, 168 mph top speed (tire-limited)



2021 DODGE CHARGER SRT HELLCAT REDEYE

- Largest factory supercharger of any production car—2.7 vs 2.4L in standard Hellcat
- Supercharged 6.2L HEMI® high-output V8 as in Challenger SRT Hellcat Redeye
- 797 horsepower, 707 lb-ft of torque
- TorqueFlite 8HP90 8-speed auto w upgraded torque converter, +18% from Hellcat
- World's fastest mass-produced sedan—zero-to-60 in mid-3s
- Quarter-mile in 10.6 seconds at 129 mph, 203 mph top speed





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SUPERCAR OF THE SEAS

Tecnomar for Lamborghini 63 is a limited edition motor yacht developed by The Italian Sea Group in honor of Lamborghini's 1963 founding, in collaboration with Lamborghini's Centro Stile and inspired by the Lamborghini Sián FKP 37, a hybrid super sports car benchmarking new supercapacitor and materials science technologies, introduced last fall as a limited run of 63 units, all quickly sold.

Traits both brands share inspired all phases of the project, from design principles, to technical characteristics that would ensure incredible performance, to quality of materials and careful attention to detail. At its heart are speed and lightweight engineering. With two 2000-hp MAN V12 engines, the motor yacht reaches 60 knots, the fastest of the Tecnomar fleet. Carbon fiber typical

of Lamborghini supercars puts this motor yacht firmly in the ultra-lightweight boat classification, with its 63-foot length weighing in at just 24 tons.

The craft has a cutting-edge but thoroughly nautical silhouette. Its high-performance hull and superstructure shell were developed by naval engineers specializing in hydrodynamic sciences, interpreting design lines created by Marcello Gandini in the Miura and the Countach of the '60s and '70s, in a contemporary way. The hard top is inspired by Lamborghini roadsters, providing sun and wind protection while guaranteeing outstanding aerodynamic performance. Bow lights are an homage to the Lamborghini concept car Terzo Millennio and to the Sián FKP 37, both distinctive for their Y-shaped front lights.

Interiors are based on super-performing materials for weight and function, with the best Italian manufacturing heritage. Lamborghini's clean lines, hexagon shapes, Y-motif and materials are clearly incorporated into the design, together with fully customizable colors and materials in the manner of Lamborghini's Ad Personam program, including extensive exterior colors and livery options, while two versions of the interior offer an extensive combination of materials.

The instrument panel interprets a car cockpit in a nautical style, completely integrating all navigation and control systems. As in Lamborghini cars, details are finished in carbon fiber, with Lamborghini Carbon Skin™ used in the sports seats and on the helm, styled as the car's steering wheel. Two start/stop buttons (one for each engine) are exactly the same as for Lamborghini's engine. ■



Apex predator

Much has been noted about FCA's enviable scores in this year's JD Power Initial Quality Study, with Dodge tied for number one (a first for Detroit) and Ram tied for second-highest score (third place, given the first-place tie). An oft-stated reason is that they've kept proven fundamentals in place for longer than average, fine-tuning and perfecting with resources left over to upgrade interiors and technology. This also gives product developers elbow room to tweak things, in response to competition, just on a whim (or both). Much tweaking at FCA has been in areas the company has long dominated—performance and

off-roading. Tweaking comes by the bucketful here, hitting new highs for performance and off-roading in the new Ram 1500 TRX pickup.

This is truly a golden age for pickup trucks, performance trucks, off-roaders, luxury trucks, luxury performance off-road trucks—when a whole segment is on fire, engineers and market planners some places get very free rein.

As stewards of off-road standard-bearers Ram 2500 Power Wagon and Ram 1500 Rebel, as well as huge HEMI V8 and EcoDiesel powerplants, and with corporate cousins Dodge and Jeep both applying 700-plus-horsepower modified HEMIs ever more broadly, it's just

natural to fold together all of the above.

Some folks have rocks to crawl. Some seek to conquer sand at speed. Some have snow to tackle and loads to tow. All of the above like a great cabin and truly useful high technology. It all comes together in the new TRX.

The new build starts with power—702 hp from a supercharged 6.2L HEMI V8. Best of all is how this power is applied, optimized for both strength and speed. This 650-lb-ft engine provides grunt for tackling trails, sitting atop extreme off-road suspension with unprecedented articulation, riding on 35-inch Goodyear Wrangler Territory tires developed specifically for Ram TRX with extreme traction, long wear and reduced road noise.

Ram TRX deviates from other maximum rock and dirt chasers by also pushing the limits on

pavement. The supercharged HEMI, fed through a high-torque eight-speed automatic and full-time active transfer case, delivers quick-shifting acceleration and speed, with a zero-to-60 time of just 4.5 seconds (100 mph in 10.5) and a quarter-mile in 12.9 seconds at 108 mph. (Top speed is 118 mph, limited only by off-road-prioritization of the tires.)

TRX optimizes sand and rock-conquering with a track almost six inches wider than a standard Ram 1500 pickup. Its wider stance, accommodating not just the big off-road tires but also a completely purpose-built frame and suspension, was the perfect invitation to take Ram's well developed body and pump it up further, with muscular bulges around all four wheels, adding more than eight inches of

(cont'd)



POWERTRAIN

ENGINE

- 6.2L HEMI® supercharged V8
- Dual-path air induction system, largest air filter in segment (by 4x), w dual elements
- 702 hp, 650 lb-ft of torque
- 0-to-60 in 4.5 sec, 0-to-100 in 10.5 sec
- Quarter-mile 12.9 sec at 108 mph
- Top speed 118 mph (tire-limited)

TRANSMISSION

- Torqueflite 8HP95 8-spd automatic
- Manumatic / paddle shifters
- TRX-unique drive modes: Sport, Snow, Tow, Mud, Baja, Auto
- Final drive ratio 2.62
- Axle ratios 3.55

TRANSFER CASE

- BW 48-13 full-time 2-spd electric
- 4 auto, 4 hi, locked, neutral, 4 lo, locked
- Torque split (F/R): variable 40/60 auto, 45/55 snow, 45/55 tow, 30/70 sport, 25/75 baja, 45/55 mud/sand, 50/50 rock (in 4L)
- Low range ratio 2.64

BUILD / SUSPENSION / CHASSIS

- Sterling Heights Assembly, Michigan
- Ladder-type frame, steel cab, double-wall steel pickup box
- Crew Cab, 5'7" bed
- Electric power steering
- Front suspension: independent high-strength forged aluminum upper & lower A-arms, coils, 2.5" Bilstein Black Hawk e2 active performance shock, active damping, special caster & camber cycle engineering
- Rear suspension: five-link w track bar, coils, 2.5" Bilstein Black Hawk e2 active damp twin-tube shocks, Dana 60 solid rear axle, 3.55 ratio, w full-floating hubs & axle-hop damper; electronic locking rear differential
- Purpose-built 18x9" aluminum wheels, available standard or beadlock-capable, and 325/65/R18 35" all-terrain tires
- Brakes: dual-rate tandem diaphragm vacuum power assist. Front 12x1.2" inverted hat outboard vent rotors w 2.2" two-piston pin-slider caliper. Rear 15x0.87" disc w 2.2" single-piston pin-slider caliper. ABS

CAPABILITY / OFF-ROAD / TOW

- Approach 30.2 degrees
- Departure 23.5 degrees
- Breakover 21.9 degrees
- Ground clearance w skid plate 11.8 in
- Front/rear axle clearance 9.4 / 8.0 in
- Water fording 32 in
- Payload 1310 lb
- Tow capacity 8100 lb
- Trailer brake
- Trailer Reverse Steer Control available
- Fuel tank 33 gallons

width via composite front fender flares and TRX-only steel skin for the bed. Engineers and stylists had an advantage in being able to develop this truck from both ends—the chassis suggested styling and design direction for the body, while the body lends itself to all that lies beneath.

The TRX sits atop a new frame with low torsion thanks to extensive use of high-strength steel, increasing both drive stability and long-term durability. All-new active damping suspension, strong and durable for desert off-road racing, is TRX-specific: independent front suspension with forged aluminum upper and lower control arms with a focus on caster and camber during suspension cycling; five-link rear coil suspension; a Dana 60 solid rear axle with 3.55 ratio, full-floating hubs and axle-hop damper for improved traction and control on rough surfaces; a standard electronic locking rear differential; and new front and rear 2.5-inch Bilstein

Black Hawk e2 adaptive performance shocks engineered

specifically for TRX for fast reaction time, perfect damping and improved heat dissipation in harsh terrain at speeds over 100 mph. The system provides wheel travel of more than 13 inches at all four corners, an over 40 percent increase compared to others in the Ram 1500 lineup.

Style equally meets function in a dramatic hood scoop, which, in combination with the grille, provides a dual-path volume of highly filtered air to the powerful HEMI (this dual-filter system leads the segment—by four-fold). We're always suckers for running lights, and the LED trio inside the hood scoop plus two where the bumper meets the fender flares define TRX well, both subtle and bold.

The toughest of tasks—whether heavy field work or hearty off-roading—do not preclude enjoyment of a fine cabin, and Ram has applied increasingly premium and luxury interiors to their range, with leathers, woods and metals applied in line with the personality of different models. TRX features a choice of seat materials, from premium

cloth and vinyl to hand-wrapped leather and suede.

A new console has expanded storage space and an all-new trick: rather than a column or rotary shifter, TRX's shifter is in the familiar form of a console shift, but, since electronic, can be folded down within the console to create more flat work space. This in turn frees space on the instrument panel where rotary shift might have been, for expanded transfer case, drive mode and Launch Control hard switches, while the 12-inch Uconnect 4C NAV (standard) touchscreen bears everything from advanced drive mode settings—including a Baja desert mode—and Off-Road Performance Pages to 900-watt, 19-speaker Harman Kardon audio.

The folks at Ram tell us they discussed over 200 names for the truck, but the legal process to secure a new one was going to take too long for their introduction schedule. FCA owns a great many tradenames already, so they dug to see what they already had in the can. Nothing was ringing their bell among past, concept or otherwise currently

unused vehicle names, until someone noticed TRX—used briefly once for an off-road package and still protected. It deviates from their other names, but that's fine for a truck that deviates from their other trucks. They also note that it evokes T-Rex—the apex predator of the thunder lizard kingdom—a dominating beast they remind us was bigger and stronger than a velociraptor. (We wouldn't be that surprised if the name evolved later.)

Bearing heritage of everything from the Dodge Lil' Red Express Truck of the '70s to the Dodge Ram SRT 10 performance pickup from the early 2000s, all folded into a new brew with the rock solid style and build of the modern Power Wagon and Rebel, with a new iteration of the 700-plus-hp HEMI powerplants used in the most potent Dodge//SRT and even Jeep track machines under the hood, the new 2021 Ram 1500 TRX brings quite a compelling recipe to the table. Can't wait to dig in. ■



2020 Pebble Beach Concours cancelled; Gooding follows suit

With entrants, judges, volunteers and guests expressing ongoing concerns related to the coronavirus pandemic, officials of the Pebble Beach Concours d'Elegance cancelled this year's event, the 70th, scheduled for August 16, 2020. The car selection process had been recently completed, and entrants were notified of their acceptance earlier in August, noting that they were invited to appear at the 70th celebration, even if it were to be delayed. With the cancellation of this year's event, the 70th Pebble Beach Concours will now take place on Sunday, August 15, 2021. Features will remain as planned, with a display of past Best of Show winners along the edge of Stillwater Cove, and special classes focusing on Pininfarina coachwork, Porsche 917, Talbot-Lago Grand Sport, Miller racing, Iso, Early Electrics and the Carrera Panamericana. All tickets purchased before cancellation will be valid for the event in 2021. Those who cannot attend on the new 2021 date can request a refund by email. For more information, visit www.pebblebeachconcours.net.

Gooding & Company, official auction house of the Pebble Beach Concours, also postponed their event until next year.

Bonhams Quail Motorcar Auction live and online from Los Angeles

Bonhams' event moved from its usual venue at the Quail Lodge in Carmel to the auction house's Los Angeles saleroom. Interested clients previewed the majority of the cars at the Petersen Automotive Museum in LA, as well as in New York and at other locations around the country. A high level of interest led to spirited domestic and international bidding, online and by telephone, presented live and online on August 14. The top five sales were:

1 1959 Porsche 718 RSK Spyder Coachwork by Wendler (Lot 53)...\$2,232,500
Chassis #718-031; 1587cc DOHC flat 4-cylinder; dual Weber 46 IDM1 carburetors; 150+ bhp at 7200 rpm; 5-speed manual transaxle; 4-wheel independent suspension; 4-wheel hydraulic drums. • Ex-Bernie Vihl, multiple first place finisher with Bob Holbert in 1959 Bahamas Speed Week and 1960 race season; three owners from new; in current ownership since 1974; eligible for the most exclusive driving and concours events globally.

2 2014 Bugatti Veyron 16.4 Grand Sport Vitesse 'Meo Costantini'
Coachwork by Design by Giorgetto Giugiaro (Lot 77).....\$1,875,000
7993cc DOHC 64-valve quad-turbocharged W16; direct fuel injection; 1200 bhp at 6400 rpm; 7-speed dual clutch semi-automatic; 4-wheel independent suspension; 4-wheel vented carbon ceramic discs. • One of only three total and the only US-spec built of this special edition; fewer than 400 miles from new; one of the world's rarest hypercars.

3 1956 Mercedes-Benz 300 SC Roadster (Lot 39)\$951,000
Chassis #188.015.6500069; engine #199.980.6500071; 2996cc SOHC inline-6; Bosch fuel injection; 175 bhp at 5400 rpm; 4-speed manual; 4-wheel independent suspension; 4-wheel drum brakes. • Highly exclusive, top-of-the-line; one of only 53 examples built; matching numbers; Mercedes-Benz factory records included.

4 2018 Ferrari 812 Superfast (Lot 100).....\$310,250
VIN ZFF83CLA4J0233155; 6496cc DOHC 48-valve V12; electronic fuel injection; 789 bhp at 8500 rpm; 7-speed dual clutch; 4-wheel independent suspension; carbon ceramic discs. • Strikingly beautiful, very powerful V12 Ferrari; elegant Bianco Avus over Nero livery; largely showroom-fresh, less than 300 miles from new, still under factory warranty.

(Top to bottom at right) Bonhams Top Five: 1959 Porsche 718 RSK Spyder Coachwork by Wendler (Lot#53; \$2,232,500); 2014 Bugatti Veyron 16.4 Grand Sport Vitesse 'Meo Costantini' Coachwork by Design by Giorgetto Giugiaro (Lot#77; \$1,875,000); 1956 Mercedes-Benz 300 SC Roadster (Lot#39; \$951,000); 2018 Ferrari 812 Superfast (Lot#100; \$310,250); 1959 Alfa Romeo 2000 Spider Coachwork by Touring (Lot#55; \$97,000).



5 1959 Alfa Romeo 2000 Spider Coachwork by Touring (Lot 55).....\$97,000
Chassis no. AR10204.00079; engine no. AR00204.01905 (see text); 1,975cc DOHC inline 4-cylinder; 2 twin-choke Weber carburetors; 115 bhp at 5700 rpm; 5-speed manual; independent front suspension, live rear axle; 4-wheel drum brakes. • Superbly restored example of the desirable Touring-bodied 2000 Spider; in current California ownership for more than four decades; at home on concours lawns or mountain roads alike; La Dolce Vita motoring at its finest.

For more results and information on upcoming events, visit bonhams.com.

RM Sotheby's moves online, hits \$30.4m sales, single car record

With Pebble Beach cancelled, RM Sotheby's moved its concurrent Monterey auction online, where bidders from 36 countries took part, 23 percent of whom represented new clients for RM. Billed as the *Online Only: SHIFT/MONTEREY* sale, the event saw \$30,412,810 in total sales, with the top seven sales exceeding \$1 million each, led by a 2001 Ferrari 550 GT1 Prodrive (Lot 240) at \$4.29 million—the most valuable car ever sold in an online collector car auction to date, achieved in a hard-fought battle on the final day.

Ferraris filled four of the top five sales, with a Pagani at third highest. The top-dollar Ferrari 550 GT1 Prodrive, serial number CRD 002/2001—consigned directly by Ferrari 550 GT1 Prodrive program promoter Care Racing Development, single owner of the car since its race prep in 2001—is the second of ten examples built by Prodrive. It competed in 49 races, taking 15 pole positions and 14 outright race wins including The 24 Hours of Spa in 2004. The car finished on the podium some 29 times and is the last V12 Ferrari to win a 24-hour race overall. Impeccably presented and in fully rebuilt, race-ready condition, this Classiche certified Ferrari racing car was the undoubted star of the sale.

Top ten sales included a 1932 Packard Deluxe Eight Individual Convertible Victoria, the sole pre-war car in the top ten, at \$1,056,000; a restored 1960 Mercedes-Benz 300 SL Roadster, four private owners since 1961, at \$1,045,000; an outrageous 1960 Porsche MOMO 356 RSR Outlaw by Rod Emory, smashing its estimate at \$858,000; an ultra-rare factory prototype 1972 Porsche 916, the first of ten pre-production 916s built and originally owned by Louise Piëch, at \$957,000; a race-winning 1980 BMW M1 Procar, the 36th of just 54 Procars built, sold new to US racing driver Joe Crevier at \$913,000; and a 2017 Ford GT, from one owner with just under 1,300 miles on the odometer, which achieved \$858,000. RM Sotheby's Top Ten Sales (plus a tie) were:

- | | |
|---|-------------|
| 1 2001 Ferrari 550 GT1 Prodrive (Lot 240)..... | \$4,290,000 |
| 2 1965 Ferrari 275 GTB (Lot 227)..... | \$1,980,000 |
| 3 2014 Pagani Huayra (Lot 154)..... | \$1,848,000 |
| 4 1964 Ferrari 250 GT/L Berlinetta Lusso (Lot 115)..... | \$1,496,000 |
| 5 1991 Ferrari F40 (Lot 244)..... | \$1,386,000 |
| 6 1932 Packard Deluxe Eight Indiv Convert Victoria (Lot 248)..... | \$1,056,000 |
| 7 1960 Mercedes-Benz 300 SL Roadster (Lot 123)..... | \$1,045,000 |
| 8 1972 Porsche 916 (Lot 151)..... | \$957,000 |
| 9 1980 BMW M1 Procar (Lot 122)..... | \$913,000 |
| 10 1960 Porsche MOMO 356 RSR Outlaw (Lot 143)..... | \$858,000 |
| 11 2017 Ford GT (Lot 153)..... | \$858,000 |

RM Sotheby's continues its Online Only calendar with its Auburn Fall auction, now in its 50th year, September 3-5. For info on upcoming auctions, visit rmsothebys.com. ■

(Top to bottom at right) RM Sotheby's Top Five: 2001 Ferrari 550 GT1 Prodrive (Lot#240; \$4,290,000); 1965 Ferrari 275 GTB (Lot#227; \$1,980,000); 2014 Pagani Huayra (Lot#154; \$1,848,000); 1964 Ferrari 250 GT/L Berlinetta Lusso (Lot#115; \$1,496,000); 1991 Ferrari F40 (Lot#244; \$1,386,000).



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NEW VEHICLE INTRODUCTION : 2021 KIA K5

Names and numbers

New Kia midsize sedan sheds Optima name for global K5

Kia recently launched a new midsize sedan—online, pandemic quarantine style, no drive yet—and while there is much to talk about, first and most obvious is its name. In an era full of alphanumeric model names from many manufacturers, Kia has had many highly recognizable name-names: Soul, Forte, Telluride, Stinger. And of course Optima, their popular midsize sedan, selling in the top half dozen among over 20 entries.

As is often the case, though, this car has had a different name at home and in much of the rest of the world: Kia K5. You may be familiar with the small-volume Kia K900 full-size luxury sedan. This is the K9 in Korea, but its name was modified for our market. There have long been several other Kia K-number models globally, as well. Well, welcome Kia alphanumeric to our shores. Now that you're oriented, here's the new car.

And new it is. Built on a new platform (N3), it's longer, lower and wider, all of which sounds familiar, but it has specifically allowed all this (and more) to go into the cabin—just check out the legroom statistics at right (as well as trunk size).

The K5 lineup follows Kia's familiar stairsteps, starting with the LX (at just \$400 more than the top Forte compact). The engine and a new 8-speed automatic transmission are the same from LX up

to EX. The line-topping GT moves from a 1.6L turbo to 2.5L turbo, with new highs in power and torque, while also bearing a DCT performance transmission, upgraded steering and suspension, and the largest among tire and wheel specifications that have been upgraded across the full lineup.

Kia introduces all-wheel drive as an option on the top two 1.6T models, at just \$1200 on one, \$1100 on the other, though it's not available on the top-top GT 2.5T. (None offer a manual shift.)

A full range of effectively implemented drive modes enhance your personal experience, with additional Snow mode for the all-wheel-drivers and Sport+ for the GT.

K5 also gives us a first look at new Kia styling, with a grille (still tiger-nosed) that runs full width and even suggests a wraparound.

While midsize sedan sales have dropped industrywide in the past few years, as many buyers moved to compact crossovers, some brands have dropped out of the segment—which Kia has seen as an opportunity. "Give It Everything" is their new mantra, and that's what they've done here.

The new K5 is built at Kia's West Point, Georgia plant, along with the Telluride SUV. LX through EX models began rolling out this summer, with the hot GT following this fall. ■

SPECIFICATIONS

ENGINES:

LX, LXS, GT-Line, EX	1.6L turbo-4 GAMMA-II
HP/TORQUE	180 hp / 195 lb-ft
GT 2.5T	2.5L turbo-4 MPI THETA-III
HP/TORQUE	290 hp / 311 lb-ft
DRIVETRAIN	FWD (opt AWD on LXS, GT-Line)
TRANSMISSION	(all models except GT) 8-spd auto (GT 2.5T) 8-spd wet dual-clutch trans (DCT)
SUSPENSION	F: MacPherson strut; R: multi-link, gas shocks (F/R: sport-tuned on GT 2.5T);
STEERING	(all but GT) rack & pinion col-mtd power (GT 2.5T) rack & pinion R&P-mtd power
BRAKES	hydraulic, vacuum power-assist (all but GT) F: 12.0 vented; R: 11.2 solid disc (GT 2.5T) F: 13.6 vented; R: 12.8 solid disc
WHEELS/TIRES	(LX, LXS) 6.5x16 / P205/65R16 95H (GT-Line, EX) 7.5x18 / P235/45R18 94V (GT 2.5T) 8.0x19 / P245/40R19 94W

LENGTH / WHEELBASE	193.1 / 112.2
TURNING CIRCLE	36.0 ft
GROUND CLEARANCE	5.3 in
HEADROOM (F/R)	(no snrf: LX, LXS, GT-Line) 40.2 / 37.8 in (w pano sunroof: GT-Line, EX, GT 2.5T) 38.4 / 37.4 in
LEGROOM (F/R)	46.1 / 35.2 in
CARGO CAPACITY	16.0 cu.ft
WEIGHT	3115-3228 lb (GT tbd)
FUEL (ALL MODELS)	regular unleaded
FUEL CAPACITY	LX 14.8 gal; others 15.8 gal
MPG	(1.6T LX) 29/38/32 (city/hwy/comb) (other 1.6T models FWD) 27/37/31 (city/hwy/comb) (AWD models and GT 2.5T) tbd

LX	\$23,490
LXS	\$24,490
GT-Line	\$25,390
GT-Line AWD	26,590
EX	\$27,990
EX AWD	29,090
GT 2.5T	\$30,490

A name is just a name, or is it? Branding is vitally important, or we wouldn't have names at all. Alphanumerics have worked just fine for many other brands, though not all. "Kia Optima" has rolled off the tongue easily for years. Now get used to "Kia K5." There, that wasn't so hard, was it?



3000-MILE PIZZA DELIVERY

And no, it wasn't some quarantine gig. by Tyson Hugie

Acura gave me the key to a 2020 TLX for two weeks, and I used it to deliver pizza and garlic bread.

Before that phrase prevents me from ever getting a demo car from them again, let me explain.

My grandpa's favorite pizza place, Fredrico's, is located 400 miles away from his home. He's nearly 90 years old and doesn't get to travel as much as he used to, so his opportunities to taste Fredrico's food are few and far between these days. But I crafted an idea of a way I could make it happen as part of a summer road trip. The strategy involved a to-go order, a cooler, and effective time management to get the meal delivered six hours away. It worked

out perfectly, as I arrived in St George, Utah at 5:00 pm, right on time for dinner.

The pizza run was just one of many rewarding aspects during an over-3,000-mile, six-state, 12-day road trip in a new Acura TLX. And the experience was exactly the great escape I'd been needing after being cooped up in quarantine for a couple of months.

The year 2020 has taken each one of us for a pretty unpredictable ride. What started out as an anticipated year of celebrations for me—car meet-ups, a high school reunion, and family festivities—started cascading like a row of dominoes as every event cancelled in sequence. And two months into what became a worldwide

health crisis, I learned that the future and stability of my own career was in jeopardy. A mandatory unpaid furlough added to the drama, but I engineered a way to turn that downtime into some serious uptime. Enter the TLX.

I've followed the limited-production TLX "PMC Edition" since it was first introduced in a press release on April 11th, 2019. In fact, I knew about it a day prior, because Andrew from Acura Public Relations had clued me in privately via email a day in advance. His email stated, "I think you're going to like this one." Indeed, I did.

Even before that, I'd followed the evolution and launch of the first-generation TLX for a long time. I was present in January 2014 when it debuted in concept form at the North American International Auto Show (NAIAS) in Detroit, where I met Jarad Hall, its lead designer.

The TLX production model was unveiled three months later in New York. I first

TLX PMC odometer start, Day One 2,233
TLX PMC odometer end, Day 15 5,369
Trip mileage 3,136



(Left) Grand Teton National Park, at Jackson, Wyoming. (Above) The Perrine Memorial Bridge, US 93 crossing the Snake River on the north edge of Twin Falls, Idaho. // Crossing the river in Logan Canyon, Utah. // We passed many a "Welcome To" sign, including some states more than once.

drove one that August, and in February of the following year I secured one for a thorough road test via some Arizona scenic byways. It's now been five years since I really had much of a chance to spend time with one. Until now.

I flew from Phoenix, Arizona to Southern California on a Friday morning, with as many precautions as I could possibly put into place. The entire travel experience was somehow new for me, despite being such a seasoned traveler: mask regulations, distancing practices, new signage, modified boarding procedures, sanitization measures and in-flight announcement changes. But it was a unique opportunity.

Andrew picked me up in PMC Edition #027/360, with 2,233 miles on the odometer. I had lunch with a fellow Acura enthusiast who brought out his 1988 Integra Special Edition, and the rest of the adventure started from there.

My first order of business was getting back home to Phoenix to load up the car with luggage, since I'd flown to California with only a backpack. While there, I tried the TLX on for size by introducing it to the heritage Acura vehicles in my garage.

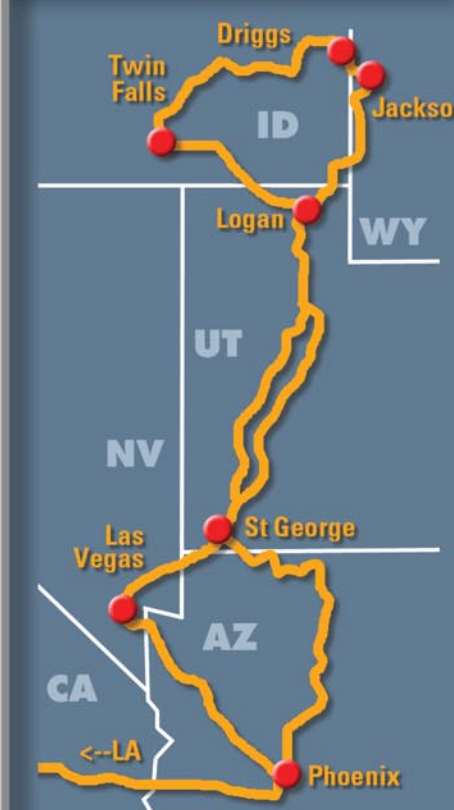
The trip route was intentionally designed to minimize ever having to re-use the same stretch of road. And aside from a few small areas, I succeeded in that. For 3,136 miles, I made my way through Cali-



fornia, Arizona, Utah, Idaho, Wyoming and Nevada. I reconnected (at a safe distance whenever possible) with family and friends, mapped out some roads I'd never seen before, and saw some of Mother Nature's finest landscapes in the Rocky Mountains.

No interstate adventure would be complete without saying hi to some of my fellow Acura enthusiast brothers and sisters, so I made a special point to arrange a meet-up in Salt Lake City with friends including Sunny, Trevor, and Shaun who brought out their TSX, TL, and RDX respectively.

The trip's capstone was a three-day weekend in a small town nestled at the base of the Grand Teton mountain range, an area known as Jackson Hole. As home to about 10,000 people, Jackson, Wyoming acts as a hub of recreation for that region. In the wintertime, skiers swarm the town for the opportunity to hit its three ski



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areas, and in the summertime, there are dozens of hikes and activities to entertain people in the great outdoors.

My dad and stepmom joined for that leg of the trip. We took an eight-mile early morning hike at Bear Paw Lake in Grand Teton National Park, where we had the place nearly entirely to ourselves, aside from a few mosquitoes and other forms of wildlife. Bear sightings, for better or for worse, were zero that day. We had some fun capturing ourselves on the Town Square live webcam stream from multiple angles.

Climbing out of Jackson on Highway 22 to the west via Teton Pass, the ascent sharply climbs from about 6,000 to 8,500 feet with 10 percent grades and avalanche slide paths. I chose this route because it provided the most direct access to eastern Idaho, where I stayed at my uncle Jeff's cabin for a night. With temperatures in the low 30s that day, there was a likelihood I'd run into snow, and I was optimistic I'd get to put the TLX Super Handling All-Wheel Drive to a test, but aside from wet roads and heavy fog, I had plenty of traction to get where I needed to go.

I added a few hundred extra miles to my trip in Idaho because I wanted to reconnect with a couple of friends there. After passing through small towns like Arco ("first city in the world lighted by atomic power") and seeing what there was to explore at Craters of the Moon National Monument (basically, an abundance of lava caves), I dropped into the city of Twin Falls, along the Snake River.

My friends Josh and Pete met up with me there for the best all-you-can-eat sushi



(Above, left to right) Marble Canyon, along Highway 89A, northern Arizona. Fredrico's garlic bread completed the pizza order. Craters of the Moon National Monument, Idaho. (Right) Years of family photos at the elk statue in Jackson, Wyoming prove that nobody grows older, just the trees.

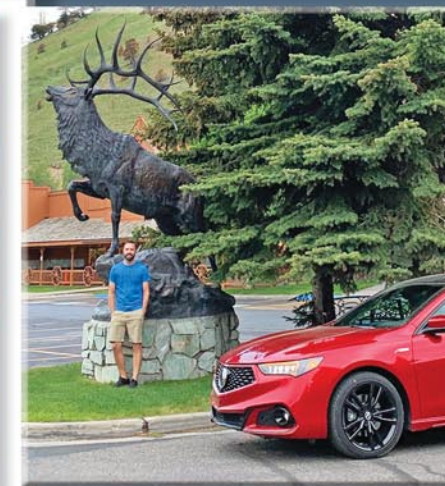
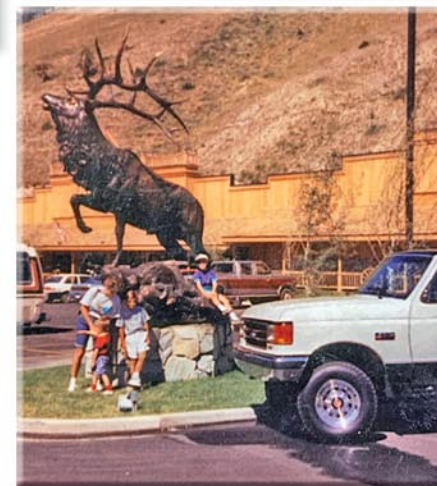
in the state. Josh also presented me with a custom, hand-built Hot Wheels display board. The Idaho hospitality was definitely very much appreciated.

My return to Phoenix included a few more stops to see people, as well as the aforementioned Fredrico's Pizza delivery run. Fredrico's is in Logan, Utah, and grandpa was working up an appetite back in St George. All right on the way!

I made the most of each and every checkpoint along the drive home, even popping in to say hello to my friend Casey who works at the Shell gas station in small Mona, Utah off Interstate 15. My entire handwritten fuel log—or at least the 13 fuel stops since starting out in Phoenix—was left in the glove compartment for posterity.

It's hard to believe six years have passed since I first laid eyes on a TLX – the design is modern and the car drew compliments everywhere I took it. I hadn't even made it out of Orange County, California without a fellow driver rolling down the window in his Mazda and waving to get my attention to ask, "How much is the A-Spec?" And the coolest part of my drive experience was the fact that this particular TLX wasn't just any A-Spec, it was one of only 360 total cars hand-assembled and hand-painted at Acura's Performance Manufacturing Center in Marysville, Ohio.

I reluctantly gave back the key to my



Valencia Red ride, but will forever enjoy the memories that were created on this trip. The TLX PMC Edition was the perfect travel companion, delivering 28 miles per gallon thanks to an eco-minded 9-speed transmission that revs low at freeway speed.

I found the TLX's 290-horsepower 3.5-liter V6 more than ample to crest the mountain passes (and overtake slower traffic) with ease, and I was spoiled by the car's awesome stereo system and driver-assist technology. Even the most vigilant driver can benefit from the occasional nudge of the steering wheel when beginning to veer from a travel lane, and even though I disliked that feature initially, I found it helpful as time went on.

And maybe I'm getting old (would you believe 40 is coming up next year? Yikes!), but I fully enjoyed having an automatic transmission as a change of pace, so I could more freely focus on other enjoyable attributes of the driving experience.

Now, who needs a pizza delivered and what toppings can I get you? ■

2020 ACURA TLX 3.5L SH-AWD PMC

ENGINE	3.5L alum alloy 24v DOHC i-VTEC V6
HP/TORQUE	290 hp / 267 lb-ft
DRIVETRAIN	Super Handling AWD™
TRANSMISSION	6-spd auto w paddles
SUSPENSION F	MacPherson strut, amplitude reactive dampers, 26.0mm stb/ldr bar
	R: multi-link, 25.4mm stb/ldr bar
STEERING	elec power assist rack & pinion
BRAKES	F: 12.6 vent disc; R: 12.2 solid disc
WHEELS	19x8.0 piano black split 5-spoke
TIRES	245/40 R10 high-perf AS
LENGTH / WHEELBASE	190.7 / 109.3 in
HEADROOM (F/R)	37.2 / 36.7 in
LEGROOM (F/R)	42.6 / 34.5 in
CARGO CAPACITY	14.3 cu.ft
GROUND CLEARANCE	5.9 in
TURNING CIRCLE	39.5 in
WEIGHT	±3838 lb
FUEL / CAPACITY	91 oct prem / 17.2 gal
MPG	20/29/23 (city/hwy/comb)

PMC EDITION:
Numbered limited edition of 360, handcrafted at Performance Manufacturing Center (PMC).

PMC INCLUDES:
NSX exclusive Valencia Red Pearl paint, exclusive sport seats, exclusive gloss black accents, Advance Package, A-Spec Package and Tech Package.

BASE PRICE\$48,950

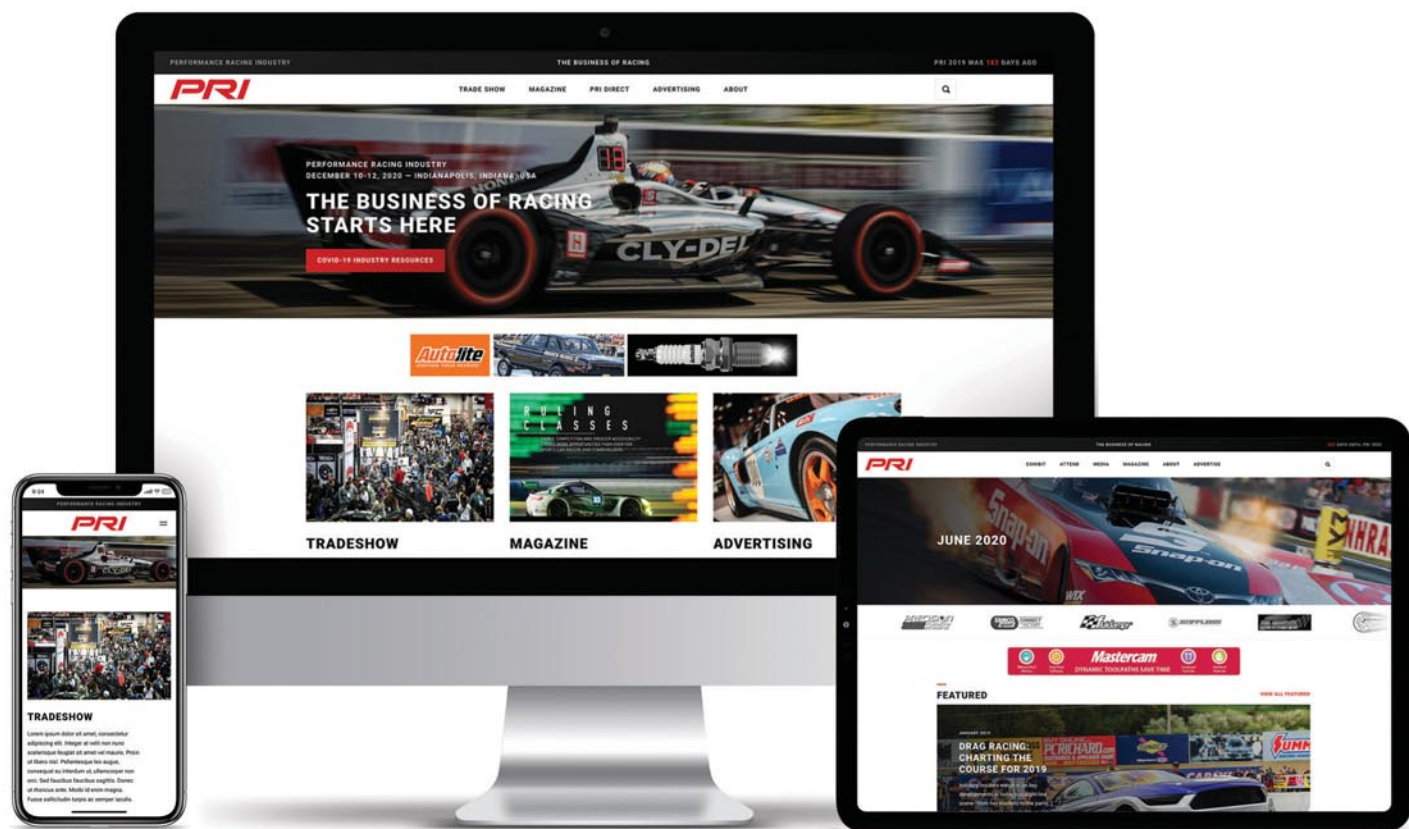
DESTINATION CHARGE995

TOTAL\$49,945



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MOTORSPORTS : DAKAR RALLY 2021

Dakar Rally returning to Saudi Arabia Historic king daddy dune-running event update

The planet's toughest test of motorsports endurance returns to Saudi Arabia next year, over a brand new Dakar Rally route. Here are key points:

▼ After four decades in the deserts of Africa, then South America, the Dakar moved to the Arabian Peninsula for the first time earlier this year. It returns there in January 2021. Categories include Car, Bike, Truck, Quad and UTV.

▼ The convoy departs Jeddah on January 3, from the shores of the Red Sea. Competitors navigate

their way through Saudi Arabia's expansive deserts for the next two weeks, with a midway rest day in the ancient city of Ha'il on January 9.

▼ A hero's reception awaits those who meet every challenge and cross the finish line back in Jeddah on January 15, while all who complete the Dakar have overcome the toughest test of endurance.

▼ On behalf of both sporting challenge and participant safety, each stage's roadbook will be handed out just 10 minutes before start, bringing naviga-

tion skills to the fore.

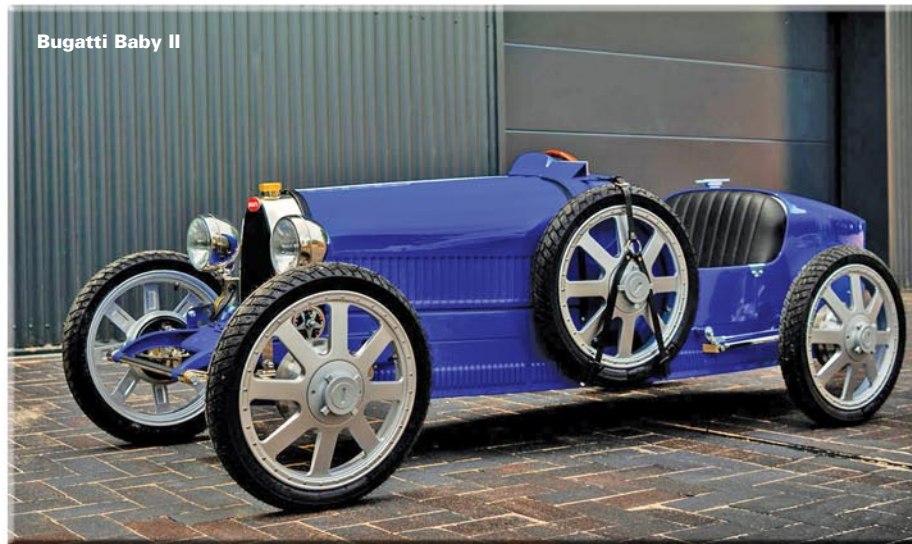
▼ New rules mandate no tire changes in the car category during the marathon stage and a total of six rear tires for the entire rally for bikes.

▼ There will be audible warnings ahead of danger zones. Certain hazardous sections will be categorized as "slow zones" (90 kph). Airbag vests will be mandatory and subject to tech inspection.

▼ New for 2021 is a Dakar Classic, reflecting the heritage of the rally, a vintage vehicle contest with the same start and finish points, expected to draw vehicles such as Renault 20, Lada Niva, Toyota Celica, Land Rover Defender and Porsche 959. ■



The original Bugatti Baby was born in 1926 when Ettore Bugatti built a 50 percent scale Type 35 for his son's fourth birthday. Intended as a one-off, it was so popular the Baby went into production from 1927 to 1936, with only about 500 ever made. Announced at the 2019 Geneva show, Bugatti's 110th birthday present to itself is the 75 percent scale Bugatti Baby II, in partnership with The Little Car Company. With design and testing completed this summer, the car has gone into series production, with clients soon taking delivery of the very first cars. There are three Bugatti Baby II versions: a composite-body Base model; carbon fiber-body Vitesse with upgraded powertrain and Speed Key as with Chiron1; and aluminum-body Pur Sang, hand-formed like the original Bugatti Type 35, each taking over 200 hours to create. All electric and all rear-wheel-drive, all versions have limited slip differential, high performance hydraulic brakes and selectable driving modes. All 500 cars were sold within three weeks of Geneva, but shifting circumstances opened a few back up. See if any are still available at bugattibaby.com.



One of the most lusted-after not-available-on-our-shores mass-produced vehicle lines is SEAT Cupra, from the high-performance division of VW Group's SEAT Spanish brand. This summer brought news of Cupra's first fully electric vehicle, the sharp-looking little Cupra el-Born, covering performance with zero-to-31 mph acceleration in 2.9 seconds, practicality with about 300 miles of range from its 77kWh battery, the tech factor with such features as an impressive augmented reality heads-up display, and green sensibilities with an interior making substantial use of recycled materials. The car will be built at VW Group's Zwickau, Germany plant, which—after 116 years—changed over from internal combustion to EV production (for VW, Audi and SEAT) this summer.

Ford Transit has an extensive range of upgrades this year, notably including the addition of four-wheel drive. Of note for both commercial and RV upfit use is a Crew Van option (including Low Roof version) with available swivel seating, so front and back rows can face each other for work-meeting or campground living space. A new 3.5L PFDi V6, 10-speed transmission and standard Co-Pilot360 tech join other available upgrades including new wheel, upholstery (including leather), glass and lighting options; center consoles in three sizes; split-view cameras; 110V power outlets; power sliding door; speed limiting; 31-gallon fuel tank; heavy duty front axle; and many more. ■

The last time Jeep Wrangler or its forebears was offered with a V8 engine was the 1981 Jeep® CJ, with a 5.0-liter V8 delivering 125 hp and 220 lb-ft of torque. Fans have been clamoring for a V8-powered production Wrangler in recent years, and if the new Jeep Wrangler Rubicon 392 Concept goes into production, they may soon get their wish. The concept has a 6.4L (392 cu.in) V8 with 450 hp, 450 lb-ft of torque and—a spec not previously associated with Jeep Wrangler—a zero-to-60 mph time under five seconds. Off-road attributes are delivered via boosted torque, Dana 44 axles, full-time two-speed transfer case, front and rear lockers, 37-inch M/T tires and a two-inch factory lift kit. Its performance is announced by a pushbutton two-mode exhaust. The concept bears half doors, Granite Crystal paint with bronze accents, and Red Rock leather with gold stitching.



Mercedes-AMG engineers, inspired by their AMG GT3 racing car, have created a new tour de force—the Mercedes-AMG GT Black Series (as in “born on the track”—combining the most powerful AMG V8 series engine ever, the most elaborate aerodynamics ever (even more advanced than the rules-limited racer), increasingly advanced use of lightweight materials, and folding it all together to deliver highly advanced driving dynamics. The striking machine bears key style points from the GT3 racer. Its handcrafted 4.0L biturbo V8 has extensive new breakthroughs, notably its flat-plane crankshaft, which in turn produces uniformly oscillating gas columns in the exhaust tract, the resonance of which is used to boost performance even further; and extreme aerodynamic implementations from exhaust air outlets on the hood to a two-stage rear spoiler fed in part by that flow. The result is a curve-hugging machine that hits zero-to-124 mph in under nine seconds.



No sooner was the buzz of the new Ford Bronco resonating around the world, than Saleen revealed a first look at their take, a future vehicle that takes to the dirt with a vengeance—paying homage to the Parnelli Jones Big Oly Bronco in which he took the Baja 1000 championship in 1971, acknowledged as creating the Trophy Truck category and class, and again in 1972. Anchored around the concept of a high-performance desert off-road racer and bearing a new take on the Oly (Olympia Beer) graphics of the original. Saleen is well known for pavement performance, but is also no stranger to trucks, and they say Steve Saleen has never met a checkered flag of any sort that he doesn't love. We look forward to more details. ■



Everything—in a convenient C-size

By Joe Sage

We put quite a few miles on this baby, and it was a satisfying experience from the get-go. Accelerating through the sweep onto a freeway ramp, smoothly, confidently and powerfully navigating our way among a mix varying from slow box trucks to non-signaling 100-mph fellow travelers, then up to speed on the open road, we quickly concluded that this 255-horsepower German drop-top delivered everything—a smooth and potent drivetrain, German luxury cabin, extensive creature comforts and tech features well implemented, plus it's a convertible, plus ours is a rear-driver but could be 4MATIC all-wheel-drive if you prefer—basically delivering everything you would get in an E-Class Cabriolet that costs almost 50 percent more, or a

flagship S-Class Cabriolet that costs about two and a half times as much.

And by everything, we partly do and partly don't mean it's the same car except for size. Glance at the fundamentals in our model chart at lower right, and you'll see that power also climbs across the model range, although the ponies per dollar ratio is actually better toward the smaller end. But of course ponies aren't ever the whole story. And size can have its own reasons in the decision process, independent of any real compromise. The bigger models (E- and S-Class) will have a bit more legroom, perhaps some more cupholders and so on. But the smaller model (our C-Class here) has a considerably tighter turning circle (always one of

our bigger delights around town) and higher fuel mileage, and there is that favorable price. Other features—instrumentation, upholstery, some of the industry's most advanced driver assist for those who like that, even cabin size and certainly the experience in general—are very similar across the board. Some say everything is never enough. But this C-Class Cabriolet argues back that everything is more than enough.

The Mercedes Cabriolet lineup has some special weather-beating features we have long taken special interest and delight in—the Aircap® air dam atop the windshield frame, which deploys along with a rear wind deflector, creating a relatively-still-air cocoon in your open car; the Airscarf® headrest-embedded neck-warming system, and of course heated and cooled seats. Aircap, Airscarf and heated seats are tailored for cooler weather

(which in fact is often convertible season in Arizona), and for a few years, we indeed kept happening to drive E-Class Cabriolets with these features in colder and wetter weather—from their introduction in the Smoky Mountains of Tennessee and North Carolina, to Northern California's rainy season, to right here at home.

But we had always wondered what the systems might offer—Aircap, deflector and cooled seats (but not heated Airscarf) in hot weather.

Last summer, we finally had the S-Class Cabriolet for a week during a blistering hot stretch, a perfect chance to see whether the open-air cocoon system provided benefits in Arizona's extreme summer. At about 120 degrees and at around-town speeds, it was a neat novelty, but we were happy once we put the top back up.

We tried it again this summer in the C-Class, and this time it was bliss. The differences? This time it was only 108 degrees. This time we were cruising the open two-lane roads of backcountry Arizona between metro Phoenix and metro Tucson at highway speeds. And this time we had the smaller cabin of a C-Class. Does smaller size create more of a cocoon? It's possible! If so, advantage, C-Class. We had thought we'd just give it a quick experiment, as with the prior summer's S-Class Cabriolet, but we left the top down and the devices deployed the whole way.

You're not likely to dwell upon the value equation of size, power and price for long—pretty much just at purchase time. Whatever your size decision, from that point forward, your enjoyment will be quite complete. And hey, if you like the C-Class Cabriolet, but your neighbor has an E-Class, just show up with two of these for about the same price. If they have an S-Class, show up with three. If your neighbor has an AMG, perhaps save up a little more between now and trade-in time. No matter how you slice it, you and your neighbor will both find plenty to love at the size you bought, as well as in each other's. It's a Goldilocks triad well executed. ■



SPECIFICATIONS

DOORS/SEATS	four / four
BUILD	steel unibody, alum sheet metal
ENGINE	2.0L alum alloy I-4 turbo 16v DOHC
HP/TORQUE	255 hp / 273 lb-ft
DRIVETRAIN	RWD (AWD avail)
TRANSMISSION	9G-Tronic 9-spnd auto
0-TO-60 / TOP SPEED	6.1 sec / 130 mph (lim)
SUSPENSION	F: indep multi-link w coil spring, single-tube shock w CDC & torsion bar; R: indep multi-link w coil spring, single-tube shock w CDC & torsion bar
STEERING	speed-dependent electro-mechanical rack & pinion
BRAKES	F: 13.0; R: 11.8
WHEELS	F: 7.5x18 cast; R: 8.5x18 cast
TIRES	F: 225/45R18; R: 245/40R18
LENGTH / WHEELBASE	184.5 / 111.8 in
TURNING CIRCLE	36.8 ft
GROUND CLEARANCE	(max load) 3.5 in
HEADROOM (F/R)	38.4 / 36.0 in
LEGROOM (F/R)	tba
CARGO CAPACITY	8.83 cu.ft
WEIGHT	tba
FUEL / CAPACITY	premium unl / 17.4 gal
MPG	21/29/24 (city/hwy/comb)

BASE PRICE	\$53,950
LUNAR BLUE METALLIC PAINT	720
PORCELAIN LEATHER	1620
PASSENGER SEAT: memory, thigh support	350
VENTILATED FRONT SEATS	450
12.3" DIGITAL INSTRUMENT CLUSTER	750
19" AMG MULTISPOKE WHEELS	500
WIRELESS CHARGE, NFC PAIRING	200
DRIVER ASSIST PKG: Distronic® active distance assist, active steering assist evasive steering assist, active lane change assist, active lane keep assist, active blind spot assist, active brake assist w cross-traffic, active emergency stop assist, active speed limit assist, route-based speed adapt	1700
MULTIMEDIA PKG: Comand® navigation incl 3 yrs live traffic & weather, car-to-X communication, voice control	1250
AMG LINE: AMG body styling, sport suspension, sport steering, perforated front brake discs w MBenz calipers, brushed alum sport pedals w rubber studs, AMG floor mats	1500
DESTINATION CHARGE	995

TOTAL **\$63,985**

CABRIOLET LINEUP

C-Class	
C 300 Cabriolet	
2.0L inline-4 turbo / 255 hp	\$53,950
C 300 4MATIC Cabriolet	
2.0L inline-4 turbo / 255 hp	55,950
AMG C 43 Cabriolet	
AMG-enhanced	
3.0L V6 turbo / 385 hp	64,750
AMG C 63 Cabriolet	
AMG 4.0L V8 biturbo / 469 hp	77,300
AMG C 63 S Cabriolet	
AMG 4.0L V8 biturbo / 503 hp	84,900
E-Class	
E 450 Cabriolet	
3.0L V6 biturbo / 362 hp	\$71,400
E 450 4MATIC Cabriolet	
3.0L V6 biturbo / 362 hp	73,900
AMG E 53 Cabriolet	
AMG-enhanced 3.0L inline-6 with EQ Boost & elec aux comp / 429 hp	81,650
S-Class	
S 560 Cabriolet	
4.0L V8 biturbo / 463 hp	\$138,600
AMG S 63 Cabriolet	
AMG 4.0L V8 biturbo / 603 hp	183,500

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Head-turning Red Sport

BY JOE SAGE

This is not the first time a manufacturer's two-door luxury performance coupe has been recognized as the most beautifully executed in the lineup, but that seems to be widely the case. Let your eye run over this from the unified Infiniti family grille up front to the rear, and it's largely familiar as Infiniti. Let your eye run over it from back to front, and it's all new and very individually styled.

The Infiniti lineup lives in several pools of relativity. One is the current Infiniti lineup of Q-number cars and QX-number SUVs, which replaced a prior long-established mixed alphabet a few years ago. Easy to translate from old to new model names at first, then adding exceptions—mostly just the new designations matter by now, long story short.

Another realm of relativity is the Infiniti lineup against that of its Nissan cousins. Having evolved from the Infiniti G37 Coupe, a luxury-skinned-and-trimmed relative of the Nissan 370Z, by now, as the two brands' model identities have become more distinct and with its newer badge having added one more layer of separation from the past, the Q60 remains a close cousin of the Nissan Z, yet few are likely to cross-shop them per se. Their personalities and features are just too distinct. And that can be seen as a benefit of its own, for both.

Even within the Infiniti Q60 lineup, there's relativity. There are three trim levels, and each is available with or without AWD (otherwise RWD). But most notably different is the one we have here—

the Q60 RED SPORT 400 (in our case AWD). All have a 3.0-liter V6, but in the RED SPORT, the engine is tweaked in several ways to put out 400 hp versus the 300 of its other two trims. Along with the RED SPORT's power come upgrades to brakes, tires and wheels, as well as other engineering and style points throughout.

Add up all those relativities, and the car we're driving here—compared to older Infinitis, to the Nissan Z and to the lower-output Q60 models—occupies an enviable spot indeed.

Unlike the Z-car, Infiniti Q60 is only available with an automatic, but not only is it well calibrated and benefiting from its own sport mode, it has downshift rev matching, delivering much of the performance control so often missing in an automatic. And it was a delight—both in function, powering us down as we exited on downhill freeway ramps, as surely as a performance jet hitting the runway, and in the sound effects it produces.

Despite being Z-related in concept and form, the Q60 feels very spacious inside (other than inherently tight stowage spots and such). The package ultimately speaks to its owner, as well as to the outside world, as exactly what it is—not a track sports car, but a luxury performance coupe.

It's a performer, and it's a beauty. The brakes alone earn a longer than average gaze. It's definitely a car you'll turn around and take another look at every time you've parked. ■

SPECIFICATIONS

ENGINE	3.0L alum-alloy DFI 24v DOHC V6 (RED SPORT) twin-pump intercooler
HP/TORQUE	(RED SPORT) 400 hp / 350 lb-ft
TRANSMISSION	7-spd auto, sport mode, downshift rev matching
DRIVETRAIN	ATESA ET-S® AWD (RWD avail)
SUSPENSION	F: indep dbl-wishbone, stblzr bar; R: multi-link indep, stblzr bar
STEERING	power-asst veh-speed-sens rack & pinion (note: direct adaptive steering avail on RED SPORT)
BRAKES	(RED SPORT) F: 14.0x1.3, 4-piston R: 13.8x0.8, 2-piston
WHEELS / TIRES	20x9 / 255/35R20 AS (note: RWD has staggered 20x9/20x9.5 summer)
LENGTH / WHEELBASE	184.4 / 112.2 in
TURNING CIRCLE	AWD 38.1 ft (RWD 36.7)
HEADROOM (F/R)	(w moonroof) 37.4 / 34.5 in
LEGROOM (F/R)	43.1 / 32.4 in
CARGO CAPACITY	8.7 cu.ft
WEIGHT / DISTRIB	(RED SPORT AWD) 4047 lb / 58/42
FUEL / CAPACITY	premium unl / 20.0 gal
MPG	19/26/21 (city/hwy/comb)

BASE PRICE	\$59,150
CARBON FIBER PKG:	carbon fiber rear decklid spoiler, exterior mirror covers, fog lamp finishers, fender vents
WHEELS:	20" 5-spoke dual-finish
RADIANT ILLUMINATED KICK PLATES	420
RADIANT WELCOME LIGHTING	465
INTERIOR AMBIENT LIGHTING	510
CARGO PKG:	trunk protector, cargo net, console net, first aid kit, shopping bag hook
DESTINATION CHARGE	1025
TOTAL	\$65,950

2020 INFINITI Q60 LINEUP

Q60 3.0t Pure	300 hp	RWD	\$41,350
		AWD	43,350
Q60 3.0t Luxe	300 hp	RWD	\$45,500
		AWD	47,500
Q60 3.0t RED SPORT	400 hp	RWD	\$57,150
		AWD	59,150



Popularity contest

BY JOE SAGE

Ford last year reentered the midsize pickup segment with a vengeance, bringing back the Ranger nameplate after a six-year absence, on an entirely new and highly evolved truck.

As you've surely noticed, they are not alone. Here all along have been two Japanese trucks, which are also no longer alone, with multiple new midsize pickup entries from the Detroit Three (and more likely to follow). A whole slew of midsize EV pickups are also on the horizon, while also fighting for market share are a couple of existing and/or upcoming pickup-bed unibodies.

Shopping for a pickup can be mind-numbingly complex, but Ranger keeps it simple: three trims, 4x2 or 4x4, and SuperCab or four-door SuperCrew. All have the same 2.3-liter EcoBoost turbo-four and 10-speed automatic. SuperCrew (which also means a 5-foot rather than 6-foot bed) adds \$2175 to \$2400. 4x4 adds about four grand. Anything further comes down to options and packages.

Our sample here is the top model—Lariat, 4x4, SuperCrew—also bearing both an FX4 off-road package and a black appearance package (as well as other packages and options). Alternately available are chrome or sport appearance packages. All have a 7500-lb tow capacity, while our truck's tow package adds receiver and 4/7-pin connector.

With the very reasonably priced FX4 package, this Ranger is a capable off-roader, a qualification

we put to a decent test at one of the region's best OHV parks, where it proved to be solid and tight, both in build and maneuverability. It's not a maximum-spec competition rock-crawler (and our truck's shiny, wide black package wheels suggest caution here), but its abilities go way beyond what 90 percent of people would ever throw at any truck (even if they spend money on radical trophy competition-level articulation and such). If you are a 110-percent, however, newly announced for Ranger are three Ford Performance package builds, at right.

Close to 100 percent of owners use their truck as a daily driver, and here we were pleased with the Ranger's power and equally tight maneuverability—we regularly performed inner-lane-to-inner-lane divided boulevard U-turns—as well as its crisp, clean weekday professional styling.

Though with a few horses less than its top-selling Japanese rival, Ranger's EcoBoost adds turbo power and almost 20 percent higher torque, creating (along with its 10-speed automatic) an experience praised repeatedly in our logbook—power to pass or grab a freeway lane, power to climb, power to haul (which we didn't do) and power to off-road—and it has significantly larger brakes.

The other comparison that inevitably springs to mind is Ford's full-size F-150, the nation's top-selling vehicle of any kind. Size-related differences seem obvious, though even some of those are sur-

prising. Ranger's cabin is narrower, as to be expected, but seating position is just about as commanding as in the full-size truck. F-150 offers higher trim levels—which might make for a pretty pricey Ranger (but who knows what the future holds)—and F-150 offers the Raptor extreme off-road dune-runner (and while Ford does not comment on future product, rumors and online comments persist in predicting a similar build for Ranger).

Fuel mileage estimates might not sound stellar for a smaller four-cylinder vehicle, but then again it is all in the 20s, it's a beefy 4x4, it's higher than the fuel mileage in its long-established Japanese competitor, and it tows more than that truck, too.

More people than ever are shopping for a pickup. There are many factors in any buyer's decision process, often including brand loyalty (though this has opened up a bit in recent years in the highest-loyalty-of-all pickup market). Japan has ruled midsize pickups for a long time, Ford full-size. Popularity breeds popularity—from junior high to the truck dealer's lot—creating powerful badge traction and brand momentum. Ford aims to break that momentum in the midsize segment (as do others).

F-150 remains reigning champ in full-size trucks, and that in itself seems to bode well for Ford's potential in the newly competitive and highly populated midsize pickup segment. The new midsize Ford Ranger lets you get into the top-selling full-size truck's younger brother for as little as about the same price as many a midsize sedan. Where you take it from there is entirely up to you. ■



SPECIFICATIONS

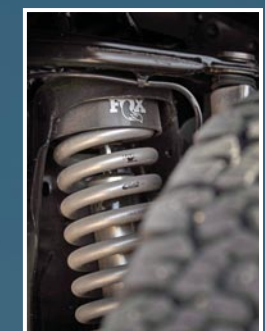
ENGINE	2.3L EcoBoost I-4 16v DOHC alum/alum
HP / TORQUE	270 hp / 310 lb-ft
DRIVETRAIN	4x4
TRANSMISSION	10-spd SelectShift auto
TRANSFER CASE RATIO	4HI 1:1, 4LO 2.717:1
SUSPENSION	F: short- & long-arm indep and tubular stblzr bar; R: Hotchkiss-type non-indep live, leaf springs, outboard shocks
STEERING	elec power assist rack & pinion
BRAKES	F: 12.24x1.33 disc, 2" twin-piston caliper; R: 12.12x0.94 disc, 2.12" single-piston caliper. Non-asbestos organic pads
WHEELS / TIRES	opt 18" alloy / 265/60R18 A/T
LENGTH / WHEELBASE	210.8 / 126.8 in
BED LENGTH	(nominal 5') 61 in
TURNING CIRCLE	41.99 ft
GROUND CLEARANCE	8.9 in
APPR / BRKVR / DEPART	28.7 / 21.5 / 25.4°
HEADROOM (F/R)	39.8 / 38.3 in
LEGROOM (F/R)	43.1 / 34.5 in
CARGO CAPACITY	43.4 cu.ft
PAYLOAD	1560 lb
TOW CAPACITY	7500 lb
WEIGHT	4441 lb
FUEL / CAPACITY	regular unl / 18 gal
MPG	20/24/22 (city/hwy/comb)

BASE PRICE: Lariat SuperCrew 4x4	\$38,675
EQUIP GROUP 501A: Tech Pkg; SYNC3, Bang & Olufsen 10-speaker HD-SiriusXM audio, nav; remote start; rain-sensing wipers	2005
PAINT: Rapid Red Metallic tinted clearcoat	395
BLACK APPEARANCE PKG: 18" black paint alum wheels, black grille w black surround & black bars, black mirror caps, 5" black running boards, body-color front bumper, black lower fascia, black sill plates, Tough Bed spray-in bedliner	1995
FX4 OFF-ROAD PKG: tuned off-road monotube shocks, off-road tires, electronic-lock rear differential; exposed steel front bash plate; skid plates for steering motor, transfer case & fuel tank; cluster screen with pitch/roll & steering angle info; Terrain Mgmt System & Trail Control	1295
TRAILER TOW PKG	495
FLOOR LINER, TRAY STYLE	160
SECURICODE KEYLESS-ENTRY KEYPAD	95
TONNEAU PICKUP BOX COVER, HARD FOLD	995
DESTINATION CHARGE	1195
TOTAL	\$47,305

In a sort of cart-before-horse nod to Ford Ranger's tough capabilities and credentials, the new Ford Bronco (see also in this issue) is based on the same platform as Ford Ranger—and the Bronco is set to go head-to-head against the world's most serious off-roaders.

RANGER ADDS THREE NEW FORD PERFORMANCE ACCESSORY PACKAGES

Three new off-road, adventure-ready accessory packages from Ford Performance bring greater personalization and fun-seeking capability to 2019 and 2020 Ford Ranger 4x4 pickups. Dealer-installed, all three packages include an off-road leveling kit with Ford Performance optimized-tuned FOX Shocks, new 17-inch Dyno Gray wheels and Ford Performance graphics on bed and windshield.



FORD PERFORMANCE LEVEL 1 PACKAGE:

- Off-Road leveling kit
- FOX "Tuned by Ford Performance" 2.0 Performance Series internal floating piston monotube front and rear shocks tuned by Ford Performance Engineers to optimize on and off-road performance
- Ford Performance 17-inch Dyno Gray wheels
- Ford Performance bedside graphics and Ford Performance windshield banner

\$2,495 MSRP + installation



FORD PERFORMANCE LEVEL 2 PACKAGE: includes Level 1 content plus:

- Ford Performance engine calibration, which increases horsepower by 16 percent to 315 at 4,500 RPM and increases torque by nearly 20 percent to 370 lb.-ft. at 2,500 RPM
- BFGoodrich KO2 265/70-17 tires
- Rigid off-road fog light kit
- Ford Performance calibration
- Blue tow hooks
- Ford Performance stainless steel license plate frame

\$4,495 MSRP + installation



FORD PERFORMANCE LEVEL 3 PACKAGE: includes Levels 1 and 2 content plus:

- Rigid 40-inch LED lightbar kit
- Red tow hooks
- Ford Performance by ARB winch-capable front bumper
- Ford Performance chase rack
- 2.3-liter Ford Performance sport exhaust

\$8,995 MSRP + installation

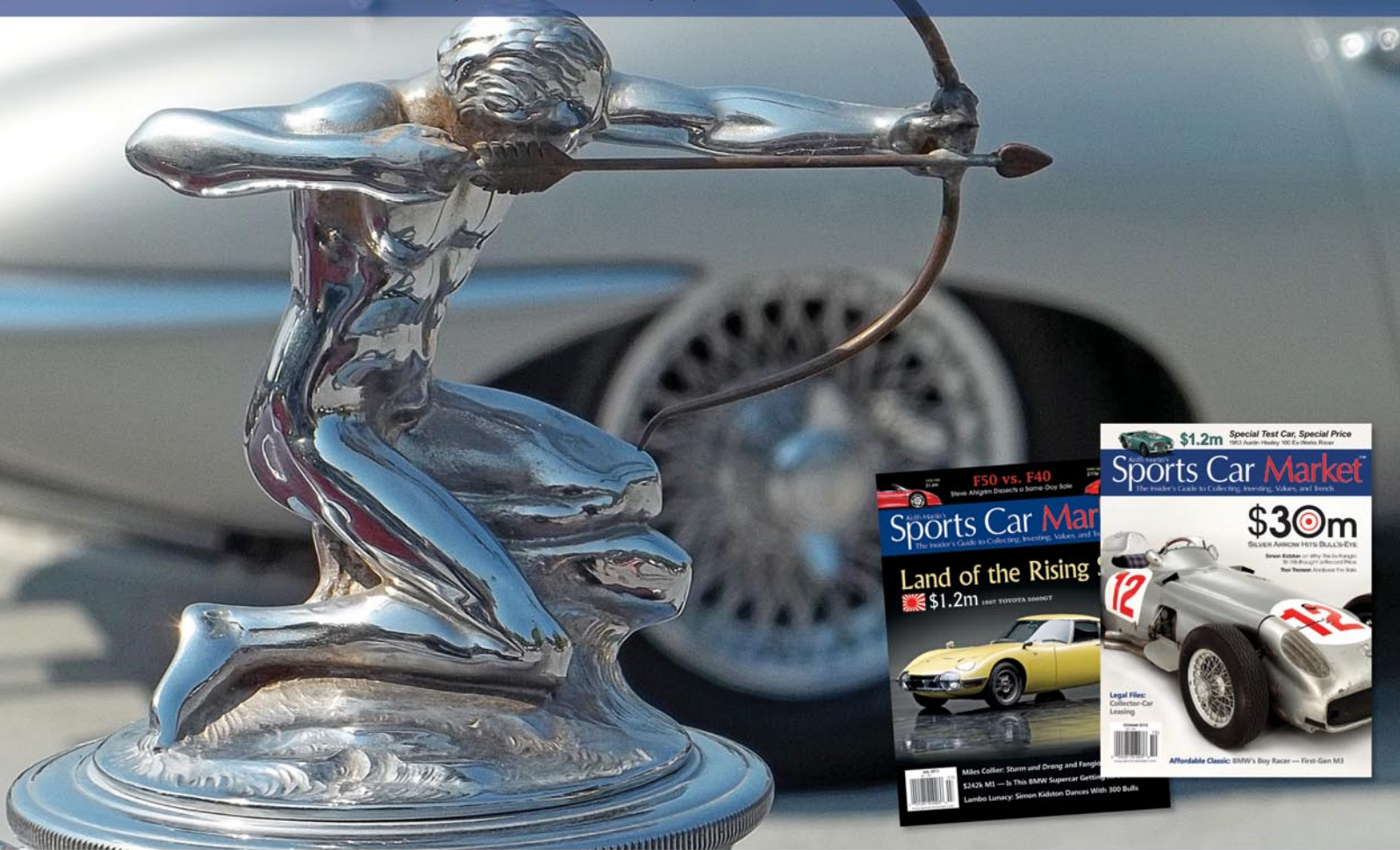
On average, customers added approximately \$650 worth of Ford accessories to each Ranger pickup sold in the US in 2019, its first year back in the US market. Ranger leads Ford's new accessories product strategy (which will expand further with the all-new Bronco) to provide greater personalization seamlessly in the catalog. Ford Performance Level 1 and Level 2 packages for Ranger arrived in August. Level 3 arrives next summer. See a Ford dealer or performanceparts.ford.com for details. ■

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A WEEK WITH : 2020 FIAT 500X SPORT AWD

Xtra sauce

BY JOE SAGE

Fiat 500X is the natural offspring of Italian sports cars and American off-roaders, both, perfectly blended. Its engineering is not that distantly related to its cousin the Alfa Romeo Stelvio. And beneath its sexy skin, it's a direct sibling to the Jeep Renegade.

When it comes to power, sometimes size does not matter. For perspective, a 1975 Corvette with a 350 cu.in V8 had 165 horsepower. A 2020 Fiat 500X with a 79-cu.in (1.3L) turbo-four has 177 hp. Add the decent cargo volume and ground clearance of a subcompact SUV (currently the hottest market segment), and you have a tight-maneuvering little Euro lightweight four-by-four—all partly a sign of the times, but still quite an achievement.

Another sign of the times is that the model that originally anchored the whole Fiat lineup and mind-set, the Fiat 500—introduced in the US along with just a couple of other tiny cars during an era of rapidly rising fuel prices—has been discontinued for 2020 (though the 2019 is still available). This leaves the 500X (a distinctly 21st century Fiat) and the 124 Spider sports car (with decades of deep heritage) in the stable, along with the 500L, sort of a conventional-swing-door micro-minivan.

Four-wheeling might include the picnic-fishing-rafting-hiking weekend kind, or the extreme rock-crawling rally kind. Parallel to all that are the daily benefits of a full-time all-wheel-drive powertrain.

Fiat 500X is a solid go-anywhere vehicle, great for sand, dirt and gravel (its foundation even supports a Trailhawk model in the Jeep Renegade lineup). And its advanced AWD (full-time traction when you need it, auto-disengaged rear axle for maximum fuel efficiency when you don't) adds grip and sure-footed tracking on dry pavement, plus a significant edge in winter snow or summer monsoons.

Sport is a new model for 2020, in a simplified lineup of just four trims (for 2019, there were six). It adds its own front and rear fascias, dark mirror caps, body-colored trim points, a leather-wrapped steering wheel and other goodies. Ours adds a lot more content (see sidebar), some you could skip, either way quite reasonable for all it delivers. The Uconnect screen is one of the smaller ones, but this lets you see everything compactly—or ignore it all more readily, which is nice in a little vehicle that's just a great driving machine. Drive modes are equally simple—regular, sport or extra traction.

Fiat 500X Sport comes in five colors: red, white, blue, black, graphite grey (each with a catchy Italian name). Our sample also includes a contrasting black roof, a style point currently popular with several active small crossovers. We like the egg-shape of the 500X and might have expected that the black roof would diminish that, but it turns out to work just fine, just a little bit different flavor.

This stylish and spacious little package delivers the full benefits of its wider family: the heart and soul of Alfa Romeo performance and the bones and spirit of a Jeep four-wheeler. ■

SPECIFICATIONS

FACTORY	.....Melfi, Italy
SEATING	.....five
ENGINE	.....1.3L alum/alum transverse DI turbo 4
HP/TORQUE	.....177 hp / 210 lb-ft
TRANSMISSION	.....9-spd, planetary gear, transverse
DRIVETRAIN	.....AWD
SUSPENSION	.....F: MacPherson strut, coils, high-strength steel front cross-member, stblzr bar; R: Chapman strut, high-strength steel links, isolated steel cradle, coils, stblzr bar
STEERING	.....elec power rack & pinion
BRAKES	.....F: 12x1.1 vented, single-piston floating caliper; R: 10.95x0.47 solid, single-piston floating caliper
WHEELS	.....(opt) 19x7.5 sport aluminum
TIRES	.....(opt) 225/45R19 AS
LENGTH / WHEELBASE	.....167.2 / 101.2 in
TURNING CIRCLE	.....36.3 ft
GROUND CLEARANCE	.....7.9 in
HEADROOM (F/R)	.....39.1 / 37.8 in
LEGROOM (F/R)	.....41.4 / 34.8 in
CARGO CAPACITY	.....14.1 / 39.8 cu.ft
WEIGHT	.....3305 lb
FUEL / CAPACITY	.....reg or prem (rec) unl / 12.7 gal
MPG	.....24/30/26 (city/hwy/comb)

BASE PRICE	.....\$26,895
SPORT LEATHER TRIMMED BUCKET SEATS	.....995
BLACK ACCENT ROOF	.....495
PREMIUM GROUP: Beats audio, 19" sport aluminum wheels, dual-pane power sunroof	.....1695
COLD WEATHER GRP: heated fr seats, wiper de-icer	.....295
UCONNECT® 4 NAV W 7" DISPLAY	.....695
COMFORT GROUP: auto-dim mirror, 8-way driver 4-way passenger power seats, dual-zone climate, overhead ambient surround lighting	.....795
ADVANCED DRIVER ASSIST GROUP: adaptive cruise, lane depart warn plus, full speed fwd collision warn plus, blind-spot & cross-path detect, auto high-beam, rain-sense wipers	.....1395
DRIVER ASSIST GROUP: bi-function LED heads, Parksense front/rear park assist, LED license plate light	.....895
COMPACT SPARE	.....295
DESTINATION CHARGE	.....1495
TOTAL	.....\$35,895



Verde at 30

Historic 108-year-old rail line's modern sightseeing train's inaugural run was on Friday, November 23, 1990



Arizona's longest-running nature show, "Verde Canyon Railroad has long been a draw for the entire Verde Valley and a wellspring of memories for well over two million passengers who have enjoyed the scenic adventure aboard this historic line since its inaugural run on November 23, 1990. This November, the Railroad celebrates the 30th anniversary of its beloved "Wilderness Route," which takes passengers across a ribbon of rail between stunning high desert red rock pinnacles and a rare riparian venue along the Verde River.

This historic line, originally the Verde Valley Railway, first ran product in 1912, the year Arizona shed its territorial status and become the nation's 48th state. Verde Canyon Railroad's heritage harkens to the early days of train travel, when the iron horse was the newest and quickest mode of transportation for goods, services and people across the growing nation.

In 2019, the 150th anniversary of the driving of the Golden Spike, completing the Transcontinental Railroad at Promontory, Utah, served as a reminder that until relatively recently the US, and especially the West, was a land of great distances and few roads. The original Verde Valley Railway, financed by United Verde Copper Company, tied Clarkdale, Arizona to the cross-country Atchison Topeka and Santa Fe Railway, hauling abundant copper harvests from Jerome to the world, and in turn bringing the world to the remote towns of the Verde Valley.

After the mines closed in 1953, the Verde Valley Railway, nicknamed the "Verde Mix" for its diverse hauls of people and product, took on a new task—hauling cement and byproducts from the Phoenix Cement Plant in Clarkdale, source of concrete for Glen Canyon Dam, which created Lake Powell. In 1989, Dave Durban purchased the rail-



road from the Santa Fe Railway, sight unseen, based on freight figures alone. After arriving in Clarkdale, Durban was so inspired by Verde Canyon's magnificent scenery and the Verde Valley's mild four-season climate that he and wife Linda were convinced others would want to see this route's incredible beauty from the comfort of a train. The notion of an excursion train grew roots.

With a handful of midcentury passenger cars, plus flatcars refashioned for open-air viewing, the train pulled out of the station in 1990 with every seat full for three straight days. The Durbanos figured they'd move about 15,000 people per year into the canyon via the rails, but to their amazement, 44,000 passengers rode the very first year, with only word-of-mouth as their megaphone.

Over the past three decades, Verde Canyon Railroad has expanded in size, employees and special events. Cars have been added and upgraded, with the length of the train now a cool quarter-mile from locomotive to caboose. Car maintenance and improvements are always at the forefront, as passenger comfort is a signature of the Railroad.

The depot complex also has seen its share of upgrades over 30 years, from its modest beginning in a caboose and a boxcar, to the 1997 creation of the southwestern-style depot, Copper Spike Café, Boxcar Gift Store and John Bell Museum. Food and beverage options, both onboard and at the depot, are always expanding.

Only accessible by rail, Verde Canyon is also well known as a premier migration destination for raptors including the bald eagle. The Railroad is a huge supporter of Arizona Game and Fish's Eagle Watch Program and Liberty Wildlife, Arizona's premier wildlife rescue agency, never taking its eye off a commitment to preserving, protecting and presenting to the world the rare red rock riparian wilderness it calls home.

For information on tickets, special events, private parties and more, visit verdecanyonrr.com. ■



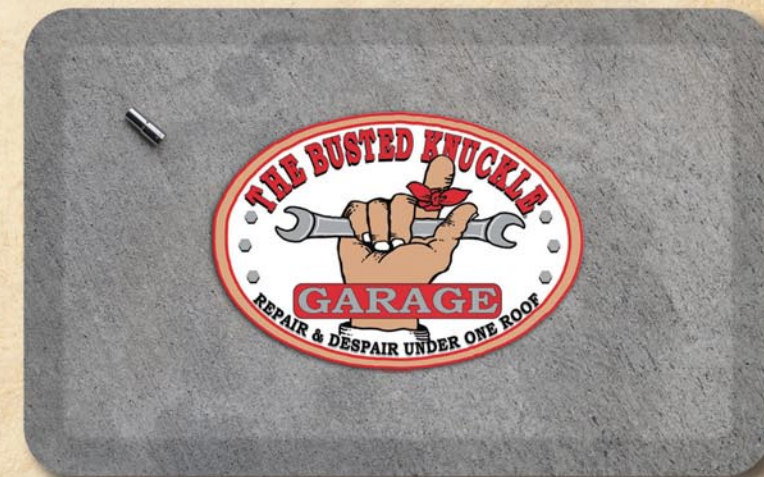
THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP

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Lost 10mm Anti-Fatigue Garage Comfort Mat (shown) / SKU: 10-BKG-GBSK
Found it! Your 10mm socket is right on the corner of this mat. Ask your friend to pick it up and hand it to you. The background is a well used concrete that will probably blend right into your own garage floor.

Repeating Wrench Anti-Fatigue Garage Comfort Mat / SKU: 10-BKG-GPWR
Show you've paid your dues by sporting the Busted Knuckle Garage logo front and center! A subtle repeating wrench pattern wallpapers the background.

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A WEEK WITH : 2020 FORD ESCAPE SEL AWD

The original, v4.0 BY JOE SAGE

The world of SUVs was quite different 20 years ago. Most were full-size (or bigger) or mid-size. Most were body-on-frame. The term “crossover” had not yet been coined. Compact utilities were mostly Asian, with a few passing exceptions you could count on about a hand and a half.

Then along came Ford (already making the top-selling midsize body-on-frame Explorer, not to mention the top-selling pickup truck) with something new—the little Ford Escape, which brought the general two-box style and bearing (as well as a good degree of the capability) of their other SUVs, but in compact form. It was an immediate hit.

For the next two decades, through evolutions in the segment of size, style, terminology, and general lifestyle and usage—and as a great many more vehicles have joined in—Escape has easily kept pace, continued to define it, or both.

Its fundamentals have proven very durable. Two generations of more SUV-like two-box styling lasted 12 years. Gen three brought more curvaceous crossover styling, echoed again in the 2020 Escape driven here—generation four.

The new Escape looks a bit carlike from the front, almost Focus-like, which makes sense if Ford carries through on its vow to quit building all cars except Mustang and Ford GT. (As they say, if a child draws “a car” these days, it’s likely to be a small SUV.) From the rear, it’s more SUV-like, belying its curvy profile, and handsome—it could pass as a small Lincoln, with its individual-letter badg-

ing. Power and ride with this 250-hp EcoBoost are SUV-solid and satisfying. The auto start-stop system is one of the most invisible we’ve seen.

Although this is the most aerodynamic Escape yet (achieved via both body and underbody), headroom, legroom and cargo volume are notably generous. All rear dimensions are up from the prior generation, and sliding rear seats provide the most rear legroom ever in EcoBoost models like ours.

Some specs are not yet available, but while engine power is increased by five horses, weight is reduced by some 200 pounds, so expect improvements in MPG. For further fuel economy, Escape—the first SUV to offer a hybrid, in 2005—offers a hybrid that extends range from about 400 miles to over 550; and test results have just come through for the Escape Plug-In Hybrid, reporting 100 MPGe with 37 miles of full-electric range.

Our SEL is next-to-top trim, though priced closer to the base S model than to the top Titanium, yet nicely featured and finished inside and out. There are many trim-drivetrain combinations, all kept within a fairly narrow price walk. You can buy a top trim Titanium Hybrid for about the same as a next-to-lowest SE trim Plug-In Hybrid. Similarly, you can get our mid-trim SEL as a Plug-In Hybrid, at almost the same cost as a non-hybrid Titanium.

Those are just two of many such trim/powertrain comparisons possible when shopping the new Escape. It could be a tough call, or could be the easiest part—it’s really a win-only scenario. ■

SPECIFICATIONS

PLANT	.....Louisville, Kentucky
ENGINE MFG	.....Cleveland, Ohio or Valencia, Spain
ENGINE	.....2.0L EcoBoost alum/alum
HP/TORQUE	.....250 hp / 275 lb-ft
COMPRESSION RATIO	.....9.3:1
DRIVETRAIN	.....intelligent AWD w disconnect (FWD avail)
TRANSMISSION	.....8-spd auto, SelectShift, paddles
SUSPENSION	.....na
STEERING	.....na
BRAKES	.....4-wheel disc
WHEELS	.....18" machined-face alum w dark pockets
TIRES	.....225/60R18 AS
LENGTH / WHEELBASE	.....180.5 / 106.7 in
TURNING CIRCLE	.....na
HEADROOM (F/R)	.....40.0 / 39.3 in
LEGROOM (F/R)	.....42.4 / 38.8 in
CARGO CAPACITY	.....37.5 / 65.4 cu.ft
TOW CAPACITY	.....na
WEIGHT	.....(AWD) 3566 lb
FUEL / CAPACITY	.....87 oct min 91+ rec / 15.8 gal
MPG	.....na

BASE PRICE	\$29,265
EQUIP GROUP 301A: 2.0L EcoBoost start/stop, SelectShift w paddles, AWD, class II trailer tow pkg, pano roof.....	3385
CO-PILOT360™ w adaptive cruise w stop-go, voice-activated touchscreen nav w pinch-to-zoom.....	695
DESTINATION CHARGE	1245

TOTAL	\$34,590
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(Early sample; pricing reconstructed without vehicle sticker info.)

MODELS:	
S	\$24,885
SE	27,105
SE Sport Hybrid	28,265
SE Plug-In Hybrid	33,040
SEL	29,265
SEL Plug-In Hybrid	35,620
Titanium Hybrid	33,550
Titanium	36,435
Titanium Plug-In Hybrid	38,835



FCA 2021 SECRETS REVEALED

Most summers, we head to FCA's top secret Chelsea Proving Grounds, hidden deep in the woods west of Ann Arbor, to learn everything they have planned for the coming model year and to drive most of it, at facilities few get to even see. It's a great day and a great way to get our hands on all the latest, at the venue in which they're all born and get pushed the hardest. (Midday, we also get our hands on a Zingerman's Roadhouse sandwich and a Faygo pop, for the full Michigan experience.) This year, due to pandemic restrictions, we received all the scoop via teleconference, with much kept under embargo till now. (Wheel time will follow when possible.) Here are highlights:

ALFA ROMEO

Alfa Romeo celebrated its 110th anniversary on June 24 by reopening its Museum on the outskirts of Milano for a display of historic and modern vehicles on the facility's track. Other Alfa Romeo news for 2021 will follow later.

CHRYSLER

This lineup grows via a product grab from Dodge.

CHRYSLER 300. Chrysler simplifies the 300 lineup to Touring, Touring L and S, adding standard parking and blind spot tech to Touring L and 300S and the Red S Appearance Package standard on 300S. The upper two trims also offer new Comfort Group and Popular Equipment Packages.

PACIFICA, PACIFICA HYBRID. This popular minivan pair receive new suspension and AWD tech, restyled grilles and fascias, new wheels, self-sealing tires, and a new range of driver assist, pedestrian avoidance and other safety tech standard.

VOYAGER. The base model Pacifica was rebadged as Chrysler Voyager for 2020, a significant branding and marketing move, now that Dodge Grand Caravan drops out, clarifying Dodge as a perform-



Chrysler 300S with Red S Appearance // Chrysler Voyager

ance-focused lineup while defining Chrysler nicely.

DODGE

Dodge focuses its stable on performance (as well as law enforcement), discontinuing Grand Caravan (see Chrysler Voyager) and Journey.

CHALLENGER. The biggest news for Dodge's halo performance car is the 807-hp Challenger SRT Super Stock, covered elsewhere in this issue.

CHARGER. Dodge's four-door sedan also receives a new top performer, the 797-hp Charger SRT Hellcat Redeye, also covered elsewhere in this issue.

DURANGO. The stylish and highly capable Dodge SUV joins Challenger and Charger with its own new top performance model, the 710-hp Durango SRT Hellcat, also covered elsewhere in this issue.

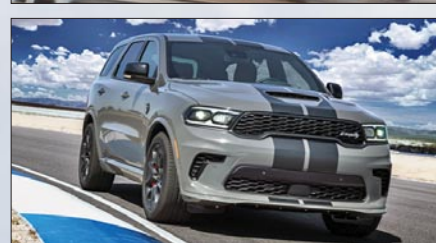
CHARGER PURSUIT, DURANGO PURSUIT. News on Dodge's police vehicles will follow later.

FIAT

Fiat news for 2021 will follow later.

JEEP

CHEROKEE. Cherokee ups its standard tech inclusions across the lineup and adds more standard features in all models. New for 2021 is a Latitude LUX model with Nappa leather, dual-pane panoramic sunroof, nine-speaker Alpine audio and more. It's also the basis for an 80th Anniversary Edition with 19-inch wheels, premium leather with accent



Dodge Challenger SRT Super Stock // Dodge Charger SRT Hellcat Redeye // Dodge Durango SRT Hellcat

stitching and many more special touches.

COMPASS. The "baby Grand" adds standard safety and security features, as well as an 80th Anniversary Edition as on Cherokee.

GLADIATOR. Big items for Jeep's midsize pickup include a 3.0L EcoDiesel V6 with ESS available across the lineup; full-time 4WD available on all trims; and an available forward off-road camera for Overland. Gladiator also has an 80th Anniversary Edition, and a rock-conquering new Willys model joins the lineup.

GRAND CHEROKEE. An 80th Anniversary Edition adds premium and style elements similar to the others, as well as a range of included tech and driver assist features. Other trims are upgraded with a number of luxe, appearance and convenience features now standard or available.

RENEGADE. This distinctive model offers an 80th Anniversary Edition, as well as new Jeepster Edi-



Jeep Wrangler 4xe chassis & powertrain // Rubicon 4xe

tion and Islander Edition models. Driver assist tech inclusions and infotainment systems are all upgraded, and style, utility and comfort features are boosted, with special attention to the Trailhawk.

WRANGLER. The brand-defining Jeep Wrangler gets a new range of engines, including both 2.0L (automatic) and 3.6L ESS (manual) powertrains, a 3.6L eTorque mild hybrid (auto only) and 3.0L EcoDiesel ESS (four-door only). Forward TrailCam is now available (accessible via Off-Road Pages). Rubicon gains Off-Road Plus as standard, with remapped throttle, shift and traction control. Wrangler Islander is a new model, as well as an 80th Anniversary Edition much as on the others. And...

WRANGLER 4XE. FCA has gone light on electrification so far—Fiat 500e EV, more recent eTorque mild hybrid V6, V8 and I-4 pickups and Jeeps—but that is about to change. A late announcement from Jeep, later than the rest of "What's New," brings us the Jeep Wrangler 4xe ("four-by-E"), joining Renegade and Compass 4xe models in the global market. With a full-blown 400V, 96-cell battery pack (below the rear seat, preserving both off-road protection and interior space) plus a 2.0L gasoline turbo engine, this 375-hp Wrangler four-door provides top-spec torque at low speed and quiet running through the canyons and woods for up to 25



Jeep Wagoneer / Grand Wagoneer concept reveal

miles in full EV mode—all Trail Rated, with the solid axles, full-time transfer case, extreme suspension and 30 inches of fording you'd expect.

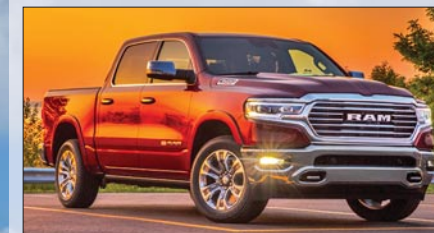
WAGONEER / GRAND WAGONEER. Long-running rumors of the return of Jeep's biggest vehicle took a giant step forward with this other later reveal, as a concept for now (badged Wagoneer up front and Grand Wagoneer in the rear). A three-row SUV for the first time, the concept aims firmly at the premium level, from finely-crafted interiors to tech points including separate user screens left-right-front-rear, as well as a world's-first McIntosh 23-speaker audio system. Revealed at the same time as Wrangler 4xe, Wagoneer is also set to move into the electrified space, while serving up a combination of off-road and urban-luxe personality.

MOPAR

Mopar news for 2021 will follow later.

RAM TRUCKS

1500. There's also a birthday celebration at Ram, with a lustworthy Ram 1500 Limited Longhorn 10th Anniversary Edition. Ram is first to receive FCA's new full-color heads-up display with five customizable areas including status of driver assist options. New options include an LCD digital rearview mirror, trailer reverse steering control, a wired trailer camera prep kit, new snow plow prep package,



Ram 1500 Laramie Longhorn EcoDiesel // Ram 2500 Heavy Duty Longhorn Mega Cab // Ram ProMaster City

power-fold trailering mirrors with or without 360-degree surround view, trailer light and tire check system, Off-Road Pages, and upgraded pedestrian detection and full-speed collision warning.

1500 TRX. Completely new is the 702-hp Ram 1500 TRX, featured elsewhere in this issue.

1500 CLASSIC. News on this truck will follow later. **2500-3500 HEAVY DUTY.** As the heavy duties' popularity continues to broaden, a new Limited Night Edition has monochromatic finish (in a range of colors) with black 20-inch wheels, grille and badges.

RAM COMMERCIAL

3500-4500-5500 CHASSIS CAB. This workhorse is fundamentally the same for 2021.

PROMASTER. Crosswind Assist is now standard. A digital rearview mirror is available, along with a number of new driver assist and safety tech.

PROMASTER CITY. Fog lamps are available on all models, and aluminum wheels on Tradesman. ■

FCA Chelsea Proving Grounds: "What's New" is an extensive and immersive event most years, but was not held during pandemic 2020.

TRAVEL SITES TO BE SEEN



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

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

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Vanilla with a spicy twist BY JOE SAGE

It has been widely noted that, among the 350 or so vehicles available in the market today, that venerable classic, the sedan, has an increasingly thin presence. Customers have been showing the most interest in crossovers and SUVs, and smaller models are the biggest sellers right now.

Subaru has long been well aligned with these trends. Two-door, rear-drive, Toyota 86-shared BRZ coupe aside, their lineup is half crossover-SUV and half sedans, though by far the lion's share of sales goes to the crossovers. Rather than tightening up on their sedans, however, they are seizing the moment to strengthen their share of the segment.

Not only has Subaru kept the Legacy sedan, it has brought us a completely new one this year, entirely familiar looking, but now built on the quieter, stiffer, safer Subaru Global Platform. The 2.5L boxer engine in most Legacy models is 90 percent new this year, offering 182 hp, 35 mpg highway and a zero-to-60 time of 8.4 seconds. Two XT trims, including the Legacy Limited XT driven here, bear the brand's first turbo in eight years—a 2.4L intercooled twin-scroll unit delivering 260 hp, 32 mpg highway and zero-to-60 in 6.1 seconds.

Legacy Sedan starts at \$22,745. Limited and our Limited XT are next-to-top, with perforated leather and other niceties. Top trim is a Touring XT adding

\$1700 in additional features (its cooled seats alone may be worth it in Arizona). Whether Limited or Touring, the intercooled twin-scroll turbo of the XT is the key difference (\$4450 more on Limited).

Fundamentals are all above grade for the price—advanced suspension, steering and brakes all proved themselves nicely on aggressive curves, freeway ramp acceleration, even the deepest of storm troughs. A CVT is not every critic's favorite transmission, though we suspect most owners are oblivious to them. The Legacy XT's high-torque up-engineered version is accurate and transparent, a nicer drive than many step-gear automatics (and with 8-speed-mimicking paddle shift, too). We're solid fans of all-wheel drive in a road car, and Subaru's Active Torque Split electronic AWD is a well-developed no-compromise powertrain.

Legacy's interior has increased passenger dimensions in all models. On ours, a range of tech is anchored in an 11.6-inch display with upgraded navigation and 12-speaker Harman Kardon audio, featuring very welcome control knobs.

We typically don't challenge or analyze our fuel mileage—far from it, as that could tend to detract from a normal driving experience. But we did notice the binnacle readout ran between 14.x and 17.x mpg over our week, well short of estimates.

SPECIFICATIONS

ASSEMBLY PLANT	Lafayette, Indiana
ENGINE	2.4L twin-scroll turbo, intercooled 4-cyl boxer
HP/TORQUE	260 hp / 277 lb-ft
DRIVETRAIN	Active Torque Split electronic AWD (only)
TRANSMISSION	high-torque Lineartronic CVT w/ 8-spd steering wheel paddle control switches
SUSPENSION	F: MacPherson-type strut w/ internal rebound spring, aluminum lower L-arms, stblzr bar; R: dbl wishbone w/ subframe, coil springs, stblzr bar
STEERING	quick-ratio elec pwr-assist rack & pinion
BRAKES	mech vacuum pump pwr-assist disc; F: dual-piston vent 12.4"; R: single-piston vent 11.8"
WHEELS	18x7.4 alloy w/ machine finish
TIRES	225/50R18 95V
LENGTH / WHEELBASE	190.6 / 108.3 in
TURNING CIRCLE	36.8 ft
HEADROOM (F/R)	(w/ moonroof) 37.3 / 37.2 in
LEGROOM (F/R)	42.8 / 39.5 in
CARGO CAPACITY	15.1 cu.ft
WEIGHT	3779 lb
FUEL / CAPACITY	87 oct regular / 18.5 gal
MPG	24/32/27 (city/hwy/comb)

BASE PRICE	\$34,195
DESTINATION CHARGE	900
TOTAL	\$35,095

Subaru famously has one of the absolute highest customer loyalty rates in the business—and new customers have multiplied strongly, too.

As for that familiar look, we'd recommend more evolution. If they would just give this nicely engineered all-wheel-drive car a sexier skin, it could be about like a half-price Audi quattro—and there would surely be huge interest in that. ■

Anything we'd change? We'd give the rear decklid better pneumatics and balance; we'd make auto stop-start defeat more readily accessible (though it was actually not particularly noticeable and could be largely ignored); and we'd sex up that exterior about ten-fold.



THE INSIDE TRACK: BRIEFS & RUMORS



Shelby Cinema Series

▼ The first in a new “Cinema Series” line of vehicles from Shelby American, Shelby Legendary Cars and **Superformance** includes Shelby Cobra roadsters, Daytona Coupes and Ford GT40s as seen in the film epic *Ford v. Ferrari*. Based on vehicles successfully raced by the greats and shown in the movie, only 100 total in the series, with complete documentation, will be offered worldwide. The film’s production company had approached Shelby and Superformance to supply vehicles for the movie, which has key scenes featuring the three cars now in the Cinema Series. The Series cars will be built to the same specs as those supplied to the movie and offered as turnkey cars, minus the engine and transmission; final finish is completed by the customer or an installer. The cars are:

- 1962 “Carroll Shelby” edition based on CSX2000, blue, the first Cobra driven by Matt Damon in the film
- 1963 “Ken Miles” edition, white, based on the initial street Cobras converted for racing, including a Carroll Shelby auto-graph-engraved wrench and a spare cracked race windshield as in the movie
- 1963 “Dave MacDonald” edition, red, resembling a Cobra driven by Dave’s son Rich MacDonald in the film while portraying his father
- “Ken Miles” edition MkII big block GT40, blue and white stripe and orange flashes, based on chassis P/1015 driven to victory at Daytona 1966 and competed at Le Mans
- 1966 “Amon/McLaren GT40 (based on chassis P/1046), black, awarded victory at

Le Mans by the ACO

- Shelby Cobra Daytona Coupe, in aluminum like the originals or in modern fiberglass, with the same livery as CSX2299, which won its class at Le Mans in 1964

The Shelby Cobra roadster starts at \$98,995; the GT40 at \$189,995; the fiberglass Shelby Cobra Daytona Coupe at \$179,995; and the aluminum Daytona Coupe at \$395,995. The Shelby cars will be built to order and delivered with a



Morgan steel chassis

Shelby American serial number for documentation in the Shelby American Worldwide Registry. The Shelby roadsters will bear a CSX8100-8199 serial number and the Daytona Coupes will have CSX9199-299; the Ford GT40s (MkI and MkII) will have a CSGT40-P series chassis number. For more information or to order, visit shelby.com, shelbylegendarycars.com or superformance.com.

▼ The **Morgan** Motor Company has built its last-ever steel chassis car, marking 84 years of continuous production for the underpinning (barring factory closures during World War II and the coronavirus pandemic), making it the longest-ever running production car architecture of all time, anywhere in the world. The firm’s steel ladder chassis was introduced in 1936, in the Morgan 4-4, the name of which came from the fact it was the first Morgan to have both four cylinders and four wheels. All of Morgan’s vehicles before this point, since the company’s foundation in 1909, were three-wheelers. The steel chassis, while undergoing many alterations and improvements over its lifetime, went on to underpin the Plus 4, Plus 4 Plus, first-generation Plus 8, 4 Seater, V6 Roadster and the 4-4’s eventual successor, the 4/4. In fact, every four-wheeled Morgan produced before 2019, with the exception of the Aero range and second-generation Plus 8, has used a variation of the steel chassis. The chassis’ famous design elements include its combination of sliding pillar front

and leaf spring rear suspension. The sliding pillar setup in particular, used by very few other car manufacturers, marked a defining characteristic of the platform. With this arrangement, the hub and wheel assembly moves vertically on a kingpin fixed rigidly at its top and bottom, ensuring there is no wheel camber change during compression or rebound, maximizing lateral cornering grip. In total, 35,000

four-wheeled Morgan cars with a steel chassis have been made, exported to 65 countries around the world. Many of these models, adored by their owners, are still in active use today. Morgan’s replacement



Kubota autonomous electric concept tractor

for its steel chassis, the bonded aluminum CX-Generation platform, was introduced at the Geneva International Motor Show in March 2019, in the Morgan Plus Six, after four years of development, and using lessons learned from its previous aluminium platform, found in the Aero range and second-generation Plus 8. The CX-Generation platform has since gone on to underpin the all-new Morgan Plus Four, which saw its debut in March 2020.

▼ A new 215-page **IDTechEx** report, *Electric Vehicles and Robotics in Agriculture 2020-2030*, a drill-down from the broader *Electric Vehicles in Construction, Agriculture and Mining 2020-2030*, explains that even in the most advanced countries, few farms can provide the power to fast-charge a Tesla or an electric tractor, let alone large farm vehicles. Nonetheless, many agricultural vehicle makers are going electric, as charging capability, affordability and other factors are rapidly falling into place, as for road vehicles. What’s more, farm electricity can now follow the robots. Renovagen sells a microgrid that, from the back of a farm truck, unrolls its solar cells like a carpet along a field, and eWind develops tethered drones generating similar 30kW levels of electricity from the wind, specifically targeting farmers. As with cars, there has been a phase of electric variants of farm vehicles based on existing platforms, not very successful, but Kubota and John Deere now have “born electric” concept tractors, robotic with triangular tracks.

Lower cost of ownership is compelling but lower up-front cost is the killer blow, one reason small outdoor and greenhouse agri-robots are all electric: price parity comes first with small vehicles. These pick fruit

more gently, minimize poisons and increase yields. The report embraces farming, forestry and turf care in the form of manned electric vehicles and robotics. The combined effect of electrification and robotics is pivotal. Forecasts by PhD-level IDTechEx analysts demonstrate that the emphasis is commercial, not academic. Deeper technology analysis and forecasts for certain aspects are presented in another IDTechEx report, *Agricultural Robots*,



Jaguar I-PACE

Drones, and AI: 2020-2040: Technologies, Markets, and Players.

▼ **Momentum Dynamics** will provide a wireless charging system to Jaguar Land Rover (JLR) vehicles to bring Oslo, Norway the world’s first high-powered wireless taxis. The ElectricCity program is a collaborative effort by Momentum, JLR and the City of Oslo, along with Nordic taxi opera-

tor Cabonline (NorgesTaxi AS), and Fortum Recharge, the region’s largest charge point operator. For usage efficiency, taxi drivers need a charging system that does not take them off route during their working hours. Multiple charging plates, rated at 50-75kW each, are installed in the ground in series at pick-up-drop-off points, allowing each equipped taxi to automatically charge while queuing for the next fare. The system, which uses no cables and is situated below ground, requires no physical connection between charger and vehicle, engages automatically and provides on average 6-8 minutes of energy per each charge up to 50kW. The taxi then receives multiple charges throughout the day on its return to the rank, maintaining a high battery state of charge and able to remain in 24/7 service without driving range restrictions. The project, the first of its kind in the world, will provide a fully automatic charging infrastructure model that can be implemented almost anywhere, expected to boost rapid adoption of EVs globally. Jaguar Land Rover will provide 25 Momentum-outfitted Jaguar I-PACE models to Cabonline. The Oslo ElectricCity partnership is part of Momentum’s Clean Streets vision, a goal of enabling EV charging without adding street clutter to urban environments. “We are pleased that the system

was integrated by Momentum and Jaguar Land Rover engineers into the I-PACE in a matter of weeks, even with the difficulties of COVID-19,” says Momentum Dynamics CEO Andy Daga. As the world’s first metro area to install such a system, Oslo aims to make its cab system emission free as early as 2024. Norway wants to go even further, mandating that all new cars sold in the country by 2025 are zero emission. ■

UPCOMING FEATURES

2021 Mercedes-AMG GLE 63 S



2020 Cadillac CT5-V



Global YouTube sensation Sarah-n-Tuned of Tucson



TAWA Texas Truck Rodeo comparo



Kevin McCauley

2020 Ford Mustang



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