

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 2 NUMBER 1

JANUARY/FEBRUARY 2003

\$5



## SHELBY G.T.500E 'ELEANOR' MUSTANG

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# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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JANUARY/FEBRUARY 2003

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January is when Arizona becomes the center of the universe for enthusiasts and buyers of classic, race, rod, custom, muscle and special interest vehicles of all sorts, as the Barrett-Jackson, Kruse/eBay, RM/Biltmore, Russo and Steele, and Silver/Ft. McDowell auctions all hit town.

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**COVER PHOTO:** Chad Grossman, Sanderson Sales & Marketing.

**RIGHT:** Photos courtesy of Russo and Steele; Sanderson S&M, Larry Edsall, Petersen Museum, DaimlerChrysler, Dan J. Gardner.



**H**uge! This thing is going to be huge. That's what we keep hearing about our new magazine. And we certainly hope it's true.

Our editorial focus is one that gets people excited. And our readership reach is engineered for those with vehicles of enthusiast appeal in the garage or on the wish list, who enjoy their vehicles more than average and have the means and desire to add to the fleet, upgrade, modify and enjoy. If you live in Arizona and enjoy reading about cars, trucks and SUVs... maintenance, performance and training ... events, road trips and destinations ... we hope you are already one of the lucky ones receiving this publication. If you are not receiving us yet, then hang tight and watch us grow.

And if you are in the automotive business here, here's a great opportunity to get your message to your perfect audience, in a very focused publication.

What a great place for this subject matter, as easily evidenced by this issue's features on the five—count 'em, five!—major auctions happening right

here in the Valley. We hope you get a chance to attend each and every one of them. And, as if that's not enough, our neck of the woods has been chosen as the best place to launch the newly created 1967 Shelby G.T.500E Mustang and to celebrate automotive legend Carroll Shelby's 80th birthday. More about all this in these pages.

That said, we are on to our second year, easily enough done following a November/December launch. We have plenty of subject matter lined up for you over the coming months. We also plan to expand distribution into other key areas of the Valley and beyond as we progress.

We aim to be informative and entertaining, in a way that has particular interest to the drivers of Arizona. We'd love to hear from you... drop us a line!



Joe Sage  
Publisher/  
Executive Editor

# ARIZONA DRIVER

MAGAZINE

Publisher/Executive Editor: .....Joe Sage  
 Contributing Writers: .....Jill Amadio  
 .....Larry Edsall  
 .....Dan J. Gardner  
 .....Bill & Barbara Schaffer  
 Contributing Photographers: .....Larry Edsall  
 .....Dan J. Gardner  
 .....Chad Grossman  
 Design & Production .....AdZoneAZ  
 Advertising Sales.....Robin J. McNeely

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 PO Box 13387 - Scottsdale AZ 85267  
 www.azdrivermag.com



Write us at:  
 PO Box 13387,  
 Scottsdale AZ  
 85267

### dragracing.com

I received your first issue of *Arizona Driver* just about one week ago and was thrilled to see a magazine devoted to one of the great "driving" states. I'm a long time car enthusiast...

I was very happy to see that you have accepted advertising for events like SCO Nights. One idea I was thinking about is an event focused on the NE Scottsdale area for teens, raising awareness of options open for racing legally, as opposed to street racing (which seems to be a growing problem in this area).

**David Schneider**

- via email

*Thanks, David. We actually were going to have such a feature in the premiere issue, but it was delayed by the writer's schedule. It's a great idea, though, and we will surely pursue it in the future. We agree that the best way to hone a young driver's skills is through training and experience.*

### Rally coverage

I have some suggestions of things you can cover in the next month that are pretty interesting in Arizona... the (unintelligible) Rally, which is an FIA rally, part of an international rally series... and also the (unintelligible) Magellan SUV Rally, all at the South Rim of the Grand Canyon on December 13-15. I'm just a participant, but maybe it's something you'd be interested in.

**Mike M**

- via voice message

*Our publishing cycle is bimonthly and our first issue was November/December, so December events have, of course, passed by now. We do encourage our readers, though, to send us information for our Events Calendar (see page 15) about 3-4 weeks in advance, and we will include what we can. Editorial coverage takes a little more planning, but we're game. Drop us a line at our PO box.*

### Viper vs. Viper

Hi, got the premiere issue... looks pretty great! One question: on page 12, the photo caption says that the sidebar will tell who won in



Viper vs. Viper. But the sidebar does not. So -- who won? What were the times?

**Richard Stevens**

- via email

*As the jet went airborne and the Dodge did not, there were no conventional track time results provided. The event producers' intention seems to have been to purposely leave the declaration of a "winner" somewhat ambiguous, but a good time was surely had by all! Our advice: if you are offered a chance for a ride, a chance to pilot, or a chance to own either one... take it.*

### Photo enforcement

Yes, I'm holding your first copy of *Arizona Driver*. I'm wondering why you have to be a sycophant for the police around here; the bottom line of photo radar or photo (unintelligible) equipment is it's a revenue-producing system for the police department. The police should worry about themselves, the way they've been wiping themselves out and killing people in Chandler.

**Peter P.**

- via voice message

*This was a simple Q&A interview, not an investigative piece. As for Chandler, that's off topic for this article. But self-serving? If we run the radar, we will get nailed same as you, regardless of our editorial content.*

### Congratulations

Nice going on the first issue! The Viper cover is very cool. Keep up the good work.

**Lisa B.**

- via email

Fabulous first issue.

**Jim & Joyce Y.**

- via email

I live in the area, I received your first copy of *Arizona Driver*, and what a terrific magazine... what a great publication! You

really did a good job putting it together, I hope they continue to come; if you have an opportunity, I'd be glad to tell you how many wonderful things I thought there were in here.

**Stan Joseph**

- via voice message

*Well, thanks!*

### Subscriptions and such

I live in Detroit, Michigan. My family lives in Arizona; they sent me a copy of your magazine, Volume 1 Number 1. I was wondering if I can get a subscription? Please give me a call and leave a message.

**Mark Blake**

- via voice message

I received *Arizona Driver* the other day in the mail. It is an excellent publication and I enjoyed it very much. Will consumers be able to order the magazine online, and how much of the magazine will be available online?

**Brian Flynn**

- via email

I would be interested in learning more about your magazine and where I might be able to obtain copies.

**Shawn Laverty**

- via email

*The best way to learn more is to keep reading... welcome to our second issue! Arizona Driver is a controlled circulation publication, sent to select demographics by mail. We wish we could send it to everyone, but there are over 5 million people in Arizona alone. At this point, Arizona Driver magazine is not available by individual sale nor by subscription, but we will be gauging the demand and responding accordingly.*

*Feature contents are not posted online,*

*for two reasons:*

*a) on a bimonthly cycle, the content would age quickly*

*by web-surfing standards, and b)*

*that use is not included in rights*

*we purchase. The website is simply*

*an overview for*

*the generally curious ... for now. We do*

*look forward to establishing links to*

*several partner sites of ongoing interest,*

*and when we do you'll find some*

*entertaining reading there.*

*Thanks for your compliments, though...*

*and keep reading!*



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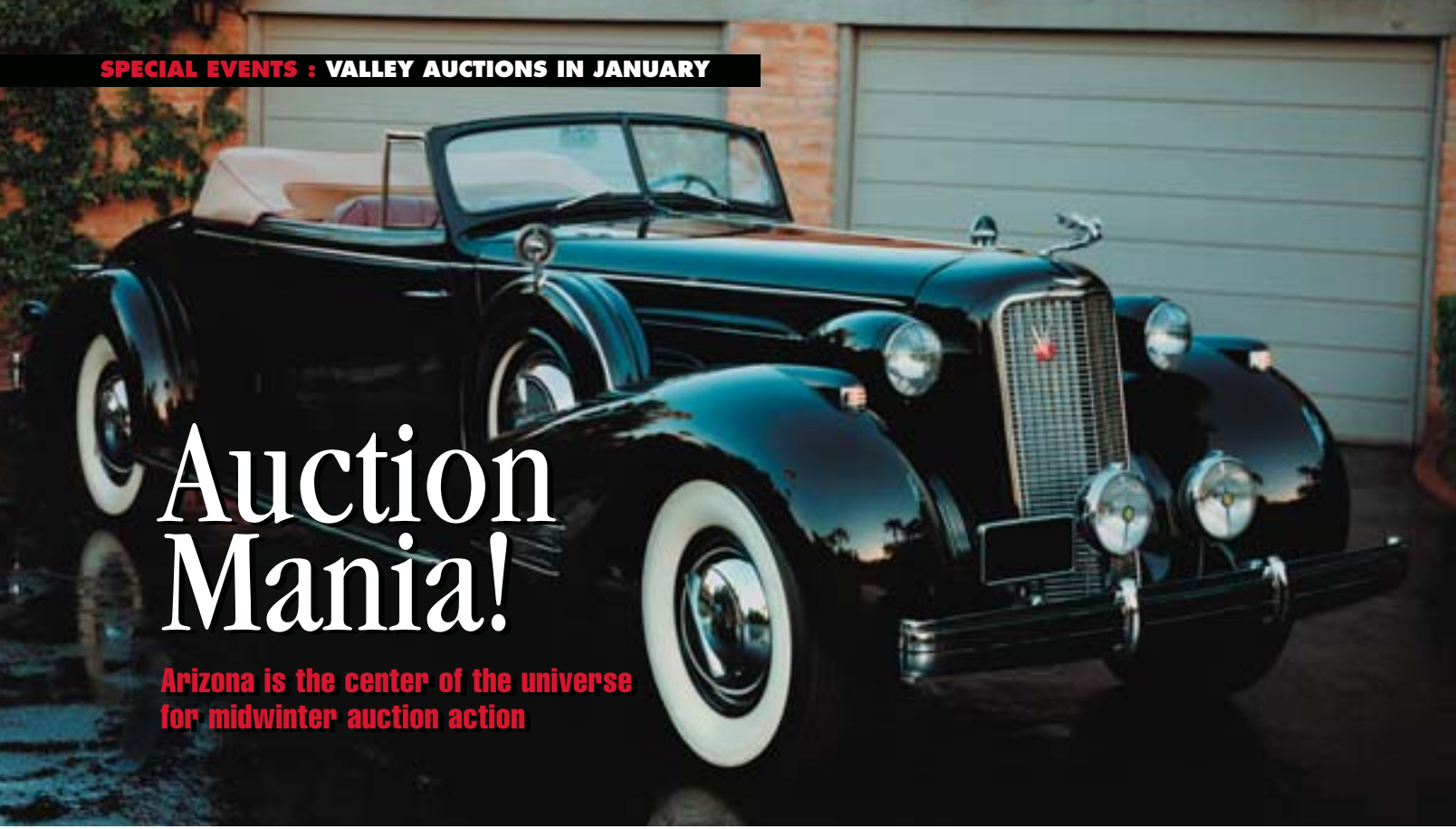
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# Auction Mania!

Arizona is the center of the universe for midwinter auction action



Photos: Russo and Steele

Photos: Silver Auctions

Photos: RM Auctions

January means one thing to any serious automotive collector or investor: a trip to sunny Arizona for a chance to see, touch and feel the leading edge of the hobby's available collectibles, to mingle with like-minded souls, many with big buckets of cash, and to learn where the collector car market is headed in the near term. These auctions are the bellwethers of the hobby; forget what the pricing guides say about a vehicle's value ... if it sells at any price in Arizona this January, the books will be rewritten accordingly.

## Barrett-Jackson Auction

WESTWORLD • SCOTTSDALE

**JANUARY 15-19:** This automotive event has evolved over thirty years into a lifestyle and social happening that's considered a "must-attend" for thousands of collectors and enthusiasts annually. Whether looking for a fabulous coach-built classic car, a championship race car, high-performance American muscle or a one-of-a-kind custom hot rod, collectors and spectators know they will find it here.

Besides the auction proper, everyone can enjoy the Showcase Pavilion & Lifestyle Expo, with a preview of feature cars and over 300 vendors indoors and out, offering automobilia, food and drink,

and much more.

Additionally, visit the Dodge-Chrysler-Jeep Pavilion to see these makers' newest concept cars on display, and sign up for new model test drives.

Gates open at 8am, the automobilia auction runs from 8:30-10am, and the vehicle auction runs from 10am until "as long as it takes." Free parking is available, and valet parking is \$20/day.

Admission for adults is \$20 on Thursday or Sunday, \$25 on Friday or Saturday, per day. There are discounted rates for kids, seniors, students and military, and kids 5 and under are free. a four-day adult pass is \$80, seniors \$60.

A \$300 bidder registration includes passes for the bidder and a guest, preferred parking, admission to the opening night gala ceremony, and access to reserved bidder seating and an open bar. The fee is refundable with the successful purchase of an auction vehicle.

The Barrett-Jackson Auction is also covered on Speed Channel TV both Friday and Saturday. Visit their website at: [www.barrett-jackson.com](http://www.barrett-jackson.com)

## Kruse International / eBay

RAWHIDE WILD WEST TOWN • SCOTTSDALE

**JANUARY 10-12:** This is the 32nd year for this, one of the world's largest collector



Photos: Barrett-Jackson



Photo: Russo and Steele

car events. The auction begins at 10am daily, Friday through Sunday, with general admission of \$15 for adults and \$5 for children. The Kruse auction is held at Rawhide Wild West Town, on Scottsdale Road four miles north of Bell and Frank Lloyd Wright. Call 800-968-4444 for more information, or visit :

[www.kruseinternational.com](http://www.kruseinternational.com)

## RM Auctions

BILTMORE RESORT & SPA • PHOENIX

**JANUARY 17:** Eighteen extraordinary Corvettes from the personal collection of "Mr. Corvette" Mike Yager will be a part of RM Auctions' 2003 Vintage Motor Cars in Arizona collector car auction. Nearly 100 of the finest classics, exotics and collector cars including vintage Ferraris and Porsches have also been collected for this one-day event at the Biltmore Resort and Spa in Phoenix, Arizona on Friday, January 17, 2003.

Corvette collectors will have a chance to acquire some of the cleanest and most significant of America's foremost sports car to cross the auction block in some time. Each will be offered with No Reserve.

Nearly 100 other highly collectible vehicles consigned at press time include such classics as: 1922 Detroit Electric; 1934 Packard Twelve 5-Passenger Phaeton;

1935 Packard Twelve Convertible Coupe; 1936 LaSalle Convertible Coupe; 1941 Cadillac Series 62 Coupe; 1946 Chrysler Town & Country Convertible; 1955 Mercury Montclair Convertible.

Last year's event was highlighted by the sale of a 1937 Mercedes-Benz 540K Special Roadster once owned by Hollywood mogul Jack Warner which brought an auction-record \$3,630,000.

From their start in 1994, RM Auctions Inc. has amassed an enviable roster of prestigious venues in North America, and sales have grown steadily each year, exceeding \$50 million in 2000. For more information, call 310-246-9880, or visit: [www.rmauctions.com](http://www.rmauctions.com)

## Russo and Steele

SCOTTSDALE ROAD & MAYO BLVD. AT 101

**JANUARY 17-18:** Presenting a select group of European sports, American muscle cars, street rods and customs, Russo and Steele Collector Automobiles launches their event on the evening of January 16 with a Charity Benefit Preview Gala. The Russo and Steele Auction is presented by principals Andrew and Josephine Alcazar. Drew brings many years' experience and the fruits of his wide ranging contacts in the enthusiast world to this event, drawing cream-of-the-crop vehicles, while

Phoenix native Josephine also owns Events With Taste, ensuring that the event's planning and catering services live up to her top-flight reputation. The auction program runs Friday and Saturday January 17 and 18, with gates open at 10am. Gate admission is \$10 for the Preview. For a list of entries or for more information, visit:

[www.russoandsteele.com](http://www.russoandsteele.com)

## Silver Auctions - Ft. McDowell

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**JANUARY 10-13:** Auction season kicks off when the first vehicles arrive to check in for this event on Thursday January 9. Auction bidding begins Friday January 10 at 2pm; 150 cars cross the auction block by 9pm, then it's on to a rock'n'roll concert till midnight. The fun resumes with hundreds more vehicles auctioned, plus more rock'n'roll shows, on Saturday and Sunday. A final round of bidding happens on Monday from 11am-5pm.

[www.silverauctions.com](http://www.silverauctions.com)

If you can make it through all of those and not end up needing a new half acre and a 7-car garage, more power to you. The temptations are top-notch, the professionalism is world-class, and the fun never stops. See you there! ■







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## AUTO INDUSTRY UPDATE



Photos: General Motors

■ The 2004 Cadillac XLR, Neiman Marcus Limited Edition, at Pebble Beach Golf Course in August.

### CORVETTE AND CADILLAC XLR TO SHARE PLATFORMS

The upcoming 2004 Cadillac XLR sports car and the next-generation 2005 Chevrolet Corvette may be built on the same basic platform and in the same Bowling Green, Kentucky, plant, but that's where the similarities end. Sources say the XLR will have a 4.6-liter 375 hp version of the Northstar V-8, while the Corvette will have a 405 hp 5.7-liter V-8. The XLR gets a new version of the same five-speed automatic transmission GM makes for the BMW 5 series, while the Corvette has a choice of six-speed manual or four-speed automatic. The XLR will have a retractable hardtop, while the Corvette convertible maintains its fabric top. David Hill, vehicle line executive for both vehicles, says the cars are aimed at different markets. The XLR will be more refined and sophisticated to compete with luxury sports vehicles like the Jaguar, Lexus and Mercedes-Benz.

### NEW APPROACH FOR NEXT MUSTANG

Ford plans to make the next generation Ford Mustang last longer without the regular facelifts. Rather, the sporty two-door will get annual special models like was done with the Bullitt in 2002 and the Mach I in 2003. The new Mustang, due in



Photo: Ford Motor Company

■ The first Mach I is nonetheless one of the last of this generation.

2004 as a 2005 model, will be built on the same platform as the Lincoln LS and Ford Thunderbird. The basic V-6 model will resemble the original 1965 and 1966 2+2 fastback, while the GT and Cobra models will get their inspiration from the 1967 and 1968 models. Special edition vehicles will likely be limited to the GT

and Cobra models, while the basic V-6 version will have a more premium look. The new cars should be in showrooms by the fall of 2004, which would coincide with the 40th anniversary of the original Mustang debut.

### MORE POWER FOR THE CADILLAC CTSi

The Cadillac CTS is a wonderful driving car with excellent handling, great styling and other good features, but the 220-horsepower engine just didn't have the acceleration to compete with other cars in the class. Now Cadillac plans to up the stakes for 2004 with a new V-8 powered version, the CTSi, with power coming from the same 5.7-liter V-8 that powers the Corvette. Current talk pegs the horses at 350, but it could be higher. The only transmission available will be a six-speed manual. All models will get a fresh interior, probably less industrial, and the standard V-6 engine will get more power, still with a choice of manual or automatic transmissions.



Photo: Mercedes-Benz

■ For 2003, the US receives both 221 hp V6 E320 and a 302 hp V8 E500 (shown above) sedans.

thing to an SUV style vehicle is the Allroad quattro that sells for about \$41,000.

### LINCOLN MAKES MAJOR CHANGES TO LS

Lincoln has made major changes in the LS to help it stay competitive in the tough sport sedan market. More than 500 redesigned components and systems will have been changed when it arrives at Lincoln showrooms late this year. The engine gets a new variable intake valve timing that boosts horsepower of the 3.9-liter V-8 by 28 up to 280 hp. It also will get the first automotive application of the THX sound system first pioneered for theaters by George Lucas.

compromise between handling and ride comfort; and Distronic radar based adaptive cruise control. The list goes on with a panorama sunroof including power shades and a solar panel which power an interior venting system; Keyless Go ignition that doesn't need a key; a power trunk closer; and even a heated steering wheel.

### VW MAY HAVE PLANS TO DROP THE W8 ENGINE

The innovative eight-cylinder W8 engine that Volkswagen just introduced in the US is likely to be dropped from the European Passat when the car is redesigned for 2005 or 2006. While European sales have lagged behind expectations; US buyers



Photo: Audi

■ The Audi Steppenwolf concept vehicle crosses over several lines.

Volkswagen Magellan concept shown in January 2002 at the Detroit show, which seated six, and was powered by a W-8 engine rated at 275-hp. A more compelling contender, perhaps, is the Audi Steppenwolf show vehicle shown here. Either would give the company a true off-roader. Currently Audi's closest

roadster along with many industry firsts. Here's just a partial list of new features on the E-Class: Dynamic Drive seats that automatically adjust pressure in air cushions in response to driving input; electronic braking; eight airbag adaptive restraint systems; dual control Airmatic DC air suspension that eliminates the

### MERCEDES E-CLASS PUSHES ENVELOPE, ONCE AGAIN

New technology and the introduction of a new Mercedes-Benz always go hand in hand. The all-new E-Class is filled with features that have trickled down from the S-Class and SL



Photo: Volkswagen

■ The piston arrangement of the Volkswagen W8.

have already purchased the first year allocation. If the eight-cylinder continues for the Passat, it will probably be a new narrow angle engine currently under development. The W configuration engines are likely to continue in a 12-

KEEP RIGHT >>





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>> cont'd

cylinder variation for the new Phaeton and Touareg sport utility and as a W-16 for the Bugatti Veyron.

### BMW MAY DROP MANUAL TRANSMISSIONS IN "M"

Future high performance BMW "M" vehicles may come with a standard Sequential Manual Gearbox (SMG) says Rolf Scheibner, product manager for M cars. The SMG is similar to the racing-style paddle shifters but without the traditional clutch pedal and gearshift lever. According to reports, Scheibner said drivers can shift faster with the SMG and it's better for the engine, the clutch and the transmission, plus with the M cars, top performance is the key, and that's what the SMG offers. Currently the SMG is an option on the M3 and will be also on the next M5.



Photo: BMW

■ No matter how you shift it, the BMW M Series is one hot ride.

### ACURA UPGRADES MDX AFTER ONLY 2 YEARS

Vowing to keep ahead of Lexus, Acura has increased horsepower, handling and safety features on the MDX sport utility vehicle after only two years. For 2003 Acura is upping horsepower from 240 to 260, changing the transmission to a more compact five-speed automatic that is lighter and quieter and recalibrating the four-wheel drive system to increase traction on slippery roads. There will also be improvements to the front brakes, plus stiffer springs and revised shocks. The body will be 35 percent more rigid, the navigation system is improved, and there will be an optional built-in rear camera to display the area behind the vehicle on the nav system screen when backing.



Photo: Goodyear

■ The Goodyear F1 aims to meet or exceed the Europeans.



Photo: Acura

■ The Acura MDX has many internal changes for 2003.

### GOODYEAR'S NEW EAGLE F1 TIRE

Goodyear has a new ultra performance tire with a sweeping new tread pattern and sophisticated sidewall design. The Eagle F1 has long grooves cut in a flat surface that not only provide excellent dry road traction, but the highest wet traction rating. The dramatic V-shaped pattern makes the tires even look fast while standing still. The advance unidirectional V-TRED technology and a custom-blended triple-polymer AAttrax

tread compound delivers the highest "AA" quality grading label for wet traction. The design also delivers maximum handling acceleration and braking performance with a minimum of noise while still providing a comfortable ride. The new Goodyear tires are available in 39 popular ultra-performance 15- to 21-inch tire sizes. They are designed especially for sporty cars, sport trucks and the growing category of highly modified compact-car "tuners".

### VW'S INTERPRETATION OF THE BENTLEY GT

Got \$147,000 and a bit of patience? If so then the next Bentley GT coupe may be just the car for you. It starts with exotic, elegant styling adds state-of-the-art luxury and more power than one can imagine: a 6.0-liter W12 with twin turbochargers. It produces 550 horsepower and 675 lb.ft. of torque. The transmission is a six speed paddle-type electronic shifter. The 4,700 pound Bentley goes into production next spring and is expected to be available in the U.S.

about November 2003. Now owned by Volkswagen, Bentley is targeting sales (and heavy leasing) of about 9,000 units annually. That's about 10 times as many as are being sold currently.

### GM & FORD JOIN FORCES TO BUILD A NEW TRANSMISSION

In an unprecedented business arrangement Ford Motor Company and General Motors have signed an initial "memorandum of understanding" to work together to develop a high-volume, front-wheel-drive 6-speed automatic transmission. This is the first time the two auto giants have made a business arrangement to advance technology together. The end result will be a transmission that will benefit customers by producing better performance and fuel economy, thereby benefiting the environment. The companies have been both working on the technology independently, but this joint effort should result in a better product, faster. Only the basic transmission architecture design will be in common, in the end each company's adaptation will have a distinct feel and

performance, since they will be mated to different engines, and the respective vehicle programs will have unique performance dynamics and calibration. The new 6-speed would be available beginning in mid-to-late decade on front-wheel-drive cars and sport-utility vehicles with mid-to-large displacement engines.

### HONDA TO SELL NATURAL GAS VEHICLE

Honda has been selling the natural gas powered Civic GX to government fleet buyers since 1998 and now plans call for it to go on sale to retail consumers. With a lack of natural gas filling stations, a company called FuelMaker (which Honda owns a 20 percent stake in) is about to start marketing a home-based fueling appliance that can be mounted in your garage and taps into the existing natural gas supply. The fueling appliance, named "Phill", is expected to go on sale in late 2003. ■

Auto Update is a summary of auto news from industry sources, trade journals and consumer magazines compiled for *Arizona Driver* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

**Group A, Inc.**  
251 E. Chilton Dr.  
Chandler, AZ 85225  
(866) ROH-USA9  
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# Shelby 2003

Just in time for his 80th birthday, Carroll Shelby has reinterpreted the 1967 Shelby Mustang.

The first production model, a Performance edition, will be auctioned in Scottsdale in January.

The first Super Snake has already been purchased by a Scottsdale enthusiast.

And... Carroll's birthday candles will be lit here as well!



BY JILL AMADIO

Legendary Cobra creator Carroll Shelby, grizzled but game as he celebrates his eighth decade January 11, is still spewing out mechanical venom via his awesome machines forty years after he built his first snappy little roadster in 1962, inspired by British MGs and Allards. That year, he shipped a 289 Cobra with its small block Ford V8 to Europe and blasted every other race car there into oblivion. It was the fastest production car ever made at the time, streaking from 0-60 in 3.9 seconds. Shelby had already spent ten years campaigning successfully in Europe, wearing farmer's overalls as a racing suit and winning in virtually every formula and sports car series in the world, including Le Mans. His goal was to beat Ferrari, Aston Martin, Maserati, Porsche, Jaguar and Lotus at their own game. And indeed he did.

For an encore Shelby retooled Ford's Mustang GT program in 1965 and 1966, with a G.T.350 boasting a 306 hp 289 V8. In 1967 and 1968, the Mustang was reengineered and restyled, as the Mustang had grown in size to accommodate a big block motor. It also underwent a few cosmetic changes such as a longer nose and a unique grille, new scoops and louvers. Then came Shelby's elegant, racy, beautifully-balanced G.T.500. The biggest change for the Shelby Mustang was under the skin. Speed fiend Carroll Shelby bumped up the engine displacement to 428 cubic inches and



horsepower to an advertised 335 (thought by most to be much higher). Back then, that was a lot of ponies.

## The Shelby G.T.500E "Eleanor"

Deciding his cars weren't providing all the heat he needed, this quintessential entrepreneur went off in a totally different direction for a couple of weeks and gave birth to the World Chili Cookoff. However, the diversion didn't mean he'd forsaken his search for the ultimate high performance street car, and in 1989 his monstrous Dodge Viper threatened every driver on the road.

But nostalgia still draws Shelby, and this year he debuts the reincarnation of his muscle-bound 1967 fastback Mustang as the G.T.500E. The E designation stands for Eleanor, the code name given to the car stolen by thieves in the remake movie, "Gone in 60 Seconds."

Carroll's 2003 Eleanors are not reproductions but highly modified restorations of vintage 1967 Mustang fastbacks. Scouring the Southwest for the 35-year old cars, he figured he'd find them in better condition here than anywhere else in the US.

"I'm real picky about them being rust-free," he said, "and I like their interiors to be in pretty good condition."

Working through auto brokers, the Internet, and Mustang and

Cobra clubs, Shelby and his marketing arm, Sanderson Sales & Marketing in Plano, Texas, are seeking several hundred Eleanors for priming. So far, fewer than one hundred have been found, but the switchboards are beginning to be flooded with offers to sell.

"These here are what I call continuation Shelby Mustangs," he said. "We plan to sell a Limited Edition of up to four hundred of them." A dozen buyers placed orders as soon as word got out.

The original G.T.500s sold for \$4,195 back in 1967. Today's new sought-after collectible, the G.T.500E, is based on the fastback (the sleekest of the series that also included a coupe and convertible). It will set buyers back \$80,000, \$120,000, or \$150,000 depending on the package and the kind of extensive engine and suspension modifications and horrendous horsepower lurking under the hood. Delivery time averages four to five months.

"They'll have the right stuff to stomp the competition," said Shelby, "with spectacular performance, a dynamic performance handling package, timeless good looks, and cutting edge technology."

## Putting it all together

While the V8s are tuned and provided by Carroll's Cobra/Shelby 1 factory shop in Las Vegas, the cars are completely rebuilt and refurbished at Unique Motorcars, of Irving, Texas, where some of the country's top restoration master craftsmen preserve historic vehicles. The company built the prototype Eleanor based on a body kit purchased from a company that supplied cars for "Gone in 60 Seconds."

Original Mustang fastbacks are arriving at Unique in various stages of disrepair, some requiring total overhauls and that they be stripped down to the bare body. Some of these donor bodies arrive in pretty sad shape and are offered at bargain-basement prices, anywhere from \$3,500 to \$8,500.

"But Unique Motorcars has all the parts we need to make them new again," said company owner Doug Hasty, "because most Mustang parts are all reproduced these days, anyway."

Bobby Mikus, Unique's veteran chief mechanic and renowned restorer of classic race cars, noted that the most frequently needed part in the old Mustangs is a new floor pan.

## Standard, Performance, and Super Snake

Eleanor is being built as three different packages, "with the best engine, suspension, brake and comfort components on the market," said Shelby. The \$80,000 **G.T.500E base model** is equipped with the new 302 power plant, with 320 horsepower (without nitrous). The \$120,000 version is the 0-60 mph / 4 second **Performance Package**, carrying Shelby's 351W engine with 465 horsepower (again, without nitrous), a high-torque starter, 670 CFM Holley carburetor, coilover conversion suspension, and Baer four-wheel disk brakes, along with a host of other exceptional equipment. Top end speed jumps sky-high when mated to the T56 six-speed transmission. The flagship \$150,000 **Super Snake** is similar to the Performance Package but packs a lot more punch with Shelby's 427 aluminum engine that shoots out 750 horsepower with a supercharger option, or 650 without. Still hungry for more power? Each level includes a fully



Photos: Chad Grossman

KEEP RIGHT >>





Photos: Chad Grossman

Photo: Shelby American



>> cont'd

installed but unfilled nitrous oxide system.

While the growly exhaust sound is free on all three models, optional equipment can add an odd buck or two for a specialized drive train, brakes, upgraded suspensions, upgraded chassis, the supercharger, and exclusive paint jobs. Each model is still constructed of metal and fiberglass, with an aluminum dash and retro vinyl seats. The hand-built G.T.500Es are numbered and come with a Certificate of Authenticity.

Buyers will find few sophisticated 21st century technology gadgets, although all the gauges are by Phantom II AutoMeter. The only concession to any significant new technology is a satellite tracking system to foil theft, and the ubiquitous CD player. Arizona and other Sunbelt customers can also rejoice in the use of a modern air conditioning system.

"We totally rewire the car and upgrade it with new fuse boxes," said Mikus. "No airbags, of course, since the Eleanors are exempt as already-manufactured cars. The engines are all crank motors and brand new from Shelby. We implant the engine, redo the upholstery, paint the trim and exterior according to the customer's preferences, and add whatever options the buyer wants—within reason, of course."

**#1 production model and #1 Super Snake both selling in Arizona**

Interest is global. Unique is taking calls from Saudi Arabia, England, and other countries, all wanting a Shelby G.T.500E. Most orders are for the \$120,000 Performance Package. Two high dollar Super Snake versions are on order, one of them destined for Arizona. While drivers on any roads across the country may want to give the G.T.500E a wide berth, state drivers need to be particularly aware that Registration #1 of the top of the line restoration, the \$150,000 supercharged aluminum 427 cu.in.-powered Super Snake G.T.500E, has already been purchased by a Scottsdale demon who wisely prefers to remain nameless. He picks his hellraiser up this month during the January 15-19 Barrett-Jackson Classic Car Auction at WestWorld. Highlight of the event will be the auctioning off of Registration #1 Performance G.T.500E. With no reserve, bids are expected to come fast and furious. Shelby's most recent auction success was in Las Vegas last June, where his 40th Anniversary Limited Edition Cobra sold for \$205,000 within twelve minutes.

**Carroll Shelby's Scottsdale birthday bash**

During this year's auction a huge birthday bash will highlight the Barrett-Jackson gala on January 15. One of the largest annual social gatherings on the collector car world calendar, the Scottsdale event brings together more than five thousand enthusiasts, all of whom will celebrate Carroll Shelby's 80th and pay tribute to his accomplishments as an automotive designer, race driver, business executive, and philanthropist as founder of the Carroll Shelby Children's Foundation.

"Carroll has been one of my lifelong heroes," said Craig Jackson, who named his daughter Shelby after the American icon.

So what's next for this brilliant, indefatigable automotive designer, World War II flight instructor and test pilot, former oil roughneck, chicken farmer, teen drag strip racer, and currently the longest-living heart transplant recipient? He'll rescue and restore the 1965 G.T.350R. Gentlemen, place your orders. ■

International award-winning journalist **JILL AMADIO** has covered the automotive and motorsports scene for 20 years. The author of six books, her latest is a biography, "Günther Rall: Luftwaffe Ace and NATO General." She writes a monthly column for *Entrepreneur* magazine, and also writes for *AMI Auto World* and *www.thecarconnection.com*. She has written for *Road & Track* and *Conde Nast Publications*, and her syndicated car column has appeared in the *Washington Times*, *Houston Chronicle* and 124 other newspapers. She was the first female syndicated automotive columnist for Gannett Newspapers. For five years Jill Amadio worked with the Skoal Bandit Indy Car, NASCAR, Can Am and drag racing programs as a publicist.

# EVENTS CALENDAR

## Arizona Raceways

### FIREBIRD RACEWAY

20000 Maricopa Road  
Chandler AZ 85226 • 520-796-0531  
www.firebirdraceway.com

JANUARY 18-19  
National Time Trials

FEBRUARY 20-23  
NHRA Checker  
Schuck's Kragen Nationals

MARCH 1-2  
NHRA Division 7 Opener

### MANZANITA SPEEDWAY

3417 West Broadway Road  
Phoenix AZ 85041 • 602-276-7575  
www.manzanitaspeedway.com

JANUARY 5  
Factory Stocks, Bombers & Claimers  
New class: Pit Stop Races, \$100 win.

JANUARY 12  
Factory Stocks, Bombers & Claimers  
Wheelbarrow Race, \$100 to win.  
Driver Change Race.

JANUARY 19  
Factory Stocks, Bombers, Claimers  
& Mini Enduro  
Claimer Blindfold Race - 2 seats.

### PHOENIX INT'L. RACEWAY

PIR Ticket Office: 602-252-2227  
phoenixinternationalraceway.com

FEBRUARY 1  
NASCAR Winter Heat  
NASCAR Winston West Series

FEBRUARY 2  
PIR: 2003 Season Terrace Club

MARCH 22  
Indy Racing Infiniti Pro Series

MARCH 23  
Copper World Indy 200

### TUCSON RACEWAY PARK

12500 S. Houghton Road  
Tucson AZ 85747 • 520-762-9200  
www.tucsonracewaypark.com

## Arizona Events—Auto

### PHOENIX - VALLEY OF THE SUN

JANUARY 5  
Porsche Club of America Sunday Drive

JANUARY 16-19  
World of Wheels  
Civic Plaza, Phoenix. 480-892-8439.

FEBRUARY 1  
Corvette Night at the Pavilions  
(See next item.) 602-569-9014.

EVERY SATURDAY NIGHT

**The Pavilions Saturday Night Car Show**  
The world's largest weekly custom, antique and classic car show, at the rock'n'roll McDonald's, Pima and Indian Bend, just off the 101. Every Saturday night, 5-9pm, weather permitting.

FIRST FRIDAY OF EVERY MONTH  
**Sun Country Corvette Club**  
A social club, dedicated to the fun of owning America's first sports car. Visit our website at www.suncountrycorvette.com

FIRST TUESDAY OF EVERY MONTH  
**Desert Corvette Association**  
Meets at Brown & Brown Chevrolet, 7:30pm. www.vette.org

### COLORADO RIVER - WESTERN AZ

JANUARY 10-12  
**Wings and Wheels Cruz-In**  
Blue Water Resort and Casino, Parker AZ. 775-751-9701.

## Arizona Events—General

### PHOENIX - VALLEY OF THE SUN

JANUARY 6  
**Taste of the Arts**  
Hors d'oeuvres, vignettes by Valley arts organizations, Pat McMahon as MC. 602-253-6535.

JANUARY 11/12  
**11th Annual West Valley Native American Arts Festival**  
Litchfield Park. 150+ authentic Indian artisans, dances, musical performances, demonstrations, ethnic food, children's area. 10am-5pm, West Valley Fine Arts Center. 623-935-6384.

FEBRUARY 6  
**Harlem Globetrotters World Tour**  
America West Arena, 480-784-4444.

### TUCSON - YUMA - SOUTHERN AZ

JANUARY 7  
**All States Picnic**  
Yuma Civic Center. 928-344-3800.

FEBRUARY 16  
**Sons of the Pioneers**  
Pence Auditorium, Coolidge, 2:30pm. 520-426-4223.

FEBRUARY 20  
**78th Annual Tucson Rodeo Parade**  
World's longest non-motorized parade, 300 entries, 9am at South 6th & Irvington, Tucson. 520-294-1280.

FEBRUARY 22  
**Sonoran Shindig - Celebration of the Desert**  
Ajo Chamber and Cabeza Prieta National Wildlife Refuge festival, exhibit, entertainment, vendors & food. Free from 11am-3pm, Bud Walker Park. 520-387-7742.

FEBRUARY 22  
**¡Fiesta! & Downtown P'Art'Y**  
Casa Grande. Especially for families, with free hands-on children's crafts, food, entertainment, historical reenactments, free, 10am-2pm. 520-421-8677. www.cgvhs.org

### COLORADO RIVER - WESTERN AZ

FEBRUARY 1  
**Red Riding Hood**  
Mohave Performing Arts Series with the Missoula Children's Theatre, 2 & 7:30pm, Lake Havasu Aquatic Center. 928-505-7365.

FEBRUARY 2  
**Chocolate Sunday Dessert Fantasy**  
All you can eat buffet with entertainment, Lake Havasu Aquatic Center. 928-855-7486.

### FLAGSTAFF - NORTHERN AZ

FEBRUARY 1  
**Winterfest**  
Wildlife presentations, animal track identification, slide show on mountain lions, children's crafts and more. 9am-5pm, free. Arboretum at Flagstaff. 928-774-1442.

## California Events

### AUTO EVENTS - CALIFORNIA

THROUGH JANUARY 26  
**Million Dollar Cars**  
A spectacular exhibit celebrating autos whose blend of style, performance, craftsmanship and rarity combine to make them the most sought-after and valuable vehicles on earth. Petersen Automotive Museum, 6060 Wilshire Blvd., LA. 323-930-CARS.

THROUGH APRIL 13  
**Kustoms With a "K"**  
The classic era of the custom car in America. Petersen Automotive Museum, 323-930-CARS.

FEBRUARY 8 - MAY 26  
**Wild Wheels: Art for the Road**  
See page 19. Petersen Automotive Museum, 323-930-CARS.

FEBRUARY 16  
**South Bay Mustang Owners Car Club Show**  
Petersen Automotive Museum, 323-930-CARS.

### GENERAL INTEREST - CA

JANUARY 15  
**Big Band Dance Party**  
Palm Desert. www.palm-desert.org

JANUARY 27 - FEBRUARY 2  
**Bob Hope Chrysler Classic**  
Palm Desert. www.palm-desert.org

FEBRUARY 16 - 23  
**Date Festival / Riverside County Fair**  
www.palm-desert.org

## Nevada Events

### AUTO EVENTS - NEVADA

THROUGH MARCH 28 2003  
**GTO: Leader of the Pack**  
Exhibit in Masterpiece Circle, National Automobile Museum, Harrah's. 775-333-9300

## New Mexico Events

### GENERAL INTEREST - NM

JANUARY 14  
**New Mexico Symphony Orchestra**  
Hobbs NM

JANUARY 18/19  
**12th Annual Wells Fargo Mesilla Valley Balloon Rally**  
Las Cruces NM

JANUARY 22 - FEBRUARY 1  
**17th Annual Taos Winter Wine Festival**  
Taos NM

JANUARY 23  
**Balloons to Bombers: History of Albuquerque Aviation**  
Corrales NM

www.nmculturenet.org

## Utah Events

### GENERAL INTEREST - UT

JANUARY 18  
**Duck Creek Drag Races**  
Kane County (Kanab). Bring your own snowmobile. Events, including some for juniors, will go on all day. 435-682-2526.

## Mexico Events

### GENERAL INTEREST - MEXICO

JANUARY 1  
**Año Nuevo - New Year's Day**  
www.puerto-penasco.com

JANUARY 14  
**Geronimo Educational Tour of Peñasco**  
Travel & education study group tour, three days departing from Tucson. Have fun and learn about marine biology on the beaches of Rocky Point. \$259/person double occ. 888-472-6643.

JANUARY 27  
**Kayak Capers**  
The Center of Deserts & Oceans, inc., presents a fun-packed afternoon paddler's theme trip at Estero Morua, with expert guide, local ecology talk, full day kayak rental and elegant full course meal with beverages, \$100 (18 and older). www.cedointercultural.org

FEBRUARY 1  
**Blessing of the Fish**  
www.puerto-penasco.com

Let us know about your event. Send info 2-3-4 months out. Arizona Driver Magazine, PO Box 13387, Scottsdale AZ 85267. Information is derived from a variety of sources and may not be final or accurate; check all info. Listings represent no specific affiliation with nor endorsement by Arizona Driver magazine.



# Butterfield Pass Trail

TACKLING IT IN TOYOTA'S TRUCK-TOUGH HIGHLANDER

by Larry Edsall

Photos by the author and Toyota

We are in the office on the second floor as the silver sport/utility vehicle comes around the corner and into the parking plaza below the window. "Nice stance," we think as we head down the stairs to accept the keys to the Toyota Highlander.

Toyota's mid-sized SUV not only looks well-planted, but we soon discover that its doors close with the solid, baritone sort of "thunk" that we usually associate with a luxury car.

We climb inside, but hesitate to start the engine. Instead, we take a couple of minutes to just sit here and appreciate the nice mix of colors and textures in the Highlander's interior.

The cloth seats and door panel trim have a charcoal-colored geometric pattern. The top of the dash is done in a dark gray and the lower part was a lighter gray. In between, where most vehicles have wood-grain trim, the Highlander has a deep gray-metallic colored surface that reminds us of a granite kitchen counter. Later we learn Toyota calls this trim "hammer" tone.

The other thing about the interior design that immediately strikes us is that the gearshift lever is mounted just below the

audio and climate controls in the center stack of the dashboard, leaving the entire floor between the standard front captain's seats open to hold a briefcase or purse. Where most vehicles have a center console that separates the seats, the Highlander has open space, and the open feeling of the interior extends into the big rear seat and cargo area.

But we can sit still for only so long. It's time to see if the Highlander is as enjoyable when it's in motion.

The Highlander is the younger fraternal twin to the hugely successful Lexus RX300. Both are built on a unibody platform based on the Toyota Camry/Lexus ES300, though while the RX300 looks more like a bulbous station wagon, the Highlander has the handsome look and solid stance of a sport/utility.

The Highlander's base engine is a 155-horsepower, 2.4-liter four-cylinder unit. Standard on the RX300 and optional on the Highlander is a 220-horsepower, 3.0-liter V6. Both engines have variable valve timing technology.

Our Highlander has the V6 and four-

wheel drive that uses a center differential and viscous coupling to split power as needed between the front and rear differentials, which apply that power to the left- and right-side wheels as needed. There are no levers for the driver to adjust, nor is there a low range, though there is a "snow" mode that launches the car in second gear to limit wheel spin on icy roads.

As one of the three largest automakers in the world, Toyota is in a position to provide a vast variety of vehicles, so people who want a truck-based mid-size

SUV for serious off-roading can stay with the venerable and truck-based 4Runner. But those who want a more car-like ride and dynamics can opt for the Highlander. (With the introduction of the Highlander and the Tundra-based Sequoia,

Toyota's SUV range runs from the RAV4 to the 4Runner, Highlander, Land Cruiser and Sequoia.)

Although the Highlander is designed for those who plan to stay on pavement, we take it on a narrow, off-road trail that goes



The Toyota Highlander (above, and V6 lower right) took us where the toughest outlaws may have feared to tread. The Limited (interior, upper right) adds premium sound system, fog lamps, anti-theft, digital climate control, roof rack, color-keyed trim and rear spoiler, wood-grain interior trim, HomeLink®, leather steering wheel plus shifter, and much more, with no toughness traded.

down through sandy washes and up through a somewhat rough mountain pass. The Butterfield Pass Trail basically follows the old stagecoach route through the Maricopa Mountains southwest of Phoenix, and shares part of its path with the also historic Mormon Battalion Trail.

Our favorite off-road guidebook, *Backcountry Adventures Arizona*, rates the Butterfield Pass Trail a "3" on a 10-point scale, and that means it recommends high-clearance 4WD vehicles. But even with its all-season tires and the absence of a low range, our Highlander has no trouble dealing with this route that takes you through a forest of tall saguaro, through a succession of washes, some very tight turns and up through a narrow pass in the mountains.

We find the Highlander to be truck tough but car comfortable, and note that it's built in Toyota's Kyushu facility in Japan, recognized by J.D. Power as the world's best automotive production facility for initial quality.

Our Highlander wears 225/70R16 Goodyear Integrity all-season tires on its optional alloy wheels. Combined with four-wheel MacPherson suspension and the car-based chassis, the Highlander's components work together to provide a very car-like ride on pavement. The Highlander is calm, quiet and comfortable at Interstate speeds. In fact, we much prefer the ride, handling and sensation of power the Highlander provides to its twin the RX300, even

though the differences beneath their skins are minimal.

But there are differences. The Highlander sits on a 3.9-inch longer wheelbase and has a slightly wider front and rear track than its more luxurious twin.

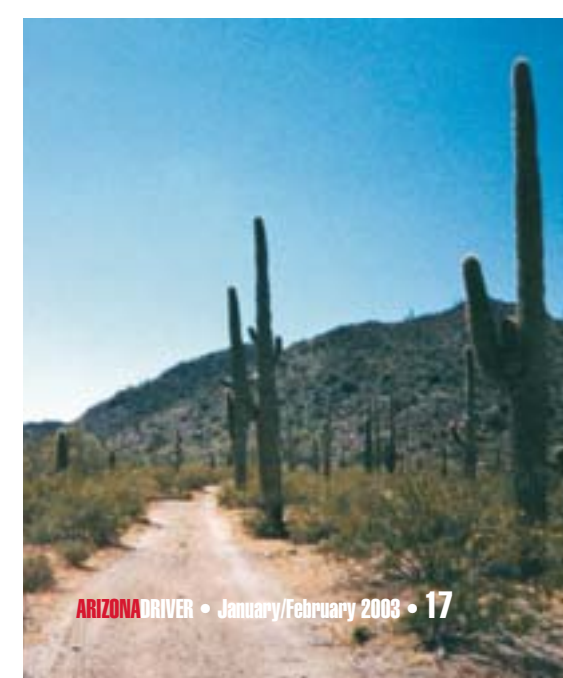
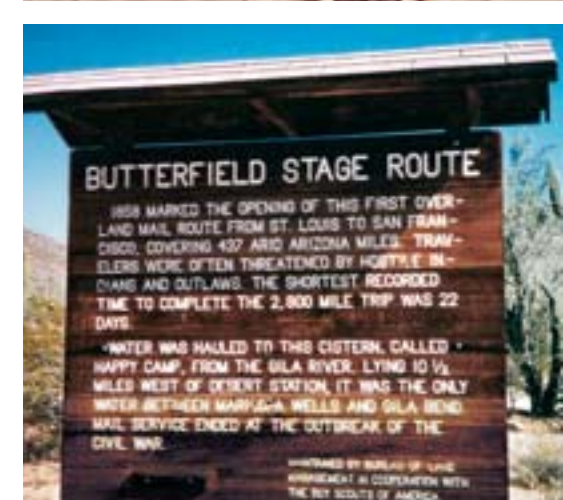
Although it weighs only 44 pounds less than RX300, the Highlander seems to snap off the line when the light turns green.

A tilting steering wheel, 17.4:1 steering ratio and supportive but comfortable seats give the driver a secure feeling of control. Four-wheel disc brakes with anti-lock and brake-assist technologies and traction control and skid-control systems are on the options list. Front seats have anti-whiplash features and there are three headrests for the back seat. Our test vehicle was equipped with optional side airbags for the front seat positions.

Those sitting in the rear seat have lots of legroom and four cupholders. The cargo area has four grocery bag hooks, a power outlet and storage in the right-side quarter panel and in the spare tire well. The optional cargo cover mirrors the back seat's 60/40 split so you can fold part of the seat flat and still cover the cargo behind the upright seat back.

Base price for the V6 4X4 is some \$2,500 less than the base, front-wheel-drive RX300.

Too soon, our week with the Toyota SUV is over. Often, we're eager for the arrival of the next vehicle for testing, but we're definitely not glad to see this Highlander go. ■





## BMW's New Z4 Design Inspires Single-Seater for Young Enthusiasts

Young enthusiasts can indulge in the thrill of driving a BMW roadster made just for them. BMW has introduced the Z4 Children's Vehicle, a reproduction of the all-new BMW Z4 roadster that went on sale October 26. This sporty kid's vehicle is destined to be the envy of the neighborhood, and will be sold at BMW's 340 dealerships nationwide.

The single-seater Z4 Children's Vehicle is available in both pedal and electric versions, the latter powered by 6V batteries. It is designed for children from about three to five years of age (up to 66 pounds) and features an adjustable seat to accommodate growing bodies.

First on the market was the Z4 pedal car, due at BMW dealers in November 2002, shortly after the arrival of the grown-up version in showrooms across the US. At a mere 16.5 pounds and with adjustable pedals for children of different heights, the self-propelled vehicle offers unlimited hours of entertainment. The suggested retail price is \$189.

Early this year, a battery-powered model joins the line-up, offering children one and a half hours of continuous driving pleasure before needing to be recharged. Weighing in at approximately 25 pounds, it can reach a top speed of about two and a half miles per hour and runs in both forward and reverse gears. A battery charger is included.

Made to last for many years, the BMW Z4 Children's Vehicle's sturdy design features a chassis made of painted steel tubing and a body made of highly resistant non-toxic plastic. Parents will also be pleased to know that both versions come largely preassembled. ■



■ It's a tough choice, the kid's Z4 or the big kid's Z4 (below). Both are new for '03, both are at your BMW dealer, and both surely offer an exhilarating ride for their target customers.



# ART CARS

Fantasy icons of automotive pop culture transform the Petersen Museum with these powerful, playful, poignant, and eye-popping works of rolling sculpture.

The Petersen Automotive Museum Foundation, a non-profit charity, will feature a powerful, exciting and humorous exhibit of a more than a dozen visually striking automobiles when Wild Wheels: Art for the Road debuts on Saturday, February 8, 2003. These manifestations of mobile public art, which represent the individual ideas, values, beliefs and dreams of their creators, are highly personalized automobiles that are quintessential examples of the Art Car culture. Like any powerful modern art, Art Cars will evoke strong emotions and initiate animated conversations among Museum visitors.

"These vehicles are an art form that responds to the automobile's influence on American life and culture," says Dick Messer, director of the Petersen Automotive Museum. "It's also a modern art form that connects perfectly to the audience in Los Angeles, a city known for its dependence on the automobile and its free-spirited independence regarding ideas and personal expression."

The Art Cars on display range from imaginatively painted but otherwise standard vehicles, to extravagant sculptures whose original vehicle origins have disappeared under collage, mixed media, body sculpting, textile and fabric manipulations and special metal and glass fabrications. Art Car creators use everything from foam, paper mâché, mirrors, cameras, beads, and marbles to

■ Glass Quilt., CameraVan, MadCad

fill their vehicle canvases.

Most of the Petersen Automotive Museum's exhibition cars are actually "daily drivers,"—street-legal, weather-resistant mobile works of art that generally serve as their owner/artists' primary vehicles, and as a type of performance art. Others are conceptualized cars specifically designed to delight gallery and museum visitors or parade viewers and are not driven on a regular basis. A few are product cars, crafted as intriguing advertising and promotional tools. Many Art Cars remain works in progress as their owner/artists expand on new ideas or acquire additional non-traditional materials to add



to their existing designs.

Art Cars first emerged across the country during the 1970s and 1980s. This contemporary art form shares its roots with other 20th century examples of pop culture including Outsider Art, Funk, Graffiti and collaborative public art like Los Angeles' Watts Towers. During the past 10 years, Art Cars have engendered parades and festivals in many major metropolitan areas, including Houston, Oakland and San Francisco, which is the starting point of the ArtCar Fest 2002 caravan to the San Jose Museum of Art.

The Petersen Automotive Museum's Wild Wheels: Art for the Road features vehicles by both self-taught and trained artisans and reveals the true spirit of individuality that prevails among Art Car artists. These imaginative creations will be on display from February 8, 2003 through May 26, 2003. ■

## "WILD WHEELS: ART FOR THE ROAD" February 8 - May 26, 2003

The Petersen Automotive Museum Foundation is a non-profit 501(c)(3) charity. The Museum is located at 6060 Wilshire Boulevard (at Fairfax) in Los Angeles. Admission prices are \$10 for adults, \$5 for seniors and students with ID, and \$3 for children ages 5 to 12. Museum members and children under five are admitted free. Covered parking is available for \$6.00 per car. Museum hours are Tuesday through Sunday from 10am to 6pm. For general Museum information, call 323/930-CARS or visit the Museum's web site at [www.petersen.org](http://www.petersen.org)

### Auto Spa / Convenience / Gas

**Danny's Family Carousel**  
15515 N. Scottsdale Road • 480-348-1909  
**Food Court Texaco / Weiss Guys Car Wash**  
15111 N. Hayden Road • 480-561-2622

### Service & Repair

**Airpark Auto Service**  
8115 E. Raintree • 480-998-1605  
**Greulich's Auto Repair**  
8180 E. Raintree • 480-483-8186  
**Jiffy Lube**  
14704 E. Frank Lloyd Wright • 480-767-0337

### Body & Paint

**Dentz Etc.**  
Valleywide Mobile Service • 602-864-3898  
**Greulich's Auto Body & Collision**  
8180 E. Raintree Drive • 480-483-0355  
**Ultimate Auto Body Works**  
16049 N. Greenway-Hayden • 480-991-5153

### Auto Glass & Tinting

**Raceway Auto Glass**  
Mobile valleywide • 480-545-9575  
**Vision Autoglass Systems**  
8149 E. Evans Rd. Suite 5 • 602-684-1858

### Car Audio & Electronics

**Arizona Automotive Accessories**  
602-722-3532 • 866-MOBIL TV

## ARIZONA DRIVER

AUTO RESOURCES DIRECTORY

### Tires & Wheels

**Group A, Inc.**  
251 E. Chilton Drive • Chandler • 866-764-8729  
**Jax Wheel & Tire**  
7333 E. Butherus Drive • 480-607-2248

### Parts / Accessories

**Molten Image Design**  
866-489-7287 • [www.moltenimagedesign.com](http://www.moltenimagedesign.com)  
**NAPA**  
8241 E. Evans Road • 480-991-0161  
**Parts Plus**  
7777 E. Paradise Lane • 480-368-8812

### Auto Dealers - Specialty

**AZ Thunder Cars/Cycles**  
15001 N. Hayden Road • 480-905-3200  
**Auto Network USA**  
8135 E. Butherus Drive • 480-951-8040  
**Dream Machines**  
14825 N. 82nd St. Suite C • 480-951-9524  
**Motor Sports of Scottsdale**  
8230 E. Raintree Suite 110 • 480-483-9300  
**Scottsdale Lotus**  
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### Auto Dealers

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# A LEGEND ROLLS ON

by Dan J. Gardner

Photos by the author  
and Volkswagen of America



Photo: Volkswagen of America



■ The fundamental hot hatch package remains sound as the VW GTI approaches 25 years. In the 1.8T, lean is 180 hp mean. The four-valves-per-cylinder 200 hp of the VR6 is appealing to the bigger-is-better crowd, but the extra displacement carries an obvious trade-off in curb weight.

**A** quarter century ago: That's when VW dropped a rev-happy 1.6-liter engine, a sport-tuned suspension, and some sport seats into a Golf and christened it the Rabbit GTI.

An eager traffic squirter and backroad carver was born, but perhaps more importantly, an entire segment was born as well—the hot hatch. Other manufacturers later caught on, and today, we've got cars like the Honda Civic Si, Ford Focus SVT, and MINI Cooper S. All are great cars of course, but there's still something special about the original formula found in the GTI, and Volkswagen gets everlasting credit for coming up with this endlessly entertaining concept. Here in Arizona, we're blessed with fabulous backroads, and we always relish the opportunity to drive cars that are a hoot to navigate quickly in the twisties.

The current GTI preserves the general look of the original, but it's different in many other ways. It's gotten progressively bigger, heavier, more powerful, and more

luxurious through each succeeding generation. But VW has made pretty clear that this GTI is a GTI for a bit different kind of buyer. It's for a buyer who likes to explore an open desert road, yes, but it's also for the buyer who wants refinement and the feel of soft leather. If you're looking for the nimbleness of a 2,000-lb car, you won't find it here. On the other hand, if you're looking for a car with plenty of kick under the hood, a host of luxury amenities, and the ability to tour in comfort, this GTI might be for you.

**180 hp, 200 hp**

Available with either a 1.8-liter turbocharged engine or VW's famous VR6 narrow-angle V6, the GTI caters to both the forced-induction crowd and the bigger-is-better crowd. Though we love the VR6 and have savored it in almost every application it's ever been used in, it does make the car

close to 100 lbs heavier. Helping to offset that, though, are 200 horsepower, up this year thanks to the motor's new four-valves-per-cylinder design. With 180 horsepower and 174 ft-lbs of torque on tap, the 1.8T is no slouch either.

In 2001, the very same 1.8-liter motor made a comparatively wimpy 150 horsepower and 155 ft-lbs of torque, so the added 30 ponies and 19 ft-lbs of torque are certainly a welcome addition by any hot-hatchophile's yardstick. The motor makes its peak torque at a very useable 1,950 rpm and doesn't drop until the tach ticks past

5,000 rpm. The power gains can be attributed to new electronic control unit (ECU) software that optimizes air intake, ignition timing, and fuel mixture for a variety of driving styles and environments. Also contributing to the robustness is a less

restrictive exhaust system. A turbo noise filter has been added for, as Volkswagen states, "even less turbo detection." Um, okay, but what if you're a turbo enthusiast and you like to hear the whine? Apparently VW doesn't think you do.

**Simplified lineup and options:**

Gone are the GLS and GLX trim levels. Simply decide what motor you'd like, and then add options to your liking (or none at all if it pleases you). The 1.8T starts at \$19,460, the very same base price—to the dollar—as Honda's Civic Si. Coincidence? With fierce benchmarking, we don't think so. Our test car came equipped with the Luxury Package, Leather Package, and 17-inch alloy wheels, which bumped the price to an even \$22,000.

On the outside, the GTI maintains a conservative but very European look. The 17-inch wheels and tires help to fill out the wheel wells, and make the car look



**Volkswagen GTI 1.8T**

**BASE PRICE**

(includes destination): \$19,460.

**PRICE AS TESTED**

(includes destination): \$22,000.

**OPTIONS ON TEST CAR**

Luxury Package (includes Monsoon sound system and power sunroof) \$1,240, Leather Package (includes leather upholstery, heated front seats and washer nozzles, and leather-wrapped steering wheel and shifter) \$900, 17-inch alloy wheels (includes 225/45R17 all-season tires) \$400.

**HOT**

Powerful turbocharged motor, room inside for plenty of adults and/or cargo, refinement, quality materials, wears the GTI badge.

**NOT SO HOT**

Getting kind of heavy, no 25th Anniversary Edition in the US, body roll, body roll, body roll.

**FINAL WORD**

Powerful, poised, and with a plethora of luxury amenities, this GTI is easy to like. Just don't expect a body lean free experience.



KEEP RIGHT >>





■ The VW GTI upholds its heritage well against the MINI Cooper S, Honda Civic Si and Ford Focus SVT in the off-the-shelf hot hatch segment today.



more aggressive. While the Cooper might be termed “cute,” the Focus “edgy,” and the Civic “round,” the GTI’s design is fairly timeless. Good news for Arizonans, as the weather allows our cars to last for what seems like forever.

Step one foot inside the GTI, and you’ll think you’ve just stepped into an entry-luxury segment car. Quality leather, plastics, and soft touch dash materials all

contribute to this overall feeling. Ergonomics are good and build quality is top notch. Not only does the GTI’s interior shame all others in the hot hatch segment here, but it puts even Porsches to shame. It’s really that good. A pump-operated seat height adjuster (unique to VW) is intuitive and efficient. A few pumps up and the seat rises, a few pumps down and the seat falls.

Once you’ve got your seat position set, you’ll find that the gearshift comes to hand easily, but is a bit on the light side

as you row through the gears. We’d like some additional heft here. It’s also a somewhat vague-feeling gearbox which we suspect may be due in part to its cable shift linkage. As you’re shifting, you’ll find the motor pulls strong with almost no perceptible turbo lag.

First-in-class power brings big grins, but harnessing that power for optimal launches is tricky. Too few revs and the motor absolutely bogs, too many and the tires spin and screech and smoke. If you’ve ever



- The interior is clean, clear and functional.
- These hot pedals weren’t on our test car!



Photo: Volkswagen of America

driven a turbocharged car, you’ll know exactly what we’re talking about. Either way, that alt-fuels-tagged Honda Insight has just made quick work of you before you even finish the ramp onto the 101.

### Track test

We were able to get a 7.1 second 0-60 mph time and we tripped the 1320 in 15.5 at 90.5 mph. Our best run, unfortunately, was rendered meaningless when our radar gun failed to track the vehicle. We feel confident that the car, once your feet are dialed in, is a sub-seven-second performer. Slowing the car down was a breeze, with a great ABS system that returned a 60-0 mph distance of 127 feet.

Now for some disappointment. Whether on the track or on the street, make aggressive turns and this car plows and leans like the Titanic in full iceberg-avoidance mode. Body roll? All over, all the time. This has been one area VW has neglected for a long time and as the GTI has gotten heavier over the years this unenviable characteristic has become even more pronounced. It’s a tall car with suspension that’s far too mushy, which translates into handling that is, to be perfectly honest, occasionally scary. We hear that the 25th Anniversary Edition car introduced in Europe mutes much of this behavior with some seriously reworked suspension. When we caught

wind of a limited edition car coming our way a few months back, we started to salivate in anticipation. But we had to quickly reel in our tongues, as the car we statesiders received (the GTI 337) had no suspension massaging whatsoever. Who knows? Maybe that long barge ride from Germany gives the GTI a case of sea-legs it never recovers from.

Two-thousand three is the 20th anniversary for the GTI in the US, and we’ve head rumors floating around that maybe sometime this year we’ll actually get a car that has unlearned this queasy behavior. If not, you shouldn’t expect any Caprio-esque “king of the road” moments any time soon.

With 18 cubic feet of cargo capacity (a whopping 41.8 feet with the seats folded), a useable back seat, plenty of luxury amenities, fabulous build quality, and a powerful turbocharged motor, this GTI’s bits and parts do blend together to make for an appealing concoction.

If you value handling above all else, the Mini Cooper might be a better choice. But if you’re looking for a hot hatch that’s a weekend track drag king with a ton of utility, this GTI won’t disappoint. Also, if you’re the type of guy that still wears Chuck Taylor All Stars because, hey, they’re the original, this is where the buck stops. ■

**DAN J. GARDNER** was born in Hollywood, grew up in Chicago, and following a zig here and a zag there returned to California to pursue automotive-related endeavors. Gardner enjoyed a stint at *Car and Driver*, assisting with track testing, copy editing, and reader relations. He now contributes his words and photography to *Sport Compact Car*, *Auto and Parts News*, *Sports Car International*, *Bimmer*, *Benzo*, *Velocity* and, of course, *Arizona Driver*. In addition, Dan does public relations consulting at the OEM and aftermarket level.

### GTI at the Track

Sometimes it’s easy to salivate over 0-60 times or slalom speeds, but they only tell a part of the story. How the vehicles actually behave when pushed to the limit may or may not coincide with their absolute performance envelope. So with that said, here’s a bit of insight into just how the vehicle actually behaved (or misbehaved as the case may be) when pushed to the limit. As a note, normally we’d include skidpad testing in our battery of tests, however, the facility we used no longer has a useable skidpad. All printed performance numbers are uncorrected and represent what we actually attained on the given test day.

#### CONDITIONS

Temperature: 69.7 degrees F  
Humidity: 60%  
Barometric Pressure: 29.78 inches

#### ACCELERATION

Very tricky to launch, making times very inconsistent. You’re either way into the boost or way off the boost. There’s no in between with this car. Either the tires absolutely light up and you get no forward momentum as they spin and spin, or you are completely off boost as the car bogs, dying momentarily before hurtling away. We’re confident that given a few more runs we could have broken the 7 second barrier to 60 mph.

#### BRAKING

There’s a lot of skidding here, though the ABS system itself is fairly refined. There’s lots of dive, but it’s supremely consistent with regarding to stopping distances. Pedal is firm and has very short travel, perhaps a bit too short.

#### SLALOM

Faster through the course than one might imagine. Pretty easy to place with good visibility. Large tires perhaps make up a bit for the tremendous amount of body roll here. Car is almost always getting sideways through the gates as it exits the course, requiring lightning quick reflexes to keep it from turning around.

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# My, my, my...

Perhaps the new Maybach is headed to your garage, or maybe it's just time for some serious window shopping... either way, this design and engineering marvel is sure to amaze.

by Jill Amadio

If you want to ensure you're driving the most expensive sedan in Arizona, in fact, in the entire United States, you'll mosey along to Mercedes-Benz of Chandler or the Phoenix Motor Company and plunk down \$350,000 for a Maybach 62 (that's pronounced MY-bock). Or you could get the more affordable model, the Maybach 57, which sells for a mere \$300,000.

The reincarnation of Marlene Dietrich's favorite mode of transportation back in the 1920s and 1930s, the 2003 Maybach—a separate brand from Mercedes-Benz under its parent, DaimlerChrysler—is the most sumptuous, elegant, super-luxurious, extravagant yet conservative touring car in the country. It is also the most powerful production sedan on the road, with a 5.5-liter, 543-horsepower, twin-turbo V12 engine. The 57 model needs more than eighteen feet of curb space to park. The longer wheelbase version, the Maybach

62, is twenty feet long, with a trunk that accommodates twenty cubic feet of luggage, or room for almost all of the Diamondbacks' team equipment.

These magnificent steeds are not for a family with a gaggle of teenagers. The cars are spacious but seat just four people. If you have a chauffeur with the 62 version, then only three passengers can ride. Those who sit in the rear compartment of the upscale model are the most fortunate, traveling in true style. That's because the seats are separate first-class airline-style lounge chairs that can unwind and stretch out to an almost horizontal position. Between the seats is a refrigerator that will chill the Maybach's sterling silver goblets. Twin television sets face the rear, along with two small coffee tables, and a 21-speaker surround-



sound DVD-CD player. If you're crass enough to want to do business while riding, captains of industry can use the built-in fax hook-up and Internet PC connector.

The good news for individualists who demand exclusivity is that most people can't buy one and no two will look alike, except for their silhouette. Fewer than five hundred of the total one thousand built annually in Germany for global distribution will cross the Atlantic to arrive on these shores, and they will all be specifically commissioned and tailored to each buyer's personal preferences.

## ARIZONA'S MAYBACH DESIGN STUDIOS

Mercedes-Benz has created design studios for each of the 90 or so

The top model of this luxury brand is designated the Maybach 62, indicating its length of 6.17 meters (over 20 feet). Passengers are offered unequalled spaciousness and seating comfort, with an aluminum, wood and glass partition that can be electrically raised and lowered, plus made opaque at the push of a button. Overhead instruments let rear passengers keep an eye on road speed, outside temperature and time. The electro-transparent panoramic roof is divided into two halves; the front contains 30 solar cells which drive the blower of the front climate control system, while the sliding section is fitted with electro-luminescent foil which, at the push of a button, diffuses pleasant lighting during the evening.

dealerships that have been chosen to sell the car. Gabor Kristof, the gentleman to see to order a Maybach at Phoenix Motor Company, opens his design studio during January. The first of his orders for cars arrive in June. He has traveled to Germany and the Mercedes-Benz US headquarters in New Jersey to test the Maybach, and calls it "fast, extremely quiet, comfortable, unique, and handles very nicely."

At the Chandler Maybach dealership, representative Steve Williams pointed out that customers can enjoy the complete Maybach experience in his design studio. "A big-screen television will take buyers into a virtual reality world that allows them to choose colors, fabrics, leathers,

and wood for trim and upholstery and exterior paint colors, and see them on the car," said Williams. "They'll be able to see exactly, in great detail, how their car will look. They can feel the actual leathers, woods and swatches of fabrics I have on hand, and 'try on' different colors and materials through the image on-screen to achieve the style that reflects their own personality. It's just like commissioning a yacht. Buyers will also be able to watch the progress of their car as it is being built in Sindelfingen, Germany, via our video conferencing centers."

Williams, too, has already received a few orders, from both men and women, along with the requisite \$50,000 down payment. Favorite colors so far are a

Photos: DaimlerChrysler



KEEP RIGHT >>





- Two four-door convertible 1930 Maybach DS 7s, in front of the Friedrichshafen Zeppelin factory.
- Close-up of the Maybach's distinctive high-tech projection headlights.
- The 12-cylinder 36-valve engine, rated 550 hp at 5250 rpm, carries the 7436 pound Maybach.
- Smooth, elongated lines and elegantly modeled forms give the body a full and flowing figure.

two-tone dark/light gray, midnight black, and white.

"The people buying these sedans are pretty conservative, and so far are choosing traditional colors," said Williams.

### FINISHES THAT JUST WON'T QUIT

Among the wood trim selection is a veined amboyna, burr walnut, and a triple-scalloped cherry. Seven sunroof options including a panoramic style that switches between opaque and clear glass can take time to decide upon, as can all the minutiae of the interior fittings such as Levant Morocco, Cabretta, or Shagreen

leather, Chinese silk or Scottish tweed, and a polished metal or a gold leaf finish on the dashboard controls.

The sedan's styling stands out more as that of an understated, restrained, serious motorcar than as a glamorous machine that costs as much as a custom-built house. But there's no denying its presence, which is underscored by its immoderate but elegant length. The Maybach echoes a few design cues from several different design eras, but the most notably nostalgic is the hallmark two-tone paint on the body sides, bookmarked the length of the panels by graceful chrome

trim, that was in vogue so long ago during the first decades of the last century.

Today, the Maybach revives the tremendous power and impressive torque of the engine, that is capable of a maximum torque of 66-lbs-ft at 2,300 rpm, and 550 hp at 5,250 rpm, while sophisticated Daimler technology dominates the electronics inside the Maybach, particularly the complex COMAND navigation and telematics system and the computerized air suspension with which the S-Class models are equipped. Although fuel economy figures are not yet available, it is doubtful any owner will care. What may get his/her attention more is the fact that the 29.1 gallon gas tank has the capacity to take you a few miles along the I-17 without having to stop for gas too often, and the ten airbags that help cocoon riders from head to stern in a crash, plus the double M emblem—for Maybach Manufaktur—that adorns the hood.

### ZEPPELIN AND MERCEDES TIES

The provenance of the opulent new Maybach grand touring sports sedan is so historically rich it brings back some of the most fascinating names in automotive and airship history: Graf Ferdinand von Zeppelin, Gottlieb Daimler, and Wilhelm and Karl Maybach, and of pre-World War II celebrities who bought the Maybach in its heyday.

Germany's Wilhelm Maybach (1946-1929), who studied at Lausanne and Oxford universities, was a long-time colleague of Gottlieb Daimler, and is credited as the spiritual father of the first Mercedes, built in 1901. He thus became known as the King of Design. In 1909 he teamed up with Zeppelin to develop powerplants for the airships, the "ZR III" and the "Graf Zeppelin." In 1919 he built his namesake, the Maybach, on a Mercedes chassis, with his son, Karl, who,



- Wood trim elements and storage compartments are generously applied throughout. An entertainment center and bar include a refrigerator and sterling silver champagne flutes with built-in grips. The console sprouts folding tables. Laminated three-section decorative trim is an industry first.

ten years later, built the first volume-production twelve-cylinder engine, the Type 12. It was considered the pinnacle of engineering at the time, boasting 150 horsepower at 2,800 rpm. This was later increased to 200 hp at 3,200 rpm. The engine was described back then as "two banks of six cylinders forming a 60-degree V and the cylinders in each bank offset by the width of the big-end bearing." Maybach used a single crank arm on the eight-bearing crankshaft to control each pair of cylinders, a brilliant design which meant that effectively the V12 was able to operate with just a 6-cylinder crankshaft.

In 1930, Karl Maybach built the largest German luxury limousine available, and called it "Zeppelin," then in 1938 virtually abandoned making cars in favor of producing engines for tanks and assault boats as World War II approached. By 1941 not a single Maybach rolled off the assembly line.

Only 1,800 were sold between 1921 and 1941, but they were all one-off individual, hand-built models that included racy two-and seven-seat coupes,

dashing cabriolets, sporty roadsters, and stately limousines, one encrusted with rubies. The instrument panel included an odometer, speedometer, fuel gauge, eight-day clock, oil pressure gauge, starter button, manual throttle and a choke valve activator. Standard equipment also included two spare tires with a small pump to inflate them, and an integrated jack for each of the Maybach's four wheels. Mindful that repair shops were few and far between in those days, the manufacturer also supplied 45 tools and 15 replacement parts with each new car.

Their owners could fill a celebrity Who's Who directory: Enrico Caruso, boxing champ Max Schmeling, Ethiopia Emperor Haile Selassie, King Paul of Greece, Princess Juliana and Prince Bernard of Holland, and the usual coterie of wealthy Indian maharajas. Today, it is said that King Abdullah of Jordan has ordered a Maybach, although the company won't confirm its famous customers; it doesn't release names of buyers to protect their privacy.

Daimler estimates that 152 of the

original models are still around. Indeed, some show up at the prestigious Pebble Beach Concours d'Élegance from time to time. One of the more recent occasions was in 1997 when a magnificent 1939 Maybach Spohn convertible, resplendent in red exterior paintwork and chrome-accented running boards, was exhibited.

### GERMANY TAKES CENTER STAGE

And buyers need have no fear of response should—gasp—their car break down. Whether you're in Monte Carlo, Malibu, or the foothills of Mount Everest, you are assured of a highly qualified team of Maybach experts ready to fly to your side and swarm around your car, thanks to the Mercedes-Benz satellite center that can probably pinpoint a location on Mars.

On a final note, it is rather interesting that the three premier and most expensive sedans on the road are now from German companies: Rolls Royce from BMW, Bentley from Volkswagen, and the Maybach, although it should be noted that Bentleys are still built in Crewe, England. ■

- Interior finishes include fine leather, discreet chrome, high-sheen switchgear, and over 100 hand-crafted wood trim parts matched by shade and grain.





# THE INSIDE TRACK: BRIEFS & RUMORS

A summary of auto news from industry sources, trade journals and consumer magazines compiled for Arizona Driver by Bill & Barbara Schaffer of Auto Digest.

■ Although \$113,915 may not seem like a bargain, when it comes to style and performance, that price buys one of the most civilized and fastest cars available today, the **Mercedes-Benz SL55 AMG**.



Photos: Mercedes-Benz

With its supercharged 493-hp V-8 engine, state-of-the-art technology and elegant styling the price is a bargain.

■ **Subaru's** performance image, already upgraded thanks to the WRX, may get another shot in the arm in 2005 when the next generation Legacy debuts. Currently Subaru sells a twin-turbo version of the Legacy called the Liberty B4 outside the US, and company officials have stated that they expect a similar vehicle to come to the US. The B4 is powered by a twin turbo 2.0-liter four-cylinder engine producing 255 hp and capable of 6.5-second 0 to 62 mph times.

■ The new **Mazda 6** sedan platform will also be used for a handful of SUV-style vehicles by the 2005 and 2006 model years. The 6 platform will be used for the next-generation Ford Escape and Mazda



Photos: Ford Motor Company

Tribute, along with the next-generation version of the Land Rover Freelander. It will also be the basis of a new smaller Volvo XC50 and a smaller Mercury SUV.

■ **Alfa Romeo** plans to sell a full line of cars in the United States again, but not until 2007. Previously the Italian automaker expected to be ready for the US market by 2004, but meeting US safety and emission regulations, plus a lack of funding for their marketing campaign, have delayed the assault. Alfa plans to offer replacements for existing 137, 156, Spider and GTV coupe models, plus a new full size sport wagon.

■ As Ford kills the giant **Excursion** SUV after the 2003 model year it will be adding an extended version of the Expedition in a manner similar to how Chevrolet Tahoe/Suburban and GMC Yukon/Yukon XL are marketed.

■ The all-new 2003 **Honda Pilot** and 2003 **Acura MDX** are the first midsize sport utility vehicles ever to earn the Federal government's top Five Star safety rating for the driver, front passenger and rear seat passengers in both front- and side-impact crash tests, according to the National Highway Traffic Safety Administration (NHTSA).

■ **John DeLorean**, who became famous for the Pontiac GTO in the 1960s and the gull-winged sports car bearing his name in the early '80s (among other things), is back in the specialty manufacturing business. This time, DeLorean is starting by selling \$3500 stainless steel watches with the company's DMC2 name boldly emblazoned across the watch face. Each of the timepieces is reportedly engraved with a number that puts the owner in line to purchase one of the new hot rod cars DeLorean plans to bring to market in about three years. The new DeLoreans are expected to sell for a

little under \$1 million each.

■ Look for a high-performance version of the all-new **Hummer H2** and perhaps of other models. The faster H2 will be pat-



Photos: General Motors

terned after the BMW M series and Mercedes-Benz AMG vehicles. It's expected to be priced in the low \$60,000 range (current H2 models are priced around \$50,000), and it will also have more luxury features.

■ **Lexus** is expected to offer a V-8 version of its highly regarded IS 300 (probably to be called the IS 430). The Car Connection website has shown photos of a prototype being tested on the



Photos: Lexus

Nürburgring racetrack in Germany. The photo shows wider front and rear fenders, additional air intakes, a rear spoiler and bigger wheels. The car also has a large single exhaust running down the center of the chassis. Horsepower would likely be in the 320 hp range. Lexus, however, has not yet mentioned the car.

■ **Volvo** is working on plans for a large flagship wagon called the V90. If it gets approval it will likely be a 2006 model with an available 32-valve V-8, which is

currently being co-developed with Yamaha initially for the XC90. Initial data indicates the engine will be about 4.0-liters with 300-hp. It should compete with larger wagons built by Mercedes-Benz, BMW and Audi.

■ Juergen Hubbert, DaimlerChrysler board member for Mercedes-Benz passenger cars told Automotive News the company plans to bring the **Mercedes A-Class** subcompact to the North America by 2004 when the second generation of the front-wheel drive sedan is built. The A-Class is slightly smaller than a Mini Cooper. It is unique because the car body sits high on top of a rigid box-style frame. Hubbert also



Photo: DaimlerChrysler

said the Smart, which is about the length of the wheelbase of the Mini Cooper will also be brought over in 2005.

■ **Prestone** has launched a new product called Quick Fill™, designed to make topping off a radiator a simple task. Rather than adding antifreeze and an equivalent amount of demineralized water, Quick Fill is ready to use without mixing. It comes in a convenient resealable plastic bottle with the recommended 50 percent Prestone/50 percent demineralized water mixture.

■ **BMW** will not be offering an "M" version of the current 7 series sedan according to a Helmut Panke, chairman of the board of management of BMW AG. Motor Trend magazine says the upcoming 6 series coupe will likely get the "M" modifications to the tune of a 500-hp V-10 engine.

■ **Dodge** had planned to build a hybrid Durango SUV in 2003 with a combined gas and electric propulsion system, but now that has been set aside. Instead, the

Chrysler Group will build a Dodge Ram HEV Contractor's Special that uses a small gas engine with an onboard electric generator to power tools.

■ **Audi** will bring the smaller A3 to North America some time in 2004 according to Motor Trend magazine. The European version is available in 3- and 5-door variations. Later there will probably be an S3 performance version most likely powered by the 3.2-liter 241-hp VR6 engine that powers the Golf in Europe.

■ In addition to the upcoming smaller **BMW X3** 4-door SUV, which will be built in late 2003, the company is considering a two-door version called the Cruiser. The Cruiser's cargo area will be topped by an easy-to-operate roof made of moving panels that will slide forward to open the top area about three times larger than a typical sunroof. The tailgate will have a power window that retracts into the door. The system will allow the vehicle to carry taller cargo such as dirt bikes or other adult toys.

■ **Ford** has delayed the redesign of its small-size Ranger pickup to save money. The all-new wider design was originally scheduled to debut in 2003, but that date was moved to 2006 and may be bumped even further to 2008. This could poten-



Photo: Infiniti

tially damage sales in that market segment, as a new version of GM's small truck is due later this year.

■ Ford is adding a small "access panel" to the rear of the door of its 2004 regular cab **F-150** pickups. The extra door will be about one-half the size of the rear door on

an extended cab pickup, but without the window so it will still look like a regular cab. The reverse hinged door will be used to make it easier for everyone from tradesmen to luxury buyer to more easily stow things behind the seat.



Photo: Audi AG

■ The next generation **Pontiac Grand Am** sedan, which debuts in 2004, will be based on the GM front-wheel-drive Epsilon platform. In 2005 there will be a coupe and then in 2006 a retractable hardtop version will be added.

■ The **Toyota Prius** is the first hybrid electric-gasoline automobile to be certified by the United States Internal Revenue Service as eligible for a \$2,000 clean-burning fuel tax deduction.

■ The small **Infiniti G20** sedan will be discontinued at the end of the 2002 model year and will be replaced by the highly rated G35 as the company's entry-level model. The G20 was a front wheel drive configuration and the G35 is a rear-wheel drive platform. This will leave the I35 (which is based on the Nissan Maxima) as the only front-wheel-drive vehicle in the Infiniti lineup. The I35 is expected to be getting all wheel drive when it is reconfigured in 2004.

■ General Motors has plans for a third and smaller **Hummer**, called the H3, in about 2006. While the recently released H2 was based on a Tahoe/Suburban platform and drive train, the H3 will get its start from the midsize Trailblazer platform/drivetrain. Plans also call for a truck version of the new H2 in 2004. A truck bed possibly with a mid-gate system like the one used on the Chevrolet Avalanche will replace the current rear cargo area. ■



## Of national interest

### MOTOR MUSEUMS

**Henry Ford Museum & Greenfield Village**  
20900 Oakwood Blvd. • Dearborn MI 48124  
www.hfmgv.com • 313-271-1620

**Imperial Palace Auto Collections**  
(see Nevada listings)

**Motorcycle Hall of Fame Museum**  
Pickerington OH 43147  
www.motorcyclemuseum.org • 614-856-2222

**National Automobile Museum**  
(see Nevada listings)

**National Corvette Museum**  
350 Corvette Drive • Bowling Green KY 42101  
www.corvettemuseum.com • 800-53VETTE

**Petersen Automotive Museum**  
(see California listings)

**Shelby American Collection**  
(see Colorado listings)

## Arizona

### ATTRACTIONS & EVENTS

**Chiricahua State Park**  
HCR 2, Box 6500 • Willcox AZ 85643  
520-824-3560

**Grand Canyon National Park**  
PO Box 129 • Grand Canyon AZ 86023  
923-638-7888 Visitor Info Recorded Message

**Lake Havasu State Park**  
699 London Bridge Dr. • Lake Havasu AZ 86403  
928-855-2784

**Organ Pipe Cactus National Monument**  
10 Organ Pipe Drive • Ajo AZ 85321-9626  
520-387-6849 Visitor Information

**Petrified Forest National Park**  
PO Box 2217  
Petrified Forest National Park AZ 86028  
928-524-66228 Visitor Information

**Saguaro National Park**  
3693 South Old Spanish Trail  
520-733-5153 Visitor Info Rincon Mtn District

**Sport Compact Drag Racing**  
Every thursday at Firebird Raceway  
www.dragracing.com/phx

**Wupatki National Monument**  
Flagstaff Area National Monuments  
6400 N. Hwy 89 • Flagstaff AZ 86004  
928-679-2365 Visitor Information  
928-526-1157 Visitor Information, HQ

## California

### ATTRACTIONS & EVENTS

**Palm Desert Visitor Information Center**  
72-990 Highway 111 • Palm Desert CA 92260  
800-873-2428 • www.palm-desert.org

### MOTOR MUSEUMS

**Petersen Automotive Museum**  
6060 Wilshire Blvd. (at Fairfax) • LA CA 90036  
323-930-CARS • www.petersen.org

## Colorado

### ATTRACTIONS & EVENTS

**Colorado Activity Centers, Inc.**  
737 N. Tenmile Drive - Suite 35  
PO Box 129 • Frisco CO 80443  
800-777-8642 • 970-668-5259  
www.coloradoinfo.com

### MOTOR MUSEUMS

**Shelby American Collection**  
5020 Chaparral Court  
PO Box 19228 • Boulder CO 80308-2228  
www.shelbyamericancollection.org  
303-516-9565

## Nevada

### ATTRACTIONS & EVENTS

**Las Vegas Tourism Bureau**  
6120 W. Tropicana Ave. • Las Vegas NV  
www.lasvegastourism.com

### MOTOR MUSEUMS

**Imperial Palace Auto Collections**  
Fifth floor parking facility of Imperial Palace.  
702-794-3174  
www.imperialpalace.com/auto.html

**National Automobile Museum**  
The Harrah Collection  
10 Lake Street South • Reno NV 89501  
775-333-9300 • www.automuseum.org

## New Mexico

### ATTRACTIONS & EVENTS

**New Mexico Department of Tourism**  
800-733-6396 x 0643 • www.newmexico.org

**Santa Fe Chamber of Commerce**  
PO Box 1928 • Santa Fe NM 87504  
8380 Cerrillos Rd. Suite 302 • Santa Fe NM 87507  
505-983-7317 • www.santafechamber.com

### RESORTS / LODGING

**Inn on La Loma Plaza**  
315 Ranchitos Road • Box 4159 • Taos NM 87571  
800-530-3040 • www.VacationTaos.com

**Inn on the Alameda**  
303 East Alameda • Santa Fe NM 87501  
505-984-21221 • www.innonthealameda.com

## Utah

### ATTRACTIONS & EVENTS

**San Juan County Tourism**  
117 S. Main Street • Monticello UT 84535  
800-574-4386 • www.southeastutah.org

**Southern Utah Scenic Tours**  
PO Box 1113 • Cedar City UT 84720  
888-404-8687 • www.utahscenicstours.com

### RESORTS / LODGING

**Desert Rose Inn & Cabins**  
701 W. Highway 191 • Bluff UT 84512  
888-475-7673 • www.DesertRoseInn.com

## Mexico

### RESORTS / LODGING

**Puerto Peñasco Mexico Online**  
Beachfront home rentals in Rocky Point.  
623-935-0507 • www.puerto-penasco.com

### ATTRACTIONS & EVENTS

**Baja California State Tourism Office**  
Blvd. Diaz Ordaz s/n  
Edificio Plaza Patria Nivel 3  
CP 22400 Tijuana BC  
(66) 81-9492

**Chihuahua State Tourism Office**  
Calle Libertad No. 1300  
Edificio Agustín Melgar, 1er Piso  
CP 31000 Chihuahua, Chihuahua  
(14) 29-3421

**Sinaloa State Tourism Office**  
Av. Camarón Sabalo esq. Tiburon  
Edificio Banrural 4 Piso  
CP 82100 Mazatlán, Sinaloa  
(69) 16-5160

**Sonora State Tourism Office**  
Centro de Gobierno  
Edificio Estatal Norte 3er Nivel  
Comonfort y Paseo Río  
CP 83280 Hermosillo, Sonora  
(62) 17-0076

*Information is derived from a variety of sources and may not be final or accurate; check all info. Listings represent no specific affiliation with nor endorsement by Arizona Driver magazine.*

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# UPCOMING FEATURES

## HKS TUNER COMPARO



HKS FORD FOCUS ZX3



HKS HYUNDAI TIBURON



HKS MAZDA MIATA



HKS SUBARU WRX

HKS USA took four fine tuners and tuned 'em good for the annual SEMA show. Included are a Ford Focus ZX3 at 305-plus hp, a 245 hp supercharged Hyundai Tiburon, a Mazda Miata turbo-cranked up to 235 hp, and a Subaru WRX with a mind-blowing 385 hp. Each car is totally done up, including ICE (in-car electronics) and styling details.

## AWARD-WINNING SMA H2 MATCHED WITH NEW H1



SMA H2 : SEMA GM DESIGN AWARD "BEST SUV"



SMA H1 : FOLLOWING IN THE TRACKS OF THE H2

At the world-renowned SEMA show at Las Vegas in November, SMA of Scottsdale took home the General Motors design award for best SUV vehicle. SMA received the stock 2003 Hummer H2 in August of 2002 and quickly began its transformation. The H2 was outfitted with an SMA Heavy Duty Brushguard, Swing-away spare tire carrier, SMA interior and exterior billet aluminum kit, SMA Exhaust, supercharger, custom brake rotors and brake pads, and a variety of other products. SMA's next project: the H1.

## HEADING SOUTH?



INSURANCE AND OTHER QUESTIONS...

It's a lot of fun to have Mexican beach resorts just a couple of hours' drive from the Arizona line, but have you actually made the trip? If not, you probably have the usual questions about insurance, laws, whether to even bring your own vehicle or perhaps rent one. Your trip should be a blast... but first, we'll try to clear up a few issues.





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