

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 8 NUMBER 2

MARCH-APRIL 2009

BONDURANT BREEDS ROLEX 24 CHAMPIONS

FORMER INSTRUCTORS
DARREN LAW, BUDDY RICE,
AND TERRY BORCHELLER
WIN AND SHOW AT THE
ROLEX 24 AT DAYTONA

PLUS... WHEELS OF WELLNESS: LEGENDARY CARS, DRIVERS, ENGINEERS
n2a ANTEROS ROADSTER AND COUPE • AZ-NM CORVETTE CARAVAN REGISTRATION
AUCTION RESULTS: BARRETT-JACKSON, GOODING, RM, RUSSO AND STEELE
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COVER: Brumos Racing's number 58 Porsche-Riley, driven to victory at the Rolex 24 at Daytona by former Bob Bondurant School of High Performance Driving instructors Darren Law and Buddy Rice along with David Donohue and Antonio Garcia, passes a Porsche 911 in the International Horseshoe as the sun rises, nearly 16 hours into the 24-hour challenge. Fellow Bondurant alum Terry Borcheller also made it to the podium in Brumos number 59. See page 20.
Photo: Bob Chapman / Autosport Image.



The year always starts off with a bang around here, what with the big Phoenix and Scottsdale auctions every year. We also have the annual debate with ourselves about whether to send someone to the North American International Auto Show in Detroit, which isn't very long after LA, is a lot colder and takes longer to get to, but which has its own charms. This year, there was the added uncertainty of the whole so-called bailout scenario (the automakers seeking government loans in the face of a collapsing customer credit market). Some companies weren't exhibiting, and others were keeping it simple. Some expected things to be downright dismal. Well, as with any good train wreck, we of course couldn't avert our gaze. Please we had a couple of great party invites.

While some of us were in Detroit, others stayed here, soaking up the sun and the atmosphere of legendary classic race cars and their owners/drivers, on behalf of The Wellness Institute. This event, fascinating in its own right, somewhat bridged the gap between the auctions (historic vehicles) and the next news in our door: the Rolex 24 at Daytona had been won by local drivers, "alumni instructors" from the Bob Bondurant School of High Performance Driving.

The Red Bull Air Race World Championship has announced details of its 2009 season, including once again a weekend in San Diego (which we highly recommend) and including once again Arizona's own many-times champion pilot Kirby Chambliss in contention. (The championship eluded Chambliss last year, so it is a big season as he works to regain it.) As auctions lead through historics to motorsports, thence to Red Bull, that leads us to



the ICON A5, a dandy entry in a new class of aircraft you can learn to fly in a short time, purchase for the price of a lot of cars you read about in here, and take with you anywhere. Something to consider. Enjoy the ride.

Joe Sage
Publisher/ Executive Editor

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MAGAZINE

PUBLISHER / EXECUTIVE EDITOR:

Joe Sage

CONTRIBUTING WRITERS:

Jill Amadio, Nick Calderone, Joe Connor, Pilar Covarrubias, Mark Cox, HR Driver, Larry Edsall, Dan J. Gardner, Gary Goldzweig, Bob Kroener, JP Molnar, John Priddy, Jim Rogers, Barbara and Bill Schaffer, Jan Wagner

CONTRIBUTING PHOTOGRAPHERS:

Randall Bohl, Jean-Pierre Brietta, Bob Chapman, Rich Cox, Luis DeBonoPaula, HR Driver, Larry Edsall, Dan J. Gardner, Alan Grinberg, Howard Koby, JP Molnar, Brenda Priddy, Dick Reed, Jan Wagner

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letters@azdrivermag.com

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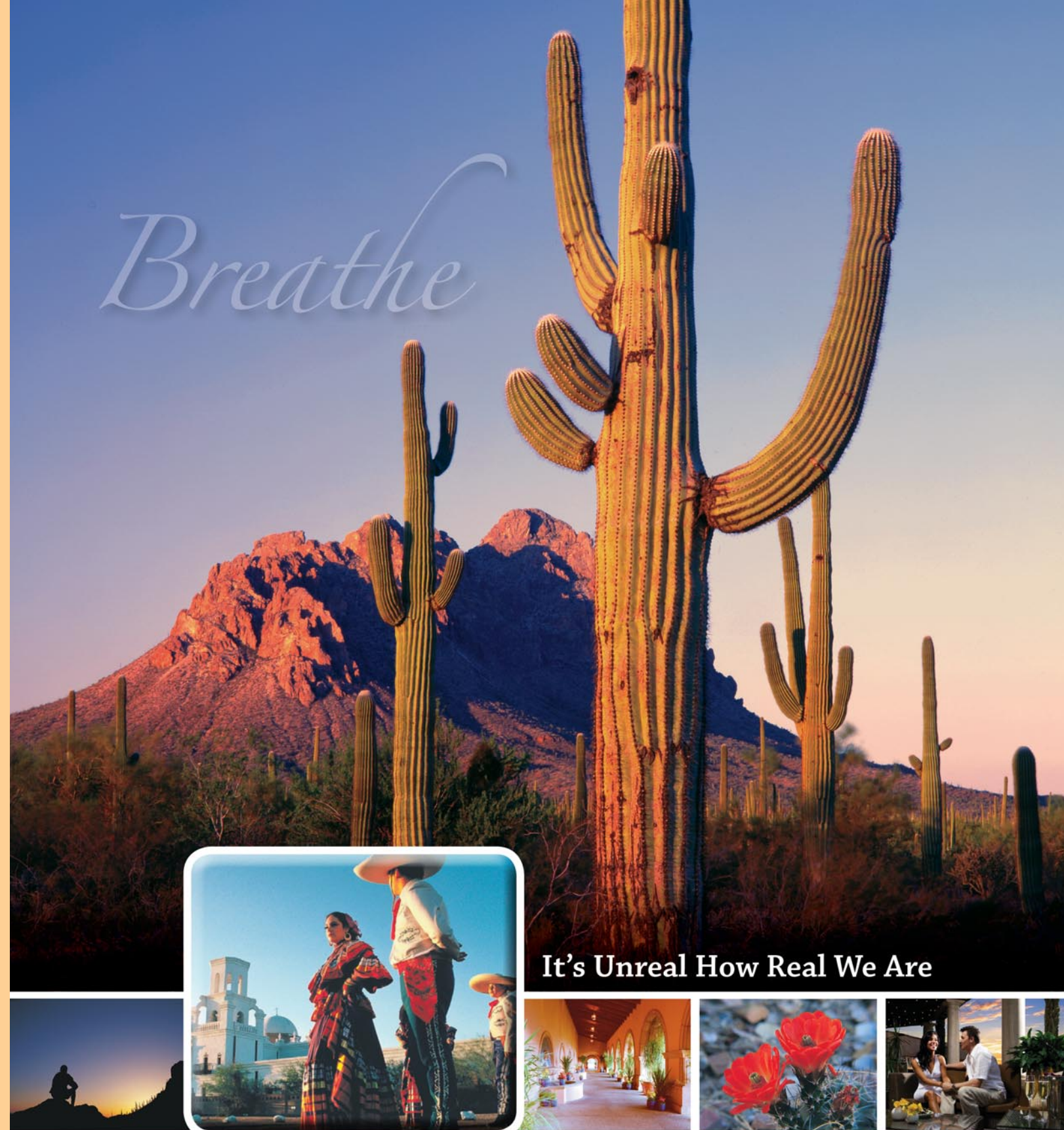
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All roads lead to Bowling Green KY

Enthusiasts invited to join the AZ-NM Corvette Caravan pilgrimage to the National Corvette Museum's 15th Anniversary

Imagine this: an endless line of Corvettes as far as you can see and a multitude of your fellow Corvette enthusiasts filling the roads and highways, crossing the country, seeing new sights and meeting new people, making new friends. This is life on a National Corvette Caravan.

You can join in the fun, share the excitement and be part of one of the largest moving car events on record. Caravans of Corvettes will depart from twenty-six loca-

tions during late August and early September, all timed to arrive for the 15th Anniversary celebration of the National Corvette Museum (NCM), in Bowling Green, Kentucky, on September 3-6, 2009.

During the three previous caravans ('94, '99 and '03), thousands of Corvette devotees from all over the world came together to enjoy the experience, live the Corvette lifestyle, create history and celebrate a unique Museum event. Labor Day weekend 2009

will mark the NCM's 15th Anniversary. In 15 short years, the Museum has grown from a mere dream to a comprehensive organization, and the "Gateway to all things Corvette."

Whether for shows, fun events, archives, deliveries, track schools, corrals or just a casual visit, the Museum offers a varied experience, one that is unique within the automotive world. Add to that a road trip to top all others, and you have the best two weeks you can imagine in 2009.

Planning for the Caravan has been underway for two years, and the route Captains have been working to make each route as spectacular as possible. A caravan is planned from Arizona/New Mexico, for which over 60 cars from Arizona, New Mexico and several other states have registered and are planning to make this trip.

The Caravan departs from Courtesy Chevrolet in Phoenix the morning of Monday, August 31, with scheduled overnight stops in Albuquerque, Oklahoma City and Jackson TN, arriving in Bowling Green on Thursday, September 3 between 9 and 10am.

If you are interested in learning more about this event, contact Bob Kroener, Captain AZ-NM Caravan, at aznmcavaran@cox.net or visit the event's website at www.nationalcorvettecaravan.com (click on Arizona or New Mexico), where you will find information on itinerary, sponsors, NCM eNews, Caravan Chat, registration and more.

Anyone in other states along the AZ-NM Caravan's route who after considering the various caravan routes and timetables is invited to join this group. If that includes you, remember you *MUST* designate the AZ-NM Caravan when you register with the NCM.

Join fellow Corvette owners from around the world on the journey of a lifetime, as you celebrate the 15th Anniversary of *OUR* National Corvette Museum. ■



National Corvette Museum
15th Anniversary
Labor Day Weekend
September 3-6, 2009

Celebrating 15 years of growth and changes, the 15th Anniversary of the National Corvette Museum is this Labor Day Weekend includes the arrival of National Corvette Caravans, bringing participants in from around the globe.

To accommodate as many participants as possible, many activities are planned to be repeated during the three days of the event (Thursday-Saturday), as well as extended into Sunday. Multiple road tours will be available all four days, and the Museum anticipates at least two autocross sessions. Expect multiple Poker Runs and chances to take part in a Digital Scavenger Hunt, Golf Cart Autocross and Pit Crew Challenge.

The Anniversary Celebration is something any existing NCM member won't want to miss, and complimentary One-Year Individual Membership is included for non-members registering for this event. Joining is fun, easy and affordable. Events such as this—looking back on the Museum's history and into its future—are great for uniting friends, family and enthusiasts.

Seminars will be held on many days, also with repeat sessions. In addition to Hall of Fame seminars NCM is planning new seminars on Corvette care, maintenance and repairs, high performance driving, and the history and future of the National Corvette Museum.

You'll also be in Kentucky for the

Bicentennial of Lincoln's birth, a major state event in 2009.

Participants will enjoy three very special days, from the grand reopening of the Museum with its newly completed expansion, a 3rd Evolution Display, new road tours along with old favorites, special video presentations, special and unique raffles, the annual open membership meeting and more. Saturday afternoon includes major entertainment in the Museum's amphitheater.

The Corvette Hall of Fame Induction Ceremony and banquet brings new members into a prestigious and elite group of recipients who have made a significant contribution to Corvette history. The event also includes a Lifetime/VIP dinner, 10-year/15-year member recognition and Ambassador breakfast.

The registration website was expected to be updated and live by the end of February. The deadline to register is August 10, 2009. Make sure you are signed up for NCM eNews to be notified about the event. Those pre-registered for the weekend will receive the event dash plaque and lapel pin, as well as a personalized event badge.

And, Arizona and New Mexico enthusiasts, don't forget to also sign up with the AZ-NM Corvette Caravan. ■



Story: Bob Kroener, Captain AZ-NM Caravan
Photo: Luis DeBonoPaula

ITINERARY	DEPARTING CITY	STOPOVER	EST. MILES	OVERNIGHT
Monday August 31 2009	Phoenix AZ	(lunch: Holbrook AZ)	470	Albuquerque NM
Tuesday September 1	Albuquerque NM	(lunch: Amarillo TX)	545	Oklahoma City OK
Wednesday September 2	Oklahoma City OK	(lunch: Russellville AR)	555	Jackson TN
Thursday September 3	Jackson TN		190	Bowling Green KY

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- TENNESSEESerra Chevrolet - 189 Stonebridge Blvd - Jackson TN 38305 - 731-660-8880 - www.serrajackson.com



**ARIZONA - NEW MEXICO
CORVETTE CARAVAN**

National Corvette Museum
15th Anniversary event information and registration:
www.corvettemuseum.com/registration/celebration/info.shtml

NCM eNEWS
Keep informed on NCM news via email:
www.corvettemuseum.com/ncmenews/index.shtml

AZ-NM Corvette Caravan
aznmcavaran@cox.net - www.nationalcorvettecaravan.com



2010 Ford Taurus

FORD PULLS WRAPS OFF NEW TAURUS

▲ Ford has sharpened the horns on the 2010 Taurus, unveiling a model that is as groundbreaking for Ford today as the original Taurus was in 1986. The large Ford flagship takes on a more stretched look with a high shoulder and lowered roofline, which resembles proportions of the Chrysler 300. Taurus is powered by Ford's 263-hp 3.5-liter V-6 engine with a six-speed automatic transmission (with optional paddle shifters for the first time) driving the front wheels. The combination gets an EPA fuel economy rating of 18 mpg city and 28 mpg highway. Ford plans to add the new turbocharged EcoBoost V-6. What sets the Taurus apart from competitors is a high level of technological features including adaptive cruise control with collision warning and brake support, automatic wipers and high beam headlights. An available Active Motion driver's seat cushion continuously moves to help maintain the driver's circulation on long drives. Safety equipment

includes a blind spot detection system and cross traffic alert system, that makes it easier to back out of a parking space. The Sync communications system gets upgraded to include turn-by-turn directions, traffic updates and 911 assistance along with the previous audio and cell phone supports. Prices should start at about \$25,995 including destination charge, when it arrives this summer.

VW'S VERSION OF A PLUG-IN HYBRID

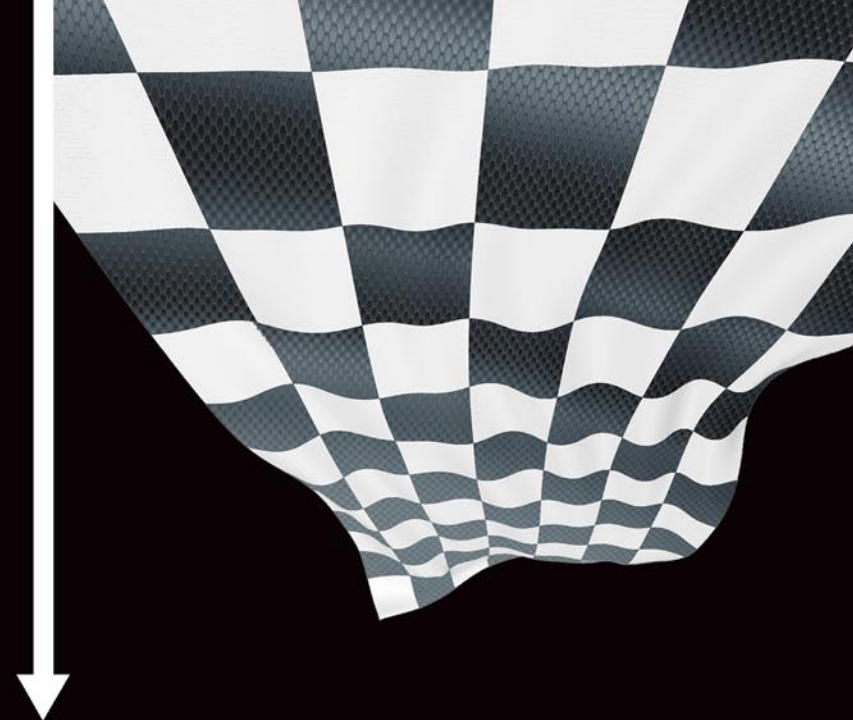
Volkswagen is working on a plug-in hybrid Golf, which should be ready for production in 2011. Current test models of the "Twin Drive" are powered by a diesel, but that is expected to be changed to gasoline by production time due to the high price of making the diesel clean. Unlike the Chevy Volt, which only uses the gasoline engine to power the generator, the Twin Drive is also hooked to the wheels. The weight of the electric motor is offset by having no transmission. Instead, the electric motor

gets the car up to speed and then the gasoline engine takes over. The battery is recharged by the engine and regenerative braking. The system can also be manually switched to electric only for use in areas designated for electric propulsion only.

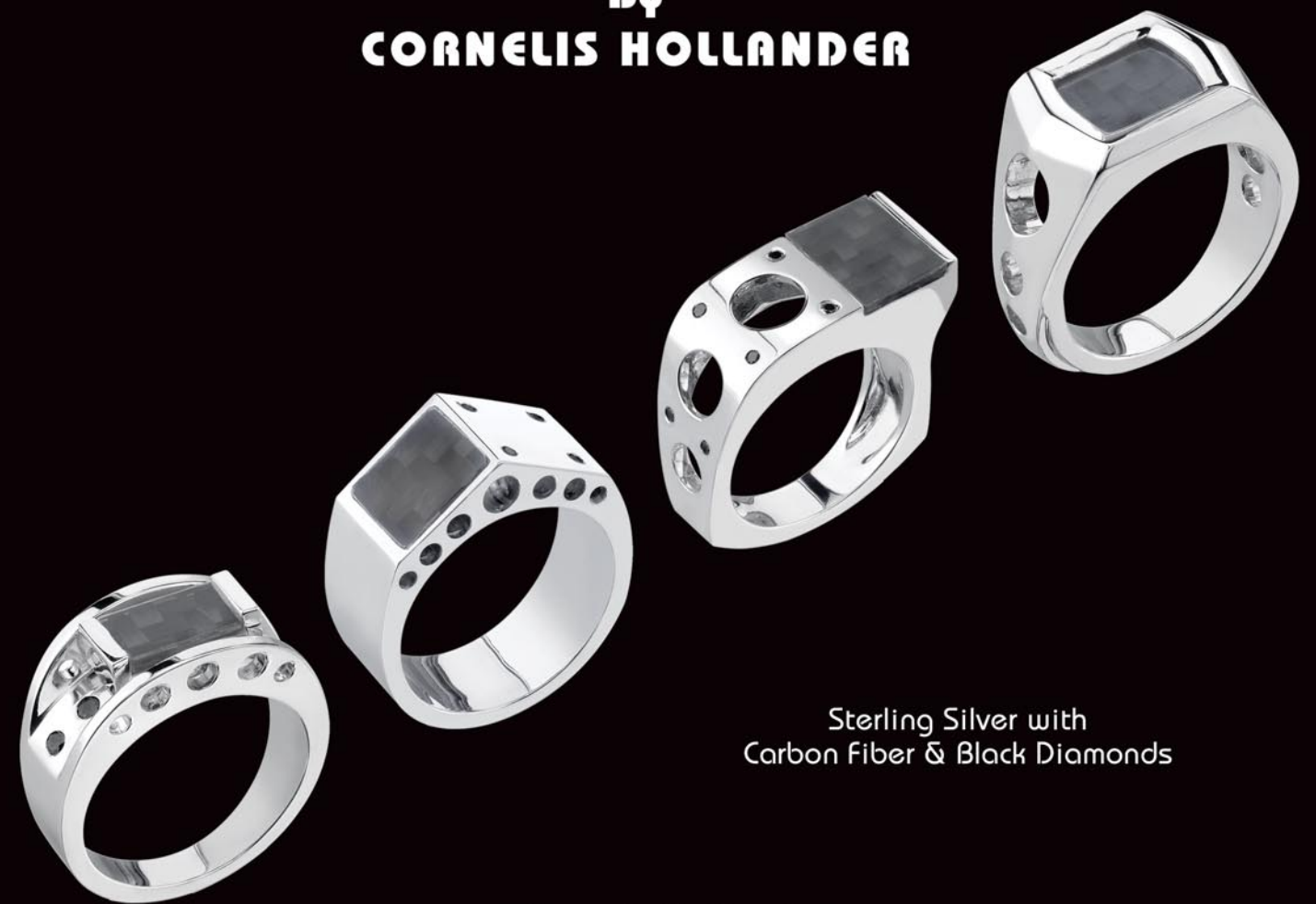
TOYOTA AND LEXUS GET TELEMATICS

Toyota plans to launch a telematics system similar to the General Motors OnStar system. Detailed at the recent Consumer Electronics Show in Las Vegas, officials said Toyota and Lexus would offer different services. The Toyota system is called Safety Connect and the Lexus version is called Enform. When an airbag is deployed an operator will call the vehicle; if the driver does not respond, the operator will call 911 and report the vehicle location to authorities. The systems also have a button for emergency help. The Lexus Enform version adds weather reports, route

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2009 BMW Z4



guidance and the ability to send and receive data. Toyota plans to roll out the systems with a one-year free trial starting in late summer, with a subscription necessary after the first year.

BMW RELAUNCHES Z4

▲ BMW reintroduced the Z4 roadster with some exciting new twists including a new retractable hardtop, optional 300-hp, twin-turbo in-line six-cylinder engine and seven-speed dual-clutch sport automatic transmission. The slim pillared hardtop allows 14 percent better visibility than the previous cloth top. An optional pass-thru to the trunk fits one 46-inch golf bag, or two with the top up. The base engine is a 255-hp six-cylinder, with the new twin turbo capable of 0 to 60 mph times of 5.0 seconds with the double clutch transmission. A new 8.8-inch high-resolution Control Display displays audio, phone

and navigation functions using a much improved iDrive controller. Navigation data is on an 80 GB hard disc, with 15 GB of space for music.

ECO-FRIENDLY BIO-BASE MOTOR OIL

Green Earth Technologies has developed new biodegradable green motor oil made from domestic animal fat to help reduce our dependence on foreign oil. The G-OIL has successfully passed the American Petroleum Institute SM engine tests designed for crude base oils. Less than 42 percent of the conventional oils pass this test. The saturated animal fats used to make G-OIL have a single-bond carbon chain similar to common petroleum oils and have no harsh effects on the environment. Rather than requiring three barrels of crude oil to make one barrel of motor oil, it takes only one barrel of animal fat to produce one

barrel of G-OIL. The company is still waiting for the final API certification. Green Earth Technologies also produces a family of environmentally friendly products for auto care.

NISSAN, THE CUBE

Look for a new box-style car at Nissan dealers in the spring. The Nissan Cube is designed to compete with the Scion xB, Honda Element and upcoming Kia Soul. It seats five and has a sliding and reclining, theatre-style rear seat with lots of legroom. The Cube's distinctive design features an asymmetrical, wraparound side/rear window that gives the impression of wraparound glass. It also helps improve rear visibility. It is powered by a 1.8-liter, 122-hp four-cylinder engine from the Nissan Versa. Pricing is expected to be similar to the Versa, too, starting at about \$13,000 and top out with all the bells and whistles near \$20,000

FORD FUSION UPGRADES AND HYBRID

Ford is already doing a significant facelift and engineering changes to the midsize Ford Fusion and the Mercury Milan. Normally significant changes like ride, handling, horsepower, fuel economy, interior styling and exterior styling are not done this soon, but Ford wanted to stay up with the competition. The base four-cylinder engine horsepower has been increased by 14 to 175 hp but fuel economy is up by 5 mpg. A six-speed, replaces the five-speed automatic transmission. A new hybrid model had been added for 2009. It uses the four-cylinder engine and the company's new two-mode transmission. The hybrid models are expected to go to 47 mph in the electric mode and get about 38 mpg in city driving.

NEW GENERATION FORD MUSTANG

Ford's legendary Mustang has been restyled and re-engineered for 2009 with new headlights, grille and lowered beltline, fascias and fenders. Combined, the changes improve aerodynamics by seven percent. Substantial changes were also made to the suspension, steering and braking to improve handling and increase stability. The new GT performs better than the previous Bullitt performance version with 4.6 liter V-8

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PORSCHE



Chevrolet Beat (Spark) concept



Chevrolet Orlando concept

engine boosted from 300-hp to 315-hp. Standard equipment includes stability control, traction control and anti-lock brakes. The option list expands to include navigation, backup camera, Sync communications and entertainment system. The new Mustang arrives at dealerships in the spring.

CHEVY ORLANDO & SPARK IN 2011

▲ Making its debut at the North American International Auto show in Detroit, the Chevrolet Orlando is a compact, seven-seat multi-purpose vehicle with the attributes of a sport utility vehicle, family van and wagon. Based on the recently introduced Cruz compact sedan, the Orlando wears the Chevrolet

family styling with the two-tier grille, expressive headlamps that flow into the front fender and muscular fender forms. Orlando is powered by a 150-hp, 2.0-liter turbo diesel.

The Chevrolet Spark concept, which debuted in 2007 as the Beat at the New York auto show and will make its production appearance as the Spark later this year at the Geneva Auto Show in March. Both fuel-efficient Chevys are expected to arrive in showrooms in 2011.

NEXT CADILLAC SRX DEBUTS

Cadillac rolled out the second-generation SRX mid-size luxury crossover at the recent Detroit auto show. Smaller and based on a front-wheel drive platform (all-

wheel drive is an option) rather than the previous rear-drive platform, the new Cadillac wagon has two available V-6 engines, and for the first time, one is turbocharged. Standard power comes from a 3.0-liter direct injection engine rated at 260-hp, with a 300-hp turbocharged 2.8-liter V-6 as an option. The powerful pair is expected to earn EPA fuel economy ratings in the mid-20s. Both engines are attached to a six-speed Hydra-Matic transmission with manual shift mode and new "eco mode" that alters transmission shift points to maximize fuel economy. The advance suspension includes a real-time dampening on all-wheel drive versions. The exterior gets a dramatic change with more sweeping lines on the wedge-shaped body, the Cadillac family front end and large 18- or 20-inch wheels. Luxurious appointments in the interior include features like hand-cut-and-sewn coverings on the instrument panel, ambient lighting and a long list of convenience features. The new SRXs will arrive at Cadillac dealers during the second quarter of 2009 as 2010 models.

SURPRISE CHRYSLER ELECTRIC SEDAN

In an unexpected move, Chrysler premiered an all-electric sedan concept at the recent Detroit auto show. The 200C EV uses the same range-extending electric drive system deployed in several other Chrysler vehicles set for production. 200C EV is based on a shortened version of the rear-drive Chrysler 300C full-size sedan. It is expected to have a range of 150-200 miles and be capable of accelerating from 0 to 60 mph in just 7.0 seconds. Chrysler officials say they plan to have at least one electric vehicle in production by 2010 and four on the road by 2013. The other electric vehicles shown include the Jeep Patriot EV, Jeep Wrangler EV and Chrysler Town & Country EV.

NEW MINI CONVERTIBLE DEBUTS

Now that new generation MINI Cooper coupe is on the streets, the next generation MINI convertible is scheduled to arrive at dealers in late March. With revised styling and a reworked chassis, the 2009 MINI drop top is a little larger, more rigid and a few pounds lighter. A

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2010 Mazda3



new single-piece roll bar behind the rear seats pops-up when sensors detect a crash. The redesigned cloth top folds behind the rear seats in just 15 seconds and there is a novel new gauge, the "openmeter" that records how long you have been driving with the top down. Powered by a 118-hp, 1.6-liter four-cylinder engine the base model starts a \$24,550. The Cooper S, has a 172-hp turbocharged version of the same engine and a \$27,550 starting price. Transmission choices include the standard six-speed manual or optional six-speed automatic. Diesel engines are available in Europe but not in the US at this time. A 211-hp turbocharged John Cooper Works model is planned for later in 2009.

THE ALL-NEW MAZDA3

▲ Mazda rolls out the new generation Mazda3 four-door sedan and five-door hatchback by spring. The Mazda3 is ranked as one of the best handling and performance cars in its category and new model should be even better. New from the ground up, it has sportier driving performance, dynamic styling elements and a high-quality interior. Features available include Bluetooth hands-free phone and audio, adaptive bi-Xenon headlights and keyless entry with push-button start. A 144-hp, 2.0-liter four-cylinder engine powers the Mazda3 i, while the s version gets a 167-hp, 2.5-liter engine borrowed from the

larger Mazda6. The standard i transmission is a five-speed manual and the s has a six-speed manual. A five-speed automatic is optional with either engine. EPA fuel economy estimates range from 25 mpg city and 33 mpg highway from the 2.0-liter engine to 21/29 for the 2.5-liter engine.

HYBRID AIRCRAFT?

Delos Aerospace has developed an electric motor generator system that could eliminate the use of jet engines for taxiing and other ground maneuvers. Specially designed electric motor/generators mounted in the wheels of aircraft would be capable of producing enough power to maneuver any aircraft on the ground and would eliminate the need for the tugs and tow motors. The system batteries would recharge from converting the kinetic energy of the landing to electrical power. The net result of is a projected fuel savings of \$2.4 to \$3.4 million dollars per plane annually. In addition, the system will make significant cuts in CO2 emissions and provide more effective braking than the current friction brake technology.

THE ADJUSTABLE CAR

Although it is unlikely to ever make it to your local car dealer, the Rinspeed "iChange" car offers a totally different structure than existing cars. Scheduled for unveiling at the Geneva show next March,

the "iChange" is a 1-2-3-seater, powered by an electric motor. The body structure adapts to the number of passengers: one, two or three by an "electronic trick-tail". It starts with a super streamlined teardrop shape that only fits the driver. When one or two more passengers get in, the car's rear structure raises automatically to make more room, going from sports car to compact sportsvan. Using low weight and aerodynamic drag the car is extremely efficient. Rinspeed is a small Swiss company noted for advanced transportation concepts.

LINCOLN'S SELF PARKING SYSTEM

Ford says some of the new Lincoln models will be available next year with an automatic parallel parking system. Unlike the parking system offered by Lexus, which requires the driver to find a parking space on a flat surface and to line up the vehicle before starting the parking system, the Lincoln Active Park Assist (APA), once activated, will find a suitable parking place as the driver cruises down the street. When a spot is located APA will confirm the driver wants to park in the space and then use the car's electronic power steering to park. Rather than using cameras, like the Lexus system, the Lincoln parking system uses sensors mounted on the front and rear of the vehicle to find the space and guide the car into it. All the driver has to do is control the gas pedal and brakes. APA prevents drivers from trying to park in a space that is too tight and it will work on hills.

A MORE REFINED LOTUS

Noted for road holding and a high power to weight ratio, Lotus performance is legendary, but has lacked the luxury and comfort attributes. Early in 2009 that will all change with the introduction of the Lotus Evora, which will be noted for its world-class performance and luxury interior. Evora will have the dependability and performance created by a Lotus-tuned 3.5-liter Toyota V-6. Early response to the Evora has orders pouring in from celebrities including Jay Lenó, Beyoncé, George Clooney, Kevin Spacey, J.Lo and many others. ■

Auto News Update is compiled from a variety of industry sources for *Arizona Driver Magazine* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

RESOURCES: AUTOMOTIVE SERVICES : SCOTTSDALE AIRPARK AREA

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TAKING THEIR SKILLS TO THE WINNERS' CIRCLE ROLEX 24 DAYTONA WON BY BONDURANT SCHOOL INSTRUCTOR ALUMNI

Darren Law
Buddy Rice
Terry Borcheller



It was a really big day for former Bob Bondurant School of High Performance Driving instructor Darren Law, this year's Rolex 24 at Daytona winner, when he came home to Phoenix and the School to share his win with former coworkers and friends. Law was still riding high from his victory when he walked into the School that Friday afternoon, with what seemed a permanent grin, to share his great moment with his close friends and colleagues. He even took off his new Rolex Daytona watch, one of his perks as champion, and passed it around so all could share in the glory.

Law, Buddy Rice and Terry Borcheller, all former instructors of the Bob Bondurant

School of High Performance Driving, currently race for the Brumos Porsche racing team in the Grand-Am Rolex Sports Car Series, and all finished on the podium at this year's Rolex 24 at Daytona, January 24-25.

Law and Rice teamed up with fellow driver David Donohue, son of legendary racer Mark Donohue, plus Spanish driver Antonio Garcia in the #58 Brumos Porsche for the Daytona Prototype victory. Terry Borcheller helped to guide the team's #59 car to a third place finish.

Rice also added a Rolex watch to an already impressive collection of hardware that includes the Borg-Warner Trophy from his win at the Indianapolis 500 in 2004. Law and Borcheller are regulars on the road-

racing circuit with numerous victories between them.

Law, Rice and Borcheller were all united in victory on the podium that Sunday, but their history together runs much longer than that. The Bob Bondurant School of High Performance Driving was once home to each of these drivers. As instructors at the School, they each honed their skills under the masterful eye of Bob Bondurant.

The Bob Bondurant School of High Performance Driving is located in Chandler AZ on the Gila River Indian Community. Courses range from Advanced Teenage Driving to Grand Prix Road Racing. The School was founded in 1968 by legendary racer Bob

Bondurant. Bob teamed with Dan Gurney to win the GT classification at the 24 Hours of Le Mans in 1964. They finished fourth overall driving for Carroll Shelby on his famed Cobra Daytona Coupe team. The following year Bondurant was an integral part of the 1965 World Manufacturers Championship team which dethroned Ferrari. Learn more online at www.bondurant.com or call 1-800-842-RACE.

Learn about the champs at their websites: www.darrenlaw.com, www.buddyrice.com, and www.terryborcheller.com

Victory photo, race photo and Darren Law portrait: Bob Chapman/Autosport Image
Terry Borcheller and Buddy Rice portraits courtesy Bob Bondurant School of High Performance Driving



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n2a Motors displayed the first production convertible and coupe versions of the new Anteros at the LA Auto Show in November. Meshing their own unique styling with established performance, n2a builds the Anteros on the 2009 Corvette platform, but with a modern lightweight carbon fiber body reminiscent of iconic Italian designs. The Anteros is available with a variety of performance and appearance options.

The black convertible shown here is built using a stock 2009 Corvette donor car, featuring the LS3 V8 engine, delivering 430 hp and 424 lb-ft of torque while still getting 16 mpg city and a more than

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n2a Anteros Roadster

Photos: n2a Motors, Inc.

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n2a Anteros Coupe



n2a 789



n2a Anteros



respectable 26 mpg highway. The silver coupe shown at left is based on a 2009 Corvette Z06, modified with a Lingenfelter 630 hp performance package.

All base models include a carbon composite body, hand-stitched leather interior, three-piece aluminum wheels and a custom cat back exhaust. Chevrolet's 100,000 mile powertrain warranty remains completely in effect, and the Anteros can be serviced at any GM dealership.

Each Anteros takes about 12 weeks to build from the time of order. n2a Motors starts by removing the donor Corvette's body panels and installing the new carbon-composite Anteros body, a process that takes nearly 800 hours for their coachbuilding craftsmen to complete. The interior is entirely new, with re-contoured leather seats, leather dash, Italian carpeting and leather-wrapped interior panels. The wheels and exhaust are removed and replaced with custom-made n2a components.

n2a is now taking orders for the Anteros. The Anteros Coupe starts at \$149,500 and the Anteros Convertible at \$154,500. Anteros Coupes built on the Z06 platform start at \$176,500. Performance packages ranging from 525 to 1000+ horsepower are available for additional cost.

The Anteros is the followup to n2a Motors' 789 model that debuted to critical acclaim in March 2008. Inspired by the combined designs of the 1957, '58 and '59 Chevrolets, the 789 was hailed as "merely the coolest car...on the planet" by the *New York Times*. The 789 is also built on the C6 Corvette platform and utilizes a carbon composite body. Coupe 789 models start at \$139,500 and the convertible base model is \$144,500.

Kanter Concepts, n2a's parent company, produces concept cars for Detroit and foreign automakers and stealth technology prototypes for military contractors.

Contact n2a Motors, Inc. in Santa Ana CA at 714-480-0404 or see their lineup and contact them at www.n2amotors.com ■

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- March 14.....Whiplash MotoX
- March 29.....Bug-O-Rama
- April 3-5.....CORR: Championship Off Road Racing
- April 24-26.....IHBA Lakefest
- April 25-26.....NAPA Auto Parts Monster Truck Nationals / Lakefest
- June 21.....Summer Spectacular featuring Robosaurus
- October 1-4.....NHRA Division 7 ET Finals
- October 3.....Whiplash MotoX
- October 30 - Nov 1.....Whiplash Offroad Racing
- November 19-22.....IHBA NAPA Auto Parts World Finals Boat Races
- December 12.....Hot Import Nights - Night Shift

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Facility Rental Information

Firebird International Raceway has many opportunities for your company to rent space and tracks on property. With four race tracks and a full time track rentals staff, the opportunity for your company to put together a great day at the race track is just a call away. Corporate rental programs offer the exceptional flexibility of having an on-track experience with space for corporate meetings, lunches, dinners, parties, or anything else your company desires—a perfect way to entertain your clients. To book or to discuss Firebird's facility rental programs, call and ask for the Track Rentals Department.

Firebird International Raceway - 20,000 S. Maricopa Rd - Chandler AZ - 602-268-0200
Firebird Motocross Park - 602-738-7223

Phoenix International Raceway

In 1964, when Phoenix International Raceway was carved out of the foothills of the Estrella Mountains, it was intended to be a new jewel in the crown of American open wheel racing. Drivers like Mario Andretti, A.J. Foyt, Parnelli Jones and the Unsers soon came to love the one mile paved oval with the unique bend in the backstretch. They really loved coming to Phoenix, where the tourism industry was just starting to grow and its Western-style hospitality was second to none.

In 1988, NASCAR Sprint Cup Series racing came to PIR, and auto racing in Phoenix really became a major sporting attraction for the "Valley of the Sun." New racing legends and legends-in-the-making like Davey Allison, Richard Petty, Dale Earnhardt, Rusty Wallace and the rest of the NASCAR Sprint Cup stars found out firsthand what their open-wheel brethren had known for years: Phoenix International Raceway is truly a great place for racing, for drivers and fans alike.

Today, Phoenix International Raceway has a tradition that is unmatched in the world of racing. Armed with a rich history of many forms of racing, PIR now counts its two NASCAR weekends as hallmark events. The annual fall NASCAR weekend—now in its 21st year and including races in the NASCAR Sprint Cup Series, the NASCAR Nationwide Series, the NASCAR Craftsman Truck Series and USAC—is one of the biggest events in the entire state. In 2005, PIR added a second race weekend—in April—to its schedule, and fans have come to enjoy a spring visit to the desert to enjoy NASCAR just the same.

As the fifth-largest city in America, Phoenix and the surrounding area offers all the food, lodging and recreation/entertainment options one would expect from a town that thrives on tourism. Phoenix is world-famous for golf, tennis, shopping and lots of sunshine—not to mention the most celebrated and storied racetrack in the West.

Track length: 1 mile
 Degree of banking: 11 degrees in turns 1-2; 9 degrees in turns 3-4
 Degree of banking on straightaways: 3 degrees on frontstretch; 9 degrees on backstretch
 Length of frontstretch: 1,179 feet
 Length of backstretch: 1,551 feet

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DINNER IN TUCSON

BOB'S STEAK & CHOP HOUSE OPENS AT OMNI TUCSON NATIONAL RESORT

The first Bob's Steak & Chop House opened in Dallas in 1993; since then, "Bob's" has been recognized by such noted critics as *Bon Appétit*, *Robb Report* and *Money Magazine*. Bob's Steak & Chop House specializes in the finest corn-fed, Midwestern prime beef, gigantic shrimp, fabulous salads and decadent desserts.

Classic steak house food is prepared and presented in a

manner that *Bon Appétit* calls "the kind of fare you'll want to go back for again and again." Bob's states that quality and service are two of their main ingredients. Award-winning meals, enthusiastic and highly trained service staff plus warm classic decor make dining at Bob's an outstanding experience.

Now Bob's Steak & Chop House is part of the experience at the Omni Tucson

National Resort. Dining at Bob's combines comfortable elegance and a lively atmosphere with generous drinks, an extensive list of fine wines and large cuts of the finest prime steaks, chops and seafood. Custom accents throughout, include oversized rustic brown leather chairs, cherry wood bamboo floors, vibrant earth tones blended with bold colors, wood beaming ceilings and expansive windows overlooking the Catalina golf course and the Santa Catalina Mountains. Dining is fur-

ther enhanced by outdoor seating on a spacious terrace, so guests can enjoy the enchanting desert environment throughout the evening.

Following a significant renovation over the past two years, Bob's Steak & Chop House joins the resort's newly opened and remodeled Legends Bar & Grill, the Mountain Vista Collection of 79 guestrooms surrounding a new infinity pool, terrace and private cabanas, meeting space and the new Tucson National Golf Club. The Omni Hotels group of business gateway and leisure destinations across North America brings exceptional golf and spa retreats to dynamic business settings. Each location features four-diamond services, including award-winning signature restaurants, Wi-Fi connectivity and unique fitness options. Omni's mission for total customer

service is supported by its "Power of One" program that empowers associates to make on-the-spot decisions to meet or exceed guest expectations.

Bob's Steak & Chop House

Bob's at Omni Tucson National Resort serves dinner from 5:30pm Monday through Saturday. Make reservations or learn more about Bob's at bobs-steakand-chop.com, or call the Omni Tucson:

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MORE TUCSON HIGHLIGHTS

Forever Young Treehouse. Kids can see for miles and miles from this treehouse-in-the-desert at Arizona-Sonora Desert Museum. Wheelchair ramps and a trail lead to Life on the Rocks, a kids-oriented exhibit with lizards, reptiles, birds and other native creatures living above and below ground on a rocky Tucson slope. Enjoy lunch at one of the museum's high-quality eateries. More information is at: desertmuseum.org/visit/treehouse.php

Spring Training Baseball. Major League Baseball spring training hits Tucson from February 25 - April 2. Get up-close and personal with favorite Arizona Diamondbacks, Colorado Rockies and other Cactus League players. At Tucson's cozy stadiums—Hi Corbett Field and Tucson Electric Park—plentiful, close-to-the-action seating improves your odds of catching a souvenir fly ball, collecting autographs and even talking with the players. Bring the family and enjoy a picnic at the ballpark for a fraction of what a regular season game costs (Rockies games at Hi Corbett Field \$4-\$17 and Diamondbacks games at Tucson Electric Park \$5-\$25. More info: visittucson.org/visitor/events/springtraining.

Temple of Music & Art Tours. Go behind the scenes of Arizona Theater Company's (ATC) wondrous productions with a tour of the Temple of Music and Art in downtown Tucson. Docents will lead free backstage tours of the beautiful theater (built in 1927) at 11:30 am on January 31, March 14, March 21, March 28 and April 11. Following the tour, patrons will receive a voucher for discounted tickets to the current ATC production. For information and reservations, call Don Gest at 520-884-8210 or visit aztheatreco.org.

Historic Mission Tower Restoration. Exterior restoration work on the San Xavier Mission's West Tower has been completed after five years of painstaking handiwork. Scaffolding that covered the West Tower has been taken down, revealing a flawless white finish and an unobstructed view of the mission—an architectural treasure built in 1797. Scaffolding will go up around the East Tower when the next phase of exterior restoration begins in March. Visitors are encouraged to bring their cameras! The mission is open daily 7 a.m. to 5 p.m. Learn more at sanxaviermission.org. ■



1963 Ferrari 250 GTO

1954 Jaguar D-Type



Stories to tell

2ND ANNUAL WHEELS OF WELLNESS

BY JOHN PRIDDY • PHOTOS: Randall Bohl Photography www.randallbohl.com - John Priddy as noted. HISTORIC PHOTOS courtesy Ford Motor Company, Porsche Cars North America, Inc., and Lyn St. James

On a glorious Sunday afternoon in January, a group of local philanthropists with a common interest in vintage car racing and collecting assembled 26 rare, historic and beautiful race cars on the grounds of a restored 100-year-old home in downtown Phoenix. The purpose of the event was a fund raiser for The Wellness Community, an organization that provides support programs free of charge to anyone whose life is touched by cancer. Wheels of Wellness is a social and fun event for car aficionados and showcased cars representing over 75 years of international racing, from NASCAR to Formula 1, Indianapolis to Le Mans.

John Horsman

Speaking before a VIP drivers' meeting and brunch, Guests of Honor included John Horsman, chief engineer of J.W. Automotive. His rich account of racing history began when John Wyer, as team manager of Aston Martin, helped drivers Carroll Shelby and Roy Salvadori win the 24 Hours of Le Mans in 1959. Wyer left Aston Martin to manage Ford Advanced Vehicles, the automaker's hugely successful GT40 program. John Horsman followed Wyer to Ford and helped manage the team's sensational 1-2-3 finish at Le Mans in 1966. Having proven their point, Ford sold the GT40 program to John Wyer who, with John Willment, formed J.W. Automotive. JWA, partnering with Gulf Oil, continued to campaign the GT40, develop the Ford-derived Mirage and, later, the Gulf-Porsche 917 team.

One of his most famous contributions was the taming of the handling of the early Porsche 917. Porsche enlisted his expertise and with the use of a pair of tin snips he fabricated a reshaped rear body skin that

eliminated its high speed instability.

John detailed how racing legends Jacky Ickx and Jackie Oliver's outstanding driving skills on rain-soaked tracks in Europe led to the title of his recently released autobiography *Driving in the Rain*. His engineering expertise helped establish the Ford GT40 and Porsche 917 as two of the most successful race cars of all time. Porsche 917 #2 shown at lower right is the same car driven by Steve McQueen in the classic film *Le Mans* (though appearing as #20 in the film). At upper right, John is standing in front of #40, a Mirage now rebodied as a GT40, which was the camera car for *Le Mans*, still bearing its camera mounts inside.

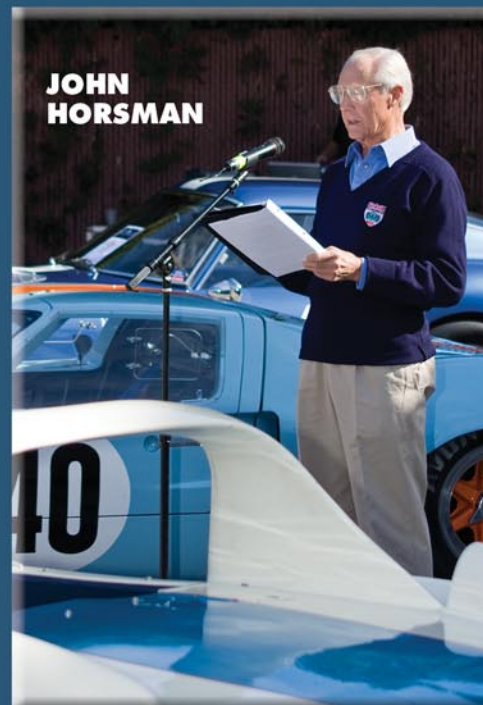
Lyn St. James

Former Indy racer Lyn St. James also talked to the brunch attendees. Her racing experience began with a Showroom Stock racing Pinto in 1974. As her racing career developed, she had wins in the Daytona 24 Hours (twice), Sebring 12 hours, Watkins Glen, competed twice in the 24 Hours of Le Mans, and was Rookie of the Year at Indianapolis in 1992.

Speaking to the group she asked "What does it take to be a race car driver? Passion. Desire to be the best. And commitment." She went on to explain that "Yes, you need good eye and hand coordination and the ability to anticipate what will happen next," and "Money—that's the hard part." She went on to talk about the public's perception of racing drivers. "People think we're brave, but bravery is reserved for those who fight for freedom and those who fight cancer" she said.

Lyn founded and is personally involved with the Driving Develop-

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JOHN HORSMAN



Ford GT40: Sebring 1966



Ford Mirage: Le Mans 1975



Porsche 917: Rennsport Reunion Daytona 2004



LYN ST. JAMES



Indianapolis 500
Last race: 2000



Cosworth Vega



Showroom
Stock
Pinto

ment Academy, which specializes in mental, physical and emotional training, education in the business side of racing, and professional responsibility. The Academy's success in developing race winners is evidenced by former student Danica Patrick.

We talked to Lyn afterward while standing next to her favorite pick of the cars in attendance: Peter Revson's 1969 Boss 302 Trans Am car.

We asked her what her first thought was once her engine was started in her first Indy race in 1992, knowing that 32 male drivers were determined to beat her to the finish. She replied: "There is no thought going through your mind at that moment. If you're thinking, you're not in the zone. You need to be completely clear and not distracted by thoughts in your head. We started moving around the track, and on the third pace lap Roberto Guerrero spun out. Then I thought: what the hell will happen next? and to be ready for it."

When we asked how she got involved with Indy racing, Lyn explained: "In 1988 I was living in Florida and had never driven an Indy car, and of course you can't drive at Indy if you've never driven an Indy car. So I spoke to Dick Simon (of Dick Simon Racing) and expressed an interest in driving one, after I had finished driving a race one day. Dick called me at my home in Ft. Lauderdale and said to be in Memphis tomorrow. Somehow I found a flight to Memphis the next day and grabbed a taxi to the track. He had a car there that still had some miles left on it (before its next scheduled overhaul). And that began my Indy driving experience and eventually seven races there."

Wheels of Wellness display cars

1958 Joe Hunt Magneto Special

Built by Lujie Lesovsky in 1958 and powered by a 4-cylinder Offenhauser engine, the Joe Hunt Magneto Special #99 is a rare survivor. Driven for years on rough-and-tumble one-mile dirt tracks by some of the greatest names in racing—Bobby and Al Unser, Joe Leonard, Carl Williams, Gary Bettenhausen, Johnny Parsons and others—it was the last dirt champ car entered in the Indy 500. Although it ultimately was withdrawn before the race, it did turn 149+ mph laps on the brick oval in 1968.

Joe Hunt was a TWA flight engineer who

made a business of building his well-known ignition systems used in high performance motorsports. He bought the car in 1959 and was the owner for nearly 30 years. It still has the one-off experimental Meyer-Drake Offy engine that was installed in the mid-'60's. Although there were changes made during its racing career, #99 has retained the configuration when last raced by Joe Hunt. The huge chromed injection intake air horns and exhaust headers are masterly crafted works of art that contrast with the brute strength it took to drive this racing icon.

1962 and 1963 Ferrari 250 GTO

Often referred to as the ultimate street-legal race car, the original Ferrari 250 GTO is one of the most beautiful designs to come out of Ferrari's Maranello factory in northern Italy. The aluminum-bodied coupes were the last of the front-engine V-12 Ferraris to be raced, but are easily the most famous. Only 36 were produced and were only sold to drivers meeting the approval of 'Il Commendatore' Enzo Ferrari.

Phil Hill and Oliver Gendebien drove the second GTO produced (now painted a brilliant red) to a first in GT class and second overall win at the Twelve Hours of Sebring in 1962, the first race in which it was entered. It continued to be raced in Europe and the US through 1964.

The blue car, the 9th GTO built, also had an extensive racing career that lasted through 1966. Both cars are valued well in excess of \$1 million and are sought by buyers from around the world whenever one is offered for sale.

Townsend Typhoon Mk 2

Frank Townsend was another one of those dreamers who wanted to build a car of his own design. Much like carbon fiber is today, fiberglass was a new and wondrous material in the '50s that lent itself to almost any shape imaginable. Better yet, it was relatively inexpensive and didn't require the services of skilled Italian craftsmen. Using balsa wood and masonite to form a mold, Frank and his high school buddies fabricated a prototype roadster body on a Plymouth frame and named it "Typhoon."

The third Typhoon, the Mk 2, used a tubular frame built from scaffolds used to service WWII aircraft. A Kurtis Kraft 500C

KEEP RIGHT >>



Joe Hunt
Magneto
Special



1962
Ferrari
250 GTO



Townsend
Typhoon
Mk2

race car provided the inspiration for the frame design, suspended by a 1955 Chevy front end and an Olds rear axle. A fuel injected Pontiac V-8 made it go fast. Dubbed the "Purple People Eater" by the press and competitors, the Townsend Typhoon Mk2 was successfully raced throughout the Southwest.

Frank Townsend moved on to eventually be inducted into the Drag Racing Hall of Fame. The Townsend Typhoon Mk 2 did not. It was sold, forgotten, and languished in a field in Southern Arizona for 40 years. Owen Gibson spotted it and spent five years restoring it. It now runs with a vintage 425-hp Olds Golden Rocket export engine with magnesium rockers and 6-deuce carbs. Today it's a

regular at vintage racing events.

1954 Jaguar D-Type

Jaguar, the British car manufacturer whose roots go back to motorcycle side-car production in the 1920s, was a regular at the 24 hours of Le Mans in the '50s, winning five 1st place finishes. In 1954, this factory team D-Type was driven by Peter Walker and racing legend Stirling Moss. With Moss at the wheel, it set a new record speed of 172.97 mph down the three-mile-long Mulsanne Straight. Its monocoque chassis incorporates a curvaceous aluminum alloy body with a huge stabilizer fin and is powered by a 250-hp 3.4-liter dual overhead cam 6-cylinder engine and 4-speed transmission. One of

only 71 D-Types built during its four year production run, it's owned by Jaguar collector and expert Terry Larson, and is often seen in historic races and tours.

1958 Echidna Special

In 1958, three experienced amateur racing enthusiasts in Minnesota—John Staver, Ed Grierson and Bill Larson—put their heads together to build their own race team. Using everyday, well-proven production parts that were reliable, inexpensive and easily available was their objective. Starting with a shortened and narrowed 1956 Chevrolet sedan chassis, a fuel-injected 283 and fiberglass Devin body, the "spiny anteater" took shape. Staver's first-year successes on the track caught the attention of Corvette creator Zora Arkus-Duntov. This was, of course, during the American car manufacturer's ban on racing. Although Chevrolet did not officially participate in racing, the next year Staver showed up with aluminum heads on an engine bored and stroked to 339 cubic inches and won the SCCA national championship in B-Modified against professionally driven Ferraris and Maseratis.

Two more Echidnas were built in 1959 with 283 c.i. engines and were raced in C-Modified by Grierson and Larson. In three seasons, the Echidnas started 35 races, took 25 class wins, of which 8 were overall wins, making the Echidna one of the most successful specials.

Each of the cars displayed had a story to tell, from the owners, the drivers and the cars themselves. Standing next to these racing legends it's easy to imagine the sights and sounds and smells of a golden era of motorsports. It's difficult to predict the future—whether auto racing one day will be fueled by batteries or some other form of propulsion. But one thing's for certain: it's human nature to engage in competitive sports racing. From chariots to Ferraris, we've always had some form of motorsports and will for the foreseeable future. And Wheels of Wellness was a great way to spend a day observing a portion of it, all for the benefit a very worthy cause. ■

JOHN PRIDDY is a Phoenix area 'near-native' automotive writer, photographer and artist. When not working on his classic vehicles, he's apt to be painting an auto-themed portrait or attending a vintage race, swapmeet, or classic car auction. John co-writes a regular column for LeftLaneNews.Com.



1954
Jaguar
D-Type



1958
Echidna
Special

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THE ENTHUSIAST'S GUIDE TO LIFE ON THE WING

Just pick up and go...



The sport flying revolution has begun. Flying has never been easier or more accessible. In 2004, the Federal Aviation Administration (FAA), working closely with the Experimental Aircraft Association (EAA) created what has been called "the biggest change in aviation in 50 years." They created an entirely new category of aircraft (Light Sport Aircraft) as well as a new category of pilot license (Sport Pilot), both aimed specifically at consumer recreational flying. Now, the dream of flight is more accessible and more affordable than ever before. Since the FAA's dramatic changes, ICON Aircraft's sole purpose has been to bring the freedom, fun and adventure of flight to all who have dreamed of it. ICON believes consumer-focused sport aircraft can do for recreational flying what personal watercraft did for boating.

ICON was founded in 2005 by Kirk Hawkins, a graduate of



"As an aerobatic pilot, Red Bull Air Race pilot and airline pilot, I've done about every kind of flying, and my favorite is still flying low altitude, windows open, in a Light Sport Aircraft with my daughter. ICON hit the nail on the head with the design of the A5—it captures the essence of what great sport flying is all about. I'm looking forward to getting mine."

Kirby Chambliss
5 Time US Aerobatic Champion and
Red Bull Air Race Champion

"The way I see the ICON A5 is it's like a motorcycle for the sky. There are a lot of great things about it. I want one. The ultimate would be flying it from my house to my ranch to my lake."

Jeremy McGrath
7 Time Supercross Champion

Stanford Business School, an accomplished engineer, former US Air Force F-16 pilot and long-time motorsports enthusiast. ICON is located in Southern California—home of the world's largest concentration of both aerospace and automobile design resources. Their world-class engineering and development team came from Burt Rutan's famed Scaled Composites, which created such record-setting projects as Voyager, Global Flyer, the X-Prize winning SpaceShipOne and Virgin Galactic's SpaceShipTwo.

ICON's sport aircraft are not only designed to deliver an amazing and safe flying experience, but also to inspire as great sports cars do. After years of development, ICON Aircraft has released the first of an anticipated line of sport planes, the ICON A5.

Flight testing has been going exceptionally well on the prototype aircraft. ICON successfully completed Phase I Flight Testing of the A5, with a series of 27 flights throughout the performance envelope of the aircraft. Data was gathered across a wide range of speeds, weights, center of gravity (CG), flap settings, altitudes and sea states. The prototype vehicle demonstrated exceptional water stability and handling, easy takeoff and landing performance, and light control forces with responsive yet docile flight characteristics.

"The A5, overall, performed as designed and is a blast to fly," reported Lead Aero Engineer and Test Pilot Jon Karkow.

**"The Ultimate Flying Machine:
Sexy as a Sports Car, Portable as
a JET SKI®" - Wired Magazine**

Several FAA and ASTM LSA certification requirements have already been verified, such as stall speeds and low-speed handling parameters. To enhance the flying experience, the A5 was designed to be flown with the side windows removed. The prototype was test flown with the windows out with no appreciable change in aircraft performance or cockpit comfort—although a definite increase in fun performance was observed by the test pilot.

Through the efforts of some of the world's best naval architects and latest technology, the hull design of the A5 has been nothing short of outstanding for an amphibious aircraft of this size. On the water the aircraft is very stable, planes quickly, rides easily through relatively rough water and is not prone to "porpoising" like many other seaplanes.

The A5 will now enter Phase II Flight Testing, to further refine and optimize the aerodynamics and handling. Flight testing of the prototype is scheduled to continue throughout 2009.

ICON and the A5 have been featured in *Wired Magazine*, *Maxim Magazine*, *The Economist*, *Men's Journal* and more, as well as on the covers of *Popular Science*, (among its 100 Best Innovations of the Year) and *Automotive Design and Production*. The company sees this heavy media interest as indicative of a large consumer market for sport

GO >>

flying, borne out by their order list, which has passed #360.

The origin of today's sport flying is deeply rooted in safety. In creating the new rules for sport pilots, the FAA recognized that the former rules were based on the complexities of transportation-based flying, even though the majority of airspace away from congested commercial airports goes vastly unused, except by recreational pilots. They also recognized that two of the more demanding and riskier activities for pilots—flying at night and in bad weather—weren't necessary for recreational pilots. They took these factors into consideration when they created the Sport Pilot license and Light Sport Aircraft categories. Specifically, the FAA redefined recreational flying, with limitations on when and where (daylight hours, good weather, uncontrolled airspace) and what (simple, light sport aircraft) sport pilots can fly.

Training for Sport Pilots focuses on basic fundamentals. There's no need to log extra hours and training to cover unneeded complex skills of transportation flying. Training for a Sport Pilot license is estimated to cost about \$2800-3500.

In addition, the Light Sport Aircraft category limits the weight, speed and complexity of the aircraft itself, enabling manufacturers to build aircraft optimized for safe operation for recreation only.

BASIC SPECIFICATIONS

- Maximum two-person seating capacity (pilot plus passenger)
- 1,320 pounds maximum takeoff weight (1,430 pounds for seaplanes)
- Maximum airspeed of 120 knots (138 mph)
- Single, reciprocating engine
- Fixed or ground-adjustable propeller
- Non-pressurized cabin
- Fixed landing gear (retractable gear allowed for seaplanes)
- Maximum stall speed of 45 knots (52 mph)

The estimated cost of an ICON A5 is \$139,000 (Standard Equipment). Your aircraft can be secured with a \$5000 deposit (which is refundable for any reason, fully transferable and escrowed with a third party). Or check out the ICON 100 program, for just 100 A5 Limited Edition (A5 LE) models (deposit is \$100,000—refundable and transferable, but not escrowed). The first production aircraft are scheduled for delivery in late 2010. For information or to schedule a visit to their showroom in LA, call Icon Aircraft at 424-201-3505, or email sales@iconaircraft.com or visit www.iconaircraft.com ■



An optional ICON Complete Airplane Parachute brings the entire airplane gently to the ground in case of an emergency.



The fastest way
for a type "A"

to mosey on down

the alphabet.

PDAs, to-do lists, and day planners have no place here. You, on the other hand, are free to book your vacation at www.sandiego.org.



Red Bull Air Race World Championship

RETURNS!

Abu Dhabi (UAE)April 17-18
 San DiegoMay 9-10
 Windsor, OntarioJune 13-14
 Budapest, HungaryAugust 19-20
 Porto, PortugalSeptember 12-13
 Barcelona, SpainOctober 3-4

Fifteen of the world's top race pilots, including four rookies from four corners of the globe, will compete in the Red Bull Air Race World Championship in 2009, which will touch down in six spectacular locations beginning with the traditional season opener in Abu Dhabi, April 17-18.

"The world's fastest motorsport" will then move to North America for races in San Diego and Windsor, Ontario (just across the river from Detroit, or in fact along the river), before heading to Europe for stops in Budapest, Porto and Barcelona. In 2006, a million spectators packed the beachfront at Barcelona, an enchanting Spanish city on the Mediterranean; this year's much-anticipated return sees the final race of the season and the crowning of a 2009 World Champion.

Flying at speeds reaching 230 mph (370 km/hr) and pulling up to 12 Gs, the pilots navigate unique and demanding race courses, negotiating their way through 20-meter-high inflatable air gates. Austrian Hannes Arch, who last year became the first European to win the championship, will defend his title against a talented crop of pilots who have been busy honing their skills in the off-season and working on improvements to their planes. They will all be up against four new pilots from four continents who join the elite field this year. At age 25, Canada's Pete McLeod will be the youngest-ever pilot in the high-speed, precision flying race, and he will be joined by three other rookies: Yoshihide Muroya of Japan, Matt Hall of Australia and Matthias Dolderer of Germany.

The expanded field of fifteen pilots has led to the creation of a slick new race format that includes a "wild card"

While waiting for race day, fire yourself up with a Kirby Chambliss World of Red Bull Limited Edition 4-pack.



session to open race day. The day will provide constant race action and four pilots going up against each other in an all-out final for victory and spots on the podium.

With the new race format, ambitious new talent and the top veteran pilots from 2008 returning to battle it out, 2009 promises to be another year of thrills, upsets and nail-biting tension.

For more info, photos, video clips, pilot bios and details about the new race format, visit www.redbullairrace.com. ■

Arizona's Kirby Chambliss wants World Champion title back

Kirby Chambliss, Red Bull Air Race 2006 World Champion, was a strong contender for the top trophy in 2008, winning two of eight races and finishing 3rd overall. It was a strong comeback for the 2006 champ, who had failed to win a single race in 2007 and ended up a distant 4th. But despite getting back on the podium for the third time in four years, Chambliss was not very happy about 2008—because he did not win the title. As he famously told us before San Diego last year, "second place is nothing but the first loser."

He has therefore been working hard in the off-season, focusing on three areas: plane, tactics and fitness—especially his plane. He has also set up a track section on his Arizona ranch to duplicate race conditions for training. Chambliss spends most of the off-season at home in Arizona. "We're very focused on training and testing. I have a runway out of my back door and an aerobic box on my property where I can train. So why go anywhere else?"

Chambliss, in a class by himself in 2006 with four victories in eight races, is surely not going to be genuinely happy until he has a winning streak like that again. In 2007, he finished

behind Austria's Hannes Arch and Britain's Paul Bonhomme. He was still in hot contention mid-season, with two victories (Detroit and London) in the first five races. But he got zero points in Budapest and dropped far behind, even though he was 2nd in the next race in Porto.

"With a faster airplane I'm hoping to win many more (races this year)," says Chambliss. "We're making changes to our plane that I'm very excited about. But I cannot disclose them at this point." Pilots used to openly share information about their modifications, but as part of race evolution he and his rivals are now more secretive about what goes into and onto their planes.

Everyone was surprised by the rapid rise of Arch from 10th in his rookie season to 1st in 2008. "Hannes had all three of the things that it takes to win: a fast airplane, a good crew and he was flying well," Chambliss said. "A little luck also doesn't hurt. It shows that this whole thing has become much more competitive."

We will follow his progress closely; we already have plans to be in San Diego in May, as well as tentatively one of the European stops. Stay tuned! ■

And not to be missed... the Red Bull Wings Team ladies.

Red Bull Air Race VIP Experience Pilot Sergio Pla of Spain takes a passenger through some serious g-forces during an aerobatic exhibition flight.



Kirby Chambliss (right) with 2008 World Champion Hannes Arch of Austria. May the best man win.

THE 38TH ANNUAL Barrett-Jackson

Collector Car Auction Event

JANUARY 11-18, 2009
WESTWORLD - SCOTTSDALE

2008: \$88 Million
2009: \$63 Million

STRONG SALES
EXCEED EXPECTATIONS

Barrett-Jackson Auction Company exceeded industry-wide expectations by recording more than \$63 million in sales during its 38th annual Scottsdale auction. The all No Reserve auction offered an eclectic variety, including a 1929 Ford 4-AT-E Tri-Motor airplane and the "first production" 1955 Ford Thunderbird. Despite an uncertain economy, numerous Barrett-Jackson records were set, including \$220,000 for a 1959 Corvette convertible, \$250,000 for a 50th Anniversary Hurst Performance 2008 Dodge Viper and \$137,500 for a 1970 Boss 302 Mustang.

Barrett-Jackson also put together a healthy offering of entry-level to mid-range cars. With nearly 70 percent of all purchases made by new buyers, these vehicles were the core of the 2009 event, perfect for buyers planning to spend conservatively in today's economy.

"Collectors really responded to cars in the \$50,000 to \$150,000 price range. We're cognizant of the current economic conditions and made sure to offer something for everyone," noted Steve Davis, president of Barrett-Jackson.

Barrett-Jackson joined forces with GM to offer a select group of vehicles from the GM Heritage Fleet. "An example was the show-stopping 'Blackhawk' concept that went for more than \$500,000," continued Davis.

Barrett-Jackson helped raise more than \$4.4 million for various charitable organizations during the 2009 Scottsdale auction with the help of Richard Petty, Rusty Wallace, Goose Gossage, Bill Goldberg, Reggie Jackson and Robert Yates, among others.

"Barrett-Jackson was an oasis for hundreds of thousands of people looking to escape the economic headlines and enjoy some amazing cars in beautiful weather," said Craig Jackson, Chairman/CEO of Barrett-Jackson. "Everyone involved in this fantastic week would agree that the collector car hobby continues to be healthy."

With strong sales in Scottsdale and a successful inaugural Las Vegas auction last October, Barrett-Jackson has recorded over \$90 million in sales over the last four months. The company is taking consignments for Palm Beach, April 9-11, 2009. Details are available at www.barrett-jackson.com



Photos: Randall Bohi Photography - randallbohi.com



Barrett-Jackson's top five: 1929 Ford 4-AT-E Tri-Motor airplane \$1.21 million - 1955 Ford Thunderbird convertible "Production No. 1" \$660,000 - 1996 Buick Custom "Blackhawk" \$522,500 - 1970 Plymouth Superbird custom tribute \$501,100 - 2006 Chevrolet Monte Carlo NASCAR "Jeff Gordon's" \$500,000.



THE 2ND ANNUAL Gooding & Co.

Scottsdale Auction

JANUARY 17, 2008 (PREVIEW JANUARY 15-16)
SCOTTSDALE ROAD & LOOP 101 - SCOTTSDALE

2008: \$21 Million
2009: \$32.4 Million

ALL-TIME ARIZONA-WIDE RECORD
DURING EVENT'S SECOND YEAR

Gooding & Company once again delivered the top sale of Arizona Auction Week during their auction on January 17. The extremely rare 1960 Ferrari 250 GT SWB California Spider from the newly-discovered VanKregten Estate sold for \$4.95 million, setting the record for top price of the week at all auctions in the Valley. This is likely the top price ever paid for an unrestored car of its type and represents the second highest price for any individual auction sale in Arizona history. More than 20 vehicles from the VanKregten Estate crossed the block and were sold without reserve.

This is the second successive year that the Gooding & Company auction sold the highest priced car of all auctions held in Arizona during the week. Last year's record was the 1959 Ferrari 250 GT LWB California Spider selling for more than \$3 million. Total event sales neared \$32.4 million, with seven cars breaking the magic million dollar mark. The average price paid per vehicle was nearly \$400,000.

A very original 1937 Talbot-Lago Teardrop Coupe was the week's second highest lot, selling for \$3.52 million. Other top performing lots included the coveted Pebble Beach Concours d'Elegance Best of Show-winning 1932 Daimler Double Six Sport Saloon at \$2.97 million, a 1929 Duesenberg Model J Dual Cowl Phaeton at \$1.375 million, a 1937 Bentley 4 1/4-Litre Fixed Head Sport Coupe at \$1.32 million and a 2003 Ferrari Enzo at \$1.265 million. The famed 1933 Isotta Fraschini Tipo 8A Dual Cowl Sports Phaeton featured in the film *Giant* starring James Dean fetched \$1.089 million.

"Our record Scottsdale Auction results illustrated that the collector car market is still a valuable investment for connoisseurs and car-lovers," says David Gooding, President and founder of Gooding & Company.

As the official Pebble Beach auction company for the annual Pebble Beach Concours d'Elegance, the company sold more than \$64 million worth of collector automobiles in August 2008. Gooding & Company will be conducting its annual Pebble Beach auction on August 15-16 in Pebble Beach, California. For more information or to consign for Pebble Beach, visit www.goodingco.com

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Photos: Randall Bohi Photography - randallbohi.com



Sales at Gooding & Company included a unique 1938 Mercedes-Benz 540 K Sport Cabriolet at \$946,000, a magnificent 1936 Hispano Suiza J12 Convertible Victoria at \$880,000, a 1929 Duesenberg Model J Clear Vision at \$836,000 and for contemporary Ferrari enthusiasts, a 1985 Ferrari 288 GTO at \$616,000.



THE 10TH ANNUAL RM Auctions

Automobiles of Arizona

JANUARY 16, 2009 (PREVIEW JANUARY 15)
BILTMORE RESORT AND SPA - PHOENIX

2008: \$26.7 Million
2009: \$18 Million

**STRENGTH AND STABILITY OF
COLLECTOR CAR MARKET CITED**

RM Auctions' 10th anniversary Automobiles of Arizona event attracted record bidders and posted over \$18 million in sales. It was standing-room-only during the single-day event as 122 investment-quality motor cars were presented for auction. The eight-hour sale attracted a record number of bidders from around the world, illustrating continued enthusiasm and interest in the global collector car hobby. As the gavel fell for the final time of the day, total sales surpassed \$18 million with a strong sell-through rate of 83 percent of cars sold.

"Overall, our Arizona auction was a very strong sale in terms of sales percentage and was well attended, attracting record bidder registrations. Numerous examples exceeded their pre-sale estimates and many of the cars that some considered to be 'sensitive' in the market sold very well," said Ian Kelleher, newly appointed President and Chief Operating Officer of RM Auctions.

The top seller of the day was a superb 1967 Ferrari 275 GTB/4 Berlinetta which achieved \$918,500. Other highlights included the rare, speed record-breaking 1954 Dodge Firearrow III Sports Coupe Concept by Ghia which brought \$880,000; and a beautifully restored 1937 Delage D8-120 Aerosport Coupe which sold for \$825,000.

Also attracting significant interest and strong prices was the distinguished, Atwood Collection, from a lifetime of private collecting by the late Dr. Barbara Mae Atwood. Comprising 24 of her most treasured automobiles, the Collection included a magnificent selection of pre-war American cars, each representing the epitome of motoring luxury for their respective marques. The Collection achieved exceptional values, with 80 percent of the cars in the group selling above initial estimate.

Celebrating 10 years in Arizona and 30 years in the collector car industry, Canadian-based RM Auctions Inc. and its associated companies perform acquisitions, restorations and sales of the world's rarest and most valuable vintage automobiles, with record-breaking sales in Maranello, Italy and London, England. RM's restoration division has won "Best of Show" honors at the world's top three collector car events. For more information, visit www.rmauctions.com ■



Photo: Joe Sage



Photos: Randall Bohn Photography

Highlights of the Atwood Collection at RM Auctions included a 1932 Stutz DV-32 Super Bearcat, which exceeded its estimate to sell for \$594,000; a 1929 Graham-Paige Dual Cowl Phaeton which sold for \$297,000; and a 1935 Cadillac V16 Imperial Convertible Sedan which sold for \$473,000.



Photos: Joe Sage

THE 9TH ANNUAL Russo and Steele

Sports and Muscle in Scottsdale

JANUARY 14-18, 2009
FASHION SQUARE - SCOTTSDALE

2008: \$19.8 Million
2009: \$17.1 Million

**ALL RESERVE PLATFORM SAID TO
GIVE ACCURATE REPRESENTATION**

The Russo and Steele Collector Automobiles 9th Annual Scottsdale auction, specializing in European sports cars, American muscle cars, hot rods and customs, reports preliminary total results of \$17.1 million and a 48% sale rate. Russo and Steele has changed between No Reserve, All Reserve and mixed policies over the years, in response to evolving market conditions. They state that this year's totals, due to their current commitment to an All Reserve platform, are a true and honest representation of the current market. They feel that All Reserve eliminates owner buy-backs, which can otherwise be an almost invisible but significant factor in total sales reports. It was also no doubt a good platform in this year's economy, as few sellers would want the risk of listing their valuable vehicle at No Reserve.

The result? They consider they had remarkable results despite current economic uncertainty. Year-over-year figures seem to bear that out: other than Gooding & Company, who were only in their second year here and had more than 50% sales gains by dollars, the other two majors were down about 30%; Russo and Steele's total sales reflect a decline of less than 14%.

Prepared for a slight wane in its total numbers as a direct effect of its decision to convert to an All Reserve platform, the co-owner and CEO of Russo and Steele commented on the outcome like this: "I knew that our All Reserve platform would affect the total sales and sales rate percentage when I choose to implement this change. However, Russo and Steele is now the one true representation of the current market by eliminating owner buy-backs. In addition, I believe that the platform was worth a few percentage points in the sales rate to provide our clients with a fair, level playing field. Clearly our platform benefited our marketplace by producing the highest level of quality inventory and the lowest level of change in total sales, by half, when compared to other auctions."

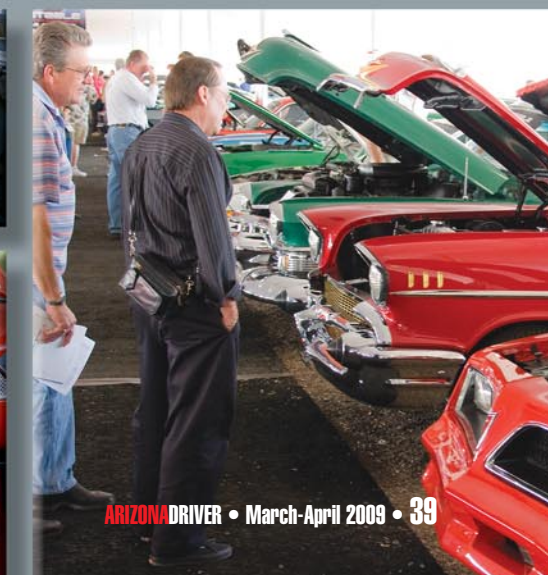
The Scottsdale auction was held in over 240,000 square feet of tents at AZ Loop 101 and Scottsdale Road, in north Scottsdale. Next up for Russo and Steele is Monterey 2009, August 13-15, during the weekend of the Pebble Beach Concours d'Élegance. For information, visit www.russoandsteele.com ■



Photos: Randall Bohn Photography



The top sales at Russo and Steele Scottsdale included: a 1955 Mercedes Benz 300 SL Gullwing at \$660,000 - a 1964 Shelby Cobra CSX 2519 at \$495,000 - the 1970 Plymouth Hemi 'Cuda 'Nicolas Cage' at \$440,000 - a 1962 Pontiac Catalina at \$412,525 - and a 1937 Cord 812 Supercharged Phaeton at \$401,500.



POSTCARD from DETROIT

Story and photos: Joe Sage



If you've never been to Detroit, you should go. Home to the US auto industry, Motown and the Koney Island diner, even in tough times Chevy had it pretty well pegged years ago with its *Heartbeat of America* slogan. If you're lucky enough to live in Arizona, then why not sacrifice a few days and go to Detroit in January, when it's 9 degrees? The North American International Auto Show gave us the opportunity to do just that.

For 2009, with the economy in a tailsip and the automotive segment bearing challenges beyond the rest, there was great apprehension about this year's show. Several carmakers pulled out completely this year; a couple were replaced by last-minute efforts on the part of their dealer groups, to fill their familiar spaces with showroom stock.

In addition to the Cobo Hall displays, the NAIAS media days generally include educational opportunities and a variety of festivities. Two we attended were the "What Drives Detroit" conference by the Foundation for American Communications (FACS) and a Mercedes-Benz reception and reveal.

MERCEDES-BENZ: The Mercedes event was held at the newly renovated historic Westin Book Cadillac Hotel downtown, where Daimler AG Chairman Dieter Zetsche gave a sneak preview of the new E-Class, officially not being revealed until the Geneva show, as well as the Mercedes-Benz/McLaren SLR Stirling Moss roadster and the new BlueZERO series of concepts, a near-fully-developed electric lineup that will comprise three vehicles/technologies: the BlueZERO E-CELL with battery-electric drive has a range of up to 200 kilometers (120 miles) using electric drive alone; the BlueZERO F-CELL (fuel cell) has a range of well over 400 kilometers (240 miles) incorporating electric drive; and the BlueZERO E-CELL PLUS has electric drive and an additional internal combustion engine as a range-extending power generator, for an overall range of up to 600 kilometers (360 miles) or up to 60 miles using electric drive alone.

By the way, the Chinese were showing electric concepts claiming ranges up to 600 miles on a charge. Believe it when you see it. Anecdotally, customers at the souvenir stand out front were complaining that their flashing logo show pins had given up in less than a day. Yep, from China.

FACS: The FACS conference is worthy of a book, but in brief, this seminar, held at the offices of the Detroit Free Press on a snowy Saturday morning, took a comprehensive look at the current financial crisis, the state of the automotive industry, and a deep look into the crystal ball. We shared our table with John Reed from the *Financial Times*, London, and Jean Jennings, President/Executive Editor of *Automobile* magazine. Frank Langfitt of NPR's Washington bureau was in front of us, producing a feature broadcast. This was a seriously focused presentation.

David Cole PhD, Chairman of the Center for Automotive Research (CAR) in Ann Arbor, dis-



FACS presenters included David Cole and Sean McAlinden of the Center for Automotive Research (CAR) in Ann Arbor and dealer consultant Sheldon Sandler of the Bel-Air Group.

Hospitality awaited the media at the Westin Book Cadillac hotel, courtesy of Mercedes-Benz. Tony Award-winning singer Audra McDonald headlined the entertainment before a presentation by Daimler AG Chairman Dieter Zetsche, here conferring with Roger Penske. Broadway dance troupes launched a look at the new SLR Stirling Moss roadster, the Concept BlueZERO eco-lineup and a pre-introduction look at the new E-Class.

cussed the current "perfect storm," a confluence of capacity being withdrawn, the US being the only industrialized nation with no industry policy (and a poor understanding of the role of manufacturing in the economy), and the multiplier effect: whereas the loss of a Wall Street job may have a multiplier of two, a manufacturing job represents an economic multiplier of 8-9-10. Cole noted that, as in Kenya, you should not try to run unless you're faster than the zebra or impala, i.e. someone will get caught, and you must be better than the best. Have dinner before the vultures arrive, Cole says. As he noted, last summer when gas was \$4-5 a gallon, Toyota couldn't make Priuses fast enough (and ramped up capacity). Now, with oil dropping from \$150 to \$35/barrel (at press time), they can't sell them. Energy policy can't be ignored, but neither can economics, and they are both in extremely unpredictable flux. Referencing lithium and biofuels challenges to date, he reminded us that just because an invention is here does not mean it's ready to implement. As another example, the stampede to plug-ins, while admirable in its own right, must stand up to the fact that not everyone has a garage.

Sean McAlinden PhD, Chief Economist at CAR, says GM should be an easy company to solve: their fixed costs are so clear, they've known since November exactly what they need for survival and when they need it. McAlinden states that GM and Chrysler "are bankrupt," as they are insolvent and clearly *would* be, without assistance. He points out that the unions never give away anything in negotiations and that freezes on wages and benefits are not a concession. Job creation is great, but what, he asks rhetorically, would California do if offered the relocation of all the big-SUV plants? The industry's economy must simultaneously recognize the realities of global

warming and customer demand, marketwide. McAlinden proposes the concept of hibernation. Chrysler could be able to do it, he insists, reminding us that Henry Ford used to hibernate a company for a full year at times. But back to those legacy costs: Toyota has 1000 retirees; GM has 365,000 in the US. To keep everyone working per union demands, the US auto industry has 25% "skilled workers" versus 12% at Toyota or Honda, which means, according to McAlinden's analysis, that US manufacturers have only half their "skilled" workers actually working with their skills, a big US inefficiency compared with the Japanese. At the same time, the Japanese companies manufacturing in the US are receiving state subsidies to locate locally, amounting to \$94,000 per worker over 18 years. One audience member raised a hand to say, "What you're presenting is really pretty depressing." "Oh, really," replied McAlinden, "well, what do you expect in a depression?" McAlinden displayed a cost-versus-price chart comparing GM and Toyota average transaction prices which showed that even if workers cost the same, even if dealership numbers were the same (there are far more dealerships for the domestics), and even if interest obligations were the same, the market itself seems to think Toyota is worth more, leaving GM amazingly at the Kia level.

Sheldon Sandler, head of the Bel-Air Group, a dealership consultancy, picks up the theme of wildly varying oil prices, saying again that Priuses are now stacking up unsold and Hummers are selling again, somewhat, leaving dealers "whip-sawed." Not only is it hard to plan inventory (although all are overloaded with past inventory already), but credit issues are severe. Sandler states that credit is a deal-



KEEP RIGHT >>



GIRLS: They are everywhere at a show like this.

GUYS: Rick Wagoner, Chairman and CEO of General Motors, and Bob Lutz, GM Vice Chairman, Global Product Development, were on hand to showcase the company's latest offerings, concepts and technologies, as well as to spend significant time in front of microphones and cameras, reprising their recent Senate performances in search of vital time-bridging financial support.

CARS: At left, the Audi Sportback concept and Lincoln C concept, a 43 mpg EcoBoost effort that brings Lincoln way down in size and way up in sport and style. At right, the Cadillac Converj concept, an electric coupe based on the almost-production-ready Chevrolet Volt, and the Volvo S60 concept, surely cooler than the real thing will be.



Rick Wagoner, GM

Bob Lutz, GM



Audi Sportback concept

ership's liquidity; for inventory, for financing customers, for real estate and for acquisition of other dealerships. Now, however, customers can't get loans, while manufacturers, strapped for cash as they are, are paying dealers months behind schedule, not only for vehicle sales but even for warranty work. This has dealers cutting inventories (if they can), laying off personnel, canceling capital expenditures, renegotiating leases and mortgages, and generally minimizing non-essential variables. Real estate is so important to a dealership owner's assets and investments, that if sour economic conditions force closures, they stand to lose enormously on that front. (And as a multiplier of that, traditionally a former dealership might be perfect for the likes of a home improvement big-box store, but those are closing in droves now, too.)

Yes, indeed, it can be pretty depressing.

CONCEPTS always abound at the major auto shows. This year, there were a great many electric concepts and plug-in hybrid concepts from many brands. Since concept cars rarely are built to actually run, but rather are style and content studies, it was a pretty simple matter to slap a nice "electric" logo on a car, create a plaque describing the concept, and there you have it. And many did.

The show is also an opportunity to introduce new production models, such as the all-new Ford Taurus and the highly refreshed Ford Fusion (see Auto News Update in the front of this issue).

But the automakers had been legitimately busy with real concept development for some time, too, and there were many standouts among them. Here are a few of our favorites:

Audi Sportback concept: Anticipated to be a new A7 model, this slots next to the A6 sedan in the lineup, a step in size and luxury toward—but sportier than—the A8, much as the A5/S5 coupe complements the A4 sedan lineup now, a sportier step toward the A6.

Volvo S60 concept: With rear-hinged rear

doors, thin-shell sport seats, styling details from grille to lights to vents to glass amped up beyond your father's Volvo, this concept challenges the Audi Sportback for showstopping quality.

Lincoln C concept: Peter Horbury, Lincoln's Executive Director of Design for the Americas, says younger consumers with iPods and pocket-cameras have grown accustomed to the notion of premium quality in a small package. "The same philosophy can be applied to the automobile," he says. "People will be happy to buy a smaller car that is better for the environment and more maneuverable in the city, as long as the vehicle has all the attributes they want." The Lincoln C concept's small size, lightweight construction and use of sustainable materials combine with a 1.6-liter EcoBoost engine and dual-clutch six-speed for 180 horsepower and 43 mpg on the highway.

Cadillac Converj concept: We don't vote for a favorite, but this gorgeous electric-powered Cadillac luxury sport coupe is the one we came back to see again several times. Though based on the Chevy Volt, which is slated to soon to be in showrooms by hook or by crook, apparently these tough economic times are working against the Converj coming to fruition. Call your congressman.

GREEN: There has been much buzz about "green" alternatives, including increasingly familiar hybrids, hydrogen fuel cell and other quasi-exotic projects in development, all-electric vehicles and all sorts of combinations of the above, particularly the plug-in hybrid. The extra space created by manufacturers who pulled out allowed the Chinese automakers, new to the show and relegated to the basement last year, to move upstairs. And the basement became the Michigan Economic Development Corporation (MEDC) EcoXperience, where consumers could take a lap on a one-eight-mile forest-and-waterfall-lined track, in a variety of alternative fuel vehicles. (If the near absence of exhaust fumes was a benefit, it was made up for by the pungent aroma of mulch for the trees and gardens along the track.)

To start planning your trip to the North American International Auto Show in Detroit next winter, visit www.naias.com.



Cadillac Converj concept



Lincoln C concept



Volvo S60 concept

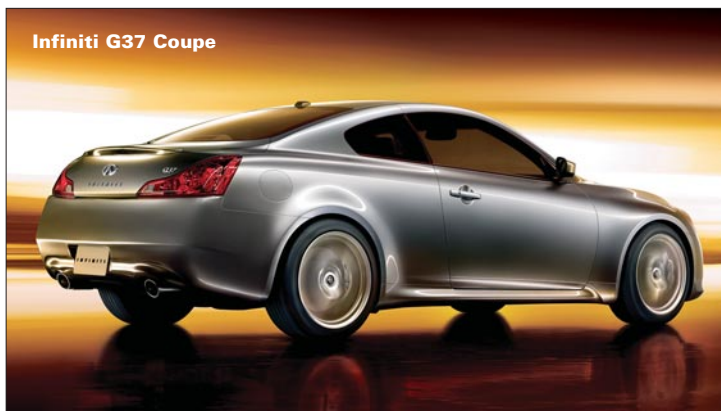
Audi Sportback concept



The official unveiling of Audi's interpretation of a four-door coupe was at the Detroit auto show in January. Rather than using a four-door sedan configuration like the Mercedes-Benz CLS, Jaguar XF and Volkswagen CC, the Audi Sportback concept is a five-door hatchback with a large rear hatch. It is about the same length as the CLS. The Sportback is powered by a 3.0-liter V-6 TDI diesel engine (rated at 225 hp and 406-lb.ft. of torque) which meets emissions standard in all 50 states. Fuel economy is expected to be near 40 mpg.

Infiniti enhanced the engines and transmissions on their 2009 G and M models. The G37 sedan engine is now a 328-hp, 3.7-liter V-6 up from the previous 306-hp, 3.5-liter. There is also an optional seven-speed automatic transmission for the G37 coupe and sedan with a DriveSport mode that matches the engine transmission revs during manual downshifts. The standard 3.5-liter engine in the larger M35 sedan is upgraded from 275 to 305 hp.

Infiniti G37 Coupe



General Motors has been developing a two-way vehicle communication that helps the driver recognize a pedestrian or cyclist to avoid a collision. Using a combination GPS and wireless technology, the V2P system uses a miniaturized transponder in a key fob or cell phone carried by the pedestrian. The transponder is recognized by the vehicle system and warns the driver of the person's location. Once the development is done, GM hopes to make the technology available to pedestrians by offering it to cell phone and key fob manufacturers.

Audi is introducing a new high-tech ignition key with built in computer chip and transponder. When hooked up to the dealer computer system it will automatically download the chassis number, fluid levels, service intervals, warning lights, mileage and brake pad wear. Once in the computer the information can be used throughout the dealership, saving the customer time and insuring accuracy. BMW already has a similar system.

The Pontiac G8 ST sport pickup originally planned for the US in 2010 has been canceled. Developed and to be built by General Motors-owned Holden in Australia, the truck was similar in design and concept to the Chevrolet El Camino from the 1960s and '70s.

BMW may bring the 7 Series diesel to the US. When dealers were in Germany driving the all-new 7 Series last year, one of the models tested was the 730d originally designed only for Europe. All the dealers present said they would like to have it for the US market. The 7 Series diesel gets about 45 mpg and would help BMW meet the future Corporate Average Fuel Economy ratings and appeal to the growing number of consumers wanting more fuel-efficient models.

2010 Ford Taurus



Ford cut production of the slow-selling Taurus X crossover and Mercury Sable sedan early in 2009 as it readies production of the new-generation 2010 Taurus to being this spring. The new Taurus was launched at the Detroit show in January (see Auto News Update on page 8).

As if the Audi R8 isn't fast enough with its 420-hp V-8 engine, Audi will offer a second version powered by a 5.2-liter, 525-hp V10. The V10 engine is a derivative of the Audi Le Mans series racing and will move the aluminum-bodied sports car from 0 to 100 km/h (62 mph) in 3.9 seconds with a top speed of 195 mph. The R8 5.2 FSI quattro will be available in the US in the fall of 2009.



Mercedes-Benz B-Class

Mazda engineers have developed a single-nanocatalyst technology for catalytic converters that reduces the amount of precious metals needed by some 70 percent while maintaining a Super Ultra-Low Emissions Vehicle emissions rating. The system first goes into the all-new Mazda3 in Japan, but will expand to other global markets and Mazda models.

Toyota introduced a concept compressed-natural-gas (CNG) version of the Camry hybrid at the LA Auto Show. Powered by a 170-hp engine it has a 250-mile range from two 3,600-psi CNG tanks that replace the spare tire. The CNG/electric car works just like a gasoline-powered hybrid. Toyota did not indicate when, or if, the car would be built.

Toyota appears to be developing a Prius brand much like the Scion group. Watch for a small Prius truck, based on the 2008 A-BAT concept along with a sporty 2+2 coupe. All models will likely use the same drivetrain as the next generation sedan, which may get a slightly larger displacement for 2010, but with no change in fuel economy.

Toyota A-BAT concept



With the success of the Smart car, Mercedes-Benz may be rethinking its small car program in the North America. As the next generation A- and B-class models are being developed for the 2012 model year, it is likely the Mercedes front-wheel drive models may be added to the US menu. Reports also suggest that the SLA Vision sports car, shown originally in Detroit in 2000,

may be revisited to go against the roadster planned by Volkswagen and Audi.

Hybrid vehicles currently rely on regenerative braking to help charge the batteries, but there has been extensive work done on regenerative shock absorbers that will also help supply the extra electrical power. Two different US researchers have announced breakthrough technology that converts kinetic energy from shock absorber motion into electricity, instead of heat, by using a linear electric motor.

Hyundai debuted the HED-5i-Mode concept at the LA Auto Show. The three-row, six-passenger crossover is powered by a new turbocharged, 268-hp, 2.0-liter four-cylinder engine. The engine has direct injection with continuously variable valve timing. Combined with innovative weight-saving technologies and a flexible interior package it provides a glimpse of the future of travel from Hyundai's perspective.



Volvo XC60

Featured at one of the recent General Motors garage sales was the company's remaining 16.4 million shares of common stock. The remaining 3.0 percent of stock raised about \$230 million. GM says it will continue to work with Suzuki on existing projects including collaboration on hybrids, fuel cells, product development and powertrains. At its peak, in 2001, GM owned as much as 20 percent of the Japanese company, but it sold 17.4 percent in 2006.

The new Volvo XC60 offers a new level of safety for driving in heavy traffic with its City Safety driver support system. When the vehicle is traveling at speeds of 19 mph or less, it uses a closing velocity sensor to help determine whether a collision is likely. Depending on the closing

speed, City Safety will either pre-charge the brakes or automatically brake the XC60 to help avoid a rear-end collision or lessen the impact.

Tesla Motors is offering a high-performance Sport version of the electric-powered Tesla roadster. The base model already accelerates from 0 to 60 mph in just 3.9 seconds, but the Sport version drops the time to 3.7 seconds. The performance bump is created by using "a hand-wound stator and increased winding density for lower resistance and higher peak torque." The Sport, which has a base price of \$128,500, includes an improved suspension with adjustable dampers and anti-roll bars that will be tuned to the driver's preference. ■

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*.

UPCOMING FEATURES

Mercedes-Benz Destinations program



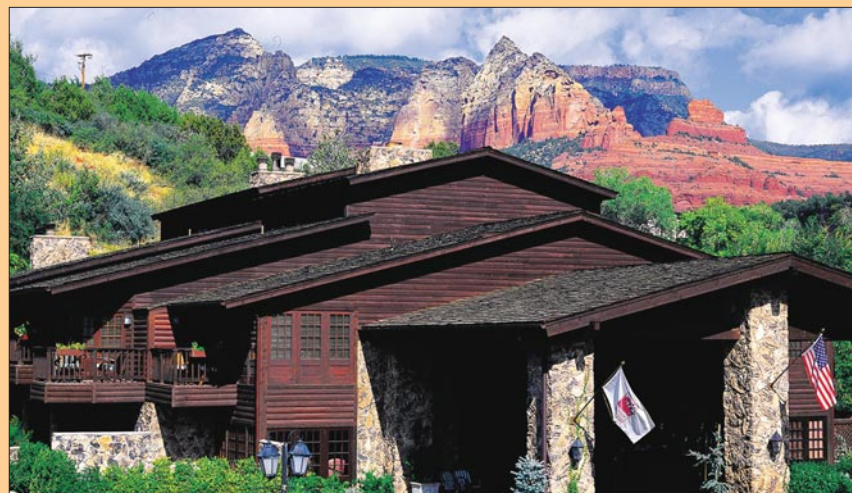
Mercedes-Benz is teaming up with a series of resorts and hotels, to provide its owners with benefits from welcome gifts and room upgrades, to complimentary use of M-B vehicles. Properties include several in California, New Mexico and Colorado, plus others nationwide.

Audi R8 GT3



The Audi R8, a production car already bearing the name and DNA of a successful race car, now begets a racing sports car for consumers, equipped with high-caliber technology but reportedly easy to handle. Due to GT3 standards, the car will be rear-wheel-drive.

L'Auberge at Sedona: \$25 million expansion



This getaway celebrates its 25th Anniversary in 2009 with a \$25 million dollar resort expansion, with ultra-luxurious contemporary hillside cottages, each with Red Rock views, indoor and outdoor living spaces, gas fireplaces and many more amenities.

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