

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 21 NUMBER 5
SEPTEMBER-OCTOBER 2022

**OFF-ROADERS,
LUXURY CRUISERS,
TWO MANUAL TRANS
SPORTS MACHINES**
PLUS MONTEREY HIGHLIGHTS,
BARRETT-JACKSON'S BIG NEWS,
SALT FLATS UPDATE
AND MUCH MORE!



Acura Integra
A-Spec 6MT

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





#BeOneInAMillion

Help us cross the \$1,000,000 line for Parkinson's

Since 2016, **Drive Toward a Cure™** has been on a mission to support Parkinson's Disease research AND patient care, with donations benefiting the **Michael J. Fox Foundation** and the **Parkinson's Foundation**. Most recently, we created our own 'Access to Care' fund that supports **Parkinson's Foundation Centers of Excellence** throughout the country, in areas including Atlanta, Phoenix, Boston, Denver, Houston, Nashville, New York City, Portland and San Diego. And we're not done growing!

Having raised more than \$960k to date, thanks to generous donors, clubs, and organizations, we are on the cusp of crossing the \$1 million dollar threshold – **BUT WE NEED YOUR HELP.**

Join our **#BeOneInAMillion** campaign to help us foster even more programs for 2022 and beyond, and to keep the momentum going. We're going for the Checkered Flag and with your help, those challenged by Parkinson's can win this race, so **#BeOneInAMillion!**

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
www.drivetowardacure.org
 f/DriveTowardACure @DriveTowardACure @DriveTowardCure

Supporting Parkinson's Disease through beneficiaries including:

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features September-October 2022

| | |
|--------------------------------|---|
| A Week With | 2022 Nissan Frontier PRO-4X Crew Cab 4x4 V6.....10 |
| Motorsport | Phoenix Raceway NASCAR Fall Race Weekend A .....13 |
| A Week With | 2022 Subaru BRZ Limited 6-spd M/T .....14 |
| Arizona Business | Barrett-Jackson: IMG acquires majority stake .....17 Hugely successful 50-years-running family-owned auction house that has defined January in Arizona for decades has a new majority share investor. |
| Special Events | Monterey / Pebble Beach: Concours, auctions B .....18 The Pebble Beach Concours d'Elegance knocks 'em dead again in its 71st year, while collector auctions riding its coattails break new records. |
| Special Events | Monterey / Pebble Beach: new vehicle reveals B .....20 The big international auto shows have lost some prominence during the past couple of years' travel and event lockdowns, but Monterey has picked up the slack in a big way. |
| Special Event | Barrett-Jackson Las Vegas results C .....23 |
| A Week With | 2023 Acura Integra A-Spec w Tech Pkg 6-spd M/T .....24 |
| ADOT | I-10 widening between Tucson and Casa Grande D .....26 Final input phase for proposed widening of the last 4-lane stretch. |
| A Week With | 2022 Audi A3 40 TFSI quattro .....28 |
| Special Event | Arizona Concours 2023: call for entries E .....31 |
| A Week With | 2023 Honda HR-V EX-L AWD .....32 |
| ARIZONA RIDER MAGAZINE | Valerie Thompson: Salt Flats rained out F .....34 After a couple of years of difficult event cancellations both in Australia and at Bonneville, Valerie was set to go for new records in Utah this summer. The weather had very different ideas. |
| Arizona Business | Waymo expands driverless, commercial programs G ...37 Things you'll be sharing the road with: passenger ride in metro Phoenix jettison their safety drivers; commercial trucking grows. |
| A Week With | 2022 Mercedes-AMG GLE 53 4Matic+ SUV .....38 |
| ARIZONA RIDER MAGAZINE | AMSAF: Lane filtering basics .....41 Things you'll be sharing the road with: whether you're a rider or on four wheels, learn the rules and etiquettes of this big change. |
| A Week With | 2022 Toyota Tundra HV 4x4 Capstone i-Force MAX .....42 |
| Special Event | Concours in the Hills 2023 new date H .....45 |
| A Week With | 2022 Genesis G80 AWD 3.5T Sport Prestige .....46 |
| ARIZONA BOATER MAGAZINE | Malibu Wakesetter 26, 22 .....49 |
| A Week With | 2022 Mercedes-Benz C300 Pinnacle RWD Sedan .....50 |

departments

- FROM THE PUBLISHER4
- AUTOMOTIVE NEWS UPDATE6
- THE INSIDE TRACK: BRIEFS & RUMORS52
- UPCOMING FEATURES54



COVER: The reborn 2023 Acura Integra A-Spec with Tech Package 6MT, one of two hot yet affordable cars in this issue with 6-speed manual transmissions.

Pebble Beach Concours d'Elegance
ADOT
Arizona Concours of Elegance
Valerie Thompson Racing

START YOUR ENGINES : FROM THE PUBLISHER

Every vehicle driven in this issue is gasoline-powered, while news pages and new reveals are heavy on EVs. Though far from the biggest share of what's being built or bought yet, EVs definitely have the biggest industry push. For now, just enjoy it all.

Speaking of internal combustion machines, there is a bit of a convergence of classic and collector items of interest in this issue, as well—the concours and collector auctions at Pebble Beach and Monterey, Barrett-Jackson's most recent auction event, this winter's two upcoming local events, the resurgent Arizona Concours and the Concours in the Hills in Fountain Hills, and then earth-moving business news, as IMG acquires a majority stake in 50-years-running Barrett-Jackson, the gigantic and gigantically successful locally based, family-owned auction house that is the original foundation for all the rest here.

Speaking of what some might consider old school (though there's zero technical reason for that), two of our new vehicle drives in this issue have six-speed manual transmissions, both very well executed and tons of fun. If you're a fan, don't miss any chances to grab one, and you haven't been a stick driver, do yourself a favor, learn and go enjoy yourself.

To make sure Arizona's growing population can enjoy the open road, ADOT is hard at work widening I-17 from the Phoenix outskirts to Sunset Point (see our May-June cover story), and now is the public hearing and comment phase for widening the last four-lane stretch of I-10 between Phoenix and Tucson (covered in this issue).

Another "road" that was unfortunately closed is not a road at all, but important—the Salt Flats were massively rained out this year, scrubbing Speed Week and the Bonneville Motorcycle Speed Trials, and postponing Valerie Thompson's latest new record attempt (our cover story, last issue). Disappointing, you know, but you also know she'll be back!

By the way, our first issue ever was November-December 2002. Thus this issue marks the completion of 20 years of publication for us, and the next will be our 20th anniversary.

In our pages, enjoy the ride, and on the road, enjoy the drive!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



PUBLISHER/EXECUTIVE EDITOR:
Joe Sage

CONTRIBUTING WRITERS/PHOTOGRAPHERS:
Randall Bohl, Nick Calderone, Chris Collard, Tyson Hugie, Stephanie Jarnagan, BJ Killeen, Christina Lawrie, Mercedes Lilienthal, Sue Mead, JP Molnar, "LandSpeed" Louise Noeth, Doris Ong, Brenda Priddy, John Priddy, Kimatni Rawlins, Kelly Sallaway, Lyn St James, Tim and Kristin Sharp, Dave Stall, Paul Strauss, Valerie Thompson, Scott Tilley, Sherri Tilley, Jan Wagner, Nicole Wakelin, Shawnda Williams, Kevin A Wilson, Meagan Wristen

- www.arizonadrivermagazine.com
- Instagram: @ArizonaDriver
- Facebook: @ArizonaDriverMagazine
- Twitter: @ArizonaDriver
- Pedal: @ArizonaDriver

ARIZONA DRIVER MAGAZINE IS A MEMBER OF:
IMPAInternational Motor Press Association
MAMAMidwest Automotive Media Association
MPGMotor Press Guild
NWAPANorthwest Automotive Press Association
PAPAPhoenix Automotive Press Association
RMAPRocky Mountain Automotive Press
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

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

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

ARIZONA DRIVER MAGAZINE
 PO Box 13387, Scottsdale AZ 85267
 Advertising and sponsored content: 480-948-0200

T
orva

Fine Art of Fine Automobiles

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

Add coupon code AZDriver at checkout for an extra 15% off!

THE BEST LINE OF DEFENSE
 Our biggest seller -- new lower prices!

BestLine Racing Diamond Nano-Lube Engine Treatment for Gas and Diesel

NEW FULL SYNTHETIC DIAMOND NANO-LUBRICANT ENGINE OIL ADDITIVES ARE NOW DESIGNED FOR BOTH GAS AND DIESEL ENGINES

Energy is lost due to friction that arises between the hundreds of parts that comprise an engine. This ultra-low friction technology uses nanotechnology in order to reduce friction by approximately 60% compared to conventional engines, by forming an ultra-low friction film on top of the Diamond Nano-coating. The Diamond Nano-Lube along with our other proprietary pure synthetic base oils and additives provide longer-lasting wear and heat protection for your motor. No Solids, No Teflon (PTFE), or any other old school ingredients. Only the latest high-quality additives are being used in the New BestLine Racing Engine and Fuel Treatments.

- Use for Gas and Diesel Engines ■ High Shock Load Protection ■ Protects Against System Corrosion
- More Concentrated Extreme Pressure Formula ■ Use One Bottle for Every 5 quarts of oil
- Extreme Heat Resistance and Boundary Layer Protection ■ Cleans & Treats Internal Components
- Fortifies Against Oxidation and Thermal Breakdown ■ Lubricates with Diamond Nano-Particles
- Reduces Friction, Heat and Wear ■ No Melting Point due to the Diamond Nano-Lubricating Particles
- Race Proven Under Extreme Conditions ■ Improves Fuel Economy and Performance
- Extreme Pressure Lubricant ■ Suitable for Race and Daily Drivers
- No Shipping Restrictions and Can Be Shipped Worldwide



Net 12 fl.oz. (355 mL).....\$18.95
 4-pack\$ 56.99
 Case (24)\$422.76

Also available in gallon jug, 5-gal pail and 55-gal drum

Check out our Fuel Treatment, Power Booster Combustion Modifier, Water Wetter Cooling System Cooler, Transmission Treatment, No-Skweek Penetrant Lubricant, True Ceramic Coating Kit, kits, packages, accessories and more!

Proud sponsors of
Valerie Thompson Racing



By **BESTLINE™**
DNL Diamond NanoLube
 bestlinerracing.com - 800-726-0311

AUTOMOTIVE NEWS UPDATE



2023 Ford F-150 Raptor R

▼ The new 2023 **Ford** F-150 Raptor R delivers something Raptor fans have clamored for years—their popular dune-running off-roader with a V8. The fastest, most powerful F-150 Raptor ever bears a new supercharged 5.2-liter V8 that cranks out 700 hp and 640 lb-ft of torque. Long-travel electronically controlled FOX Live Valve shocks are specially tuned for the truck's added power, and standard 37-inch tires provide class-best ground clearance. Model-specific styling includes a power dome on the hood, desert-inspired graphics, and a black interior bearing genuine carbon fiber streaked with signature Ford Performance Code Orange accents. Derived from the Mustang Shelby GT500, the V8 is recalibrated and optimized for off-road performance, with increased low-end and mid-range torque; exhaust manifolds are upgraded to cast stainless steel; the oil cooler, filter and a deeper oil pan are model-specific; and air intake volume is increased 66 percent via a wider intake inlet and higher-flow filter. A new front axle has a higher-strength carrier casting and aluminum-ribbed structural cover to manage added torque, and the truck has its own larger-diameter aluminum drive-shaft. Transmission and torque converter are also upgraded, as is the exhaust, a dual system with true pass-through muffler and active valve system, with modes for Normal, Sport, Quiet and Baja. Five-link rear suspension has extra-long trailing arms to better maintain axle position on rough terrain, a Panhard rod and 24-inch

coil springs, all optimized for stability in desert terrain at high speeds. Wheel travel is 13 inches in front, 14.1 in the rear. The 2023 F-150 Raptor R comes in eight colors, including new Avalanche and Azure Gray Tri-Coat for the first time. Orders are being taken now, with production slated to start later this year, in Dearborn.

▼ **Ford** is also upping its off-road game for the Maverick unibody compact pickup,



Hyundai N Vision 74 rolling lab concept

by bringing a Tremor Package to the game, available on XLT and Lariat trims with a 2.0L EcoBoost engine. The build adds a one-inch lift, Trail Control, off-road-tailored suspension, advanced all-wheel drive with 4WD lock, along with styling cues such as blacked-out Ford logos, headlamps and taillamps; Tremor Orange tow hooks; and specific fender vents and grille. An optional Tremor Appearance Package is available

on top of that. Retail order banks are re-opening for high-demand vehicles including Maverick, F-150, Super Duty, Bronco Sport, Explorer, Edge and Transit.

▼ Since launching its first high-performance production road car in 2017, the **Hyundai** i30 N, the N Brand has pursued three pillars: to be a “corner rascal” (with tight, perfectly balanced cornering), race-track capable (all N models are built to perform on track) and to be an everyday sports car (for everyone and every need, not just track days and highways). Hyundai is now signaling its direction for electrification of the N Brand, first with its planned launch of their first high-performance EV, the IONIQ 5 N, in 2023, with future development hinted at as they unveil two high-performance “rolling lab” concepts—the RN22e and N Vision 74. The RN22e bears expected cues of the near future, using Hyundai’s Electric-Global Modular Platform (E-GMP) and the body design of the upcoming (non-N) IONIQ 6. The N Vision 74 looks forward and back at the same time, inspired by both the Hyun-

dai N 2025 Vision Gran Turismo concept unveiled at the Frankfurt Motor Show in 2015 and the classic Hyundai Pony Coupe concept from 1974, combined into a high-performance hydrogen fuel cell hybrid. Neither is slated for commercial production, but both will continue to be tested and verified by Hyundai engineers, with an eye toward equipping future N road cars with their advanced technologies.

▼ **Cadillac** has unveiled the CELESTIQ show car, previewing a future handcrafted, all-electric flagship sedan. In developing the concept, the design and engineering teams



Cadillac CELESTIQ show car

immersed themselves in the artisanship and customization that defined early Cadillac sedans, from bespoke V-16 powered coaches of the prewar era to the hand-built 1957 Eldorado Brougham. Further inspiration was drawn from period architecture such as the mid-century masterpieces of architect Eero Saarinen (known for the TWA terminal at JFK and much more), along with other landmark American designs that made era-defining and enduring statements. Brought together within an Ultium-based EV architecture, they create a clean-sheet expression for the CELESTIQ show car. Materials, innovative technologies and hand-crafted attention to detail previewed here include five high-definition advanced LED interactive displays, along with industry firsts such as a variable-light-transmission Smart Glass Roof and Ultra Cruise, GM’s next evolution of available hands-free driver assistance technology, which Cadillac plans to offer on a production CELESTIQ. The smart roof features suspended particle device (SPD) technology that allows for four zones of variable daylight, enabling passengers to personalize their cabin experience. A 55-inch-diagonal advanced LED display introduces electronic digital blinds, an active privacy technology to allow passengers to enjoy video content while blocking it from the view of the driver. GM is investing \$81 million to support the CELESTIQ’s assembly at GM’s Global Technical Center in Warren, Michigan, their engineering and design campus originally designed by Saarinen.

CELESTIQ will be the first production vehicle built there since the center’s inauguration in May 1956. Additional details on the production CELESTIQ will be announced later this year.

▼ Prescott Estate, in the mid-west of England, is home to The **Bugatti** Owners’ Club. The organization’s connections to the brand include personal visits from both Ettore Bugatti and his son Jean during the 1930s. With a shared passion for Bugatti design, engineering and the driving experience, the Club was founded in 1929, just two decades after Ettore launched the automobile company that bears his name,



The Bugatti Owners’ Club

holding its inaugural meeting at one of London’s oldest and most famous restaurants, Simpson’s in the Strand, when three total strangers met to discuss the possibilities over a meal. The Club was soon hosting driving events on various loose-surface hill climb courses in England, enabling members to indulge in the type of judicious full-throttle exercises their cherished Bugatti models had already established a

fearsome reputation for on motor circuits throughout the world. These were temporary venues only, however, leading to a search for a permanent course. In 1937, Colonel (later Brigadier-General) G.M. Giles, who had been present at that first meeting, and his brother Eric purchased the Prescott Estate and country house, realizing the potential of the then rutted, muddy drive to the house. Work began on rendering the surface more suitable for motorsport, and in April 1938, Colonel Giles, in his Type 18 Bugatti “Black Bess,” led a convoy of 130 Club members and guests to Prescott, where the first untimed runs of the hill were held. When the 69-acre estate was sold, the Bugatti Owners’ Club retained ownership of Prescott House and the Prescott Speed Hill Climb course. The technically challenging 1127-yard-long course rises more than 200 feet, incorporating short straights, fast and slow corners, and a breathtaking hairpin. Today, the hill still resonates to the sound of vintage Bugatti models being pushed to the limit. Also located on the Prescott Estate is the Bugatti Trust, a separate registered charity with educational objectives, dedicated to the study of the works of Ettore Bugatti and preservation of the heritage of the marque, with a wealth of resources including some 27,000 historic Bugatti



▼ Custom car builder and parts manufacturer **Ringbrothers** has unveiled its latest creation, a custom-built 1964.5 Ford Mustang convertible known as “CAGED.” The



Ringbrothers
1964.5 Ford Mustang
restomod

design objective was to subtly evolve and modernize the original Mustang's lines and proportions while honoring the aesthetic of Ford's original pony car. The result is a car with modern appeal and unbridled performance, mating the design of a 20th-century icon with the technology of the 21st. Born from an original 1964.5 Mustang convertible, nearly every component is a Ringbrothers-built one-off piece, with the only factory Mustang parts being the center caps for the wheels. The Ringbrothers team conducted extensive metalwork converting the Roadster Shop Fast Track chassis back into a unibody, as well as widening and lengthening the bodywork by one inch. A BASF Glasurit Burgundy Brave finish was then applied, while all chrome and stainless-steel trim was treated with Cerakote Titanium C-105P. The redesigned front grille is set back two inches and feeds air into a Ford Performance 5.0-liter Coyote V8 crate engine, filled with Motul engine oil for protection and performance. The Coyote has custom-built headers by Ringbrothers and a Flowmaster exhaust system, while power routes through a Ford 10R80 10-speed automatic transmission. The Mustang grips the tarmac on a set of Continental tires wrapped around one-off 18-inch EVOD Industries wheels mirroring the style of Mustang's classic Rally wheels. Handling comes courtesy of Penske Racing Shocks RS Edition performance coilovers front and rear, an independent rear suspension and a set of Baer Brakes for stopping power. In all,

more than 4,200 hours were invested in bringing the build to life. Ringbrothers offers several billet-aluminum parts, the Ringbrothers steering wheel, side-marker light bezels and more for enthusiasts to

customize their own Mustang. For more details, visit Ringbrothers.com.

▼ **Chevrolet** has revealed its all-new 2023 Colorado midsize pickup, with boosts in performance, capability and customization. The series has new exterior styling and proportions, and an all-new interior blends premium finishes, technology and functionality across four different interior trim choices, with builds ranging from a



2023 Chevrolet
Colorado ZR2

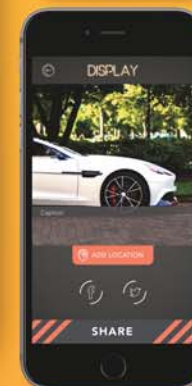
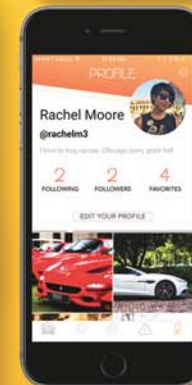
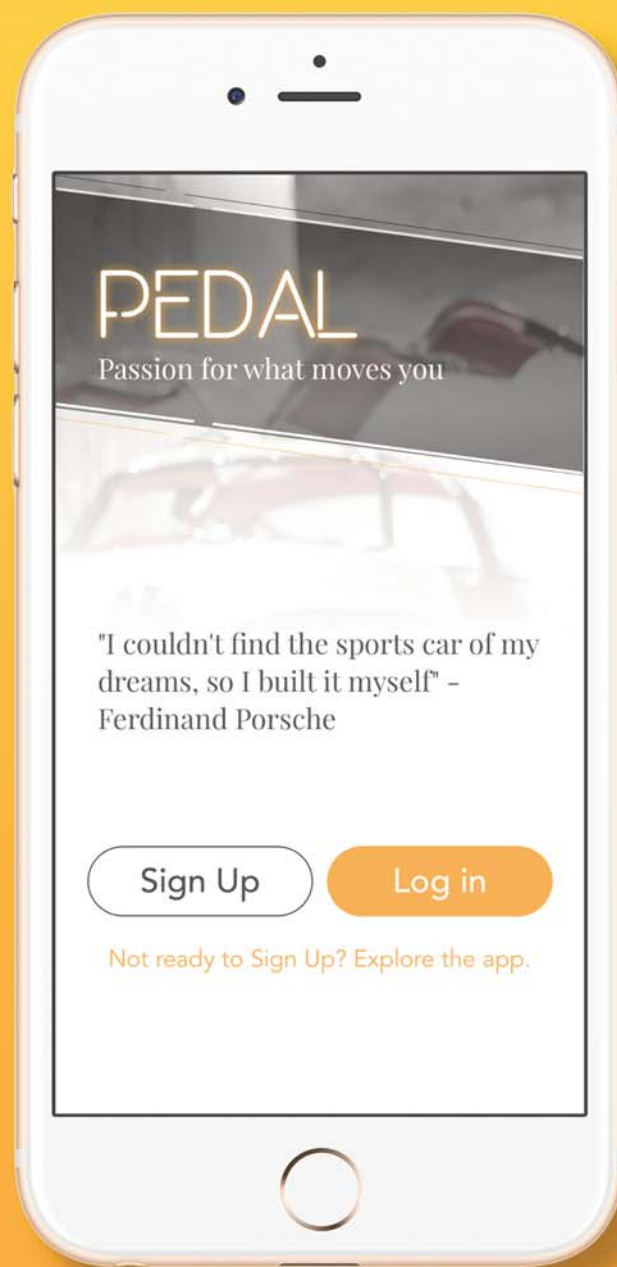
work truck up to multiple off-road performance models. The lineup includes Work Truck (WT), LT, Z71, ZR2 and first-ever Trail Boss models, which each built atop one of three distinctive chassis stances. All versions are built with the same 131.4-inch wheelbase and crew cab configuration. Bed length is not specified, but third parties state it to be 5 ft 2 inches. All-new bed features include a first-in-

segment available tailgate storage system, a mid-position tailgate and an available 110V power outlet. All models have a 2.7-liter four-cylinder turbo, though there are three versions with a wide range of outputs. Various trims include both 2WD and 4WD powertrains. Tow capacity ranges from 6000 to as high as 7700 pounds. Interiors have an 11.3-inch color center infotainment screen and an 8-inch binnacle display, both customizable. The 2023 Colorado has a range of on- and off-road accessories available for any trim, more than twice as many as the previous model. Enhanced for 2023, the engine has a more rigid cylinder block casting and a 30 percent stiffer crankshaft, with a fully forged bottom end and durable materials traditionally found in diesel engines. The base 2.7L Turbo produces 237 hp and 259 lb.ft of torque, 18 and 36 percent higher, respectively, than the outgoing model's base engine. Higher-output versions of the engine—a 310-hp 390-lb.ft 2.7L Turbo Plus and a 310-hp 430-lb.ft 2.7L Turbo High-Output—produce more horsepower and torque than the outgoing model's available 3.6L V6 and 2.8L turbo-diesel engines. The transmission is a second-generation eight-speed automatic promising smoother action and quicker downshifts, as well as improved low-speed off-road

performance. All have a 21.3-gallon fuel tank; fuel economy figures are not yet available. Ground clearance runs as high as 10.7 inches in the ZR2 with its three-inch lift atop 17-inch wheels. New this year is a Colorado Trail Boss model, falling between ZL1 and ZR2 in chassis enhancement and off-road capability, with a two-inch lift and 9.5-inch ground clearance atop 18-inch wheels as on the ZL1. ■



PASSION FOR WHAT MOVES YOU



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

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

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

Use Pedal to:

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



PEDAL

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



New horsepower king

310 horsepower across all trims tops the segment - by Joe Sage

The midsize pickup market is red hot right now and only becoming moreso. Nissan—a brand that has never departed the small and midsize niche—has responded for 2022 with a new generation (only its third since 1998 under the Frontier name) and a new engine with a highly significant and very welcome claim to fame, the most horsepower in the segment. We've often noted that even the most capable midsize pickups of recent (and current) years could use some more juice, and

here it is—310 hp from its 3.8-liter V6—and the same engine is in all trucks across the lineup.

Frontier also offers the only six-foot bed in the segment, a huge plus for anyone who likes to sleep in the back of a go-anywhere truck and always useful for more load in general.

Frontier gets a solid "A" for its restyling, too. Even its most ardent fans have long known it was not glamorous, even by rugged standards. This one is a beauty.

Midsize trucks have grown in size over the

years, as has pretty much everything, but while sedan and crossover brands think nothing anymore of somehow having a half dozen overlapping sizes from subcompact to full-size, midsize pickups have to be careful to remain distinct from full-size trucks. Basics of cargo size and tow capacity keep this pretty clear, but physical size can be another matter—for better or not. We welcome their growing ride height, for emotional parity in traffic as well as for ground clearance. Growing too wide can be a mixed affair, though. Whereas wide wheel well flares may fend off brush or cactus on the trail, Frontier's slim form and strong yet gently sloped hood are welcome both off-road and around

town, for better visibility and trimmer maneuverability. Usefully tech-laden, the new Frontier takes visibility a step farther, as the first vehicle from Nissan—itsself a pioneer in advanced surround imaging—to include not only a well-above average rear camera and a full top view, but adding moving object detection and an off-road mode to its smart 360-degree imaging.

Frontier's horses are fed through a nine-speed automatic on all models (no manual), sometimes a little unresponsive coming out of city corners, though this and the lack of a manual option are easily conquered in manual mode (via the shift lever), which also provides notably consistent hold during routine downshift-worthy descents. All this feeds a full 4x4 transfer case with on-the-fly 2HI-4HI, as well as 4LO and a crawl feature.

Our PRO-4X adds an electronic locking differential, as well as Bilstein off-road shocks and underbody skid plates. The solid feel con-

tinues with rare-these-days hydraulic rack and pinion steering, which is engine-speed-sensitive (itself sometimes noticeably different when inching into a tight spot).

We took our Frontier PRO-4X off-roading on a rural trail, throwing it into 4HI as we hit the steeper stretches. Its power and adhesion were tops, though its stock all-terrain tires might benefit from a more purpose-built off-road fitment if this is your primary use.

This is one sharp and useful midsize pickup, an all-new truck from a deeply experienced midsize player, notably adding that key component that comes up a bit shorter in its competitors—Nissan has rounded up the missing horses.

Note: one domestic brand has now announced they will match (but surprisingly not beat) Frontier's horsepower in 2023—but only in top trim, leaving Nissan with its full-lineup top horsepower bragging point intact. ■

PRO-4X



SPECIFICATIONS

| | |
|----------------------------------|--|
| ASSEMBLY..... | Canton, Mississippi |
| ENGINE / TRANSMISSION..... | USA / Japan |
| BUILD..... | heavy-duty fully boxed ladder frame |
| ENGINE..... | 3.8L dir inj V6 alum/alum, DOHC 24v CVT, var valve |
| COMPRESSION RATIO..... | 11.0:1 |
| HP/TORQUE..... | 310 hp / 281 lb-ft |
| TRANSMISSION..... | 9-spd automatic |
| DRIVETRAIN..... | shift-on-fly 2HI/4HI/4LO 4x4, electronic locking rear differential, 4HI 1.00:1, 4LO 2.717:1, crawl 54.52:1 |
| MODES..... | off-road mode in 4LO, hill start assist, hill descent control |
| FINAL DRIVE RATIO..... | 3.692 |
| SUSPENSION..... | F: indep dbl wishbone w Bilstein twin-tube shocks; 36mm stblzr bar R: overslung multi-leaf w Dana solid axle; 25.4mm stblzr bar |
| STEERING..... | engine-speed-sensitive hydraulic rack & pinion |
| BRAKES..... | F: 11.7 x1.1, 2-piston vented, R: 11.3 x0.7, single piston vented |
| WHEELS..... | 17-in aluminum alloy, opt beadlock style, Lava Red center cap |
| TIRES..... | 265/70 R17 all-terrain |
| LENGTH / WHEELBASE..... | 224.1 / 139.8 in |
| OVERALL WIDTH / HEIGHT..... | 74.7 / 72.9 in |
| GROUND CLEARANCE (F/R DIFF)..... | 9.5 / 9.4 in |
| APPRCH / DEPART / RAMP..... | 32.3 / 23.0 / 19.6° |
| TURNING CIRCLE..... | 42.4 ft |
| HEADROOM (F/R)..... | (w/sunrf) 39.1 / 38.6 in |
| LEGROOM (F/R)..... | 42.3 / 33.2 in |
| BED LENGTH..... | 72.7 in |
| WEIGHT / DISTRIBUTION..... | 4708 lb / F/R 57/43% |
| GVWR..... | 6012 lb |
| MAX PAYLOAD..... | 1230 lb |
| TOW CAPACITY..... | (RWD S,SV) 6720 lb sway control standard on all models |
| FUEL / CAPACITY..... | regular / 21.0 gal |
| MPG..... | 17/22/19 (city/hwy/comb) |

| | |
|--|-----------------|
| BASE PRICE..... | \$37,240 |
| PREMIUM PAINT: TACTICAL GREEN..... | 395 |
| OFF-ROAD-STYLE STEP RAILS..... | 750 |
| BED ACCESS PKG..... | 540 |
| PRO CONVENIENCE PKG: spray-in bedliner, Utili-track system w 4 adjustable tie-down cleats, 120V outlets in bed & rear console, heated seats/mirrors/wheel, LED under rail lighting, remote start, hitch w/harness, around view monitor w motion detect & off-road mode, wireless charging..... | 1990 |
| PRO PREMIUM PKG: Fender premium 10-spkr audio, leather, auto-dim mirror w Homelink, auto-tilt/slide sunrf w manual shade, 17-in beadlock-style alloy wheels..... | 2790 |
| SPORT BAR..... | 1095 |
| TECHNOLOGY PKG: lane depart, blind spot warn, rear cross traffic alert, rear sonar, rear auto brake, high beam assist, smart cruise, traffic sign recognition..... | 990 |
| DESTINATION CHARGE..... | 1175 |
| TOTAL..... | \$46,965 |

(Note: prices have increased; see below.)

2022 NISSAN FRONTIER LINEUP

| | | |
|-------------|--------------------|-----------------------|
| | RWD..... | 4x4 |
| S..... | King Cab..... | \$28,690.....\$31,890 |
| | Crew Cab..... | 29,990.....32,990 |
| SV..... | King Cab..... | 31,390.....34,590 |
| | Crew Cab..... | 32,790.....35,790 |
| | Crew/Long Bed..... | 34,690.....37,690 |
| PRO-X..... | Crew Cab..... | 35,120..... |
| PRO-4X..... | Crew Cab..... | 38,120 |

(Destination Charge now \$1295)

BECOME AN EXCEPTIONAL DRIVER.

Learn performance driving in a way that will benefit you on every surface.

Our globally recognized training program allows you to adapt instantly to ice, snow, pavement, dirt and gravel with skill and confidence.

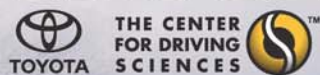
A variety of programs are available from corporate and teen safety to professional racers and security professionals.

We train in a wide variety of specially equipped state of the art, front, rear and all wheel drive Toyota cars and SUVs.

Each vehicle is equipped with Bridgestone Blizzak winter tires, which offer the best performance possible on our world class snow and ice tracks.

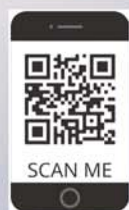


BRIDGESTONE WINTER DRIVING SCHOOL



800.949.7543 • winterdrive.com • open 7 days a week
Steamboat Springs, Colorado

BOOK TODAY!



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

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

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

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. ■



Smiles guaranteed

- by Joe Sage

BRZ is a different sort of beast in Subaru's stable. The basic formula is simple—a quick little lightweight enclosed sports coupe at a notably affordable price. Two defining points are that it's the only rear-driver (also the only two-door) in the otherwise all-wheel-drive Subaru lineup; and it's essentially the same car, though not entirely, as the co-developed Toyota GR 86 (previously Scion FR-S). Subaru sells over a half million crossovers but fewer than 100,000 sedans in the US annually. The BRZ tacks onto the lower volume end of the scale, with sales of just a couple of thousand units.

But rarity is a very cool thing in the automotive world. And Subaru's decision to create this car—probably somewhere between a coin-toss and a slam-dunk for the product planners—is welcome.

As Subaru buyers are a famously brand-loyal

bunch, this introduces them to something a little different they might have never seen otherwise.

BRZ's low slung nature and road-hugging center of gravity are thanks to Subaru's boxer (flat, opposing-cylinder) engine, while Toyota provides its fuel injection, and it's all built at Subaru's plant.

BRZ enters its second generation for 2022, with a larger, more powerful engine—moving from a 2.0-liter to a 2.4-liter four-cylinder boxer and from 200 or 205 hp (auto or manual) to 228 hp (either).

Structure is also improved in the new car, with a 50 percent increase in torsional stiffness. Suspension is slightly different between the Subaru and Toyota, with BRZ firmer up front and with a softer setup and a lighter sway bar in the rear. A track driver may note the handling difference between the two, while for daily drivers who even notice,

it's quite minor, and either has its fans.

The two are easily distinguished from front or rear—the Subaru's grille is wider and shallower, with more hood and fascia creases and contours creating a handsome, more chiseled nose; and its rear spoiler is lower, wider and more subtle.

Our sample is the top trim—of just two and by just \$2500. Either has your choice of six-speed automatic or that most enticing of sports car availabilities, a six-speed manual. The manual knocks \$1500 off the base (Premium) trim's price or \$1700 off our top trim Limited, for a gap between a base automatic and a top trim manual of just \$1000—a win-win for stick fans. All versions hover around \$30 grand, give or take a couple of thousand. And if that alone has just motivated you to run out the door to buy one, we would understand.

The manual transmission is one of the best, with extremely smooth operation, clearly defined gates

and clean ratios. (The automatic is upgraded with a new sport mode for more rapid downshifts and lower gears in aggressive cornering.)

Subaru BRZ is a 2+2 coupe, though typical of the type, the rear seat is likely to see little use. If you're tall, you will know it is low slung as you get in and out—that comes with the territory—though once settled in, we felt we could happily drive it coast to coast. A small-cabin bonus—the interior cools off fast and stays cool on the hottest summer day and will have the same benefit in winter.

Inexpensive though it may be, BRZ is also full of useful, appealing, thoroughly modern and sometimes unexpected features, materials and finishes.

The car's low profile, strong engine and weight under 2900 pounds in any trim add up to a power-weight-grip formula that's hard to beat.

In town or on the open road, the BRZ accelerates quickly and competently carves competitive corners. It's also able to deliver an inside-lane-to-inside-lane U-turn on most divided boulevards.

You may find yourself thinking the Subaru BRZ



is a German at a quarter of the price, or an exotic at a tenth, and you will always enjoy that comparative. On its own merits, it's the most sought after formula of all—affordable and a ton of fun. ■

Subaru sold about 10,290 vehicles with manual transmissions in the first six months of 2022, an overall rate of 3.9 percent for the full line (including CVT-only models). But for the BRZ, the take rate was 70 percent.

SPECIFICATIONS

| | |
|--------------------|--|
| ASSEMBLY |Ota, Gunma, Japan |
| BUILD / SEATS |sport coupe / four (2+2) |
| ENGINE |2.4L 4-cyl boxer, alum/alum, DOHC 16v w dual VVT |
| HP/TORQUE |228 hp / 184 lb-ft |
| COMPRESSION RATIO |12.5:1 |
| TRANSMISSION |6-spd manual (auto avail) |
| DRIVETRAIN |Torsen limited slip RWD |
| SUSPENSION |F: sport-tuned indep MacPherson strut, 18.3mm stblzr bar; R: sport-tuned indep dbl wishbone style multi-link; 14mm stblzr bar |
| STEERING |electric power steering |
| BRAKES | F: 11.6 vented; R: 11.4 vented |
| WHEELS |18-in matte grey alum alloy |
| TIRES |215/40 R18 85Y Michelin Pilot Sport 4 |
| LENGTH / WHEELBASE |167.9 / 101.4 in |
| TURNING CIRCLE |35.4 ft |
| HEADROOM (F/R) |37.0 / 33.5 in |
| LEGROOM (F/R) |41.5 / 29.9 in |
| CARGO CAPACITY |6.26 cu.ft |
| GROUND CLEARANCE |5.1 in |
| WEIGHT |(Limited /MT) 2835 lb |
| FUEL / CAPACITY |premium / 13.2 gal |
| MPG |(manual) 20/27/22 (city/hwy/comb) |

| | |
|--------------------|---------------|
| BASE PRICE |\$30,495 |
| DESTINATION CHARGE |960 |
| TOTAL |\$31,455 |

(Note: prices have increased; see below.)

2022 SUBARU BRZ LINEUP

| | | |
|---------|----------------------------|---------------|
| Premium |6-spd manual |\$28,595 |
| |6-spd auto (+\$1,500) |30,095 |
| Limited |6-spd manual |\$31,095 |
| |6-spd auto (+\$1,700) |32,795 |

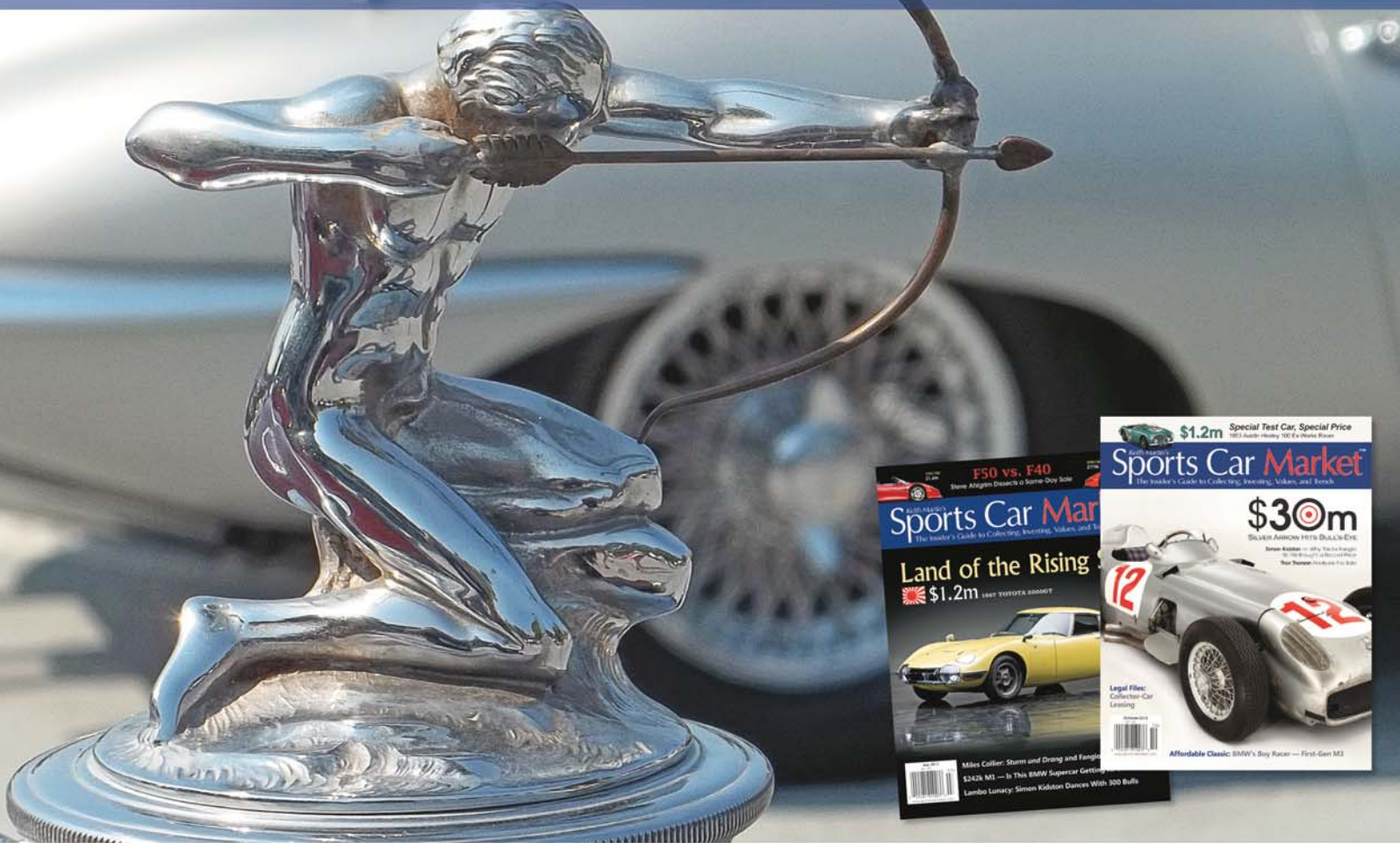


Keith Martin's Sports Car Market™

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

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

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



Subscribe to SCM today and become a collector car insider

www.sportscarmarket.com

ARIZONA BUSINESS : BARRETT-JACKSON SELLS MAJORITY STAKE

IMG acquires majority stake in Barrett-Jackson

IMG, an Endeavor company and global leader in events, media, sports and fashion, has acquired a majority stake in Barrett-Jackson, the premier collector car auction and live events company.

IMG, which owns, operates and commercially represents hundreds of events around the world, including Frieze art fairs, the Madrid and Miami Open tennis tournaments, Formula Drift and New York Fashion Week: The Shows, will serve as Barrett-Jackson's strategic partner. Craig Jackson, who as CEO has built Barrett-Jackson into one of the world's foremost brand authorities and lifestyle destinations for premium collector cars, and his Scottsdale-based team, including President Steve Davis, will look to leverage IMG and Endeavor's global network and expertise in building world-class event experiences and brands to further enhance and grow the business.

Barrett-Jackson's events and high-energy auctions in Scottsdale, Las Vegas NV, Palm Beach FL and Houston TX attract many of the world's most prominent auto collectors, fans and celebrities, as well as millions of TV viewers, and see annual sales of more than 3,600 cars at no reserve. Its flagship Scottsdale event, founded in 1971, auctions highly sought-after and valuable automobiles and annually welcomes more than 300,000 attendees, making it one of the oldest and largest collector car auction events in the world.

This investment in the industry comes at a time when enthusiasm around collector cars and live events, demand for auto-related content, and collector car prices are at a record high—and as car collectors are increasingly trending younger.

Barrett-Jackson was founded in 1971 by Craig Jackson's parents Russ and Nellie Jackson and Tom Barrett. Since Craig took over the business in 1995, Barrett-Jackson has been at the forefront of innovation, from the introduction of the popular no reserve auction format and broadcasting of its bidding and events to more than 200 territories via A+E Networks, to developing best-in-class proprietary technology and expanding beyond classic cars. More recently, the company entered the online car listings and auction business through its acquisition of the Collector Car Network (CCN), the parent company for ClassicCars.com and AutoHunter.com, which garner more than five million monthly online visitors.

Moelis & Company LLC served as exclusive financial advisor to Barrett-Jackson. Eisner LLP, DLA Piper LLP and Perkins Coie LLP acted as legal advisors to Barrett-Jackson.

Latham & Watkins LLP acted as legal advisor to Endeavor.

For more information about Barrett-Jackson, visit barrett-jackson.com ■



IMG
Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS*

1932 Duesenberg J Figoni Sports Torpedo named Best of Show at the 71st Pebble Beach Concours d'Elegance

Out of 220 cars from 19 countries and 33 states on the competition field of this year's Pebble Beach Concours d'Elegance, the 1932 Duesenberg J Figoni Sports Torpedo of Lee R Anderson Sr was named Best of Show, a familiar feeling for the car.

"There's only one Figoni Duesenberg, ever ever, and it's this one right here," said event chairman Sandra Button.

"This rare Duesenberg marries American might with European style. It did well in some early rallies and concours. Then, its history took a turn, with chassis separated from body. The story of its resurrection is one of pure passion."

The last time an American car won Best of Show at Pebble Beach was in 2013, while Duesenberg has long been the winningest American marque at the event. With six prior wins, this brings the total to seven.

The competition had other strong contenders, including Fritz Burkard's 1937 Talbot-Lago T150C-SS Figoni & Falaschi Teardrop Coupé; Sam and Emily Mann's 1930 Duesenberg J Graber Cabriolet; and Merle and Peter Mullin's 1951 Talbot-Lago T26 Grand Sport Stabilimenti Farina Cabriolet.

Key 2022 Winners

Best of Show

1932 Duesenberg J Figoni Sports Torpedo
Lee R. Anderson Sr., Naples, Florida

Best of Show nominees

1937 Talbot-Lago T150C-SS
Figoni & Falaschi Teardrop Coupé
The Pearl Collection/Fritz Burkard, Switzerland

1930 Duesenberg J Graber Cabriolet
Sam & Emily Mann, Englewood, New Jersey

1951 Talbot-Lago T26 Grand Sport
Stabilimenti Farina Cabriolet
Merle & Peter Mullin, Los Angeles, California

Elegance Awards

Gwenn Graham Most Elegant Convertible
1932 Lincoln KB Murphy Roadster
John & Heather Mozart, Palo Alto, California

JB & Dorothy Nethercutt Most Elegant Closed Car
1937 Talbot-Lago T150C-SS
Figoni & Falaschi Teardrop Coupé
The Pearl Collection / Fritz Burkard, Switzerland

Jules Heumann Most Elegant Open Car
1932 Duesenberg J Figoni Sports Torpedo
Lee R. Anderson Sr., Naples, Florida

Strother MacMinn Most Elegant Sports Car
1957 Ferrari 250 GT LWB Zagato Berlinetta
Lee & Joan Herrington / Herrington Collection, Bow NH

The Pebble Beach Concours raised more than \$2.67 million for charity this year, bringing the event's total charitable donations to over \$35 million to date. Through the Pebble Beach Company Foundation, the primary charitable partner of the Concours, these funds will benefit more than 95 local charities, impacting the lives of more than 10,000 children annually in Monterey County.

The 72nd Pebble Beach Concours d'Elegance will take place on Sunday, August 20, 2023, celebrating famed coachbuilder Joseph Figoni and Pegaso, with additional features including Alvis, Invicta, McLaren, Mercedes-Benz S/SS/SSK and American Dream Cars of the 1950s—and more features to be announced in the early fall.

For more information on the event, visit www.pebblebeachconcours.net. ■



Monterey/Pebble Beach 2022 Auction Highlights

BONHAMS

The 1955 Ferrari 250 Europa GT Coupé (at left)—the very last example of the first of the landmark Ferrari GTs—topped the Bonhams silver anniversary Quail Auction on Friday August 19, at over \$2 million. A rival Italian, a 1969 Lamborghini P400S Miura, set a record at \$1,957,000. The event achieved over \$30 million with a sell-through rate of 90 percent, with several seven-figure collector cars successfully crossing the block. ▼ Next up for Bonhams are the Goodwood Revival Sale on September 17 in the UK, then the final US sale of the year, the Audrain Concours Auction on September 30 in Newport RI.

GOODING & COMPANY

Gooding & Company, official auction house of the Pebble Beach Concours, concluded its 18th annual Pebble Beach event with over \$105 million in sales. Top sale of the weekend was a stunning 1937 Bugatti Type 57SC Atalante (at left), at \$10,345,000. Several star cars set new world records, including a 1990 Ferrari F40 at \$3,965,000 and a 1994 Bugatti EB110 Super Sport at \$3,167,500. Porsches continued to constitute a significantly large portion of the auction's lineup, with several world records set for especially rare, important models, with the top Porsche sale of the weekend at \$5,615,000. ▼ Next for Gooding is its London Auction, September 3.

MECUM AUCTIONS

The 2022 Mecum Monterey Daytime Auction had record attendance at the Del Monte Golf Course every day, August 18-20. Overall sales were over \$52.1 million, as 297 vehicles changed hands, with 12 sold in seven figures, five of these at over \$2 million. Ferrari was an especially desirable marque, with three of the top 10 sellers, including the 1958 Ferrari 250 GT 'Tour De France' Alloy Berlinetta (at left) at \$2,860,000 and two from The Ferrari Prototype Collection, with that entire four-car set selling for a total \$5.47 million. ▼ Mecum's next auction is September 7-10, featuring 1,500 classic cars at Kay Bailey Hutchison Convention Center in Dallas.

RM SOTHEBY'S

RM Sotheby's grossed \$239,258,340 in total sales over a record-breaking three-night auction in Monterey, with a record number of bidders and enthusiasts in attendance and 95 percent of all lots sold. Saturday night's auction brought \$123.3M for the 1955 Ferrari 410 Sport Spider by Scaglietti (at left) the highest seller at \$22,005,000. The 2022 Porsche 911 'Sally Special' set a world record for most expensive factory new Porsche, at \$3,600,000. Also notably, RM Auto Restorations, RM Sotheby's in-house restoration shop, won Pebble Beach Concours Best of Show (facing page) for a record for most wins for any restoration shop, seven times. ▼ RM Sotheby's has a steady stream of upcoming auctions includes St Moritz on September 9 and Hershey on October 5-6. ■

Pebble Beach concepts and new model first peeks

Although the Pebble Beach Concours d'Elegance has long been devoted to the rarest and most classic of classics, automobile manufacturers have long been involved with various sponsorships and displays, including on the longstanding Concept Lawn and in their own tents and arenas. Manufacturers have also increasingly used the occasion for new model (and technology) reveals, now starting to outpace some of the traditional big international auto shows. Here are several of this year's highlights.

AUDI presented a design and technical concept car for their first time at Pebble Beach—the all-electric Audi PB18 e-tron, a radical vision for the high-performance sports car of tomorrow. Broad and flat, visibly inspired by the wind tunnel and the race track, it signals that it is destined to push boundaries. Its concept and lines were created in a new Audi design studio in Malibu, California, where the brand's design is consistently being updated for the future. The technical concept of the PB18 e-tron has benefitted from Audi's many years of winning the Le Mans racing series. The experts at Audi Sport GmbH, the Audi high-performance subsidiary, were responsible for implementation. The abbreviated name "PB18 e-tron" refers both to the Pebble Beach premiere and to the technological DNA it shares with the Audi R18 e-tron LMP1 racing car.

DELOREAN has created a sequel to *Back to the Future's* DMC-12 stainless steel costar, 40 years later, saying the famous brand was almost meant to constantly evolve, its icons reimaged. The DeLorean Alpha 5 EV will be developed by DMC with Volkswagen-backed Italdesign, which helped develop the original DeLorean. Key elements being carried over from the original include rear window slats and gullwing doors. Recognizing that the original DMC-12 did not have power to match its looks, the company says the Alpha 5 EV "won't be a hypercar, but will be designed for people who want to drive." The car is aiming for battery range above 300 miles, a top speed of about 155 mph and zero-to-60 in under three seconds. To be built in San Antonio and running about \$175,000, limited production of the car is expected to start in 2024.

The **GENESIS X** Speedium Coupe concept EV, named after Korea's famed Inje Speedium race circuit, made its debut in April at Genesis House New York, as an exterior model only. Eye-catching features include full-width lamps that reinterpret the crest grille, an element expected to be a signature look as the brand transforms to pure electric. Its interior was developed over the past five months by the Genesis design group and leverages a classic Korean design principle known as "the Beauty of White Space." Inspired by Korean architecture, this aligns with a minimalist ideology of reductive design. The car's shape resembles an hourglass, from above, with a curvaceous form accentuating its muscular wheel arches. A deliberate "anti-wedge" profile gives the car a "relaxed attitude," balanced by tension between convex and concave surfaces.

KIA is excited about its very presence at Pebble Beach, noting that showcasing their newest EV variant "alongside supercars from around the world during the annual Monterey Car Week celebrations solidifies Kia's place among the fastest and most sophisticated players." That variant is a performance version of their well received EV6 crossover. The EV6 GT will be the most powerful Kia production vehicle ever, with 576 hp, zero-to-60 mph in 3.4 seconds and



• Audi PB18 e-tron concept car



• DeLorean Alpha5 EV Prototype



• Genesis X Speedium Coupe



• Kia EV6 GT

a top speed of 161 mph, engineered to compete with supercars and already the AMCI-certified winner of a drag race against Ferrari Roma and Lamborghini Huracán Evo. Two motors, 160kW front and 270kW rear, are optimized for performance, as are quad-piston 15-in front, 14.2-in rear disc brakes, quick ratio steering and a stiffened chassis with electronically controlled suspension.

Twenty years after the introduction of their first production car, the record-shattering CC8S (the first "megacar"), **KOENIGSEGG** celebrated that model's anniversary by unveiling the new CC850 at The Quail. The car is powered by a 1382-hp twin-turbo 5.0-liter V8, engineered and constructed entirely in-house. As on the Jesko, this V8 does not feature a flywheel, for the most responsive, fast-revving engine possible. Its revolutionary Engage Shift System (ESS) functions as both a gated six-speed manual transmission with a clutch pedal (with different gear ratios depending on driving mode, for a tailored experience on road or track) or as a nine-speed automatic, per driver's preference. Weighing 1385 kg, the CC850 achieves a 1:1 power-to-weight ratio, by Euro standards. As it is also Christian von Koenigsegg's 50th birthday, only 50 will be produced.

LAMBORGHINI unveiled the all-new Urus Performante at The Quail—their new benchmark for Super SUV "fun to drive performance," the newest and most technologically advanced version of the model to date, which is now the fastest production SUV to climb to the Pikes Peak summit (10:32.064), beating the previous hill climb record set in 2018 by the Bentley Bentayga (10:49.902). The Urus Performante raises the bar in sportiness and performance with design emphasis that reflects the new SUV's prowess on street, track and loose surfaces. Boasting 666 hp and a weight reduction of 103.6 pounds, it boasts a best-in-class weight-to-power ratio of 3.2, hitting zero-to-62 mph in 3.3 seconds (0.3 faster than the base Urus), with improved braking from 62-to-zero in 107.9 ft (-2.6 ft). Lamborghini also unveiled the company's 60th anniversary logo ahead of global celebrations that will occur throughout 2023.

The 2023 **PORSCHE** 911 GT3 RS made its first in-person appearance at The Quail, just two days after its digital world premiere. The show car—customized by the GT Model Line and Style Porsche—was a tribute to the 1972 911 Carrera RS 2.7. The car will serve as inspiration for a limited-run Porsche Exclusive Manufaktur offering exclusive to the US: a Tribute to Carrera RS Package. This is the most extreme street-legal 911 yet. Its 4.0-liter naturally aspirated boxer six generates 518 hp and revs to 9,000 rpm, sent to the rear wheels via a seven-speed PDK dual-clutch automatic. With motorsport-derived aerodynamics, it generates more than 900 lbs of downforce at 124 mph and 1895 lbs at 177 mph. This is also the first 911 GT3 RS with active aerodynamics, for incredible downforce, air brake deceleration and drag reduction.

The **ROLLS-ROYCE** Phantom Series II had its North American debut at The Quail. With Phantom created to provide the ultimate "blank canvas," the Phantom Series II demonstrates the power of Bespoke design based on this unique commission coined "Maverick" by the Rolls-Royce Bespoke designers. The car features two unique Bespoke elements, utilizing light to extend the impact of its Starlight Headliner to the exterior. The Pantheon Grille is now illuminated, with each metal vane providing a subtle glow, while Starlight headlights are graced with 580 intricate laser-cut bezel starlights. Finished in a classic Rolls-Royce two-tone colorway with Black over Monteverde green highlights, this example features a bold, hand-applied Peony Pink coachline and 3D-milled stainless steel wheels. Its unique embroidery design finished in Scivaro Grey with a Peony Pink thread is a world first. ■



• Koenigsegg CC850



• Lamborghini Urus Performante



• Porsche 911 GT3 RS



• Rolls-Royce Phantom Series II



Your world is about to get *Larger*

MEXICO

CLASSIC VACATIONS

Treat yourself to the life of luxury travel

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

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

Our travel experts

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

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

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

Arizona headquarters

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

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

Your Travel Center

MEMBER OF THE FROSCH TRAVEL GROUP

414 South Mill Avenue, Suite 125
 Tempe, AZ 85281
 480-496-0160 / 800-952-3174 Toll Free
 www.ytc.com

CST# 2019108-10



FUNJET

MORE OF LAS VEGAS

Funjet Vacations

Your travel center

MEMBER OF THE FROSCH TRAVEL GROUP



SPECIAL EVENT : BARRETT-JACKSON LAS VEGAS AUCTION 2022



Barrett-Jackson

Las Vegas Auction 2022
 Thursday-Saturday, June 30 - July 2, 2022

Las Vegas Convention Center, West Hall, Las Vegas NV 89109

BARRETT-JACKSON delivered their complete automotive lifestyle experience during this year's Las Vegas Auction, Thursday through Saturday June 30-July 2, in the West Hall of the Las Vegas Convention Center. American muscle cars led the way, fittingly to launch the Fourth of July holiday weekend, including a 1970 Plymouth HEMI Superbird (Lot #734) that sold for a world auction record \$1.65 million.

"Our Las Vegas Auction provided our guests an amazing, unparalleled experience over the Independence Day holiday weekend," said Craig Jackson, Barrett-Jackson chairman and CEO. "We set the stage with our world-class Opening Night Party at Zouk Nightclub, followed by our 'supercar therapy' event with the Driven Project that put kids battling serious illnesses into supercars on Thursday morning."

Barrett-Jackson also raised \$650,000 for charity from the sale of two vehicles, led by the 2023 Cadillac Escalade-V First Production VIN 001 (Lot #3000), which raised \$525,000 benefitting the Penske Lewis College of Business and Design. Barrett-Jackson VIP Dan Snyder placed the winning \$500,000 bid, and fellow VIP Michelle Mauzy generously donated another \$25,000 to the cause. A 2022 Jeep Wrangler Unlimited Rubicon 392 (Lot #3001) crossed the block on Saturday with 100 percent of its \$125,000 hammer price benefitting Ronald McDonald House Charities of Detroit. To date, Barrett-Jackson has helped raise over \$148 million for charitable organizations.

In total, 663 vehicles sold with No Reserve for over \$48.2 million, while 279 pieces of automobilia brought in over \$869,000, for total auction sales of more than \$49.1 million, a Barrett-Jackson Las Vegas Auction record, with a 100-percent sell-through rate and over 40 world record auction sales achieved. The top vehicles sold included:

1. 1970 Plymouth HEMI Superbird(Lot #734).....\$1,650,000
2. 1963 Chevrolet Corvette 327/360 Z06 Split-Wndw Cpe(Lot #733).....\$566,500
3. 1958 Chevrolet Corvette Custom Topless Roadster(Lot #748).....\$550,000
4. 1971 Plymouth HEMI 'Cuda(Lot #752).....\$550,000
5. 1970 Plymouth HEMI 'Cuda(Lot #734.1).....\$517,000
6. 1941 Cadillac Series 62 Custom Convertible(Lot #753).....\$385,000
7. 1970 Dodge HEMI Challenger RT/SE(Lot #730).....\$379,500
8. Jason "Captain America" Britton's 2009 Mercedes-Benz SL65 AMG Black Series(Lot #745).....\$335,500
9. 1958 Chevrolet Corvette Custom Topless Roadster(Lot #738).....\$330,000
10. 1967 Ford Mustang Eleanor Tribute Edition(Lot #750).....\$330,000

Automobilia at Las Vegas included 279 automobilia pieces sold at No Reserve for a total of \$869,100.00 (includes buyer's premium). The top three automobilia pieces that sold during the Las Vegas Auction include:

1. 1954 Mobil Oil Neon(Lot #8299).....\$34,500
2. 1940s Greyhound Bus Lines Animated Neon Sign.....(Lot #8294).....\$29,325
3. Circa 1930s-40s Quality Restaurant Single-sided Neon Porcelain Diner Sign.....(Lot #8296).....\$25,300.

Next for Barrett-Jackson is their 2022 Houston Auction, October 20-22.

▼ www.barrett-jackson.com

Vehicle photos [2]: Barrett-Jackson Auctions



Integra reborn

by Joe Sage

We're delighted to see the Acura Integra name make a comeback. It's far more distinctive than all their three-letter names, and it carries quite a heritage. Most commonly a tidy little coupe, the car was defined by its niche, while the niche in turn was defined by Integra, when it entered the world in the '80s.

The new Integra departs that niche. Though they flirted with occasional sedan versions in the past, a sense that coupes were not carrying enough of a market is what prompted Integra's discontinuation almost 20 years ago. This surely still played a role in the form it takes for its rebirth for 2023. Though it may be mistaken for a sedan at first glance from the front, from the rear it looks like what they officially term it—a five-door liftback (with huge cargo volume and rear legroom). The car is big enough this time around that it could also be taken as a European-style grand tourer.

There are three trim levels starting with the base model, then A-Spec. As Honda and Acura

avoid confusing buyers with optional add-ons, A-Spec with a Tech Package becomes a third trim level. These first three are outfitted with a CVT (which may make some nostalgic tuner fans shed a tear). Then the A-Spec with Tech Package top trim but with a 6-speed manual transmission equals a fourth, and that's the one we're driving here.

The two A-Spec with Tech versions (CVT and manual) cost exactly the same, so you can rely on just your heart and soul for this decision. And a bonus for shift-it-yourselfers—the top trim with manual is lighter than any other in the lineup, at any trim level, at 3073 lb. (This does not translate into higher fuel economy—the manual has the lowest MPG.)

The new Acura Integra is basically identical under its skin—in platform and mechanicals—to the Honda Civic Si, while its body structure is two percent stiffer than a Civic sedan, five percent stiffer than a Civic hatch. Apart from styling, brand loyalties or price,

the CVT automatic in most Integras is the big differentiator from Civic Si. (Our 6MT sample is the only Integra to match across the two.)

Its 200 turbocharged horses are reasonably peppy, given the car's light weight, with torque kicking in early and holding its max from 1800 to 5000 rpm. Sport mode has clear shift-mapping (-mimicking) benefits with the CVT, though on the manual felt about the same as normal—fine by us, with the control the short-throw manual provides, and it's one less button to push. (Modes do also vary steering, active damping suspension and acoustics.)

The manual does generate a noticeable blip and engine surge on certain downshifts. This is from its rev-matching feature, though sound effects seem enhanced just for show—both aspects of which we could do without (and promptly set out to defeat). Both rev-matching and hill start assist are intended to ease the learning curve for new manual drivers, which itself is a noble purpose indeed.

We caught a very stormy week for a drive into the high country in this car, which highlighted one thing we'd suggest they consider:



as a hatchback, despite its great set of cameras, it could use a rear window wiper.

The early Acura Integra (a couple of gen-three samples from the '90s shown above) met wide adoption and praise, and was a darling of the tuner set.

Some will debate bringing the name back as a different kind of vehicle and considering it generation five. Acura is not completely alone on such things, though (for another ex-

ample, see Ford's Maverick). We're glad to see the name again and understand the market decisions they've made, including the appeal of an Acura version of the Si. In fact, we'd love to see more "real names" return.

Will the new Acura Integra become a legend, like the originals? That remains to be seen, but come what may, saying "legend" has just reminded us of another great Acura model name worthy of a comeback. ■

Of all Integras sold since the new lineup's launch in the first half of 2022, 65 percent have had the manual transmission. Integra's self-identified competitive set comprises premium-luxe Europeans all approaching the mid-\$40s in price.



SPECIFICATIONS

| | | |
|-------------------------------|-------|--|
| ASSEMBLY | ..... | Marysville, Ohio |
| ENGINE / TRANSMISSION | ..... | USA / India |
| PARTS CONTENT | ..... | 65% US/Canada |
| ENGINE | ..... | 1.5L turbo-4 16v DOHC VTEC dir inj |
| | | 100,000 miles± btwn scheduled tune-ups |
| HP/TORQUE | ..... | 200 hp / 102 lb-ft |
| COMPRESSION RATIO | ..... | 10.3:1 |
| TRANSMISSION | ..... | 6-spd manual |
| | | (CVT also available) |
| DRIVETRAIN | ..... | FWD |
| SUSPENSION | ..... | F: MacPherson strut, |
| | | 27.0x4.5 tubular stblzr bar; |
| | | R: multi-link, 18.0 solid stblzr bar |
| STEERING | ..... | var ratio elec pwr-assist |
| | | rack & pinion |
| BRAKES | ..... | F: 12.3 vented; R: 11.1 solid disc |
| WHEELS | ..... | 18-in alum alloy |
| TIRES | ..... | 235/40R18 91W all-season |
| LENGTH / WHEELBASE | ..... | 185.8 / 107.7 in |
| GROUND CLEARANCE | ..... | 5.1 in |
| TURNING CIRCLE | ..... | 38.1 ft |
| HEADROOM (F/R) | ..... | 37.6 / 36.4 in |
| LEGROOM (F/R) | ..... | 42.3 / 37.4 in |
| CARGO CAPACITY | ..... | 24.3 cu.ft |
| WEIGHT | ..... | 3073 lb |
| FUEL / CAPACITY | ..... | premium unl / 12.4 gal |
| MPG | ..... | 26/36/30 (city/hwy/comb) |
| BASE PRICE | ..... | \$35,800 |
| PAINT: Liquid Carbon Metallic | ..... | 500 |
| DESTINATION CHARGE | ..... | 1095 |
| TOTAL | ..... | \$37,395 |

2023 ACURA INTEGRA LINEUP

| | | | | |
|-------------------|-------|-----|-------|----------|
| Integra | ..... | CVT | ..... | \$30,800 |
| Integra A-Spec | ..... | CVT | ..... | 32,800 |
| A-Spec w Tech Pkg | ..... | CVT | ..... | 35,800 |
| | | 6MT | ..... | 35,800 |



Widening 26-mile stretch of I-10

Over the last decade, the Arizona Department of Transportation (ADOT) has been expanding the capacity of I-10 between Phoenix and Tucson in segments. Between Tucson and State Route 387 near Casa Grande, I-10 has three lanes in each direction, leaving 26 miles across the Gila River Indian Community, between the Loop 202 interchange south of Phoenix to just south of SR 387, as the only remaining stretch with two lanes in each direction.

This segment is considered critical for Arizona's economy, as it links the state's two largest metropolitan areas, while also considered a Key Commerce Corridor, providing a key link for national and international movement of freight. Arizonans use this route to commute to and from Phoenix daily from rural communities. Locally, the route also serves the Gila River Indian Community by providing key connections to employment, medical, educational and other necessary services both within and outside the Community.

The I-10 bridges over the Gila River within this section are part of a separate ADOT project that is excluded from this study but closely coordinated with the Community.

In summer of 2019, ADOT and partner agencies took an essential first step toward studying ways to increase the capacity of this section.

In collaboration with the Gila River Indian Community, the Bureau of Indian Affairs, the Federal Highway Administration and the Maricopa Association of Governments, ADOT has prepared a NEPA (National Environmental Policy Act)-compliant Environmental Assessment and an engineering Design Concept Report to evaluate improvements to I-10. The study process:

- developed alternatives and options, including a no-build alternative
- evaluated cost, right-of-way, engineering and environmental considerations
- documented mitigations necessary to offset identified impacts with the preferred alternative

will select a preferred alternative based on technical analysis and agency and public feedback. On August 19, ADOT released the draft EA and DCR for public review and comments, which will be accepted through October 9 (see links at end).

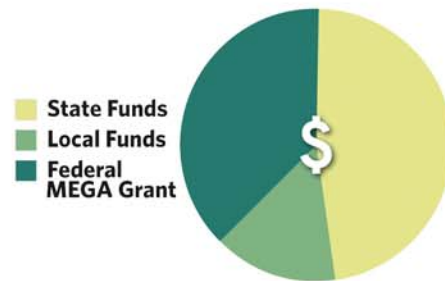
Proposed improvements / considerations

In addition to the no-build alternative, two build alternatives are being considered. Both would widen I-10 from two lanes to three lanes in each direction, the difference being whether this is accomplished in the median or to the outside of I-10.

The study is also evaluating extending HOV lanes on I-10 from Loop 202 south to the Riggs Road interchange with median widening, as well as improvement options for existing interchanges and roads that cross over I-10 in this corridor. Finally, the study is evaluating an option that adds a broadband fiber optic facility into the corridor.

Proposed improvements include:

- adding a new general purpose lane in the median in both directions for the entire 26 miles
- extending the HOV lane in each direction from Loop 202 to Riggs Road
- improving interchanges and crossroads for capacity, safety and multimodal (bike/pedestrian) crossings, and addressing age/condition issues



September 2022 WE ARE HERE



- removal of Dirk Lay Road crossing I-10 and the return of the associated easement/right-of-way
- replacing aging, narrow Gila River Bridges as a part of a separate study
- installing sensors, cameras, variable message signs and other safety-related freeway management technology.

Public hearings

Three in-person and one virtual public hearing will be held to provide an overview of the draft EA and DCR, share ADOT's preliminary recommendation and accept public comment. The same information will be presented at each meeting.

In-person public hearings

- Wednesday, Sept 7 2022, Chandler
- Tuesday, Sept 13 2022, Casa Grande
- Thursday, Sept 15 2022, Sacaton

Virtual public hearing

- Tuesday, Sept 20 2022 (call-in/online Webex)

Following public hearings and comment period, the team will evaluate all input from the Gila River Indian Community, partner agencies and the public, and select a final alternative. This selection, combined with input from the public hearing and comment period, will be documented in the Final EA and DCR documents, to be published online.

Funding and implementation

ADOT, MAG, BIA, FHWA and the Gila River Indian Community efforts to deliver this project include securing the necessary funding. Estimated cost is about \$990 million (including the Gila River Bridge replacement project). Should a build alternative be selected, the study will also determine how construction should be implemented over time.

To date, about \$640 million has been allocated by the State and MAG, including \$400 million as part of the State Budget for fiscal year 2023. Leveraging this state and local funding, ADOT applied for a federal MEGA grant to close the gap of approximately \$360 million. Completion of the engineering and environmental study is required for any improvements to be eligible for federal funding. (All values are expressed in Fiscal Year 2024 dollars.) If successful, the combination of state, local and federal funds will allow project construction to begin as quickly as possible without budgetary constraint delays.

Info / public hearing details:

- i10wildhorsepasscorridor.com
- i10wildhorsepasscorridor.com/onlinehearingtool
- azdot.gov



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



We drive customers to your business.

- Focused content delivered to a targeted, engaged audience
- Print-social-web advertising & promotional bundles
- Print-web special sections & sponsored content
- Custom publications, brochures and direct mail

sales@arizonadrivermagazine.com / main office: 480-948-0200
www.arizonadrivermagazine.com / FB: @arizonadrivermagazine
 IG: @arizonadriver / TW: @arizonadriver / Pedal: @arizonadriver

IS A3 A 10?

by Joe Sage

The moment we hopped in the new Audi A3 and sat down, we were struck by how big it is, for how small it is. Intended to be new for 2021, but with that year skipped due to global conditions, the A3 is now all new for 2022. Styling evolves with the brand, always seeming to move cautiously till you look back and realize they constantly modernize very well. Body work on the new A3 is dramatic beyond its new grille. Strong boxed wheel wells and deep side contours evoke everything from RS models to classic rally quattros that have come before. The car's stance is wider and bolder, with benefits for styling, handling and the overall feeling that you're driving something better.

The Audi sedan lineup, with one of the most

longstanding alphanumeric in the biz, starts out straightforwardly enough—A3, A4, A6, A8. (There are also off-numbered variants and there has been an A2 in some parts of the world.) The sequence is simple. Categorizing them, less so. A variety of sources (including Audi themselves) variously identify A3 as subcompact or compact, A4 as compact or midsize, A6 as midsize, executive or nothing at all, and A8 as full-size or nothing at all.

This is not surprising in the wider world, where lineups of, say, five or six crossovers from any one brand have to conjure up new terms for new sizes (with many different ones applied in recent years).

And perhaps it shouldn't be surprising here, as this smallest Audi sedan has now overtaken earlier A4s in size (see chart). With fit, finish and family resemblance fairly uniform throughout the range, as well as growing popularity of smaller vehicles,

and equipped with a high level of technologies, it becomes increasingly possible that the A3 is the only Audi many people will look at.

Even as it grows in size and heft, the A3 has grown considerably more fuel-frugal with this generation—24 percent more, in fact—now highway rated at 38 MPG with front-wheel drive, tops in the segment (or 36 with quattro as on ours). Achieving this, even with decent power and torque, both over 200, is in part due to its new 48-volt mild-hybrid (MHEV) system, which can automatically shut off the engine and coast in certain driving situations.

We probably did not encounter too many such situations, as we took our A3 quattro for a significantly active cruise on the mountain two-lanes. On the twisties, we popped it into sport mode and relied on the manumatic, a highly satisfying combination. We pushed it, in fact, to the point that we

| | A3: 2006 2015 2022 | | | A4: 1999 2015 2022 | | |
|------------------|--------------------|-----------|-----------|--------------------|-----------|-----------|
| LENGTH (in) | 168.7 | 175.4 | 176.9 | 178.0 | 185.1 | 187.5 |
| WHEELBASE (in) | 101.5 | 103.8 | 103.5 | 102.6 | 110.6 | 111.0 |
| WIDTH (in) | 69.5 | 70.7 | 71.5 | 68.2 | 71.9 | 72.7 |
| HEIGHT (in) | 56.0 | 55.7 | 56.2 | 55.8 | 56.2 | 56.2 |
| CARGO (cu.ft) | (hatch) | 10.0 | 10.9 | 13.7 | 12.4 | 12.0 |
| TURN CIRCLE (ft) | 35.1 | 36.1 | 36.4 | 36.4 | 37.7 | 38.1 |
| WEIGHT (lb) | 3263-3660 | 3175-3362 | 3329-3494 | 2998-3384 | 3516-3693 | 3417-3627 |

Growing closer for awhile, the new A3 now meets or exceeds earlier A4 sizes other than length (close!) and cargo capacity (note A3 is headed up, A4 down). Earliest year for each represents the first generation available in the US.

realized we were treating it like a hardcore S-car, thus finding our limits a little sooner than our spirit may have sought, but well beyond what you'd expect from this price and powertrain. Impressive.

We're also seldom nav-dependent, yet enjoyed a huge doublewide aerial 3D view of our location in the generous adaptable binnacle screens.

Glances at our readouts indicated fuel economy of about 23 MPG for everything we did, combined.

Starting at just \$34,800, the premium Audi A3 lineup is broadly appealing. There's nothing about this smallest model that would send you away,

other than any specific interior or cargo volume needs. We of course would always choose the quattro, which adds \$2000 to any, and (at least on our test trim) we'd be likely to force ourselves into the packages ours had added, to get keyless entry and the B&O sound system, if nothing else. It does add up fast this way, but that's the case with the larger models, too. It's still a lot for the money.

Is the new Audi A3 a "ten"? Darn close. Just of course bear in mind that they do have other models—whether larger ones, or S3 and RS3 variants of this one—that go to eleven. You can't lose. ■

We had many long notes about the user interface—some attributable to the new Audi MIB3 system's differences from the more familiar MMI (itself partly evolution but also varying by some models, A3 being one of them), others attributable to its user-guest profile setup, largely an accommodation to ever more frequent smartphone updates.



SPECIFICATIONS

| | |
|-----------------------|--|
| ASSEMBLY | Ingolstadt, Germany |
| ENGINE / TRANSMISSION | Hungary / Germany |
| PARTS CONTENT | 57% Germany |
| EPA CLASS / SEATING | subcompact sedan / 5 |
| ENGINE | 2.0L TFSI 16v alum/alum 4-cyl w Audi valvelift and VVT |
| HP/TORQUE | 201 hp / 221 lb-ft |
| COMPRESSION RATIO | 12.2:1 |
| TRANSMISSION | 7-spd S tronic auto |
| DRIVETRAIN | quattro AWD |
| SUSPENSION | F: MacPherson strut; R: four-link |
| STEERING | speed-dependent pwr asst electromechanical |
| BRAKES | F: 12.0 x26mm vented; R: 10.7 x10mm solid disc |
| WHEELS | (opt) 18 x 8.0 |
| TIRES | (opt) 225/40 R18 all-season |
| LENGTH / WHEELBASE | 176.9 / 103.5 in |
| TURNING CIRCLE | 36.4 ft |
| HEADROOM (F/R) | 36.8 / 36.6 in |
| LEGROOM (F/R) | 41.2 / 35.2 in |
| CARGO CAPACITY | 10.9 cu.ft |
| CURB WEIGHT | 3494 lb |
| FUEL / CAPACITY | reg unl / 14.5 gal |
| MPG | 28/36/31 (city/hwy/comb) |

| | |
|--|----------|
| BASE PRICE | \$35,900 |
| PAINT: Manhattan Gray metallic | 595 |
| PREMIUM PLUS PKG: driver's seat memory, alarm w motion sensor, advanced key, auto-dim mirror w compass, auto-dim power-fold mirrors, LED headlights, Homelink garage door opener, leatherette armrests, SiriusXM w 360L (trial), wireless phone charge, adaptive cruise, active lane assist w emerg, side assist w rear cross traffic, park system plus w assist | 3300 |
| TECHNOLOGY PKG: MMI navigation plus, virtual cockpit plus w 12.3-in screen, Bang & Olufsen 3D sound audio, traffic sign recognition, Audi connect Plus (trial) | 2250 |
| 18-IN WHEEL PKG: 18-in 5-Y-spoke bi-color finish, all-season tires | 800 |
| INTERIOR STYLE PKG: Agate gray fine grain birch wood inlays, LED interior lighting | 550 |
| DESTINATION CHARGE | 1045 |
| TOTAL | \$44,440 |

(Note: prices have increased; see below.)

2022 AUDI A3-S3-RS3 LINEUP

| | |
|-------------------|-------------------------|
| A3 40 TFSI | |
| 201 hp ...FWD | Premium .....\$34,800 |
| " | Premium Plus.....38,100 |
| " | Prestige.....42,100 |
|quattro | Premium.....36,800 |
| " | Premium Plus...▼40,100 |
| " | Prestige.....44,100 |
| S3 | |
| 306 hp ...quattro | Premium.....45,800 |
| " | Premium Plus.....48,600 |
| " | Prestige.....52,400 |
| RS3 | |
| 401 hp ...quattro | 58,900 |

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



Drive your dream.®

You never forget your first love.

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

www.ClassicCars.com

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

ARIZONA CONCOURS 2023 INVITES ENTRIES

The Arizona Concours d'Elegance is seeking spectacular automobiles for the much-admired show and competition.

About 100 select automobiles will be accepted for the signature event that highlights January in Arizona. Such famed classic brands as Bugatti, Duesenberg and Pierce-Arrow will be joined by vehicles ranging from early 20th Century horseless carriages to the latest in exotic supercars.

The Concours will be one of the first major events held at the renovated Civic Center, bordered by Scottsdale Center for the Performing Arts and Scottsdale Museum of Contemporary Art. The Concours was previously held at the Arizona Biltmore Resort in Phoenix, where it received much acclaim for the annual display of rare and beautiful vehicles.

The theme of the 2023 Concours is *The*

Art of Aerodynamics, including cars from the beginnings of streamlined vehicles, featuring early race cars, up to and including today's most-advanced supercars. About 50 professional concours judges from around the country will determine the winners in a number of classes, as well as choosing the coveted Best of Show.

The Concours is partnering with Scottsdale Arts, one of Arizona's largest arts nonprofits, to present the event, which blends history, design and technology. Proceeds from the Concours will benefit local artists and art programs.

SUBMITTING FOR ENTRY: Potential entrants are encouraged to visit the Concours website and click on Vehicle Submission to call up the form for entering vehicles for consideration. See the list of judged classes



on the site for where your special vehicle would fit in.

TICKETS: Advance tickets for the Concours are also available on the website, and at the Scottsdale Arts box office and website. Tickets will be limited, so make plans early to reserve your place.

ARIZONA CONCOURS D'ELEGANCE
www.arizonaconcours.com

SCOTTSDALE ARTS:
www.scottsdalearts.org/events



Aspirational

by Joe Sage

It would seem the Honda stylists and designers put their lockdown time to great use, as they emerge with an all-new look for the HR-V, said to be signaling a direction for their other SUVs and trucks. It's a less trim or buttoned-down look, more gnarly and powerful, and it works really well.

Responding to extensive input from its customer base—who wanted a lot, but, as with the first-

gen HR-V, didn't want to pay a lot—Honda has brought us a whole new generation-two HR-V. The vehicle's philosophy and character are stated to have moved from "entry level" to "aspirational," as is immediately noticeable in its larger size and lower, wider stance, as well as that bold new styling. Visibility is improved with door-mounted side mirrors, which also add to its longer, stronger look.

The cabin bears healthy specs for its category, from legroom and headroom (with rear legroom unusually generous) to cargo capacity. Instrumenta-

tion and interface are all new. Ours is the top trim of four, EX-L, with all-wheel drive to boot, so it already satisfies all aspirations within its immediate family, including an interior in rich black or grey perforated leather, with 8-way power driver's seat.

It does still leave room to aspire in general, as it lacks a few smaller niceties such as reverse-dip mirrors, seat memory or adjustable lumbar, though seat frames and cushions have been completely reengineered for improved comfort and support.

This HR-V is built on a new platform combining the best elements of Honda crossovers and sedans, with steering, front suspension structure and rear shocks derived from Civic, brakes and rear suspension structure from the larger CR-V, and 50 percent of the platform all new for HR-V.

Power is in line with the segment and price, which can be a study in relativity—we came into the HR-V from a more powerful vehicle and noticed

Some people may be emotionally scarred by such a take, but we found the 3D nose on the new HR-V reminding us a little of a classic Shelby Cobra. Perhaps with a set of stripes and some new tires...

the difference. After a few days, however, we were commenting anew that it is plenty potent around town, on the open road, on highway climbs, and—especially given its ample ground clearance—for mild off-pavement activity on the weekends.

There are no off-road drive modes, though there is a snow mode (along with normal and eco), plus hill descent control. The transmission does have Drive or Sport (and Low) options, enabling you to, say, drive in Sport but in eco mode, if so inclined, much like having a personal profile at your fingertips without a deep screen dive (though that is also at hand). There is no plus-minus manual nor paddles, though power is smooth, and these weren't missed. We did notice the sound and feel of its CVT at times, an element unnoticed by many or disliked by some. Suspension provides great, solid handling, though you will feel rough surfaces.



Honda is famous for its prices being complete as stated and the sticker price matching with no haggles. Our only add-on was custom paint (just \$395), a rich Nordic Forest Pearl that displayed a definite greenish tint in bright sunlight, changing to very grey in overcast conditions, both attractive. Combining form and function, the new Honda HR-V is a satisfying machine for a great price. And if it still leaves you aspirational, as intended, well, there's plenty more in the Honda lineup. ■

SPECIFICATIONS

| | |
|----------------------------|---|
| ASSEMBLY |Celaya, Guanajuato, Mexico |
| ENGINE / TRANSMISSION |USA / Mexico |
| PARTS CONTENT |40% Mexico / 30% US/Canada |
| ENGINE |2.0L 16v DOHC i-VTEC inline-4 |
| HP/TORQUE |158 hp / 138 lb-ft |
| COMPRESSION RATIO |10.8:1 |
| TRANSMISSION |CVT |
| DRIVETRAIN |AWD (FWD also avail) |
| SUSPENSION |F: MacPherson strut, 27x4.5mm tubular stblzr bar; R: multi-link, 17.2x13m solid stblzr bar |
| STEERING |elec pwr asst rack & pinion |
| BRAKES |F: 12.3 vented; R: 12.2 solid disc |
| WHEELS |17-in Shark Gray alloys, machine finish |
| TIRES |215/60R17 all-season |
| LENGTH / WHEELBASE |179.8 / 104.5 in |
| GROUND CLEARANCE |7.0 in |
| APPRCH / DEPART |15.5 / 20.5° |
| TURNING CIRCLE |35.1 ft |
| HEADROOM (F/R) |38.4 / 38.0 in |
| LEGROOM (F/R) |41.9 / 37.7 in |
| CARGO CAPACITY |24.4/ 55.1 cu.ft |
| WEIGHT |3333 lb |
| FUEL / CAPACITY |reg unl / 14.0 gal |
| MPG |25/30/27 (city/hwy/comb) |
| BASE PRICE |\$28,950 |
| PAINT: Nordic Forest Pearl |395 |
| DESTINATION CHARGE |1245 |

2023 HONDA HR-V LINEUP

| | | |
|-------|-----|---------------|
| LX | FWD |\$23,650 |
| | AWD |25,150 |
| Sport | FWD |25,650 |
| | AWD |27,150 |
| EX-L | FWD |27,450 |
| | AWD |▼ 28,950 |

Salt Flats washed out

Valerie Thompson Racing postponed again as Speed Week cancelled

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

In 2019, in only her third pass behind the wheel of the Target 550, Valerie had posted a top speed of 291 mph at the 2-1/2 mile point and was headed higher, when the vehicle porpoised and both engines were damaged.

With the craft fully repaired, and two new engines receiving updated Stage V heads and Hogan intake manifolds for more horsepower, the team and craft headed next to Lake Gaird-

ner salt lake in Australia in early 2020. Valerie was just about to depart her home in Scottsdale to join them, when everything was shut down by the onset of the coronavirus era.

Back in the US, after event cancellations at the Bonneville Salt Flat the past two years, Valerie and the team finally headed back up this summer for the Utah Salt Flats Racing Association (USFRA) Test & Tune session, July 7-10, where they would have run time to make adjustments (as Bonneville is almost a mile higher than Lake Gairdner, and air density is very different), followed by SCTA/BNI's 74th Annual Speed Week, August 6-12.

However, this time the weather intervened. Here is Valerie's update, sent from Utah on August 7: "Utter disappointment. There's no

other way to put it. Speed Week at the Bonneville Salt Flats was officially cancelled this morning. It rained hard, and the Salt Flats are one big lake. There's no hope for a dry race course this week. The standing water is running-board deep at the end of the road! Everyone is beginning to retrieve their things and head home.

"But we'll do what racers do...pick ourselves up, dust ourselves off and try again. It's how we roll!"

"I continue to be grateful for the Target 550 team, the terrific land speed racing community and all the sponsors who are part of this effort. This is just a speed bump—we'll be back, so stay tuned! — Valerie"

Meanwhile, Valerie is keeping busy with a new passion—pickleball. You can catch her varied exploits on all the Valerie Thompson Racing social media channels. ■



And... BMST also cancelled

Within days of the cancellation of Speed Week, the 2022 Bonneville Motorcycle Speed Trials (BMST) 2022, FIM Land Speed World Records and AMA Land Speed Grand Championship were also cancelled, after the event's assessment team reviewed current Bonneville Salt Flat conditions by air and on the ground.

Unfortunately, all track locations and alternatives were still flooded from the initial storm and multiple subsequent storm systems, with the conclusion that there was no possibility the water would recede and salt could dry out sufficiently in the week remaining to support track preparations and operations.

A University of Utah webcam had given some people hope that the area was drying, so they performed an aerial assessment, which revealed the entire length of the tracks and beyond were flooded.

With boots on the ground, wading into the flood waters at Intermediate start locations for the International and Mountain tracks, they found flooding four to 10 inches deep across the length of the tracks. Combined with detailed review of their aerial photos, it was determined there were 11.5 million cubic feet (327,000m³) of flooding directly over the racing surface, with no viable alternative locations. Perhaps most significantly, the numbers mean there had been less than a 3/4-inch decrease in water depth since the initial storms.

BMST organizers informed their participants, "We appreciate and understand all of the hours that you have dedicated to reach your goals throughout this year, and for our international friends, the additional logistics that you encounter to reach us."

"We are working alongside you as we extend ourselves to help you achieve your racing goals and support a premier Land Speed Racing event. We thank the volunteers for their contributions, the AMA and FIM organizations and support staff and our sponsors for their continued support of our sport. Keep posted to our web and social media pages for updates!"

Next year's Bonneville Motorcycle Speed Trials dates have been set, with that main event running August 26 - 31, 2023.

Stay posted at BonnevilleMST.com. ■



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

TRAVEL SITES TO BE SEEN



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

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

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

Waymo expands Arizona driverless vehicle programs, forms commercial trucking partnership with Uber Freight

Waymo launched the next phase of their Waymo One autonomous ride hailing service on August 30, expanding to offer members of their Trusted Tester program in downtown Phoenix trips in rider-only mode—with no safety driver in the driver's seat—for the first time.

The Waymo One Trusted Tester program is a research-focused initiative allowing some members of the public to help the company shape its plans for autonomous ride-hailing, as early customers. Highly interactive, the program uses a Waymo One app to hail autonomous rides for everyday mobility needs and to provide customer feedback during and after their rides.

Phoenix Mayor Kate Gallego went first, sharing a video on Twitter and Instagram and posting, "I had the opportunity to take my first rider-only trip with the Waymo Driver, Waymo's fully autonomous driving technology. Phoenicians, I can't wait for you to experience it for yourselves!"

With this deployment, Waymo is now offering trips in the following areas in the following operating modes:

DOWNTOWN PHOENIX: paid rider-only trips (with no safety driver) for Waymo employees and Trusted Testers.

PHOENIX SKY HARBOR AIRPORT: trips from downtown Phoenix to the airport for Waymo employees, *with* an autonomous specialist in the driver's seat.

EAST VALLEY: rider-only trips offered to members of the public.

Waymo now boasts that they are the only company to offer members of the public trips in rider-only mode in multiple different cities, counting both East Valley and downtown Phoenix.

(In San Francisco, they are currently testing rider-only trips for Waymo employees, not the public, and paid trips for Trusted Testers with an autonomous specialist in the driver's seat.)

Rides are available in Waymo's latest Jaguar I-PACE EVs equipped with the fifth-generation Waymo Driver. Waymo will start in a smaller portion of their planned service area (see map) and will expand over time.

Trusted Testers can use the Waymo One app to hail rides wherever they want to go in the initial Downtown service area. Download the Waymo One app, open an account and express interest in joining Waymo's Trusted Tester program.

Waymo and Uber Freight

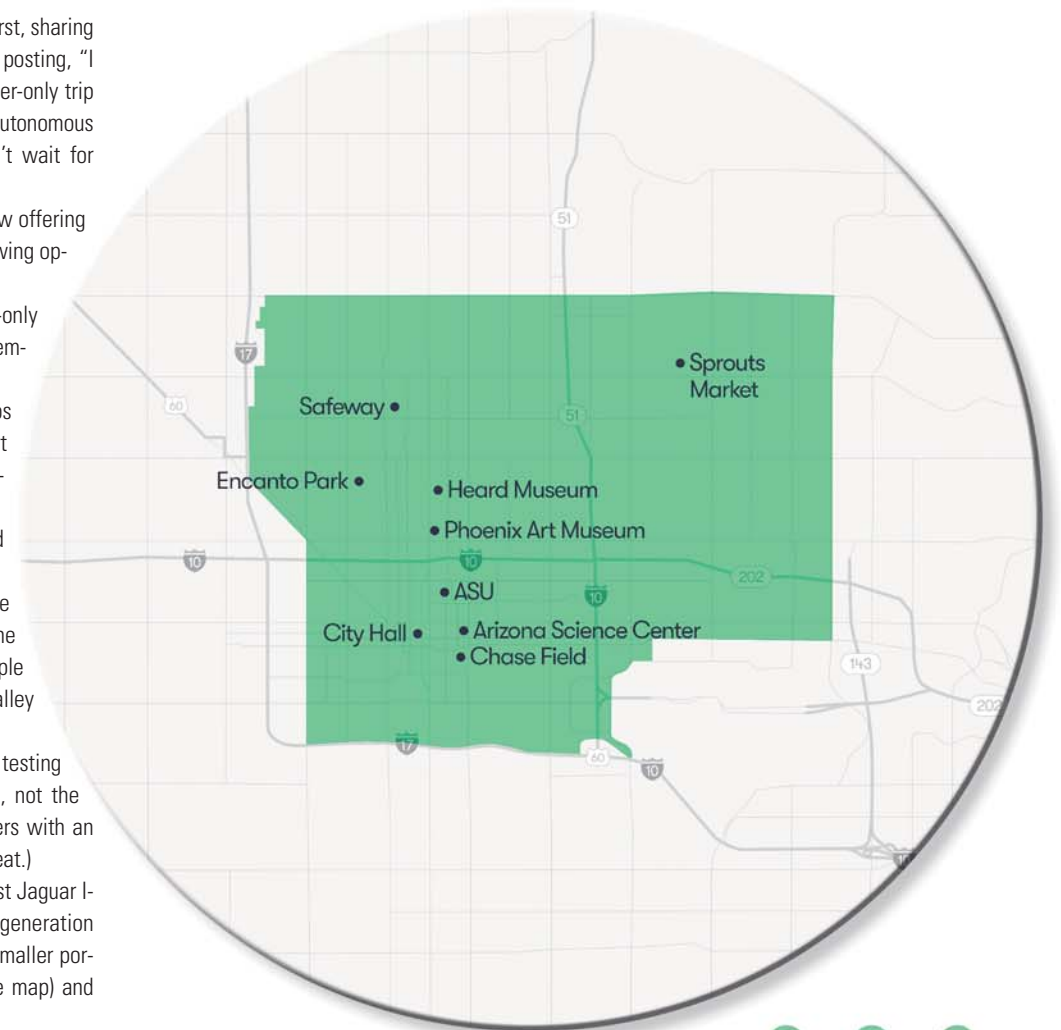
Waymo also has news on the autonomous commercial trucking side, as Waymo Via partners with Uber Freight to accelerate the future of logistics. Through a long-term, strategic agreement, Waymo Driver technology will connect with the Uber Freight platform to deploy autonomous trucks at scale across its network.

The program will begin with Waymo Via's R&D test fleet, going long-term in the future as carriers that operate trucks equipped with Waymo Driver, if they opt in, will be able to seamlessly deploy their autonomous assets to transport loads via the

Uber Freight network, allowing them to maximize utilization and scale their businesses.

Deep integration between the two operations' products will include developing a joint product roadmap to build tools and infrastructure specific to deployment, to allow carriers to seamlessly freight match and execute loads with Waymo Driver-enabled trucks on the Uber Freight network.

The partnership also encompasses a capacity commitment where Waymo Via intends to reserve billions of miles of its goods-only capacity for the Uber Freight network, promising to impact the industry in the near- and long-term. ■



This year's top dog GLE

No V8 version this year creates a compelling opportunity - by Joe Sage

The Mercedes-Benz GLE evolved from the ML when series lettering was changed a few years back. It has gained similarly styled siblings, the GLA and GLC, while the smaller GLB and larger GLS (formerly GL) retain more distinctive styling. Of these, all but the GLB follow suit to A-, C-, E- and S-Class sedan nomenclature, with the GLE equivalent to the E-Class sedan, a midsize category known to the brand as executive class. (The one-of-a-kind G-Class retains its single-letter name.)

All have both Mercedes-Benz and Mercedes-AMG performance variants, while both GLC and

GLE offer two body forms—a conventional “SUV” version, like our sample here, and in certain models also a “Coupe” version (atop the same SUV bones). We have driven variants of all versions over the past couple of years, starting with this gen-four GLE’s launch in 2020, first as the standard lineup, soon followed by the AMG variants. If you were to drive absolutely all in the G and GL lineup, that adds up to a whopping 29 possibilities.

The most recent two GLE models we had driven were the AMG GLE 63 S SUV and the AMG GLE 53 Coupe. Since Coupe versions cost more than SUV

versions, that equated to the more expensive variant of the second-most expensive trim (our 2021 53 S Coupe had a base of \$76,500 and total of \$95,875) and the second-most expensive variant of the most expensive trim (our 2021 63 S SUV had a base of \$113,950 and total of \$133,660).

The core differentiating attribute of the 53 S is its “AMG-enhanced” 429-hp 3.0L inline-6 turbo (adding up to 21 hp via EQ Boost), running zero-to-60 in 5.2 seconds, while the 63 S has a 603-hp “handcrafted AMG” 4.0L biturbo V8 (plus up to 21 hp via EQ Boost), hitting zero-to-60 in 3.7 seconds.

The pertinence of those versions today is that the V8-powered 63 is not available this year, due to supply chain constraints throughout the industry. And this is the surprise virtue of this year’s offerings. Already a tough and perhaps perplexing

decision in a regular year—whether you absolutely have to have the top dog (for its specifications, but also just for its own sake) or an extremely solid alternative for about \$40 grand less—that angst is removed for 2022. You can save that money and, while admittedly not having those extra horses nor the V8 rumble, have full bragging rights to family, friends and self, for taking home the top model.

As for the AMG 53’s turbo-six powertrain, it is glorious in its own right. Acceleration—fed through its proven 9G-TRONIC automatic and 4MATIC+ all-wheel drive—is strong and smooth, with a subtle but noticeable kick in the pants at key points, helped along by the EQ Boost system (which provides additional power while also boosting fuel mileage) making its audible presence known.

If you’ve gotta have a V8, you’ll have to wait. But if you didn’t know it ever existed, you wouldn’t care now. You will find that this powerful and well-balanced AMG GLE 53 is a gem. ■



A detail of note in our climate (we had this mid-summer): a great many interior controls and surfaces are bright metal and basically untouchably red hot without gloves till the AC kicks in.



SPECIFICATIONS

| | |
|---------------------------|--|
| ASSEMBLY | Vance, Alabama |
| ENGINE/TRANSMISSION | Germany/Germany |
| CONTENT | 46% US/Canada / 36% Germany |
| PASSENGERS | five (7 opt) |
| ENGINE | AMG-enhanced 3.0L inline-6 turbo, diecast alloy block and head, EQ Boost (integrated starter-generator) and auxiliary compressor; 48V mild hybrid system |
| HP/TORQUE | 429 hp / 384 lb-ft |
| + EQ BOOST | up to 21 hp / 184 lb-ft |
| COMPRESSION RATIO | 10.5:1 |
| 0-TO-60 MPH | 5.2 sec |
| TRANSMISSION | 9G-TRONIC 9-spd auto |
| DRIVETRAIN | 4MATIC+ fully-variable AWD |
| SUSPENSION | self-leveling AMG Ride Control based on Airmatic w Adaptive Damping System Plus (ADS Plus) |
| STEERING | pwr rack & pinion w speed-dependent electromech pwr assist |
| BRAKES | na |
| WHEELS | 9.0x20 AMG twin 5-spoke |
| TIRES | 275/50 R20 high-performance |
| LENGTH / WHEELBASE | 194.4 / 117.9 in |
| GROUND CLEARANCE | na |
| TURNING CIRCLE | 39.4 ft |
| HEADROOM (F/R) | 40.5 / 36.9 in |
| LEGROOM (F/R) | 40.3 / 40.9 in |
| CARGO CAPACITY | 33.3 / 74.9 cu.ft |
| TOW CAPACITY | 7700 lb |
| WEIGHT | 5082 lb |
| FUEL / CAPACITY | premium unl / 22.5 gal |
| MPG | 18/22/19 (city/hwy/comb) |

| | |
|--|-----------------|
| BASE PRICE | \$73,550 |
| PAINT: Emerald Green | 750 |
| LEATHER: AMG Black Nappa | 2990 |
| TRIM: Natural grain grey oak | 160 |
| POWER PASSENGER SEAT W/ MEMORY | 350 |
| HEATED/VENTED FRONT SEATS | 450 |
| HEATED STEERING WHEEL | 250 |
| MB-TEX wrapped dash & door trims | 350 |
| (CREDIT: missing NFC wireless charging) | (200) |
| DRIVER ASSIST PKG PLUS: active distance Dis- | |
| tronic; active assist steering, lane change, | |
| emergency stop, speed limit, brake w cross | |
| traffic, evasive steering, lane keeping, blind | |
| spot; Pre-Safe Plus rear collision protect, | |
| impulse side, route-based speed adapt, | |
| stop-and-go, traffic signs | 1950 |
| ACOUSTIC COMFORT PKG: extra cabin insula- | |
| tion, infrared-reflect windshield film, acous- | |
| tic and infrared-absorbing side window film | |
| ..... | 1100 |
| DESTINATION CHARGE | 1050 |
| TOTAL | \$82,750 |

(Note: prices have increased; see below.)

2022 GLE-CLASS LINEUP

| | | |
|------------------------|---------------|----------|
| GLE 350 SUV | RWD | \$56,150 |
| ..... | 4MATIC | 58,650 |
| GLE 450 SUV | 4MATIC | 65,000 |
| GLE 580 SUV | 4MATIC | *--- |
| AMG GLE 53 SUV | 4MATIC+ | 74,150 |
| AMG GLE 53 Coupe | 4MATIC+ | 78,450 |
| AMG GLE 63 SUV | 4MATIC+ | *--- |
| AMG GLE 63 Coupe | 4MATIC+ | *--- |

**(Note: V8 models skipping 2022 due to supply chain issues.)*

**MAX ALL SEASON
PERFORMANCE
HAS ARRIVED.**

INTRODUCING THE NEW
MICHELIN® PILOT® SPORT ALL SEASON™ TIRE.



**PERFORMANCE MADE TO LAST.
ELEVATE YOUR PERFORMANCE IN ALL SEASONS.
SUPERCAR CERTIFIED.**

MORE AT MICHELINMAN.COM



OFFICIAL TIRE 

Copyright © 2020 Michelin North America, Inc. All rights Reserved.
The Michelin Man is a registered trademark owned by Michelin North America, Inc.

ARIZONARIDER

THE ENTHUSIAST'S GUIDE TO LIFE ON TWO WHEELS

Arizona lane-filtering basics

New law takes effect in late September 2022

Senate Bill 1273, championed by ABATE of Arizona, approved with strong bipartisan support and signed into law, legalizes lane filtering in Arizona, putting the state in the company of Utah and Montana. "This is all about safety and nothing more than part of the plan to reduce motorcycle fatalities in Arizona," said Michael Infanzon, legislative director for ABATE of Arizona, which championed the bill. According to the Arizona Department of Transportation's (ADOT) most recent data, 30 percent of all motorcycle crashes in 2020, including 11 out of 106 fatal motorcycle collisions, were the result of rear-end collisions.

The law goes into effect September 24, 90 days after legislative adjournment on June 22, 2022. ABATE of Arizona and the Arizona Motorcycle Safety & Awareness Foundation (AMSAF) are working with the Governor's Office of Highway Safety and the Department of Public Safety to educate riders and the public on the new legislation, including via PSAs and TV spots.

AMSAF is emphasizing the following key points motorcyclists must know:

- **NO FREEWAYS:** This is not the California lane splitting law. The Arizona law only allows lane filtering on surface streets with a speed limit of 45 mph or slower.
- **NOT EVERY STREET:** The law applies only on

streets that have two or more lanes in the same direction.

- **NOT MOVING:** You may not pass a vehicle in motion. You may only overtake, between lanes, a vehicle that is stopped.
- **SLOW SPEED:** The maximum speed for a motorcycle traveling between lanes is 15 mph.
- **ONLY WHEN SAFE:** Riders must recognize that they can move between lanes safely before beginning lane filtering.
- **TWO-WHEELED ONLY:** Lane filtering is for two-wheeled motorcycles—no trike or sidecar riders.

AMSAF, a 501c(3) non-profit organization, works with the State of Arizona, business partners and sponsors including local businesses, health-care, police departments, insurance, legal and other prominent entities and individuals, to help decrease the number of distracted and DUI-impaired drivers and to provide scholarships, statewide, to train motorcyclists how to ride more defensively. Our overall mission is safety awareness to reduce the phenomenal number of crashes and fatalities on our roadways.

For information on AMSAF, visit amsaf.org.

For information on ABATE, visit abateofaz.org.

For information on AMA, visit americanmotorcyclist.com. ■

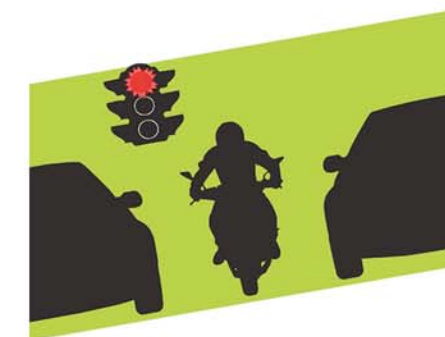


Photo: AMSAF

The 2022 Toyota Tundra is all new, its second American-built generation as a truly full-size pickup, though third with the Tundra name. (Evolving from the three-quarter-size T100 of the '90s, the first Tundra was upsized to a nominal but not really competitive full-size; gen two went the distance.)

The new Tundra has a new high-strength boxed, steel-ladder frame, aluminum-reinforced composite bed and fully reengineered multi-link rear suspension. Tow capacity rises to as much as 12,000 lb and payload 1940 lb.

The truck has two different powertrains—an i-FORCE 389-hp/479-lb-ft twin-turbo 3.5-liter V6; and the i-FORCE MAX, same but paired with a truck-specific hybrid system producing 437 horsepower and 583 lb-ft. of torque, with 22 MPG highway fuel economy. Both have a new 10-speed automatic transmission.

The interior is also new, with a variety of tech features and creature comforts added. There are Double Cab and CrewMax builds, with various combinations of 5.5-, 6.5- and 8.1-foot beds. (The chart at lower right shows the combinations of these, along with powertrains, across the full range of seven trims.)

There is also a new Capstone flagship trim, built atop the CrewMax with 5.5-foot bed format, with the i-FORCE MAX hybrid powertrain, in 4x4 only. The 1794 Edition having already topped the Platinum by a little, Capstone tops both, bringing a new luxury model to the lineup priced above TRD Pro. Bearing many trim-specific styling cues, Capstone is quickly recognizable by its 22-inch chrome wheels. Its distinctive interior is a beauty, with black and white semi-aniline leather and real open-pore dark American walnut accents. A moonroof is

also standard on this trim.

An all-new multimedia system, designed by Toyota's Connected Technologies team in Texas, has a new visual, touch and voice-activated user interface with a deep feature set.

On Tundra Capstone, the new rear suspension adds Adaptive Variable Suspension (AVS) and load-leveling air suspension; in combination with the extra weight of this truck's rich feature set, tow capacity on this is 10,340 lb.

We've driven the new 2022 Tundra twice before this, in other trims, both impressive—a Platinum CrewMax on the NWAPA Mudfest course, and a Limited TRD Off-Road at TAWA Texas Truck Rodeo, where it won the globally prestigious 2022 Truck of Texas title award.

Particularly showcased in our truck's Wind Chill Pearl paint job, the Capstone is decidedly glamorous for a big, tough and powerful 4x4

pickup. Though it has the bones for the toughest duty, its finishes and big glitzy wheels suggest urban duty in the toniest parts of town. (An owner could of course own two sets of wheels.) We can see this build doing duty as an executive ride, at gala events, or towing multimillion-dollar show horses—all in fact solid markets where it will be most welcome.

Behind the wheel, the elegant i-FORCE MAX Tundra is a real hot rod. All that output from a 3.5-liter V6 provides a great power-to-weight ratio, with great acceleration. Steering is strong, an electric unit that feels like the best hydraulic, and handling is precise both at speed and in tight spots.

Toyota has been daring—and aggressive—taking on the entrenched full-size domestic pickup market. They've stuck with it, and then some, with an ever expanding lineup, and are



witnessing fruits of their efforts. Now selling about 12 percent the volume of the top domestic, they are up to almost half that of the lowest. (Toyota is helped by the panache of its midsize Tacoma, which outsells that lowest-volume full-size domestic.) And they do it in the absence of a heavy-duty Tundra, which could add not just sales but broader brand awareness overall. If Tundra achieves the volume to add this, sales could really explode. ■

Show 'n go

by Joe Sage



A small detail—the straight line across the A-pillars from windshield to side glass—creates a defining look. Appearing structural—cantilevered—the effect is merely masked paint.

Anyone can see the bodywork is exposed beyond the bumper up front, but watch out in the rear—it's the same situation, so you will want to back up cautiously.

SPECIFICATIONS

| | |
|-----------------------------|--|
| ASSEMBLY | San Antonio, Texas |
| GASOLINE ENGINE | 3.5L i-FORCE MAX V6 hybrid twin-turbo w water-cooled intercoolers, 24v DOHC chain drive, dual VVT-i |
| HP/TORQUE | 437 hp / 583 lb-ft |
| COMPRESSION RATIO | 10.4:1 |
| ELECTRIC MOTOR | permanent magnet synchronous, parallel hybrid w motor/generator btwn engine & transmission |
| HP/TORQUE | 48 hp / 184 lb-ft |
| BATTERY PACK | 1.87 kWh, 650V max, sealed Ni-MH, 288V, 240 cells, 40 modules; Ex 259.0V, 70 cells, 3.7V/cells |
| TRANSMISSION | 10-spd ECT[-i] auto w uphill/downhill logic, tow/haul modes |
| TRANSFER CASE | electronically controlled 2-spd (hi/lo), auto limited-slip diff, works w parallel hybrid system btwn engine & transmission |
| DRIVETRAIN | 4x4 |
| SUSPENSION | F: indep dbl-wishbone w stabilz bar, twin-tube shocks; R: multi-link w coils, outboard-mtx twin-tube shocks |
| STEERING | elec pwr assist rack & pinion |
| BRAKES | F: pwr-asst 13.9 vented, opposed 2-piston; R: 13.6 vented, 1-piston |
| WHEELS | 22-in dark-chrome alloy |
| TIRES | P265/50 R22 |
| LENGTH / WHEELBASE | 233.6 / 145.7 in |
| BED LENGTH | 65.6 in |
| BED WIDTH | 58.7 / btwn wells 48.7 in |
| GROUND CLEARANCE | 8.5 / running 10.6 in |
| APPRCH / DEPART | 21.0 / 24.0° |
| TURNING CIRCLE | 48.6 ft |
| HEADROOM (F/R) | (w pano roof) 39.3 / 36.9 in |
| LEGROOM (F/R) | 65.0 / 62.4 in |
| CURB WEIGHT | 6010-6095 lb |
| TOW CAPACITY | 10,340 lb |
| FUEL / CAPACITY | reg unl / 32.2 gal |
| MPG | 19/22/20 (city/hwy/comb) |
| BASE PRICE | \$73,530 |
| AVS+ SUSPENSION | load-leveling rear air susp incl adaptive variable susp (AVS), load-leveling rear height control air susp |
| PAINT: Wind Chill Pearl | 425 |
| BALL MOUNT | 65 |
| BEDLINER: non-skid spray-on | 579 |
| DESTINATION CHARGE | 1695 |
| TOTAL | \$77,339 |

(Note: prices have increased; see chart.)

2022 TOYOTA TUNDRA LINEUP

| | |
|--|-----------------|
| SR | \$35,950-41,000 |
| Double Cab, CrewMax / 5.5, 6.5, 8.1-ft beds / 4x2, 4x4 / i-FORCE only | |
| SR5 | 41,455-47,815 |
| Double Cab, CrewMax / 5.5, 6.5, 8.1-ft beds / 4x2, 4x4 / i-FORCE only | |
| Limited | 47,550-56,330 |
| Double Cab, CrewMax / 5.5, 6.5-ft beds / 4x2, 4x4 / i-FORCE, i-FORCE MAX | |
| Platinum | 57,790-64,420 |
| CrewMax only / 6.5, 5.5-ft beds / 4x2, 4x4 / i-FORCE, i-FORCE MAX | |
| 1794 Edition | 58,390-65,120 |
| CrewMax only / 6.5, 5.5-ft beds / 4x2, 4x4 / i-FORCE, i-FORCE MAX | |
| TRD Pro | 67,505 |
| CrewMax / 5.5 bed / 4x4 / i-FORCE MAX - only | |
| Capstone | 74,230 |
| CrewMax / 5.5 bed / 4x4 / i-FORCE MAX - only | |

YOUR NUMBER ONE DESTINATION FOR AUTO RACING & DRIVING SCHOOLS




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

SKIPBARBER.com / 866.932.1949

BECOME AN EXCEPTIONAL DRIVER.

BOOK TODAY!



BRIDGESTONE WINTER DRIVING SCHOOL



800.949.7543 • winterdrive.com • open 7 days a week
Steamboat Springs, Colorado

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



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

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



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

BERTILROOS.com | 800-722-3669

0-60 IN 1.5 SECONDS

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

OR EARN YOUR NHRA OR IHRA COMPETITION LICENSE!



FRANK HAWLEY'S DRAG RACING SCHOOL

866.480.7223 | frankhawley.com

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

Concours in the Hills 2023 moves to new date

Concours in the Hills will be held one week earlier than usual—on Saturday February 4, 2023—to avoid competing with the Superbowl and Phoenix Open Golf Tournament. The event will be in its regular location at Fountain Park in Fountain Hills.

Having, each year since inception in 2014, set multiple records for the number of cars on display, number of spectators and sponsors, and funds raised for Phoenix Children's Hospital, the show has become recognized as a premier event in Arizona for high-performance, exotic and collector cars.

The show is organized by sections for Domestic, Imports, Race Cars, Limited-Edition Exotics, Off-Road and Motorcycles. A helicopter display includes military attack helicopters.

The 2022 show had some 1,200 vehicles, an estimated 50,000 people and over 100 sponsor displays, and raised \$460,000 for Phoenix Children's Hospital Cardiac Department.

The show is heavily supported by leading car clubs and dealers including Ferrari, Lamborghini, McLaren, Porsche, Corvette, Mustang, Aston Martin, Bentley, Rolls-Royce, Mercedes-Benz, BMW, Audi and others. The value of vehicles is many hundreds of millions, with several individual cars worth over \$10 million.

The show officially opens at 10am but starts getting busy from 7am when cars start roaring in. Admission is free for spectators, and entry for private exhibitors is just \$75 per car or truck and \$40 per motorcycle, although many donate more. All funds go to Phoenix Children's Hospital, and the organizers are all dedicated volunteers.

WHEN:
Saturday February 4, 2023
10am - 3pm

WHERE:
Fountain Park, Fountain Hills
12925 N Saguaro Blvd
Fountain Hills AZ 85268

FURTHER EVENT INFORMATION:
www.concoursinthehills.org

ABOUT PHOENIX CHILDREN'S HOSPITAL
Phoenix Children's Hospital is Arizona's only children's hospital recognized by *US News & World Report's* Best Children's Hospitals. For 35 years, Phoenix Children's has provided world-class inpatient, outpatient, trauma, emergency and urgent care to children and families in Arizona and throughout the Southwest. As one of the largest children's hospitals in the country, Phoenix Children's delivers care across more than 75 pediatric specialties. Recognized specifically for its patient-focused innovation, medical education, growth and research, Phoenix Children's was named Business of the Year and Exceptional Innovator by the Greater Phoenix Chamber in 2018.

For more information about the hospital, visit phoenixchildrens.org. ■

Photo by Rob Mains
www.robmainphotography.com



GENEROUS BY JOE SAGE

New with last year's model, the generation-two Genesis G80 (or gen-three if you count its first life as the Hyundai Genesis Sedan before the brand became freestanding) is immediately distinguished from the prior generation by key styling elements that run throughout the brand. One is its crest grille, coming to a complete V and now making the prior one seem clipped off. Another is its two-line quad lamp treatment, running from headlights to side scoops to taillamps—perhaps the most distinctive light treatment on the road.

Genesis G80 is also distinguished from the prior generation by its powertrains. Engine choices previously were a 365-hp 3.3-liter twin-turbo V6 or a 420-hp 5.0-liter V8. But all-wheel drive—for trips north or simply for dry pavement handling—was only available with the V6 (a tough choice prompt-

ing some buyers to shop the segment elsewhere).

Engines have now been downsized to a 300-hp 2.5-liter turbo-four or a 375-hp 3.5-liter twin-turbo V6. Horses may be fewer, but torque is higher on both than in the prior generation. Though the cars still weigh about the same, around 4500 pounds, fuel mileage has increased all around. There's little lost and much gained in that formula, but also significantly, both are now available with all-wheel drive, though the more powerful G80 is now *only* AWD, a tradeoff well worth it in our book.

There are three trim levels of the 2.5T with either RWD or AWD and two sportier trims for the 3.5T, AWD only, though a choice of tire fitments (all-season or high-performance) on the top trim is treated as a third, for nine total. (We'll set aside an upcoming Electrified G80 EV model for now.) Of cur-

rent gasoline versions, our sample 3.5L twin-turbo V6 AWD Sport Prestige with summer tires is tops.

Ours looks especially sharp in Siberian Ice paint, offset by a deeply tinted panoramic sunroof, with Sevilla Red Nappa leather interior—classy and cool on the outside, performance hot on the inside.

High-performance gas-pneumatic suspension is electronically controlled via countless inputs, notable among these being road preview, a layer of extremely fast study of what lies ahead, with instant adjustments to compensate. We're not aware of having really put this to the test (e.g. finding a road with surface damage or fresh sand) though it's possible we encountered more of these than we knew, but were never aware of them—which is, of course, the whole point of the system.

That leather interior is gorgeous, with firm but unusually comfortable bolsters, a rich chevron pattern on primary surfaces, perforated for cooling (a once impossible best-of-both combination) and semi-integrated yet adjustable headrests. Among red interiors, this one rates at the top—rich, deep and generously yet discreetly applied, balanced with carbon fiber bits throughout. Rear legroom is just a few inches less than up front (notable with an even bigger G90 in the lineup above this one).

All that interior spaciousness comes with a surprisingly tight turning circle, thanks to subtle four-wheel steering.

Nitpicks? Variable-speed steering could be ultra sensitive at very slow speeds such as parking, taking a little getting used to. Some screen functions, including audio and climate, were quite finicky on the touchscreen, though were often mitigated by redundancies in handsome knurled metal controls on the steering wheel. And we had occasional questionable behavior from the door locks.

Genesis G70, G80 and G90 are by default their



compact, midsize and full-size sedans (they call G80 executive size, in luxe European fashion). Each size is more generous than those terms imply, and the generosity continues with pricing that is highly competitive against the Europeans. Combine the size and performance generosity of the Genesis G80 with its favorable pricing, and this is a premium sedan you do not want to miss. ■

SPECIFICATIONS

| | |
|-----------------------------|--|
| ASSEMBLY | Ulsan, Korea |
| ENGINE / TRANSMISSION | Korea / Korea |
| PARTS CONTENT | 85% Korea |
| ENGINE | 3.5L 24v twin turbo V6 DOHC w dual CVVT, GDI+MPI, dual exhaust |
| HP/TORQUE | 375 hp / 391 lb-ft |
| COMPRESSION RATIO | 11.0:1 |
| TRANSMISSION | 8-spd auto |
| DRIVETRAIN | AWD |
| SUSPENSION | F/R: multi-link w high performance gas shocks; electronically controlled w road preview |
| STEERING | rack-mounted motor-driven pwr variable gear rack & pinion |
| BRAKES | F: 14.2 vented, 4-piston; R: 13.6 vented, 1-piston disc |
| WHEELS | (opt) F/R: 20.8.5 / 20x9.5 alum |
| TIRES | (") 245/40 R20 / 275/35 R20 |
| LENGTH / WHEELBASE | 196.7 / 118.5 in |
| GROUND CLEARANCE | 5.5 in |
| TURNING CIRCLE | (w rear-whl steer) 36.2 ft |
| HEADROOM (F/R) | (3.5T w pano) 41.1 / 38.1 in |
| LEGROOM (F/R) | 42.5 / 38.7 in |
| CARGO CAPACITY | 13.1 cu.ft |
| CURB WEIGHT | 4453-4508 lb |
| FUEL / CAPACITY | premium unl / 19.3 gal |
| MPG | 17/26/20 (city/hwy/comb) |
| BASE PRICE | \$63,700 |
| PRESTIGE PKG / SUMMER TIRES | Nappa leather, microfiber suede headliner, carbon fiber trim, 12.3-in 3D digital instrument cluster, heads-up display, electronically controlled suspension w sport tuning, 20-in sport wheels, rear wheel steering, active road noise control, remote smart park asst, park collision-avoidance asst, fwd attention warning, 6800 |
| DESTINATION CHARGE | 1095 |

TOTAL **\$71,595**

(Note: price varies slightly from chart below.)

2022 GENESIS G80 LINEUP

| | |
|--|----------|
| 2.5T : 2.5L 16v turbo 4-cyl, 300 hp 311 lb-ft | |
| RWD | \$48,000 |
|Advanced | 52,600 |
|Prestige | 56,900 |
| AWD | 51,150 |
|Advanced | 55,750 |
|Prestige | 59,450 |
| 3.5T : 3.5L 24v twin turbo V6, 375 hp 391 lb-ft | |
| AWD Sport | 63,450 |
|Sport Prestige (a/s tires) | 69,750 |
|Sport Prestige (sumr tires) | 70,250 |

Genesis was named top premium brand in the JD Power 2022 US Initial Quality Study and improved by three rank positions overall from the prior year. The study found that all Genesis models scored better than their segment average, marking an important achievement for the brand.

Siberian Ice paint is decidedly blue in some light, quite white next to a silver vehicle, a color that will keep your eye intrigued for a long time.



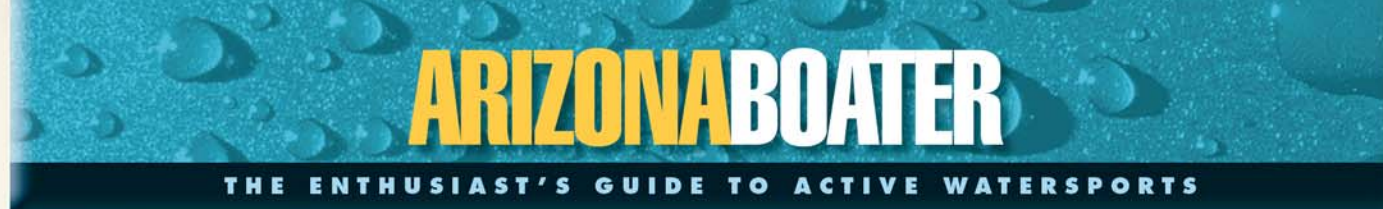


PERFORMANCE RACING INDUSTRY

The New Website is Here



LEARN MORE AT
PERFORMANCERACING.COM



New 2023 Malibu Boats Wakesetter 22 LSV and 26 LSV

The Malibu Wakesetter 26 LSV rounds out the top-end of the LSV family with a staggering length of 26'5"

Malibu Boats has two big announcements for the 2023 Wakesetter towboat model year. The Malibu Wakesetter 26 LSV sits at the top end of the LSV family, with a staggering length of 26'5", and the all-new Malibu Wakesetter 22 LSV is a midsize wake boat balancing length with the maneuverability many families love. Both have a range of all-new customization options.

Three new colors—Vivid Orange, Vivid Orange Metallic and Volt Yellow—can be combined with new two-tone soft-grip flooring choices, and there are also options on how the “Malibu” and “Wakesetter” logos appear on the side of the boat.

Sound systems are upgraded across the line, from amplifiers and subwoofers to speakers and transom remotes. And for added control and convenience, Malibu now offers a rudder-position sensor that displays on the Command Center's main screen, for ease in docking, slow-speed maneuvering and takeoffs with riders.

Malibu Wakesetter 26 LSV

The all-new Wakesetter 26 LSV, the longest boat Malibu has ever built, has a seating capacity of 18. With a dry weight of 7,000 pounds, 6,100 pounds

of ballast and 115 gallons of fuel, this boat is about living large on the water. The lounge has an all-new Max Pivot Table which smoothly changes among multiple positions, including a bench seat, a bed, and a fully functioning table that doesn't sacrifice bench seating space.

Legendary Malibu symmetrical wakes and waves can be controlled with Power Wedge III, and the surf wave can be switched between left and right with Surf Gate. Both can be controlled by the surfer with Malibu's exclusive Surf Band. Presets in the Malibu Command Center allow for quick wake setup at different levels, and the ballast amounts are factory-programmed for a perfectly shaped wake or wave—just select the sport and level, hit “load,” and the 26 LSV does the rest.

Malibu Wakesetter 22 LSV

The 22 LSV is slightly smaller than the best-selling towboat of all time, the Malibu Wakesetter 23 LSV, which makes it an attractive option for families who want a similar wake experience in a more compact package. At just under 22 feet, the nimble Wakesetter 22 LSV is easy to manage while creating world-class wakes and waves. Thanks to

Malibu's innovations like Surf Gate, Power Wedge III and the Wake Plus hull, the 22 LSV creates an astonishingly good wakeboard wake. The surf wave follows suit with the ability to switch from side-to-side with Surf Gate. The 22 LSV's increased hull depth improves the wake experience and elevates passenger comfort with a smoother ride and more ergonomic seating.

About Malibu Boats™

Based in Loudon, Tennessee, Malibu Boats, Inc. is a leading designer, manufacturer and marketer of a diverse range of recreational powerboats, including performance sport, sterndrive and outboard boats. Malibu is the market leader in the performance sport boat category through its Malibu and Axis boat brands, the leader in the 20-to-40-foot segment of the sterndrive boat category through its Cobalt brand, and in a leading position in the saltwater fishing boat market with its Pursuit and Cobia offshore boats and Pathfinder, Maverick, and Hewes flats and bay boat brands.

For more information, visit malibuboats.com, axiswake.com, cobaltboats.com, pursuitboats.com, maverickboatgroup.com or a local dealer. ■



The core of the Mercedes-Benz sedan lineup we know today has roots spanning decades, from the first S-Class in 1972, to the creation of C-Class and E-Class in 1993, to the arrival of the A-Class on our shores in 2018. Each in turn replaced or evolved longstanding pure-numeric models, in sequence with a trend from the largest to the smallest.

The big S-Class has always sold well, generally from about 15,000 to about 30,000 units in the US, but of course has always been far pricier. C-Class and E-Class seem they would appeal to far more buyers by virtue of price, though people do flock to a luxury brand for its high end, creating many paradoxes in comparisons, varying considerably from year to year, especially over these past two highly volatile years.

Over a decade or two, though, C-Class has moved from sales roughly equal to E-Class, to

becoming the number one best-selling Mercedes-Benz sedan by a margin of about 50 percent. (A-Class is harder to read, as two of its three years have been the pandemic era, though it launched with solid sales.)

This is in line with industry trends. Largely gone are the days of full-size/midsize/compact papa-mama-baby-bear sizing, evolving into more sizes with more overlap and more flexible definitions. And sales of the smaller sizes are picking up dramatically with the masses. While E-Class stands for Executive (their midsize) and C-Class for compact, Mercedes is less likely to call the A-Class—which is front-drive-based, unusual for the brand—a subcompact and more likely to call it entry level, the turf formerly occupied by C-Class.

Introduced in 2021, the 2022 C-Class Sedan is an all-new fifth-generation build. (The pricier Coupe and Cabriolet still ride atop gen-four

bones till next year.) Styling evolutions are relatively subtle. Headlights and front intakes are slightly different and a prominent crease is removed for more of a slab side. The tail-light treatment, though, is changed considerably (and is less distinctive than it was).

Cabin space is increased, with elbow room up by almost an inch and headroom by half an inch, while rear passengers receive almost an inch and a half of increased kneeroom, a generous and meaningful gain.

C-Class gains a version of display and interface from the big S-Class, with driver-centric orientation and high levels of personalization available via a deep dive into settings.

Auto start-stop defeat (a must in our book) is now in the same bezel as the engine start button, eliminating the more typical need to hunt for it (though this is all behind the wheel, so be careful reaching for it while driving).

Power to weight is above average, while steering feel, in any drive mode, took a little getting used to. On the tech side, we had an alarming surprise when the car came to an abrupt dead stop while backing into a space. A desperate glance, as traffic bore down on us, showed “speed severely restricted; tap here to remove restriction.” Quite unusual.

They say it’s better to buy a less expensive house in a high-end neighborhood than to buy the fanciest house in a less expensive neighborhood—you can buy a small condo in Beverly Hills and enjoy the same atmosphere and amenities as someone in a mansion, and it holds its value far better than a bigger, newer house in the cheap end of town. It seems the same could be said in a vehicle lineup (see sedan base prices, lower right). As the best-seller in the Mercedes-Benz sedan lineup by far, the C-Class Sedan is a case in point.

Yesterday’s entry level car has easily and handsomely become today’s feature- and finish-laden mainstream model. ■



One style-over-engineering trend we would send back for further development are the shiny black membranes covering switches for many key functions. There is little or nothing to distinguish, by touch, what could be buttons, necessitating eyes-off-road at critical times. Even when parked and staring right at it, pressing M for memory would instead turn on the heated seats as often as not.

Globally, the C-Class has been Mercedes-Benz’s best-selling vehicle of any type for the past decade.

advanced entry

by Joe Sage



SPECIFICATIONS

| | |
|---|---|
| ASSEMBLY | Bremen, Germany |
| ENGINE | 2.0L inline-4 turbo with 48-volt mild hybrid system, diecast alloy block and head |
| HP/TORQUE | 255 hp / 295 lb-ft |
| + EQ BOOST | up to 20 hp / 148 lb-ft |
| COMPRESSION RATIO | 10.0:1 |
| 0-TO-60 / TOP SPEED | est 6.0 sec / 130 mph |
| TRANSMISSION | 9G-TRONIC 9-sp auto |
| DRIVETRAIN | RWD |
| SUSPENSION | 4-wheel independent: F: 4-link; R: 5-arm multilink |
| STEERING | electromech pwr rack & pinion |
| BRAKES | na |
| WHEELS | 18-in multispoke, staggered: F: 7.5x18; R: 8.5x18 |
| TIRES | F: 225/45R18; R: 245/40R18 all-season extended mobility |
| LENGTH / WHEELBASE | 187.0 / 112.8 in |
| GROUND CLEARANCE | na |
| TURNING CIRCLE | 36.3 ft |
| HEADROOM (F/R) | 37.2 / 37.5 in |
| LEGROOM (F/R) | 41.7 / 36.0 in |
| CARGO CAPACITY | 12.6 cu.ft |
| WEIGHT | 3825 lb |
| FUEL / CAPACITY | premium unl / 17.4 gal |
| MPG | 25/35/29 (city/hwy/comb) |
| BASE PRICE | \$43,550 |
| PINNACLE TRIM | n/c |
| ILLUM SILL PANELS | 150 |
| SIRIUSXM (w trial period) | 350 |
| ACOUSTIC GLASS | 150 |
| ENHANCED AMBIENT LIGHTING | 250 |
| INDUCTIVE WIRELESS CHARGING | 200 |
| MULTIMEDIA PKG: MB nav w augmented video, heads-up display | 1700 |
| SOUND PKG: Burmester 3D surround sound system, online music streaming, sounds personalization | 650 |
| DA3 PKG: parking pilot, Parktronic w active parking assist, surround view system | 950 |
| DESTINATION CHARGE | 1050 |
| TOTAL | \$49,000 |

2022 C-CLASS LINEUP

| | | |
|------------------|-------------|----------|
| C 300 Sedan | RWD | \$43,550 |
| | 4MATIC | 45,550 |
| C 300 Coupe | RWD | 47,850 |
| | 4MATIC | 49,850 |
| C 300 Cabriolet | RWD | 55,400 |
| | 4MATIC | 57,400 |
| AMG C 43 Coupe | perf 4MATIC | 60,500 |
| C 43 Cabriolet | perf 4MATIC | 67,000 |
| AMG C 63 S Coupe | RWD | 79,200 |
| C 43 S Cabriolet | RWD | 87,100 |

2022 SEDAN BASE PRICES

| | |
|--------------------------|----------|
| A-Class | \$33,950 |
| C-Class | ▼ 43,550 |
| E-Class | 54,950 |
| S-Class | 111,100 |
| Mercedes-Maybach S-Class | 184,900 |
| Mercedes-EQ EQS electric | 102,310 |



Goodyear lunar vehicle tires

▼ **Goodyear** Tire & Rubber Company supplied essential products for NASA's Apollo program half a century ago. The company now continues that tradition by joining Lockheed Martin in development of a lunar mobility vehicle. Lockheed Martin has helped **NASA** explore every planet in our solar system and leads the growing team by leveraging its more than 50-year history working with NASA on deep space human and robotic spacecraft, such as NASA's Orion exploration-class spaceship for Artemis and numerous Mars planetary spacecraft. Commercial robotic arm technology from teammate MDA of Canada will be used on the human-rated lunar mobility vehicles, providing valuable support for astronauts and enabling greater functionality of the rover on fully autonomous missions. Team members are each applying their perspectives and shared expertise to new challenges and market approaches that are being considered for the first time. The team of companies intends to be the first to establish extended-use commercial vehicle operations on the Moon, with Goodyear bringing its expertise on a mission-critical component, tires, drawing from their advanced airless tire technology—used on Earth for micro-mobility, autonomous shuttles and passenger vehicles—to withstand the challenging conditions on the Moon. The Apollo lunar rovers were purpose-built for just a few days of use on excursions within five miles of their landing sites. Future missions will need to traverse rugged terrain over much longer dis-

tances while operating in greater temperature extremes. New tire capabilities will need to be developed for years of durability and to survive nights of 250 degrees below zero Fahrenheit and daytime temps that exceed 250 degrees. The companies have begun testing concepts in lunar soil test beds. They will also manage development of the program's commercial business operations and engagement with NASA and global space agencies. They ex-



Supernal eVTOL vehicle cabin concept by Hyundai

pect to have their first vehicle on the surface of the Moon in time to support NASA's next landed mission, currently planned for 2025. Follow @LMNews and @LMSpace on Twitter for news and announcements.

▼ **Supernal**—an international high-technology group operating in the aviation (propulsion, equipment and interiors), defense and space markets—revealed its initial

eVTOL vehicle cabin concept at Farnborough International Airshow, providing the first look at how **Hyundai** Motor Group is integrating automotive capabilities to develop the Advanced Air Mobility (AAM) market. Supernal partnered with Hyundai's design studios to create the cabin concept as they work to certify the eVTOL vehicle for commercial use in the US starting in 2028 and in the EU and UK shortly after. Beyond the vehicle, Supernal is collaborating with external partners and Hyundai's more than 50 affiliates—which span automobiles, automotive parts, construction, robotics and autonomous driving—to co-create the expansive AAM value chain. The five-seat cabin concept provides clues to how Supernal is harnessing automotive design processes and materials, while meeting commercial aviation's highest safety standards, to optimize the passenger experience and price point. The butterfly-door cabin utilizes the automotive industry's reductive design approach to create a lightweight forged carbon fiber interior. Ergonomically contoured seats offer a cocoon-like environment. Deployable seat con-

soles mimic automobile center consoles and provide a charging station and storage compartment for personal items. Grab handles built into the cabin doors and seatbacks assist with ingress and egress. A combination of lighting—including overhead lights inspired by automobile sunroofs—adjusts in various stages of flight to emulate a "light therapy" effect. The cabin layout draws on automotive space innova-

tion with a minimized bulkhead, which allows for generous headroom and package functionalities. Complementing US-based Supernal's battery-powered eVTOL vehicle, designed for intra-city passenger



Tesla 4680 structural battery pack

journeys starting in 2028, Hyundai's Korea-based division focused on Regional Air Mobility is developing a hydrogen-powered mid-sized version for regional (city-to-city) cargo and passenger journeys, with plans to launch service in the 2030s.

▼ **BMW** will be following Tesla's lead in adopting new cylindrical EV battery technology, arranging to source components for their Neue Klasse (New Class) electric vehicles from EVE Energy, a Guangdong-based supplier to BMW in China. The new range of EVs is due to go on sale in 2025, initially focusing on midsize premium models such as the 3 Series. Earlier this year, **Tesla** began manufacturing a new larger-format 4680 cylindrical battery—46mm in diameter and 80mm in length—forecasting that it will lower production costs and improve range compared to their current 2170 cylindrical battery. BMW's batteries from EVE are expected to be similar in size. The shift by BMW, which currently uses prismatic batteries, underscores growing momentum for the large cylindrical format. Prismatic batteries, rectangular in shape, have been the most common form of auto battery in the past two years, as they can be more densely packed. But proponents say the newer larger cylindrical cells have become more cost-effective due to improvements in energy density. EVE announced last spring it will build a cylindrical battery plant in Debrecen, Hungary, its first plant in Europe, where BMW is also constructing a plant to produce its

Neue Klasse platform EVs. Government incentives are driving demand for EVs in Europe and the US, spurring Chinese battery and EV makers to accelerate plans to set up production bases overseas. The world's

largest battery maker, China's CATL, is expected to also supply cylindrical batteries to BMW starting in 2025. Expectations are high that these will also be large-sized cells, but CATL will not comment. CATL announced in August that it would build Europe's biggest battery plant, with annual capacity of 100 gigawatt hours, also in Debrecen, with **Mercedes-Benz** as its largest client. It was not immediately clear how many batteries BMW plans to pro-



Ford robot charging station

cure from EVE and CATL. Analysts predict that Chinese battery makers which have relied on a huge domestic market where prismatic cells reign will have to change quickly to cylindrical units, as EVE and CATL are. EVE, founded by lithium ion battery researcher Liu Jincheng in 2001 and also a supplier to Xpeng, is a much smaller player than CATL, ranking eighth in China with 2.3 percent market share. By

comparison, CATL makes 48 percent of the total batteries installed in EVs in China. A more detailed announcement is expected from BMW this fall.

▼ **Ford** has developed a prototype robot charging station that EV drivers operate via smartphone from inside their vehicle, enabling disabled drivers to stay in the car while charging or to leave the car while the robot does all the work. Disabled drivers have already identified ease of charging as a key EV purchase consideration. Ford is testing the robot charging station as part of a research project to develop hands-free charging solutions for EVs and fully automatic charging for autonomous vehicles. After initial lab testing, researchers are now testing the station in real-life situations. Once activated, a station cover slides open and the charging arm extends towards the EV's inlet, guided by a tiny camera. Drivers can monitor charge status via the FordPass app in trials. After charging, the arm retracts back into place. In the future, the stations, custom-made by Dortmund University in Germany, could be installed at disabled parking spaces, in car parks or at private homes. Further applications could include fast and efficient charging of company fleets. The technology army also support more powerful charg-

ing in a much shorter time and may become fully automated, with minimal or no driver involvement. The driver would simply send the vehicle to the charging station, with the infrastructure ensuring it reaches and returns from its destination autonomously. Ford is also researching robot charging solutions with Automated Valet Parking, as demonstrated at IAA in Munich, Germany, last year. ■

UPCOMING FEATURES

Mercedes-Benz S 580 4MATIC



Ford Bronco Raptor 4-Door Advanced 4x4



Road trip: Oatman-Kingman-Route 66



"Iron Maven" electrified Volvo SEMA project update



TAWA Texas Truck Rodeo



Los Angeles Auto Show



Mazda CX-50



Ram 1500 Big Horn Crew Cab 4x4



GO FARTHER



Jeep Rentals • 4wd Instruction
Overlanding & Guided Trips



Barlow Adventures Sedona

Barlow Adventures Moab

3009 W SR 89A
Sedona, AZ 86336
928-282-8700



284 N. Main St.
Moab, UT 84532
435-259-3195

www.Barlows.us

Tyson Hugie

Kevin McCauley - capturingthemachine.com

Girl Gang Garage

SEMA

SHOW



NOVEMBER 1-4, 2022
LAS VEGAS CONVENTION CENTER

REGISTER TO ATTEND AT
SEMASHOW.COM

