

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 3 NUMBER 2

MARCH-APRIL 2004

NEW SIZE SUVs CONQUER THE SOUTHWEST

VOLVO XC90
BMW X3
HONDA ELEMENT
HONDA CR-V

PLUS!

- BARRETT-JACKSON RESULTS
- BRIDGESTONE DUELER H/P
- HONDA CIVIC COUPE
- TEEN SAFETY 500
- SVT LIGHTNING
SPEED RECORD
- ACURA TSX
- AUDI RS6
- AND
MORE!

Lamborghini Scottsdale



Authorized dealer
Automobili Lamborghini

Motorsports of Scottsdale
8053 E. Raintree Drive
Scottsdale AZ 85260

Phone: 480-483-9300

Fax: 480-483-9301

Email: mtrsprts97@aol.com

1. 2003 Lamborghini Gallardo
Paddle operated 6-speed sequential gear
box, all wheel drive, 500hp V10.
Reserve yours today. Slots filling up fast.

3. 2001 Lamborghini Diablo 6.0
Yellow/black. 3,200 miles.

2. 2003 Lamborghini Murciélago
Titanium/dual color, black/grey interior.
In stock for immediate delivery.

4. 2001 Lamborghini Diablo 6.0
Black/black. 1,700 miles.

www.motorsportsofscottsdale.com

Call for details on additional inventory



The Finest Collection of Pre-Owned Luxury Autos

Sales

Service



MOTORSPORTS
of Scottsdale

Mercedes-Benz

2004 SLR.....Silver/Black.....Inquire
2003 S55.....Silver/Black.....100 mi.
2003 CL600.....Silver/Black.....100 mi.
2003 CL55 Coupe.....Silver/Black.....2,179 mi.
2003 SL55 Roadster.....Silver/Black.....10 mi.
2003 SL55 Roadster.....Black/Black.....24 mi.
2003 CL55 Coupe.....Pewter/Ash.....200 mi.
2003 SL500.....Black/Black.....8,000 mi.
2002 S500 Sedan 4D.....Black/Java.....11,524 mi.
2002 S500 Sedan 4D Sport.....Silver/Ash.....15,100 mi.
2001 CLK 320 Cab.....Bolt Silver/Charcoal.....19,600 mi.
1999 S500 Sedan 4D.....White/Tan.....43,083 mi.
1991 SL500 Roadster.....Green/Tan.....35,055 mi.
1971 280SL.....White/Tan.....1,700 mi.
1971 280SL.....Red/Tan.....74,500 mi.
1959 220C.....Light Blue.....70,000 mi.

Porsche

2004 Carrera GT.....Silver/Black.....Inquire
2003 Cayenne Turbo.....Black/Tan.....50 mi.
2003 Cayenne S.....Blue/Tan.....50 mi.
2003 Turbo.....Steel Gray/Gray.....50 mi.
2002 995 Cabriolet 2D.....Steel Gray/Gray.....234 mi.
2002 Boxster.....Silver/Black.....10,400 mi.
2001 995 Turbo.....Arctic Silver/Gray.....9,024 mi.

INVENTORY

Ferrari

2004 Enzo.....Red/Tan.....Inquire
2004 Enzo.....Red/Black.....Inquire
2003 360 F1 Spider.....Black/Black.....100 mi.
2002 360 F1 Spider.....Yellow/Black.....500 mi.
2001 360 Modena.....Yellow/Black.....1,479 mi.
2000 360 Modena.....Silver/Black.....3,015 mi.
2000 550 Maranello.....Black/Black.....2,300 mi.
1999 360 Modena.....Yellow/Black.....2,400 mi.
1997 365 Berlinetta.....Yellow/Black.....16,300 mi.
1995 348 Spider.....Red/Tan.....13,000 mi.

Other Exotics

2002 BMW Alpina Conv. Titan.Sil/Gray.....200 mi.
2002 BMW 330ci Conv. White/Tan.....10,625 mi.
2001 BMW X5 SUV.....Silver/Gray.....45,100 mi.
2001 BMW 740i.....White/Tan.....10,050 mi.
2000 BMW M5 Sedan.....Titan.Sil/Black.....14,700 mi.
1998 BMW 750i.....White/Tan.....43,800 mi.
2003 Dodge Viper SRT-10.....Black/Black.....10 mi.
1966 Ford Cobra.....Black/Gray.....9 mi.
2001 Jaguar XK8 Conv. Pacific Blue/Ivory.....12,800 mi.
1999 Jaguar XK8 Conv. Topaz/Parch.....37,800 mi.
1996 Jaguar XK140 Conv. Black/Tan.....18 mi.
1996 Jaguar XK140 Conv. Red/Tan.....150 mi.
2004 Maybach.....Inquire
2003 Panaz Esperante.....Black/Parch.....70 mi.
1999 Panaz Roadster.....Silver/Black.....580 mi.
1998 Panaz Roadster.....Red/Tan.....1,500 mi.

Bentley/Rolls-Royce

2004 Bentley ContinentalGT 3 to choose.....Inquire
2002 Bentley Arnage T.....Black/Black.....1,100 mi.
2001 Bentley Azure.....Black/Tan.....1,600 mi.
1989 Bentley Turbo R.....Burgundy/Tan.....43,000 mi.
1987 Rolls-Royce Comiche.....Met./Black/Tan.....14,200 mi.
1987 Rolls-Royce Comiche.....Ivory/Magnolia.....59,599 mi.



2003 Mercedes SL55
Silver/Ash



2004 Porsche Carrera GT
Silver/Black, inquire

2004 Bentley Continental
Inquire



2004 Ferrari Enzo
Red/Black, inquire

www.motorsportsofscottsdale.com • or E-mail at: mtrsprts97@aol.com

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

CONTENTS

VEHICLE REVIEW

VEHICLE REVIEW

EQUIPMENT

VEHICLE REVIEW

TEEN DRIVERS

VEHICLE REVIEW

VEHICLE REVIEW

SPECIAL EVENT

SPEED RECORD

VEHICLE OVERVIEW

DEPARTMENTS

MARCH-APRIL 2004

NEW SIZE SUV : Volvo XC90 12

Not too plain, not too fancy, not too cheap, not too expensive, not too rough, not too wimpy, not too weak, not too expensive to operate. Is this one just right?
By Barbara & Bill Schaffer / Joe Sage

NEW SIZE SUV (okay, SAV) : BMW X3 20

Coming on the heels of the immensely successful X5, the smaller X3 has some big shoes to fill.
By Barbara & Bill Schaffer / Joe Sage

Bridgestone 20" Dueler H/P™ for Nissan Armada 26

NEW SIZE SUV : Honda Element 28

You've probably seen these around, and either you've known exactly what they are, or you've wondered. This vehicle specifically does not seek the middle ground.
By Barbara & Bill Schaffer / Joe Sage

Kyle Petty and Teen Safety 500 in Arizona 34

The Georgia-Pacific Teen Safety 500 program brings NASCAR great Kyle Petty to Chaparral and Desert Mountain High Schools.

Honda Civic Coupe 38

The perennially popular Honda Civic has more models than you can count with your shoes off, but this new Coupe, fully furnished and lots of fun, is one of the best.
By Joe Sage

Acura TSX 40

For a front-driver, this car—a new niche between the RSX and TL—is extremely competent and complete. Aiming to enter the zone of the A4 and 3 Series, it has a lot to offer.

Barrett-Jackson 2004 sets records 42

Always the king daddy lizard of the Valley's many January collector car auctions, Barrett-Jackson has set records for dollar volume, crowds, percent sold, even TV time.

Ford SVT Lightning pickup is world's fastest 44

We present a look at the upcoming SVT Lightning pickup, based on the new F-150, a new record set by the current Heritage model SVT Lightning, and the full SVT lineup.

Audi RS6 quattro 48

We've always been hot for the Audi S cars... performance and style to rival the BMW M class or Mercedes-Benz AMG series, but with the quattro all-wheel advantage. The RS cars take it all higher still. This 6 is available in the US.

FROM THE PUBLISHER : START YOUR ENGINES 4

AUTO INDUSTRY UPDATE 6

AFTERMARKET GEAR : TRANSMISSION OIL COOLING 10

QUIZ : CAR SMARTS 11

DESTINATION DIRECTORY 36

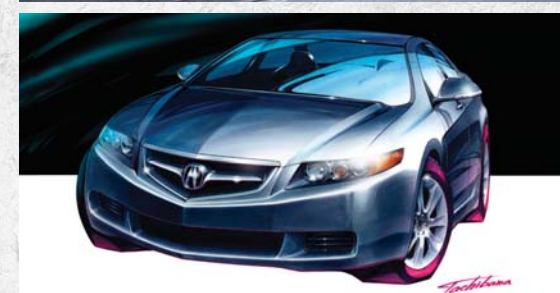
MOTOR RESOURCES DIRECTORY 37

THE INSIDE TRACK: BRIEFS & RUMORS 46

UPCOMING FEATURES 50

COVER: Volvo XC90. Photo: Ford Motor Company.

RIGHT: Volvo; BMW, Honda, Georgia-Pacific, Ford, Acura, Audi



This month, we bring you quite a few vehicle reviews, as the powers that present our test cars have been most generous. Our cover feature tests a series of SUVs that are relatively new to the market, and that bridge the gap between the original giants such as Tahoe and Suburban, and the little guys like RAV4 and CR-V. This new turf is proving very promising indeed. The Volvo XC90, BMW X3 and Honda Element driven herein are a good cross-section of what's coming down the pike, and we were able to try out the X3 near Cave Creek and the XC90 down toward Nogales. We also drove the new Honda Civic Coupe and the all-new Acura TSX, a performance-conscious sedan that notches in between the RSX and the TL. If you're like us, you'll want to run out and buy at least two or three of these, or at least put them on your wish list.

NASCAR driver Kyle Petty was in the Valley recently, presenting the Georgia-Pacific Teen Safety 500 program to local high schools. We bring you an overview of the event, in our ongoing belief that safety and skill will always add to motoring fun.

Valley auctions had another great year. We previewed Russo and Steele in our January/February issue, and this time around we bring you a review of the record-setting 2004 Barrett-Jackson event.

Round this all out with a quick quiz, some aftermarket information, a look at the Ford SVT Lightning pickup setting a new world speed record for a production pickup, and an overview of the all-wheel-drive Audi RS6 quattro super sedan, and you're sure to find something to keep your wheels turning.



Joe Sage
Publisher/
Executive Editor

ARIZONA DRIVER

MAGAZINE

PUBLISHER/EXECUTIVE EDITOR:

Joe Sage

CONTRIBUTING WRITERS:

Jill Amadio, Pilar Covarrubias,
Mark Cox, Larry Edsall,
Dan J. Gardner, Gary Goldzweig,
Bob Kroener, Jim Rogers,
Bill & Barbara Schaffer, Tim Sharp

CONTRIBUTING PHOTOGRAPHERS:

Jean-Pierre Brietta, Rich Cox,
Luis DeBonoPaula, Larry Edsall,
Dan J. Gardner, Randy Lorentzen,
Jim Pyle, Dick Reed

DESIGN & PRODUCTION: AdZoneAZ

ADVERTISING SALES: 480-948-0200

ARIZONA DRIVER MAGAZINE

PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC
Arizona Driver Magazine
PO Box 13387 - Scottsdale AZ 85267
www.azdrivermag.com

Arizona Driver Magazine and
Arizona Rider Magazine are registered
tradenames of AdZone Arizona LLC.



NEXTBox and IMME Technology

Through the creation of an Integrated Mobile Media Environment (IMME), NEXTBox brings the power of a world without wires right to your fingertips. With voice commands or the simple touch of the monitor, the power of the Internet, your favorite office tools, and a limitless stream of entertainment can be accessed and executed with ease.

NEXTBox in Your Vehicle

IMME technology, applied through our various NEXTBox platforms, provides the solution to consumer demand for telematic devices that are scalable, upgradeable, and customizable. The benefits and applications of IMME technology and NEXTBox platforms are as diverse and unique as the vehicles and lives they will enhance. A NEXTBox platform, coupled with a flat panel touch screen monitor and a voice recognition system, creates a simple-to-use interface that allows you ways to navigate around the computing environment that you never thought possible. Some of NEXTBox's functions include, but are not limited to, Media Player, DVD, Wireless Internet, Voice Recognition, Navigation controlled through GPS, and Mobile Area Networking. These state-of-the-art features, combined with the best business and entertainment tools, allow the NEXTBox to seamlessly integrate into any automotive computing environment.

NEXTBox Functionality

CD/DVD Player • Mobile Office • GPS Navigation System • Mobile Area Network • Roaming Internet Capability

Services

Custom Installation • Variable Length Service Plan • Remote Assistance • Scalable & Upgradeable Components



The One-and-Only Name in Integrated Mobile Media Environments
NEXT Technologies, LLC • www.NextTech.biz • 602-370-0098

I WANT TO DRIVE

Rest assured, once you drive one,
you will be addicted.

Gorilla Motorsports offers a select line of domestic and foreign vehicles restyled by the finest performance team in the industry, directed by automotive specialist, Dick Hedman.

From complete custom-tailored vehicles to restyling enhancements for existing automobiles, Gorilla Motorsports designs vehicles for people who WANT TO DRIVE!

- Performance Packages
- Superchargers
- Audio | Visual Design
- Custom Interiors
- Wheels | Tires
- Suspension Packages

GORILLA MOTORSPORTS

www.gorillamotorsports.net

1425 South Clark Drive Tempe, Arizona 85281
480.507.0999 1.866.4.GORILLA Fax:480.892.0887

HUMMER H3T DEBUTS

Hummer plans to offer a fourth model, after the upcoming H3 introduction, that will be more compact, fuel efficient and more affordable so that it will appeal to a much younger buyer starting in 2005. The H3T will be a two-seat truck with typical Hummer styling - low roofline, wide stance, and large tires and wheels. It's about 15 inches shorter and nearly 7 inches narrower than the H2 SUV. The concept vehicle that will be showing at early 2004 auto shows has a power-operated folding canvas roof and a drop-down rear window behind the driver. The five-foot by five-foot pickup box has side access doors that drop down creating a step for easier access. A novel feature is a TV camera mounted on the hood to record exciting off-road adventures, which can be replayed on a screen in the cab. The H3T concept is powered by GM's new turbocharged 3.5-liter in-line five-cylinder engine rated at 350-hp and 350 lb.ft. of torque. ▼

Hummer H3T



Lotus Elise Concept R



LOTUS ELISE DUE IN US IN MAY

▲ After much speculation and rumor, it appears that the Lotus Elise will be back in the US after a 15-year hiatus. The 2005 Elise is a 1975-pound roadster powered by a Toyota 1.8-liter four-cylinder engine rated at 190-hp, with a six-speed manual transmission, also from Toyota. Lotus claims the Elise will sprint from 0 to 60 mph in less than 5 seconds and to a top speed of more than 150 mph. The Elise is expected to come with air conditioning, anti-lock brakes, power windows, dual airbags and a Blaupunkt AM/FM/CD stereo as standard equipment. The price of the Elise is \$39,985.

FOCUS PZEV IS AS CLEAN AS ELECTRIC

Ford is expanding availability of the Focus PZEV (Partial Zero Emissions Vehicle) from California, Maine, New York, Vermont and Massachusetts to all 50 states for the 2004 model year. The Focus meets the PZEV mandate because of its ultra low emissions level and a technical regulation compromise that allowed a class of vehicle that would emit no more pollution than a power plant generates to recharge an electric car's battery. As a result, the PZEV Focus is as clean as an electric car and even cleaner than some hybrid vehicles. To get the engine to the low emissions level, engineers had to virtually eliminate fuel system evaporative emissions and meet the Super Ultra-low Emissions Vehicle standard (SULEV). The 2.0-liter engine emits up to 10.7 pounds of smog-forming pollution over the test

range, compared with the Tear 1 standard of about 30.1 pounds over the same distance. The interesting thing about the PZEV is that it is actually faster and more powerful than the current engine.

VOLKSWAGEN'S R32 POCKET ROCKET

Volkswagen is getting further into the performance business with a limited edition Golf R32 to compete with cars like the Subaru WRX and Mitsubishi Lancer Evolution. The same naturally aspired 3.2-liter V-6 engine that the company is using as the base engine in the new Phaeton luxury sedan powers the two-door R32. The 241 horsepower engine is 40 hp more than the current GTI VR6 performance model. The R32 drivetrain includes VW's latest 4Motion Haldex AWD system with 18-inch wheels and tires. The suspension is upgraded with larger anti-roll bars, stiffer shocks, lower springs and larger brakes. Outside it gets a sporty new front fascia and

bumper, unique side sills and a small rear spoiler. The inside is also dressed with sporty seats and other cosmetic touches. The R32 is expected to turn 0 to 60 times in 6.4 seconds. It should sell for around \$30,000 when it goes on sale this spring.

AFTERMARKET REARVIEW CAMERA

ShowFX, Inc. of the City of Commerce, California, has created aftermarket rearview cameras to help drivers see kids, cars and other objects behind the vehicle. The various systems are appropriately called the FrameCam (mounted in the license plate frame), HitchCam (mounted in the trailer hitch receptacle) and UniCam (which is flush mounted in a rear panel). The system incorporates a Sony chip camera that sends a wide-angle image to a 3.5-inch windshield mounted LCD color monitor. For more information go online to www.hitchcam.com

KEEP RIGHT >>

TIRE EXCHANGE, INC.
PERFORMANCE TIRES AND WHEELS

480-596-9655 / 1-800-766-2588



Shelby Cobra v2 Durango

FORD SHELBY COBRA V2.0

Carroll Shelby has rekindled his partnership with Ford and the design department has worked quickly to create the new Cobra GT as the first product of the renewed partnership. Vice President of Design, J Mays, said the GT is a "minimalist" muscle car with "No roof, no side glass, no radio and, thank God, not a single cupholder." The GT is all about performance with a naturally aspirated 6.4-liter V-10 engine rated at 605 horsepower and 501 lb.ft. of torque driving through a rear-mounted six-speed manual transmission. Preliminary performance figures list a 0 to 60 time of 4.0 seconds and an ungoverned top speed of 190 mph. The GT resembles the original Cobra with a big grille opening, round headlights and side air extractors. It has a longer wheelbase than the Dodge Viper, but is 20 inches shorter. The GT is a concept, but Ford strongly hints of production in about one year, and insiders speculate the price will be comparable to the Viper, or about \$80,000 to \$90,000. ▼

>> AUTO INDUSTRY UPDATE - cont'd

POLICE ARE CHECKING OUT NEW GTO

The new Pontiac GTO is not only getting a lot of attention from performance-minded consumers, but some police departments are taking a close look at the 350-hp rear-wheel drive sedan. The Chevrolet Camaros and Pontiac Firebirds currently being used as pursuit vehicles by police departments are no longer being built and the current models are wearing out. The GTO accelerates from 0 to 60 mph in only 5.3 seconds making it a tempting replacement for police departments. The problem is Pontiac only plans to build about 17,000 to 18,000 GTOs annually so it might be hard for a police department to get one, let alone the thousands they might want. Of course that could all change.

CHRYSLER CROSSFIRE ROADSTER

▼ Just one year after the introduction of the stunning Crossfire coupe, Chrysler has introduced a Roadster, which will go on sale this spring. The low-slung 2005 Chrysler Crossfire Roadster has a fabric top that takes only 22 seconds from the time the handle is turned on the windshield header until the hard tonneau closes onto the top. Like the coupe, the roadster is powered by a 3.2-liter V-6 rated at 215-hp. It uses a rear drive configuration and a standard six-speed manual transmission or optional five-speed automatic. Other unique features include a rear spoiler that deploys as the car reaches 60 mph along with 19-inch rear and 18-inch front wheels and tires.



Audi A8 W12

AUDI WILL OFFER W-12 POWERED A8L

▲ Audi will move its flagship A8 L more upscale with the addition of a model powered by Volkswagen's new W-12 engine. The 6.0-liter 12-cylinder engine, rated at 450-hp, powers the new aluminum-bodied model to 0 to 62 mph acceleration times of 5.2 seconds. The drivetrain includes a six-speed automatic transmission with Tiptronic manual shifting and quattro all-wheel drive. The aluminum chassis will have a new adaptive air suspension system to automatically reduce body roll and provide optimum road-holding capabilities. The W-12 model will be the first car in the world to use a new LED daytime driving light system that will have no effect on fuel consumption. Of course the more upscale model will have an even higher level of luxury enhancements. It will be priced at about \$105,000 when it debuts in Germany in February 2004. It will go on sale in the US in 2005.

SATELLITE RADIO EXPANDS TO VIDEO

Sirius satellite radio has unveiled the next step in the development of in-car entertainment with the announcement of mobile video. The video delivery will use the same existing infrastructure that the company uses to deliver CD quality audio to vehicle and it will even use the same small antenna as the radio system. The video system, developed jointly between Sirius and Delphi Corporation was recently demonstrated at a press conference. The video channels will be broadcast from multiple satellites simultaneously to provide time and spatial diversity. The benefit is uninterrupted content whether you're driving under an underpass or passing an 18-wheeler. It is expected to be available to automobile manufacturers in the summer of 2005. ■

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

Chrysler Crossfire Roadster TL





The Car Corner

RADIO SHOW
with Bill Zervakos



There are other automotive shows on radio, but nothing quite like The Car Corner. On other programs, you'll hear people talking about their vehicle's problems, but on The Car Corner, you'll find out about what's happening in the industry that impacts you, the motoring public. Some things you'll hear about:

- News from the Industry
- Expert Tech Tips
- Trivia with Prizes
- New Car Evaluations
- Guest Interviews
- Contests and More



Saturdays 7-8am
Xtra Sports 910 AM

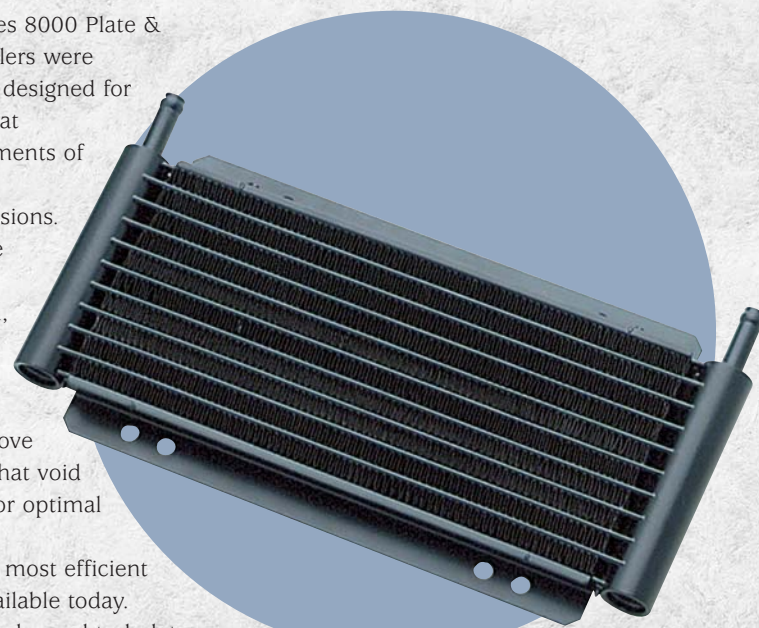
EQUIPMENT : TRANSMISSION OIL COOLING

Derale's Series 8000 Plate & Fin Oil Coolers were specifically designed for the high heat extraction requirements of today's electronic overdrive transmissions.

Starting with the existing stacked plate configuration, engineers increased the distance between each plate to improve airflow and filled that void with cooling fins for optimal heat transfer.

The result is the most efficient air-to-oil cooler available today. Features include embossed turbulator plates that minimize pressure drops and pre-drilled steel mounting brackets for secure vehicle attachment. An attractive black powder-coated finish prevents corrosion. Series 8000 transmission oil cooler kits are available in 4 sizes to fit most applications and include OEM-spec oil hose and all necessary mounting hardware.

Contact Derale at 800-421-6288 or visit www.derale.com for more information. ■



Automotive Fine Art by Don Evenson

Private commissioned paintings in oil or acrylic



Private patrons nationwide; commercial clients include:

Bank of America, Boeing, Best Western Hotels, Clorox, Chrysler Corporation, Dole Foods, Fulton Homes, GTE, Honeywell, Hunt-Wesson, Levi Strauss, Pizza Hut, Rockwell International, Scottsdale Healthcare, Shaklee, Sierra Club, Standard Oil, Transamerica, Valvoline, Yamaha.

11259 E. Via Linda • Suite 100-185 • Scottsdale AZ 85259 • 480-661-8410 • cell 480-560-5598

QUIZ : CAR SMARTS



1. What was the top selling color on 2003 vehicles?
a. White b. Red
c. Blue d. Silver
2. What accessory do owners of sport utility vehicles most often install first on their vehicles?
a. Nerf (step) bars b. Bug screens
c. Wheels & tires d. Brush guards
3. Which apparel company is Hummer teaming with for the design of the new H3T compact pickup concept?
a. Adidas b. Nike
c. Patagonia d. Timberland

4. Nissan recently changed the name of which one of their vehicles?
a. Pathfinder Armada b. Maxima
c. 350Z d. Titan

5. The use of electronic stability controls in new vehicles has reduced the number of single-vehicle crashes by what percentage?
a. 10 to 15 % b. 20 to 25 %
c. 30 to 35 % d. 40 to 45 %

6. How much cleaner are the emissions in new cars today than they were 30 years ago?
a. 49 percent b. 65 percent
c. 80 percent d. 99 percent

7. In 2002, the Big 3 U.S. automakers introduced 15 "new or significantly refreshed" models and another 16 in 2003. How many are they expected to introduce in 2004?
a. 17 b. 22
c. 29 d. 34

CAR QUIZ ANSWERS

1. Answer: d. According to PPG Industries, a major supplier to the auto industry, the top selling color for 2003 was silver at 24 percent. Following were white 16 percent, red 14 percent, blue 11 percent. Natural colors (gold, copper, champagne and lighter shades of brown and yellow) combined made up 11 percent.

2. Answer: c. According to the Specialty Equipment Market Association (SEMA), 26.2 percent of SUV owners first add wheels and tires to their vehicle. Bug shields - 18.0 percent. Brush guards - 8.2 percent. Nerf (step) bars - 6.6 percent.

3. Answer: b. Hummer designers have teamed up with Nike on many design cues for the Hummer H3T concept. One of the most unique influences is the tire design that is based on tread patterns on Nike shoes.

4. Answer: a. Nissan recently dropped the Pathfinder name from the large Pathfinder Armada; so it's now just called the Pathfinder. The mid-size SUV, the Pathfinder, is still called Pathfinder.

5. Answer: c. According to Automotive News, studies conducted in Europe and Japan have shown the number of single-vehicle crashes have decreased by 30 to 35 percent thanks to the use of Electronic Stability Controls.

6. Answer: d. According to The Alliance of Automobile Manufacturers, which is made up of nine of the world's leading automakers, the cars being built today emit 99 percent fewer emissions than cars did 30 years ago.

7. Answer: d. The Big 3 U.S. carmakers are planning to introduce 34 "new or significantly refreshed" models in 2004, according to Automotive News.

The Car Smarts quiz includes news and trivia from industry sources, trade journals and consumer magazines compiled for Arizona Driver by **BILL & BARBARA SCHAFFER of Auto Digest**.

FAST & CURIOUS? SCORERS

SPORT COMPACT ONLY RACING SERIES

Now Preparing Our 3rd Season!
Featured on every local TV station:
SCO Nights "Take it to the Track"
A legal alternative to Street Racing

For information and dates visit:
www.DragRacing.com/az

Selling Performance Parts by:
AEM
APEXi
DC Sports
GReddy
Injen
PaceSetter
Skunk2
Turbo Specialties
Venom
ViS Racing
Weapon-R
Wings West
... and more ...

REDEFINING THE SUV



The Volvo XC90 won "North American Truck of the Year" at the North American International Auto Show in Detroit, Motor Trend's "SUV of the Year", best overall at Northwest Automotive Press Association's Mud Fest and Texas Auto Writers' Association "Truck of Texas" at the Texas Truck Rodeo.

By Barbara and Bill Schaffer



BARBARA- Every year or two I recommend a sport utility vehicle to my daughter. The first year it was the Mercedes ML320, then the Lexus RX300 and last year the Acura MDX. This year I have recommended the new and extremely safe mid-size Volvo XC90. I want nothing less for my grandchildren than possibly the safest vehicle on the road.

BILL- Each year we drive a handful of vehicles so significant that they tend to stand out from the other 150 vehicles we drive annually. The Volvo XC90 is one of those uniquely memorable vehicles.

For our personal use I'm not a big fan of sport utilities in general, but I respect that consumers love the big high trucks and a lot of people need to pull trailers. While the XC90 is billed as an SUV, it's part of a new style product that is designed more for on-road than off-road service. And as we all know, that's where they are mostly driven.

BARBARA- In addition to being safe, the XC90 is great looking. Designers have given it a muscular look with a unique architecture that allows for seven seat

KEEP RIGHT >>



capabilities but without losing the easily recognized Volvo appearance.

The interior has maximum versatility with an optional front-facing third row seat that folds flat below the cargo floor making more cargo capacity. Another unique seating feature is the 40/20/40 split (on Versatility package) allowing individual sections to be moved forward or backward making more legroom for individual third row seat passengers. The center section of the second row holds a child booster seat and when moved into the forward position allows the front occupant to better interact with or attend to the child.

BILL— The XC90 is built on the same platform as the flagship S80 sedan with other parts borrowed from Volvo's Cross Country XC70 and the S60 sedan.

Among the most innovative features of the XC90 is the industry-first Roll Stability Control. It uses a gyro-sensor to register the vehicle's potential to roll over and alerts the Dynamic Stability and Traction Control (DSTC) system. The DSTC responds by reducing engine power and braking one or more wheels as necessary until the car understeers and stability is regained.

BARBARA— The XC90 T6 AWD that we tested comes with a large number of standard features including moonroof, leather seating surfaces, keyless entry, driver and

front passenger eight-way power seats with driver three-position memory, dual-zone electronic climate control and power windows with front windows auto down and up. It also has speed control, alarm system, heated outside mirrors with remote memory, 16 beverage holders, in-dash six-CD changer with AM/FM stereo, tilt and telescoping steering wheel, simulated wood interior trim, roof rails, stability and traction control and so much more for a less than \$40,000 price tag. However, after adding the "must-have" options the price of our test vehicle climbed to \$45,000 including the delivery, but still a good value by today's standards. The entry model XC90 starts at \$34,000.

BILL— The transversely mounted in-line six-cylinder engine allowed engineers to fit seven-passenger seating into a relatively short vehicle. The 2.9-liter engine boasts twin turbochargers and produces 268 horsepower. Unfortunately the Volvo 5-speed automatic transmission wouldn't fit so the only available transmission is a 4-speed. The electronic all-wheel drive system, developed by Haldex of Sweden, automatically distributes power between the front and rear wheels for the best grip on all types of roads.

BARBARA— Volvo always goes to the head of the class when it comes to safety, and the XC90 is no exception. The XC90 has

the world's first inflatable curtain for all three rows, the world's first roll stability control, unibody construction with integral high strength steel passenger safety cage and reinforced roof structure. Other safety equipment includes driver and front passenger side airbags, driver and front passenger dual stage airbag, three-point seat belts for all seven seating positions, whiplash protection system in driver and front passenger seats, seven padded head restraints and the list goes on and on.

BILL— Performance levels are good but not exceptional. I recorded 72 mph in our mailbox acceleration test, which is run from where I pull on the highway and accelerate to the first mailbox, or about one eighth mile. I was comfortable driving around our 90-degree, 25-mph test corner at 49 mph. Fuel economy during our drive time averaged 17.7 mpg. The EPA rates the XC90 T6 at 15 mpg for city driving and 20 mpg on the highway.

BARBARA— I really like Volvo's latest entry into the auto market. It's very handsome, safe, comfortable, and versatile and has an environmental consciousness.

BILL— The Volvo XC90 has great road manners, but can still run off road with all but the hard-core off-roaders. It's remarkably comfortable and fun to drive, plus it looks good. It's one of the best we've driven. ■

THE JUST RIGHT SUV

We take the Volvo XC90 on freeways, around town, and a little off-road toward the Mexican border south of Tucson... and it's never found lacking

By Joe Sage



There's sometimes a fine line between trying to be all things to all people, and being none, missing the mark. The Volvo XC90 marks the first real attempt at an SUV by Ford's Swedish unit, following the original XC70 Cross Country wagon, a car-based, station wagon bodied highway all-wheeler along the general lines of the Audi allroad.

We had a bit of an in-house discussion prior to receiving this vehicle, as to whether it was indeed an SUV, or whether it was just a taller wagon, an XC70 with some enhanced dimensions, among the many crossovers entering the market. In general style, it's definitely evolved from the XC70; however, its engineering and stance turn out to be just as strong and commanding as well-established segment leaders such as the Jeep Grand Cherokee or Ford Explorer, with either of which it shares very similar dimensions. So, okay, it's an SUV, maybe even more sporty and more utilitarian than a lot of other truck-based vehicles in the category.

And that's where the Volvo XC90 really

No, it's no Hummer... but, as Letterman might say, some of these jokes just write themselves.

shines. We gave it the usual around-town and freeway sampling in the Valley, then headed off to Tucson and south toward Nogales, where we had the opportunity to take it on some fairly tame unsurfaced road, which involved crossing some rough railroad tracks, doing some climbing and descending, and traversing some moderate rocks and ruts. Here's what we found:

The XC90 is larger than quite a few SUVs that are, frankly, just too small... while it's smaller than quite a few that are embarrassingly excessive.

It's classier than the market mainstays... but it's more subdued in styling and not as ostentatious as a few of the

KEEP RIGHT >>





Not the Rubicon, but this stretch of gravel road between Green Valley and Nogales reveals an urban SUV with capable off-road behavior.

highest-end sport utilities that verge on styling excess.

It's utilitarian enough to take off road comfortably and/or to haul an active load of kids or a passive load of goods... while stylish enough to cruise to the clubs.

It's powerful enough to be safe, sure and commanding on the highway... while it's not so overpowered as to ruin its fuel mileage ratings.

It's got a wider range of applications than most coupes or sedans, and for most people more useful than a pickup truck.

In short... it's just right. The Goldilocks SUV; perhaps the Goldilocks vehicle.

Does that mean it's perfect? No car quite is. But it does mean a comparison shopper is going to be hard-pressed to find a reason to move to something else, once they've driven this. Unless they truly want or need something a bit bigger... or smaller... or plainer... or showier... or faster... or cheaper. If performance handling is a major goal, you will still want to compare the Porsche Cayenne or BMW X5. As the Volvo XC90 is showing up on Arizona roads in significant numbers, though, it has clearly claimed strong turf in the comfort zone.

One specific beef we had with the vehicle was an exceedingly large B-pillar,



probably nice to have if you're rolling down a mountainside, but a disturbance in the essentials of daily lane-changing.

And, speaking of rolling down a mountainside, this should be quite unlikely in the XC90. We were told quite clearly that we should take this vehicle and try to roll it, or at least take it through some very exaggerated lane changes and turns. (The well-publicized "moose test" in Scandinavia is a benchmark for lean, balance and road adhesion on all European SUVs, and a few have lived, died or been reengineered because they didn't do well enough in a series of tight maneuvers intended to mimic an emergency swerve typical of encountering a spindly-legged but substantial moose on the highway at speed.) We weren't about to try to roll our XC90, but the engineering is clear: at dealing with this, the Volvo excels. In fact, roll prevention is just one element of the wide-ranging XC90 safety program.

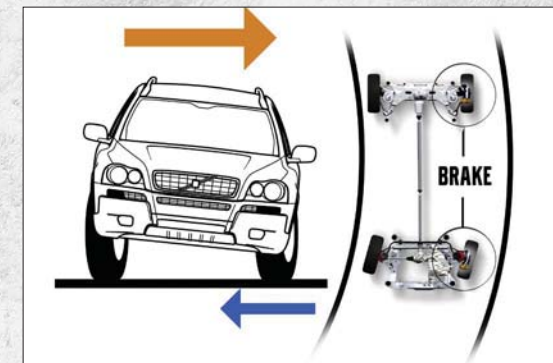
SPORT, UTILITY & SAFETY

Volvo's Roll-over Protection System, ROPS, tackles rolling, or any propensity to roll, from two directions: a stability-enhancing system, Roll Stability Control (RSC), which minimizes the risk of roll-over in the first place, and increased protection for the occupants if the vehicle were to roll over. Owing to a higher center of gravity, any SUV may have a higher risk

of rolling over in certain critical situations, compared with a conventional passenger car. Therefore, the center of gravity in the Volvo XC90 has been kept just 3.5" higher than that of the XC70 awd wagon. However, recognizing that SUV buyers value a commanding seating position, Volvo has nonetheless managed to place the front seats 6.5" higher than in the XC70.

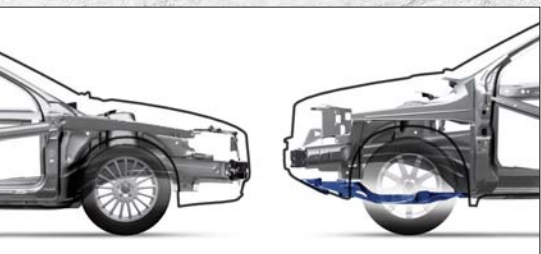
To reduce the risk of roll-over, the Volvo XC90 is equipped with an active stability-enhancing system, RSC, which uses a gyro-sensor to register the car's roll speed and roll angle. Using this information, the terminal angle is instantly calculated and thus also any roll-over risk. If the calculated angle is so great that there is an obvious risk of rolling over, the DSTC (Dynamic Stability and Traction Control) anti-skid system is activated. DSTC responds by reducing the engine's power and also by braking one or more wheels as necessary until the car understeers and stability is regained. This helps reduce the risk of a roll-over accident initiated by extreme maneuvers. RSC, developed by Volvo and Ford Motor Company, is the only active stability-enhancement system on the market to measure the car's roll angle.

Those who encouraged us to push the limits of course figured this preventive technology would save the day. But Volvo has also prepared for the worst: if the Volvo XC90 does experience a rollover,



passive safety systems step in. Volvo has reinforced parts of the roof structure with extremely tough boron steel, four or five times stronger than normal steel. All seats are equipped with seat belt "pretensioners" to pull the seat belt firmly across the occupant's body in an accident, to help maximize protection. To

KEEP RIGHT >>



help prevent the head from striking the cars' sides, the XC90 is equipped with Volvo's Inflatable Curtain (IC), which also helps prevent the occupants from being ejected in an accident.

The XC90 has also been engineered to coexist safely with others. The typical SUV has a high ground clearance high-positioned bumpers, creating a greater risk of damage to an oncoming passenger car, since the lower car's protective beams and crumple zones simply slip below the front of the SUV without being activated. To reduce this risk, the front suspension sub-frame in the Volvo XC90 is supplemented with a lower cross-member, positioned at the height of the beam in a conventional car. This lower beam is integrated into the XC90's structure and is neatly concealed behind the spoiler.

Attention was also paid to the safety of pedestrians and cyclists, already an area of increasing concern (and regulation) in

Europe: the entire front of the car features clean, gentle and smooth lines, with no protruding parts which may cause enhanced injuries. And the engine is installed low in the vehicle, with a full 3.1" of deformation space before there is any contact with the engine below it, thus serving as an impact-absorbing zone for a pedestrian who may be thrown onto the hood of the vehicle.

The Volvo XC90's third row of seats has generous space behind, so collision force in a rear-end impact can be effectively absorbed and dissipated. And the occupants of the rearmost seats sit just above the rear axle, which is the optimum position in terms of side-impact safety. These seats also feature belt tensioners, head restraints and the Inflatable Curtain.

The front airbags are of the dual-stage type, with a sensor that monitors any incoming collision force and adjusts the airbag's inflation accordingly.

Safety for the car's youngest occupants has always been a high priority at Volvo. That is why the Volvo XC90 can be specified with a standardized attachment system for child seats, ISOFIX, in both the first and second row of seats.

WHIPS, Volvo's award-winning Whip-lash Protection System, is fitted in the

two front seats of the Volvo XC90. WHIPS is activated in a rear-end collision from speeds as low as 8 mph, reducing trauma on the spine and neck and thus reducing the risk of injury.

WORLD FIRSTS

The XC90 introduces no fewer than five automotive world firsts: Roll Stability Control (RSC), an inflatable side curtain for all three rows of seats, an integrated sliding center booster seat for children, seatbelts with pretensioners in all seating positions—and, just for fun, availability of a Dolby 5.1 Pro Logic II surround sound stereo system featuring a 305-watt Alpine amplifier and 12 premium speakers.

Two versions of the Volvo XC90 are available: the XC90 and the XC90 AWD T6. The XC90 is powered by a 2.5-liter inline five-cylinder turbocharged engine producing 208 horsepower at 5,000 rpm and 236 lb.-ft. of torque from 1,500 - 4,500 rpm. The XC90 AWD T6 gets its power from a twin turbocharged 2.9-liter inline six-cylinder engine making 268 horsepower at 5,200 rpm and a stout 280 lb.-ft. of torque from 1,800 - 5,000 rpm. All-wheel drive is available optionally for the base XC90. Both models will tow up to 5,000 pounds. ■



BOB BONDURANT™
SCHOOL OF HIGH PERFORMANCE DRIVING
Phoenix, Arizona

1.800.842.RACE
www.bondurant.com

**Mention Code AZ803 and save an additional \$100 off any Multi-Day Course!
You could save over \$500 on select courses! Call for details.*



GM - Official Vehicle Supplier of the Bondurant School.



Official Tire of the Bondurant School.



Sport Activity Downsized

By Barbara and Bill Schaffer



The suspension of the BMW X3 uses a unique double-pivot strut-type layout that also contributes to excellent ride and handling of BMW 7, 5 and X5 Series models. The suspension features aluminum components at both ends to help reduce unsprung weight and contributes to a relatively supple ride over rough surfaces.

BARBARA – If you have been aspiring for a BMW sport activity vehicle, but have been discouraged by the price, BMW brings you the all-new BMW X3, priced about \$10,000 under its big brother, the X5. It's built for people with an active lifestyle and people who appreciate the ability and performance of a BMW.

During the press introduction of the X3 I went to Carefree, Arizona, where I was able to drive it on great switchback roads as well as some soft off-roading on the graveled Apache Trail and found it most impressive, thanks to BMW's new intelligent all-wheel drive system, xDrive. **BILL**– It's a long, complicated story about my first drive in the new X3. To make a long story short, here we were driving

home in the Pacific Northwest, with our grandkids in the back seat and a raging snowstorm outside.

Even though I love driving in the snow and under adverse conditions, I was a bit apprehensive about driving late at night on really slippery roads with this precious cargo of Barbara and the grandkids.

I was concerned that the standard issue mud and snow tires might not have the grip to handle these very icy conditions, but was pleasantly surprised that the new xDrive never let me spin a tire. Even more impressive was the Dynamic Stability Control (DSC). I seldom get to experience this system in real-life conditions, but did that night. I took one corner a little too fast for the ice, and the rear end started to break loose. I

instinctively steered into the slide and suddenly the DSC took control and magically straightened the X3 by braking the appropriate wheels—and we continued on our way. So what could have ended up with us spinning off the road ended with us moving straight ahead. It was amazing!

I also appreciated the navigation system. In the hard blowing snow, it showed me the direction of each corner, which made it easier to anticipate turns.

BARBARA– The smart looking X3 has many characteristics that let you know that it is all BMW. In fact it looks a lot like a smaller X5. It combines athletic youthfulness, grace and agility with standard roof rails and spoiler.

The interior is very tasteful and roomy,



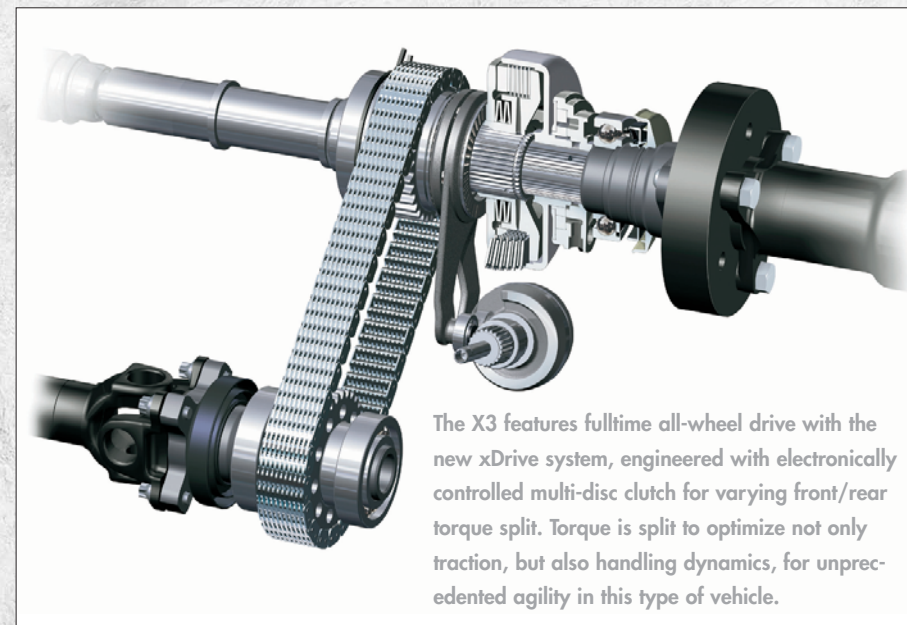
with conveniently placed controls that offer easy driver access. The X3 features a one-piece rear liftgate, making easy accessibility to cargo space.

BILL– A few days later, when the ice and snow melted, I had a chance to drive the X3 on dry, paved roads and I was even more impressed. The smaller size was perfect, and it was more like driving a sports car than an SUV. The steering was precise, the handling was flat and controlled, and the acceleration was far better than I expected from a six-cylinder engine.

BARBARA– The X3 offers a long list of convenience and luxury appointments, with yet more luxurious stand-alone options. There are also several available packages including Premium, Sport and Cold Weather, allowing the buyer to customize the X3 to suit perfectly. The 2.5-liter version starts at \$30,995 while the 3.0-liter starts at \$36,995. Both prices include destination charges.

BILL– The X3 is no lightweight, topping the scales at just over two tons. Our test vehicle was powered by BMW's famed 3.0-liter in-line 225-horsepower six-cylinder engine. The base model has a 2.5-liter version rated at 184-hp. A six-speed manual transmission is standard with both engines, but our test vehicle had the fantastic five-speed automatic and the full time xDrive all-wheel drive system with traction control.

BARBARA– Like all BMWs, the X3 comes standard with many safety and security features and technology including the xDrive all-wheel system, Dynamic Stabi-



The X3 features fulltime all-wheel drive with the new xDrive system, engineered with electronically controlled multi-disc clutch for varying front/rear torque split. Torque is split to optimize not only traction, but also handling dynamics, for unprecedented agility in this type of vehicle.

KEEP RIGHT >>



2004 BMW X3 3.0i Specifications

XDrive all-wheel drive system; Dynamic Stability Control; Rain sensing wipers; Heated windshield washer jets and exterior mirrors; Auto-tilt on right exterior mirror; Roof spoiler; Vehicle & key memory; Keyless entry; Cruise; 4-Function on-board computer; Auto climate control; Toolkit; Side-impact airbags; Flat tire warning system.

Base Price: \$36,995

Options: Steptronic 5-Speed automatic transmission \$1,275; Servotronic steering \$250; Rear door mounted side impact airbags \$385; Sport package (Sport suspension, Sport steering wheel, 18-inch wheels and tires, Sport seats, Shadowline trim) \$1,500
Total Options\$3,410
Freight\$695
Price as Tested\$41,100

DIMENSIONS

EPA SizeSUV 4WD
Weight4,023 lb.
Wheelbase110.1 in.
Length 179.7 in.
Width73.0 in.
Height66.0 in.
Fuel Capacity17.7 gal.
Cargo Capacitymax 71.1 cu. ft.

MECHANICAL

Engine3.0L DOHC Inline 6-cyl.
Horsepower225@5900
Torque, lb-ft......214@3500
Transmission.....5-spd auto
Brakes.....Disc ABS
Tires.....235/50R-18

PERFORMANCE

0 to 60 mph7.9 sec.
Top speed137 mph
Cornering comfort50 mph
EPA economy rating.....17/25mpg
Our actual fuel economy.....18.9 mpg

COMPETITORS

Acura MDX, Audi allroad, Cadillac SRX, Infiniti FX 35, Land Rover Discovery, Lexus X 330, Mercedes-Benz M class, Volkswagen Touareg, Volvo XC90

lity Control, Hill Descent Control, front-impact two-stage airbags, Head Protection System for front and rear occupants, side-impact airbags, plus the Intelligent Safety and Information System.

BILL- I recorded 72 mph in my mailbox acceleration test, from where I pull onto the main highway and accelerate full speed to the first mailbox, or about one-eighth mile. BMW says the X3 will accelerate from 0 to 60 mph in 7.9 seconds, and it has a top speed of 137 mph.

Our fuel economy during a week of driving averaged 18.9 mpg. The EPA rates it at 16 mpg for highway driving and 23 mpg on the highway.

BARBARA- To go with the X3 multisport gear and equipment, the manufacturer

has created a line of BMW logo outerwear and accessories. Also, a company called DesignWorksUSA has created a bike rack that fits in the rear cargo compartment, when the rear seats are folded down. It carries two mountain bikes or racing bicycles inside and retails for \$275.

The X3 is an extraordinary vehicle, and with the new equipment and accessories that are now available it is even more remarkable and versatile.

BILL- I'm not a big fan of SUVs, but for some reason, the BMW X3 was just right and it is one of the most fun-to-drive SUVs I've been in. The combination of BMW power, the smaller size, agile handling and BMW quality made it perfect for me. It's a keeper! ■

OUR DRIVE : 2004 BMW X3

Sibling Rivalry

By Joe Sage



The BMW X5 has been one of the best-received SUVs to hit the market, especially if you reflect back to its introduction, when the idea of a performance automaker building a sport utility was met with a fair degree of skepticism. In fact, BMW hedged the whole concept, by calling the X5 an SAV (for sport activity vehicle), a moniker they officially

use for both the X5 and X3 still. Once the X5 hit the track, though, it was quickly recognized as legitimate kin to the phenomenally popular 5 Series, in turn universally recognized as a driver's car. The X5 had both luxury and speed, as well as startling roadholding performance, for a vehicle with a high center of gravity. In fact, many drivers considered the COG factor not to

even be much of a factor at all.

Well, the sedans and coupes of the BMW 3 Series are equally sacred to their base of enthusiast fans. So, has the X3 brought 3 Series performance to an all-activity platform as effectively as the X5 did with the 5 Series? It's a study in relativity. Being a

KEEP RIGHT >>

This Is Our C.A.N. Opener...



EZ-SCAN 6000 AUTOMOTIVE SCANNER

Be the first to have the only scanner on the market that is C.A.N. [Controller Area Network] compliant. C.A.N. is the new protocol mandated by the EPA to be the standard communications system in all cars by 2008. C.A.N. is already in some 2003 models with more on the way in 2004.

This efficient, highly portable tool:

- Collects trouble code, oxygen sensor test and data stream info.
- OBD-I, OBD-II and C.A.N. compliant
- New ergonomic design
- Large backlit, 8-line display
- Contrast control for outdoor use
- Most advanced and simple to use scanner available.

With software upgrades available via the Internet, the EZ-Scan is simple to use, easy to own and affordable!

For more information please visit www.obd2can.com.



BMW, it's inherently going to beat a lot of small- and medium-SUV competitors. The X3 is a fine smallish SUV (ahem, SAV), with decent performance, style and finish, but it doesn't achieve the stratospheric reputation of its big brother. Should it?

While Barbara got to drive the vehicle off-road around Carefree, our test time was on Valley streets and freeways. Here, style and more mundane utility (groceries and kids with gear) hold sway. And in both, the X3 proved perfectly capable, but not particularly noteworthy. There are a great many competitors in this class now, so is the BMW badge enough? Compared with many of the more economical and more spartan SUVs, it might be. And of course

there's quite a bit more to the X3 than the badge. Once you're in the X3 price range, though, it seems hard not to go for an X5.

For comparison, the X3 has a base price of \$30,995 with the 2.5-liter six and manual transmission, while the X5 with its larger available 4.4-liter V8 and automatic transmission has a base price of \$52,195. That's certainly quite a range, more than 70% higher. But in between are the two 3.0-liter models, an X3 3.0i manual at \$36,995 (\$38,270 with an automatic), and an X5 3.0i manual at \$40,995 (\$42,270 auto). A \$4k difference (or currently about \$80 a month, financed) is probably too tempting for all but the most fixed incomes to resist; introducing a minor case of apples and

oranges, a difference of just \$30 a month between the top X3 auto and bottom X5 manual is harder still to ignore. For style points alone, we'd go with the X5. But then again, that just takes us up to the base X5, so we'd get a few style points knocked right back off for not having the larger wheels of the higher-finish X5.

Of course, there are reasons to prefer the X3. It's far more manageable at two tons than the X5 at three. Fuel economy benefit a little from this, though, with 15/21 to 16/22 numbers for the X5 (depending on engine and transmission) and 17/25 for the X3. This for giving up no horsepower on the 3.0i comparison, but 90 hp if you bring the V8 into the X5 build. The X3 wheelbase

is only one inch shorter than the X5, but the overall length is 4" shorter. This lends not only maneuverability but also slightly better entry/exit angles to the X3 off road. It also brings a wheels-to-the-corners stance that is showing up marketwide.

The X5 seems to fall together perfectly, bringing great BMW styling to a large-bodied vehicle. The X3, to us, is more awkward, though in terms of BMW's styling evolution, which is still taking some adjustment, it could be argued that the X3 is more evolved. For town, highway, off-road or general utility, either vehicle is a great choice. For the performance driver, it's difficult not to go for the X5 with the V8. For the country club SUV driver, the X3

might never hit the same level of elegance as the X5, depending on the club.

Why do we find ourselves comparing the X3 to the X5 so much? It's just plain hard not to. Ironically, perhaps this would be different if they'd been introduced simultaneously; certainly it would be a different comparison if the X3 had come out first. With the BMW sedans and coupes, it seldom seems to be an issue of how the 3 isn't a 5, or how the 5 isn't a 3. In the SAV class, it seems unlikely an X5 owner will dwell on how their vehicle is not an X3. But the X3 is like an awkward kid with a superstar big brother, tending to overshadow the freestanding attributes of an otherwise perfectly fine BMW. ■



BRIDGESTONE DUELER H/P™ TIRES FEATURED ON NISSAN ARMADA "OOH-CUBE" VEHICLE

BRIDGESTONE/FIRESTONE INTRODUCES 20-INCH SIZES TO BRIDGESTONE DUELER H/P™ TIRE LINEUP



Bridgestone tires are being fitted on a specially outfitted 2004 Nissan Armada SUV for a national advertising campaign this spring. Bridgestone Dueler H/P tires in size P275/55R20, paired with 20-inch Diablo Vienna rims.

The Armada OOH-Cube promotion, which targets young, influential, hip, urban consumers, features a customized Nissan Armada encased in glass, with the tagline "Break Glass in Case of Adventure" painted on the outside. The display will visit nine major markets across the United States through April, starting out in New York, then continuing to Los Angeles, Miami, Dallas, Atlanta, Chicago, Washington DC, Philadelphia, Houston and finishing up again in New York. It will spend two weeks in high-visibility areas of each city, ultimately landing at the New York Auto Show in early April. "The Bridgestone Dueler H/P is the perfect accompaniment to the theme of this campaign. It is designed to stand up to the rigors of young adventurers while still delivering performance," said Phil Pacsi, executive director, North American consumer tire brand marketing, BFNT.

"The 20-inch size is a new product for the Bridgestone brand Dueler H/P, and will come to market this spring. A growing number of new mid- and full-sized pickup trucks and SUVs are coming

factory-equipped with 20-inch tires, so adding these sizes is a way for us to satisfy consumer demand for these large diameter tires when customers visit our dealers and stores for replacement tires," Pacsi added.

Designed with Bridgestone's flagship Potenza® S-03 Pole Position™ ultrahigh performance tire in mind, the Dueler H/P brings high performance looks and sporty handling to the pickup and SUV markets. The Dueler H/P is H-speed rated and features exclusive UNI-T AQII™ technology for excellent grip even as the tire wears. Aimed at consumers seeking the most performance from their truck or sport utility vehicle, the Bridgestone Dueler H/P features an aggressive tread pattern and black sidewall lettering with a wide profile for a sporty, yet refined, look.

The Bridgestone Dueler HP™ and Potenza® S-03 Pole Position™ are available in Arizona at:

TIREXCHANGE, INC.
Performance Tires and Wheels
15485 N. 84th Street - Scottsdale AZ 85260
1-800-766-2588 - 480-596-9655 ■



Element: one box full of vehicles. *By Barbara and Bill Schaffer*



BARBARA- When I first saw the Honda Element I thought it looked as though the Hummer had given birth. It does resemble the Hummer or at least the H2, but of course, much smaller. It is full of personality and cargo space. **BILL-** There's nothing quite like the Honda Element...yet. It may look like some sort of customized box on wheels, but it's actually one of the most versatile and practical vehicles to come along since the first SUVs. It combines the qualities of many other vehicle types, including a truck, car and SUV. All that's really missing in the Element are the abilities of a sports car or convertible. But it does

handle very well and it does have a large removable skylight sunroof in the back. With all these features you might say it's the Swiss Army Knife of transportation. **BARBARA-** This square and extremely rugged-looking sport utility vehicle is available in two trim levels, the entry DX and the fully loaded EX that we tested. The interior features a waterproof material on the front and rear bucket seats (front seat only on the DX model). The floors are urethane-coated to resist water, dirt and scratches. Cleanup is easy, by simply hosing it out at the car wash. Center-opening side cargo doors with no B-pillar allow for easy loading.

BILL- The four-passenger Element was built from components of the Honda CR-V small SUV, but with a body designed to appeal to the extreme sport crowd. Whether the cargo is surfboards, mountain bikes, snowboards or climbing gear, the Element can haul nearly anything by folding or removing the rear seats and even dropping the front passenger seat for extra long cargo. With all the seats reclined, it's even possible to sleep in the Element, but the bed is lumpy. **BARBARA-** The Element EX comes very well equipped, with such conveniences as air conditioning, power front windows, cruise control, adjustable steering



There are no pillars between the side cargo doors on the Honda Element to facilitate easier loading of cargo and passengers into the rear.

column, dual power door mirrors, power door and tailgate locks. It also has anti-lock brakes with electronic brake control, removable flip-up rear seats, AM/FM/CD audio system, removable large rear skylight with tilt feature, driver's seat height adjustment, 12-volt accessory sockets, cargo area tie-down anchors and more—for a price of \$20,850 equipped with the four-wheel drive system.

The two-wheel drive DX with five-speed manual transmission is priced at \$16,100. Add \$460 delivery charge to either model.

BILL- Honda's 2.4-liter four-cylinder engine with the i-VTEC variable valve system powers the Element. The engine is rated at 160 hp and when equipped with an automatic transmission and four-wheel drive gets 21 mpg in city driving and 24 mpg on the highway, according to the EPA estimates. We averaged 22.8 mpg during our week in the Element.

The front-wheel-drive Element is available with either a five-speed manual or a four-speed automatic transmission, with the shift lever mounted in the center of the instrument panel within easy reach of the steering wheel. The optional Real Time 4WD™ system drives the front wheels until slippage is detected and then transfers power progressively to the rear wheels.

The Element has four-wheel independent suspension with four-wheel disc brakes and 16-inch wheels and tires.

BARBARA- Safety features on the Element EX include driver and front passenger airbags, anti-lock braking system with elec-



tronic brake distribution, three-point front seat belts with pre-tensioners, three-point rear seat belts, lower anchors and tethers for children (LATCH), side impact door beams and immobilizer anti-theft system. **BILL-** Performance levels are not bad for this type of vehicle. I recorded 65 mph in my acceleration test, which I run from where I pull onto the main highway to the first mailbox or about one-eighth mile. Cornering was better than average due to the lower center of gravity. I was comfortable around our 90-degree, 25-mph test corner at 49 mph. The Element is considered an SUV, but its off-road abilities will be limited by its low clearance. Nevertheless, it should go nearly anywhere the typical driver wants to go. **BARBARA-** The Element may seem a little

strange-looking, but it certainly is not run-of-the-mill. It is multi-functional, innovative and in general remarkably practical. **BILL-** The Honda Element was designed to be a universal vehicle for on-the-go young people, and I think it's right on target. Whether the targeted group will buy the Element still remains to be seen. It should appeal to a very broad range of buyers from students to retired people (who might buy the Element to pull behind their big motor home). Initial sales figures show the average Element owner is 41 years old, just slightly younger than the average Honda owner. It might be weird looking, but I like it, and the looks are growing on me. ■

KEEP RIGHT >>

If you've got a niche, scratch it.

By Joe Sage



Targeting a market by age, budget or perceived lifestyle is not a new idea. Whether by plan or happenstance, it's been around for the past several decades in everything from the VW bug to the Mustang, from the pickup craze when it was a fringe movement to the Mercury Grand Marquis for the elder set. In every case, the basic image dominates, though quite a few others will find their way to the vehicle for their own reasons, or to emulate the core group.

With Gen X, Gen Y and the Millennials all vying for marketers' attention, an effort to court the newest generation of drivers has begun in earnest. Toyota has launched an entire new division, Scion (building out from their North American Toyota and Lexus nameplates), featuring small, affordable machines with good gas mileage, a full complement of features without a lot of option confusion, a style all their own, and very reasonable pricing. On about the same timeline, Honda introduces the Element. And, while the Toyota xB is an extremely small and extremely boxy machine (for better



The interior is both spartan and stylish. There's something quite odd about that-shifter setup, though.

or worse, along the lines of several popular Japanese-only urban machines), the Element builds upon what is actually a much more traditional chassis, drivetrain and option kit, although it innovates heavily from there, with access and configuration options to delight

anyone who considers their vehicle first and foremost a tool to use. And while its style leads the bleeding edge just a bit, it's evolutionary enough to stop startling in short order.

KEEP RIGHT >>



The utility knife effect is evident.



Honda Element EX. Maybe it's all the plastic body cladding, but the Element seems to look pretty much the same even in different colors.

2004 Honda Element Pricing and EPA Data

Unlike the BMW X3 and X5 comparison (see pages 23-25), the target market for the Element will likely be skimming this list to pick their exact best comfort spot.

Model	Transmission	MSRP	EPA City/Hwy.
Element 2WD DX	5-Speed Manual	\$16,100	21/26
	4-Speed Automatic	\$16,900	22/26
Element 2WD LX	5-Speed Manual	\$17,100	21/26
	4-Speed Automatic	\$17,900	22/26
Element 2WD EX	5-Speed Manual	\$18,900	21/26
	4-Speed Automatic	\$19,700	22/26
Element 2WD EX with S-SRS	5-Speed Manual	\$19,150	21/26
	4-Speed Automatic	\$19,950	22/26
Element 4WD DX	5-Speed Manual	\$17,500	21/24
	4-Speed Automatic	\$18,300	21/24
Element 4WD LX	5-Speed Manual	\$18,500	21/24
	4-Speed Automatic	\$19,300	21/24
Element 4WD EX	5-Speed Manual	\$20,300	21/24
	4-Speed Automatic	\$21,100	21/24
Element 4WD EX with S-SRS	5-Speed Manual	\$20,550	21/24
	4-Speed Automatic	\$21,350	21/24

Destination and Handling Charge is \$490 additional per vehicle.

Honda calls the Element "a dorm room on wheels," breaking with traditional automotive styling and packaging norms to combine the best features of a pickup truck, minivan and an SUV wrapped in an innovative and versatile package. The Element is intended to deliver fun driving while meeting stringent LEV-2 emissions requirements. Its 2.4-liter, i-VTEC, 4-cylinder engine with 160 horsepower is coupled with either a 4-speed automatic or 5-speed manual transmission that delivers exceptional efficiency.

So, does this package actually appeal to the niche it's intended for? With the average buyer at age 41, lower than

Honda's previous corporate average, we'd have to say they're reeling 'em in a little older than planned. But in America's youth-centric culture, imitation is a form of endorsement for the original idea.

Proof of concept seems certified by a comment received in a parking lot, out of the blue, from a gentleman a couple of decades older than this older-than-targeted driver, who got one look and hollered out, "So what'd ya lose a bet!?"

We're likely to think he's either heard the demographic message or received it intuitively, either of which is valid to Honda's mission: this is a car for a certain age group. Mission accomplished. ■



The Element DX is instantly recognizable by its wheels and lack of front diving lights.

Specifications 2004 Honda Element EX

Standard Equipment:

Power front windows; Tilt wheel; Power locks; 16-Inch alloy wheels; Air conditioning; Anti-lock brakes with electronic brake control; 270-watt AM/FM/CD stereo with 6 speakers and a subwoofer; Removable rear skylight;

Base Price: \$20,550

Options: none

Freight: 460

Price as Tested: \$21,010

DIMENSIONS

EPA Size: Spec. Purp

Weight: 3,577 lb.

Wheelbase: 101.4 in.

Length: 169.3 in.

Width: 71.5 in.

Height: 74.0 in.

Fuel Capacity: 15.9 gal.

Cargo Capacity: 25.9 to 77.1 cu. ft.

MECHANICAL

Engine: 2.4-litre DOHC I-VTEC Inline-4

Horsepower: 160@5500

Torque: 161@4500

Transmission: 4-Spd. Auto

Drive: Four wheel

Brakes: Disc ABS

Tires: 215/70R16

PERFORMANCE

0 to 60 mph: 10.8 sec.

Speed to mailbox: 65 mph

Top speed: (limited) 109 mph

Cornering comfort: 49 mph

EPA economy rating: 21/24 mpg

Our actual fuel econ: 22.8 mpg

COMPETITORS

Chevrolet Tracker, Chrysler PT Cruiser, Ford Escape, Honda CR-V, Hyundai Santa Fe, Jeep Liberty, Kia Sorento, Mitsubishi Outlander, Pontiac Aztek, Pontiac Vibe, Saturn Vue, Scion xB, Subaru Impreza, Suzuki Aerio, Toyota Corolla Matrix.

TEEN DRIVER

FOCUSED ON YOUNG DRIVER SKILLS

“PUT YOUR BRAIN
IN GEAR BEFORE YOU
PUT YOUR CAR IN GEAR.”
—RICHARD PETTY

Georgia-Pacific Brings NASCAR driver Kyle Petty and Safe Teen Driving Program to Two Scottsdale High Schools

Georgia-Pacific Corp. has brought its Teen Safety 500 program to Chaparral High School and Desert Mountain High School, both in Scottsdale. This innovative program extends Georgia-Pacific's involvement with NASCAR to spread the message of safe driving among teenagers.

The assembly included NASCAR driver Kyle Petty, local dignitaries, and Dan Silk, VP of marketing for Georgia-Pacific, speaking about safety behind the wheel. After the assembly, students had the opportunity to view the No. 45 Georgia-Pacific/Brawny Dodge outside the schools and to receive autographs from Petty.

An addition to this year's program was a hands-on, defensive driving course taught by professional instructors from the Richard Petty Driving Experience. Thirty students from each school were chosen to participate in a half-day driving course at Phoenix International Raceway, where the students went through a

variety of exercises including emergency stopping, oversteering/understeering and emergency lane changing, all designed to prepare them for real-life situations they face on the road.

According to the National Highway Transportation Safety Administration, the risk of motor vehicle crashes is higher among 16- to 19-year-olds than any other age group; these drivers are four times more likely than older drivers to crash.

“Teens account for about 16 percent of traffic fatalities in Arizona,” said Georgia-Pacific's Silk. “We're proud to bring the Teen Safety 500 program to the Phoenix area to help raise awareness of the importance of safe driving to teenagers.”

To date, students have logged more than 1 million safe miles through the Teen Safety 500 program. Phoenix was the fourth of five stops the Teen Safety 500 made during the NASCAR season.

Students at the two schools signed a safe-driving pledge to remain violation-

free with no crashes during a three-week period, and registered online to win prizes for themselves and their school.

Kyle Petty, CEO of Petty Enterprises and winner of eight NASCAR Winston Cup races, is a champion of safe driving. “Georgia-Pacific and I want everyone to think safety first when they get behind the wheel,” said Petty. “As my father Richard Petty says, ‘Put your brain in gear before you put your car in gear.’ We've lost more than 68,000 teens nationally to traffic crashes in the last decade. The Georgia-Pacific Teen Safety 500 reminds students about the habits that can save lives—buckle up, slow down and pay attention to the road.”

Petty and Silk were joined by Detective West Brown, Scottsdale Police Department; Shannon Field, student, Chaparral High School; Mary Lou Muccino, principal, Chaparral High School; and Brian Corte, principal, Desert Mountain High School. ■

Delivering the driver's edge to teen drivers.

Traditional driver's education has focused on the skills needed to pass a driving test, with classroom lectures and some behind-the-wheel “on-the-job training.” The DrivingMBA™ program goes beyond this, bringing high-tech simulators to everyday drivers.



The DrivingMBA™ Comprehensive Driving Tutoring Program

These components are available as a discounted package or individually:

- **Rules of the Road® DVD** : Award-winning interactive DVD tutorial for home use.
- **Pre-Permit Driving Simulation Course** : 5 hours total computer simulated driving experience gives teens a solid foundation in fundamentals before they get behind the wheel.
- **Safe Young Drivers** : A book to supplement your own in-vehicle training.
- **Advanced Decision Skill Building** : The same high-end simulator used by police and other professionals to improve behind-the-wheel decision-making skills.
- **Profiler™** : Assesses your skills against a pro database (included with Advanced Decision Skill Building).
- **DUI** : Students in both simulator courses experience the negative impact upon vehicle control of driving while impaired.



DrivingMBA™

A PROGRAM OF ACCELERATED SKILL BUILDERS

www.drivingmba.com

9181 E. BELL ROAD, SUITE 103 • SCOTTSDALE AZ 85260 • 480-948-1648

SAGE

ADVERTISING

DESIGN

PUBLISHING



Brochures / Catalogs / Magazines

Concept / Design / Production / Print Publishing
Media Planning & Placement

Call to discuss individual projects or strategic needs.

**AUTOMOTIVE / AVIATION / BOATING
MANUFACTURERS / IMPORTERS
INDUSTRIAL / CONSTRUCTION
TOURISM / ACTIVITIES / EVENTS
RESORT / HOTEL / LODGING
INSTITUTIONAL / FINANCIAL
REAL ESTATE / DEVELOPMENT**

480-948-0200

ADZONE ARIZONA LLC

ARIZONA DRIVER

DESTINATION DIRECTORY

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

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

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

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

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

Utah

ATTRACTIONS & EVENTS

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

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

Sonora State Tourism Office

Centro de Gobierno
Edificio Estatal Norte 3er Nivel
Comonfort y Paseo Rio
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 do not necessarily represent any specific affiliation with nor endorsement by *Arizona Driver* magazine.

ARIZONA DRIVER

MOTOR RESOURCES DIRECTORY

Performance Tires & Wheels

Tirexchange, Inc.
Tires • Wheels • Chrome Plating
15485 N. 84th Street • Scottsdale
1-800-766-2588 • 480-596-9655

Driver Tutoring

DrivingMBA™
Comprehensive simulator tutoring for teens
A program of Accelerated Skill Builders
480-948-1648 • www.drivingmba.com

Custom Garage Interiors

GarageTek
Call to visit our completely furnished garages
623-580-0900 • www.garagetek.com

Mobile Communications

NEXT Technologies, LLC
Integrated Mobile Media Environment (IMME)
602-370-0098 • www.NextTech.biz

Mobile Broadband Internet

Sunangel Communications, Inc.
2-Way Mobile Broadband Internet
480-905-1663 • www.broadbandonwheels.com

Mobile Detailing Service

Waxwerks Detailing
Detailing - Valley Wide Mobile Service
Classic, Muscle & Luxury Autos
Ken Dickson • 602-788-9680
www.waxwerksdetailing.com

Aftermarket Enhancements

Gorilla Motorsports
Performance packages - superchargers - A/V
Custom interiors - wheels/tires - suspension
1425 S. Clark Drive • Tempe AZ 85281
408-507-0999 • www.gorillamotorsports.net

Vehicle Diagnostics

AutoXray
EZ-Scan 6000 Automotive Scanner
www.obd2can.com

Auto Dealers

Aston Martin North Scottsdale
18088 N. Scottsdale Road • 480-538-4200

Audi North Scottsdale
18088 N. Scottsdale Road • 480-538-4000

BMW North Scottsdale
18018 N. Scottsdale Road • 480-538-3900

Lou Grubb Ford
8555 E. Frank Lloyd Wright • 480-991-3333

MINI North Scottsdale
18018 N. Scottsdale Road • 480-538-6464

Porsche North Scottsdale
18000 N. Scottsdale Road • 480-538-3850

Scottsdale Lamborghini
Raintree & Hayden Road • 480-483-9300

Van Chevrolet
8585 E. Frank Lloyd Wright • 480-991-8300

Auto Dealers - Specialty

Dream Machines
14825 N. 82nd St. Suite C • 480-951-9524

Gorilla Motorsports
Select line of vehicles restyled for performance
1425 S. Clark Drive • Tempe AZ 85281
408-507-0999 • www.gorillamotorsports.net

Motorsports of Scottsdale
The Finest Collection of Pre-Owned Luxury Autos
Raintree & Hayden Road • 480-483-9300

Scottsdale Lotus
8355 E. Raintree Suite 170 • 480-922-6242

Online Classic Car Classifieds

ClassicCars.com
Put your classifieds online at
480-460-8800 • www.classiccars.com

Racing Events

SCO Nights
Sport Compact Drag Racing
Every Thursday at Firebird Raceway
www.dragracing.com/sco

Phoenix International Raceway
602-252-2227 • www.phoenixraceway.com

High Performance Schools

**Bob Bondurant School
of High Performance Driving**
Mention Code AZ803 for discounted multi-day
1-800-842-RACE • www.bondurant.com

Automotive Fine Art

Automotive Fine Art by Don Evenson
Private commissioned paintings in oil or acrylic
11259 E. Via Linda • Suite 100-185
Scottsdale AZ 85259 • 480-661-8410

Auto Spa / Convenience / Gas

Cobblestone Auto Spa & Market
SCOTTSDALE:
• Frank Lloyd Wright & Hayden • 480-596-1200
• 15111 N. Hayden Road • 480-561-2622
PHOENIX:
• Bell Road & Piestewa Parkway • 602-787-0035
CHANDLER - *Opening in September:*
• Alma School & Germann • 480-814-9274
SURPRISE - *Coming soon!:*
• Bell Road & Grand Avenue

Service & Repair

Airpark Auto Service
8115 E. Raintree • 480-998-1605

Greulich's Auto Repair
8180 E. Raintree • 480-483-8186

Motorcycle Dealers

Cycle-Moto
Aprilia - Ducati - Motoguzzi - Triumph
330 E. Southern Ave # 37 • Mesa AZ 85210
480-898-0559 • www.azsbk.com

Motorcycle Manufacturers

Aprilia Motorcycles - Scooters
www.apriliausa.com

**Dan Gurney Alligator Motorcycles, Inc.
Dan Gurney's All American Racers, Inc.**
2334 S. Broadway • Santa Ana CA 92707
714-540-1771 • www.allamericanracers.com

Kawasaki Motors Corp., U.S.A.
9950 Jeronimo Road • Irvine CA 92618
949-770-0400 • www.kawasaki.com

Triumph
385 Walt Sanders Memorial Drive
Newna GA 30265
678-854-2010 • www.triumph.co.uk

Information is derived from a variety of sources and may not be final or accurate; check all info. Listings do not necessarily represent any specific affiliation with nor endorsement by Arizona Driver magazine.

Honda raises the bar



By Joe Sage

The Honda Civic, one of America's best selling cars for the past decade, received significant exterior and interior enhancements for the 2004 model year for both the 2-door coupe and 4-door sedan body styles. Both the Civic Coupe and Civic Sedan have freshened exterior styling—including redesigned front and rear bumpers, hood, headlights and front grille—imbuing the Civic with a stronger stance and a bolder, more aggressive, personality. We spent a week with the coupe and found a solid mainstay has become even moreso.

The Coupe EX receives a new alloy wheel design for '04, and the LX model wheel size increases to 15" from 14". Both the coupe and sedan lineup feature a new Magnesium Metallic exterior color with gray interior (shown above). Coupe models add a vibrant Fiji Blue Pearl exterior color, as on our test car. A Value Package, based on the DX trim level, adds air conditioning, CD player and center console with armrest and storage, for a savings of approximately \$500.

For the interior enhancements, keyless entry is added on the LX trim level, and



floor mats are standard on both EX and LX trim levels. The stereo system receives an upgrade, with improved speakers. Additionally, the interior has added enhanced sound dampening materials to the doors to reduce road noise.

The 2004 Honda Civic is offered with an automatic or 5-speed manual transmission. The sporty and economical Civic

HX Coupe leads the lineup in fuel economy and is available with either a 5-speed manual transmission or an automatic CVT (Continuously Variable Transmission). On the sedan side, the Civic family is rounded out by the environmentally conscious, gasoline-electric powered Civic Hybrid and sporty, performance-oriented Civic Si. And the natural gas powered



Simple, straightforward and very complete, the Civic's dashboard controls are as intuitive and to the point as the vehicle itself.

Civic GX, dubbed the "cleanest internal combustion engine in the world" by the EPA, returns for 2004 with the same freshened updated styling. Additionally, a new console with armrest and storage bin have been added to the interior, and floor mats are standard for 2004. The GX's stereo receives improved front speakers and adds keyless entry as standard equipment. Shoreline Mist Metallic and Eternal Blue Pearl have been added to the external color palette.

The 2004 Honda Civic retains its position as an environmental leader in the small car category. All Civic models are rated as Ultra Low Emission Vehicle (ULEV) in all 50 states, while the natural gas-powered Civic GX and the gas-electric Civic Hybrid are the first vehicles to meet California's stringent "Advanced Technology Partial Zero Emissions Vehicle" or AT-PZEV requirements.

All Civic models come equipped with a full host of advanced safety attributes, including Honda's available advanced side airbag system on the Coupe with available side air bags. The Civic Coupe earned a five-star rating for all passengers in the National Highway Traffic Safety Administration's (NHTSA) frontal and side impact crash tests.

The Civic Coupe is powered by a 1668cc aluminum alloy in-line 4-cylinder engine, generation 115-117 hp on the VP, HX and LX models, and 127 on the EX. Torque ranges from 110 to 114 lb.ft. Rack and pinion steering turns in 34.1 feet curb-to-curb, and stopping power comes from 10.3" discs in front and 7.8" drums in rear, with ABS on the EX.

We get to drive quite a variety of cars, some in far higher price ranges, but this reliable performer becomes a comfortable partner quickly... a keeper. ■

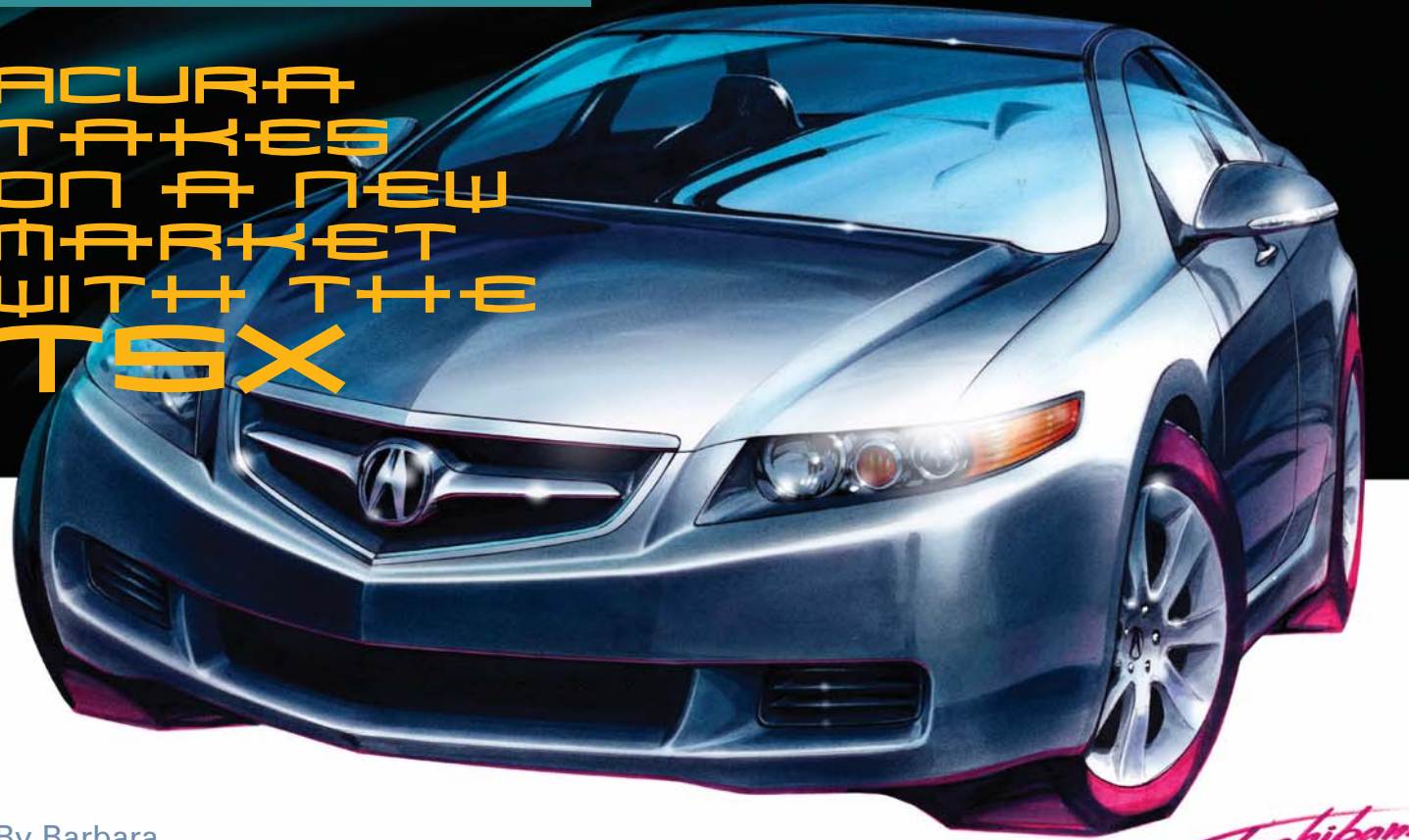


2004 Honda Civic Prices and EPA Data

Model	Transmission	MSRP	EPA City/Hwy.
Civic VP Coupe	5-Speed Manual	\$13,410	32/38
	4-Speed Automatic	\$14,210	29/38
Civic VP Coupe w/SRS	5-Speed Manual	\$13,660	32/38
	4-Speed Automatic	\$14,460	29/38
Civic HX Coupe	5-Speed Manual	\$13,710	36/44
	Continuously Variable (CVT)	\$14,710	35/40
Civic HX Coupe w/SRS	5-Speed Manual	\$13,960	36/44
	Continuously Variable (CVT)	\$14,960	35/40
Civic LX Coupe	5-Speed Manual	\$15,160	32/38
	4-Speed Automatic	\$15,960	29/38
Civic LX Coupe w/SRS	5-Speed Manual	\$15,410	32/38
	4-Speed Automatic	\$16,210	29/38
Civic EX Coupe	5-Speed Manual	\$16,860	32/37
	4-Speed Automatic	\$17,660	31/38
Civic EX Coupe w/SRS	5-Speed Manual	\$17,110	32/37
	4-Speed Automatic	\$17,910	31/38

Destination and Handling Charge is \$490 per vehicle.

ACURA
TAKES
ON A NEW
MARKET
WITH THE
TSX



Tachibana

By Barbara
and Bill Schaffer

BARBARA— I have always been an Acura fan because the company doesn't play games. They don't tell you that you can buy a particular vehicle for "as low as" and then start adding on the amenities until the price skyrockets. Instead, Acura sells a vehicle with everything included. It's like buying a dinner that includes appetizers, wine and dessert. The only decision you make, with a couple of exceptions, is the model and color. In the case of the new TSX, the only option is a \$2,000 voice activated navigation system.

BILL— Acura has a habit of continually impressing me with the quality, value and innovation of their vehicles. My initial impressions of the Acura TSX were that it looks nice, has a good fit and finish and has a typical Acura understated design. Then it's time to go out on a deserted road, throw the car around a few corners, running the engine up toward redline, and suddenly the car is a giant with fabulous handling and exciting performance dynamics.

BARBARA— The Acura TSX sports sedan

has crisp lines with a signature five-sided Acura grille flanked by high intensity discharge (HID) headlights. The rear features a short, high trunk lid with a clean bank of horizontal backlights. The TSX is available in seven beautiful colors giving you the opportunity to make a decision.

The five-passenger interior has a sporty yet very luxurious feel, and it has a long list of convenience features. Controls are well placed and have a solid tactile feel. The seats are extremely comfortable with plush perforated leather upholstery.

BILL— The TSX has a host of important technical and mechanical features like four-wheel independent double-wishbone suspension, disc brakes with anti-lock and 17-inch alloy wheels with Michelin tires. Vehicle stability assist, traction control and variable assist steering are also standard equipment.

BARBARA— With an incredible amount of safety, convenience and comfort features, the Acura TSX is a bargain at under \$29,000 including shipping. The TSX comes with a navigation system with voice recognition that has a larger vocabulary than some of my friends, power



Acura's latest offering, the TSX sedan, falls between the mid-size TL 3.2 sport sedan and the new sporty RSX coupe. It's designed to compete with the big boys: BMW 3 series, Mercedes-Benz C-Class, Audi A4, Infiniti G35 and a handful of other great cars. The TSX is a contender.

moonroof, Xenon headlights, sports seats with leather trim, driver's eight-way power seat, heated front seats and premium sound system with AM/FM/CD player with in-dash six-disc changer. The list goes on, with dual zone climate control, steering wheel with cruise and audio controls, remote keyless entry with locking system, power windows with auto down/up driver's window, HomeLink® system, power outside mirrors and door locks, anti-theft system plus floor mats.

The TSX is also available without the Navigation system and with a five-speed automatic transmission with the sport-shift feature for manual shifting.

BILL— The TSX is one of the most balanced cars I've driven, so good that it's hard to believe it's front-wheel drive. The handling is precise, the ride is crisp to a fault and the engine is a dream.

The power comes from a 2.4-liter DOHC, i-VTEC engine rated at 200 hp. Like other Acura and Honda engines, this is a high revving four-cylinder that redlines at 7100. It's stronger at lower engine speeds than some Acura engines I've driven and gets even better as engine speed increases. The engine requires no scheduled tune-ups for 110,000 miles under normal conditions.

The new six-speed manual transmission is smooth shifting with short throws between the gears and a more precise feel than many other six-speed manuals we've driven.

BARBARA— The TSX is equipped with front dual-stage/dual-threshold airbags, front seat side airbags with passenger height and position sensors, side curtain airbags, front and rear crumple zones, LATCH



system for child seats in rear outboard positions plus ABS brakes, stability assist system with traction control and more, all for the safety of driver and passengers.

BILL— Acceleration levels are not as good as the six-cylinder competitors, but for a naturally aspired four-cylinder, the TSX is fast. I recorded 72 mph in my acceleration test from where I pull onto the highway full-throttle to the first mailbox, or about one-eighth mile.

BARBARA— This is a vehicle I would buy, if I had time to drive a vehicle of my own. It certainly fits into my price range and it definitely fits into my luxury demands.

BILL— I agree, the TSX is a keeper, but I'm more enthralled by the performance and handling. The TSX is a great competitor for the big-name sport sedans and it's an excellent value. ■



Classic Hemi and hot rods rock the house as Classic Car Auction sales soar to \$38.5 million



Barrett-Jackson Auction Company announces their most successful car auction to date, with record-breaking sales in world-class street rods, muscle, sports and classic cars during the four-day 33rd annual Barrett-Jackson Classic Car Auction, presented by Dodge-Chrysler-Jeep. Barrett-Jackson reaffirmed the viability of investing in classic cars, with an estimated \$38.5 million in sales, eclipsing the \$28.5 million record set at the 2003 auction. Of the 762 cars that crossed the auction block during the four days, 744 cars were purchased, a world record 98% sales percentage.

Despite inclement weather, attendance at the 2004 event was equally record-setting with an estimated 185,000 people attending over the four-day event, up over the 2003 attendance of approximately 175,000. In addition, SPEED Channel broadcast an extended 15 hours of live auction coverage.

Headlining the top auction sales was a

world-class, award-winning 1938 Lincoln Zephyr V-12 Coupe Street Rod, which sold for \$432,000 dollars. In addition, an unrivaled selection of Hemi-powered automobiles, street rods, muscle cars, classic and pedigree European sports cars were sold on the auction block at the 33rd annual edition of what is internationally established as the 'The World's Greatest Classic Car Auction.'

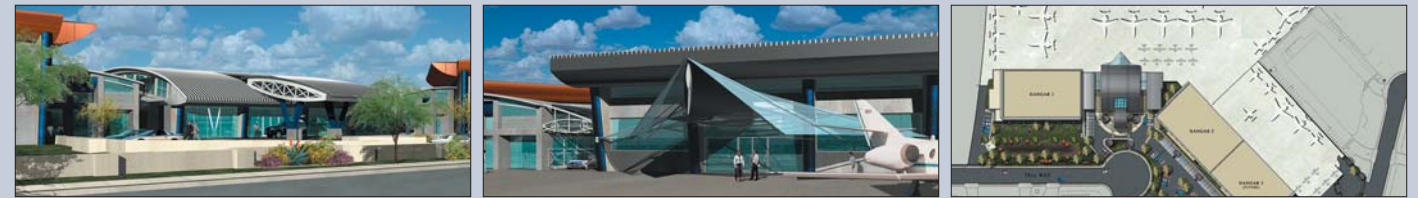
Barrett-Jackson President Craig Jackson explained that from an investor standpoint, the quality and desirability of the cars is definitive. He stated that the success of the Barrett-Jackson Auction is a direct result of a well-thought-out strategy beginning with the ability to consign the most desirable and sought-after cars.

The auction is a lifestyle event, featuring a fashion show, opening night charity Gala and an exhibit pavilion with classic automobilia, jewelry, celebrity collectables and a myriad other vendors.

Among the celebrity attendees who

were either bidding or selling cars at this year's auction were Jeff Probst, host of the hit TV series "Survivor", Jason Lewis from HBO's "Sex in the City," actor Tim Allen (who purchased an award winning custom 1956 F100 Ford pick-up with a blown 426 Hemi), 1998 Playboy Playmate Of The Year Karen McDougal (selling her 1966 Ford GT40 coupe recreation), Denver Bronco quarterback Jake Plummer, NHL Phoenix Coyote captain Shane Doan, Baseball Hall of Famer Reggie Jackson, and music artists Bob Seger and George Benson. A variety of American automotive design icons such as Carroll Shelby with his wife Cleo, Reeves Callaway and former General Motor's design chief Wayne Cherry also attended the auction. Although not auctioned at this year's event and following a great deal of fanfare, Michael Jackson's 2001 Bentley was displayed throughout the weekend and will be sold at a future Barrett-Jackson event. ■

In-flight perfection demands ground service excellence.



AirCenter
Scottsdale

Scottsdale Air Center: a full service ground support general aviation facility.

FBO amenities include:

- 25,000 sq.ft. terminal comfort
- ExxonMobil premier care Aviat flight line service
- Top shelf concierge services at a moment's notice
- Aircraft maintenance
- 72,000 sq.ft. hangar accommodations
- State-of-the-art weather & pilot services
- New & used aircraft sales & marketing services
- Avionics installation & repair
- 300,000 sq.ft. flight line concrete
- Professional management services
- Charter accommodations

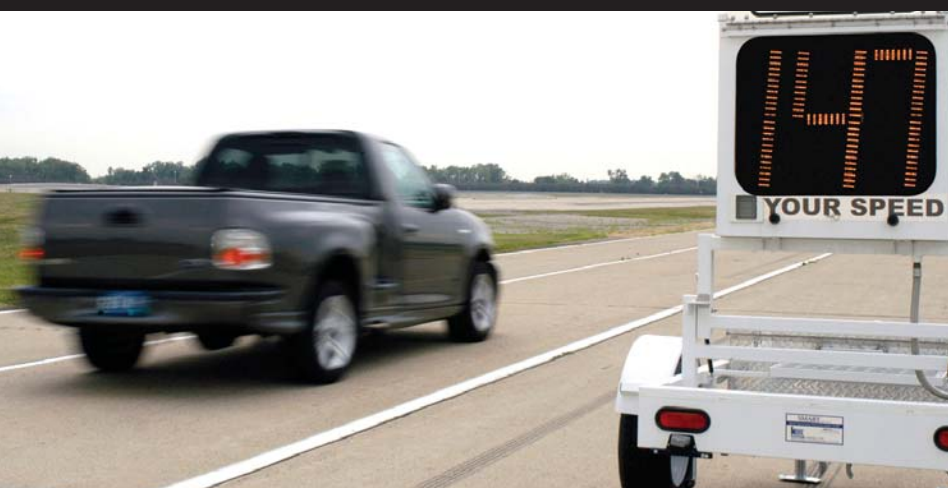
One block west of Hayden between Raintree and Costco • Scottsdale Air Center • 15290 N. 78th Way • Scottsdale AZ 85260 • 480-951-2525



FORD SVT F-150 LIGHTNING EARNS THE TITLE
"WORLD'S FASTEST PRODUCTION PICKUP"
ACCORDING TO GUINNESS WORLD RECORDS™



■ The supercharged SVT F-150 Lightning was introduced in 1999 with 360 horsepower and 440 pound-feet of torque. Since then, engine modifications have improved performance, bringing output up to 380 horsepower and 450 pound-feet of torque. The concept vehicle for the new 2004 Ford SVT F-150 Lightning (above) is sure to follow in—and exceed—the record-breaker’s footsteps.



A stock 2003 Ford SVT F-150 Lightning (left) reached over 147 mph and was certified as the "World's Fastest Production Pickup Truck" by Guinness World Records, Ltd. Since its introduction in 1999, the supercharged SVT Lightning has been unofficially called the world's fastest pickup by many; now it's a matter of official record.

"This may seem like fun and games, but high-speed stability is critical for a performance vehicle, even a pickup truck," says Tom Chapman, Ford SVT chassis systems supervisor and driver for the record-setting run.

For the record, Guinness requires the truck to be production level, meaning it is identical to what a

customer can find at the local dealer. Ford SVT used a stock 2003 Ford SVT F-150 Lightning. Exterior modifications were limited to folding in the side mirrors, and removing the radio antenna. To meet timing requirements, Ford SVT conducted the test on Ford's Michigan Proving Ground five-mile-long high-speed oval. Timing lights were set up seven-tenths of a mile intervals (as certified by an independent surveyor). A Hot Lap In-Car Timer, from Longacre Racing Products, was used to measure elapsed time through the measured 0.7 mile. Elapsed time was then converted to miles per hour.

Clockwise, the fastest elapsed time was 17.03 seconds, or 147.974 mph. Counter-clockwise, the fastest elapsed time was 17.09 seconds, or 147.454 mph. The average of those two runs is 147.714 mph. ■

FORD SVT HISTORY

The Ford Special Vehicle Team (SVT) was established in 1991 to create low-volume, factory-produced vehicles designed for those whose idea of driving is a high-powered, passionate experience, not just getting from point A to point B. To support this, Ford integrated a wide array of talent into a small, cross-functional group of engineers, product planners and marketing people, together under one roof with a common mission: to create vehicles specifically designed to meet the unique needs and desires of the knowledgeable driving enthusiast. Each SVT vehicle has been developed with four SVT hallmarks in mind: Performance, Substance, Exclusivity and Value. These goals have driven the success of the SVT Mustang Cobra and Cobra R, the SVT F-150 Lightning, the SVT Contour and the SVT Focus. ■



THE INSIDE TRACK: BRIEFS & RUMORS

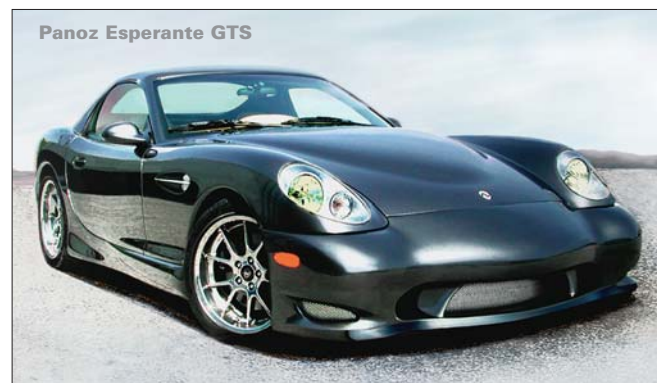
■ The next generation **Mercedes-Benz SLK**, which is due as a 2005 model, will get the new 3.5-liter V-6. The double



overhead cam engine produces 268 horsepower. The SLK will also get the new Mercedes six-speed manual transmission with an optional six-speed automatic. An AMG version is expected to have a 375-hp supercharged 3.0-liter V-6 engine.

■ Like most manufacturers, **Porsche** officials refuse to talk about future products, but they are still hinting the company has plans for a fourth model. Recent rumors have favored a four-door sports car based on the Cayenne platform, but some reports say that rumor may not be correct and that the new car will be far different from any of the company's sports cars or the SUV.

■ **Panoz** Auto Development of Georgia added a new GT version of its Esperante coupe and roadster. Unlike previous models the GT will be less race car and more comfortable with sport-tuned sus-



pension, unique bodywork and special wheels and tires. The engine is a 4.6-liter Ford V-8 rated at 320-hp. The company claims 0 to 62 mph times of 4.9 seconds. About 240 Esperantes are sold annually at a base price of \$95,500.

■ **Mitsubishi** has trimmed 146 pounds of fat from the already impressive Lancer Evolution to create a new higher performance RS version. The engineers then added a helical limited-slip differential, a crossbar over the spare tire hole in the trunk and a front strut tower brace. With a base price under \$27,000, the RS is about \$2,500 less than the normally equipped Evolution.

■ **Mitsubishi** Motors of North America has added a standard 10-year, 100-thousand-mile limited powertrain warranty for all Mitsubishi products sold in the US. The new warranty takes effect on all 2004 model vehicles including the new high performance Lancer Evolution.

■ The next generation full-size **Buick** Park Avenue may be a rear-wheel drive. According to sources, Buick is looking at the Sigma rear-drive platform currently used by the Cadillac CTS as a basis for the new Buick flagship. If that's true, then its sister, the full-size LeSabre, might get the same rear-drive configuration when it's redesigned at about the same time.

■ **Isuzu** has developed a medium-duty hybrid diesel/electric truck, but won't build it until a market develops. The company says the truck has a capacity of two to three tons and gets

about 23 to 25 miles per gallon (that's about 20 to 30 percent better than similar size diesel-powered trucks). The problem is the hybrid trucks would have to be priced about \$9,000 more than the current \$27,000 to \$36,000 diesel trucks. Isuzu doesn't believe the trucks will sell for this premium price currently, but is prepared for when the market is ready for such a truck.

■ Robert Lutz, vice chairman for GM product development, and Cadillac officials have confirmed that **Cadillac** will build an ultraluxury sedan by late in this decade. No plans or vehicle architectures have been announced, but officials indicated that the pricing would start at about \$80,000 and could go as high as \$300,000. Cadillac started much speculation about the move a year ago when it showed the Sixteen concept car at auto shows.



■ When **Cadillac's** new flagship, the STS, officially debuts at the New York Auto show in April, showgoers will see a car that resembles the CTS, but with softer and more curved lines. The interior will be moved uplevel from previous models. Engine choices will include a 3.6-liter V-6 and the famous 4.6-liter Northstar V-8. A high-performance "V" Series engine will be added 12 to 18 months after the original arrives at dealerships this fall. For the first time the STS will be a rear-wheel drive, plus there will also be an all-wheel drive option.

■ **General Motors** is taking steps to combine field operations into its sales and marketing organization. GM is moving slowly with the change because Saab and Saturn use different business and computer systems than the rest of GM. Is it possible that we might also end up seeing Saab/Saturn joint dealerships in the future?

■ Starting with the new 2004.5 model, the **Jeep Wrangler** is available in two distinct configurations, the regular wheelbase and a new Unlimited model built on a 15-inch longer wheelbase. The



cargo area in the Unlimited is expanded by 13 inches, doubling the capacity, and rear seat legroom is increased by two inches. Chrysler said customers have asked for more space, so they responded. It's been more than two decades since a stretched version has been offered.

■ **Jeep** plans to call their new urban off-road vehicle the Scout now that International Harvester no longer uses the name. The Scout, which is due in 2006, uses the same platform as the Mitsubishi Lancer, which coincidentally will be the same platform used on the next generation Chrysler PT Cruiser. The popular prototype for the Scout was called the Compass when it debuted at the Detroit auto show in 2002 (see Jan-Feb 2004 *Arizona Driver*).

■ The next generation **Mercedes-Benz S-Class**, which is scheduled to debut in the summer of 2005, will be significantly longer than the present model and will have an optional 4Matic all-wheel drive system. The top of the line AMG performance edition will have a 6.3-liter V-8 with more than 600 horsepower.

■ The first DaimlerChrysler **Smart** brand vehicle to reach the US will be a small SUV called the ForMore. As the fourth model of the Smart to be produced in Europe, the ForMore will have all-wheel drive and is expected to be roomier and larger overall than the other front-wheel drive Smart vehicles. Daimler plans to build about 60,000 ForMores in Brazil with about half that number coming to the US. The US introduction will be early in 2006, and it will hit Europe later the same year.



■ **Dodge** is making the new Dakota even larger, to combat the new bigger mid-size models being introduced by GM, Toyota and Nissan. It will also be the only mid-size pickup to offer an optional V-8 engine. The two-door model has been dropped in favor of two four-door models: a Quad Cab and Club Cab. The new Dakota styling strongly resembles the bigger Ram and the Durango SUV with its large chrome grille. Dodge officials say the all-new 2005 Dakota pricing will not increase much.



■ Look for some major changes at **Mitsubishi** from products to advertising. New CEO Finbarr O'Neil said one of the first changes would be the addition of a new pickup truck based on Dodge's next-generation mid-size Dakota. Mitsubishi hasn't had a truck in the US market since the Mighty Max was dropped in 1996.

■ The **Nissan Altima** has been extensively revised for the 2005 model year. It has a new instrument panel, center console, trim finishes, seat and headliner materials plus an available DVD-based navigation system. Other refinements include five more horsepower (up to 250 hp), new raised hood, smoked headlights and taillights, and new grille. The 2005 Altima went on sale in February.

■ **Cadillac** plans to add a "V" high-performance version of the Escalade luxury SUV powered by either a V-10 or V-12 engine. According to Tom Stephens, GM vice president in charge of global powertrains, the most likely engine is a Northstar based V-12 engine that will fit into the same space as the current 6.0-liter V-8. The "V" series Escalade is expected to debut for the 2006 model year and that should help maintain interest in the Escalade until it's redesigned in 2007 or 2008.

■ **Toyota's** new larger Tacoma pickup will feature a high performance model called the X-Runner Access Cab. It has suspension enhancements, a reinforced frame, six-speed manual transmission, antilock brakes and a 240-hp 4.0-liter V-6 engine. Toyota says the X-Runner accelerates from 0 to 60 mph in about 7 seconds. A supercharger will also be offered to boost horsepower to 300. Other options include stability control and side curtain airbags. ■

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

über quattro



By Bill Schaffer

My dream car is a comfortable, conservative-looking sedan that just happens to be unbelievably fast. I theorize, incorrectly of course, that such a car is somewhat stealth when it comes to speed limits. The Audi RS6 is a dream come true.

MECHANICAL - It starts life as a classically good-looking Audi A6. Then Audi's high performance arm, quattro GmbH, does a bit of a makeover, starting with the addition of a 4.2-liter V-8 engine with twin turbochargers. At 450 hp, the engine is the most powerful wedged into a production Audi to date.

To handle the extra power, engineers specifically tuned a five-speed Tiptronic® automatic transmission that can be manually shifted from the gear selector or with wheel-mounted paddles. To maximize traction, the RS6 utilizes Audi's outstanding quattro all-wheel drive system, which transfers power front to back and side to side, to the tires with the best grip.

The brakes are Brembos using massive racing style composite discs that are ventilated and cross-drilled. All this is attached to the ground with 255/40ZR18 tires.

The suspension is Audi's new Dynamic Ride Control active system that continually adjusts the hydraulic pressure of each shock during active driving to limit body roll and front and rear pitch.

It also has electronic enhancements like the anti-skid Electronic Stabilization Program with BrakeAssist, which works in conjunction with Electronic Differential Locks and Anti-Slip Regulation (traction control).

PERFORMANCE AND HANDLING - The RS6 accelerates from 0 to 60 mph in a mere 4.6 seconds and to 100 mph in only 11.3 seconds. Top speed is limited to 155 mph. Cornering is about as good as any



BILL SCHAFFER is co-editor of *Auto Digest* reviews, rumors and other features.

larger sedan I've ever driven.

DESIGN - The sleek classic design sports aluminum fenders and hood, along with extra air intakes hidden behind diamond-patterned grilles and two more flanking the fog lights to provide extra air for cooling two intercoolers. The RS6 also has some subtle ground effects and a lip spoiler on the rear deck, along with some other subtle cosmetic enhancements and badging.

COMFORT - Yes, the RS6 is not as plush riding as the A6, but it's very comfortable and refined. Until you step down on the accelerator, it's not much different than a stock A6, unless you hear the beautiful rumbling exhaust note.

PRICE RANGE - Here's the bad part. The RS6 is not for everyone. First, it's a limited edition, so there aren't many available. And it's rather expensive: \$85,660 including the \$1,000 Warm Weather Package, \$1,300 Gas Guzzler Tax and \$660 destination charge. I don't think Barbara's going to be getting me one for my birthday, this year. ■



0 to 60 at the turn of a page

ADVERTISE!

Call for information
on our anchor
sponsor program.

Arizona Driver
Magazine

PO Box 13387
Scottsdale AZ 85267
480-948-0200

UPCOMING FEATURES

Top down '04 : we review several great picks for perfect Arizona weather



While the weather is perfect, so are the choices. The Honda S2000, BMW Z4, Audi S4 Cabriolet, Aston Martin DB9, Lexus SC430 and others offer quality, value and variety.

Sedans : BMW 525i, Jaguar X-Type, Lexus LS430, Kia Amanti



In a world of sports cars and SUVs, it's easy to overlook the venerable 4-door sedan, but we will bring you results of our tests in the above four, offering a truly wide range of choice.

Ford Escape Hybrid



The world of alternate fuels is starting to heat up, and the gas-electric hybrid has taken such a foothold that you probably see them every day and don't know it. Here, the first hybrid SUV.

Introducing The Ultimate Garage!



IT'S WEATHERPROOF, WATERPROOF, BUGPROOF, AND FIRE RATED

Introductory Pricing with Discounts Available from \$300 - \$800

GarageTek can transform your cluttered garage into an attractive, organized storage area or workspace, with plenty of room for your cars! GarageTek is easy to reconfigure and expand as your needs change. The most user-friendly organizing system available, GarageTek's patented TekPanel™ allows for adding and rearranging with ease. Units move up or down, side to side, leaving no unsightly holes in the wall, for the most in flexible storage and space efficiency. Call for an appointment to visit our showroom or our completely furnished model garages.

- Maintenance Free
- Custom Designs
- Professionally Installed
- 10-Year Warranty

GARAGE TEK
A Furnished Garage
Is A Beautiful Thing

Call to schedule an appointment
with our organizational designer.
623-580-0900 • garagetekaz@qwest.net
www.garagetek.com

It's All About Drive.



TIREXCHANGE, INC.
PERFORMANCE TIRES AND WHEELS

15485 N. 84th Street
Scottsdale AZ 85260
1-800-766-2588 • 480-596-9655

BRIDGESTONE
A GRIP ON THE FUTURE

bridgestonetire.com
tiresafety.com
1-800-807-9555