

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 22 NUMBER 2  
MARCH-APRIL 2023

## BAILEY CAMPBELL AT KING OF THE HAMMERS



ALSO: AUCTION WEEK  
AND CONCOURS RESULTS  
MONUMENT VALLEY OVERNIGHT  
SUPRA MANUAL / GMC AT4X  
SEDANS / SUVs / CROSSOVERS  
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# #BeOneInAMillion

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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!

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

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



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



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



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

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

## news & features March-April 2023

<b>A Week With Special Events</b>	<b>2023 Toyota GR Supra 3.0 Premium MT</b> ..... 10
	<b>Arizona Auction Week 2023 results</b> <b>A</b> ..... 12 Our big event week was back to its normal schedule after three years of interruptions, reschedules, cancellations and special rules, this time with just four auction houses remaining.
<b>A Week With</b>	<b>2023 GMC Sierra 1500 AT4X</b> <b>B</b> ..... 20
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<b>A Week With Motorsports</b>	<b>2023 Volkswagen Jetta 1.5T SEL</b> ..... 41
	<b>Bailey Campbell at King of the Hammers 2023</b> <b>F</b> ..... 42 Born and bred into a family of off-road vehicle fabricators and race drivers, Bailey Campbell has followed suit her whole life. Now she has completed (as few do) the impressive Nitto Race of Kings at the annual King of the Hammers event at Johnson Valley in Southern California. By Elizabeth Williams
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<b>Special Event</b>	<b>Concours in the Hills 2023 results</b> <b>H</b> ..... 52 A couple of weeks after the auctions wrap up, there is one more event in Fountain Hills, raising funds for charity—and it is huge.
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**COVER:** Born into a family of fabricators and racers and one herself practically since birth, Bailey Campbell runs in the 2023 Progressive King of Hammers Powered by Optima series off-road competitions, in the cornerstone Nitto Race of Kings, and joins the elite group of finishers.  
**Photo: Danny Fisher & Harlen Foley**



Patrick Darby

Tyson Hugie

Robert Kranz

**START YOUR ENGINES : FROM THE PUBLISHER**

In this issue, new contributor (a prominent industry professional we've worked with for years) **Elizabeth Williams** brings us the compelling tale of **Bailey Campbell**, a Valley off-road race fabricator and driver, advancing in the family's established presence in this realm. Regular contributors include **Stephanie Jarnagan**, with the "good deeds" details of an RV converted to a mobile medical facility; **Tyson Hugie**, traveling into Monument Valley but, unlike most of us, heading off the highway onto tribal trails and spending the night; and **Jan Wagner**, with key racetrack news out of Southern California,

Inside baseball: the number of pages a vehicle review occupies does not necessarily reflect how cool it is or how much we liked it. Sometimes something is smaller simpler because we did something very similar not long before. Sometimes something is longer because an oddity inspired a deeper dive. Something may be longer simply because we took it somewhere special, though there often still isn't enough room for that. Printing press and bindery standards require a total page count that's a multiple of four, but eight is far more efficient, 16 all the moreso. With background as architects, you could say we kind of perversely enjoy these restraints—it feels good to conquer them.

When we started publishing, 21 years ago, there were far fewer SUVs—sedans, coupes, pickups and minivans ruled. Now, of course, SUVs rule—as reflected in this issue by drives of nine vehicles, five of which are SUVs or crossovers (though it may feel like more). Those aside, we have a new manual transmission in a hot performance coupe, a beefed-up version of an already beefy off-road-oriented pickup, a super performance near-limo sedan, and a very popular mainstream small sedan. Of these, several are hybrids, or have cylinder deactivation, or are supercharged, or combinations thereof—all the latest and most clever ways to achieve performance and fuel economy. Purely coincidence, these advanced powertrains kind of underscore that there are no EVs in this issue.

Enjoy the ride!

**Joe Sage** - Publisher/ Executive Editor

**ARIZONA DRIVER**

MAGAZINE



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# AUTOMOTIVE NEWS UPDATE



Ram 1500 Revolution EV Concept

▼ The **Ram** Revolution Battery-electric Vehicle (BEV) Concept unveiled at CES is loaded with integrated leading edge technology, a fully connected customer experience and advanced mobility features. They say its ultra-modern exterior styling represents the future of Ram trucks (presumably including gasoline and diesel). Its all-new face includes animated, modernized RAM badging and an animated full LED “tuning fork” headlight design. Doors have been reimagined in a grand saloon-style opening that showcases a cavernous occupant space without a B-pillar. A new interior layout offers increased space and flexibility to configure workspace, including a removable center console with a fold-flat surface. Third-row jump seats are another industry first, integrated with a powered mid-gate with a removable lower section that allows for multiple flexible seating configurations and enables a pass-through extending into the frunk that can fit items up to 18 feet long. Built on new STLA Frame architecture designed specifically for full-size body-on-frame EVs, the concept incorporates its battery pack efficiently with full underbody aero panels and active diffuser. Powered by two electric drive modules (EDMs), the concept features all-wheel-drive capability. It can add up to 100 miles of range in about 10 minutes with 800-volt DC fast charging at up to 350 kW. Four-wheel steering features up to 15 degrees of articulation for greater vehicle maneuverability. Ram is aiming for segment leadership in range, towing, pay-

load and charge time. The entire Ram lineup will offer electrified solutions in upcoming years, as the brand moves toward electrification in support of the Stellantis Dare Forward 2030 strategic plan. A Ram 1500 BEV production model will be introduced in the coming months, targeted to go on sale for 2024.

▼ **Mercedes-Benz** has announced far-reaching plans to launch a global high-



Mercedes-Benz high-power charging network

power EV charging network across North America, Europe, China and other key markets. It will begin to be built this year in the US and Canada, followed by other regions around the globe. The aim is to have the full network in place before the end of the decade, by which time Mercedes-Benz intends to have gone all-electric wherever market conditions allow. Their high-power charging network will be lo-

calated in key cities and urban population centers, close to major arteries, convenient retail and service destinations, including participating Mercedes-Benz dealership sites. The company believes this strategic move will significantly enhance the usability and convenience of its new generation of EVs, differentiate the Mercedes-Benz ownership experience and accelerate their EV transformation. The charging network will focus first and foremost on Mercedes-Benz customers, who will have preferential reserved access and other benefits, while also open to drivers of other brands with compatible technology. They will provide ongoing support for shared networks such as IONITY. Their collaboration partners in North America include MN8 Energy, one of the largest solar energy and battery storage owners and operators in the US, and ChargePoint, a current major EV charging network. By 2027, they plan to have a network of more than 400 hubs across North America, with more than 2,500 charging units.

▼ **Sony Honda Mobility** Inc. (SHM) an-

nounced its new brand AFEELA and unveiled a prototype sedan at CES. SMH representative director, chairman and CEO Yasuhide Mizuno says SHM strives to become a mobility tech company, combining technology, passion and creativity, turning “mobility space into entertainment space by seamlessly integrating real and virtual worlds. SHM has started to build new values and concepts for mobility

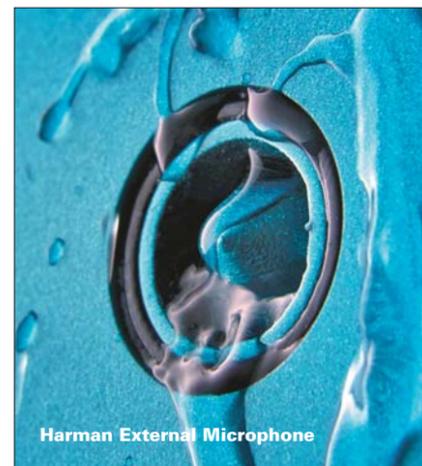
working with Epic Games.” Intuitive navigation will use sensing technology for augmented reality (AR) via a strategic technology partnership with Qualcomm Technologies using their Snapdragon Digital Chas-



McLaren-Gulf partnership

sis in key features including AD/ADAS, HMI/IVI and telematics. SHM will develop a production model based on the prototype shown at CES, with pre-orders expected to begin in the first half of 2025, sales by the end of 2025 and delivery starting in spring 2026 in North America.

▼ **Harman**, a subsidiary of Samsung Electronics Co., Ltd. of South Korea, has introduced Sound and Vibration Sensor and Ex-



Harman External Microphone

ternal Microphone products to enhance the audio experience inside and outside a vehicle, enabling a variety of applications to enhance safety and the user experience, from detecting emergency vehicle sirens, to listening for exterior speech commands from drivers or traffic controllers, to detecting glass breakage or vehicle impact. The completely sealed piezo-based Sound and Vibration Sensor can be invisibly integrat-

ed into a vehicle’s exterior while the External Microphone can withstand environmental elements and is configurable as a single element or multi-element array.

▼ **McLaren** Automotive has announced renewal of its partnership with **Gulf Oil** International as its Official Lubricant and Fuel Partner for 2023. As McLaren’s official engine oil supplier, and following rigorous powertrain testing in 2021, Gulf Formula Elite will remain first fill lubricant in all McLaren supercars and hypercars leaving the McLaren Production Center. Gulf Formula Elite was created by both technology teams working collaboratively, de-



SsangYong Rexton

veloping and testing a lubricant for McLaren’s high performance V8 and V6 engines. The result is an advanced full synthetic engine oil that protects even in the most extreme conditions, for sustained peak performance in McLaren cars, using ThermoShield Technology to form a robust coating on all critical engine parts for enhanced wear defense, while maintaining optimum temperature by helping to dissipate heat,

actively preventing oil deterioration and helping to provide greater deposit control.

▼ **SsangYong** Motors of South Korea has collected yet another award for its flagship Rexton, named as “Best Value” off-roader for an unprecedented sixth year running in the UK’s 4x4 of the Year 2023 awards, sponsored by BFGoodrich. A large D/E-segment four-wheel drive by Euro classifications, balancing a premium cabin with rugged off-road capability, the fifth-generation SsangYong Rexton 4x4 SUV was updated in 2020, with further specification changes in 2022. The vehicle is powered by a 2.2-liter Euro 6 turbo diesel engine delivering 202 PS (199 hp) and maximum torque of 441 Nm (325 lb-ft) via an 8-speed automatic transmission. Towing capacity is 3.5 tonnes UK (about 7840 lb US), the benchmark for caravanning (travelling) in Britain. Built with very strong and modern body-on-frame construction, SsangYong Rexton comes equipped with a comprehensive suite of electronic safety aids and up to nine airbags. Rexton features Apple CarPlay and Google Android Auto, an HD 9.2-inch navigation screen and Ultimate Plus boasting 3D surround-view monitoring. SsangYong’s heritage and deep experience with building 4x4 vehicles covers 68 years, while it is known for highly com-

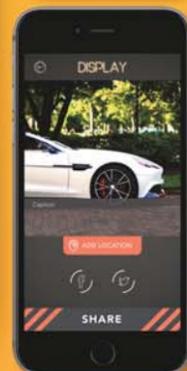
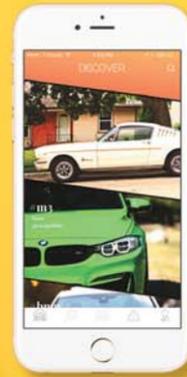
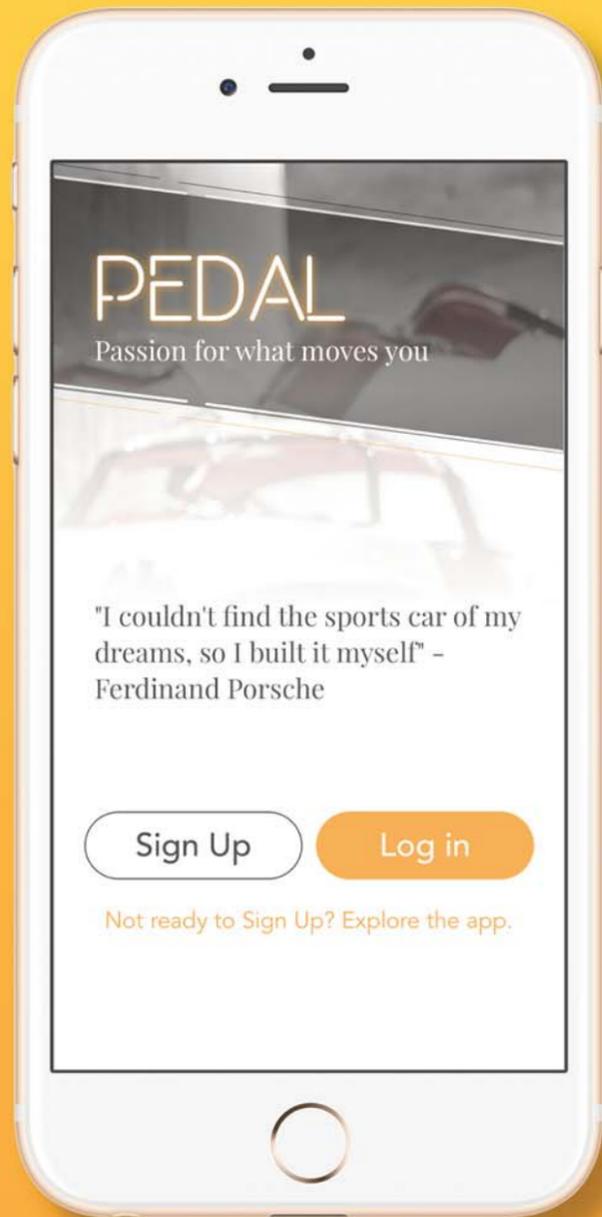
petitive pricing with a comprehensive list of standard equipment. Though a rare sight on US roads, they do show up.

▼ Every classic **Porsche** has an origin story. An important part of ownership or restoration is knowing the details of this history. With its archives of historic docu-

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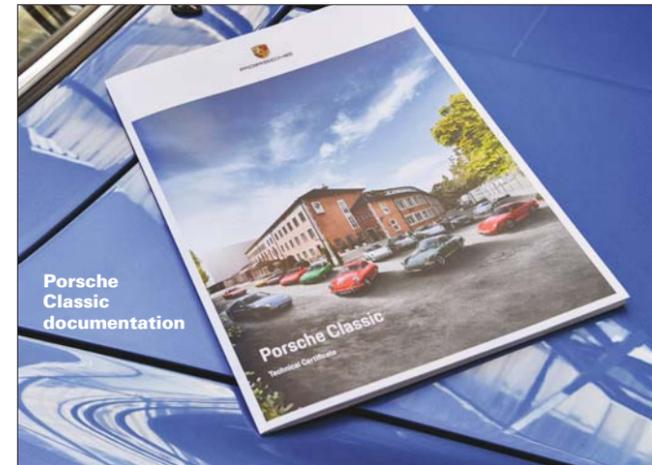


PEDAL

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ments, Porsche is able to provide many pieces of original production information, going back decades. Now, for the first time, the process of accessing these documents has moved online. Utilizing the recently



launched Porsche Vehicle Documentation site, users can now request a Porsche Production Specification (PPS) by VIN, as well as learn more about ordering a Porsche Classic Technical Certificate (CTC) and other documentation options available from Porsche and the national dealer network. The PPS and CTC both provide useful documentation, with some key differences between them. • The PPS contains original production specifications, including options, paint and interior colors, engine and transmission type, production completion date and MSRP if available. The PPS is \$125 and can only be ordered online at [vehicledocumentation.porsche.com](http://vehicledocumentation.porsche.com). • The CTC goes further to include an inspection by a Porsche technical expert at a qualified dealership. This reveals a greater level of detail, including whether original parts may have been replaced and whether engine or transmission numbers and types currently in the vehicle match original records. CTC evaluation includes inspection of the exterior, interior, drive system, underbody and suspension, with professional photos of the exterior and interior and a detailed summary in a handsome package worthy of being displayed at your next meet-up. Available for a wide range of models, a CTC, with prices starting at \$500, can only be ordered at a Porsche Classic Partner or qualified dealer. • Also, original Monroney labels (for model year 19 and newer) and personalized Monroney labels (for MY20 and newer) are available for free for eligible customers through MyPorsche.

▼ A **Chrysler** Synthesis demonstrator revealed at CES provides a glimpse into the brand's future, previewing the first application of new Stellantis technologies in



North America. The display shows integration of a contemporary, sustainable interior design atop advanced Stellantis technology, promising what they call Harmony in Motion—a more user-friendly, more connected and more efficient “mobility experience.” Showcased is Chrysler-branded Advanced Technology for Real Life—STLA Smart Cockpit, STLA Brain and STLA Auto-Drive technology—to blend modern premium design with intuitive, advanced tech

Forward 2030 strategic plan announced by Stellantis last year, outlining the parent company's roadmap for the future.

▼ Founded in 2013, **Bicester Heritage**



features to manage friction and chaos of everyday life. The two-seat mockup also represents the Chrysler brand's next steps toward revitalization and transformation, building on the reveal of the Chrysler Air-flow Concept at last year's CES, along with a statement that the brand will launch its first battery-electric vehicle in 2025 and a full EV portfolio in 2028. Chrysler's move to an all-electric future aligns with a Dare

in the UK is now home to 45 industry-leading historic motoring specialist workshops with a collective turnover of over £50m—the largest player in the industry and set to grow exponentially with a global reach—a “marina-like” cluster at the beautiful 444-acre Bicester Motion site, the country's best-preserved WW2 RAF Bomber Station. Scramblers, the Bicester Heritage membership club, has announced the calendar for 2023, with Scrambles in April and Octo-

ber and monthly Assembly dates. Already passed are Japanese January and Ford February. The balance include Motorsport, Vintage velos, Mini, M Day, Porsche 911 at 60, holiday themes and others, as well as a 10-year anniversary in June and Oktoberfest in late September. Find more information about Scramblers membership, the Bicester Motion site and the team behind it at [www.bicesterheritage.co.uk](http://www.bicesterheritage.co.uk). ■

When Supra was reborn four years ago, Toyota paid special attention to its inline-six heritage, sourcing its engine from BMW, which led in turn to other structural and component sharing (with the Z4) and the Supra's build in Austria. One notable evolution was that the new model would be a pure two-seater. Another is that it would be the first Supra available as an automatic only.

In its second year, the GR Supra (its full name, for Gazoo Racing) added a four-cylinder model—deviating from that original formula of six-cylinder purity, while also making its full name even longer, now either GR Supra 2.0 or GR Supra 3.0.

Through all this, there has also been the Toyota 86 (formerly Scion FR-S), an affordable four-banger (roughly \$15-25k lower in price) and nominally a

four-seater. Though smaller and less expensive, it drew our attention for its available manual transmission. We even contemplated whether it should have its profile raised by becoming a GR Supra 1.0, what with the six-cylinder standard already violated. Toyota seems to have thought along these lines, too, not renaming that model as a Supra, but at least as the GR 86.

Now the GR family had three sports coupes in a neat pricing stairstep (next compounded by the addition of a GR Corolla sedan.) But only the 86 offered that manual trans, making choices among them either easy or frustrating. Until now.

The big news for 2023 is the GR Supra 3.0 MT, with a six-speed manual—the variant we are driving here. Priced the same as the automatic, the

decision is easy, whatever your preference. Notably, GR Supra 2.0 remains automatic-only, avoiding maximum angst in the 86-to-2.0-to-3.0 matrix.

The new manual transmission is also German, a ZF unit modified to suit the Supra 3.0's high-horsepower powertrain as well as its high-end road handling, from a stronger clutch and friction plate assembly, to a tightened-up shifter to accommodate the tight space inside the Supra's cabin. Traction control settings are also refined to handle this build.

It's a great formula, though it includes one other feature that's becoming more common these days—blip-shifting (rev-matching), an arguably exaggerated goosing of the throttle to help the semi-initiated not miss a gear. We find these immensely annoying, both in performance and sound ef-

fects, and turn them off as soon as we can find a way, which in this car is via its Individual Mode.

We had our new Supra for a particularly stormy week—adventurous sports car weather! We took a cruise out the tight, winding paved portion of the Apache Trail, and we hit Valley freeways during torrential downpours, with limited visibility but traffic still at its usual healthy clip. It's fun to open it up on dry pavement, but tackling surfaces and curves in extreme wet conditions, when you really have to feel and work with your grip, raises the thrill factor and the enthusiast level.

Wet or dry, the manual-shift GR Supra 3.0 was powerful and responsive—we could do anything legal in just three or four of its six gears. The upper gears could maximize fuel mileage on a long high-

way cruise, though we hovered around 23 MPG (between its 21 and 27 combined and highway ratings) for our not-at-all-fuel-disciplined driving mix.

A long cruise could be fairly comfortable in this little coupe. Its clamshell roof design makes ingress and egress head clearance very tight if you're tall, but legroom is quite generous once settled in.

Superb in all conditions, the 382-hp GR Supra 3.0 MT has eclipsed our idea of a GR 86 as an alternative for the manual shift fan. That option now in Supra is a huge and overdue breakthrough. ■



**SPECIFICATIONS**

ASSEMBLY	.....Graz, Austria
SEATING CAPACITY	.....two
ENGINE	.....3.0L inline-6 twin-scroll turbo, 24v DOHC, chain drive, direct injection, variable valve timing
HP/TORQUE	.....382 hp / 368 lb-ft
COMPRESSION RATIO	.....10.2:1
TRANSMISSION	.....6-spd manual (8AT avail)
DRIVETRAIN	.....RWD
ZERO-TO-60	.....(MT) 4.2 sec (AT 3.9 sec)
SUSPENSION	.....F: dbl-joint type MacPherson strut, 23.5mm stblzr bar, lightweight alum braces from strut tower to radiator; R: multi-link 5-arm, 18.0mm stblzr bar
STEERING	.....elec power steering
BRAKES	.....F: 13.7 vented, Brembo 4-piston fixed caliper; R: 13.6 vented, Brembo single-piston floating caliper
WHEELS	.....forged alum: F: 19x9.0; R: 19x10.0
TIRES	.....Michelin Pilot Super Sport F: 255/35 ZR19; R: 275/35 ZR19
LENGTH / WHEELBASE	.....172.5 / 97.2 in
GROUND CLEARANCE	.....4.5 in
TURNING CIRCLE	.....34.1 ft
HEADROOM	.....38.3 in
LEGROOM	.....42.2 in
CARGO CAPACITY	.....10.2 cu.ft
WEIGHT	.....(MT) 3389 lb
FUEL / CAPACITY	.....95/91 oct prem / 13.7 gal
MPG	.....19/27/21 (city/hwy/comb)
BASE PRICE	..... <b>\$55,650</b>
DRIVER ASSIST PKG	.....Cruise control, blind spot monitor, rear cross traffic alert, parking sensors with alert.....1195
PREMIUM COLOR	.....Stratosphere.....425
DESTINATION CHARGE	.....1095
TOTAL	..... <b>\$58,365</b>

**2023 TOYOTA GR SUPRA LINEUP**

2.0	.....255-hp 2.0L I-4	.....8AT	.....\$43,540
3.0 Base	.....382-hp 3.0L I-6	.....8AT	.....52,500
	....." 6MT		.....52,500
Premium	....." 8AT		.....55,650
	....." 6MT		.....55,650
A91-MT	....." 6MT		.....58,345

# Major shift for Supra

by Joe Sage



# Arizona Auction Week 2023

In the wake of the past two years' significant pandemic disruptions—from postponements to cancellations to attendance restrictions to remote operations—this year's January schedule returned largely to normal, timewise. Participationwise, much has changed, while much remains the same. The week had hit a high of eight auction events in 2020, just in time for the first murmurs of pandemic lockdowns. Attrition since then has brought it down to just four this year. Gone via various paths and evolutions are Leake Auctions, Russo and Steele, Gooding & Company and Worldwide Auctioneers (although Worldwide says theirs is just a one-year break). But the rest were all back at their familiar locations, with their usual wide range of event components and even some expanded inclusions. The net experience was back to normal for bidders, sellers and watchers of all sorts. As usual, many new world records were achieved, and results here set the stage for the rest of this year's auction sales. And a good time was had by all.



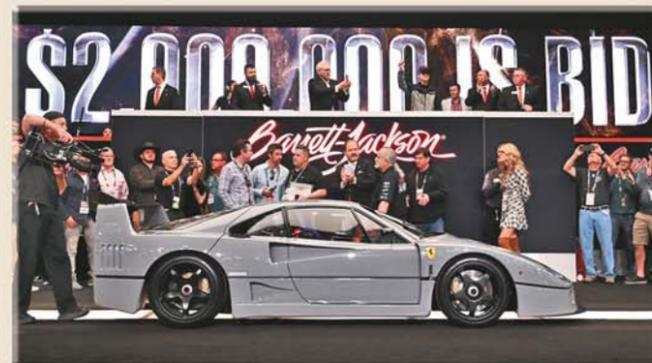
## Barrett-Jackson 52nd Annual Scottsdale Auction Nine days: Saturday, January 21 - Sunday, January 29, 2023

WestWorld of Scottsdale, Loop 101 & FLWright Blvd, Scottsdale AZ 85260

**BARRETT-JACKSON** kicked off the 2023 auction calendar with their flagship Scottsdale Auction, January 21-29 at WestWorld of Scottsdale. The event featured a diverse 100 percent No Reserve docket of 1,907 collectible vehicles tallying more than \$184.2 million in auction sales, at a 100 percent sell-through rate, and surpassing 200 world auction records. Top seller was the 1989 Ferrari F40 at \$2.75 million, with an average sale price of more than \$96,000 per vehicle. The top 10 auction vehicle sales included:

Five vehicles were also sold for charity, with 100 percent of the hammer price from each benefiting a nonprofit initiative (see following page).

The nine-day event had record opening weekend attendance, with QT Family Day



(free for 12 and under) on Saturday, including an interactive STEM Fest supported by Ford, Lucid and Safe Haven Defense; the Boy Scouts Pinewood Derby; and supercar therapy for 12 children battling serious illnesses and heavy life challenges, in partnership with the Driven Project. Sunday's Future Collector Car Show presented by Meguiar's celebrated the collector car hobby of tomorrow with over 100 future collectibles. The weekend concluded with the Opening Night Gala, featuring 56 airmen and women in a salute to Arizona's Luke Air Force Base and presenting of colors, as well as live entertainment by Emerald City Band and DJ Munition, gourmet food and signature cocktails.

Over 1,100 pieces of authentic automobilia were also auctioned for more than \$6.41 million, bringing total auction sales above \$190.6 million. These were topped by:

1. 1942 17-ft Chris Craft Special Runabout "Wood" Boat Bar.....(Lot #9484)...\$120,750
2. Large Ferrari Dealership Sign.....(Lot #9391.4)...\$95,450
3. Ca 1940s-50s Carriage Motors Animated Neon Porcelain Sign.(Lot #9490.3)...\$86,250

Entertainment icons, professional athletes and titans of industry in attendance during this year's auction included automotive personalities Bogi Lateiner, Dave Kindig, Linda Vaughn, Aaron Shelby, Cody Walker, Dennis Collins, Danny Coker, Richard Rawlings and Ken Lingenfelter; motorsport icons Joey Logano, Ross Chastain, Erik Jones, Casey Mears, Arie Luyendyk Sr., Paul Tracy and Tom Sneva; and other professional athletes and personalities such as Larry Fitzgerald, DeAndre Hopkins, Zaven Collins, Isaiah Simmons, Marco Wilson, Richie Incognito, Shane Doan, Bill Goldberg and Michael Buffer.

A record number of bidders and attendees surpassed 300,000, while live television coverage on *The HISTORY Channel* and *FYI* hit a record 41 hours.

Next up for Barrett-Jackson is Palm Beach, April 13-15, with tickets and VIP packages available now and consignment and bidder registration underway.

▼ [www.barrett-jackson.com](http://www.barrett-jackson.com)



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**Barrett-Jackson charity highlights**

BARRETT-JACKSON surpassed the \$150 million milestone in total dollars raised for charity to date, during this year's auction event. With 100 percent of the hammer price going directly to charity, the milestone was achieved on Friday afternoon, with a second charity sale also on and three more auctioned on Saturday.

The total of five charity vehicles together raised \$1.89 million, as follows:

- 2021 Shelby Super Snake Count's Kustoms Edition (Lot #3000) .....to benefit Camp Freedom .....\$350,000
- 2023 Ford F-150 Lightning 4x4 Super Crew Pickup (Lot #3001).....to benefit Fighter Country Foundation .....\$275,000
- 2024 GMC Hummer EV Edition SUV VIN 001 First Retail Production (Lot #3002).....to benefit Tread Lightly! .....\$500,000
- General Colin L. Powell's 2015 Chevrolet Corvette Stingray (Lot #3003) .....to benefit America's Promise Alliance.....\$200,000
- 2024 Ford Mustang GT Fastback VIN 001 hammering for \$490,000, this Mustang received \$75,000 in additional donations from generous guests on the auction block. (Lot #3004) ....to benefit Juvenile Diabetes Research Foundation (JDRF).....\$565,000

"We're incredibly proud of this historic milestone that builds on the legacy my parents, Nellie and Russ, and Tom Barrett started more than five decades ago," said Craig Jackson, chairman and CEO of Barrett-Jackson. "Over the years, the collector car family at Barrett-Jackson has supported more than 200 charities. Some of our most memorable auction moments have been the sale of charity vehicles, with the excitement that builds as the bids pour in. I want to thank our generous bidders and consignors for helping change countless lives over the years from the Barrett-Jackson auction block."

The top charity cars sold at Barrett-Jackson over the years include:

1950 General Motors Futurliner Parade of Progress Tour Bus.....	\$4,000,000
2023 Chevrolet Corvette Z06 VIN 001.....	\$3,600,000
2020 Chevrolet Corvette Stingray VIN 001.....	\$3,000,000
2019 Chevrolet Corvette Z06 – Last Built.....	\$2,700,000
2022 GMC HUMMER EV Edition 1 VIN 001.....	\$2,500,000
2019 Ford GT Heritage Edition VIN 001.....	\$2,500,000
2017 Ford GT.....	\$2,500,000

**Barrett-Jackson Cup**

Winners in the Barrett-Jackson Cup presented by Castrol were announced on the second Saturday of the event. Nearly 50 incredible custom vehicles had been hand-selected for the competition, from which hot-rod builder Bobby Alloway and automobile designer and builder Troy Trepanier chose the Top 5 finalists and the Ultimate Best of Show winner.

Taking the coveted and prestigious Ultimate Best in Show Award, and a \$20,000 prize, was a 1969 Pontiac Firebird built by Troy Gudgel at BBT Fabrications and owned by Brad Sather.

A 1964 Buick Riviera built by Cruzer's Customs, LLC., received the People's Choice Award, chosen by thousands of passionate Barrett-Jackson's fans who voted online.



## Bonhams 11th Edition Scottsdale Auction

Friday, January 27, 2023 (viewing Weds-Thurs Jan 25-26)

Westin Kierland Resort & Spa, 6902 E Greenway Pkwy, Scottsdale AZ 85254

**BONHAMS'** US season opener at Scottsdale realized a total of \$30 million, with 84 percent sold by unit and 97 percent by value. Ranging from pre-war to 21st century racing cars, the 125-lot sale presented a wide spectrum of the highest caliber of collector cars. The event's layout was subtly but meaningfully swapped around this year, with its welcome tent and auction tent adjoining each other and a tree-lined show field now on the north side of those. A simple but striking improvement, this seemed well received by all.

Headlining the sales was the 50-hp 1912 Simplex 5 Passenger Torpedo Tourer first owned by legendary American sportswoman Eleonora Sears, a gift from Harold Vanderbilt, doubling its estimate at \$4,845,000, a world record for Simplex and a world record for any car of that era, as well as the top lot across the Scottsdale auctions.

Second highest proceeds, also above \$4 million, were achieved by the ultimate 21st century track day supercar, a 2006 Maserati MC12 Corse, developed from the GT1 racing car. One of only a dozen Corses produced, this box fresh example, which had only covered 123 miles from new, raced away for \$4,115,000.

Commanding attention before the sale and at the rostrum was the late John White's prestigious Ramshead Collection, which sold collectively for \$3 million. Highlights from the collection were a transatlantic trio of mid-century Chrysler Ghia show cars, which had all gone on to enjoy success at Pebble Beach. Leading the way was the futuristic one-off concept 1957 Chrysler Ghia Super Dart 400, which achieved \$819,000. Its stable-

mate 1954 Chrysler Ghia GS-1 Coupé, one of only five survivors of nine produced, made \$802,000, while a 1962 Chrysler Ghia L6.4 sold for \$577,000.

From there, a 1958 BMW 507 Series II Roadster, the 110th of only 253 BMW 507 series made, further distinguished by factory Silbergrau metallic silver color, with only 21 examples ever made, sold for \$2 million.

An exquisite V8-powered 1953 Siata 208S Spider sports car, with coachwork by Motto, restored to factory specification, a Pebble Beach class winner and eligible for the Mille Miglia Storica, sold for \$1.5 million.

Another new millennium collectible, the powerful 2005 Porsche Carrera GT, manufactured at Porsche's bespoke Carrera GT facility and factory-finished in stealth Basalt Black Metallic over a black leather interior, sold for \$1 million.

A remarkable, matching numbers 1965 Ferrari 275 GTS with Coachwork by and Design by Pininfarina, with a concise and well-researched chain of ownership including a documented 33-year period of care by one devoted owner and a spectacular restoration performed by the Ferrari specialists at Motion Products (MPI) and North Coast Exotics, sold for \$1.5 million.

"This has been a promising start to the year," says Rupert Banner, Bonhams Group Motoring Director. "We were proud to have presented such a strong sale, of such high-quality material spanning pre-war material to supercar content."

Bonhams, headquartered in London, hosts a wide variety of auctions of many types worldwide throughout the year, with their Collector Cars department working "from Goodwood to Geneva, Monterey to Monaco." Bonhams followed Arizona this year with an online event from Germany January 26 to February 9, overlapping Paris on February 1-2, with Amelia Island next, in early March.

▼ [www.bonhams.com](http://www.bonhams.com)



## MAG Auctions January 2023 Collector Car Auction

Friday-Saturday, January 27-28, 2023 (check-in Jan 23-26)

We-Ko-Pa Casino Resort, Fort McDowell AZ 85264 (AZ 87 NE of Fountain Hills)

**MAG AUCTIONS**—the Motorsport Auction Group, LLC—is direct successor to Silver Auctions, which ran Arizona events for many years before the name change. Based in Sparks, Nevada, MAG is also the auction house for Reno's famous Hot August Nights.

Having run at Peoria Sports Complex in 2019 and 2020, MAG was scheduled to return to Silver's familiar location at We-Ko-Pa Casino Resort on the Fort McDowell Yavapai Nation in 2021, but the event was postponed during the pandemic. For 2022, all was back to normal and remained so for 2023. MAG has retained the flavor of Silver, which always stood out as a place where real vehicles could be bought and sold by real people at real prices, where collector cars still feel like a hobby, and basically any vehicle can be bought and driven away on the spot. Held in a more casual outdoor tent atmosphere, the event is complete with vendor booths, food options and plenty of indoor and sunny outdoor seating for tirekickers, spectators and buyers-sellers alike—and immediately adjacent are the dining and entertainment options of the casino resort itself.

With prices currently running sky high in the commercial used car market—and with what seemed (anecdotally, without data) like a larger than usual internet participation—sale prices here have also climbed. Last year, just the top two sellers at MAG were in six figures, and not by all that much. This year, many crossed that threshold.

Last year's top sellers (the two that were in six figures) were a little out of the ordinary—a Mercedes-Benz Sprinter 3500 heavy duty van upfitted as a deluxe motorhome,

and a 2002 Peterbilt 300 with a variety of light custom modifications. This year's top sales were more conventional, at least in terms of high end collector vehicles:

1. 1999 Ferrari 550 Maranello  
F133 naturally aspirated 485-hp 48-valve DOHC V-12, 6-speed manual transmission, upgraded exhaust with original included, factory red calipers, power locks and windows, two owners and Ferrari Las Vegas full service record .....(Lot #411T).....\$205,000
2. 1967 Chevrolet Corvette 427/400 Roadster  
Numbers-matching, 4-speed manual NCRS documented Triple Crown winner with 1967 aluminum bolt-on wheels, rare factory air, power windows, headrest seats, side pipe exhaust and both soft and hard tops.....(Lot #408T).....\$186,300
3. 1961 Chevrolet Impala Restomod  
Rotisserie restoration with custom drivetrain, exhaust, cooling, suspension and brakes, new glass and rubber throughout, bumpers rechromed and trim replaced, custom gauges, tilt steering and air conditioning.....(Lot #S200).....\$118,800
4. 1967 Chevrolet Corvette Coupe  
Numbers-matching 427/435-horse tripower V8 with 4-speed manual, California air injector reactor, original black interior, tinted power windows, shoulder harnesses, NCRS documentation and original bill of sale.....(Lot #461).....\$120,000
5. 1958 Chevrolet Impala Convertible  
From a private museum collection, frame-off restoration 8 years ago, 348 tripower V8 and automatic transmission, power top, power steering and brakes, Continental tire kit, rear antenna and spinners, super clean.....(Lot #348T).....\$150,120

Last year, MAG Auctions next ran a similar event at the same location in late April. We'll be watching for potentially something similar this year.

▼ [www.motorsportauctiongroup.com](http://www.motorsportauctiongroup.com)

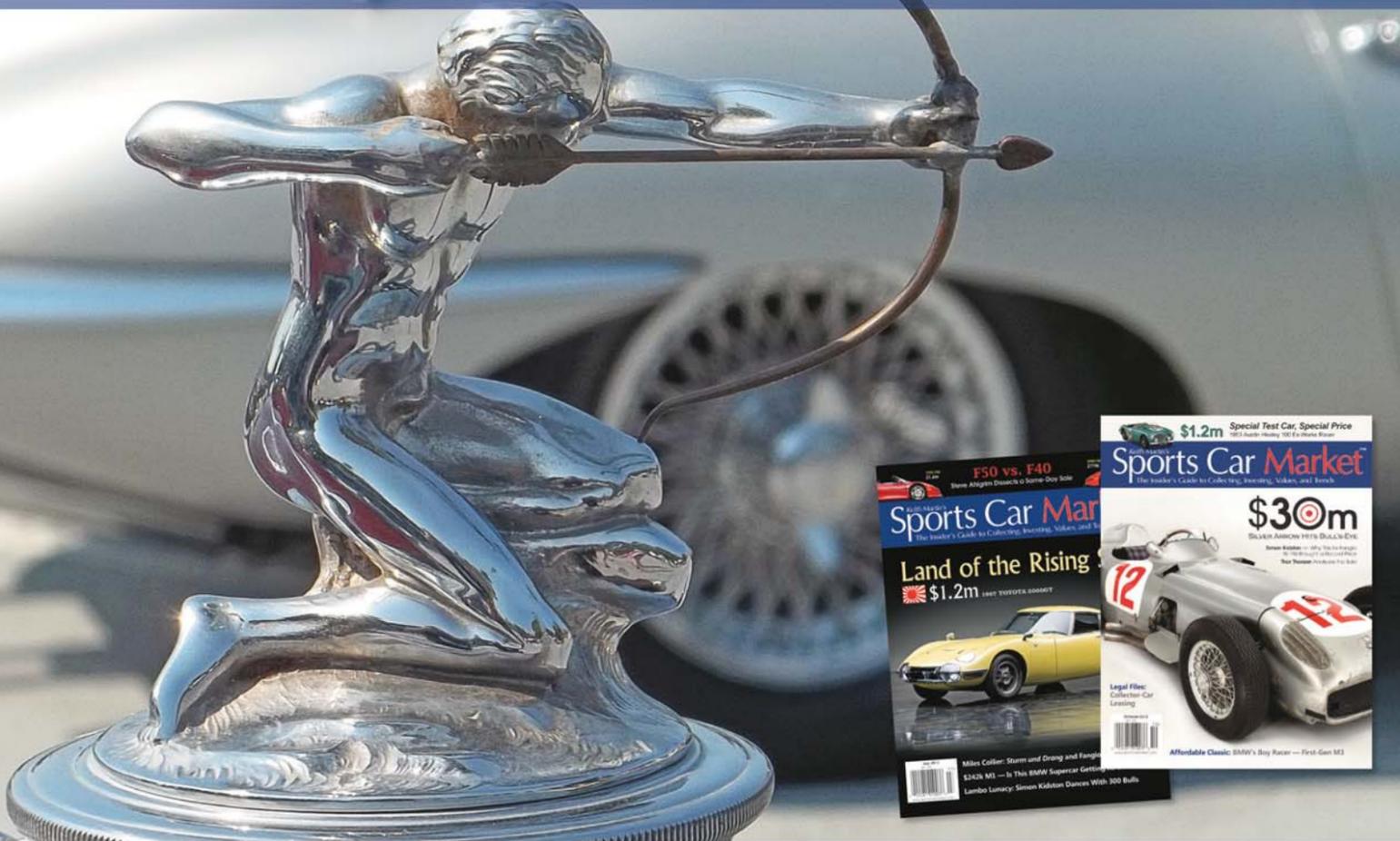


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## ARIZONA AUCTION WEEK 2023 : RESULTS (CONT'D)



### RM Sotheby's 24th Annual Automobiles of Arizona Thursday, January 26, 2023 (preview Wednesday, January 25)

Arizona Biltmore Resort and Spa, 2400 E Missouri Ave, Phoenix AZ 85016

RM **SOOTHEBY'S** returned to the Arizona Biltmore in Phoenix for their 24th year in Arizona, kicking off the 2023 season with over \$44 million of collector cars sold, at a 91 percent sell-through rate. The one-day auction saw an assortment of offerings from pre-war American classics to European sports cars, with top sales led by Ferrari and Lamborghini, while a new world record was set for Corvette.

The event's top seller was the Arizona catalog's well-chosen cover car, the 2014 Ferrari LaFerrari (Lot #141), Ferrari's first hybrid hypercar and the sole example in a Blu Elettrico over Crema leather color combination, bringing \$4,075,000.

In second place, retaining its numbers-matching chassis, engine and body, the 1971 Lamborghini Miura P400 SV by Bertone (Lot #164) brought \$3,580,000.

Third-highest proceeds came from the 1967 Ferrari 275 GTB/4 by Scaglietti (Lot #132), boasting just four caretakers from new, including a 45-year period of single-family ownership, which sold for \$3,360,000.

In fourth place, offering a truly unrepeatable, once-in-a-lifetime chance to secure the ultimate keystone to any reference-grade collection containing significant examples of "America's Sports Car," the 1969 Chevrolet Corvette Stingray ZL-1 Convertible (Lot #144) sold for \$3,140,000, breaking the record for the highest selling price of a C3 Corvette.

Bidders hailed from 22 countries representing North America, Europe, the Middle East, Asia, Australia and South America. Among bidders, 15 percent were new bidders,

while 29 percent were first-time buyers.

The top 10 sales all brought seven figures and included:

2014 Ferrari LaFerrari	Lot #141	\$4,075,000
1971 Lamborghini Miura P400 SV by Bertone	Lot #164	\$3,580,000
1967 Ferrari 275 GTB/4 by Scaglietti	Lot #132	\$3,360,000
1969 Chevrolet Corvette Stingray ZL-1 Convertible	Lot #144	\$3,140,000
1966 Ferrari 500 Superfast Series II by Pininfarina	Lot #160	\$2,225,000
1992 Ferrari F40	Lot #158	\$2,150,000
1958 Mercedes-Benz 300 SL Roadster	Lot #150	\$1,820,000
1987 Porsche 959 Komfort	Lot #130	\$1,682,500
2017 Ferrari F12tdf	Lot #121	\$1,242,500
2005 Porsche Carrera GT	Lot #137	\$1,242,500

RM Sotheby's was off to Paris next, for a February 1 event, where the Bugatti Chiron Profilée became the most valuable new car (and among the most valuable Bugattis of any era) ever sold at auction, at 9,792,500 euros (about \$10,668,000 on date of sale), significantly higher than its estimate of 4,200,000 to 5,500,000 euros (about \$4,575,500 to 5,991,700). Bidding grew intense, with an extended contest between a number of collectors in the room, by phone and via the internet. The Profilée is the first and only bespoke-engineered "pre-series" sample of the Chiron hypercar, as plans for a production run halted when all 500 builds for the base Chiron sold out faster than expected.

RM Sotheby's is next off to Florida for a March 4 event at the Amelia Island Concours d'Elegance for their 24th and final year. Events in Italy and France follow in May and June, then they arrive back in the States for the big Monterey automotive event week, with their event to be held August 18-19.

▼ [www.rmsothebys.com](http://www.rmsothebys.com)



# PREMIUM HIGH-END TRUCK — WITH WORK BOOTS

BY JOE SAGE

**GMC** has upped its game in the increasingly competitive factory-ready off-road pickup category, adding the Sierra 1500 AT4X to the already highly capable AT4. The new build also moves the high end of the full Sierra 1500 lineup even higher, now priced above the latest top luxury truck, the Denali Ultimate (driven in our July-August 2022 issue).

The AT4 comes with a choice of 3.0L Duramax turbo diesel six or 6.2L EcoTec3 gasoline V8, while the new AT4X is V8-only. The smaller diesel and

big V8 both have 460 lb-ft of torque, but the V8's 420 horsepower is far above the diesel's 260.

That's a variable, but there are changes in the build. While the AT4 has automatic differentials, the AT4X has selectable electronic differentials front and rear; a one-pedal rock-crawling mode; and that hallmark of the best factory off-roaders, 33-inch Goodyear Wrangler Territory M/T tires. A number of tech features that are optional on AT4 become standard on AT4X, and the AT4X adds a

surprising but welcome creature comfort for a burly off-roader—advanced massaging seats.

The new AT4X enhances its suspension in several big ways. It adds two inches of factory lift (which, with tires, makes three inches of increased ground clearance), advanced dampers and different springs for improved handling control, offering a deeper dive into the wild, with a more comfortable ride even on the roughest roads.

The Sierra 1500 AT4 starts at \$66,700 with the diesel six or \$68,150 with the V8. When the Denali Ultimate and AT4X were simultaneously released last summer, the luxe truck ran slightly higher than the premium off-roader. As prices shift this year,

the AT4X has now moved to top place, \$81,800 vs \$81,045 for the Denali Ultimate. The AT4X AEV Edition, with more advanced skid plates and other details, adds \$6,895 (all as of late February).

It's a tall truck. Ours had dealer-installed rock rails, but two kinds of steps are available options.

While AT4X at core is about beefy build, there is also all that added tech running up its price—ironically to us, as we turned off what we could (especially its chirps and voiceovers). Another layer of irony is that this wild lands getaway truck is heavily layered with Google-enabled tracking. We largely disabled it. Every time. We think.

The drive and ride are magnificent. We headed off pavement in the high country in midafternoon, with snow forecast for the coming night, popping it into 4HI (via a button and knob group next to sim-

ilar headlight controls). There was a fair amount of UTV traffic making its way out of the backcountry at first, and the road is narrow, curvy, cliff-hanging and quite tight in spots. But the AT4X on its big Goodyear Wranglers was always precisely controllable and manageable—we could always squeeze into some little spot and let them get by.

We drove farther than expected, then farther than that, then farther still. We could have driven our AT4X forever. As the last peach-colored glow peeked through a rocky gap to the west, snow-laden clouds were quickly settling down the peaks and slopes just above us. We had neither a sleeping bag nor cell signal and finally turned around.

The drive back out brings another nod to the tires—this was a rocky trail that could send any

(cont'd)



## SPECIFICATIONS

ASSEMBLY .....	Silao, Guanajuato, Mexico
ENGINE / TRANSMISSION .....	USA / USA
PARTS CONTENT .....	33% US/Can / 38% Mexico
BUILD .....	crew cab / short box / 4WD
ENGINE .....	6.2L EcoTec3 V8 VVT DI with Dynamic Fuel Management, alum/alum, OHV 16v VVT, direct high-pressure fuel inj
HP/TORQUE .....	420 hp / 460 lb-ft
COMPRESSION RATIO ..(per 2022 specs)	11.5:1
TRANSMISSION .....	Hydra-Matic 10-spd auto
DRIVETRAIN .....	4x4
TRANSFER CASE .....	2-spd with e-locking front & rear differentials
AXLE RATIO .....	3.23
SUSPENSION .....	2-inch lift on AT4X.
	F: independent coil-over-shock w twin-tube shocks; R: solid axle w semi-elliptic, variable-rate, two-stage multileaf springs, splayed twin-tube shocks
STEERING .....	elec pwr-assist rack & pinion
BRAKES .....	vented: F: 13x1.18; R: 13.6x0.79
WHEELS .....	18x8.5 aluminum in black
TIRES .....	LT275/70R18 Goodyear Wrangler Territory M/T
LENGTH / WHEELBASE ..(cc/sb)	231.9 / 147.4 in
GROUND CLEARANCE .....	11.1 in
APPR / BRKVR / DEPART .....	25.6 / 22.7 / 23°
TURNING CIRCLE .....	47.3 ft
HEADROOM (F/R) .....	43.0 / 40.1 in
LEGROOM (F/R) .....	44.5 / 43.4 in
BED LENGTH .....	(short box) 5'8"
BASE CURB WEIGHT .....	(AT4X) 5780 lb
MAX GVWR .....	(AT4X) 7100 lb
BASE PAYLOAD .....	(AT4X) 1290 lb
TOW CAPACITY .....	(AT4X) 8900 lb
FUEL / CAPACITY .....	premium unl / 24 gal
MPG .....	14/17/15 (city/hwy/comb)
<b>BASE PRICE .....</b>	<b>\$77,500</b>
ROCKER PROTECTION (dealer installed) .....	1195
PAINT: Desert Sand Metallic .....	495
-CREDIT: not equipped w steering col lock) ..(50)	
DESTINATION CHARGE .....	1795

**TOTAL .....** **\$80,935**

*NOTE: price has increased since our sticker; AT4X base now \$81,800 at time of publication.*

## 2023 GMC SIERRA 1500 KEY BUILD VARIABLES

**Trims** ..... Pro, SLE, Elevation, SLT, AT4, Denali, Denali Ultimate, AT4X, AT4X AEV Edition

**Engines / Transmissions**  
 2.7L Turbo-4 High Output ..... 8-spd auto  
 5.3L EcoTec3 V8 ..... 10-spd auto  
 6.2L EcoTec3 V8 .....  
 3.0L Duramax I-6 Turbo-Diesel .....

**Cabs / Beds** ..... short ..... standard ..... long  
 Regular ..... 6'6" ..... 8'0"  
 Double ..... 6'6" .....  
 Crew ..... 5'8" ..... 6'6" .....

**Wheels** ..... 17, 18, 20, 22-inch

**Tires** ..... A/S, A/T, Goodyear Wrangler

**Tow capacity** ..... 8,900 to 13,100 lb

**Fuel capacity** ..... Reg cab 28.3 gal  
 Double / Crew cabs 24.0 gal

**Base price range** ..... \$37,200 to \$81,800

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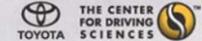
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number of vehicles skittering toward a cliff, but like a horse headed back to the barn, we were making good time now, hammering along at 25-6-7 mph with full control (and maximum enjoyment).

We hadn't thought about fuel mileage—that's not the main purpose of such a truck. We had noted at delivery, though, a "best" fuel economy readout of 23.0 MPG—and we're still curious how this was achieved, in a truck rated 14 MPG city, 15 combined. Its ongoing readout of 13.4 average was more as expected. As we wrapped up our off-pavement drive and entered the highway, we noted 9.7 MPG average, not surprising after our tough drive, but from there it rose consistently. There's a third readout, too, a vertical bar graph, constantly dancing as circumstances changed. This became its own entertainment on the open road, rapidly displaying 32, then 31-29-24-17-33 MPG readouts, pegging at 99 when under no particular engine load. This was on an even-pedal cruise, but the big V8 has one more trick—Active Fuel Management (GM's cylinder deactivation system) to shut off cylinders and improve fuel mileage according to conditions. This is surely behind the variations that were displayed and suggests that an owner, over more time under more conditions, can probably achieve brag-worthy numbers on a regular basis. Without trying, we ended up at 11.3 MPG overall, including that whole dirt run.

Some luxury buyers of the Denali Ultimate may feel disappointed that it's not the most expensive version now, while off-roaders will revel in that thought, enjoying best of both. Prices could switch back again, anyway. It's best to figure they deliver the same glory, just with different strokes for different purposes. And it is just possible the AT4X may offer what it takes to satisfy either. ■



## Toyota powertrain mastery by Joe Sage

Highlander is one of eight Toyota crossovers and SUVs—or two of eleven, if you break out hybrids and plug-in hybrids separately, as they often do. It's also one of fully fourteen "electrified" Toyotas—cars, trucks, SUVs/crossovers and a mini-van—of which all are hybrids (in a couple of cases plug-in hybrids) except for one full battery-electric and one fuel cell electric.

Other than 4Runner and Sequoia (which are Tacoma- and Tundra-based body-on-frame builds), all the SUVs, like the crossovers, are unibodies. Highlander was launched as a 2001 model, visually an SUV just as the crossover term was entering the lexicon. And it was Toyota's top-selling SUV for years, until a market shift to smaller sizes passed that crown to RAV4. Highlander shares its highly

adaptable front-drive-based transverse-engine platform with a wide range of Toyota and Lexus sedans, crossovers and the Sienna minivan.

Unless you need the maximum rock-crawling or trailering that body-on-frame is known for, you will likely never notice. And if you do notice, it will be because for more general use, the unibody is admittedly better suited to comfort cruising, while retaining highly capable overall.

The gen-four Highlander is in its fourth year—revealed in 2019 as a 2020—and with the strange pace of these pandemic years, it remains still basically totally new. We had an in-depth look and brief drive in Tempe in February 2020, just before lockdowns, but this was our first full week behind the wheel. Highlander is available as a hybrid or

not, FWD or AWD, in six trim levels (minus the base L trim as a hybrid and with a Bronze Special Edition instead of XSE midlevel). This all adds up to 22 variants, of which our sample is the top.

Non-hybrids replace their V6 with a four-cylinder turbo this year, with a horsepower dip from 295 to 265, while torque bumps up by 17 percent, from 263 to 310 lb-ft—a powertrain rated at 25 MPG combined and boasting 5,000-lb tow capacity, while reducing emissions some 50 percent.

The hybrid's combined output of 243 hp now almost matches the gasoline-only engine, drops trailering to 3,500 pounds, but shoots fuel efficiency for this high-head-count utility into the mid-30s, all for just \$1400 more than the full gasoline model.

The screen interface is well thought out. Drive modes (sport-normal-eco) are via a toggle on the console, easy to change with the flick of a finger,

with eyes on the road. Trail, EV and hill-holding buttons sit next to this. Cupholders, shifter, storage and charge ports are all well separated. Rear legroom is generous, almost as big as the front, and cargo volume is ample in any seat configuration.

Lucky us, we had ours during one of the biggest recent winter storms, so we headed to the fresh snows of Lake Mary Road, north of Payson.

The climbs and curves of the Beeline Highway included pouring rain and frozen mix, with air temperature about 33 degrees, more treacherous than fully frozen conditions. Roads north of the Mogollon Rim were largely unplowed, or plowed but ready for another pass. Though our 20-inch wheels were equipped with all-season tires, our drive was secure the entire time. Despite wild conditions, we never gave a thought to modes and had left driver assistance features on, which, despite a lack of lane markings, were unusually cooperative and effective when appropriate—all providing traction and control beyond the norm, right out of the box.



Through it all—climbs, descents, slick surfaces, high altitude, a bit of totally unplowed forest road, all without snow tires—our very real world fuel mileage remained between 31.3 and 31.9 MPG the entire time. It's impressive hybrid performance and impressive general performance. We're sold. ■



### SPECIFICATIONS

ASSEMBLY	Princeton, Indiana
ROWS / SEATS	three / seven
ENGINE	2.5L 4-cyl hybrid DOHC 16v D-4S inject Atkinson Cycle engine w Dual VVT-iE (electric intake)
HP/TORQUE	engine 186 hp / 175 lb-ft combined 243 net hp
COMPRESSION RATIO	14.0:1
TRANSMISSION	elec CVT w shift mode
DRIVETRAIN	electronic on-demand AWD
SUSPENSION	F: Indep MacPherson strut w stblzr bar; R: multi-link w stblzr bar
STEERING	elec pwr-asst rack & pinion
BRAKES	F: 13.3 vented; R: 13.3 solid w ECB and integrated regenerative braking
WHEELS	20-in painted alum alloy
TIRES	P235/55 R20
LENGTH / WHEELBASE	194.9 / 112.2 in
GROUND CLEARANCE	8.0 in
APPROACH / DEPARTURE	18.1 / 22.7°
TURNING CIRCLE	37.4 ft
HEADROOM (F/2/3)	(w pano moonroof) 38.4 / 37.1 / 36.1 in
LEGROOM (F/2/3)	40.4 / 41.0 / 27.7 in
CARGO CAPACITY	16.0 / 48.4 / 84.3 cu.ft
WEIGHT	4595 lb
PAYLOAD / GVWR	1405 / 6000 lb
TOW CAPACITY	3500 lb
FUEL / CAPACITY	87 oct reg / 17.1 gal
MPG	35/34/35 (city/hwy/comb)
BASE PRICE	<b>\$52,425</b>
DESTINATION CHARGE	1335
TOTAL	<b>\$53,760</b>

### 2023 TOYOTA HIGHLANDER LINEUP

GASOLINE 4-CYL TURBO	FWD	AWD
L	\$36,420	38,020
LE	38,820	40,420
XSE	43,415	45,365
XLE	41,820	43,420
LTD	46,075	48,025
Platinum	49,075	51,025
HYBRID 4-CYL		
LE Hybrid	40,220	41,820
XLE Hybrid	43,220	44,820
Hybrid Bronze Sp.Ed.	45,780	47,380
LTD Hybrid	47,475	49,425
Platinum Hybrid	50,475	52,425

# Wheels for Good

## RVS TRANSFORMED INTO MISSION OF MERCY FREE MOBILE MEDICAL CLINICS

by Stephanie Jarnagan / photos courtesy of Mission of Mercy

Every year, millions of Americans delay medical care because they do not have transportation. Unsurprisingly, transportation barriers to health-care have a disproportionate impact on individuals who are poor and who have chronic conditions.

One local healthcare nonprofit seeks to effect change in this area. For the past 25 years, Phoenix-based Mission of Mercy (MOM) has been bringing its mobile medical program into areas of high need within Maricopa County by partnering with clinic host sites like churches and community centers.

MOM provides "Healing through Love" by offering completely free primary healthcare and prescription medications delivered primarily by volun-

teer doctors and nurses. Currently operating six mobile medical clinics in Avondale, Maryvale, Phoenix (2), Chandler and Mesa, MOM serves approximately 2,500 patients annually. More than 90 percent have at least one chronic health condition requiring continuous care and medication.

### A culture of caring

"We serve anyone who needs primary care services regardless of age, status, background or ability to pay. This means no sliding scales or embarrassing qualification process," shared Executive Director Paula Carvalho. "We not only provide care and treatment for acute health concerns, we also pro-

vide holistic medical care and education for those dealing with chronic conditions like Type 2 diabetes. Unlike traditional medical offices, we provide our patients with their medications, completely free. Without this service, most of our patients would choose to go without their medication, and for those with a chronic condition, this medication is often life-saving."

Over the past 25 years, MOM has provided 300,000 pro bono patient visits and dispensed nearly 500,000 free prescription medications to those who find themselves in need of care and unable to afford it.

Arizona has one of the highest rates of uninsured in the nation, impacting nearly 800,000 individuals. MOM's healthcare services keep the uninsured out of emergency rooms and prevent avoidable hospitalizations, positively affecting patient lives as well as lessening the expensive public burden of uncompensated care.

### Changing patients' lives

Raj G. grew up on a small island in Africa. At 60 years old, he had never seen a doctor when he first came to MOM. He found MOM's Avondale clinic after accompanying a friend to his appointment, which was in their neighborhood at the Avondale Baptist Church. Raj asked MOM volunteers if he, too, might be able to see a doctor and was surprised when they said yes.

After his first visit, Raj found out that he had extremely high cholesterol and Type 2 diabetes. He ended up in a month-long coma related to complications from his untreated diabetes. After coming out of the coma, he was told he would likely not see, walk or talk again. He did lose vision in one eye, but he can still walk and talk "thanks to the grace of God and my wonderful doctors."

Now 62, Raj has been visiting MOM's Avondale clinic for his medications and checkups every two months, and he adheres to a healthy, vegetable-based diet based on orders from MOM volunteer physician Dr. Carie Barlow. "She saved my life, and from the bottom of my heart, I am grateful,"

Raj shared at a clinic visit.

### Volunteers make a difference

Volunteers are the lifeblood of Mission of Mercy's work. A robust volunteer workforce of more than 100 medical, interpreting and data entry professionals contribute nearly 10,000 hours annually. MOM's work would not be possible without the generosity of compassionate volunteers, many of whom are retired healthcare professionals.

"I receive zero monetary compensation, but I receive a great deal of compensation in terms of the good feeling that I get being there, the ability to come home feeling 'I've made a difference.' That is compensation," said Dr. Ira Ehrlich, a long-time volunteer physician at MOM's Mesa clinic who is also a retired cardiologist.

Mission of Mercy receives no federal or state funding and operates primarily from foundation grants and donations.

For more information on how to support Mission of Mercy or how to receive services, visit [momaz.org](http://momaz.org). ■

### MOBILE MEDICAL RV: A CLOSER LOOK

**RV:** 2020 Fleetwood Bounder 35P (Class A)

**ENGINE:** Ford Triton V10

**DEALER:** La Mesa RV Center in Phoenix

**RETROFIT:** LazyDays RV in Tucson

**CUSTOMIZATIONS:** Three exam rooms, a pharmacy, an EKG machine, a refrigerator to house insulin, and storage for medical equipment, PPE and medications

**FUNDERS:** Thunderbirds Charities and Gila River Indian Community



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### A WEEK WITH : 2023 HONDA CR-V SPORT TOURING HYBRID AWD

The new sixth-generation 2023 Honda CR-V, equal parts familiar and groundbreaking, is a complete rework. Longer, wider and with a lower beltline, its exterior styling is distinctly beefier, following suit to the newest Ridgeline and Pilot. The interior approaches premium finishes, new seats support posture and prevent fatigue, and standard tech feature inclusions are expanded.

Four trim levels overlap by price and powertrain. Two have a 190-hp 1.5-liter turbo, while two others have a 2.0-liter Atkinson cycle engine and new gen-four hybrid system. The 2.0L has just 145 hp, but new high-efficiency, high-response turbo and exhaust hold peak power over a broader range, and power from the nominal 181-hp two-motor hybrid component dovetails for a total of 204 hp.

While horsepower seems close, torque moves from 179 lb-ft up to 247 on the hybrid, top speed increases from 86 to 114 mph, and stated fuel mileage skyrockets by about 10 to 15 MPG across the board, reaching into the 40s on the hybrids.

All are available as front- or retuned all-wheel-drivers, except the top hybrid (driven here), which is AWD-only. Turbo trims tow 1,500 lb, hybrids 1,000. There is easily something for everybody.

We had our new CR-V Hybrid Sport Touring for a very busy week, dashing all over the map on a tight schedule, on a combination of freeways, local streets and gravel, and various parking lots and

structures. For all of this, the CR-V was perfect—maneuverable, reliable and entertaining.

Quiet at slow speeds, it takes a cue from some EVs, adding electronic warning sound effects. Controls and interfaces are generally above average, representative of a well-balanced design mentality throughout. (We did have an issue with the mirrors and rear camera tracking path misaligning; perhaps this can be recalibrated or fixed.)

We don't hypermile or log every liter, but after some 150 miles had a readout of 30.5 MPG average—short of its 40/34/37 ratings, but anything 30s is pretty good when not even trying, and relativity suggests it still beats the regular powertrain.

Ground clearance is healthy, approach and departure angles not so much. That and our trim's stylish 19-inch wheels suggest this is more of an all-weather, all-surface weekend adventure cruiser than rock-crawler. This leaning is also reflected in two new variants just announced: a roughly 800-electrified-hp CR-V Hybrid Racer project; and for 2024, CR-V is the basis for North America's first plug-in fuel cell EV. The 2023 CR-V does have hill descent control, now standard across the lineup, and a new snow mode, suggesting there is little the new CR-V can't do, quickly and efficiently. You can even get a lower trim hybrid at a lower price than a higher trim base engine, if you forgo some features. Each combination is worth a look. ■

#### SPECIFICATIONS

ASSEMBLY / ENG / TRANS	Canada / USA / Japan
ENGINE	2.0L dirk inj Atkinson DOHC dual-VTC
HP	145 hp / 138 lb-ft
COMPRESSION RATIO	13.9:1
ELECTRIC MOTOR	AC synch perm magnet
HP/TORQUE	181 hp
HP/TORQUE TOTAL SYSTEM	204 hp / 247 lb-ft
TRANSMISSION	E-CVT
DRIVETRAIN	real-time AWD w intelligent control
SUSPENSION	F: MacPherson strut, 26.6mm stblzr bar; R: multi-link, 13.0 stblzr bar
STEERING	dual pinion asst elec pwr
BRAKES	F: 12.3 vented; R: 12.2 solid
WHEELS / TIRES	19-in Berlina black cut / 235/55R19
LENGTH / WHEELBASE	184.8 / 106.3 in
GROUND CLEARANCE	8.2 in
TURNING CIRCLE	37.3 ft
HEADROOM (F/R)	38.2 / 38.2 in
LEGROOM (F/R)	41.3 / 41.0 in
CARGO CAPACITY	39.3 / 76.5 cu.ft
WEIGHT / PAYLOAD	3926 lb / 1550 lb
TOW CAPACITY	1000 lb
FUEL / CAPACITY	87 oct reg / 14.0 gal
MPG	40/34/37 (city/hwy/comb)

BASE PRICE	\$38,600
DESTINATION CHARGE	1245

TOTAL	\$39,845
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*(Note: prices have increased; see chart.)*

#### 2023 HONDA CR-V LINEUP

		FWD	AWD
EX	1.5 Turbo	\$31,610	\$33,110
EX-L	"	34,260	35,760
Sport	2.0L Hybrid	32,950	34,450
Sport Touring	"		39,100

## MORE BEEF

BY JOE SAGE



# ARIZONA CONCOURS 2023 D'ELEGANCE 2023 WINNERS & HIGHLIGHTS

STUNNING AND DIVERSE COLLECTION OF RARE VEHICLES  
SHOWN AT NEW SCOTTSDALE CIVIC CENTER VENUE

SUNDAY, JANUARY 22, 2023

Photos by Bob Golfen and Patrick Darby



This year's 2023 Arizona Concours d'Elegance was its fifth edition, after an absence of five years. Previously held for four consecutive years—2014 through 2017—at the Arizona Biltmore Resort in Phoenix, the event has been reborn in the newly renovated Scottsdale Civic Center Plaza, where it attracted an impressive crowd of spectators on a notably chilly January day.

The Concours partnered with Scottsdale Arts, the organization responsible for multi-disciplinary artistic services in the city, to produce the event, which emphasizes the artistry of the rare vehicles as well as their history and technology.

The theme of this year's Concours was *The Art of Aerodynamics*, broken into twelve representative evolutionary classes, with cars ranging from the first beginnings of streamlined vehicles over a century ago to the most high-tech supercars of today. (Modern exotics were part of a non-judged 13th class.) Evaluating 90 rare vehicles and selecting a dozen class winners—from which one would be chosen as Best of Show—was a cadre of 38 seasoned judges from throughout North America.

Elevated to Best in Show was the winner of Class 5 (*Pause, The War Years, 1940s Coachwork*), a long and luscious 1947 Talbot Lago T26 Record Cabriolet, owned by Ray and Bonnie Kinney of Dallas, sporting spirited and lavish custom coachwork by Figoni et Falaschi. Formerly owned by movie director George Sidney, who led production of such films as *Showboat*, *Bye Bye Birdie* and *Viva Las Vegas*, the cabriolet later came into the possession of Loren Tyron, the former chairman of the Pebble Beach Concours d'Elegance. The car was completely refurbished by RM Auto Restorations, then celebrated concours wins at Pebble Beach, Amelia Island and other significant events.

## THE BEST IN SHOW

**Winner of Class 5: Pause—The War Years - 1940s Coachwork**  
1947 Talbot-Lago T26 Record Cabriolet - Ray & Bonnie Kinney, Dallas TX  
*(cont'd)*



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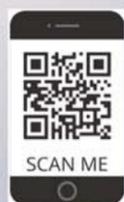


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Results for all the classes and special awards are as follows:

## BEST IN CLASS AWARDS

### CLASS 1 Early Aerodynamic Brass Automobiles— Pre-1916

BEST IN CLASS: 1913 Bugatti T-22 Grand Prix - Alan and Mary Travis, Scottsdale AZ

### CLASS 2 Aerodynamic Pre-war— European Sports and Racing Cars

BEST IN CLASS: 1935 SS-90 prototype - Terry & Darlene Larson, Mesa AZ

### CLASS 3 Awakening— 1930s American Coachwork

BEST IN CLASS: 1936 Lincoln K330 Convertible Roadster  
Harry & Heather Clark and Hilary Barr, Paradise Valley AZ

### CLASS 4 Awakening— 1930s European Coachwork

BEST IN CLASS: 1931 Bugatti Type 51 - Dubos Coupe  
Jack & Helen Nethercutt, Sylmar CA

### CLASS 5 Pause— The War Years - 1940s Coachwork

BEST IN CLASS: 1947 Talbot-Lago T26 Record Cabriolet  
Ray & Bonnie Kinney, Dallas TX

### CLASS 6 Continuing Development—

1950s "Glamour Coachwork of the Space Age"

BEST IN CLASS: 1961 Ghia L 6.4 Coupe - Mark Hyman, Saint Louis MO

### CLASS 7 Preservation Class— Pre-1973

BEST IN CLASS: 1931 Bentley 4 Litre - Terry & Darlene Larson, Mesa AZ

### CLASS 8 Modern Development of the Art— Sports Cars 1948-1960

BEST IN CLASS: 1958 Ferrari 250 Granturismo Ellena  
Ed & Kimberly Montini, Gilbert AZ

### CLASS 9 Modern Development of the Art— Racing Cars 1948-1966

BEST IN CLASS: 1953 Gilco / Fiat / Siata 1500 Coupe  
Donald & Carol Murray, Scottsdale AZ

### CLASS 10 Modern Development of the Art—

American-powered Sports/Racing 1960-1975

BEST IN CLASS: 1967 Bizzarrini 5300 Strada - Billy & Tisa Hibbs, Tyler TX

### CLASS 11 Modern Development of the Art—

European Sports/Racing 1961-1975

BEST IN CLASS: 1967 Jaguar E-Type Series 1 FHC  
Walter & Judy Skowronski, Scottsdale AZ

### CLASS 12 And the Beat Goes On— Iconic Exotic Sports Cars (1975-2008)

BEST IN CLASS: 2008 Alfa Romeo 8C Competizione - John Campbell, Scottsdale AZ

## SPECIAL AWARDS

### Scottsdale Arts Award for Automotive Artistry

1968 Shelby American "Lonestar" Prototype - Michael Shoen, Paradise Valley AZ

### The Arizona Concours Award for an Exceptional Sports/GT or Race Car

1952 Lancia B52 Aurelia PF200 - William A. Pope, Scottsdale AZ

### The Clive Cussler "Passion for Collecting" Award

1930 Rolls-Royce Phantom I Windblown Coupe - Rich Atwell Family, Fredericksburg TX

### The Arizona Concours Inspiration Award

1953 Alfa Romeo BAT 5 - Touring Auto Collection, Decatur IL

### The TechForce Foundation "Inspiring the Next Generation Award"

2020 Ford GT Mark II - The Mark and Joe Shoen Family, Phoenix AZ

### The Arizona Concours Director's Award #1

1956 Mercedes-Benz 300SL Alloy "Gullwing" - Daniel Withers, Phoenix AZ

### The Arizona Concours Director's Award #2

1939 Bugatti Type 57C Aravis style by Gangloff - Peter & Merle Mullin, Oxnard CA

### Outstanding German Engineering

1937 Horch 853 Sport Phaeton - Valerie & Aaron Weiss, San Marino CA

The Arizona Concours d'Elegance is presented in partnership with Scottsdale Arts, the nationally recognized organization responsible for public art projects for the city of Scottsdale. Through this partnership, the nonprofit Scottsdale Arts creates diverse, inspired multi-disciplinary artistic services, experiences and educational opportunities that foster active, lifelong community engagement with the arts.

Information on the 2024 Arizona Concours d'Elegance will be announced over the coming months.

For more information, visit [arizonaconcours.com](http://arizonaconcours.com). ■



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**Sportier** by Joe Sage

The 2023 Infiniti QX50 compact crossover is only the model's second generation under this name, the first having come to market for model year 2019 largely as a rebadged Infiniti EX.

New this year are an available Infiniti Premium Care three-year basic service program and additional standard features across the lineup—heated mirrors, remote start, wireless charge and such.

Also new is this Sport trim level, falling right in the middle of a now-five-level family from \$40,300 (Pure FWD) to \$57,350 (Autograph AWD-only).

Sport's build, outside, includes gloss black exterior trim details, 20-inch dark machine-finished wheels, and a distinct front fascia. Inside are semi-aniline leather and 12-speaker Bose audio. Overall, Sport combines purely visual cues with tangible and functional premium features.

All QX50s have a 268-hp 2.0L turbo-four, Xtronic CVT and are front-drive-based. Ours adds Intelligent AWD, available across the full lineup.

Healthy ground clearance suggests off-roading, but wheels are 19- or 20-inch on all (20 on ours)—

and Intelligent AWD is automatic. It adds up to more of a snowy, rainy or sandy road cruiser, though fine for off-pavement camping, fishing or hiking-biking. We weren't receiving snow up north, so instead took it on relatively but not completely tame dirt an hour or so north of metro Phoenix, up I-17.

Our QX50 tracked accurately and confidently in town, with only a slight touch of front-drive basis in curves or turns. Its relatively tight turning circle is great in town and also helps off-pavement.

A generous cabin belies its compact size, front and rear (there's also a mild fastback QX55 variant). Two moderately sized center stack screens are well organized, with a useful mix of redundant direct touch or scroll. The heated steering wheel is automatic depending on conditions.

Sport's trim-specific fascia helps what may be gradual evolution of Infiniti's family-wide grille. Handsome sheet metal curves and creases create a bigger size impression, especially striking under night lights, and our Monaco Red interior nails its sport-premium mix. Though no more nor any less a performance machine than its stablemates, the QX50 Sport is a bit sexier. It's a keeper. ■

**SPECIFICATIONS**

ASSEMBLY	.....Aguascalientes, Mexico
ENGINE	.....2.0L transverse inline-4 turbo, alum/alum, DOHC 16v CVT, dir & port inj
HP/TORQUE	.....268 hp / 280 lb-ft
COMPRESSION RATIO	.....(variable) 8.0-14.0:1
TRANSMISSION	.....Xtronic CVT, manual mode, rev match
DRIVETRAIN	.....Intelligent AWD
SUSPENSION	.....F: MacPherson strut, alum-alloy upper/lower, alum/steel subframe, twin-tube shocks; R: indep multilink, monotube shocks, stblzr bar
STEERING	.....speed-sensitive var assist
BRAKES	.....F: 13.0x1.3 vented; R: 12.1x0.6 vented
WHEELS	.....20x8.5 alum-alloy dark machine finish
TIRES	.....P255/45R20 a/s run-flat
LENGTH / WHEELBASE	.....184.7 / 110.2 in
GROUND CLEARANCE	.....8.6 in
APPR / DEPART / BRKOVER	.....17.2 / 23.9 / 19.0°
TURNING CIRCLE	.....36.4 ft
HEADROOM (F/R)	.....40.0 / 38.4 in
LEGROOM (F/R)	.....39.6 / 38.7 in
CARGO CAPACITY	.....31.1 / 64.4 cu.ft
WEIGHT / DISTRIBUTION	.....4116 lb / 60/40%
TOW CAPACITY	.....(n/a- Autograph only, 3000 lb)
FUEL / CAPACITY	.....prem unl / 16.0 gal
MPG	.....22/28/25 (city/hwy/comb)
BASE PRICE	..... <b>\$50,500</b>
ILLUMINATED KICK PLATES	.....485
WELCOME LIGHTING W LOGO	.....635
DESTINATION CHARGE	.....1195
TOTAL	..... <b>\$52,815</b>



# EVERYONE HAS SEEN MONUMENT VALLEY. BUT HAVE YOU REALLY SEEN IT?

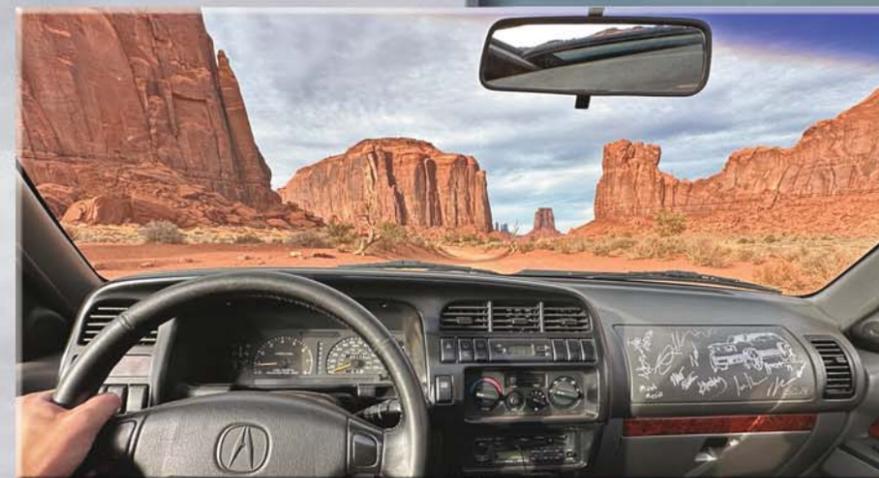
By Tyson Hugie

More than one of the world's finest, most famous and most scenic drive-through routes, Monument Valley is also a great place to explore up close and spend a night or two.

In the remote reaches of northeastern Arizona lies a special landscape with red sandstone rocks that tower upwards of 1,000 feet into the air. This place has been featured in Western films for decades, and it offers some of the most unique scenery, culture, and experiences in the world. This is Monument Valley Tribal Park.

While to some it may be just dirt and rocks, to me, this park is something entirely different: it's a place of solitude, of reflection and of appreciating nature's beauty. I can't think of a better 10-hour round-trip getaway from the hectic Phoenix area.

(cont'd)



(cont'd)

Monument Valley is part of the Navajo Nation, which is part of why it has been protected from fast-paced urbanization. It looks about the same as it did when I first visited the area in 2007, although amenities are better and infrastructure has improved. The drive took me in my boxy but trusty 1996 Acura SLX to Flagstaff, where I caught Highway 89 to Highway 160 and set off northeasterly. But instead of continuing toward Four Corners, turn north on US 163 at Kayenta (a great place to refresh and refuel), and you are in Monument Valley almost immediately. (US 163 merges with US 193 a little farther north

and may be familiar to you as the road to Moab; Monument Valley, in fact, spans a vast region in both Arizona and Utah.)

Entry to the park costs \$8 per person, and hours vary according to season. When I visited this winter, cars were allowed to enter the signature 17-mile dirt road loop from 8:00 am until 3:00 pm, with closure scheduled at 5:00 pm daily. I paid my entry fare in the early afternoon and had plenty of time to tool around.

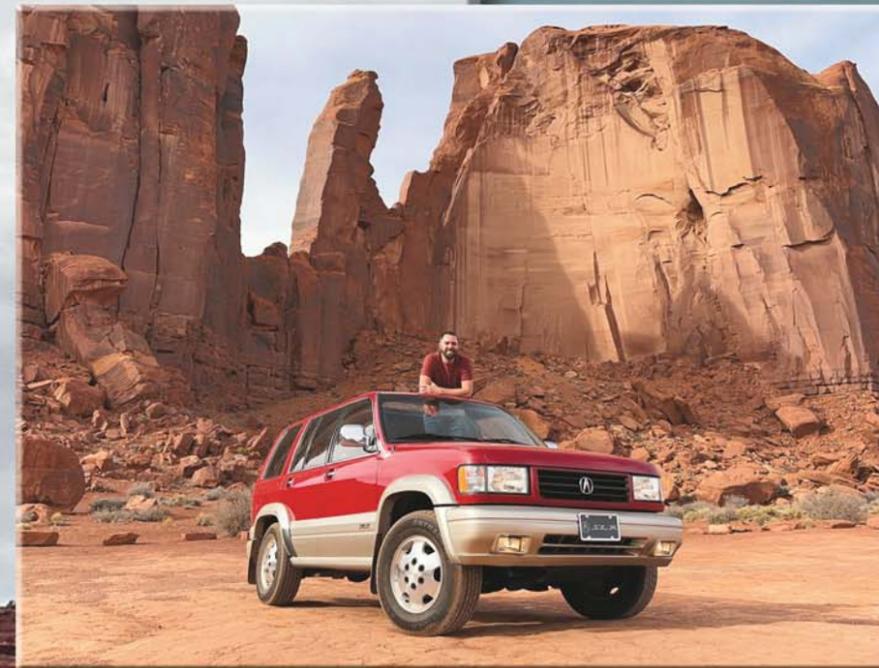
The landmarks were unmistakable—from Mitten Butte to Three Sisters, each one was identified on a map that is issued when entering the park. By the time I was

three hours into my self-guided tour, I had captured some postcard-worthy photographs and managed to try out some of the all-terrain capabilities in my SUV. While convenience stores and vending machines were nowhere to be found, there were porta-johns throughout the property, and I managed to come across a vendor selling delicious Navajo tacos with chili beans. The frybread was fresh, and panoramic views that went along with the meal were included at no extra charge.

Lodging that evening was at The View Hotel, an aptly-named facility overlooking the Valley, with balconies and patios that

offered a front seat view. The in-house dining room was accommodating, and the gift shop begged for a visit after finishing my meal. I found a couple of must-have souvenirs for the trip home.

The Navajo people are a humble and generous type, and I came away from my tour with a greater appreciation for their hospitality and their respect for Mother Nature. One of the sayings I learned during my visit was, “Be still, and the Earth will speak to you.” There is no better place to be in communication with nature than among the sandstone monoliths of Monument Valley. ■



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## A WEEK WITH : 2023 VOLKSWAGEN JETTA 1.5T SEL

### SPECIFICATIONS

ASSEMBLY	Puebla, Mexico
ENGINE / TRANS	Mexico / Japan
CONTENT	Mexico 35% / US-Canada 5%
CLASS / SEATS	compact sedan / five
ENGINE	1.5L turbo-4 16v TSI DOHC alum/alum variable intake-lift
HP/TORQUE	158 hp / 184 lb-ft
COMPRESSION RATIO	11.5:1
TRANSMISSION	8-spd auto / Tiptronic
DRIVETRAIN	FWD
SUSPENSION	F: strut-type w lower control arms, coils, telescopic dampers, stblzr bar; R: torsion beam, coils, telescopic dampers
STEERING	elec pwr-asst rack & pinion
BRAKES	F: 11.3x1.0 vented; R: 10.7x0.4 solid
WHEELS	17-in 2-tone machined alum-alloy
TIRES	205/55 R17 91H all-season
LENGTH / WHEELBASE	186.5 / 105.7 in
GROUND CLEARANCE	5.5 in
TURNING CIRCLE	36.7 ft
HEADROOM (F/R)	38.5 / 37.2 in
LEGROOM (F/R)	41.1 / 37.4 in
CARGO CAPACITY	14.1 cu.ft
WEIGHT	3016 lb
PAYLOAD / GVWR	937 / 4167 lb
FUEL / CAPACITY	reg unl / 13.2 gal
MPG	29/40/33 (city/hwy/comb)
<b>BASE PRICE</b>	<b>\$28,385</b>
(CREDIT: not equipped w ventilated seats)	(200)
<b>DESTINATION CHARGE</b>	<b>1,095</b>
<b>TOTAL</b>	<b>\$29,280</b>

### 2023 VOLKSWAGEN JETTA LINEUP

158-hp 1.5T	S	MT/AT	\$20,655 / 21,455
	Sport	MT/AT	21,555 / 22,355
	SE	-/AT	24,385
	▼ SEL	-/AT	28,385
228-hp 2.0T	GLI Autobahn	MT/DSG	31,585 / 32,385

As the Volkswagen Rabbit/Golf replaced the venerable Beetle in the 1970s, they recognized the need for a sedan in North America. So distinctive was the resulting Jetta, you had to hold up your thumb over the rear and squint, to confirm that it was basically the Golf, with a trunk added.

It has been a highly successful idea. Even in this SUV era, there remains an appeal to the sedan format, with its secure trunk and people-only cocoon. Jetta sales passed 10 million over a decade ago and are right about now surpassing the Model T's 16 million. Of four cars in VW's US lineup, 79 percent sold in 2022 were Jetta, which also outsells two of their five much higher-volume SUV models.

Out of the wide range of brands under the VW Group umbrella in the US, setting aside Bentley, Lamborghini and Porsche, we often find ourselves readily comparing Volkswagen models with their Audi counterparts. The price difference is obvious. Less obvious, the quality of build and content in a current VW feels competitive with a comparable premium Audi of not that many years earlier.

This has given the Jetta huge appeal to parents buying a first car as a kid heads off to college, as well as to young adults, perceiving great apparent

value as a German-built car but at a considerably lower sales and service cost than most—a concept that works well for anyone.

This inspires some quick math. At roughly 3,000 pounds in any trim—most with a 158-hp 1.5L turbo and a GLI Autobahn with a 228-hp 2.0L turbo—and with an ample trunk and five-person cabin, the payload is 937 pounds on most trims (1080 on one base trim). It's not hard to start pushing this with four or five people and all their gear for a year away at school—or even a weekend outing, with a big fun load of friends. Brakes, steering and suspension are quite capable, with some of the best stopping distances in the biz (*the best* from 70 mph in most comparos). Just don't overdo it.

While we appreciated the higher-end finishes and features in our SEL, someone who might push their load a bit could be a candidate for the win-win scenario of a lighter base model. Plus, you can get a manual, to master more life skills. Or, of course, if the higher end remains the most tantalizing, you can go the other way—push past that \$30,000 mark and check out that GLI Autobahn. ■

## Formula win

by Joe Sage



# A LITTLE FAMILY TIME

Off-road racer and fabricator Bailey Campbell of Arizona, following her dad and brother into rock crawling, sand driving and all sorts of desert adventures since an early age, runs in this year's King of the Hammers

By Elizabeth Williams



Photo: Larry Chen

**K**ing of the Hammers—a week of exciting racing through treacherous and challenging boulder-filled trails and terrain known collectively as “The Hammers,” in the Southern California desert’s Johnson Valley—has grown from humble beginnings as a wager among a small group of friends in 2007 into the largest off-road motorsports event in the world, one of the largest events to take place on public lands in the US, and a must-attend event for any off-road enthusiast.

Obstacle-filled sections of the Hammers race course with such names as Jackhammer, Wrecking Ball and Sledgehammer create intense action and fierce competition as teams battle to get through them in one piece and cross the finish line.

With nearly a dozen days of racing for off-road vehicles of every shape and size, and 897 teams from 37 states and multiple countries, the 2023 Progressive King of the Hammers Powered by OPTIMA Batteries (KOH) was the biggest ever.

Although King of the Hammers began as a one-day race for single-purpose rock-crawling rigs, the event now has separate races for UTVs, desert-racing trucks, buggies and motorcycles throughout the week. New in 2023 were short-course off-road races for trucks and buggies, a Youth 170 UTV class, and additional classes in the desert and Ultra4.

The massive event also draws tens of thousands of spectators. At the center of all this action is Hammertown, a temporary city in the desert built on Means Dry Lake. This beating heart of the event includes race pits and over 150 vendors for parts, gear, food and beverage, plus Jumbotrons for spectators to view live race broadcasts, with a festival atmosphere all day long, live music at night and many interactive experiences.

A celebration of racing and off-road culture, this is the place to be for offroad enthusiasts who make the trek to enjoy the races and drive their own vehicles in Johnson Valley’s wide open spaces.

### Bailey Campbell

For some families, it’s a given that the kids are going to follow in their parent’s footsteps. While this may not have been the case for Bailey Campbell, she embraced it at an early age to follow her dad and brother into rock crawling, sand driv-

(cont’d)



Photo: Nicole Dreon



Photo: Nicole Dreon



Photo: Danny Fisher & Harlen Foley



Photo: Nicole Dreon

ing, and all sorts of desert adventures.

Born and raised in Arizona, Bailey never felt pressured to join the family race team. But watching her dad and brother compete, she fell in love with the sport. It was a way for her to connect with family and challenge herself in new ways.

Bailey practically grew up in the driver's seat. "My dad started building cars and rock crawlers before I was born," she says. "He really started to get into rock crawling around 1995. Then my brother was born, and I followed just two years behind him in '97. We've just constantly grown up around all of the automotive stuff, and it's been basically our whole world." Bailey laughs when she remembers her childhood. "My dad always says he wished he would have put us in soccer because it would have been cheaper—but here we are."

The kids both started driving the cars their dad built when they were about eight years old—she says, "Right around when we could put a pillow behind our backs and reach the pedals a little bit." They practiced rock crawling out in Florence, Arizona, on local wheeling trails.

Just a year behind her brother Wayland, Bailey had her first race at thirteen and has been expanding her experience and gaining respect ever since. They both raced in W.E.Rock (World Extreme Rock Crawling Championships), a series run by Big Rich Klein that is still going on today.

#### Campbell Enterprises

In addition to their rock-crawling passion, the Campbell family has established themselves in the local economic community of the Phoenix area. Bailey's dad Shannon and uncle Nick started their full fabrication shop in Gilbert, working on 4x4 vehicles or anything they could get their hands on.

From there, the business really took off into building rock crawlers and eventually supporting all of the vehicles for their own competitions. "I believe this year we're going to start bringing more customer vehicles back into the business," says Bailey. "We want to bring back getting to know other people and their vehicles and see how we can help the off-road community again."

Bailey isn't shy to jump in and get her hands dirty in the business as well. She does almost everything, from helping her

mom with the books in the office to trying her hand at fabrication. "I go outside to work on anything that has been brought in. I do my best with the fabrication side, but I am more mechanical than anything."

#### Nitto Race of Kings

The Nitto Race of Kings—an "OG" Ultra4 race—is where this massive desert-racing event all began. It's populated with a limitless, anything goes, whatever you can dream and build group of rock-racing vehicles now referred to as the 4400 Ultra4 Unlimited Class, pushing the boundaries of performance and strength of the cars, as well as the talent and perseverance of their drivers, against a course widely considered to be the toughest in the world.

Many of the 4400 Ultra4 cars are custom-built by their drivers and co-drivers and include single-seat and two-seat designs with front or rear engines, and solid-axle or independent suspensions. To run in this event, a team must possess a rock-solid race car, excellent drivers and support team members, cool heads to deal with a range of situations that may occur, and a dose of good luck. It is a titanic battle that often sees attrition rates in the 50 percent range.

Bailey raced in the Nitto Race of Kings, which is the main event that crowns the 2023 Progressive King of the Hammers powered by Optima. In the Race of Kings, there is only one class, the 4400 Unlimited. Bailey and her brother did not have an easy road to the finish line. Both faced engine failures earlier in the week, jeopardizing their hopes for competition.

Levi Shirley, who owns one of the Campbells' chassis they had built in Arizona, offered it back to them, fully prepped and ready to race. The vehicle the team piloted is a single-seat, independent front suspension car with an LSX454 engine and a 6L80 transmission built by GM. It features a King Shocks suspension system and Evan Weller Racing Third Member front and rear differentials. Completing the setup, the team added the Nitto tires and Walker Evans Racing wheels they always have on their regularly run vehicles.

It was a last-minute decision, so for the first of three laps of the competition, Bailey piloted the desert route, while Wayland ran the second lap—the first through the

(cont'd)

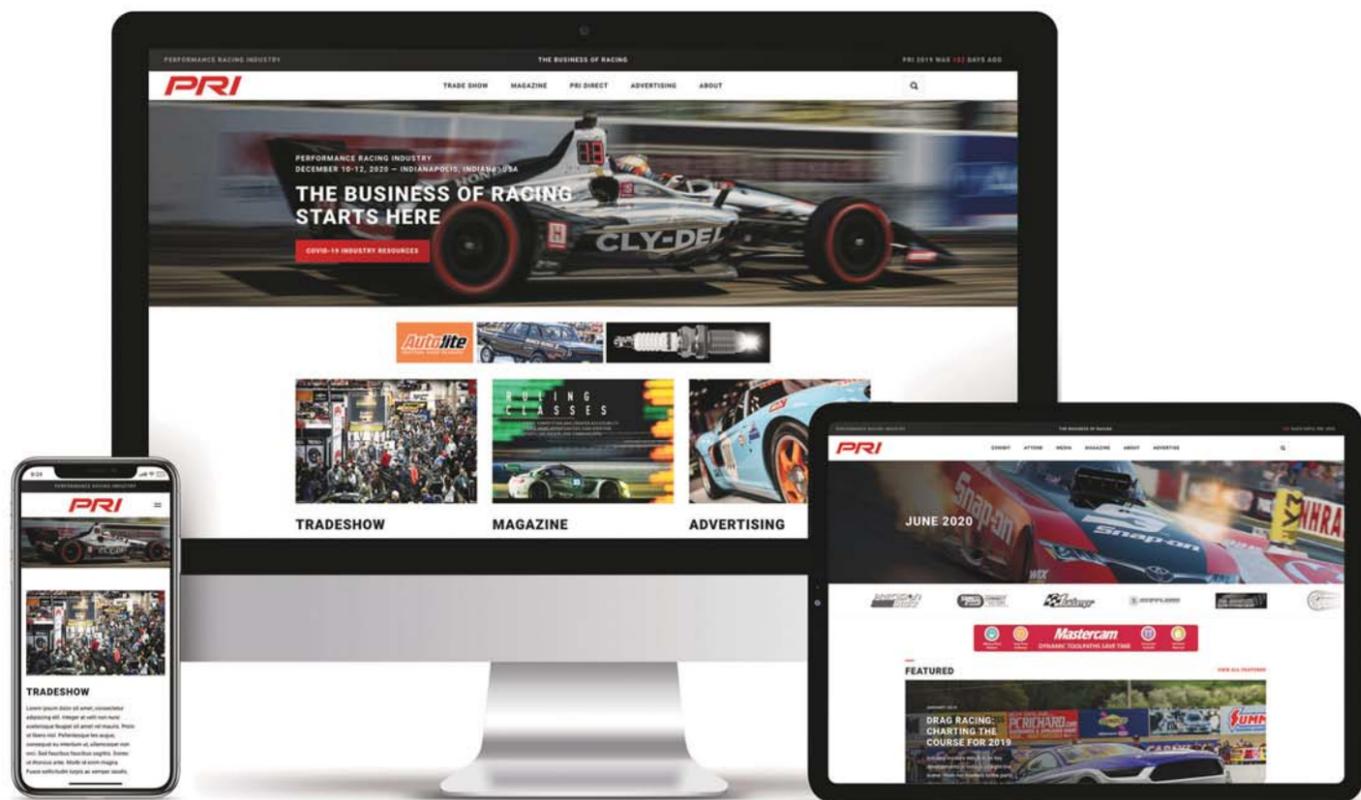


Photos: Campbell Enterprises Racing & Fabrication (2)  
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Johnson Valley Hammers. Bailey's co-driver, Ryan Miller, tackled the third and final lap through the imposing rocks.

"That was my first time in a single-seat car, which was, honestly, so nerve-wracking," Bailey says. "Anybody who came up to me that morning while I was in the start line made me cry a little bit because they kept telling me, 'We're so proud of you! We know you're nervous!' But they knew that I could handle it."

Nerves may have been pouring over, but once out in the competition, the team didn't let it show, working their way from a 105-position start to finish in 20th place, facing only a few minor issues with fans that overheated the car.

The King of the Hammers race is not for the faint of heart, a grueling 200-mile, three-lap race where only about one third of all competitors completed the entire course this year.

When asked about the future and the family tradition of Campbell Enterprises, Bailey says, "My husband also races one of our cars, so we're both very into racing. And if that is something my daughter wants to do, we'll definitely put her behind the wheel of something." At the end of the day, she wants to make sure that she is knowledgeable about the mechanics of a car, so she never has to rely on anybody to take care of vehicles for her. In fact, one of Bailey's favorite things to do was learn about how cars operate, and she even went so far as to give her girlfriends in high school advice on how to fix whatever may be wrong with their vehicles.

For fun, Bailey wraps up our conversation by sharing her favorite places in Arizona. "There's one that's a little challenging, more of a rock crawling trail that was meant for our moon buggies back in the day. It's called Hell's Gate."

For Bailey Campbell and her racing family, the hammers of Johnson Valley are only the beginning. With her bright smile and infectious laugh, it's hard not to like Bailey. She's a breath of fresh air in a down-and-dirty starting line, where competitors tackle rocks for breakfast. Each of the Campbell family has driven or co-driven for each other at some point in time. So for her, when it comes down to competition, it's all about family.

For additional event information, visit [kingofthehammers.com](http://kingofthehammers.com)



Photo: Ernesto Aralza

Photo: Robert Kranz

Photo: Campbell Enterprises Racing & Fabrication

# Potent high-tech cruiser BY JOE SAGE

Genesis is gaining traction fast. A separate brand since 2016, US sales for 2022 hit about five- or six-fold what they had been in prior years. A growing SUV lineup has ignited this brandwide, while sedan sales also remain healthy. Their biggest sedan, the G90, is the smallest seller, which can be seen as a positive thing for those seeking its exclusivity. Engines have long included a V8 or a V6, with RWD-AWD availability varying, often by engine, creating a dilemma. AWD is now universal across the lineup. But as of this year, there is no longer a V8. Two trims now both have the same 3.5-liter twin-turbo V6, but the upper adds a high performance, mild hybrid 48-volt electric supercharger, pushing output

from its base 375 hp to 409 and torque from 391 to 405 lb-ft—comparing favorably with the old V8’s 420 hp and 383 lb-ft. While the car weighs almost 5,200 pounds, tests indicate a zero-to-60 time of just 5.1 seconds, and we achieved 21.2 MPG over a week’s combination of locals street and a highway cruise. Another highest-of-the-high-end-only feature on the e-Supercharged top trim—rear-wheel steering—brings the big sedan’s turning circle from a more ponderous 40.1 feet in the base G90 down to just 37.1 in the upper trim, nimble and efficient, tighter than many considerably smaller vehicles. Next on the top trim is a surprisingly effective air suspension system, smooth as silk

even on the most brutal speed bumps. Genesis has totally nailed its visual identity in recent evolutions, from a full-V crest grille (earlier models had the bottom truncated) to the trademark two-line treatment from headlights to taillights. The new G90 has its headlights updated, though the two-line treatment is only somewhat reflected in the taillights, which bear a bit of a two-line echo, but not the full distinctive front-side-rear tie-together. This may be a factor of low volume and will catch up in the next refresh, or it may be quite intentional, a bigger and bolder style in the rear for this bigger and bolder sedan. The driver interface and creature comforts are feature-laden, but straightforward and applied wisely. Details are quite innovative, for example a menu of preference cues rath-

er than numbers and bars to adjust its B&O audio—unconventional, but highly effective—with many visual items from the upper screen also accessible via a controller knob on the console (unfortunately side-by-side with a similarly sized shift knob). Cameras offer a stunningly accurate angled aerial view of everything around you and your motions among it—it’s like having a follow-me drone, entertaining as well as informative. The G90 addresses the substantial doors of a large sedan with additional elegance. Outside, one touch extends the full length of its flush handle, while inside, an easy-to-reach button electrically opens or closes the door. The Korean brands originally made their way into our market via economy, often with an emphasis on small size. They accelerated sales with brilliant 10-year powertrain warranties (beating any hesitancy while simultaneously showing this would seldom be needed).

From there, they built product lines to compete across all segments (except big pickups), equal in every way while still generally delivering more value than average. Moving into top luxury was a challenging but obvious next step—challenge accepted and met. While many designers pile on tech for its own sake, often making simple user functions become cumbersome, Genesis—while also better than average at that—is more importantly applying advanced tech where a vehicle wants it—to powertrain, steering and suspension performance, and even to tangible items like entry and egress. Nice priorities. The top trim’s e-Supercharged powertrain, steering and suspension can entice anyone, if budget allows. But ten grand is ten grand, and the same basic luxury yacht style and experience are yours in either build—either one starting under \$100 grand, most notable of all in this rarified segment. ■



The 2023 Genesis G90 has been named Motor Trend Car of the Year, Cars.com Luxury Car of 2023 and a Car and Driver Editors' Choice.



## SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
ENGINE / TRANSMISSION	Korea / Korea
ENGINE	3.5L 24v DOHC V6 twin turbo Dual CVT, GDI+MPI, plus 48V e-Supercharger
HP/TORQUE	409 hp / 405 lb-ft
COMPRESSION RATIO	11:1
TRANSMISSION	8-spd auto, shift-by-wire
DRIVETRAIN	AWD
SUSPENSION	F/R: multi-link, multi-chamber air suspension
STEERING	rack-std motor-driven power
BRAKES	F: 14.2 vented, four-piston; R: 14.2 vented, single piston; copper-colored calipers
WHEELS	F: 21x8.5J; R: 21x9.5J
TIRES	F: 245/40R21; R: 275/35R21
LENGTH / WHEELBASE	207.7 / 125.2 in
GROUND CLEARANCE	5.8 in
OVERHANG (F/R)	33.5 / 49.0 in
TURNING CIRCLE (w rear-wheel steer)	37.1 ft
HEADROOM (F/R)	39.4 / 38.0 in
LEGROOM (F/R)	42.3 / 37.8 in
CARGO CAPACITY	10.59 cu.ft
CURB WEIGHT	5192 lb
GVWR	6195 lb
FUEL / CAPACITY	premium unl / 19.3 gal
MPG	17/24/20 (city/hwy/comb)
BASE PRICE	\$98,700
PAINT: Uyuni White	575
DESTINATION CHARGE	1095
TOTAL	\$100,370

## 2023 GENESIS G90 LINEUP

3.5T AWD	\$88,400
3.5T AWD e-Supercharger	▼ 98,700

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## MARCH NASCAR WEEKEND MARCH 10-12, 2023

**T**he 2023 March NASCAR Weekend at Phoenix Raceway has three major races over three days—the ARCA Menards Series General Tire 150 on Friday night, NASCAR Xfinity Series United Rentals 200 on Saturday afternoon, and the big NASCAR Cup Series Ruoff Mortgage 500 with activities all day Sunday.

**TICKETS & INFORMATION:** To secure tickets for March NASCAR Weekend, as well as for information on additional experiences and entertainment, call the Phoenix Raceway ticket office at 866-408-RACE (7223) or visit phoenixraceway.com.

Fans looking to buy or resell reserved seats can also visit SeatGeek.com.

**FALL CHAMPIONSHIP WEEKEND 2023:** NASCAR returns for Championship Weekend November 3-5, 2023, with the NASCAR Craftsman Truck Series Championship, ARCA Menards Series West Championship, NASCAR Xfinity Series Championship and NASCAR Cup Series Championships. Tickets go on sale at a later date. ■

**THURSDAY, MARCH 9** (free admission)  
ARCA Menards Series West practice .....tbd  
ARCA Menards Series West qualifying.....tbd

**FRIDAY, MARCH 10**  
NASCAR Xfinity Series practice .....tbd  
NASCAR Cup Series practice .....tbd  
**ARCA MENARDS SERIES RACE  
GENERAL TIRE 150** .....6:00 pm

**SATURDAY, MARCH 11**  
NASCAR Xfinity Series qualifying .....12:00 noon  
**BUSCH LIGHT POLE AWARD**  
NASCAR Cup Series qualifying .....1:00 pm  
**NASCAR XFINITY SERIES RACE  
UNITED RENTALS 200** .....2:30 pm

**SUNDAY, MARCH 12**  
**NASCAR CUP SERIES RACE  
UNITED RENTALS  
WORK UNITED 500** .....12:30 pm  
Schedule and details subject to change



# 9th Annual Concours in the Hills raises a record-breaking \$485,898 benefiting Phoenix Children's

## Some 50,000 in attendance for record-setting year of giving

Photos by Rob Mains / www.robmainphotography.com

The Gila River Resorts & Casinos Concours in the Hills presented by Matson Money, a Phoenix Children's event, raced to a record-breaking good time out at Fountain Hills Park on Saturday, February 4. From drivers to pilots, parachutes to puppy paws, this event had it all and smashed its previous record by raising \$485,898 (and counting) through sponsorships, registration, food vendors, donations and donated services.

Some of the amazing cars on display included a LaFerrari, Aston Martin One-77, Cord 812 SC Convertible Coupe, one of the most famous racecars in the world, an actual Ford GT Le Mans racecar, and many more. In total, there were over 70 Ferraris, 35 race cars and seven military helicopters.

When the event began in 2014, there were 220

cars and 3,000 spectators. This year, there were 1,200 vehicles, approximately 50,000 spectators and more than 100 vendor and sponsor booths, the event's growth surpassing all expectations.

This year, as the cars were rolling into the park, four members of the US Navy Parachute Team, the Leap Frogs, parachuted out of the sky, flying into the event trailing an American flag surrounded by red, white and blue smoke.

Concours in the Hills' opening presentation included a missing man air performance by Mesa-based pilot group the Falcon Warbirds. The official opening of the event wrapped up with a check presentation to Phoenix Children's for \$470,000. With donations gained through the day the total was brought up to \$485,898 (with more expected in the

final tally), which will go directly to children in need of life-saving medical services.

There were five award categories at Concours in the Hills: Best Domestic, Import, Race Car, Car Club Display and Best of Show. A 1970 Plymouth Superbird won Best Domestic and a 1973 Mazda Rx2 won Best Import. A 1967 Watson Indy Roadster won Best Race Car, an MG Car Club won Best Car Club and a 1966 Ferrari 275GTB won Best of Show.

"The support for this show from the community and sponsors is overwhelming," said Peter Volny, creator of Concours in the Hills. "We in the car community are honored to be able to make this donation to Phoenix Children's, where we can make a true positive impact on the lives of children."

This marks the last year that Volny led the event, which is one of the largest car shows in the world. He gifted the auto show to Phoenix Children's, and from now on, the hospital will be planning this annual strictly-for-charity event with the help of its auxiliary group, PCH50. The group, also known as "The Fifty," has a mission to harness the energy, enthusiasm and experience of 50 driven community leaders as the next generation of sup-

porters of Phoenix Children's. "This year will be hard to beat," said Dr Kris Birkeland, a member of PCH50. "But I know that Phoenix Children's and the PCH50 will continue to grow the impressive legacy that Peter has created with this event. We look forward to the community seeing what we can do at Concours in the Hills 2024."

This event would not be possible without the generosity of sponsors, including Gila River Resorts & Casinos, Valley Buick GMC Dealers, Matson Money, CuraFin Advisors & TMD Wealth Management, Discount Tires, Lucid Motors and Penske Automall.

For more information about Concours in the Hills, visit [phoenixchildrensfoundation.org/signature/concours](http://phoenixchildrensfoundation.org/signature/concours).

### ABOUT PHOENIX CHILDREN'S FOUNDATION

Phoenix Children's Foundation is a 501(c)3 nonprofit organization dedicated to fostering philanthropic support from individuals, families, organizations and corporate partners committed to Phoenix Children's mission: to advance hope, healing and the best health care for children and their families. One of the nation's leading pediatric health systems, Phoenix Children's offers 70-plus family-centered care programs that are fully or partially funded by philanthropy. There are many ways to give to Phoenix Children's Foundation to invest in the health of children. For more information, visit [phoenixchildrensfoundation.org](http://phoenixchildrensfoundation.org). ■





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## A WEEK WITH : 2023 KIA TELLURIDE SX-PRESTIGE X-LINE V6 AWD

It's hard to beat a three-row SUV, and a midsize can be more manageable in town or maneuverable in the wild. Utilizing its format extremely well, Kia Telluride conquers all of the above. New in 2019 for 2020, interior space is well engineered, with exceptional second row legroom and a roomy third row with easy access. (Upper trims are seven-seaters; lower trims seat eight.) Power is solid, acceleration is strong, handling is smooth, and the turning circle is reasonably tight for a three-row.

Through 2022, there have been four trim levels—LX, S, EX and SX—with a Prestige package available on the SX. For 2023, there is a light front styling refresh, and SX with Prestige is now treated as a separate trim (aka SXP). That plus all-new X-Line and X-PRO variants take us from four trim level versions to ten. Front-drive variants on lower trims boost the final total now to fourteen. Pricing is up a few grand across the board, and the new top trims run as much as \$5300 above that, bringing the lineup from formerly lower, now mid-\$30s entry, up into the \$50s—good news, with the same value formula of this widely popular vehicle now expanded to appeal to a wider range of buyers.

SXP adds leather, second row heated seats and

chargers, and upscale interior color schemes. It's a handsome interior, with tan, black and brushed metal well apportioned, along with a doublewide single pane touchscreen, a fair number of actual knobs, buttons and tactile points below that, and the right share of instrumentation on the console. The team has thought things through well.

Our first X-Line encounters were the 2020 Kia Soul, with trim and style add-ons, then the 2021 Sorento, adding AWD and more ground clearance.

The new-for-'23 Telluride X-Line continues with all of the above, and with 20-inch wheels aimed at milder off-pavement. This is where the new X-PRO steps in, with 18-inchers and a tow tech bump from 5,000 to 5,500 lb, for \$1,000 more.

Downsides noted during our week were a tendency, in any mode, to pause and recover slowly in surface street turns; an overpowering presence of alarms and alerts about phantom conditions; the drivetrain setting like fresh cement at a stop, for safety, but disquieting if you're simply hoping to move up a few inches closer to a wall.

These added up to a bit of a bipolar week. We enjoyed the styling, interior and engine just fine. But try as we might, we were unable to conquer those nitpicks. But perhaps over time you can. ■

### SPECIFICATIONS

ASSEMBLY	West Point, Georgia
ENGINE	3.8L V6 GDI Lambda-II, DOHC CVT, dir inj
HP/TORQUE	291 hp / 262 lb-ft
COMPRESSION RATIO	13.0:1
TRANS / DRIVE	8-spd auto / on-demand AWD
SUSPENSION	F: indep MacPherson strut, coils, stblzr bar; R: indep multilink, stblzr bar
STEERING	col-mtd motor driven pwr
BRAKES	F: 13.4 vented; R: 12.0 solid
WHEELS / TIRES	7.5x18 alloy / P245/50 R20
LENGTH / WHEELBASE	196.9 / 114.2 in
GROUND CLRNC / APPR / DEPART	8.4 in / 17.7 / 23.0°
TURNING CIRCLE	38.8 ft
HEADROOM (F/2/3)	39.5 / 38.8 / 37.8 in
LEGROOM (F/2/3)	41.4-44.1 / 42.4 / 31.4 in
CARGO CAPACITY	21.0 / 46.0 / 87.0 cu.ft
WEIGHT	4378-4524 lb
TOW CAPACITY	5000 lb
FUEL / CAPACITY	87 oct reg unl / 18.8 gal
MPG	18/24/21 (city/hwy/comb)
BASE PRICE	\$51,785
X-LINE: X-Line 20-in black alloy wheels, X-Line exterior style points, self-leveling rear susp, tow mode	incl
PAINT: Wolf Gray	495
INTERIOR: Terracotta Color Pkg	295
CARPETED FLOOR MATS	210
DESTINATION CHARGE	1335
TOTAL	\$54,120

### 2023 KIA TELLURIDE LINEUP

	FWD	AWD	X-Line AWD	X-Pro AWD
LX	\$35,690	\$37,690	—	—
S	37,590	39,590	—	—
EX	41,290	43,290	45,485	—
SX	45,490	47,490	48,885	49,885
SXP	—	50,390	51,785	52,785

## X-Line all the things

by Joe Sage



# NASCAR BIDS AN ACTION-PACKED FAREWELL TO AUTO CLUB SPEEDWAY'S SUPERSPEEDWAY —SHORT TRACK REPLACEMENT PROMISED

BY JAN WAGNER / AUTOMATTERS & MORE / AUTOMATTERS.NET

We were treated to an exciting NASCAR twofer in Fontana on Sunday, February 26, thanks to a lot of rain and even a rare dusting of Southern California snow on Saturday—which led to the elimination of practice, qualifying and Xfinity Series racing. Fortunately, I had believed the dire weather forecasts that predicted a 100 percent chance of rain on Saturday, so I did not make the long drive from my home in San Diego for that exercise in



futility. Nevertheless, it was still freezing cold on Sunday, when I did go. Both races were action-packed—more so than usual for Cup Series races on the ultra-wide superspeedway. Kyle Busch survived the melee of the nine-car “Big One” during the Second Stage restart of the Cup Series race (lap 86 of 200) and went on to win—setting a record for his 19 race-winning NASCAR seasons in a row and, in so doing, breaking a tie with “King” Richard Petty’s record of 18.

The Xfinity Series race—won by John Hunter Nemechek—finished at night, under the lights. I had to shoot it as best as I could with gloves on, since by then my fingers were numb. Despite my wearing a big down-filled parka to mitigate the effects of the cold, by the second race my legs were shaking. I have not had to do that in about 50 years, since back when I lived and shot auto racing in Alberta, Canada.

I hope the promised new short track replacement for the two-mile Auto Club Speedway’s superspeedway (1997-2023 RIP) is actually built. The back straight, with no grandstands and where much of the on-track action happens, is too far away from the grandstands overlooking the pits on the other side of the track for the fans to be able to see it well. The promised new reconfiguration to a short track, by 2025 or 2026, will provide much better viewing for fans and press photographers alike, and should also promote much more on-track action.

I have the longest superzoom lens that Canon makes for their relatively new RF mirrorless mount and cameras (100-500mm), but that did not provide quite enough reach, so I needed to heavily crop the photos of the action that I could barely see on the back straight. Luckily the photos were not further degraded by the usual blurring, hot weather haze rising from the track. Nevertheless, it was difficult for me to see the telltale signs of incidents shaping up before they happened, so that I could try to shoot them.

For results, video highlights and complete reporting about the Cup Series and Xfinity Series races this past weekend, visit and click around the NASCAR website at nascar.com. ■

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# Change is afoot

BY JOE SAGE

We last drove the gen-three Chevy Equinox at its media launch in 2018. That's both a long time and a quick time—nothing has changed and everything has changed. Disruptions to supply chains and factory flows industrywide slowed new models, with planning simultaneously devoted to significant change. The latest Equinox is clearer in the context of this matrix in great flux.

General Motors has simplified some things—discontinuing Pontiac, Oldsmobile and Saturn and handing off Opel and Saab, then declaring a growing (but not unique) disinterest in cars, with Malibu now Chevrolet's only remaining sedan (while Corvette and Camaro also still hold on to their niches). In parallel, GM has declared a commitment to a fully electric lineup within the next very few years. Their abandonment of sedans puts a spotlight on crossovers and SUVs, so we should expect the very best out of these. Or perhaps not, if plan-

ners are focused on the next wave of EVs.

Roll back to 2017, and Chevy cars were plentiful: Camaro, Corvette, Cruze (including a diesel), Impala, Malibu (including a hybrid), Sonic, Spark and Volt (plus the Bolt EV was tallied with cars then). Malibu, the only sedan still standing today, is expected to continue, with a new gen-ten arriving in 2025 (whether gas, EV or both as yet unstated), and Corvette is adding an EV variant for 2024.

In 2017, Chevy SUVs comprised just four: the prior Equinox, tiny Trax and big Tahoe and Suburban. By the end of this year, there will be almost three times as many. The new Equinox arrived in 2018 (with three engines: 1.5L, 2.0L and 1.6L diesel, all turbos), and Traverse was added. Equinox axed the diesel in 2019, and Blazer was added. In 2021, a new small SUV arrived bearing the old Trailblazer name, while Equinox ditched its 252-hp 2.0 turbo, leaving just the 170-hp 1.5T.

On the EV path, Bolt EV and the new, larger Bolt EUV (now tallied with crossovers) will be joined by Equinox EV and Blazer EV derivatives later this year, making four out of eleven in the SUV lineup electrics. (It is not yet crystal clear whether internal combustion Equinox and Blazer will continue, which could mean four out of nine would be EVs.)

Long gone in most all lineups are the simple days of subcompact, compact, midsize and full-size. Categorizing, as with anything from houses to spouses, has become complex. You have to check attributes overall and find the best fit.

Performance in our 2023 Equinox RS AWD was fine till our first corner, where power dropped and shift delayed in a simple 90-degree turn. It was the same when seeking to change lanes on the freeway. A horsepower boost this year seems to have recognized a need, but only moves from 170 to 175 (not a tweak, but a whole new engine, LSD versus LYX). A quick nighttime freeway run was more satisfying. But the following day, power and shift let

us down again while trying to scoot over a lane at a time toward an exit—a routine situation where power equals safety. On a drive up I-17 through Black Canyon and beyond, power was lost to unusual downshifts on consistent grades.

Absence of the larger engine option made power-to-weight ratios intriguing in the whole Chevy lineup. The chart at right, setting aside degrees of off-roading and with the three-row option speaking for itself, is presented in sequence by vehicle length. This (EVs aside) correlates well with horsepower range and vehicle weight. Price can be an exception—noticeable, for example, in Trax versus Trailblazer, or base Traverse vs base Blazer.

Note that the power-to-weight ratio (hp/lb) of Equinox with the discontinued 252-hp 2.0L was up with Tahoe and Suburban, or better, which could drag interest away from much else on the list. With that engine gone, the pecking order overall falls more into line. Whether this diminishes or clarifies Equinox's spot is open to interpretation.

Either way, it seems to have worked—Chevrolet sales overall were up 5.59 percent in 2022, and among Chevy SUVs and crossovers, Equinox remains king, at over 210,000 units, more than dou-

## CHEVROLET SUV-CROSSOVER FAMILY: POWER-TO-WEIGHT

In order by length	length (in)	rows	hp	weight (lb)	hp/lb	tow (lb)	price range
<b>Bolt EV</b>	163.2	TWO	200	3589-3624	.056-.055	---	\$26,500-29,700
<b>Bolt EUV</b>	169.5	"	200	3680-3715	.054-.054	---	27,800-32,300
<b>Trailblazer</b>	173.5	"	137	3029-3252	.045-.042	1000	22,400-26,500
<b>Trax (all-new now 2024)</b>	178.6	"	137	** na - 4145	na - .033	na	20,400-23,900
<b>Equinox</b>	183.1	"	175	3274-3512	.053-.050	1500	26,600-33,400
(with discontinued 2.0T)	183.1	"	252	3274-3665	.077-.069	1500-3500	na
<b>Equinox EV (coming: 2024)</b>	na	"	210-290	na	na	na	from ±\$30,000
<b>Blazer</b>	191.8	"	228-308	3918-4322	.058-.071	1500-4500	35,100-46,400
<b>Blazer EV (coming: 2024)</b>	na	"	up to 557	na	na	na	47,595-65,995
<b>Traverse</b>	205.9	THREE	310	** 4310 - na	.072 - na	1500-5000	34,520-54,200
<b>Tahoe</b>	210.7	"	*355-420	5473-5904	.065-.071	7600-8400	54,200-77,400
<b>Suburban</b>	225.7	"	*355-420	5616-6072	.063-.069	7800-8300	56,900-80,100

\*Diesel available on Tahoe-Suburban. HP is lower, torque higher, so chart compares gasoline hp only, for best direct comparison.  
 \*\*Weights third-party sourced where not stated by GM.

ble the sales of second-place Tahoe or close-third Traverse (at just over and just under 100,000).

Just as surely, it redirects interest toward the impending—already beginning—shift to an all-EV Chevrolet lineup. And, as you can see by the Bolt's power figures, this will shake the chart up anew.

Shoppers may choose accordingly from among the new lineup, possibly look for a great used Equinox with a bigger engine, or wait for the EVs. The one-engine 2023 Equinox seems to be as suspected—all part of a much larger picture. ■

For 2023, Equinox receives a few new colors and finish details, a brake upgrade, and a modest boost in horsepower. Our RS is next-to-top of four trims, still without seat-and-mirror memory or drive modes, and the audio system is nothing fancy.



## SPECIFICATIONS

ASSEMBLY	Ramos Arizpe, CZ, Mexico
ENGINE / TRANSMISSION	Mexico / Mexico
CONTENT	30% US/Canada / 28% Mexico
ENGINE	1.5L turbo DOHC DI VVT 16v 4-cyl
HP/TORQUE	175 hp / 203 lb-ft
COMPRESSION RATIO	na
TRANSMISSION	6-spd auto
DRIVETRAIN	AWD
SUSPENSION	F: MacPherson strut, tuned coils, direct-acting stblzr bar; R: four-link indep
STEERING	elec pwr-assist rack & pinion
BRAKES	Duralife rotors, low-drag calipers: F: 11.8; R: 11.3
WHEELS / TIRES	19x7.5J alum; P235/50R19
TURNING CIRCLE	(19-in wheels) 41.6 ft
GROUND CLEARANCE	(19-in wheels) tbd
LENGTH / WHEELBASE	183.1 / 107.3 in
HEADROOM (F/R)	(w sunrf) 38.2 / 36.9 in
LEGROOM (F/R)	40.9 / 39.9 in
CARGO CAPACITY	29.9 / 63.9 cu.ft
CURB WEIGHT / DISTRIB	3478 lb
TOW CAPACITY	1500 lb
FUEL / CAPACITY	reg unl / 15.6 gal
MPG	24/30/26 (city/hwy/comb)

BASE PRICE (SR)	\$32,000
PAINT: Radiant Red Tintcoat	495
RS LEATHER PKG: jet black RS leather seats, Bose premium 7-spkr audio	1580
POWER SUNROOF	1495
SAFETY-INFOTAINMENT PKG: (Infotainment Pkg) heated steering wheel, USB ports, 120V power outlet, infotainment 3 Plus 8-in touchscreen, wireless Apple/Android, Bluetooth audio streaming, voice recog, apps/personalization; (Safety Pkg) HD surround view, heated/power/manual-fold mirrors w turn signals, adaptive cruise	1200
FRONT LICENSE PLATE BRACKET	40
DESTINATION CHARGE	1395

TOTAL \$38,205  
 (Note: prices have increased, see below.)

## 2023 CHEVROLET EQUINOX LINEUP

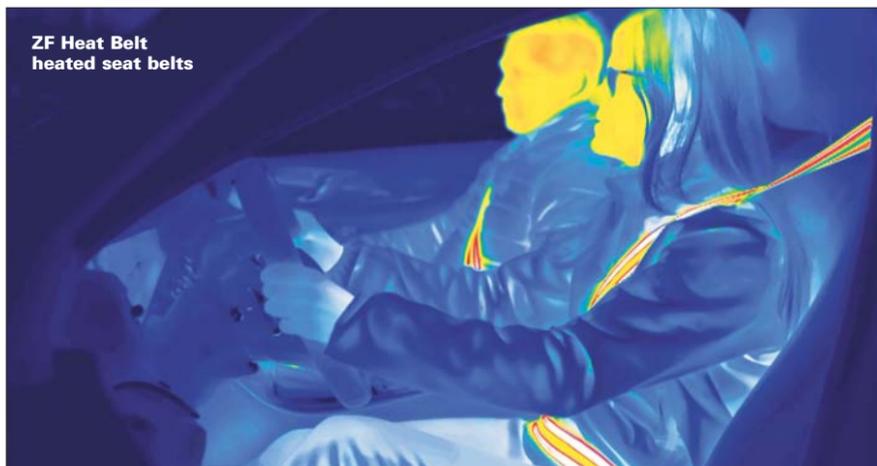
	FWD	AWD
LS	\$26,600	\$28,200
LT	27,700	29,300
RS	30,700	32,300
Premier	31,800	33,400

**Stellantis and the Archer Midnight eVTOL**



▼ Chrysler parent company **Stellantis** NV has greatly expanded its partnership with Archer Aviation Inc., joining forces to manufacture Archer's flagship electric vertical takeoff and landing (eVTOL) Midnight aircraft, setting up at Archer's new facility in Covington, Georgia and expecting to begin manufacturing in 2024. Safe, sustainable, quiet and, with an expected payload over 1,000 pounds, the craft can carry four passengers plus a pilot. With a range of 100 miles, the aircraft is intended for back-to-back short trips of around 20 miles, with a charging time of about 10 minutes in between. The partnership leverages both companies' strengths—Archer with its world-class team of eVTOL, electric powertrain and certification experts; Stellantis with its advanced manufacturing technology and expertise, experienced personnel and capital. They intend to rapidly scale production to meet Archer's commercialization timing, while saving hundreds of millions of dollars in the manufacturing ramp-up phase. Stellantis will mass produce Archer's eVTOL aircraft as its exclusive contract manufacturer and will provide up to \$150 million in equity capital for Archer in 2023 and 2024, subject to achievement of certain milestones in 2023. Stellantis intends to increase its shareholding through future purchases of Archer stock in the open market. Stellantis has collaborated with Archer since 2020 and has been an investor since 2021, during which time Archer has tapped their manufacturing, supply chain and design expertise.

▼ **ZF** has developed a heated seat belt option for electric vehicles—which have no usable waste heat, as with an internal combustion engine—allowing drivers to reduce the energy used to heat the vehicle, especially when used in combination with other contact heaters such as heated seats. In cold weather, the system may increase driving range by up to 15 percent by reducing the energy required to heat



the interior of the vehicle. The ZF heated seat belt is based on special webbing with integrated heating conductors that minimally increase its thickness, providing the same comfort as familiar seat belts, with virtually identical operation. Heated seat belts can provide close-to-body warmth immediately. Occupant comfort is also improved by occupants reducing bulky clothing, which in turn enhances allows the

belt to lie much closer to the body to restrain and protect the occupant in a crash.

▼ In the future, your entire car could be a radar antenna as radar miniaturization is a key trend, says **IDTechEx** in a new report, *Automotive Radar 2022-2042*. Factors contributing to this include a move from 24 to 77GHz, shrinking antenna size, and from SiGe-BiCMOS to Si-CMOS transceivers, reducing the number of discrete computational components and shrinking the circuit board. Traditional radar stacks several component layers, each with distinct tasks. The radome is the outer protective face, which must allow radio waves to pass through seamlessly. The antenna array converts between an electrical signal and emitted radio waves, as well as reading radio echoes and converting back to an electrical signal. Shielding separates the antenna array and a radar circuit board that holds key components like the transceiver and processors. Tending to use increased size to pack in more performance, these radars are typically used at the front of the vehicle where high resolution and

long ranges are necessary. But around the rest of the vehicle, ranges can be shorter, and precise location of detected objects is less important than field of view and proximity. These factors may allow radar size to be reduced, opening up more possibilities to further reduce the package size to just a few 10s of millimeters in each direction. The compromise is in performance—poor range and resolution. One possible

solution is to start embedding the antenna in the outer surface of the vehicle, embedding the antenna in body panels to create enormous, versatile, powerful arrays. Delocalized, multiple arrays could be coordi-



nated across a single controller, and thus working in unison, further performance gains might be unlocked. Questions arise about whether an automotive manufacturer would let a third party make its body panels, or conversely whether those third parties would take on the need to produce panels for hundreds of different vehicles. They suggest the concept might be of interest to Tesla, which has a highly vertical manufacturing process, but that Tesla seems to be moving away from radar. Thus they conclude this approach may not emerge for a little while longer.

▼ **New Holland Agriculture** has long championed alternative fuels as the future of farming, establishing its Clean Energy Leader Strategy in 2006. Since then, the brand has accumulated vast experience and expertise in this area, developing concepts, prototypes and ultimately the first ever commercialized natural gas tractor: the New Holland T6 Methane Power. They have now unveiled the next step in this journey with the T7 Methane Power LNG (Liquefied Natural Gas) pre-production prototype tractor. A farm's carbon footprint is a major factor in determining its sustainability. And farmers still need powerful tractors that can run around the clock. Natural gas, and especially biomethane, are presently the ideal solutions to guarantee higher horsepower machine performance, while also lowering emissions and reducing operating costs. The T7 Methane Power LNG will more than double autono-

my compared to a CNG design, while boosting overall farm sustainability. In comparison to their T6 Methane Power CNG, this is a fourfold increase in fuel capacity. LNG is also a key facilitator for

the expansion of CNH Industrial's broader future natural gas portfolio, particularly towards larger and heavier agricultural equipment, as well as construction equipment. With its 270 hp, the pre-production T7 Methane Power LNG prototype delivers the same power and torque as a diesel tractor while delivering autonomy without the need for any extra tanks. It is also better than carbon neutral when powered by Liquefied Biomethane sourced from live-



stock manure/slurry. All the new technology in the T7 Methane Power LNG has been put through its paces on a variety of farms across many different applications. Its premiere is the first step toward serial production and commercialization of the world's first LNG tractor, complementing New Holland's existing T6 Methane Power and CNH Industrial's wider alternative power portfolio.

▼ **Porsche** and international partners working with the Chilean operating company Highly Innovative Fuels (HIF) have started industrial production of synthetic fuels in Chile, officially opening the Haru Oni pilot plant in Punta Arenas with Chilean Energy Minister Diego Pardow, where Porsche executive board members Barbara Frenkel and Michael Steiner performed ceremonial fueling of a Porsche 911 with the first synthetic fuel produced at the site. The eFuels are made from water and carbon dioxide using wind energy, enabling nearly CO<sub>2</sub>-neutral operation of petrol engines. The pilot phase plans for eFuel production of about 130,000 liters (34,342 gallons) per year, to be used in the Porsche Mobil 1 Supercup and at Porsche Experience Centers. The first scaling will then take the project up to a projected 55 million liters (14.53m gallons) per year by the middle of the decade, and by about two years later, the capacity is expected to be 550 million liters (145.3m gallons). The south of Chile offers ideal conditions for production of eFuels, with the wind blowing about 270 days a year, enabling wind turbines to operate at full capacity. Punta Arenas is also close to the Strait of Magellan, so the synthetic eFuel can be transported from the port of Cabo Negro, like

traditional fuels, and be distributed worldwide using existing infrastructure. Porsche is working towards a CO<sub>2</sub>-neutral balance sheet by 2030, also including a CO<sub>2</sub>-neutral phase for future all-electric models. Porsche has already invested over \$100 million in eFuel development and production, including \$75 million in HIF Global LLC—which plans, builds and operates eFuel plants in Chile, the USA and Australia. ■

# UPCOMING FEATURES

**Kia EV6 GT**



**Dodge Challenger 392 Shakedown Last Call Edition**



**Sally McNulty - racer and race car builder**



**TAWA Spring Auto Roundup comparo**



Kevin McCauley, capturingthemachine

**Ford Maverick Tremor**



**Honda Pilot TrailSport**



**Lucretia Torva mural at Cascio Motors**



**NWAPA Outdoor Activity of the Year comparo**



Doug Berger for NWAPA

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

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— Sincerely, Pam

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— Cheers! Michelle

♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service.  
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