

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 21 NUMBER 4

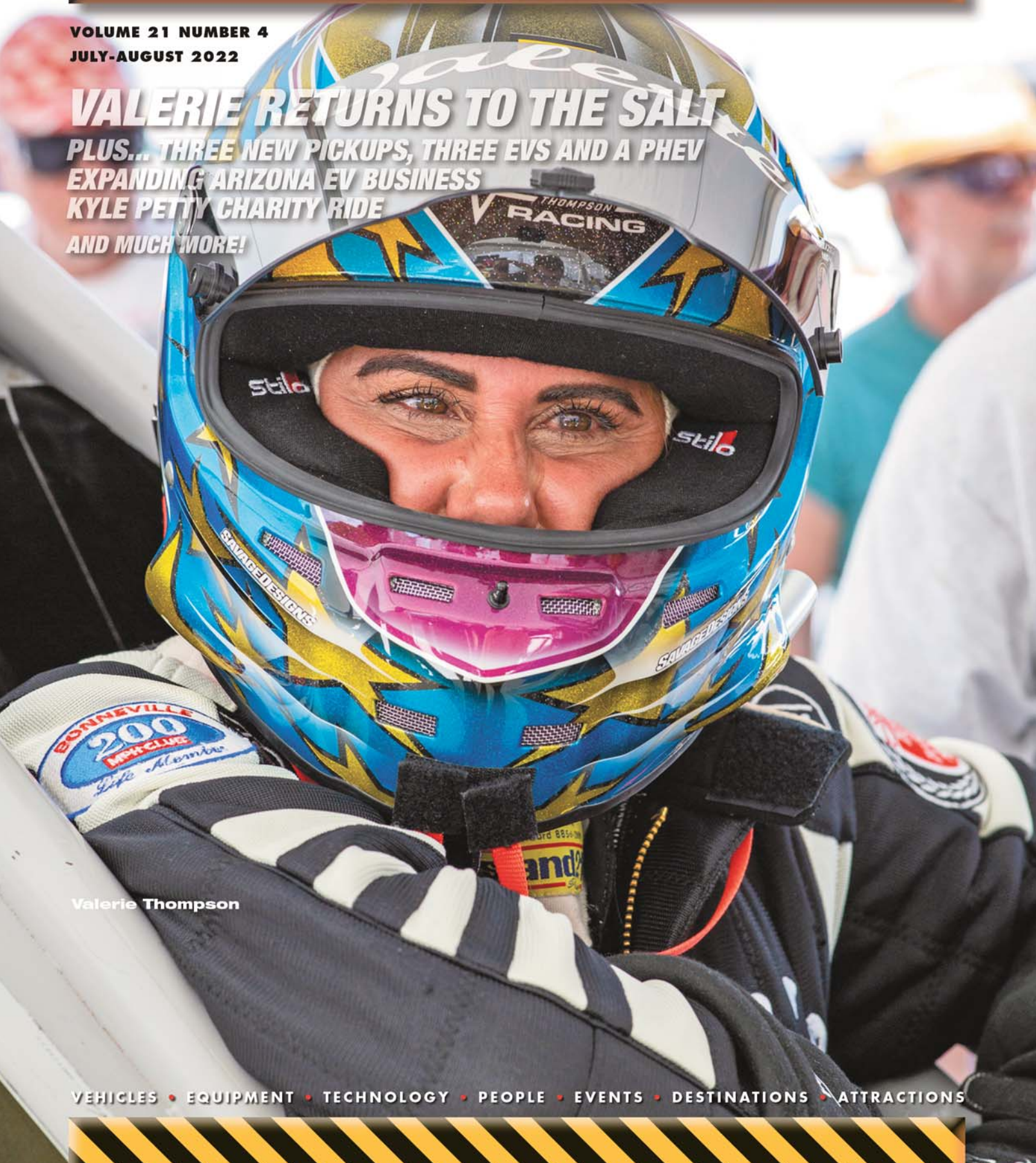
JULY-AUGUST 2022

VALERIE RETURNS TO THE SALT

PLUS... THREE NEW PICKUPS, THREE EVS AND A PHEV
EXPANDING ARIZONA EV BUSINESS

KYLE PETTY CHARITY RIDE

AND MUCH MORE!



Valerie Thompson

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www.drivetowardacure.org/BeOneInAMillion

#BeOneInAMillion doesn't just mean making a donation. Ask us how you can organize an event like these...

Genau Autowerks (San Francisco) raised **over \$7,500** by inviting friends and customers to take part in a fun wine country drive to visit The Racers Group. With some key sponsors lined up, every penny of the registration fees went to support the UCSF Parkinson's Disease Clinic.



The **Peachstate Region** (Atlanta) of the **Porsche Club of America** raised **over \$5,300** simply by taking a regular club rally event and setting donation options for participants that included a "Gold Donor" level which 1 out of every 3 registrants opted for!



A rally to visit the 425 Magazine Northwest Idea House (Seattle) organized by **Lochwood-Lozier Custom Homes** and **Avants** raised **more than \$12,000** from registrations and generous donations in the days that followed.



Drive Toward a Cure is a 501(c)(3) charitable organization.
News, event registrations, and donations at
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Supporting Parkinson's Disease through beneficiaries including:

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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COVER: Valerie Thompson is headed to the Bonneville Salt Flats in Utah with the Treit & Davenport Target 500 streamliner—one of her less common forays onto four wheels—for USFRA Test & Tune sessions in July, in preparation for SCTA/BNI Speed Week a few weeks later in August. It has been three years since this event has run, and another attempt at Lake Gairdner in Australia was cancelled two years ago due to the onset of coronavirus. Time to pick up where they left off, and excitement reigns.



START YOUR ENGINES : FROM THE PUBLISHER

In a perfect world, we'd take every one of our weekly vehicles somewhere very special, with the best roads, interesting places to stay, a few great pancake or taco shacks, and endless interesting people along the way. In the real world, we're often stuck a little closer to our desks, as the calendar goes racing by. Most of the vehicles actually come with a mileage limit, anyway (sadly enough, with our Western distances).

Nonetheless, we do take each one somewhere appropriate to its personality and purpose, sometimes longer and farther than other times. Once in awhile, we squeeze in a pretty major road trip. Even closer to home, we have a regular set of beautiful, hilly, curvy two-lanes, steep grade climbs, off-road trails and more, and we always find new ones.

Each is its own adventure, but now we are increasingly often adding another dimension to time, distance and adventure—EV range and recharging challenges. It's a good thing we record a lot of notes and comments all week long, as the final twelve hours or so it can (all too often) take to find a working charger and cap off are most definitely not the funnest part of the week. Nonetheless, we find that as soon as we're recharged, our magic carpet ride is right back with us, and we are recharged, as well. The solution is simple: if you're buying an EV, install your own fast charger. Most people have clearly done this, or the publicly available network would surely be more robust and in better repair.

In this issue, we have three new EVs, along with a PHEV, that magical solution bridging hybrids and EVs, which too little people seem to really know about, but we can solve every issue in every situation. With many brands, this is an optional version of a familiar model. We also fire up the ol' gasoline in a variety of pickups, medium, large, top-dollar and midrange, with even more variables atop those—lots of great options for a buyer.

Other news and adventures in this issue are many—Salt Flats with Valerie Thompson, Arizona business news, the latest big projects from ADOT and many more surprises.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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SAMASouthern Automotive Media Association
TAWATexas Auto Writers Association
TxMPATexas Motor Press Association
WAJWestern Automotive Journalists

ACMLeMay—America's Car Museum
SturgisSturgis Motorcycle Museum & Hall of Fame
USFRAUtah Salt Flats Racing Association
USMAUnited States Motorsports Association

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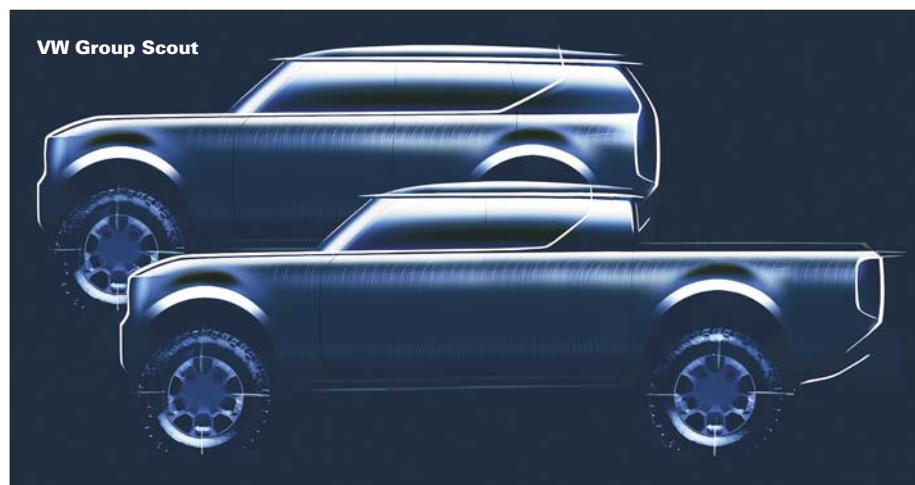
AUTOMOTIVE NEWS UPDATE



BMW M Motorsport M4 GT3

▼ For **BMW M Motorsport**, this year's 24-hour race at the Nürburgring (GER) in late May was dominated by the 50th anniversary of BMW M, with "50 years of BMW M" a prominent theme out on the track. BMW M Motorsport team Schubert Motorsport competed with a BMW M4 GT3 sporting a special anniversary livery, unveiled during the qualifying races on the Nürburgring-Nordschleife. "The Nürburgring and the 24-hour race there are inextricably linked with the 50-year history of BMW M," said Franciscus van Meel, CEO of BMW M GmbH. "The fact that the Schubert Motorsport BMW M4 GT3 starts this race with a special livery in our anniversary year underlines this close association. The design, which incorporates our traditional BMW M colors in a very modern way, looks fantastic." The anniversary livery is reminiscent of 50 successful years of BMW M in motorsport, and combines tradition with modernity. The classic BMW M colors of blue, red and violet—from the year the company was founded, 1972—have been incorporated in the dynamic, modern design of today's BMW M Motorsport liveries. The number 50, which glows in the dark thanks to a special foil, and the BMW M logo also refer to the 50th anniversary of BMW M. The Schubert Motorsport BMW M4 GT3 was driven at the 24-hour race by BMW M Motorsport works drivers Jesse Krohn (FIN), Jens Klingmann (GER) and Alexander Sims (GBR), as well as Niklas Krütten (GER).

▼ **Volkswagen Group** is set to bring back the venerable (International Harvester) Scout, as an all-electric pickup and "rugged SUV" (another new category, the R-SUV) in the US. A new quasi-independent company will design, engineer and manufacture the vehicles in the US, for our domestic market. Volkswagen AG CFO Arno Antlitz says, "The company we will establish this year will be a separate unit



VW Group Scout

and brand within the Volkswagen Group, to be managed independently. This aligns with the new Group steering model—small units that act agilely and have access to our tech platforms to leverage synergies." The project simultaneously boosts VW's efforts to shift to EVs and to enlarge their presence in the US, as CEO Herbert Diess notes: "Electrification provides a historic opportunity to now enter the highly attractive

pickup and R-SUV segment as a Group, underscoring our ambition to become a relevant player in the US market." The first prototypes are to be unveiled next year, with production scheduled to start in 2026. The electrified Scout brand will be built upon a new technical platform concept bringing new pickup and RUV presence beyond the existing Volkswagen Group portfolio. Success in these segments is seen as a key lever for VW to increase profitability in the US, while pursuing a targeted market share of ten percent.

▼ **Stellantis** is expanding its existing Free2move mobility division by buying Share Now, Europe's leading car-sharing operation, from BMW and Mercedes-Benz. Those two automakers will focus on the software portion of their mobility alliance. Share Now allows customers to use smartphones for short-term rentals of cars including BMW, Mini, Mercedes, Smart and Fiat, in certain cities. The group plans to grow net revenue from 40 million euros (\pm \$42m) last year, to 700 million euros (\pm \$730m) in 2025, then to 2.8 billion

euros (\pm \$3B) by 2030. As part of their global push to cut emissions, Stellantis intends to expand Free2move's presence worldwide over the next decade, growing to 15 million active users. The goals come a little more than a year since the merger of Fiat Chrysler and PSA Group to form a sprawling manufacturer of 14 brands—including everything from Jeep to Peugeot and Fiat—to add scale to their EV and

autonomous driving shift. BMW and Mercedes had started car-sharing in 2011 and 2008, respectively, as a way to get younger buyers to try their brands and keep up with changing mobility needs in



Ford Shelby Mustang GT-H convertible

cities. Stellantis will gradually replace the BMW and Mercedes vehicles in its fleet with their own brands, while aiming to have an entirely electrified fleet in Europe by 2030 and in the US by 2035. Meanwhile, Volkswagen Group, Stellantis' biggest European rival, is closing in on the acquisition of Europcar as part of their broader push to create a sprawling mobility services platform, a deal expected to be completed by mid-year.

▼ **Hertz** and **Shelby American** have announced a three-year custom car partnership, kicking off with exclusive 2022 Shelby edition **Ford** Mustangs. The vehicles pay tribute to the original "Rent-A-Racer," the legendary 1966 Shelby GT350-H, building on this Hertz legacy to give customers the rare opportunity to drive elite, high-performance vehicles they can't access anywhere else. The collection includes Ford Mustang Shelby GT500-H fastbacks modified with 900-plus horsepower; and Ford Shelby Mustang GT-H fastbacks and convertibles—each created specifically for Hertz. Starting this summer, this special production run of vehicles will be available for rent at select Hertz locations across the US. The Mustang Shelby GT500-H will be available in Fort Myers, Las Vegas, Miami, Orlando, Phoenix and Tampa. The Mustang Shelby GT-H convertibles and fastbacks will be available in Atlanta, Dallas, Fort Lauderdale, Fort Myers, Las Vegas, Los Angeles, Miami, Orlando, Phoenix, San Diego, San Francisco and Tampa. Each of

the 2022 Shelby Mustang Hertz models is instantly recognizable by unique styling enhancements that celebrate a rich performance heritage—nineteen of the Shelby GT500-H fastbacks wear Shadow Black

exterior paint and six, to honor Shelby American's 60th anniversary, are clad in Oxford White. The Shelby GT-H fastbacks and convertibles are available in Rapid Red Metallic, Oxford White, Carbonized Gray and Shadow Black. All have gold "Le Mans" dual racing stripes and a set of special rocker stripes, along with Hertz Edition and Shelby 60th anniversary emblems. The Shelby GT500-H's supercharger is gold hued for Hertz's livery. Built



Aston Martin DBX707

upon Ford's world-class Shelby GT500, the 5.2L fastback boasts 900-plus horsepower, aluminum forged mono-block wheels, performance spec tires, tinted windows, Shelby GT500-H badges, and driver- and passenger-side stripes. Seats, sill plates and floor mats have Shelby and Hertz logos; and numbered badges on the dash and under the hood. Shelby cut 30 pounds by replacing the stock hood with a vented,

ultra-light and much stronger dry carbon fiber one. As with previous models, the 2022 Ford Shelby GT-H includes a Borla cat-back performance exhaust for its 5.0L V8. Both convertibles and fastbacks have a staggered wheel kit. The Shelby GT-H rides on 20-inch aluminum wheels wearing all-weather Michelin tires and is fitted with a special Shelby-designed deep-draw hood, upper grille, fascia winglets and taillight panel. Shelby American will complete the cars at its assembly facility in Las Vegas and document them in the official Shelby American Registry. To learn more, visit hertz.com/ShelbyGTH.

▼ Boasted as the world's most powerful luxury SUV, the **Aston Martin** DBX707 has begun to roll off the assembly line at St Athan, Wales. Inspected by Secretary of State for Wales Simon Hart MP and Parliamentary Under-Secretary of State for Wales David Davies MP, the very first DBX707 customer car was completed in May, with the model set to be shipped to more than 50 countries around the world over the coming months. Hand built at the British manufacturer's facility in St Athan, DBX707 promises a combination of "blistering performance, supreme dynamics, unmistakable style and absolute luxury." With 707 PS (\pm 697 hp) of power, DBX707

KEEP RIGHT >>

ton Martin and the UK government seek to have Wales become a highly attractive location for cutting-edge automotive technologies, driving local economic growth.

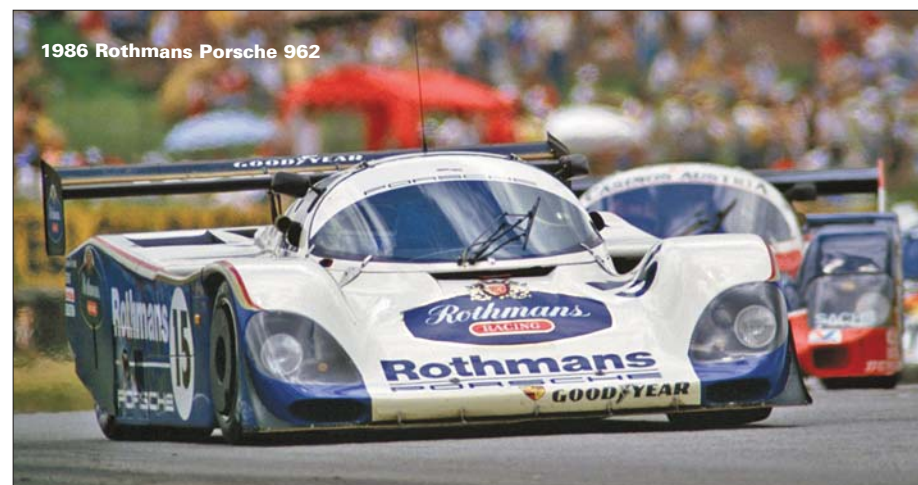


▼ The pre-production **Koenigsegg Jesko Attack**, released mid-2021, is now proudly joined by its sibling factory test car: the Graphite Grey Jesko Absolut, adorned with Tang Orange stripes. With its 5-liter twin-turbo V8 engine, producing up to 1600 hp and 1500 Nm of torque, there is no doubt that the Absolut is set to be record-breaking. The 9-speed Lightspeed Transmission further enables the car to reach an unheard-of top speed. "The Absolut feels very natural to drive. Because of its seamless shifting, whether up or down, everything just happens much faster. There are no delays, it is very responsive and behaves exactly the way you would want it to," comments Koenigsegg test driver Markus Lundh. "We spent thousands of hours in CFD calculations. We've streamlined this car from not just an aerodynamic and design perspective, but also from a high-speed stability perspective. As a result, the Jesko Absolut has a phenomenally low drag of only 0.278 Cd. The name Absolut comes from the fact that this is the absolute fastest Koenigsegg we will ever make," says CEO and Founder Christian von Koenigsegg. The Graphite Grey Absolut now becomes an official factory testing vehicle, and leads the Jesko Absolut program. Swedish megacar engineering and manufacturing company Koenigsegg Automotive AB has around 500 employees. Learn more at koenigsegg.com

▼ The first round of cars have been confirmed for the 2022 **Gulf Historic Dubai**

Grand Prix Revival (GHDGPR, including a 1986 Rothmans Porsche 962, 2006 Aston Martin DBR9 007, 1991 Ferrari 643 and 1974 Shadow DN3. Former F1, sports cars and GT racers will be lining up for the

Middle East extravaganza from November 25-27, 2022, with over 100 racing cars aged between 12 and 52 years expected to compete. Drivers, including some of the most famous names from Formula 1, Le Mans and the Dakar Rally, will race wheel-to-wheel. Gulf Historic is part of GP Extreme, a Dubai-based motorsports company created in 2015, then two years later taking its collection of historic F1 cars to the Yas Marina Circuit, organizing what



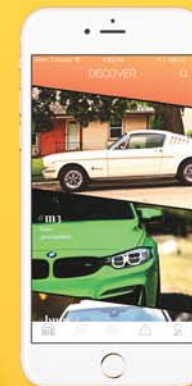
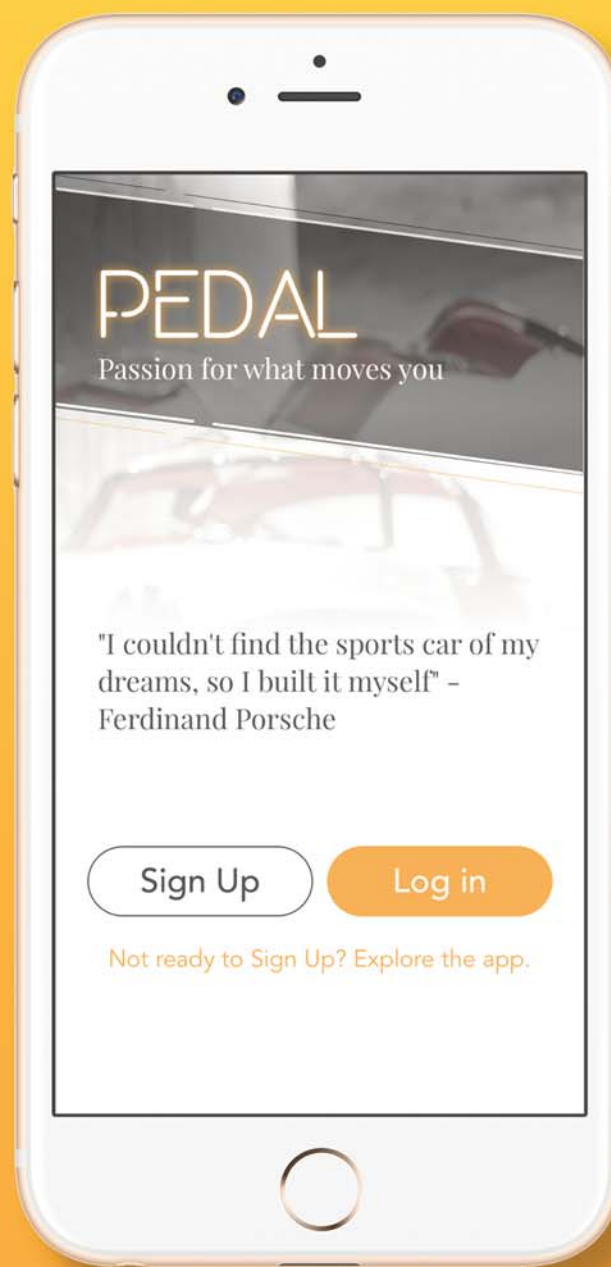
would become the genesis of Gulf Historic. // With a rich heritage, the spectacular 1986 Rothmans Porsche 962 is no stranger to pushing boundaries and winning races. At the hands of 1994 Le Mans champ Mauro Baldi and F1 Driver Jonathan Palmer, this very special 962 won the 1987 Norisring "Money Race," making it the first privately owned Group C car to win a race that season. Later that year, Palmer

pushed the 962 to set a new sports car lap record at the Circuit of Spa-Francorchamps. A car with a pedigree for success, 1989 Le-Mans champion Jochen Mass piloted the 962 to victory in the 1987 Kyalami 500 exhibition race. // Weighing over a ton less and boasting three hundred more horsepower than its production counterpart (the roadgoing DB9, as featured in the 2006 James Bond film *Casino Royale*), the Aston Martin DBR9 will take pride of place at the Dubai Autodrome this November, numbered 007 in homage to Bond. (This DBR9's sister car 009 won two GT1 class wins at the 24 Hours of Le Mans by the factory Aston Martin Racing team.) // Powered by a loud, naturally aspirated V12, the 1991 Ferrari 643 competed in that year's F1 season, raced by four-time F1 champion Alain Prost, who held the record for the highest number of Grands Prix victories, until being beaten by F1 legend Michael Schumacher in 2001. // The 1974 Shadow DN3 will race in the 1970s category of F1 cars at GHDGPR. This matte black monster is powered by the iconic Cosworth DFV power plant, a naturally aspirated V8 designed by legend Kevin Duckworth. Driven by Jean-Pierre Jarier, it finished on the podium at both the 1974 Monaco Grand Prix and the International Trophy at Silverstone. // The

event will take place at the 5.4-km-long Dubai Autodrome, which has hosted rounds of the FIA GT Championship, European Touring Car Championship, A1 Grand Prix and GP2 Asia Series since 2004. The immersive, family-friendly weekend includes music, a classic car concours, a bicycle race around the track for competing drivers and a gala dinner. For more details, visit gulf-historic.com. ■



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Shooting star by Joe Sage

This is not the first Kia EV, but it's the first on their new global platform and first with a new EV-plus-number naming scheme.

Structurally and mechanically, EVs can all seem very similar, leaving it more to styling, interiors and user interfaces to distinguish among them. And to confirm their significance, the new Kia EV6 has just won an award for exactly those, crowned as one of ten *Ward's Auto 10 Best for Styling and User Experience*.

EVs tend to have a low center of gravity, with a heavy battery pack at floorpan level. The Kia EV6 emphasizes this with a stance much like a European shooting brake (a sexy body form we sadly generally lack in the US). They achieve this largely through optics—generous headroom is almost the same in the

second row as the front, with its sleek flow achieved by gracefully arcing the beltline up into an integrated D-pillar at the rear. Its road-hugging stance makes it look ready to carve mountain curves as easily as to tackle urban freeways and grocery duties.

And ready it is, as we confirmed on a run up the Apache Trail, involving exhilarating horseshoes and wild S-curves, along with notable cliffhanging climbs and descents—much in stormy weather—where it delivered a quick, precise road-hugging performance.

This mountain and canyon two-lane will sooner, later or always include some sizable boats in tow and such, making it a great place for one of our favorite EV features (when they have it)—one-pedal mode, which uses regen-

erative electromagnetic brake energy to provide continuous, instant response both to go and to slow, with just your right pedal. On the EV6, this is controlled by two switches on the steering wheel, left and right, sort of like paddle shifting, but the left one increases one-pedal by increments from zero to four levels, and the right one can decrease it similarly or simply release it back to automatic. The car is a bit large and heavy to count on one-pedal for full stops, but being ready to use the brake pedal is wise, anyway, in any EV with this.

Apache Trail doesn't take you all that far out of town or away from charging stations, though we started overall from a farther distance. Regardless, you need not have range anxiety—EV6 is strong on that (310 miles on our model) and relatively quick to recharge.

On the latter, in fact, Kia is proud to have

recently replaced Tesla in *Guinness World Records* as having the shortest cumulative charge time on a coast-to-coast run—seven hours, 10 minutes and one second. Granted this is more time than it takes to gas up an ICE machine, but when you throw in meals and leg-stretching while charging—activities you need, anyway—it's a pretty strong statistic.

There are five models—three trim levels, the base model with a smaller battery pack and rear-drive only, the upper two with more juice and offering dual-motor AWD, which makes five. These are the basis for power and range variables (see chart at lower right).

We drove a mid-level Wind with RWD, giving ours 225 hp (more than the base, tied with the top GT-Line, less than if it had AWD); 258 lb-ft of torque (same as all with RWD, while AWD raises it massively to 446); and 310 miles of range (tied with GT-Line RWD, while AWD drops this to 274, and the base model has 232 miles). It all adds up to zero-to-60 times of 8.0 seconds base or 7.2 for the upper two, besting those at 5.1 in the upper two with AWD.

Tough choice? Yes and no. Five prices run from the low \$40s to mid-50s. Ours was in the middle and a solid, even thrilling performer.

One of two big jumps is from Light to the upper two, which mostly boils down to having the base trim as a nice budget option.

The other big variable is AWD, which (as is

typical) boosts power and performance on the upper, but reduces range.

GT-Line is easier, boiling down to features.

AWD is an easy decision on ICE vehicles, but on EVs it gives that big boost to torque, a nice acceleration thrill in daily driving, useful for lane-change bursts, but that shorter range is a more notable concern than fuel mileage.

Though AWD fans, we never felt we needed it on Apache Trail in the rain, which is as sporty as it gets. And our charging options wouldn't have had us welcoming less range. If you travel north a lot, AWD with snow mode would be welcome, but charging and range considerations would be multiplied. The price differential is reasonable. Tough call.

That award-winning interior and user interface are handsome, but smallish AC vents and a black glass touchscreen, needed for most functions, were both notable in red hot Arizona summer. An oddity: main and binnacle screens include two outside temperature readings, always different by three to nine degrees in our experience, while a clock is not always present—seems a simple fix opportunity (but which thermometer do they keep?)

Our midlevel model proved its value and could easily be all you need. But it's great to have those other options both above and below. Give 'em each a try, and check your budget. You can't go wrong at any level. ■

SPECIFICATIONS

ASSEMBLY	.....Hwasung, South Korea
MOTOR	.....AC synchronous perm magnet
BATTERY	.....lithium ion polymer (LIPO) 697V, 111.2 Ah, energy 77.4 kWh, power 253 kW
BATTERY WEIGHT	.....1052 lb
CHARGING	.....on-board (OBC) 10.9 kW low-voltage DC-DC converter 1.8 kW
DRIVETRAIN	.....RWD
HP / kW / TORQUE	.....225 hp / 168 kW / 258 lb-ft
TRANSMISSION	.....gear reduction unit
FINAL GEAR RATIO	.....(constant) 10.65:1
0-TO-60 MPH	.....7.2 sec
MAXIMUM SPEED	.....115 mph
BRAKING DISTANCE	.....(62.1 to 0 mph) 147.6 ft
SUSPENSION	.....F: MacPherson type w inclined strut bearing + single lower arm type, selective damping control, hydraulic rebound stop; R: five multi-link, shocks w selective damping control
STEERING	.....rack & pinion, belt-type rack-mounted motor-driven
BRAKES	.....F: 12.8 vented; R: 12.8 solid
WHEELS	.....7.5Jx19 alloy / 235/55R19
LENGTH / WHEELBASE	.....184.3 / 114.2 in
TURNING CIRCLE	.....38.2 ft
GROUND CLEARANCE	.....6.1 in
HEADROOM (F/R)	.....39.0 / 38.0 in
LEGROOM (F/R)	.....42.4 / 39.0 in
CARGO CAPACITY	.....24.4 / 50.2 cu.ft
WEIGHT	.....4299-4398 lb
TOW CAPACITY	.....(w brake) 2300 lb
CHARGING TIME	.....DC Fast 50 kW .....73 min.....DC Fast 350 kW .....18 min.....AC 240V .....7 hr 10 min.....AC 120V .....68 hrs
RANGE	.....310 miles
MPGe	.....134/101/117 (city/hwy/comb)
BASE PRICE	.....\$47,000
PAINT: Glacier	.....495
DESTINATION CHARGE	.....1215
TOTAL	.....\$48,710

2022 KIA EV6 LINEUP

	HP / kW / LB-FT	
Light	RWD .....167 / 125 / 258	\$40,900
Wind	RWD225 / 168 / 258	▼ 47,000
	AWD320 / 239 / 446	50,900
GT-Line	RWD225 / 168 / 258	51,200
	AWD320 / 239 / 446	55,900



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2022 NASCAR CHAMPIONSHIP WEEKEND AND RETURN IN 2023

GRANDSTAND SOLD OUT FOR SUNDAY; RACES NOVEMBER 4-6 2022
RETURN OF CUP SERIES FINAL CONFIRMED NOVEMBER 3-5 2023

The 2022 NASCAR Championship Weekend at Phoenix Raceway features four major races—ARCA Menards Series West Championship, NASCAR Camping World Truck Series Lucas Oil 150, NASCAR Xfinity Series Championship and the return of the season-capping NASCAR Cup Series Championship Race.

Grandstand tickets were sold out by May for Sunday's NASCAR Cup Series Championship Race, with only a limited number of standing-room-only and FanShield Infield Experience tickets remaining. Fans are encouraged to act quickly before this inventory is sold out, too. Tickets are still available for Friday and Saturday. Admission is free on Thursday. Additional NASCAR Championship Weekend experiences and entertainment will be announced in the weeks ahead.

TICKETS & INFO: For the latest information and

THURSDAY, NOVEMBER 3 (free admission)

NASCAR Camping World Truck Series practice...5:05 pm
 ARCA Menards Series West practice/qualify.....6:30 pm

FRIDAY, NOVEMBER 4

ARCA MENARDS SERIES WEST CHAMPIONSHIP11:30 am
 NASCAR Camping World Truck Series qualify....3:00 pm
 NASCAR Xfinity Series practice.....4:05 pm
 NASCAR Cup Series practice.....5:05 pm
NASCAR CAMPING WORLD TRUCK SERIES LUCAS OIL 150.....7:00 pm

to secure remaining tickets for the November 2022 NASCAR Cup Series Championship Weekend before they are gone, fans are encouraged to visit phoenixraceway.com, or call the Phoenix Raceway ticket office at 866-408-RACE (7223).

Fans looking to buy or sell reserved seats for November 2022 can visit SeatGeek.com

SATURDAY, NOVEMBER 5

NASCAR Xfinity Series qualifying.....12:00 noon
BUSCH LIGHT POLE AWARD
 NASCAR Cup Series qualifying.....1:00 pm
NASCAR XFINITY SERIES CHAMPIONSHIP3:00 pm

SUNDAY, NOVEMBER 6

NASCAR CUP SERIES CHAMPIONSHIP RACE.....1:00 pm
Schedule and details subject to change

CHAMPIONSHIP WEEKEND 2023: Phoenix Raceway has announced that NASCAR Championship Weekend will return on November 3-5, 2023, again for ARCA Menards Series West, NASCAR Camping World Truck Series, NASCAR Xfinity Series and NASCAR Cup Series Championships. Tickets for 2023 go on sale at a later date. ■



NEW TOP SPOT BY JOE SAGE

For years, when buying a GMC Sierra pickup (or Yukon SUV), the Denali trim level has been their ultimate unit, a powerful and luxurious build, top of the line. Across a broad and diverse lineup starting at \$42,895, it's a great place to arrive. Accordingly, Denali buyers are among the most fiercely loyal there are. As evidence of that, we have friends who buy one Denali after another, keeping each well into six digits of hearty yet luxurious service on the odometer. On the other hand, we have a neighbor who expresses his love and commitment by buying a new one every year.

Now GMC has upped the game with a more ultimate model—appropriately, the Denali Ultimate. That neighbor has been living happily at the top

of the pyramid for years, so he of course ordered a 2022 Sierra Denali Ultimate as soon as it was announced. But with ongoing global supply chain constraints, he knew he'd have a wait—so he of course bought a new non-Ultimate Denali to tide him over. Knowing this, we felt a little bad knowing we'd take delivery of ours right in front of his face. But that face was grinning ear to ear when he saw it pull up. He checked ours out inside and out, and his enthusiasm remains unabated.

The Sierra 1500 Denali is a fine truck, with a base price of \$62,800. The that-much-finer Sierra 1500 Denali Ultimate runs \$19,100 higher—\$81,900. (There is also a Sierra HD Denali, though not a Sierra HD Denali Ultimate at this point.)

The full Sierra 1500 lineup, this included, has updates for 2022, from new grille and headlamp styling to a new Google-compatible 13.4-inch touchscreen and 14-inch heads-up display, as well as trailering-capable SuperCruise driver-assist.

The Sierra Denali Ultimate is immediately recognizable by a deeper Vader Chrome grille and badging, and by its 22-inch low gloss black wheels with machined accents. The interior is finished in Alpine UMBER full-grain leather seats and dark open-pore Paldao wood trim, a rich and handsome command post. Full-grain leather continues across the instrument panel, doors and console, while the headliner is premium microsuede and surrounds a standard power sunroof. Seats are 16-way power adjustable and include massage up front, with a decadent array of settings. Audio is from an all-

new 12-speaker Bose Premium system.

While Sierra Denali also offers a standard 5.3-liter V8, Denali Ultimate offers just the two absolute top engines—the 420-hp 6.2L EcoTec3 V8 in our sample, or a 3.0-liter inline-six Duramax Turbo Diesel, which matches the V8's 460 lb-ft of torque. The 6.2-liter includes Dynamic Fuel Management cylinder deactivation, helping to deliver decent fuel mileage from this powerful beast. The 10-speed automatic in this truck provides one of the best-matched powertrains we've driven in some time.

The chassis has been updated to accommodate an optional NHT (code) Max Trailering Package (not on ours) that brings the 1500 truck's tow capacity up into lower HD truck range.

Tech features are laid on thick, from a wide range of driving aids (well implemented and defeatable via the interface), to GMC's full set of trailering technologies, notably including 14 cam-

era views and their "Transparent Trailer" feature that gives you a full electronic rear view mirror as though the trailer weren't even there.

Whereas you can get the Sierra Denali with rear-drive, the Denali Ultimate is four-wheel-drive only, always great to have and totally appropriate to any full-size pickup. That said, this build has such a handsome, urban personality, underscored by an easy entry-egress 8.1-inch ground clearance, we didn't take it out to the dirt. For regular doses of that, there's the AT4 or the also-new-for-'22 AT4X, which has a clearance of 10.9 inches (or the AT4 either 10.7 or 10.9, depending upon box length).

This is an everything-included-and-then-some truck. (Our only option was a special metallic paint.) Any Denali buyer with the extra \$20 grand will surely go Ultimate. And all indications are, if you buy one, you are destined to become a fiercely loyal repeat buyer over time, as well. ■

SPECIFICATIONS

ASSEMBLY.....	Fort Wayne Assembly, Indiana
ENGINE / TRANSMISSION.....	USA / USA
PARTS CONTENT.....	42% US / 44% Mexico
BUILD.....	crew cab / short bed
ENGINE.....	6.2L EcoTec3 V8 VVT DI with Dynamic Fuel Management
HP/TORQUE.....	420 hp / 460 lb-ft
COMPRESSION RATIO.....	11.5:1
TRANSMISSION.....	Hydra-Matic 10-spd auto
DRIVETRAIN.....	4x4
TRANSFER CASE.....	2-spd AutoTrac, auto-locking rear differential
AXLE RATIO.....	3.23
SUSPENSION.....	F: independent coil-over-shock w twin-tube shocks; R: solid axle w semi-elliptic, variable-rate, two-stage multileaf springs, splayed twin-tube shocks
STEERING.....	elec pwr-assist rack & pinion
BRAKES.....	F: 13x1.18; R: 13.6x0.79
WHEELS.....	22x9 low gloss black alum w machined accents
TIRES.....	P275/50R22 all-season
LENGTH / WHEELBASE.....	(cc/sb) 231.9 / 147.4
GROUND CLEARANCE.....	8.1 in
APPR / BRKVR / DEPART.....	19.3 / 19.3 / 23.5°
TURNING CIRCLE.....	na
HEADROOM (F/R).....	43.0 / 40.1 in
LEGROOM (F/R).....	44.5 / 43.4 in
BED LENGTH.....	(short box) 69.9 in (5.8 ft)
BASE CURB WEIGHT.....	(cc/sb/4x4) 4980 lb
MAX GVWR.....	7000 lb
MAX PAYLOAD.....	2030 lb
TOW CAPACITY.....	(cc/sb/4x4) 8900 lb (or w avail NHT max trailer pkg 13,000 lb)
FUEL / CAPACITY.....	premium unl / 24 gal
MPG.....	15/20/17 (city/hwy/comb)
BASE PRICE.....	\$78,700
PAINT: Titanium Rush Metallic.....	495
-CREDIT: not equipped w front & rear park assist (to be retrofitted later).....	(50)
DESTINATION CHARGE.....	1695
TOTAL.....	\$80,840

Note: price has increased since our sticker.

2022 GMC SIERRA 1500 KEY BUILD VARIABLES

Trims	Pro, SLE, Elevation, SLT, AT4, Denali, AT4X (new), Denali Ultimate (new),
Engines / Transmissions	
2.7L Turbo-4 High Output.....	8-spd auto
5.3L EcoTec3 V8.....	10-spd auto
6.2L EcoTec3 V8.....	"
3.0L Duramax Turbo-Diesel I-6.....	"
Cabs / Beds	
Regular.....	long 8'2"
Double.....	standard 6'7"
Crew.....	short 5'10"; standard 6'7"
Wheels	17, 18, 20, 22-inch
Tires	A/S, A/T, M/T
Tow capacity	8900 to 13,000 lb
Fuel capacity	Reg cab 28.3 gal Double / Crew cabs 24.0 gal
Base price range	\$32,495 to \$80,395

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ARIZONA CONCOURS RETURNING IN JANUARY



The Arizona Concours d'Elegance will be back in January 2023, after a five-year absence.

The much-admired show and competition of fine automobiles, led by Ed Wink-

ler, Chuck Stanford Jr and Steve Evans, has formed a new partnership with Scottsdale Arts, a multi-disciplinary arts organization responsible for artistic services in the city of Scottsdale.

The event will move from its prior Arizona Biltmore Resort venue to the lawns of the newly renovated Scottsdale Civic Center, bordered by Scottsdale Center for the Performing Arts and Scottsdale Museum of Contemporary Art (SMoCA).

With the main event to be held on Sunday, January 22, the Arizona Concours will once again be a highlight of Arizona Auction Week. A curated and judged exhibition of the world's finest collector cars and celebration of automotive design, the Concours will invite about 100 select automobiles spanning all eras to be considered for judging and exhibition, with the best among them awarded class prizes and the coveted Best of Show.

The theme for the 2023 Arizona Concours is "The Art of Aerodynamics."

The event is now welcoming select automobiles for submission, and spectator tickets are now on sale.

TICKETS AND INFORMATION

Spectator tickets are now on sale, and you are encouraged to purchase early. Visit scottsdalearts.org/overview/16286.

To apply for submission of your vehicle to this premier event, or for more information, visit arizonaconcours.com. ■



Valerie Thompson heads back to the Salt Flats

... this time on four wheels

Valerie Thompson, The World's Fastest Female Motorcycle Racer (and within a hair's breadth of fastest male *or* female) is also involved in four-wheeled streamliner racing, as driver of the Treit & Davenport Target 550, a 43-foot-long streamliner weighing 8,740 pounds, and powered by two supercharged alcohol-fueled Dodge HEMI engines generating over 2,500 horsepower each.

Valerie was headed from her home in Scottsdale to the Lake Gairdner salt lake in Australia just over two years ago, and the team and craft were already there, when travel and events were shut down by the onset of the coronavirus era. After keeping sharp with a successful new interest in pickleball in between, she and the team are now headed back to Utah with the Target 550 streamliner, first for testing and then for record runs.

The team share a few updates and thoughts:

VALERIE THOMPSON, DRIVER: It's time to write a new story this year in the Target 550 Streamliner! In only my third pass behind the wheel of the dual engine Treit & Davenport Target 550 Streamliner in 2019, we posted a top speed of 291 mph at the 2-1/2 mile point. I could have gone faster; however, the car porpoised and both engines were damaged. It's now fully repaired, and we are looking forward to the upcoming Utah Salt Flats Racing

Association (USFRA) Test & Tune session, July 7-10, at the Bonneville Salt Flats.

The car appears in good condition after its two-year Australian odyssey. Before we left for there, two new engines had received updated Stage V heads and Hogan intake manifolds, adding horsepower. Now we need run time to make adjustments, because Bonneville is almost a mile higher than Lake Gairdner, and air density is very different.

Our crew is anxious to regroup and get started. Following the Test & Tune session, it's off to SCTA /BNI Speed Week, August 6-12. We can't wait to be on salt again and to see everyone there.

MARLO TREIT, TARGET 550 STREAMLINER OWNER: This is the best news we have had in 26 months and I have to share it. Utah Salt Flats Racing Association (USFRA) are planning a test session July 7-10, 2022, and YES, we will be there. It goes without saying that the Bonneville Salt Flats is currently the only place on earth we can run.

Since it's close to three years since the car has sat on salt surface, there are some considerations. We have been examining the car one piece at a time, as the storage and voyage have been somewhat unkind to some of the parts. But, for the most part, it is just a good inspection and cleanup. No one would take a vehicle of this nature out with-

out going over all of the details that ensure a safe ride for the driver, Valerie Thompson.

This is a great opportunity for the crew to get some hands-on and the driver to get some seat time. With Speed Week only three weeks beyond the test session, it will be a challenge for the crew to get up to speed.

It is exciting to think about the road trip and being in Wendover again. Time spent in Wendover and at the Salt Flats is NOT deducted from your life span. Your life is in Neutral when you are in that town.

That is all from the trenches. -- Marlo

VALERIE: I appreciate everyone standing behind me during this year of development. And so, the journey of the 2022 race season begins.

The Target 550 team will be ready for testing in July at the Bonneville Salt Flats, USFRA Test & Tune. I can't wait to get back into the streamliner car. I will continue to stay patient and trust the journey. I am hungry and ready for success!

More racing to go ...

Thank you for all your support!

2019 RECAP ON YOUTUBE: You can catch a recap under the Bonneville Stories channel on YouTube, titled *Valerie Thompson Racing World of Speed 2019 Bonneville Stories*, from September 28, 2019, with thanks to Lou Fischer. ■

Valerie Thompson, Valerie Thompson Racing
10x Land Speed Record Holder
Sturgis Motorcycle Hall of Fame Inductee
World's Fastest Female Motorcycle Racer 328.467 mph
www.valeriethompsonracing.com

Valerie Thompson



ABOVE: the 43-foot Target 550 streamliner sits in its moving transporter. Its 8,740 pounds must be carefully elevated and secured when being moved—the tires touch the ground only when the craft is on the starting line.

BELOW: Treit & Davenport Target 550 streamliner team photo by "LandSpeed" Louise Ann Noeth.



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ADOT developing statewide EV fast charging station network

More than \$76 million of federal tax dollars on the way to state

As more and more drivers get behind the wheel of an electric vehicle, the Arizona Department of Transportation (ADOT) is working to ensure that Arizonans receive the maximum benefit from new federal funding sources by developing a federally required plan to implement a statewide network of EV charging stations.

The Infrastructure Investment and Jobs Act recently made \$5 billion available for deployment of a network of publicly accessible EV fast chargers along alternative fuel corridors nationwide, aiming to reduce range anxiety and encourage purchasers to consider EVs as a viable alternative to gasoline or diesel-powered vehicles.

Over the next five years, the state is set to receive \$76.5 million in federal dollars through the National Electric Vehicle Infrastructure (NEVI) Formula Program. The first step of the plan will focus on deploying EV fast chargers along Arizona's currently designated alternative fuel corridors—the Interstate highway system. Other highways could be eligible for charging stations in the future.

ADOT has hired AECOM Consultants to assist with the plan and is kicking off efforts to seek input from the public and key stakeholders, including EV industry representatives, utility providers and others who are critical to understanding related technical and implementation issues. Per federal requirements, the initial high-level plan will be submitted to the Federal Highway Administration in August, with further plan refinements to follow.

The plan will evolve as new alternative fuel corridors are added and in response to new developments in the EV industry and usage patterns. Additional comments and suggestions will continue to be considered as ADOT works to refine the plan in the future.

COMMENTS AND SUGGESTIONS: As ADOT seeks comments and suggestions from a wide variety of agency and industry stakeholders and the public during the preparation of the initial plan, due in August, public outreach will include surveys and online and in-person public meetings.

FOLLOW ALONG: Since the initial plan will be high level, additional public input will occur after plan submission to work out the details of implementation. Public outreach will include surveys and online and in-person public meetings. Information about those activities will be provided on the study web page, with updates sent to those who sign up at:

surveymonkey.com/r/AZEVPlanMailingList

PUBLIC INPUT: ADOT has scheduled a virtual public meeting on Thursday, July 14, to provide information and gather input about the plan currently being prepared. The event runs from 6:00 to 7:30 pm and can be accessed by phone or online:

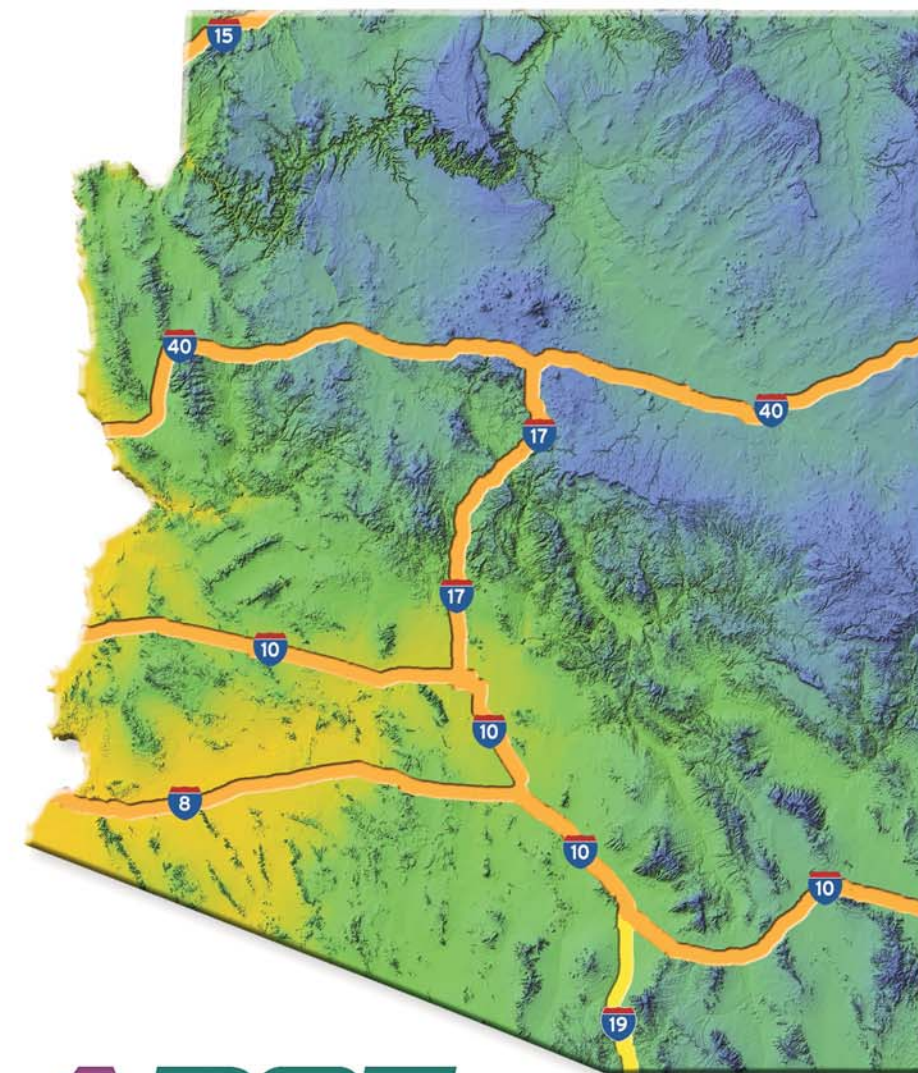
azdot.gov/node/19039

FOR MORE INFORMATION:

azdot.gov/EVplan ■



AZEVPLAN



ADOT

Quicker

Our second Mach-E - by Joe Sage

This is almost a repeat of a new Mustang Mach-E EV we had last winter. But not quite. That one was a mid-level Premium trim (about \$50 grand with optional Extended Range and AWD added). This is an almost-range-topping GT (about \$60 grand, with Extended Range and AWD both included standard).

It's the GT's performance boost that had us trying both versions. Same day, back-to-back would give the best comparison, though it had only been eight quick months between them.

Much about the Mach-E remains the same this time around. Ford granted their new EV SUV immediate badge stature by making it an at-first-unlikely member of the Mustang fami-

ly. Despite some brand traditionalist angst, it has worked well as a marketing plan overall, making the Mach-E equal parts familiar and exotically new. It turns heads everywhere.

Using the Mustang name also drove their obligation to develop it as a well-spec'd modern EV, with power, speed and precision.

The matrix of build possibilities is complex, especially for a relatively low-volume vehicle (see info at lower right), though there is much commonality. While in a gasoline performance build, a big V8 would add weight, change balance and spur modified suspension and bigger brakes—bringing their own changes in performance and personality—these are the same (or in the case of motor and battery weight, very close) across the Mach-E lineup.

Batteries are the same 376-cell structure, though here bumped from 88 to 91 kWh, while

motor statistics are not given. The difference is seen in a zero-to-60 time of 4.8 seconds for the Premium (346 hp, 428 lb-ft), moving to 3.8 seconds in the GT (480 hp, 600 lb-ft).

The Mach-E GT delivers the same seamless acceleration, road-hugging posture and maneuverability. Steering and braking are very precise, always true to your input.

And it is indeed quick. When you hit the pedal, it can throw you back in the seat every time. We probably sold at least one to one other driver on every freeway ramp. All this power is a great showoff feature—at times a bit much, which only you can decide whether you want all the time, even around town.

The vehicle has a one-pedal mode, though it takes a deep screen dive to activate, and (perhaps because of its power) we found we couldn't always count on a full stop in time.



Nitpicks noted are as on the prior Mach-E—a high level of screen dependency (much requiring very long touches on black glass in our climate), small AC vents, power-dependent flush door handles that can be too clever by half—all things we suggest you spend a little of your shopping time really trying out.

While it would seem that Job One is to reinforce Mustang bloodlines on the Mach-E, the GT version—though the taillights, spoiler lip and roofline remain very Mustang-like—surprises us by eliminating the deep brand equity of a running horse badge in the rear, replacing it with simply a “GT” nameplate.

Front styling becomes more Mustang-like on the GT, however, by virtue of a grille-mimicking gloss black panel (with running horse).

If \$10 grand more seems like a lot to knock one second off your zero-to-60 time, consider that for another \$5 grand, there is one more model, the GT Performance Edition (same horses, but 634 lb-ft of torque), which knocks this down by another three-tenths of a second, to 3.5. In a nutshell, it all comes down to the usual: if ya gotta have it, ya gotta have it.

With very limited availability, some pricing at right has only been estimated. If you're interested in one, you'd best dive right in. ■



SPECIFICATIONS

ASSEMBLY	.....Cuautitlán Izcalli, Mexico
BUILD	.....unitized mixed metal/composite
DOORS / SEATS	.....four / five
BATTERY	.....Extended Range 91 kWh; 376 Li Ion cells
PEAK POWER/TORQUE	.....480 hp / 600 lb-ft
DRIVETRAIN	.....eAWD
ZERO-TO-60	.....3.8 seconds
SUSPENSION	.....F: indep MacPherson strut, hollow stblzr bar; R: indep multilink, hollow stblzr bar
STEERING	.....electric assist
BRAKES	.....F: 362mm vented, 4-piston fixed; R: 316mm solid, 1-piston sliding
WHEELS	.....20-in machined-face alum w high gloss black painted pockets, aero cover
TIRES	.....245/45R20 all-season
LENGTH / WHEELBASE	.....186.7 / 117.5 in
GROUND CLEARANCE	.....na
TURNING CIRCLE	.....39.7 ft
HEADROOM (F/R)	.....38.9 / 38.2 in
LEGROOM (F/R)	.....43.3 / 38.1 in
CARGO CAPACITY	.....29.7 / 59.7 cu.ft
+ FRUNK CAPACITY	.....4.7 cu.ft
WEIGHT	.....4962 lb
RANGE	.....270 mi
MPGe	.....90/77/84 (city/hwy/comb)
BASE PRICE (2021)	.....\$59,900
PAINT: Star White Metallic Tri-coat	.....600
BLACK PAINTED ROOF	.....385
COMFORT/TECHNOLOGY PKG: Co-Pilot360 Active 2.0, BlueCruise, 360-degree camera	.....1900
DESTINATION CHARGE	.....1100
TOTAL (2021)	.....\$63,885

2022 MUSTANG MACH-E LINEUP

- Note: 2021 pricing for our sample above.
- The vehicle has been supply-chain limited and is sold out for new orders, though dealers have some inventory, mostly of Select RWD and GT (eAWD).
- 2022 pricing is shown here if given, or calculated guesstimate per last year's differentials, if not given:

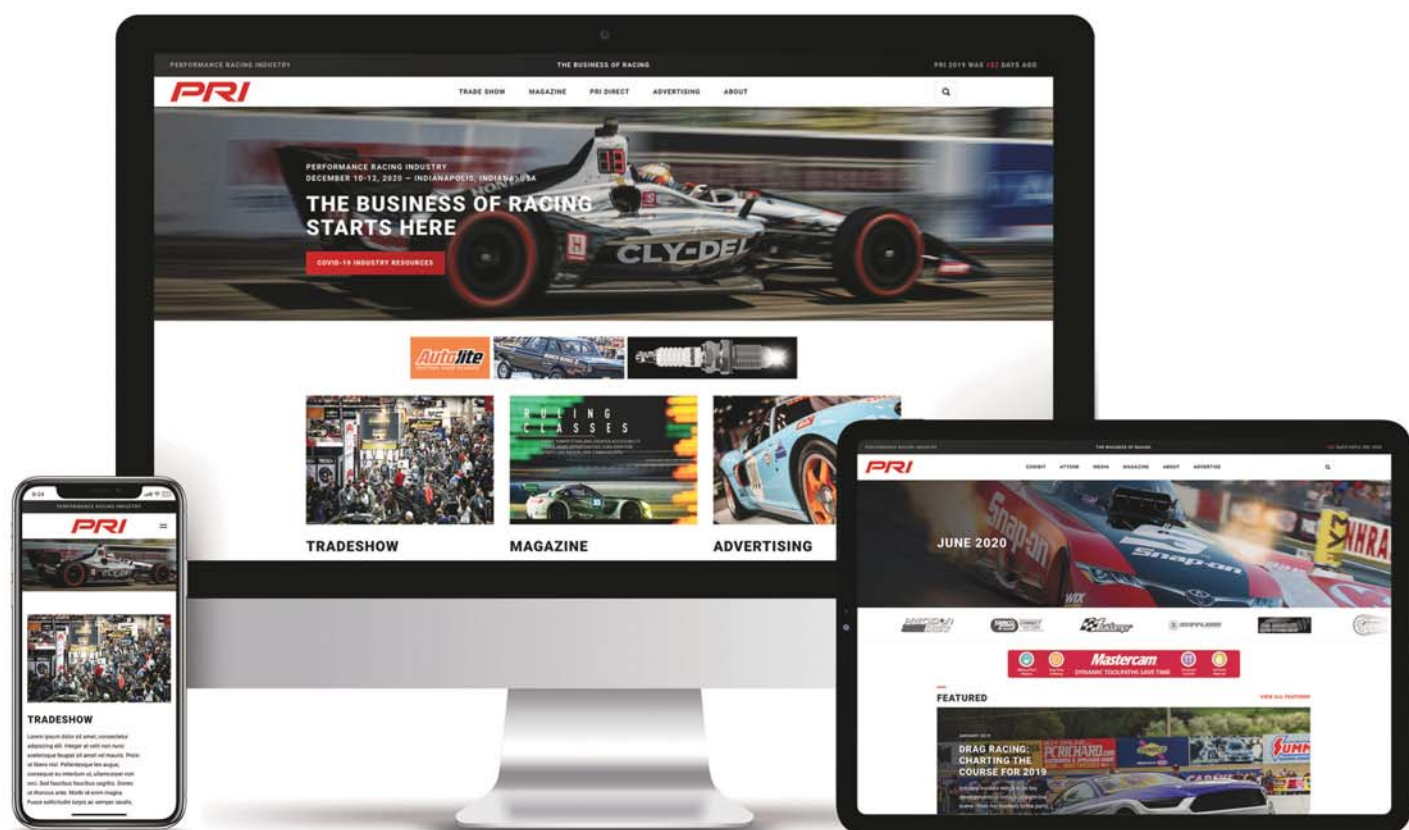
	RWD	eAWD
Select	STD RANGE.....\$43,895	est 45,995
Premium	STD RANGE.....48,775	est 51,475
	EXT RANGE.....no info	no info
California Route 1	EXT RANGE.....52,450	est 55,050
GT	EXT RANGE.....	▼ 61,995
GT Performance Edition (ER)		est 66,995

RANGE / DRIVETRAIN / POWER:
Select
70kWh STANDARD RANGE ONLY: RWD or eAWD
POWER.....(RWD or eAWD) 268 hp
TORQUE.....(RWD) 317 / (eAWD) 428 lb-ft
ZERO-TO-60.....(RWD) 5.8 / (eAWD) 5.2 sec
RANGE.....(RWD) 247 / (eAWD) 224 miles
Premium
70kWh STD or 91kWh EXT RANGE: RWD or eAWD
POWER.....266, 290 or 346 hp - depending on build
TORQUE.....317 or 428 lb-ft
ZERO-TO-60.....4.8, 5.2, 5.8 or 6.1 sec
RANGE.....224, 247, 277 or 303 miles
California Route 1
91kWh EXTENDED RANGE ONLY: RWD or eAWD
POWER.....RWD 290 / eAWD 346 hp
TORQUE.....RWD 317 / eAWD 428 lb-ft
ZERO-TO-60.....RWD 6.1 / eAWD 4.8 sec
RANGE.....RWD 314 / eAWD 312 miles
GT and GT Performance Edition
91kWh EXTENDED RANGE ONLY: eAWD ONLY
POWER.....480 hp
TORQUE.....600 / Performance Edition 634 lb-ft
ZERO-TO-60.....3.8 / Performance Edition 3.5 sec
RANGE.....270 / Performance Edition 260 miles



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ARIZONA BOATER

THE ENTHUSIAST'S GUIDE TO ACTIVE WATERSPORTS

Test your emergency beacon knowledge

Rental beacons available via BoatUS Foundation

The proliferation of personal locator beacons (PLBs), whose small size belies their enormous on-water safety advantage, are no longer thought of exotic rescue electronics. "PLBs are user-friendly and easy to maintain, and we are seeing more boaters using them as a mainstream rescue device," says Ted Sensenbrenner, assistant director of boating safety for the BoatUS Foundation for Boating Safety and Clean Water. But do recreational boaters fully understand the difference between a PLB and its larger cousin, the Emergency Position Indicating Rescue Beacon (EPIRB)?

The BoatUS Foundation has a four-question true-false safety quiz to help boaters understand the benefits of each.

1. True or false? It's OK to use a PLB instead of an EPIRB for your boat.

1. False. "A PLB doesn't check all of the boxes," says Sensenbrenner. "Some boaters believe they can substitute a PLB for a vessel-specific EPIRB and have similar safety benefits. That is a mistake."

A PLB is designed to be small and easy-to-wear, and it has smaller batteries with a shorter lifespan compared to an EPIRB. Perhaps, most significantly, only EPIRBs activate automatically upon submersion. The best setup for heading into a remote end of the lake or to the wild end of the coast is having a EPIRB assigned to the boat, and individual PLBs for each crewmember.

2. True or false? The best place to attach a PLB is your pant belt loop, foul weather jacket breast pocket, or zippered pouch in a life jacket.

2. True. To get the full benefit of a PLB, it must be securely attached to the wearer's body. All of these attachment points are good as long as there is a firm connection—a clip, snap-ring, lanyard or other securing device. If you decide to connect it to an inflatable life jacket, ensure the PLB will not interfere with its inflation.

3. True or false? Cellphone communications have improved so much that a boater doesn't need a PLB to summon emergency help.

3. False. While cellphones are an acceptable secondary means of calling the Coast Guard, more boaters unfortunately use them today as their only way to seek emergency help. That's where the problems begin, especially when there is no working VHF radio aboard. Cellphones fail for a variety of reasons that a PLB won't. Unlike a cellphone, an accidental drop overboard, a dying or dead battery, or a lack of a nearby cell tower will not negatively affect your chances for rescue.

4. True or false? For PWCs (personal watercraft such as jet skis), a PLB is a better choice than an EPIRB.

4. True. That's because PLB's, unlike EPIRB's, are manually activated and do not activate upon getting wet, a common occurrence while riding personal watercraft. PLB's are also a great choice for paddle craft operators and adventurers.

The cost of a PLB starts at around \$300. For boaters who have a temporary need for a distress beacon—such as a long-distance race, adventure regatta, offshore fishing tournament or summer cruise—the BoatUS Foundation has GPS-enabled PLBs available for rent at \$7 a day and EPIRBs for just \$10 a day, with weekly rates also available. Renting from the Foundation eliminates having to register the device with NOAA before your trip; your vessel's data is seamlessly provided to US Coast Guard rescuers to help ensure a swift response if needed.

The BoatUS Foundation for Boating Safety and Clean Water is a national organization promoting safe, clean and responsible boating. Funded primarily by donations from more than 800,000 members of Boat Owners Association of the United States (BoatUS), the nonprofit provides innovative educational outreach directly to boaters and anglers with the aim of reducing accidents and fatalities, increasing stewardship of America's waterways and keeping boating safe for all. A range of safe and clean boating courses—including the nation's largest free online boating safety course—can be found at BoatUS.org/Courses. ■



2.7 liters, 430 lb-feet

Small powerplant is highly potent. by Joe Sage

A \$70,000-plus top trim full-size 4x4 pickup is always great, but there's something to be said for hopping in without a care about muddy boots, wet dogs or a loose bale of hay. The Chevrolet Silverado 1500 lineup starts at \$34,600 for a single-cab standard-bed rear-drive WT with just one engine choice—their surprising 2.7L turbo-four. Here, we have the LT, fourth up among ten trims, \$44,900 base with the same 2.7-liter (or a 5.3L V8 and 3.0L turbo diesel six are also offered on LT; and

a 6.2L V8 is also available on some other models).

New in 2019, Silverado has a major refresh for 2022, upgraded and restyled inside and out, with a new premium interior from LT grade on up.

Ten trims, four engines and a variety of cabs and beds provide a great many build possibilities (see info at lower right). Some models may be required for specific needs—load or tow, 4WD or extreme off-roading. Even those, along with other style, convenience or general pampering options, may simply be must-haves for individual tastes.

An extensive range of packages can build upon the base LT, for expanded trailering, off-roading and more, that can help it start to overlap other models. Our truck was fairly light on options, a good way to

experience the pure model, with column shift, no remote start, manual tilt/telescope, no seat memory, many of little concern for an owner who sets the basics once and is done. Mirrors, seats and locks are all power, and climate control is comprehensive. It's fully featured—any absence of power or luxury is not absence of function itself.

Belying its cylinder count, the magical 2.7-liter EcoTec3 delivers almost as much torque (430 lb-ft) as a 6.2L V8 or diesel (both 460), with the best fuel economy of the three gasoline engines (though the diesel is higher). Tow capacity is its only lesser specification, at under 10,000 pounds in any LT build.

For fast-paced daily duty around town, depending how much you're used to a V8, you won't give

the strong and capable 2.7-liter a second thought.

We took ours for a hearty run up I-17 through Black Canyon, where things get very tight, steep and winding, with semis and tow rigs jockeying to maintain full pace on just two lanes. Here, you can easily get boxed in if short on power, but this engine and drivetrain really shine. If you jump on the pedal to regain uphill momentum, the high-torque turbo and 8-speed (other engines have a 10-speed) respond immediately and impressively.

The 2.7-liter Silverado has AutoTrac automatic all-wheel drive, with selectable 2HI and 4HI, and a Terrain Mode for more low-speed ability. (Other specialized off-road trims offer more ground clearance and a more complex transfer case including 4LO.) We took ours on an unpaved drive in the high country—no bouldering, just gravel and dirt roads—and it did great in any mode, even 2HI.

We didn't do formal testing, but anecdotally, fuel economy was great for a full-size 4x4. We drove just under 200 miles on less than half a tank, all aggressively, suggesting we easily hit its estimated 20 MPG highway or 18 combined. And as a bonus, the 2.7L runs on regular unleaded. With fuel prices currently almost three times what they were a year ago, this is the gift that keeps giving.

Whether you need more luxury than an LT, or a more powerful engine than this turbo, may depend upon specific needs, budget or just personal preferences. The 2.7L's torque and tow capacity are almost as high as the bigger V8 and the diesel. Its fuel economy is highest of the three gasoline engines. It's the least expensive. It's the lightest. All in all, it is surely the most surprising. This build is a casebook example of why just throwing money at the priciest solution is not always necessary. ■

COMING in fall 2023 as a 2024 model will be the first all-electric Silverado, new from the ground up, on GM's Ultium EV platform, with prices expected to range from the upper \$30s to over \$100 grand.



SPECIFICATIONS

ASSEMBLY.....	Fort Wayne Assembly, Indiana
ENGINE / TRANSMISSION	USA / USA
PARTS CONTENT	42% US / 44% Mexico
BUILD	crew cab / short bed
ENGINE.....	2.7L I-4 turbo DOHC VVT DI w Active Fuel Management & stop/start
HP/TORQUE	310 hp / 430 lb-ft
COMPRESSION RATIO	10.0:1
TRANSMISSION	Hydra-Matic 8-spd auto
DRIVETRAIN	4x4
TRANSFER CASE	2-spd AutoTrac
AXLE RATIO	3.42
SUSPENSION	F: independent coil-over shock w twin-tube shocks; R: solid axle w semi-elliptic, variable-rate, two-stage multileaf springs (incl composite 2nd stage springs on LT), splayed twin-tube shocks
STEERING.....	elec pwr-assist rack & pinion
BRAKES.....	F: 13x1.18; R: 13.6x0.79
WHEELS.....	20x9 alum w grazen paint pockets
TIRES	P275/60R20 A/T (or A/S)
LENGTH / WHEELBASE	(cc/sb) 231.9 / 147.4 in
GROUND CLEARANCE	8.1 in
APPR / BRKVR / DEPART	19.3 / 19.3 / 23.5°
TURNING CIRCLE	na
HEADROOM (F/R).....	43.0 / 40.1 in
LEGGROOM (F/R).....	44.5 / 43.4 in
BED LENGTH	(short box) 69.9 in (5.8 ft)
BASE CURB WEIGHT	(cc/sb/4x4) 4815 lb
MAX GVWR.....	7000 lb
MAX PAYLOAD.....	2185 lb
TOW CAPACITY	(cc/sb/4x4) 9000 lb
FUEL / CAPACITY	premium unl / 24 gal
MPG	17/20/18 (city/hwy/comb)

BASE PRICE	\$48,300
WHEELS: 20-in aluminum w/ grazen	1100
CONVENIENCE PKG II: universal home remote, rear power sliding window, hitch guidance w hitch view, trailer brake controller, trailering app.....	840
BED PROTECTION PKG: ChevyTec spray-on bed-liner.....	685
PAINT: Cherry Red Tintcoat	495
MULTIFLEX TAILGATE.....	445
REAR 60/40 FOLDING BENCH SEAT	225
FLOOR LINERS.....	210
ALL-TERRAIN TIRES	200
-CREDIT: not equipped w heated steering wheel (to be retrofitted later).....	(25)
-CREDIT: not equipped w front heated seats (to be retrofitted later).....	(50)
-CREDIT: not equipped w rear wheelhouse liners.....	(140)
DESTINATION CHARGE.....	1695
-CREDIT: 2.7L Turbo High-Output engine...(1500)	
TOTAL	\$52,480

KEY BUILD VARIABLES

TRIMS.....WT, Custom, Custom Trail Boss, LT, RST, LT Trail Boss, LTD, LTZ, High Country, ZR2 (new)

ENGINES / TRANSMISSIONS
2.7L turbo-4 / 8-spd auto;
5.3L, 6.2L V8, 3.0L turbo-diesel / 10-spd auto
CABS / BEDS

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Battle Approved Motors bringing key luxury EV UTV operations to Arizona

New test facility and company headquarters to be built on 204 acres here

With Korean battery giant LG Energy Solutions (which dominates over 20 percent of the global EV battery market), chip maker Taiwan Semiconductor Manufacturing Co. (investing \$35 billion), Intel (investing \$20 billion in two chip facilities), Sunlit Chemical (a semiconductor industry supplier to Taiwan Semiconductor), KORE Power (hosting a battery cell giga-factory for both EVs and energy storage systems) and others all moving here, Arizona has fast become a hot market for EV and energy startups and giants, alike.

Battle Approved Motors (BAM) is an early-stage startup—currently in the design for manufacturing, test, and validation phases—developing electric vehicle technology for work and performance-based off-road side-by-side vehicles—bringing

modern technology and performance to the UTV market. Initially engineered to be a turnkey off-road racing platform, BAM will also offer a consumer model—“like Ferrari meets Tesla in the dirt”—the BAM e103 Freestyle, aiming to provide unmatched performance, with high-performing batteries, zero emissions, no noise pollution.

Utility Terrain Vehicles (UTVs) were originally designed for specific tasks, such as hauling equipment or supplies to locations where the terrain doesn't allow trucks to drive over or through. As their speeds rose, the units morphed into a multi-billion-dollar personal adventure market (and they are street-legal in Arizona).

Battle Approved Motors has purchased over 204 acres of land at an unspecified location in

Arizona, with plans to soon double that. Plans are for development for a private community, testing facility and future BAM headquarters.

They are working with StartEngine.com, a service that aims to attract everyday people as angel investors, by giving them access to startup investment opportunities, while helping entrepreneurs and founders to raise the funds they need to grow.

Currently in the engineering and development stages, the full manufacturing and delivery timeline is not yet known. They expect to provide a better timeframe for unveiling of the r101 race model after our first round of funding wraps up.

With a stated valuation of \$52.9 million, the operation has previously crowdfunded over a million dollars and is currently at about the quarter-million point in this round, with close to 150 investors. Price per share at the end of June was \$1.84, with a \$498.64 minimum investment required. Further information is available at startengine.com and at BattleApproved.com. ■



225 PARTICIPANTS RODE 1,500 MILES TO RAISE FUNDS TO SEND KIDS WITH CHRONIC MEDICAL ILLNESSES TO CAMP AT VICTORY JUNCTION

The Kyle Petty Charity Ride Across America raised more than \$1.8 million after finally completing its 26th Anniversary Ride, following two postponements due to the Covid-19 pandemic—the most funds raised during a single Ride since 2006.

Funds raised directly benefit Victory Junction, a camp in Randleman, North Carolina, servicing children with chronic and serious medical illnesses,

supporting summer camperships, building projects and maintenance programs, including upkeep of the Kyle Petty Charity Ride Water Park.

The Ride started and ended in Phoenix, the first time it has started and ended in the same city.

Former NASCAR driver and NBC Sports racing analyst Kyle Petty led 225 participants on one of the Ride's most scenic routes ever. On April 30, Petty and the riders left Phoenix, riding more than 1,500 miles through Arizona and Utah over seven days before returning to Phoenix on May 6.

Celebrity riders on this year's event included NASCAR Hall of Famer and seven-time champion Richard Petty; upcoming Class of 2023 NASCAR

Hall of Fame Inductee Hershel McGriff, NASCAR legends Harry Gant and Ken Schrader, current NASCAR Cup Series driver Erik Jones, and NBC Sports NASCAR personality Rick Allen.

"After being sidelined for nearly three years due to COVID, we were eager to get back on the road and get back to doing what we love," said Petty. "I was completely blown away by the excitement seen amongst our Riders and fans all along the route. We saw some of the most beautiful scenery this country has to offer, met some amazing people and experienced so many incredible bucket list places. But most importantly, we reignited our passion for riding and raising funds

for the kids at Victory Junction...that's what it's always been about!"

Fans came from miles around to welcome the Ride all along the route, meeting celebrity participants and supporting the cause. Multiple mayors made appearances, presenting proclamations and/or keys to the city. In addition, the Ride was honored to meet members of the Hualapai Tribal Council and Navajo Nation Tribal Council in Peach Springs and Cameron, Arizona.

Other highlights included a Wild West staged shootout in Oatman, riding historic Route 66, visiting Grand Canyon and Bryce Canyon National Parks, the entire student body of Monument Valley High School lining the streets to cheer on the Ride in Monument Valley, Utah, Jeep tours through Monument Valley Navajo Tribal Park, lapping the track (twice) at Phoenix Raceway, and more.

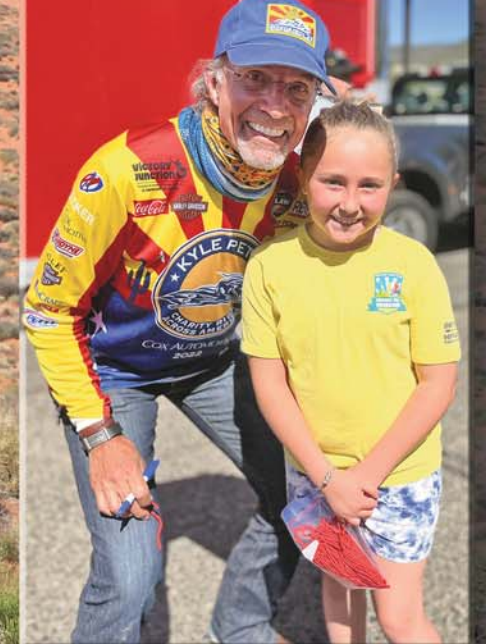
Funds were gathered from fans along the route, as part of the Ride's "Small Change. Big Impact." program, with donations also from generous sponsors, organizations and the riders themselves.

Victory Junction has served as the Ride's primary beneficiary since its establishment by Petty and his family in 2004, in honor of his late son Adam. Since 1995, 8,875 riders have logged nearly 12.6 million cumulative motorcycle miles and raised more than \$20 million for Victory Junction and other children's charities.

For more coverage of the journey, see Facebook (kpcharityride and kylepetty45), Instagram (kpcharityride and kylepetty) and Twitter (kpcharityride and kylepetty). For more information about the Ride or to donate, visit www.kylepettycharityride.com. To learn more about Victory Junction, visit www.victoryjunction.org. ■

KYLE PETTY CHARITY RIDE ACROSS AMERICA RAISES \$1.8 MILLION IN ARIZONA AND UTAH

The 2022 Kyle Petty Charity Ride Across America was made possible by presenting sponsor Cox Automotive, as well as Coca-Cola, Harley-Davidson Motor Company, Dodge Law, Racing Electronics, WinCraft Racing, FLUIDYNE Racing Products, Petty Family Foundation, Headbands of Hope, Piedmont Moving Systems, Wiley X, Blue Emu and Goody's.



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ATLIS TO PUBLICLY LIST ON NASDAQ

Atlis Motor Vehicles, a mobility technology company headquartered in Mesa, has announced plans to submit an S-1 format Form 1-A and Nasdaq Global Market application in anticipation of a public listing on the stock market. The ticker symbol "AMV" has been reserved by Atlis on Nasdaq. Upon public listing, anticipated to occur this summer, retail investors can trade shares of Atlis on Nasdaq as the company develops technology to further encourage and enable the mass adoption of electric vehicles.

Atlis is developing an electric work truck, along with the batteries and motors to drive it. Based on the premise that current EVs don't have the true capability to compete in the work truck market, the company is developing an electric truck for individuals and fleet owners who work in the agriculture, service, utility and construction industries.

To meet the towing and payload capabilities of legacy diesel-powered vehicles, Atlis also is developing proprietary battery technology, electric motors and a modular system architecture to create a high capacity, high output, fast-charging work truck to meet customer needs.

"From inception, we've had an unwavering commitment to produce an electric truck that does not compromise performance or durability," said Mark Hanchett, Atlis founder and CEO. "By going public, we will unlock the capital needed to succeed. This new funding will allow us to continue to scale operations to produce state-of-the-art batteries, platforms and pickups needed to advance the work truck market. I'd like to acknowledge and thank our 20,000-plus investors that have backed our efforts over the years; this is a milestone moment for them as well."

PURCHASING SHARES

Investors may continue to purchase shares of Atlis through the company's Regulation A offering on the website investinatlis.com, which contains important information and disclosures, including the offering statement. Investors will be able to purchase shares on the open market once the company goes public. ■



Deciding to buy a midsize Toyota Tacoma is easy. Deciding which one can be harder, and they've just made the process trickier still.

Pickup lineups are notoriously complex, especially big sellers, and the Toyota Tacoma is certainly no exception. Among fundamentals, there are six trim levels, two engines, two transmissions, two cabs, two bed lengths, and 4x4 or rear-wheel drive (see upper sidebar at far right). That could multiply out to 192 possible builds, if every combination were available, but this varies. Nonetheless, there are no fewer than 32 basic Tacoma models before packages or options (see chart at near right).

Choosing one starts out with your purpose. Then comes that model comparison. Working one end is your budget. From the other end, you'll compare all those available combinations. (For some, items like manual shift or the smaller engine will narrow things down quickly.)

Basic configurations stairstep and overlap as features and prices increase, simplifying the process for some and complicating it for others. Some may be left wishing for one of those 160 combinations that does not get built.

On top of all those, you can now add the new SR5 Trail Special Edition—a package, not a 33rd model, per se—the truck we're driving here. This takes a simpler model and adds bigger all-terrain tires and smaller wheels, while increasing suspension height 1.1 inches up front and half an inch in the rear, and also bearing its own special fabric interior, badging and other identifying points.

Traditionally, more serious off-roaders head right to the TRD lineup, specifically two of its three subsets—TRD Off-Road or TRD Pro models. Price kicks in quickly here, with TRD Pro nearing a \$50 grand base price, while TRD Off-Road can keep you under 40 (and offers an Access Cab, if you prefer).

Toyota defines the SR5 Trail Edition's difference as offering "an emphasis on storage, styling, value and a focus on off-road performance."

Point by point, styling is subjective—all models offer one flavor or another. And TRD Off-Road and TRD Pro are already masters of off-roading.

Storage boxes built into the bed are indeed special features of the SR5 Trail Edition. The combination of these and off-roading suggest to us perhaps more of a camper's or fisherman's weekend off-pavement duties than the TRD off-roaders.

A lower end trim level, SR5, boosted up a bit for off-roading, sounds like a compelling formula. But while SR5 starts at \$28,940, the Trail Edition package is only available on the V6 Double Cab Short Bed build at \$36,305 base. Trail Edition brings the price to \$40,070—higher than any TRD Off-Road.

Broken out, that's \$1550 more to move from an SR5 Double Cab V6 Short Bed to a TRD Off-Road

of the same build. Or \$3765 to add the Trail Edition package to the SR5. Is there a compelling reason?

The SR5 Trail Edition does have those storage boxes, along with available 120v power outlets. And the SR5 Trail Edition does have undercarriage skid plates straight from the TRD Off-Road. Surprisingly, in fact, the SR5 Trail Edition's front fascia, lift and skid plate implementation combine to offer higher approach, departure and breakover angles.

TRD (and Limited) models, though, have other features that the SR5, even with the Trail Edition build, does not—such as keyless entry and start, power seats, wireless charging, inclinometer and roll/pitch instrumentation for that off-roading, and available dual-zone climate. And for some, those storage boxes may even be points off, as maximum open bed volume is a more pressing need.

We took the SR5 Trail Edition on a serious off-roading (but not rock-crawling) run, and it performed magnificently. It's a handsome, capable and compelling build. But when all priced out, we remain a bit stumped on that final decision. ■

2022 TOYOTA TACOMA LINEUP

TRIM	DRIVE	4x4
SR		
Access Cab LB	4-cyl	\$27,150 / 30,225
Access Cab V6 LB		29,410 / 32,875
Double Cab SB	4-cyl	27,980 / --
Double Cab V6 SB		-- / 33,415
SR5		
Access Cab LB	4-cyl	28,940 / 32,015
Access Cab V6 LB		32,085 / 35,395
Double Cab SB	4-cyl	29,830 / --
Double Cab V6 SB		33,230 / 36,305
Double Cab B6 SB Trail Edition		+3,765 / 40,070
Double Cab V6 LB		33,730 / 36,805
TRD Sport		
Access Cab V6 LB		34,060 / 35,835
Double Cab V6 SB		35,315 / 38,280
Double Cab V6 LB		35,815 / 38,890
Double Cab V6 SB	MT	-- / 36,450
TRD Off-Road		
Double Cab V6 SB		35,340 / 37,855
Double Cab V6 SB	MT	-- / 36,475
Access Cab V6 LB		-- / 37,370
Double Cab V6 LB		-- / 38,915
Limited		
Nightshade Double Cab V6 SB		-- / 43,480
Double Cab V6 SB		39,905 / 42,980
TRD Pro		
Double Cab V6 SB	MT	-- / 46,585
Double Cab V6 AT SB		-- / 49,290

TACOMA MAJOR BUILD VARIABLES

There are six trim levels, two engines, two transmissions, two cabs, two bed lengths, in various combinations (but not every possible combination), for a total of 32 builds (plus the Trail Edition package for SR5 makes 33).

TRIM LEVELS :

- SR, SR5, TRD Sport, TRD Off-Road, Limited, TRD Pro / Trail Edition available on SR5

ENGINES :

- 278-hp 3.5L V6
- 159-hp 2.7L inline 4-cyl (on just a few)

TRANSMISSIONS:

- 6-speed automatic
- 6-speed manual (on just a few, V6 only)

CABS, SEATS / REAR LEGROOM:

- Access Cab, 4 seats / 24.6 in rear legroom
- Double Cab, 5 seats / 32.6 in rear legroom

BED LENGTH:

- Short Bed (SB) 5-ft nominal (60.5 in)
- Long Bed (LB) 6-ft nominal (73.7 in)

SPECIFICATIONS ON OURS

ASSEMBLY	Baja California, Mexico
CAB	Double Cab (seats 5)
BED LENGTH	Short Bed (SB) 5 ft (60.5 in)
ENGINE	3.5-liter V6 D-4S (direct & port) EFI injection Atkinson Cycle w VVT-iV intake & VVT-i exhaust
HP/TORQUE	278 hp / 265 lb-ft
COMPRESSION RATIO	11.8:1
TRANSMISSION	6-spd ECT auto
DRIVETRAIN	4x4
DIFFERENTIAL	(w V6 auto) 3.909
TRANSFER CASE	1.00:1 / 2.57:1
SUSPENSION	F: coils, dbl wishbone, stblzr bar, 1.1-in lift on Trail Edition; R: leaf springs w staggered outboard-mounted gas shocks, 0.5-in lift on Trail Ed.
STEERING	rack & pinion pwr steering
BRAKES	F: 10.75 vented, R: 10.0 drum
WHEELS	16-inch bronze finish
TIRES	265/70R16 112T Goodyear Wrangler Territory AT w Kevlar
LENGTH / WB	(Dbl Cab, SB) 212.3 / 127.4 in
GROUND CLEARANCE	(9.4 standard) +bump from lifts front & rear, new spec un stated
APPR / DEPART / BRKVR	34 / 23.6 / 26.4°
TURNING CIRCLE	(Dbl Cab 4x4) 44.1 ft
HEADROOM (F/R)	39.7 / 38.3 in
LEGROOM (F/R)	42.9 / 32.6 in
BED LENGTH	60.5 in inside (nominal 5-ft)
WEIGHT	(V6 auto Dbl Cab 4x4) 4550 lb
FUEL / CAPACITY	87 reg or higher / 21.1 gal
MPG	18/22/20 (city/hwy/comb)

BASE PRICE ***\$35,655**

DN: parking sonar, premium audio, 8-in touch-screen w nav	1710
TRAIL EDITION: 16-in bronze wheels, Goodyear Wrangler Territory AT w Kevlar tires, heritage grille w bronze lettering, Trail badge, locking rear differential, front/rear suspension lift, TRD Off-Road skid plates, lockable bed storage incl cooler insulation on one, black fabric seats w tan stitching, all weather floor liners, 120V outlet in bed	3765
TECHNOLOGY PKG: blind spot monitor w rear cross traffic alert	600
DOOR EDGE GUARD	140
DOOR SILL PROTECTOR	79
DESTINATION CHARGE	1215

TOTAL **\$43,164**

*Prices have increased since our sticker.

NEW CONUNDRUM

New SR5 package adds off-road chops and on-the-go activity features

BY JOE SAGE





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State board okays ADOT five-year plan

Major corridor improvements, upgraded pavement conditions coming

Arizona's State Transportation Board has approved the Arizona Department of Transportation's (ADOT's) 2023-2027 Five-Year Transportation Facilities Construction Program, setting the stage for expansion and improvement of several highways that carry significant passenger and freight traffic. The approved five-year program allocates \$571 million for projects that widen highways or improve interchanges, including:

I-17: Adding lanes along Interstate 17 between Anthem Way and Sunset Point, with construction on the \$328 million project beginning in 2022 (see the cover story in our May-June 2022 issue).

I-10: Two major projects to begin widening Interstate 10 between Phoenix and Casa Grande, including \$400 million to widen the highway between Loop 202 and State Route 387 and \$110 million to replace the Gila River bridges. Construction on both projects is targeted for 2023.

I-40 / US 93: Constructing the first phase of the I-40/US 93 West Kingman interchange. The plan includes \$145 million for construction in 2024.

SR 260: Widening the last two-lane section of

State Route 260 in the Lion Springs area, east of Payson. The plan includes \$109 million for construction in 2026 and would accomplish ADOT's goal of completing a four-lane divided highway along the entire SR 260 corridor.

Additionally, the plan will invest more than \$2.5 billion in pavement preservation projects across Arizona over five years, upgrading 400 lane miles of pavement from fair and poor condition to good condition.

About \$463 million would be invested in projects that improve highway safety, efficiency and functionality, including smart technology or adding shoulders, including \$68.1 million to expand broadband connectivity along I-40 from Flagstaff west to the California state line.

The I-17 and I-10 widening projects are able to advance through ADOT's partnership with the Maricopa Association of Governments, the regional planning agency that has committed some of the funds for those improvements.

The 2023-2027 Five-Year Program also reaches ADOT's goal of allocating \$360 million per year for

preservation of bridges and roadways throughout the state highway system. Preservation projects include repaving and repairing highways, along with repairing or reconstructing bridges.

In general, major projects begin as part of the agency's long-range visioning process, move into a six- to 10-year development program and then become part of the Five-Year Program. The Program is developed by working closely with local and regional planning organizations and community leaders to identify projects that are ready to build or design.

Funding for the Five-Year Program is generated by the users of transportation services, primarily through gasoline and diesel fuel taxes and the vehicle license tax. Both the Maricopa and Pima County regions have independent revenue streams established through voter-approved sales taxes that allow for more expansion projects to take place in those areas.

The final 2023-2027 Five-Year Program can be found at azdot.gov/fiveyearprogram. ■



Same magic, upsized

Mind-reading one-pedal performance with more legroom - by Joe Sage

We fell for one-pedal mode in a big way when first driving the new Chevrolet Bolt EV a few years back—pure one-foot go and stop, much like a golf cart. It's a blast.

The Bolt EV had everything it takes to be a huge success—style, size, price, performance, a relatively unique spot in the marketplace—but so far has not sold as well as it deserves to. Now it's a family, and they may just be getting started.

Buick has had the teeny Encore since before being that teeny was that common, and while they continue to make that, they've added a larger Encore GX, in line with a trend toward a crossover utility version of anything and everything.

Chevy has now done similarly, keeping the orig-

inal Bolt EV in the lineup, while also creating a new, more crossover utility-ish vehicle, the Bolt EUV, as in Electric Utility Vehicle. Put that all together, and it seems the two should check all the right boxes.

Chevy Bolt EUV bears many of the same style fundamentals of the Bolt EV, though its overall personality is a bit transformed by its size, just 6.3 inches longer, on a wheelbase just 2.9 inches longer. A functional difference is that Bolt EUV increases rear legroom by a healthy 3.2 inches. (Headroom is also about an inch more in the front row, while cargo capacity is very close to unchanged.)

Systems setup was pretty easy, with many features also readily accessible via steering wheel controls, though a full-time owner can benefit from

customizing via a MyChevy interface. A big plus is a physical knob for audio power and volume.

It's the driving itself that makes us such big fans. We get a pretty big kick out of Bolt EUV's one-pedal mode—in fact a very big kick. A few other manufacturers have since introduced various versions of one-pedal driving, some partial, some with multiple variables, some short of one-button convenience, but probably none as straightforward, focused and dedicated as this one.

If it's your first time, it takes a second to get used to the leap of faith that you don't need your brake pedal—an interesting experience, sort of like stopping purely by the absence of going. (In fast stop and go traffic in town, you'll probably still use the brake pedal at times.) Whether this is your first rodeo or not with any EV, we heartily recommend you give it a try—it's a magical feature that gives you (and your passengers) great insight into

the overall EV driving experience.

Not your cup of tea? Have no fear—when not in one-pedal mode, your driving experience will be mainstream. (And it's still always there to give a friend a thrill.) Any EV can surprise a first-timer with its power, presence and a feeling that you are master of your moves. One-pedal mode emphasizes all of the above and adds a layer of performance and fun—very different, yet very intuitive.

Recalling our first little Chevy Bolt EV drive in the hills outside Silicon Valley, we took the bigger Bolt EUV on one of our favorite twisty, hilly and fast drives in the countryside—a challenging road that encourages pushing the limits. The Bolt EUV is only 0.2 inches taller than the Bolt EV, and it weighs just 91 pounds more. The battery is the same, 947 pounds, and with a total weight of just 3715 pounds (even in this top trim), that equates to notable road-hugging for this little utility.

We then took it to something even twistier and hillier, though much narrower and thus not quite as fast. We figured we'd have to be more cautious

with one-pedal here, probably needing to actually brake more, but our leap of faith was quickly augmented by the feeling that this drive setup is basically a mind-reader, and a good one.

(The braking effect is not so much automatic as responsive to conditions, of course. As with anything automated, you still want to be ready to take over at any time, just in case.)

Two big plusses with Chevy's one-pedal mode: you can reach down and pop it in and out of that mode easily, without looking; and it will remain in mode even after having been parked and shut off.

We were enthusiastic when this vehicle appeared on our schedule, as the little Chevy Bolt EV had already proven itself to be one very cool little electric car. We were interested in seeing what they've done to achieve a utility spinoff. And they have come through, 100 percent.

With or without considering one-pedal mode's layer of magical performance, Chevrolet has hit the most mainstream bullseye imaginable by giving the Bolt EV this new stablemate, the Bolt EUV. ■

Chevy will be building a new Silverado EV pickup at the Orion Township plant, which has led to some speculation that the Bolt EV and Bolt EUV's days may be numbered. And yet, they have just completely refreshed the Bolt EV and introduced this new offering, the Bolt EUV. We certainly hope they stick around. Either way, now seems like a solid time to go give one a try.

SPECIFICATIONS

ASSEMBLY	Orion Township, Michigan
CONTENT	63% US/Canada / 15% S Korea
ELECTRIC DRIVE	single permanent magnetic motor; single gearset
BATTERY	rechargeable 288-cell 65 kWh
BATTERY WEIGHT	947 lb
HP/TORQUE	200 hp / 266 lb-ft
FINAL DRIVE RATIO	7.05:1
SUSPENSION	F: Indep MacPherson strut-type w direct-acting stblzr bar; R: compound crank (torsion beam) w coils
STEERING	column-mtd elec pwr steering
BRAKES	4-whl disc, electro-hydraulic, partly regen; F: 11" vented; R: 10" solid
WHEELS	17-in alum
TIRES	Michelin Selfseal 215/50R17 a/s
LENGTH / WHEELBASE	169.5 / 105.3 in
GROUND CLEARANCE	na
TURNING CIRCLE	38.3 ft
HEADROOM (F/R)	(w sunrf) 39.1 / 37.8 in
LEGROOM (F/R)	44.3 / 39.2 in
CARGO CAPACITY	16.3 / 56.9 cu.ft
WEIGHT	3715 lb
CHARGING TIMES	120V: 4 miles range/hr
	240V 32A: 25 mi range/hr, full ±10 hrs
	240V 48A: 37 mi range/hr, full ±7 hrs
	DC Fast Charge: up to 95 mi in 30 min
RANGE	(on full charge) 247 miles

BASE PRICE	\$37,500
SUN & SOUND PKG	Bose 7-spkr audio, dual panel tilt-slide power sunroof w power sunshade, Chevrolet Infotainment 3 Plus w nav .....2495
SUPER CRUISE PKG	incl first 3 years; enhanced auto emergency braking.....2200
DESTINATION CHARGE	995
TOTAL	\$43,190

Note: prices have increased since sticker.

2022 BOLT EV / EUV LINEUP

Bolt EV	1LT	\$31,500
	2LT	34,700
Bolt EUV	LT	\$33,500
	Premier	38,000

2023 BOLT EUV REDLINE EDITION

For 2023, Bolt EUV adds a Redline Edition appearance package to the lineup, including 17-inch gloss black painted aluminum wheels with red accents, black and red Bolt EUV rear badge, and red accent decals on outside mirror caps. Jet black leather interior with red accent stitching is available on both trims; paints include Summit White, Mosaic Black Metallic and Silver Flare Metallic. Pricing t.b.d.

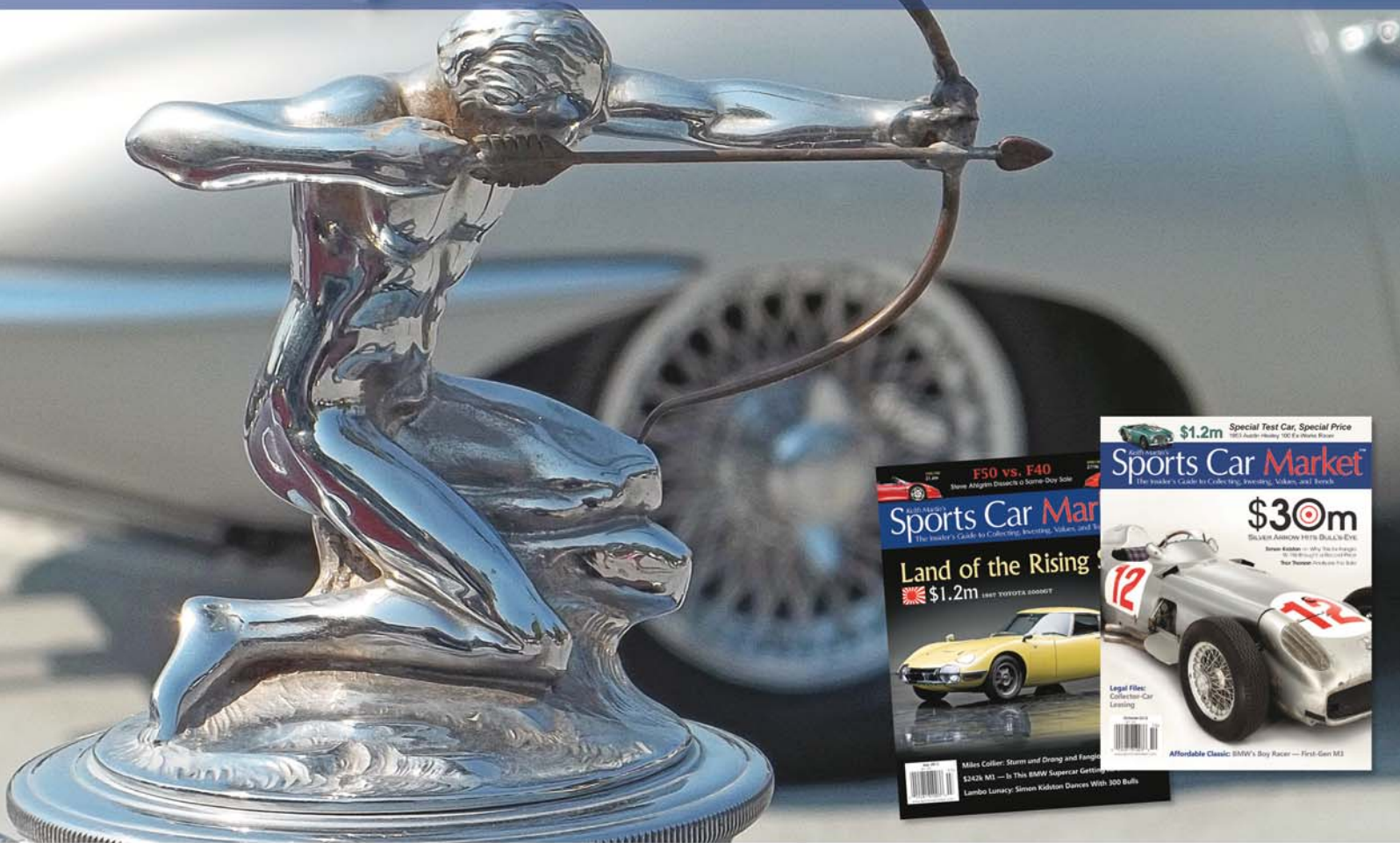


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EQUIPMENT : ADDARMOR BY QUALITY COACHWORKS

Ready for anything

New B6 Escalade and full protection packages for Yukon Denali provide B6-grade armoring and unprecedented security paired with world class custom interior cabins

Vehicle armoring and protection firm AddArmor by Quality Coachworks, founded by military special operations veterans and known for armoring packages starting at \$32,500, has unveiled a new B6 Cadillac Escalade, offering bank-level security in a completely bespoke ride. The transformation begins with a thorough ground-up build, as their manufacturing team custom fits every interior panel with industry-leading B6-level armoring, as a key component of the firm's Full Protection Package. Outfitted with B6-level armored glass in all windows, these armored SUVs can easily shrug off prolonged physical attacks from blunt objects such as bats, rocks, or other projectiles.

The new 2022 B6 Escalade includes an executive interior with an alcantara suede headliner and hand worked custom leather throughout. Two custom captain's chairs with heating, cooling and massage keep passengers comfortable. A Samsung Smart TV provides entertainment throughout the rear cabin, while high-end Sony audio with subwoofer creates a theater-like atmosphere. The executive-level interior package in this new armored Escalade comes at a price tag of around \$75,000.

Reading lights alongside mirrors on each side allow for off-screen entertainment. A center console with fold-out aircraft tables allows passengers to eat and drink, while manual window shades and a dual-heating and air conditioning unit allow for personalized climate control. Sleek wood grain accents are featured throughout, with a center bar made of fine hardwood.

Incorporating \$80,000 worth of B6 AR 500 lightweight ballistic protection panels in the sides, roof and floor of the vehicles, their Full Protection SUV lineup brings peace of mind to both driver and passengers via comprehensive 360-degree protection against exterior threats, incorporating important safety measures such as a siren PA system to help disperse crowds and run-flat tire inserts to ensure the vehicle can keep driving safely even under duress.

The AddArmor by Quality Coachworks lineup of Full Protection SUVs also includes GMC Yukon and Yukon Denali models. The company works with each



client to create custom protection packages for both new and existing vehicles. Packages for family and work vehicles start at \$32,500, and all options and packages are interchangeable per customer needs. For more information on AddArmor by Quality Coachworks full protection and other armoring packages, visit www.AddArmor.com or call 888-878-0021. ■



Plug-in hybrids are often seen as offering the best possible combination of powertrain attributes. You can't run out of power, as long as you have fuel in the tank, while at the same time, you may be able to operate them without ever touching that fuel. It all depends upon your driving patterns (and style). At the same time, they seem to remain the least understood. Fundamentally, they are like any hybrid powertrain, with extra battery power augmenting gasoline engine power (and torque) and with the ability to recoup additional power from the energy expended during braking

and other inefficiencies of a gasoline-only vehicle. Then they add one more special feature—the ability to plug them into the wall and top off more EV power than a hybrid alone will likely ever build up.

The Titanium PHEV driven here is the top model Escape by price. Whether that makes it “the best” depends upon your wants and needs. The Escape lineup (see chart at lower right) offers a diverse set of alternatives, starting with four trim levels and four engines, two of which are gasoline-only and two of which are part of hybrid powertrains, one of those a plug-in hybrid powertrain. The base

trim level offers only the base gasoline engine, while the other three offer a variety of powertrains—S with the smaller engine, SE with either, SEL with the larger engine, and any of these three trims with availability of both the hybrid and plug-in hybrid powertrain.

While this adds up to many forks in the road to your decision, prices are a neat and tidy staircase.

Horsepower and fuel mileage vary significantly, however, and it's notable that the highest priced build does not have the highest power nor the best fuel mileage. If you're an all-wheel-drive aficionado (or, for that matter, a front-drive fan), you have another wild card, as the majority of build combinations, but not all, offer both. Notably, the most powerful ones are AWD-only and the most fuel-economical ones are FWD-only (as is common).

It's quite a matrix, with something for everybody. Just about. If you had your heart set on an AWD PHEV, for example, it does not exist, as the drivetrain weight and complexity have been traded for the added weight and location of its battery. This adds appeal to the hybrid models, which offer either drivetrain and deliver stellar fuel mileage, well into the 40s—all at lower cost than the PHEV.

The added battery weight seems to impact ride, also, particularly harsh at times on what otherwise looked to be smooth and ordinary surfaces. (There is no suspension information provided for any.) Electric drive power sent to the rear seems to be more about efficiency (better grip) than power, though it does add a bit of zip to your driving.

The advantage of the pricier PHEV over the no-plug Hybrid is in its EV-only phase of operation, which—though its straight hybrid fuel mileage figure is just a round 40, lower than the regular hybrid due to battery weight—tops 100 MPGe.

EV-only operation seems to largely take care of itself. There is an all-electric drive mode option, among four with various degrees of power allocation, but only when available—which in our experience was only when first delivered. After that the option was greyed out, but notably, we were not plugging the vehicle in at home, which makes a significant difference. Nonetheless, our usage readout revealed that we had indeed driven a high percentage of EV miles—kicking in and out on their own, dependent upon conditions, largely the ongoing regeneration of EV capacity from braking.

It's a neat trick. And, as with any PHEV, if you have a driving pattern (say from a home plug to a nearby office with a plug-in opportunity) that optimizes battery load, you may be able to drive EV-only basically all the time—while knowing (unlike with a full EV) that you will never run out, as the gasoline engine (plus the system's electric-regenerative powers) is always there for you, too. ■

Although it has a much sleeker and more carlike form than earlier “two-box” Escapes, there is ample headroom and legroom both front and rear.

Mixed formula

by Joe Sage



SPECIFICATIONS

ASSEMBLY	Louisville, Kentucky
ENGINE BUILD	Chihuahua, Mexico
BUILD / SEATING	unibody / five
ENGINE	2.5L Atkinson-cycle 4-cyl, alum/alum, forged steel crank
HP/TORQUE	165 hp / na
COMPRESSION RATIO	13.0:1
BATTERY / MOTORS	na
TOTAL SYSTEM POWER	200 hp
TRANSMISSION	PowerSplit electronic CVT
DRIVETRAIN	FWD
SUSPENSION	F: na; R: na
STEERING	na
BRAKES	4-wheel disc, regen
WHEELS	18-in machined ebony alum
TIRES	225/60R18 100H all-season
LENGTH / WHEELBASE	180.5 / 106.7 in
GROUND CLEARANCE	na
TURNING CIRCLE	39.04 ft
HEADROOM (F/R)	40.0 / 39.3 in
LEGROOM (F/R)	42.4 / 38.9 in
CARGO CAPACITY	34.4 / 60.8 cu.ft
WEIGHT	3870 lb
TOW CAPACITY	na (pkg avail)
FUEL / CAPACITY	regular unl / 11.1 gal
MPG / MPGe	40 / 105 (comb)
BASE PRICE (2021)	\$38,885
PAINT: Rapid Red Metallic Tint Clearcoat	395
TITANIUM PREMIUM PKG: 18-in machined ebony alum wheels, front/rear logo floor mats, pano vista roof, wireless charging	2500
DESTINATION CHARGE	1245
TOTAL (2021)	\$43,025

2022 FORD ESCAPE LINEUP

	FWD	AWD	
S	1.5L EB	\$26,760	\$28,260
SE	1.5L EB	28,095	29,595
	2.5L Hyb	29,920	31,420
	2.5L PHEV	35,190	--
SEL	1.5L EB	30,470	31,970
	2.0L EB	--	34,340
	2.5L Hyb	32,285	33,790
	2.5L PHEV	37,925	--
Titanium	2.0L EB	--	36,880
	2.5L Hyb	34,830	36,330
	2.5L PHEV	40,435	--

ENGINES / DRIVETRAINS:

1.5L EcoBoost: S, SE, SEL
181 hp / 190 lb-ft
FWD 28/34/30 MPG, AWD 26/31/28 MPG

2.0L EcoBoost: SEL, Titanium
250 hp / 280 lb-ft
AWD only: 23/31/26 MPG

2.5L Hybrid: SE, SEL, Titanium
165 hp / 155 lb-ft / 200 hp total system
FWD 44/37/41 MPG, AWD 43/37/40 MPG

2.5L Plug-in Hybrid: SE, SEL, Titanium
165 hp / na lb-ft / 200 hp total system
FWD only: 40 mpg / 105 MPGe (comb)

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DESTINATION ATTRACTION : LEMAY—AMERICA'S CAR MUSEUM

LeMay—America's Car Museum celebrates 10-year anniversary

In January 2011, the original executives of LeMay—America's Car Museum traveled to Scottsdale during Auction Week, as the team still does most years. They invited us to meet with them in hopes of a little coverage in our car-happy market.

As fate would have it, we were traveling to Tacoma pretty regularly then, and we visited the project repeatedly, from the ground up, to its Grand Opening, to its first Gala. (They tell us we are the perhaps unlikely very first media to tour and photograph the inside while under construction.)

You can find all our early coverage online, under General Features > Destinations & Attractions.

June 2, 2022 marked the 10-year anniversary of the Museum. The venue has housed one-of-a-kind exhibitions, played host to dozens of flagship community events and inspired countless memorable stories and experiences that bring out that passion and love we all share for the automobile. ACM has shared these moments not only with the sur-

rounding community, but throughout the nation and internationally as well. Drawing over a million tourists and visitors over the past 10 years, America's Car Museum has become a cultural cornerstone where people of all ages, from all walks of life, come together to celebrate the past, present and future of the automobile.

Under the umbrella of America's Automotive Trust, through their mainstay entities ACM, RPM Foundation, and America On Wheels Museum, they are looking forward to the next 10 years and beyond, not only continuing to celebrate America's love affair with the automobile, but also building on opportunities to provide for the next generation, educating our youth through the use of grants and scholarship opportunities for students looking to venture into a career in the automobile industry including restoration and preservation.

June 2 was just the start of their celebration, with plenty more planned over the rest of the year.

You can follow along and plan your adventures at americascarmuseum.org/10-year-anniversary.

Every Thursday through the end of the year, ACM's social media channels will feature a 10-year "Throwback Thursday" post to relive special memories, events, progress of the Museum and, of course, the cars. Hashtags are #ACM10Years and #TBT.

The ACM Store has an array of 10-year anniversary-themed merchandise—themed hats, shirts, tumblers, glasses, stickers and more—featuring a limited edition 10-year anniversary logo. ACM members receive 10 percent off purchases, and all purchases benefit the Museum. You can become a member at their site.

The climax will be a commemorative version of their flagship annual Wheels & Heels Gala, featuring a cocktail reception, a four-course dinner prepared by El Gaucho Tacoma, a live auction, entertainment by Raffia and The Good Co Little Big Band, a Montecristo cigar lounge and, of course, the fireworks to finish off the evening. You can buy tickets or reserve a table at their site. Again, that's americascarmuseum.org/10-year-anniversary. ■



Well suited

BY JOE SAGE

We inevitably find ourselves trying to translate Lexus models, particularly their crossovers and SUVs, to Toyota equivalents. This gets tricky because of their distinctly different styling and features, but also because Toyota has eight different utilities (even if you count hybrids and such separately, as they do), while Lexus has five (or nine, ditto). It's the smaller end of the category that's exploding industrywide, and here Toyota has the new bZ4X, C-HR, new Corolla Cross and RAV4, while Lexus has the RX and this new smaller UX.

Though the UX is most closely related to the

smaller Toyota C-HR, it reminded us of the RAV4, which is what initiated the comparison this time around. And that's a good thing. When we first got our hands on the new RAV4 at the end of 2019, it went straight to our cover, so impressed were we, and it has gone on to win a wide range of awards. Though smaller than the RAV4 (or platform-mate Lexus NX), the Lexus UX, a global model, makes up the difference with more premium touches and Lexus family styling, particularly that spindle grille up front, this one with particularly bold geometry in its details (see inset for changes afoot).

Though their smallest crossover, the UX feels generous inside. Instruments and controls provide a driver-centric experience, while materials and finishes are all upgraded in line with the brand.

Though engine horsepower is moderate, overall power and performance are augmented by one motor-generator to assist the default front drive wheels (and recoup energy) and another (just on the 250h) to power the rear wheels for enhanced cornering as well as traction on slick (or exhilarating) surfaces. A third motor-generator functions as starter and generator, while also recouping regenerative power.

Put that all together, and you have a system that performs beyond its raw numbers, from notable pep at the first touch of the pedal, to enough power to hold its own, most of the time, even among an increasingly electric fleet of fellow travelers. (No torque specification is given for the UX.) In addition to normal, sport and eco, the UX has an

Though it's the spindle grille that most immediately gives the UX its Lexus character, Lexus has now revealed new front styling for the 2023 RX, replacing the upper portion of the grille with a blunt sheet metal nose. Consider it an evolution, as they are terming it a "new, cohesive spindle body design," and the lower edge of the upper portion echoes small air intakes. It looks sharp while also arguably leaning styling a bit toward the blunt fronts of a growing wave of EVs.

EV mode, available in "certain conditions."

Lexus is gradually improving its finicky user interface, but spend some time with the controls to make sure they suit your needs.

Though this is a competitive region, most people, if honest with themselves, don't need anything bigger or fancier than this, inside or out. The Lexus UX is an upscale cousin of the Toyota CH-R or arguably RAV4, both excellent vehicles, still at a very reasonable price for a Lexus and wearing a proud and handsome Lexus suit. ■



SPECIFICATIONS

ASSEMBLY	.....Miyawaka, Fukuoka, Japan
SEATING	.....five
BUILD	.....unitized body; alum doors, hood, front fenders; polymer-alum rear hatch
HYBRID DRIVE SYSTEM	.....series-parallel gasoline-electric hybrid w two drive motor-generators (plus a third MG)
ENGINE	.....2.0L inline-4, 16v DOHC EFI dir inj, VVT-iE VVT-i Atkinson cycle, alum block w steel liners, alum cylinder head
COMPRESSION RATIO	.....14.0:1
MOTOR-GENERATORS:	
MG1	.....generator, starter, engine speed
MG2	.....drives wheels, brake regen
MGR	.....drives rear wheels, stability control
TOTAL SYSTEM POWER	.....181 hp
TORQUE	.....not stated
TRANSMISSION	.....CVT
FINAL DRIVE RATIOS (F/R)	.....3.605 / 10.487
0-TO-60 / TOP SPEED	.....8.6 sec / 110 mph
BATTERY PACK	.....180-cell Ni-MH (nickel-metal hybrid), 216V, 24 kW
DRIVETRAIN	.....AWD
DRIVE MODES	.....sport-normal-eco / EV Drive
SUSPENSION	.....F: MacPherson strut indep; R: multi-link indep w trailing arms
STEERING	.....rack & pinion, column-mtd elec
BRAKES	.....F: 12.0 vented, R: 11.1 solid
WHEELS	.....18x7J 5-spoke alum alloy dark grey metallic w machine finish
TIRES	.....225/50RF18 all-season run-flats
LENGTH / WHEELBASE	.....176.97 / 103.94 in
GROUND CLEARANCE	.....not stated
TURNING CIRCLE	.....34.2 ft
HEADROOM (F/R)	.....w/moonrf 35.75 / 36.38 in
LEGROOM (F/R)	.....42.05 / 33.13 in
CARGO CAPACITY	.....(above deck)17.1 cu.ft (below deck) 21.73 cu.ft
WEIGHT / DISTRIBUTION	.....3605 lb / F/R 57/43%
FUEL / CAPACITY	.....regular / 10.6 gal
MPG	.....41/38/39 (city/hwy/comb)
BASE PRICE	.....\$40,240
WIRELESS CHARGER	.....75
HEADS-UP DISPLAY	.....500
LAMPS:	triple beam LED headlamps w auto-leveling, washers, LED fogs and cornering lamps.....1660
INTUITIVE PARKING ASSIST	.....565
DESTINATION CHARGE	.....1075
TOTAL	.....\$44,115

(Note: sticker price varies slightly from below.)

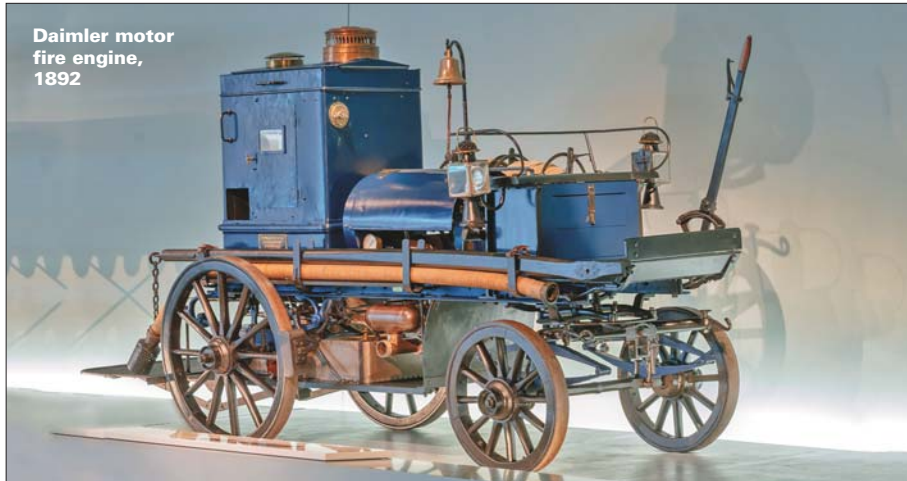
2022 LEXUS UX LINEUP

UX 200	.....base.....\$33,150
	.....F Sport.....35,490
	.....Luxury.....38,190
UX 250h AWD	.....base.....35,350
	.....F Sport.....37,690
	.....Luxury.....▼40,390

UX 200: 2.0L four-cylinder, 169 hp, 151 lb-ft, FWD, zero-to-60 8.9 sec, top speed 118 mph 29/37/32 mpg

UX 250h AWD: per full specifications above

THE INSIDE TRACK: BRIEFS & RUMORS



Daimler motor fire engine, 1892

▼ After a great fire destroyed a third of Hamburg, Germany 180 years ago, in 1842, new attention was focused on firefighting. The term *Feuerwehr* (fire brigade) originated in Baden in 1847, and the first professional German *Feuerwehr* was founded in Berlin in 1851. Firefighting technology was an early field of innovation at Daimler-Motoren-Gesellschaft (motor company), with much on exhibit at the **Mercedes-Benz Museum**, from patent applications and patents in 1885 and 1888. For innovative single-cylinder “grandfather clock” engines, to a one-horsepower fire extinguisher that proved its worth in a major fire at a bed spring factory in Cannstatt, where its pump continuously delivered water for five hours to extinguish a roof truss fire at a height of 20 meters (six or seven stories), a real feat of strength that would have taken at least 32 firefighters operating the pump with human power. A Daimler motor fire engine from 1892 (above) greatly improved performance, equipment and ergonomics. The unit was equipped with a 5.1-kW (7-hp) 3-liter 2-cylinder engine and a pump to deliver 300 liters (±80 gallons) of water per minute. The machinist had a stable platform in the rear from which to operate the engine, itself protected in a sheet metal housing. The fire pump is in the middle of the vehicle with the water intake on the right side (via a screw connection) clearly distinguished from the high pressure feed into fire hoses on the left side (a bayonet connection). The rig itself remained horse-drawn, with

vital components such as the drawbar stowed on the side within easy reach, so the fire brigade could quickly harness up and move out in the event of an alarm.

▼ At an IWC Schaffhausen Big Pilot Challenge golf event, at Miami Beach Golf Club in South Beach ahead of the inaugural Formula One Miami Grand Prix, **Bonhams** auctioned wristwatches worn by seven-time Formula One World Champion Lewis



Hamilton, NFL World Champion quarterback Tom Brady and others—each watch along with other memorabilia. Miami-based Dibia DREAM, nonprofit social sport program, was primary beneficiary of the charitable auction. Hamilton's piece was a sand-colored ceramic IWC Big Pilot's Watch Perpetual Calendar TOP GUN Edition “Mojave Desert” with Moon Phase (one of just 150), sold along with a signed pair

of his Puma Speedcat Pro racing shoes as worn during the Bahrain and Saudi Grand Prix 2022—at \$55,000, the top sale of the event. Brady's piece was a sand-colored ceramic IWC Big Pilot's Watch TOP GUN Edition “Mojave Desert” with 7 Day Power Reserve, sold with a signed set of his own personal golf clubs for \$30,000. As “Team Mojave Desert,” Hamilton and Brady played against “Team Lake Tahoe”—Dibia DREAM founder and CEO, respectively, retired NFL running back Marcus Allen and Nigerian-American entrepreneur Brandon Okpalobi, wearing white ceramic Pilot's Watch Chronograph TOP GUN Edition “Lake Tahoe” watches. Allen's, along with a signed football, raised \$18,000; Okpalobi's, along with a miniature car created by the Kids Benefiting From Dibia DREAM Program, raised \$15,000.

▼ **1016 Industries** is producing a limited edition carbon fiber design for the **Rolls-Royce** Cullinan Black Badge, with perfectly matched carbon fiber woven throughout. The special build features wide custom body flares, wide body rock-

er, full rear diffuser, trunk spoiler, grille and bumper. The 1016 Industries Black Badge features an array of carbon fiber elements using 3D printing technology for prototyping and design and the newest manufacturing techniques, utilizing rare lightweight materials they say are among the strongest and most durable in the world. Limited to 30 units, the 1016 Industries Black Badge limited-edition should

be available starting in July, at \$85,000. Fiberglass carbon fiber, forged carbon fiber, and standard carbon fiber options will also be made available starting at \$55,000. 1016 Industries will also offer

1016 Industries Rolls-Royce Cullinan Black Badge



matching 24-inch wheel sets, with details to be announced this summer. Visit 1016industries.com.

▼ Last fall, **NASCAR** conducted a driverless, on-track crash test of its Next Gen race car (running in the 2022 Cup Series) with **AB Dynamics**, an automotive test solution supplier. The test vehicle was driven by robots on a pre-programmed course, at speed, into the banking wall at Talladega Superspeedway—a common type of crash scenario in the Series. Along with sensors and a crash test dummy, the vehicle was fitted with steering, shifting, and throttle-brake-clutch pedal robots to control speed and direction—AB Dynamics' SR60 for steering, CBAR600 for pedals, and its Gearshift Robot—off-the-shelf products requiring minimal modification to fit in the vehicle. The test requirement was to drive the race car at 130 mph into the SAFER (Steel And Foam Energy Reduction) barrier at a precise impact point, hitting it at an angle of 24 degrees. Inputs were sent via AB Dynamics' path-following software, using pre-recorded driving information and GPS data to accurately navigate the predetermined route. The car hit the wall within 2 cm of the impact point, at precisely 130.015 mph and within one degree of the prescribed angle. Importantly, the robots are unobtrusive and did not interfere with the positioning or results of the crash test dummy. The test created valuable, accurate data that NASCAR was able to use for crash simulation validation.



AB Dynamics robots crash test NASCAR Next Gen race car

competitive landscape and offers information on market vendors; key points on various market segments and their impact in the coming years; *Latest Drivers and Trends in the Market*; comprehensive information on factors that will affect EV Plastic market growth over the next five years; predictions on upcoming trends and changes in consumer behavior; and a comprehensive study involving market types,

▼ A recent analysis of the *Global Electric Vehicle Plastic Market* by **Vantage Market Research** finds a trend of weight reduction in PHEV/HEV/BEV vehicles and an in-

application and end-users. You can get a free sample report at www.vantagemarketresearch.com/electric-vehicle-plastic-market-1520/request-sample.



▼ **Kia** and The Ocean Cleanup (a nonprofit based in the Netherlands) have begun a seven-year global partnership. The Ocean Cleanup is developing and scaling technologies to rid the world's oceans of plastic by stemming inflow via rivers (halting and extracting plastic before it reaches the ocean) and by cleaning up what has already accumulated in the ocean (by developing large-scale systems to efficiently concentrate plastic for periodic removal).

Kia will support The Ocean Cleanup financially and will help keep harvested plastics from ending up back in the environment by integrating part of The Ocean Cleanup's catch into Kia's production and value chain process, increasing plastic re-use to 20 percent by 2030. Kia expects to further contribute to environmental protection by minimizing climate impact when disposing of vehicles. ■

UPCOMING FEATURES

Nissan Frontier PRO-4X



Mercedes-AMG GLE 53



Valerie Thompson Target 500 Salt Flats followup



"Iron Maven" electrified Volvo SEMA project update



Subaru BRZ 6-speed manual



Kia Sorento X-Line SX-Prestige AWD



ADOT Highway 89A project



Automotive artist John Priddy



Valerie Thompson Racing

Girl Gang Garage

ADOT

THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP



Commercial Strength Shop Stools

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

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

Miracle Car Repair Shop Stool / SKU: 09-BKG-MCR

Gas, Oil & Toil Shop Stool / SKU: 09-BKG-TOIL

~~Were \$179.95~~ Now \$159.95 each

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USA Made Neon Automotive Garage Clocks with old school vintage car guy looks for your man cave. No disappointments. Highest Quality & Reliability available.

- Features a spun aluminum black case, glass face and a separate on/off switch for the white neon lamp. (100,000 hours of neon, that's 11 years continuous running!)
- Measures a large 20" in diameter and 5" deep • 8' Power Cord, Chain Pull for Lamp • Limited warranty against defects in material and workmanship; runs on 110 Volt AC • Several Car Guy Styles to Choose From...Check 'Em All Out! • We've been selling these clocks for over 15 years; Never a Return, Never a Complaint, you have our word on it • Looking for something smaller? Check out our BKG-76600 for a 12" alternative

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

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

All-Steel Toolboxes

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

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

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

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

\$49 each / Eligible for free shipping!

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

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

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

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



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