

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 8 NUMBER 3
MAY-JUNE 2009

THE 19TH ANNUAL COPPERSTATE 1000 ROAD RALLY

PLUS... BOB BONDURANT DRIVES HIS ORIGINAL SHELBY DAYTONA COBRA COUPE AFTER 40 YEARS

2009 AUDI Q5 • 2010 TOYOTA PRIUS ON MT. LEMMON AND CITY ECONOMY CHALLENGE

ZERO-EMISSION VEHICLE PARTNERSHIP CHOOSES TUCSON AND PHOENIX • TAOS AND THE SUMMER OF LOVE

KIA RONDO AND SPORTAGE • BURMA JEEP • 2010 VOLVO XC60, THE CAR THAT STOPS ITSELF

2010 HONDA INSIGHT AT COPPERSTATE • NEW FORD TRANSIT CONNECT VAN • AND MORE



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ARIZONA DRIVER

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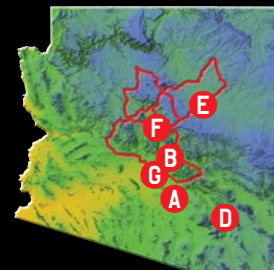
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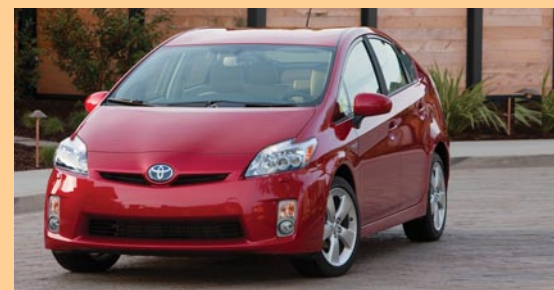
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COVER: Arizona's highest mountain, snow-capped Humphreys Peak, provides the backdrop as Bill Jacobs of Tucson pilots his 1952 Tojeiro MG Sports Racer along Leupp Road northeast of Flagstaff on the second day of the 19th annual Copperstate 1000 vintage car rally. WW2 aircraft engineer John Tojeiro built fewer than two dozen such sports cars between 1952 and 1954 and then sold the rights to his design to AC, which used it as the basis for what would become known as the Shelby Cobra. **Photo: Larry Edsall**



When we spend time with performance coupes, we often miss the comfort and utility of a sedan or SUV's extra doors and taller roofline. Perhaps this is why we've been so receptive to the likes of the Mercedes-Benz GLK and Toyota Venza (see January/February 2009 issue), and the Audi Q5 and Volvo XC60 (this issue). We also look at the differences and similarities between two small Kias. Are they small SUVs? crossovers? something new that defies categorization? The manufacturers, media and public have varying ideas on this. But each vehicle offers well-executed utility.

If you miss the days when none of these questions lurked, where better to escape than to the Copperstate 1000 Road Rally? Larry Edsall takes us along on this spring's iteration of this annual event, where cars most people would hesitate to take out of the garage hit the volcanic highways of northern Arizona. Or if you're Bob Bondurant, you might get behind the wheel of the Shelby Daytona Cobra Coupe that made both you and America major contenders some 45 years ago, and take some laps at the racetrack before it goes to auction. We attended that drive, and the excitement was powerful.

Then again, if you'd like to go way back and still go for off-road utility, what better than to scour up an extremely rare Burma Jeep (also great for parades)?

If you'd rather roll back to the present, while considering utility, performance and/or fuel mileage issues by priority or in combination, we present [a] the all-new 2010 Toyota Prius, which we drove up Mt. Lemmon and in a streets-of-Tucson mileage challenge, [b] the 2010 Honda Insight, which was Larry Edsall's high-tech swag wagon on the Copperstate and [c] a new category of commercial van from Ford, the unmemorably-named Transit Connect. Über-popular in Europe for years, these might multiply rapidly in the States. Enjoy the ride.



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AMERICAN RACING'S CROWN JEWEL

Bob Bondurant and his 1965 Shelby Daytona Cobra Coupe beat Ferrari to capture the first US victory in World Manufacturers Championship

The 1965 Shelby Daytona Cobra Coupe CSX2601 was one of six cars built by Carroll Shelby to compete against the dominating Ferrari in the F.I.A. (Federation Internationale de l'Automobile) World Manufacturers Championship for GT race class. An experimental coupe body designed by Pete Brock was built on an existing Cobra chassis, immediately increasing the top speed by 25 mph. That car won its first race, the 1964 Daytona Continental (prompting Shelby to adopt the name), and five more coupes were built, including CSX2601.

After competing at Daytona, Monza, Spa and Nürburgring, CSX2601 made history when it clinched the 1965 World Manufacturers Championship for the United States and Shelby American on July 4 in Reims, France.

Driving the car—and America—to victory on that fateful July afternoon was Phoenix's own legendary driver Bob Bondurant.

“I won a lot of races with this Daytona Cobra Coupe, but when I crossed the finish line at the Reims race track I yelled ‘Yes!’ It was a fantastic feeling,” Bondurant shared. “I always wanted to race in Europe against the world's best drivers. Winning that World Championship was the crowning achievement of my career. I think it's wonderful that the car is being showcased 40 years later.”

High performance collector car specialists Mecum Auction will offer collectors a chance to own this piece of American race history when they auction 1965 Shelby Daytona Cobra Coupe CSX2601 during the 22nd Dana Mecum Original Spring Classic Auction, May 13-17 in Indianapolis.

KEEP RIGHT >>



Photo courtesy of David Friedman

Event photos: Drew Phillips • Historic photo courtesy of David Friedman



Mecum anticipates this Crown Jewel of American Racing will garner the highest bid ever paid at public auction for an American automobile—eight figures and counting. The Shelby Daytona Cobra Coupe will be sold live on national TV, Friday May 15 at 8:00pm EST during the series “Mecum Auto Auction: Muscle Cars & More,” on Discovery’s HD Theater.

“This car is a true slice of Americana, representing a different time in America’s past when driving a full-blown race car on the roads didn’t turn heads,” added Mecum. “The Daytona was also leased to Paramount Pictures for use in the Howard Hawks cult classic *Redline 7000*.”

A group had gathered at the Bondurant School in March to witness Bob Bondurant’s chance to drive the car for the first time in decades. Present were Bob himself, racer/engineer Peter Brock, Mecum Auctions president Dana Mecum, anxious representatives from Haggerty Insurance, staff and executives from the Bondurant School and Firebird International Raceway, and a phalanx of fascinated media. Peter Brock declared that the beauty of this car is that it combined an English chassis, a US engine and an Italian body. The engine was a production unit from a 1963 Ford Fairlane—and it beat Ferrari. Or “whipped” Ferrari, as Mecum proudly proclaimed. So with the car going to high-stakes auction, said Mecum, “Bob will drive it to another record!” The day’s event was the kickoff of a pre-auction tour, with the car then making appearances at Amelia Island, Sebring and other high-profile venues, before heading to Indianapolis.

The car bore a standard Ford Fairlane V-8 and a stock 4-speed transmission. This was the last car really designed by the whole team while at Shelby. Phil Remington engineered the chassis, which Brock says is the prime reason the car was so successful.

As much as the car had been brainstormed, built and revised, its chopped-off tail was very controversial when introduced. But they ran the car at Riverside, where it promptly beat the track record by three seconds; acceptance of the odd new style was then swift. Prior designs were “like pushing a brick through the air,” says Bondurant. (Before Brock, came brick?) There was a bit of a problem in the day, in that some mechanics just plain wouldn’t work on the car. The chopped-off K-tail created an aerodynamic line that otherwise would have taken many more feet of body length to achieve—yet very little was lost in the adaptation.

By driver suggestion, a spoiler was added later, though there was much resistance to the idea. Phil Hill took the 2287 prototype up to just 130-140 mph through the curves and came back to the pits declaring, “that car has the devil in it; I won’t drive it.”

So they added the spoiler, just a bit of aluminum and four rivets. Hill took the car back out and said the change was basically great, but there was too much downforce on the front brakes. So the team took metal snips, clipped about an inch off both ends, and presto—the thing worked like a charm, and the spoiler has never been changed, right up to today. And the car won its races.

Bondurant drove it in six of its eight races. The rules were different then: you could change the body, change the chassis; in fact, they were able to gain so much efficiency via body changes that this car could probably achieve 200 mph. The Daytona Coupe hit 197 mph at Le Mans with Dan Gurney at the wheel (and with just 275 hp under the hood).

The 1965 Championship in Reims was the ultimate proof of concept: a team of just eight with one small toolbox went to the races and beat the best that Ferrari had.

The car was so successful, in fact, that the sanctioning bodies went on to change the rules. As happens so often, something this much fun meant less fun going forward, and the cars became very sophisticated after that. The Daytona Coupe could not only handle streets, but could even traverse a railroad crossing. But while that had been a car that could be driven anywhere, any time, the new cars were track-only, intended to operate on billiard-table-smooth surfaces. The next car from this basic team was the Ford GT40. Okay, so there was still some fun to be had.

Bondurant set the lap record (14 miles) at the Nürburgring in this car, a record that stood for 15 years. His last race in the Daytona Coupe was at Monza, Italy, where he just couldn’t beat the homegrown drivers on their own track.

Bob last drove the car 20 years ago at Monterey, and he did get to sit in it just a couple of months before this spring’s event.

So how would it be today, to get back behind the wheel and hit the Bondurant course at Firebird International Raceway? Bob wasn’t so sure. He reminded us that each bucket seat was sized and shaped to the driver, and whereas he was 175 pounds then, he weighs in at 200 now.

The car’s chassis is described as antique, with transverse springs. It really grips when braking, but they make it clear that it is *not* easy to drive.

And did it work out? His enthusiasm on the track was unmistakable. We suspected that if it were possible, he might never come back in. But when he did, he proclaimed “I love that car! It hasn’t changed at all!” An enthusiastic grin and fresh sweat bore that out.

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The cars were built for just \$3500 each. At the end of the season, the car could have been bought for just \$800.

At the end of their career, the cars were run by L&M Racing in England, not Shelby. When their racing career was over, Shelby didn’t want to spend the money to ship the cars back to the states. If L&M kept them, they would have to pay considerable tax. Therefore, everyone’s best solution was to take five of the Shelby Daytona Coupes out to the North Sea to dump overboard, letting the salt water and the years devour them. They were very close to doing this, but realized they could indeed ship them back to the States for a bit less than the cost of the North Sea dump.

Bob had bought the car himself in 1968 for \$4000, but sold it later that same year for \$10,000, using the proceeds to start the Bob Bondurant School of High Performance Driving. Bob sold the car to a guy who owned gas stations and drove it 300 miles a day to collect his receipts. As Brock noted, this is a car you can “drive any time and can get parts at NAPA.”

When the car came back, it was entered in a number of hill-climb and other events. The growth of vintage racing ultimately started values climbing. There are currently four in the US, one in Europe (amazingly, no-one is quite sure where) and one in Japan. “Each of the six cars has fantastic stories and ownership,” points out Brock.

We mentioned to Bob that the car is indeed for sale. One of our colleagues pointed out that he would probably have to sell the School to buy it. It’s a good thing we’re not Bob; since he had sold the car to start the School, that idea has almost irresistible symmetry.

“Many vintage race cars have a strong American racing history to share—including this vehicle’s sister car CSX2299—but no car can claim a finer race hour than the Shelby Daytona Cobra Coupe CSX2601,” said Mecum. “The legacy of its World Manufacturer’s Championship win stays with us more than four decades later, reminding us of one the proudest moments in US race history and a competitive spirit of victory against all odds.”

“As Pete said,” adds Bondurant, “it was one of the last of its kind. It always handled great, and it always drove great.”

Now fully restored and wearing its famous Reims livery, the Shelby Daytona Cobra CSX2601 headlines the Original Spring Classis Auction, which is expected to feature 1,250 vehicles. Held at the Indiana State Fairgrounds, the auction is open to the general public with tickets available at the door for \$10. Consignment, bidder, event and accommodation information is available online at www.Mecum.com or by calling 815.568.8888. ■

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2010 Mitsubishi Lancer Sportback

MITSUBISHI LANCER HATCHBACK

▲ Mitsubishi is adding a five-door hatchback model, called the Sportback, to its Lancer model for the 2010 model year. Slightly longer than the sedan, the hatchback has a cargo area that can grow to 52.7 cubic feet when the 60/40 split rear seatbacks are folded flat, and the rear cargo area is cleverly lowered by three inches. Sportback is available in a GTS trim with a 2.4-liter, 168-hp four-cylinder engine, or as a Ralliart model powered by a turbocharged 2.0-liter four-cylinder rated at 237 horsepower. Mitsubishi plans to use the Sportback as the basis for its 2009 Dakar Rally campaign.

BUICK MOVES LACROSSE UPSCALE

Buick is equipping the new LaCrosse with better quality outfitting to move the brand more upscale, to better compete with cars like the Lexus EX 350 and Toyota Avalon in the near-luxury segment. Buick officials believe customers are willing to pay a little extra for features like contrasting thread

and French stitching on the instrument panel, power rear sunshade, and the cool blue ambient interior lighting. Built on GM's new global mid-size platform, the project was developed jointly by US and Chinese designers in partnership with the Pan Asia Technical Automotive Center, and body and chassis engineers in Germany. The result is reduced interior noise, and improved ride and handling attributes, at the same level of many luxury brands. LaCrosse will be offered with a pair of V-6 engines, each with a six-speed automatic transmission. All-wheel drive will be offered for the first time, to provide more of a rear-wheel-drive feel.

HYUNDAI ASSURANCE PROGRAM

In addition to offering America's Best Warranty™, Hyundai is now offering a return program that allows customers who buy a new Hyundai vehicle to bring it back to the dealer, without a penalty, should they lose their income within a year of the purchase. The Hyundai Assur-

ance program applies to any leased or financed new Hyundai. During the first month the program was offered, January, sales were up 20 percent over the previous year. www.hyundaiusa.com.

THE MOST FUEL EFFICIENT LEXUS

On sale later this summer, the Lexus HS 250h becomes the first exclusive Lexus hybrid model. It is also the first Lexus to be powered by a four-cylinder engine – a new 2.4-liter Atkinson-cycle engine producing a 187 total horsepower when combined with the electric motor. The front-wheel drive HS, which uses an electronically controlled continuously variable transmission (CVT), is slotted between the ES and IS sedans in the Lexus lineup. Actual fuel economy ratings were not announced, but it's expected to get about 30 percent better numbers than the Lexus RX 400h, or an estimated 35 mpg city and 31 mpg highway. Sharing platforms with

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Volkswagen BlueSport concept



the Toyota Prius, the HS is about 10-inches longer, three-inches wider and seats five. The luxury hybrid has standard leather trim seats, moonroof, 10 airbags, stability control, Bluetooth and iPod connection.

VW ROADSTER: BEST OF BOTH WORLDS

▲ When we think about diesel-powered cars, we normally don't think about performance and driving fun—we normally think about economy. The mid-engine roadster being planned by Volkswagen is powered by a 2.0-liter, 180-hp turbocharged four-cylinder diesel engine that boasts 6.2-second 0-to-60 mph acceleration times, a top speed of 140 mph and an amazing 50 mpg highway fuel economy. That certainly makes for driving fun and economy. The roadster is fitted with an Eco mode that automatically starts-stops the engine instead of idling, and a braking energy regeneration system. The BlueSport concept uses the VW six-speed DSG double clutch transmission with wheel-mounted shift paddles. No plans have been announced about production, but if the roadster gets final approval, it could arrive at VW dealerships in 2011.

THE DAZZLING VOLVO S60 CONCEPT

The crystal clear Orrefors center stack may be made by the world-famous Swedish glassworks, and the coupe-like styling of the sleek Volvo S60 concept

(see *Postcard from Detroit*, March/April *Arizona Driver Magazine*) may visually set it apart from other sedans, but it is the high-tech safety equipment that makes it unique. The rear doors open and close with a spectacular show, by pressing a button; the rear doors swing out from the car and glide back parallel with the side of the car. Sensors that can detect a pedestrian stepping into the path of the car and apply full braking power if the driver does not respond. Below about 12 mph, the car should help avoid the collision altogether, and between 19 and 31 mph it can reduce collision force by about 75 percent. The latest generation Adaptive Cruise Control will work down to a complete stop, making the system usable in stop-and-go traffic. The new S60 is powered by a 180-hp super clean four-cylinder 1.6-liter Gasoline Turbocharged Direct Injection (GTDi) engine and will be launched in 2010.

CLASSIC SPECIAL EDITION CHALLENGER

Dodge is offering a special Classic edition of the Challenger R/T. Offered initially in Hemi orange and Torred, with other colors offered by March, the Classic is distinguished by racing stripes and the original Challenger script on the front fender sides, instead of on the grille like the current vehicle. The Classic has the

Challenger's only working hood scoop, feeding air to the Hemi V-8 engine. Dodge is also set to be offering a B5 Blue-colored version of the SRT8 equipped with a 376-hp (manual transmission) Hemi engine by the time you read this. The automatic transmission version is rated at 372-hp.

2010 MERCEDES-BENZ E-CLASS

Separate from the Cobo Hall displays and reveals of the Detroit auto show, Mercedes-Benz unveiled the new E-Class to journalists (see *Postcard from Detroit*, March/April *Arizona Driver Magazine*), but held off the public introduction until Geneva in March. The styling is significantly different, with more of a sculptured look with a resemblance to the new GLK SUV. Extensive wind tunnel testing netted the world's best luxury sedan coefficient of drag — 0.25 Cd. A 268-hp V-6 (E350) and 382-hp V-8 (E550) will power the first arrivals to US dealerships this summer. A 507-hp AMG version comes in the fall, and the world's cleanest diesel engine, a 3.0-liter V-6 turbo diesel will round out the lineup in 2010. A new version of the 4MATIC all-wheel drive arrives later in 2009, too. New safety technologies include an "intelligent partner" safety system, High Beam Assist Plus to dim headlights and detect pedestrians ahead of the car, blind spot assist, lane departure warning, drowsiness detection system, automatic emergency braking, and eleven airbags. Mercedes engineers said they have done extensive work on the seats to make them much more comfortable.

As this goes to press, we're scheduled to fly to Las Vegas in late April/early May as part of the first wave of US media to test-drive the new E-Class. Stay tuned.

MERCEDES-BENZ E-CLASS COUPE

Also debuting this summer, the new Mercedes-Benz E-Class coupe replaces the CLK, with a new aerodynamic design that makes it the world's most aerodynamically efficient road car. Thanks to a slick wind-cheating design and plastic cladding underneath, the new coupe reaches a record low drag coefficient of 0.24, or about 4 percent better than the CLK. Longer, wider and on a two-inch-longer wheelbase, the two-door has more space in the front and back seats. When it goes on sale in June, the engine choices



2010 Chevrolet Camaro

will include a 268-hp V-6 in the E350 and 382-hp 5.5-liter V-8 for the E550. The E63, powered by AMG's 6.2-liter, 500-hp V-8 is due later this year, and a convertible version goes on sale in the US in the spring of 2010. Not yet approved for production is an E400 hybrid coupe, with an electric motor mounted in front of the transmission.

THE CAMARO LAUNCH—WHAT'S NEXT?

▲ We are right in the thick of the highly anticipated spring launch of the all-new Chevrolet Camaro, and speculation is rampant about what comes next. First off, there appears to be a convertible in the works for the summer of 2010, and a high-performance Z28 variant about the same time (unless the economic crisis pulls the plug). The convertible is the cloth-top variety and is currently being tested in Australia, according to spy photos. The first Camaro models out of the gate will be powered by a base 300-hp, 3.6-liter V-6 or the 422-hp, 6.2-liter V-8 SS model. Z28 speculation is for a 6.2-liter supercharged V-8 from the Cadillac CTS-V producing 556-hp. Evidently, it is less expensive to produce the supercharged variant than the naturally

aspired 505-hp V-8 from the Corvette Z06. On the other end of the performance spectrum, speculation has an entry-level version with either a 3.0-liter, 255-hp direct injection V-6 or the 2.4-liter, 260-hp turbocharged four-cylinder.

JAGS XF GETS POWERFUL R UPGRADE

Jaguar has added a higher performance model to the new XF lineup called the XFR. Powered by a supercharged version of Jaguar's new 5.0-liter direct injection V-8 engine (510-hp), the XFR is expected to accelerate from 0 to 60 mph in 4.7 seconds with a top speed electronically limited to 155 mph. Cosmetically there is a new front bumper, hood with scoops and vents, plus a four-outlet exhaust system. Inside, the trim is upgraded with highly bolstered sport bucket seats, plus other cosmetic enhancements.

HYUNDAI/KIA BUILDS TRANSMISSIONS

Hyundai is developing its own eight-speed automatic transmission for use in its rear-wheel-drive products including the new Genesis sedan and likely in the Kia Borrego SUV. The transmission is expected to improve fuel economy by almost two percent, plus it provides

better acceleration, quieter operation and improved vibration control and handling performance. Unlike most manufacturers that adapt transmissions from outside sources, Hyundai/Kia is planning to produce all their own transmissions. The eight-speed is due when the Genesis gets freshened in 2011. Production just started in December on the company's first six-speed automatic, which is used first on the Hyundai Azera V-6 sedan and next in the Kia Amanti sedan later this year.

AUDI'S HOT NEW TT RS

Audi is producing a new generation five-cylinder engine to use in the TT RS coupe and roadster for the European market. The turbocharged 2.5-liter engine has direct injection and produces 340 horsepower and 332 lb.ft of torque to drive all the wheels through a six-speed manual transmission and Audi's quattro all-wheel-drive system. Audi says the RS will accelerate from 0 to 60 mph in just 4.6 seconds and has a top speed limited to 155 mph, or up to 174 mph with an optional sports package. The TT RS is built on a special sport chassis with four-link rear suspension. Plans for a US version have not yet been announced.

FORD SYNC USES INTERNET DATA

Ford's popular Sync communication system will go to level three (Sync 3.0) later this year with the addition of audible turn-by-turn navigation and data systems including traffic information, news, sports and weather. All the information is available without the use of a navigation screen. The big change is in where the information comes from. Rather than relying on internal data stored on hard drives, CDs and DVDs, the Sync system will tap into servers through a Bluetooth-equipped mobile device like a cell phone. All the verbally ordered searches are done outside the car, and the information is retrieved from the Internet and returned through the driver's phone, which in turn relays the data to the Sync system. A hybrid approach could later link with portable GPS navigation systems resting in a docking station on the vehicles' instrument panel to provide information like a conventional screen-based DVD navigation system, with the audio playing

KEEP RIGHT >>

2010 Ford Taurus SHO



through the vehicle's audio system. Users could then remove the system to use in another vehicle.

THE TAURUS SHO RETURNS

▲ In 1984, Yamaha supplied a high-output V-6 engine for the Ford Taurus creating a new performance version known as the Super High Output, or SHO. The SHO gained a cult following for the next dozen years thanks to its spirited performance and handling. With a new Taurus, just around the corner, Ford is hoping to bring back some of that original excitement with a new version of the SHO. Rather than borrowing from Yamaha technology, they plan to use their all new 365-hp EcoBoost, twin turbo, 3.5-liter V-6 Ford engine. With more than 50 percent more horsepower than the original version, plus with all-wheel drive and other enhancements, the new SHO should cause quite a stir and bring new meaning to the term 'sleeper'. The SHO is expected to have a base price of \$37,995. One interesting option package (\$995) will be the 20-inch track tires, upgraded suspension and brakes along with a more responsive final drive ratio.

GM CUTS HIGH PERFORMANCE

General Motors killed their High Perfor-

mance Vehicle Operations in February and reassigned the 60 engineers to other departments. The group worked on special edition, low-volume performance cars and was responsible for cars like the Cadillac CTS-V, STS-V, Chevrolet HHR SS, Cobalt SS and Colorado V-8 pickup. GM spokesman Vince Muniga said existing vehicles will remain in production for the duration of their production cycles. Cars like the Corvette ZR-1, Z06 and upcoming Camaro SS are unaffected by the change. The move saves money and concentrates efforts on higher-volume and more fuel-efficient models. Muniga said the operations may be reinstated once GM regains financial health.

FISKER'S HIGH-END PLUG-IN HYBRID

California specialty coachbuilder Fisker Automotive, with Quantum Technologies, has unveiled a plug-in hybrid sport sedan. The Karma, this innovative sport sedan is powered by a system they call "Q-drive," which consists of two electric motors, a lithium-ion battery back and a 2.0-liter, 260-hp direct injection turbocharged four-cylinder gasoline engine supplied by General Motors. Fisker claims the Karma is capable of a 0-to-60-mph time of 5.8 seconds and a top speed of 125 mph. In the all-electric mode, Fisker claims a

range of 50 miles. The most distinctive feature of the four-seater is the beautiful flowing design of the aluminum and composite body panels. The car's aluminum space-frame is built in cooperation with Norsk Hydro of Norway and will be assembled by Valmet Automotive in Finland (which also builds the Porsche Boxster and Cayman). Fisker expects to produce about 15,000 of the 4,650-pound vehicles annually with a base price starting at \$78,900 when production begins in 2010.

FORD TRUCK WORK SOLUTIONS™

Ford is offering four industry-first features on the new F-150, Super Duty, E-Series and the all-new Ford Transit Connect vans. The Ford Work Solutions™ includes: (1) an in-dash computer that provides full high-speed internet access via Sprint Mobile Broadband Network, along with Bluetooth and navigation. (2) a Tool Link system that uses Radio Frequency Identification (RFID) tags developed with DeWalt™ to inventory and identify tools and equipment in the vehicle, (3) the Crew Chief fleet telematic and diagnostics system, which helps small fleet owners manage vehicles for dispatch to job sites, monitor driver performance and keep detailed maintenance records; and (4) a cable-lock security system developed in partnership with Master Lock® to help protect expensive tools too large to fit in the cab. Some Work Solutions™ parts will fit previous models. Ford dealers have pricing details.

DIESEL CAR OWNERS GETTING CREDIT

New car buyers picking a new diesel-powered car, like the VW Jetta TDI, BMW X5 xDrive 35d BluePerformance or the Mercedes-Benz ML 320 BlueTEC, will be getting an extra bonus, even beyond up to 40 percent better fuel economy. According to the Diesel Technology Forum, the IRS says the new generation of clean diesel cars is eligible for federal tax credits ranging from \$900 to \$1800. Tax law enacted in 2005 established a manufacturer sales limit of 60,000 units. Many popular hybrid models are no longer eligible, but the clean diesel options are relatively new, with tax credits still available for consumers. ■

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



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Audi Q5

A much-anticipated debutante follows in the footsteps of the Q7 while charting its own course.

Audi North Scottsdale hosts introductory test drive event



Audi defines the new Q5's segment as luxury all-wheel-drive (AWD), gasoline-powered crossover vehicles. Within that segment, exclusive features include three-zone climate control, standard LED taillights, reclining and sliding rear seats and available Audi Drive Select. The Q5 claims to lead the segment in fuel economy, with EPA ratings of 18 mpg city and 20 mpg combined, along with 23 mpg highway mileage. All this comes at a base price of \$37,200. Audi is targeting luxury buyers who are considering the Lexus RX, BMW X3 and Mercedes-Benz GLK.

The Q5 is derived from the same platform first developed for the A4 model range. The versatility of that vehicle platform gives the Q5 the characteristics of a luxury performance automobile and the longest wheelbase in its class. Engineering and design of the Q5 also translated into shorter front and rear overhangs for better weight distribution and better stability. Audi also widened the vehicle platform to increase shoulder room inside the Q5 and to optimize the driver's seating position and view of the road.

The Q5 combines the dynamics of a sports sedan with highly variable interior and versatile options for leisure-time and family use. Strong and efficient engines, quattro permanent all-wheel drive and agile running gear have been brought together to create a technology package for both on- and off-road driving—dynamic, multifunctional and comfortable.

BODY AND INTERIOR

Three-zone climate control lets drivers and passengers select their own comfort levels. 40/20/40 rear seats recline and offer fore-aft adjustment for passenger comfort and for balancing cargo-carrying capabilities. The LED taillight cluster includes running lights, brake lights and turn signals. The Q5 offers standard hitch preparation for 4,400 pounds of towing capacity, which it also states is tops in its class. Roof rails with aluminum cross bars synchronize with the Audi ESP system to adapt handling accordingly.

Audi's reputation for interiors carries through in the Q5 with standard twelve-way power front seats, leather seating surfaces throughout, and genuine wood or brushed aluminum inlays. Available luxury touches on the Audi Q5 include a Bang & Olufsen sound system and Audi Drive Select, which allows drivers to choose among four performance/handling configurations. The Q5 will be the first Audi sold in the US with available MMI Navigation Plus, the third generation of Audi's MMI (Multi-Media Interface) system, which manages entertainment, communications and navigational information. MMI Navigation Plus offers a high-capacity hard disk with 40 GB of memory (including 10 GB for media storage), DVD drive and an automotive grade NVIDIA™ chip for graphics processing. The added processing power allows MMI Navigation plus to render 3D maps of the entire US, including branded points of interest and detailed images of buildings, while offering real-time traffic information. The system also features a new, larger screen (7" diagonal), a multilingual voice recognition system and improved joystick controls. When onboard navigation is added, many instrument panel controls are shifted to the MMI panel on the center console. A modular system of available components also includes Bluetooth telephone, and the system's hard disk can save music files in MP3 format.

The Q5 measures 15.19 feet long and 6.17 feet wide, and the body has been engineered to a low drag coefficient for an SUV of 0.33 Cd. Headlights can be outfitted with bi-xenon lamps and LED daytime running lights. Large wheels and well-defined arches dominate the side view. Audi says the aerodynamically slippery roofline aims for coupe-like styling, which is very noticeable in its big brother, the Q7. The tailgate is made of aluminum, as is the hood; the wraparound style of the rear end identifies this SUV as a relative of the Q7. At 9.22 feet, the wheelbase is the longest in its segment, pushing back to create a roomy interior that accommodates five people in ergonomically designed seats that can be set up in several configurations. The backs of the rear seats are angle-adjustable and easy to fold down with a remote release lever in the luggage compartment. This compartment also

KEEP RIGHT >>

Q5 Premier Night in Arizona

Audi North Scottsdale hosted some 200 people at its showroom in March, with hospitality provided by the Deseo Restaurant, private demonstration drives, and gift cards for each test driver for Deseo, at the Westin Kierland Resort and Spa.

Mark Reicks, General Manager of the dealership, said they were "thrilled and excited with this new entry into the Audi line up. With great performance, handling, and the best resolution Real Time Navigation system in the industry, we believe you will be seeing many of these on the road in the next few months."

The crowd was duly impressed by a display of boxes that seemed to surround an Audi Q5 on display. These dramatically represented up to 55 cubic feet of cargo space available when the back seats are folded down.

Event photos: Brad Burnham





features a second storage area under the floor, ultimately expanding from 19.07 to 55.09 cubic feet in volume. As an option, Audi offers the "rear bench seat plus," which slides 100 millimeters (3.94 inches) lengthwise to provide a load-through capability. The front passenger's seat can be outfitted with a folding backrest for transportation of long objects such as surfboards. Numerous practical storage compartments, cup and bottle holders and onboard power outlets are supplied. As an option, Audi offers a climate-controlled drink holder to keep drinks hot or cold. The storage package also features a storage fixture attachment point in the passenger-side footwell.

Safety equipment includes front seat belt force limiters and airbags working together. High- and ultra-high-strength steel components on much of the body reduce weight, improve crash safety, improve rigidity and control vibration. Driver-oriented ergonomics include a cockpit set high for an upright sitting position. Interior finishes include aluminum, exclusive woods, chrome, leather and Alcantara, plus several optional design packages. The Audi Q5 comes standard with an electromechanical parking brake and intelligent chip key. High-tech options include the Audi Parking System with rearview camera, Audi Side Assist to warn of hazards when changing lanes, advanced keyless access, a large panoramic glass sunroof with tilting function, the dynamic cornering light system known as Audi Adaptive Light, and an electric tailgate.

DRIVELINE AND CHASSIS

The Audi Q5 arrives in the US with one driveline combination: a fuel-efficient 3.2 FSI direct-injection six-cylinder engine, with 270 hp and 243 lb-ft of torque, fast-shifting Tiptronic transmission and quattro permanent all-wheel drive. In normal running conditions, the quattro transfer case distributes power to the front and rear axle in a 40:60 ratio for rear-focused driving characteristics. When needed, it can deliver up to 65 percent of the power to the front axle and a maximum of 85 percent to the rear axle.

A five-link front axle and trapezoidal-link rear axle are primarily aluminum. The steering box send steering impulse directly to the wheels, and large brakes ensure strong stops. The Q5 comes standard with 18-inch lightweight forged wheels; 20-inchers are optional. The Q5's Electronic Stabilization Program (ESP) has been heavily re-designed. In a neat trick, a sensor tells the ESP if a roof rack has been mounted, causing the Audi Q5's center of gravity to be shifted higher in keeping with a roof load of up to 220 pounds. If the rack is present, the ESP engages earlier in the handling limit. Without a roof load, ESP gives the driver the vehicle's full dynamic potential.

The Q5 has climbing capability of 31 degrees of incline; the overhang angle is 25 degrees thanks to the short front overhang. The ramp breakover angle, determined by the wheelbase, is 17.5 degrees. Ground clearance is 7.87 inches, with a fording depth of up to almost 20 inches of water.

VOTED BEST OFF-ROADER

Europe's "TOPautos 2009" are selected by more than 150 renowned independent motor journalists from Germany, Austria and Switzerland. The new Audi Q5 ranks as top off-roader among the best new releases for model year 2009. With more than 150 motor journalists from daily newspapers, magazines and internet portals voting, TOPauto has the largest expert jury in Germany.

Q5 PRICING; HYBRID TO FOLLOW

The Audi Q5 is offered in three equipment levels. MSRP for the 2009 Audi Q5 Premium starts at \$37,200. Pricing for the Audi Q5 Premium Plus starts at \$41,500, and the Audi Q5 Prestige starts at \$48,200. Prices do not include a destination charge of \$825, taxes, title or dealer charges.

Audi says it will offer a hybrid version of the Q5 in 2010. Wolfgang Hatz, head of powertrain development for the Volkswagen group, says Audi needs a hybrid to compete with brands offered, or soon to be offered, by Lexus, BMW and Mercedes. He claims the greatest potential lies in diesel power, but says "We have to offer hybrids in order to show people that we are able to do them." ■



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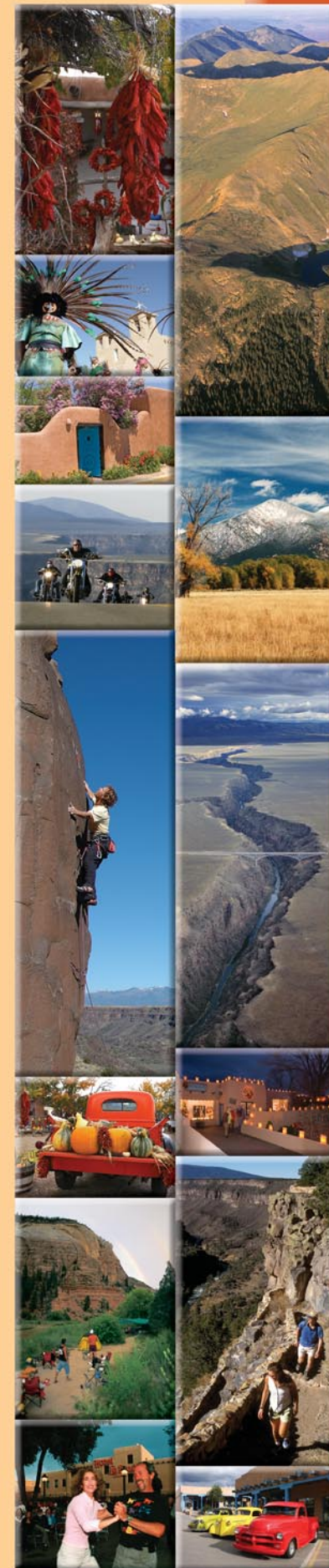
The Enchanted Circle of northern New Mexico officially includes Taos, Red River, Angel Fire, Eagle Nest, Questa, Taos Ski Valley and Taos Pueblo. Driving there from here includes more. You can take the gorgeous drive through Payson and on through Springerville AZ to Socorro NM on US 60 (past the Very Large Array deep space satellite dish cluster, placed here because of the exceedingly clear air). Or you can take the I-40 route through Gallup (either via Flagstaff or across open country via Payson to Holbrook). Either route brings you through Albuquerque and Santa Fe.

"The Taos area has been a multicultural visitor destination for over 1,000 years," says Rebecca Latham, Red River Tourism and Economic Development Director, "and Taos Pueblo is the only UNESCO Living World Heritage site in the US.

The greater Taos area is known internationally and continues to be a popular destination for exploring fine art, southwest history, culture, wild outdoor beauty and what they call inner life surprises. "We're a spiritual place that speaks to what's authentic. And it's all wrapped around our Enchanted Circle offerings—world-class food, natural beauty, entertainment and accommodations for every price range," said Cathy Connelly, Town of Taos PR Director and member of the Enchanted Circle Intergovernmental Council.

This summer, May through September, is the Taos 2009: Summer of Love, appropriate for the 40th anniversary of the movie *Easy Rider*. Dennis Hopper, director and co-star of the film and oft-resident of Taos, has two exhibits curated by him at the University of New Mexico Harwood Museum of Art. A summer full of events, art, film, and music are slated, and visitors are "invited to ride away to Taos and flash back to a freer time, find peace and love (and a little fun) in Taos this summer," Connelly said.

If you live in Arizona and haven't been to Taos, it's a must-visit. And high in the upper mountain desert, it has a great summer getaway climate. Information about the Enchanted Circle can be found at www.enchantedcircle.org. Information on this summer's events, plus a chance to enter a four-day Summer of Love Sweepstakes worth \$4,000, can be found at www.TaosSummerofLove.com. ■



Actor Dennis Hopper celebrates the turbulence and exuberance of the '60s



Doug Magnus' photo of Dennis Hopper (above) was shot at the Mabel Lujan House in Taos. Photographs by Doug Magnus—"The Edge of Innocence," documenting Taos in the 1960s—runs from June 12 through July 31, 2009, with an artist's reception on Friday June 12, at RB Ravens Gallery, 4146 State Highway 68, Ranchos de Taos NM 87557, 575-758-8322. www.rbavens.com

The Hopper exhibitions at the Harwood Museum run from May 8 through September 20. The Harwood Museum is just off Taos Plaza, at 238 Ledoux Street, Taos NM 87571, 575-758-9826. www.harwoodmuseum.org

Taos is an unusual little town that occupies an unusually large niche in the nation's subconscious. Despite its remoteness and population of a mere 6,000, the town has an outsized reputation, due in part to Taos Pueblo (a World Heritage site), as well as its history as an art colony, home of Kit Carson, and one of the great hippie havens of the 1960s. And if the spirit of rebellion and creative fire that characterized Taos in the '60s could be summed up in one person, it would be Dennis Hopper.

This year is the 40th anniversary of the release of Hopper's ground-breaking film *Easy Rider*, some of which was filmed in and around Taos. To mark the occasion and the lasting influence of the '60s in general, Taos has declared this the Summer of Love. From May through September, museums, galleries, theaters and other civic institutions will be presenting art exhibitions, festivals, films, concerts, seminars and other events inspired by what was perhaps the most exuberant decade in Taos's long and unruly history.

Headlining the events is "Dennis Hopper at the Harwood," actually two exhibitions at the Harwood Museum of Art, that pay tribute to the "other" Dennis Hopper—the painter, photographer, curator and collector. It's not as well known, but Hopper's fine art has been exhibited in recent years at museums around the world. Last year, the Cinematheque Francaise mounted a massive retrospective of his work as artist, actor and filmmaker. He was the first living American to exhibit at the famed Hermitage Gallery in St. Petersburg, Russia.

"I think that we were all drawn to the sacred mountain, to the Pueblo," Hopper says, "and to the way of life in Taos. You either get it or you don't, and these people got it and that is why they live here. There are fewer than one million people who live above 7,000 feet, and the Pueblo is the oldest inhabited structure in the continent of North America. It is one of the seven sacred mountains of the Tibetans. Those things are important to us." ■

PRIUS: more POWER more FEATURES and no less VIRTUE

By Joe Sage

- 50 MPG
- ADDITIONAL HORSEPOWER
- NEW AND INNOVATIVE TECHNOLOGIES
- IMPROVED AERODYNAMICS
- MORE HEAD AND LEGROOM

Seen by many as a benchmark for cars of the future, the Toyota Prius has delivered high fuel economy and ultra-low emissions to more than 1.2 million owners worldwide for over 10 years. The all-new 2010 Prius will raise its level of convenience features and performance, while achieving estimated EPA fuel economy of 51 mpg city, 48 mpg highway and 50 mpg combined. And it achieves these mileage figures with a *larger* engine (offering more torque at lower RPM, highway speeds and uphill).

The original 2000 Prius immediately appealed to environmentalists, as well as generally trendy and techie types, and it had a long wait list. When the second generation arrived in 2003, demand consistently exceeded supply. The second generation had broader appeal, to more families and "full package" buyers. The third generation was revealed in Detroit in January, with the intent of keeping the Prius the best-selling hybrid in the market. Challenges to its supremacy are basically twofold: the economy and the new Honda Insight. In comparison with the Insight, Toyota points out that the Prius is larger (midsize), has better EPA fuel mileage ratings, has many features not available on the Insight, and is a full hybrid, meaning it can drive completely on either gas or electric power. It does cost a little more, though.

Development of the new Prius took 2000 engineers and 100 team leaders four years. Their missions included fuel economy and other green goals, an update to the vehicle's styling, advanced equipment and overall performance, recognizing that hybrid sales are too mainstream now to get by on niche characteristics alone.

ALL NEW INSIDE AND OUT

New style cues include a smaller grille and a larger, lower body (1/2" longer, 3/4" wider, but with the same wheelbase and same height). The car has a strong beltline, but overall retains its aerodynamic basis. Restyled headlights are reminiscent of those on the performance-oriented new Nissan Z. The centerpoint of the roof was moved back about 4" to increase rear headroom. The tail was extended, making the rear flatter with a longer spoiler, for a lower coefficient of drag (Cd). The undercarriage is covered by flat trays with aero splitters. And LED taillights use 88% less energy, one of many energy-saving features.

Inside, they have added five cubic feet, for more knee and headroom in the rear, and more shoulder and hip room (plus more adjustment range) in the front. There is increased cargo space under the floor (and a tonneau cover stores when not in use). The shifter is in what Toyota calls a "more shifterlike position," and there are new colors outside and in, including a nice two-tone grey interior. The seats offer more adjustment and support (plus leather, heat and lumbar features). Along with the tilt/telescoping steering wheel, the car now "fits" more individuals. Prius interior air quality has few peers, with pollen/dust control and an ion generator available.

The Prius is equipped with Toyota's Hybrid Synergy

Drive and certified as an Advanced Technology Partial Zero Emissions Vehicle (ATPZEV), emitting over 70 percent fewer smog-forming emissions than the average new vehicle. A larger and more powerful, yet more efficient, 1.8-liter Atkinson-cycle four-cylinder engine produces 98 horsepower at 5,200 rpm. Together with its electric motor, the hybrid system in the new Prius generates a combined net horsepower of 134, an increase of 24 horsepower over the previous generation.

The battery is not new. Toyota engineers have of course studied this component very carefully, and after almost 10 years in the US, they report few problems and are now watching toward the 15-year mark.

There are three driving modes: EV, ECO and PWR. EV is electric-only, for travel at about 25 mph for less than a mile (if the display shows 3-4 bars of charge). ECO is for general fuel economy in start/stop/go traffic, smoothing out the application of power and regulating air conditioning and heat. PWR is for mountain and freeway driving and adds sportiness to the Prius overall.

TEST DRIVE

We attended a 2010 Prius launch event in Tucson, where we were presented with four test drive routes, some geared toward general performance and some geared toward a fuel economy challenge. The two general drives were both challenging climbs up Mt Lemmon (a good chance to test the Power mode): a long route of about an hour and a half to an elevation of some 8000 feet, and a shorter 5-mile drive up the same road. The fuel economy routes included a 20-to-30-minute river route with twisty roads and traffic, or a 40-mile route through much of Tucson, including I-10 and a pass through the airplane graveyard south of the city. In both cases, we went with the longer route, Mt. Lemmon first.

We were monitoring the readouts for fuel efficiency and other good behavior, but generally the mountain road was a steady climb, with plenty of curves and tight switchbacks, and almost all two lanes, so it was a good opportunity to test the Prius as a daily driver, or even a distance or road trip car. This might be an ideal road for a 911 or Audi quattro, so we did notice the lesser ride inherent in a car of this size, height and price range, but it was a very normal ride overall. So normal, in fact, that its hybrid nature wasn't even of particular note, and that's a very good thing, in this case. It's a vehicle with a lot of high-tech tricks up its sleeve, but ultimately it's just a very sound, normal vehicle.

For the fuel economy challenge, we were benchmarked against 68.2 mpg achieved by our event hosts, a challenge, indeed. Our co-driver had to fly out midday, so we had the route book jammed under a camera case, to keep it open, and as fate would have it, it wasn't until late in the trip that we saw the note at the top, indicating it would be very wise to click into the EV mode at stops, for an all-electric cruise when the light turned green. We wish we had seen that. Nonetheless, by about halfway through the route, we had brought our mileage up as high as 83 mpg, not bad at all. Mostly, we were staying in the 70s, but there was still hope. In fact,

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TOYOTA AND LEXUS HYBRIDS TOP ONE MILLION SALES IN THE US

Combined Toyota and Lexus hybrid vehicle sales in the US have topped the one million mark. The milestone was achieved with six Toyota and Lexus hybrids including the Toyota Prius, the world's first mass-produced gas-electric hybrid and the all-time worldwide leader in hybrid sales. Toyota has had nearly 75 percent of all hybrid vehicle sales in the US over the past 10 years. Worldwide sales of Toyota and Lexus hybrids had exceeded 1.7 million vehicles through January 2009.

Toyota pioneered modern gas-electric hybrid technology with the Prius in late 1997 in Japan. Its popularity the launch of the Prius in the US in July 2000. The first-generation US Prius was a low-volume vehicle (12,000 produced annually) that gained an immediate following, particularly among environmentally conscious consumers. The second-generation Prius launched in fall 2003 as a 2004 model. Larger, restyled and with Toyota's new Hybrid Synergy Drive technology, Prius was an instant hit. By 2005, Toyota was producing over 100,000 vehicles annually for the US. Prius became the third-best selling Toyota passenger car in the US after the Camry and Corolla. By February 2009 more than 700,000 Prius had been sold in the US, more than half of the 1.2 million sold worldwide.

Hybrid technology then expanded to existing Toyota and Lexus models. In 2005, Lexus introduced the crossover RX 400h, the world's first hybrid-powered luxury vehicle. Two months later Toyota launched the Highlander Hybrid SUV. In 2006, the Lexus GS 450h debuted as the world's first front-engine/rear-wheel-drive full-hybrid performance sedan. 2006 also marked the debut of the Camry Hybrid, the first Toyota hybrid to be built in the US.

2007 brought the LS 600h L luxury hybrid sedan, the world's first full-hybrid V8, and the second-generation Highlander Hybrid, a complete redesign. 2009 includes the summer arrival of the second-generation 2010 Lexus RX 450h, with fuel economy up by about 20 percent but with 27 more horsepower. This spring marked the launch of the all-new third-generation 2010 Prius, with a combined EPA fuel efficiency rating of 50 mpg.

Late summer of 2009 will see the launch of the 2010 Lexus HS 250h, the world's first dedicated luxury hybrid vehicle. The HS 250h will be Lexus' fourth hybrid and the most fuel-efficient vehicle in its lineup. ■



STAR SAFETY AND SAFETY CONNECT™

All Prius models offer Toyota's Star Safety System™ as standard equipment, which includes enhanced Vehicle Stability Control (VSC) and Traction Control (TRAC) Systems, Anti-lock Brake System (ABS) with Electronic Brake Force Distribution (EBD) and Brake Assist (BA). Other standard features include electric power steering (with a rigid mount for better road-to-driver feedback) and four-wheel disc brakes.

Starting this fall, select Prius models will include Toyota's all-new telematics service, Safety Connect™, which will offer four safety and security features: Automatic Collision Notification, Stolen Vehicle Location, Emergency Assistance Button (SOS), and Roadside Assistance. Safety Connect will be available by subscription, with an included one-year trial subscription.

ECO-FRIENDLY TOYOTA DEALERSHIPS

Three Toyota dealers (two in Texas, one in Utah) have become the first in the country to receive certification from the US Green Building Council (USGBC) through its Leadership in Energy and Environment Design (LEED) program. Three other dealerships are now in the certification review process, and others still in the planning process could be certified in 2009. The USGBC is a non-profit organization committed to expanding sustainable building practices. It provides various levels of LEED certification based on evaluations in such areas as sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. The USGBC reports that 48 percent of the nation's energy is used by buildings, including 70 percent of the nation's electric use. Toyota also is assisting dealers with different power sources such as solar, wind and geothermal.

with the EV trick now in hand, things could only get better. Couldn't they? Not so. It's definitely a special kind of fun to play yourself against the computer, driving with economy foremost in mind. But sooner or later, the response this elicits in other drivers will likely motivate you to drive a bit more like your neighbors. We started to do so more often, and we started dropping into the 60s. Toward the end of the route, we flipped the proverbial coin on an ambiguous route note, heading up over a very steep rise in the foothills, during which the fuel mileage really started to slip. Now with a line of traffic behind us, and with no shoulder to pull onto, we had to give it the gas. By the time we got back to camp, we were in the mid-60s and disappointed, though that's still well over the car's 50 mpg EPA rating. The winner? A Denver talk radio host, who had been right next to us earlier in the route, but dropped back in the name of science, pulled in to the finish line some time later than we did, having achieved a solid mid-to-upper 70s. Nice job.

PRIUS PACKAGES AND PRICING

The Toyota Prius comes in one grade with four different standard equipment packages named II, III, IV and V, each with varying levels of exterior and interior features (see a list of standard features and options at right). Toyota sees the most popular model being the Prius II, with an MSRP of \$22,000, equipped with a high level of standard features. They say this model has more than \$2,000 of added value, including features buyers want most, at the same price as the previous base model. (There will be a \$21,000 Prius I base model, later, designed to appeal to the most cost-conscious.)

Prius also brings many new firsts to the Toyota lineup. To help increase fuel efficiency, the 1.8-liter engine is beltless, uses an electric water pump, a new exhaust gas recirculation (EGR) system, and an exhaust heat collection system. A new Touch Tracer Display features touch sensors on the steering wheel switches designed to reduce driver eye movement for better concentration on the road. An available sliding glass moonroof has solar panels to power ventilation system (but not a/c) while parked; a remote air conditioning system functions on battery-power alone, allowing remote operation to cool the interior before getting in the car. Also new is an available Dynamic Radar Cruise Control system that uses advanced millimeter wave radar. The system also enables Lane Keep Assist, which helps the driver stay safely within the lane, and the Pre-Collision System, which retracts seatbelts and applies the brakes in certain conditions when a crash is unavoidable.

90% of current Prius owners say they would buy another. (Note: it's also finally possible to buy a Toyota Certified Used hybrid.) Word-of-mouth has been very important, now expanded to Facebook, YouTube et al. Production of the 2010 Prius started in late April, with sales beginning in late May.

Toyota projects 100,000 units sold in the balance of 2009, and 180,000 during the first full 12 months.

A plug-in Prius in an edition of 150 will enter feasibility evaluations later this year. By the 2020s, Toyota will have a hybrid option on all vehicles. There will be 10 new hybrids by 2012, and Toyota's goal is to sell a million hybrids per year globally. ■

2010 Prius models, features and pricing

Base MSRPs do not include a delivery, processing, and handling (DPH) fee of \$750. The DPH fee for Southeast and Gulf States may vary. Standard Equipment MSRP.

Prius I : \$21,000

To be released at a later date.

Prius II : \$22,000

- 1.8-liter Atkinson cycle engine
- P195/65 R15 all-season tires with alloy wheels & covers
- Smart Key (driver's door) and Push Button start
- EV, Eco, and Power modes
- Multi-Informational Display with energy monitor and fuel consumption history
- AM/FM/MP3 CD player with six speakers and satellite radio capability and auxiliary audio jack
- Cruise control
- STAR Safety System and active front headrest
- Seven airbags including driver knee airbag
- Four-wheel disc brakes
- Tilt/telescopic steering wheel with audio and HVAC Controls with Touch Tracer Display
- Six-way adjustable driver seat
- Auto up/down on all windows
- Color-keyed foldable power heated side mirrors

Prius III : \$23,000

In addition to Prius II features:

- JBL AM/FM/MP3 six-disc CD changer with eight speakers
- Integrated satellite radio capability
- Hands-free phone capability via Bluetooth® wireless technology

Prius IV : \$25,800

In addition to Prius III features:

- Three-door Smart Key system
- Leather-trimmed interior
- Heated front seats with driver lumbar support
- Driver and front passenger water repellent windows
- Plasmacluster™ ionizer
- Auto dimming mirror with HomeLink®

Prius V : \$27,270

In addition to Prius IV:

- 17-inch alloy wheels and P215/45 R17 tires
- LED headlamps with auto leveling and washers
- Integrated foglamps

OPTIONAL EQUIPMENT

Navigation Package: Voice-activated touch-screen DVD navigation system with JBL AM/FM/MP3 four-disc CD changer, eight speakers, integrated satellite radio capability, XM NavTraffic capability, hands-free phone capability and music streaming via Bluetooth wireless technology and integrated backup camera

MSRPPrius IIPrius IIIPrius IV.....Prius V
\$1,800.....NA.....AvailableAvailable.....Available

Solar Roof Package: Includes Navigation Package equipment plus power tilt/slide moonroof with Solar Powered Ventilation System and Remote Air Conditioning System

MSRPPrius IIPrius IIIPrius IV.....Prius V
\$3,600.....NA.....AvailableAvailable.....NA

Advanced Technology Package: Includes Navigation Package equipment plus Dynamic Radar Cruise Control (DRCC), Pre-Collision System (PCS), Lane Keep Assist (LKA), Intelligent Parking Assist (IPA)

MSRPPrius IIPrius IIIPrius IV.....Prius V
\$4,500.....NA.....NANAAvailable

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THE RENAULT-NISSAN ALLIANCE FORMS ZERO-EMISSION VEHICLE PARTNERSHIP IN THE PHOENIX METRO AREA

The Renault-Nissan Alliance has announced that Nissan and the Maricopa Association of Governments (MAG), which represents the Phoenix metropolitan region, are forming a partnership to advance zero-emission mobility by promoting the development of an electric vehicle (EV) charging network.

ECotality Inc., a Scottsdale clean electric transportation and storage technologies company, also will participate in the partnership by working to facilitate the process of helping make the Phoenix metro area EV-ready. Nissan previously announced a partnership with ECotality and the Pima Association of Governments, in the Tucson area, to promote a charging network infrastructure. The expansion of this partnership will work towards the implementation of an EV charging corridor, connecting the Phoenix and Tucson metro areas.

Nissan will introduce zero-emission vehicles in the US in 2010 and will mass market them globally two years later. The announcement coincided with the Phoenix stop on a coast-to-coast tour of Nissan's EV Prototype, a vehicle powered by Nissan's lithium-ion battery pack and zero-emission electric motor. While this Prototype does not represent the design of Nissan's electric vehicle that will be sold in 2010, it is an indicator of what's to come in zero-emission mobility.

The partnership supports the goals of the MAG Regional Council, which voted to support efforts to develop a universal electric vehicle charging infrastructure to support plug-in vehicles. As part of the agreement, Nissan and ECotality will develop plans to promote a charging infrastructure for EVs. MAG will provide a forum for Nissan and ECotality to promote the deployment, operation and maintenance of the charging network. ECotality will support the efforts of Nissan, MAG, utilities and other agencies to coordinate the establishment of policies and help streamline the deployment of an EV infrastructure.

"ECotality's proven EV infrastructure experience, our strong familiarity with Arizona, as well as our industry-leading fast-charge technology, positions ECotality to facilitate the rollout of the EV infrastructure throughout Arizona," said Jonathan Read, ECotality president/CEO.

The Renault-Nissan Alliance has begun ZEV initiatives in Japan, Israel, Denmark, Portugal, Monaco, the UK, France, Switzerland and Ireland. In the US, the Alliance is exploring ways to promote the development of EV infrastructure in Tennessee, Oregon, Sonoma County, San Diego, Tucson and Phoenix.



SEMA/AAPEX ROCK BOTTOM HOTEL RATES

Exhibitors and buyers will benefit from substantially discounted hotel room rates—the lowest in six years—at nearly all Las Vegas hotels for Automotive Aftermarket Industry Week 2009. SEMA and Automotive Aftermarket Product Expo (AAPEX) organizers have negotiated rates 25 to 45 percent lower than last year.

More than 30 Las Vegas hotels plan to drop room rates for AAPEX and SEMA Show attendees. Organizers are currently negotiating with other properties, and Show organizers plan to announce specific hotel room rates soon. The SEMA Show will be held at the Las Vegas Convention Center, Tuesday, November 3–6. Visit SEMASHOW.com for more information. AAPEX will be held at the Sands Expo Center, Tuesday, November 3–5. For more information, visit aapecshow.com.



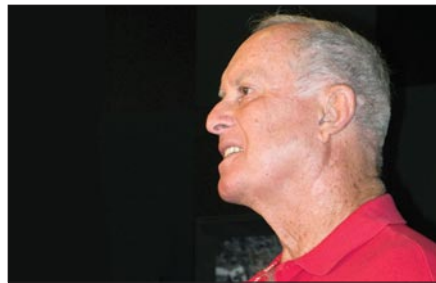
MECUM LAUNCHES MONTEREY AUCTION

The Mecum Auction Company, known for selling high-performance collector cars and automobilia for more than 20 years, has announced they will add an auction during the busy Pebble Beach Concours d'Élegance weekend (when Russo and Steele, RM Auctions, Gooding & Company and others also run their events).

Mecum's Monterey Auction will take place on Saturday, August 15, 2009, from 12-5 pm at the Hyatt Regency Monterey Resort & Spa on the Del Monte Golf Course. The one-day auction will feature 100 extraordinary cars. Cars will be displayed outside the Hyatt Regency Monterey's beautiful site, while the bidding arena will be staged in a 10,000-square-foot ballroom.

"Although we have specialized in muscle cars, our expert team is extremely knowledgeable about selling exotic sports cars, classics and other high-end collector vehicles. In fact, Mecum was selling world-class Ferraris in the late '80s. We are thrilled to launch the Monterey Auction and look forward to giving attendees a new event they're sure to never forget," said Mecum Auction President Dana Mecum.

Mecum is currently consigning collections for Monterey; contact Dana Mecum at 815-568-8888.



BOB BONDURANT NAMED ARIZONA TOURISM ALLIANCE 2009 ADVOCATE OF THE YEAR

The Arizona Tourism Alliance honored Bob Bondurant as a 2009 Advocate of the Year during its 5th Annual Arizona Tourism Unity Dinner on April 15, 2009.

The Arizona Tourism Alliance's Advocate of the Year is an honor given at each Unity Dinner to individuals or organizations within the Arizona tourism industry who have made significant and measurable contributions to the advancement of the tourism industry.

"The Unity Dinner is an opportunity for leaders from business, government and the community to join in celebrating tourism and honoring the contributions of extraordinary Arizonans for their leadership and support of the tourism industry," said Greg W. Gilstrap, Chairman of the Board of the Arizona Tourism Alliance. "Bob Bondurant and the School of High Performance Driving have made a notable economic impact on the Valley within the automotive sector of the tourism industry. We salute him for his dedication to the industry and to Arizona."

According to an economic impact study performed by Arizona State University, more than 77% of the visitors to the Bondurant School in 2008 were from outside Maricopa County. The school attracted thousands of students in '08, who reported expenditures of \$528.60 per day during their stay in Phoenix, which includes lodging, meals, transportation, entertainment and retail.

The operations of the Bondurant School generated a gross economic impact of \$19.6 million to Maricopa County for 2008, with an estimated impact of \$309.3 million since the school relocated to Chandler in 1990.

Bondurant built the Phoenix-area facility in 1990 after a visit to Arizona convinced him to move the school from its northern California location at Sears Point Raceway (now Infineon Raceway) near Sonoma.

"Arizona has become home to me. Nothing is better than driving through the picturesque mountains in a Corvette with the top down," said Bondurant. "It has been wonderful to bring students, celebrities, professional racers, police officers and others to learn advanced driving skills while enjoying the unsurpassed natural beauty of the Phoenix area."

The Bob Bondurant School of High Performance Driving—one of the largest driving schools in North America featuring a 1.6 mile road course and an 8-acre asphalt pad—is located on the Gila River Indian Community. For more information or to book an event, call 800.842.7223 or visit www.bondurant.com. ■

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MUSEUM PIECES IN MOTION

THE 19TH ANNUAL BELL LEXUS COPPERSTATE 1000 ROAD RALLY

BY LARRY EDSALL

PHOTOS BY LARRY EDSALL AND RANDALL BOHL



Photo: Larry Edsall

Can you imagine someone buying a Picasso or a Rembrandt, or one of those expensive antique artifacts of furniture we see on *Antiques Roadshow*, and then taking it on a camping trip where it's exposed to the dangers of weather, and is under only as much security as can be provided by the zipper that closes a tent's flaps?

Of course not. Such works of art are kept secure behind locked doors, whether in private homes or in closely guarded art museums.

Well, not quite always, because the owners of some works of art eagerly expose them to the elements. Take, for example, the artwork owned and put at risk by Martin Gruss, who in August of 2007 bid \$4.95 million to buy the 1959 Ferrari 250 GT California Spyder roadster that made its debut back in 1959 by finishing fifth in the 24 Hours of Le Mans auto race.

Such valuable works of automotive art usually are kept hidden away in someone's garage, brought out only to be delivered by closed trailer for showing at a

prestigious concours d'élegance or, perhaps, loaned to a museum for a special exhibition, such as the Curves of Steel show two years ago at the Phoenix Art Museum.

And yet here we are, standing in the bright, early-morning sunlight in the parking lot of a hotel on the busy main road through Sedona, and here's Martin Gruss, cleaning the windshield of his cherished Ferrari, getting the car spiffed up and ready for the third of a four-day, 1000-mile driving tour on Arizona highways and byways.

"I wouldn't want a car unless I could drive it," Gruss responds when asked about risking such an investment in the traffic of the open road.

In fact, he adds, living in New York, he doesn't really get to drive this Ferrari "as much as it deserves to be driven."

Besides, Gruss smiles, the car is almost ready for "a paint job," a process done not at your local Earl Scheib franchise but by experienced classic car restoration specialists. Knowing such people can

deal with a paint chip here or there, Gruss plans to follow up his tour of Arizona by running his car around the famed Road America racetrack in Wisconsin during a national Ferrari owners gathering this summer.

Gruss' attitude, that cars were meant to be driven, is shared by other automotive enthusiasts and collectors who have brought their cherished chariots to join Gruss on the 19th Copperstate 1000 vintage sports car rally, an event staged each spring by the Men's Arts Council of the Phoenix Art Museum.

The MAC was founded in 1968 to get men to volunteer to provide night security watch over the museum. Since then, MAC has grown to become the largest annual financial contributor to the museum, each year staging a Cowboy Artists of America exhibition and sale; VinArte, the art of wine tasting, dinner and sale; and the Copperstate 1000 rally, which carries title sponsorship from the Bell Lexus auto dealership with additional support from AAA Arizona, the Arizona Department of

Driver Rick Rome's image is reflected in the rear view mirror of his 1957 Jaguar Cozzi Special as he drives south from Sedona toward Jerome.

Martin Gruss (right) preps his \$4.95 million 1959 Ferrari 250 GT California Spyder roadster for another day on the open road.

The Field of Dreams exhibit at Tempe Diablo Stadium is open to the public and whets everyone's appetites for the trip ahead.

After a brief optional stop in Superior, lunch at Roosevelt Lake is the first chance for participants to compare notes on the performance of their priceless steeds, and on the beautiful weather.

Public Safety, *Arizona Highways* magazine, E.D. Marshall Jewelers, artist Ed Mell, Meguiar's car care products, U-Haul, Winston Churchill Cigars, and the Phoenix Art Museum itself.

Each year, MAC accepts 60-70 automotive classics for the Copperstate 1000 rally, with each of those vehicles' owners paying around \$5000 for the privilege of running, and risking, their cars on the open roads of the great Southwest. Though all of the 2009 Copperstate 1000 was staged on Arizona highways, the event has visited Nevada, Utah and New Mexico as well in recent years.

In addition to the driving, Copperstate participants enjoy catered lunches in some exotic locales and stay in multi-star lodging along the route.

This year, as it has in recent years, the Copperstate begins with the Field of Dreams car show at Tempe Diablo Stadium, spring training home of the Los Angeles Angels major league baseball team. The Copperstate cars are arrayed around the edge of the baseball outfield, with local car clubs showing their cars in the stadium parking lots, and with a special collection of classic Rolls-Royce and Bentleys parked on the stadium mezzanine.

On Sunday morning, April 5, the cars begin to follow what this year measures out into a 1010-mile route that takes them east from Phoenix, past the Superstition Mountains and up through the Devil's Canyon before turning northwest to lunch on the shores of a Roosevelt Lake so full of water that saguaro on what used to be well back from the shoreline appear to be growing out of the water.

After lunch, the drive resumes, through



Field of Dreams and two Roosevelt Lake group photos: Randall Bohl - Ferrari and Roosevelt Lake bridge photos: Larry Edsall



Bill and Karen Clements make the climb from Superior to Devil's Canyon in their 1954 Mercedes-Benz 22A cabriolet.

Painted Desert County Park near Winslow provides the backdrop for a view of Roland Duce's 1959 Aston Martin DB3S as seen over the hood of Stephen Norman's 1929 Bentley 4 1/2-liter drophead coupe.

While Rick and Nancy Rome are at lunch, their 1957 Jaguar Cozzi Special, a car constructed more than 50 years ago by teenager Dan Cozzi with neighbors and friends, waits for another run down the road.

Payson and on along the shores of Mormon and the Lake Marys to Flagstaff for the night.

William Clements has missed only two Copperstate 1000s, though for the inaugural event he was driving the luggage truck that shuttles the participants' suitcases from overnight stop to overnight stop, not one of his collector cars.

The Phoenix resident's collection includes a 1941 Packard four-door convertible, an unrestored 1967 Mercedes-Benz 250SL with 120,000 miles on its odometer, and the 1954 Mercedes-Benz 220A convertible he and his wife, Karen, drive on the Copperstate this year after a two-year absence (in 2007 the car wasn't quite ready and last year the Clementses were busy with activities leading up to their daughter's wedding).

The Copperstate contingent faces its longest driving day on Monday, a 300-mile route that takes them east and north from Flagstaff across the Painted Desert to Old Oraibi on Third Mesa, believed to be the oldest continuously occupied settlement in North America. The route then turns south to Winslow, and a turn past Standing on the Corner statue just before lunch at the historic and restored La Posada Hotel. Arizona 87 then leads the cars across the desert and into the Blue Ridge forest and a descent into the Verde Valley before twisting through Page Springs to Sedona.

Martin Gruss' Ferrari was one of only 41 such long-wheelbase California Spyders ever created, but while not nearly as valuable, the car driven on the tour by Rick Rome truly is one of a kind. The car is the 1957 Jaguar Cozzi Special, built by a teenaged Dan Cozzi and a hot-rodder neighbor, who somehow got California coachbuilder Jack Hagemann to form the car's aluminum bodywork.

Cozzi and his friends built the car, but his father wouldn't let him race it, so driver Nadeau Bourgeault was recruited. The car made its competitive debut with a third-place behind a Ferrari driven by Carroll Shelby and a D-type Jaguar. Later, the car won its class and was sixth overall in a race that

featured Shelby in a Maserati, Jack Graham's Aston Martin DB3S, John von Neumann's Ferrari 500TR, and Ritchie Ginther in a Porsche 550 Spyder.

Cozzi would go on to be a successful engineer who worked for a time for a Formula One racing team, but his car, which he sold to help pay for college, was hidden away in a mechanic's garage for 25 years until it was rediscovered.

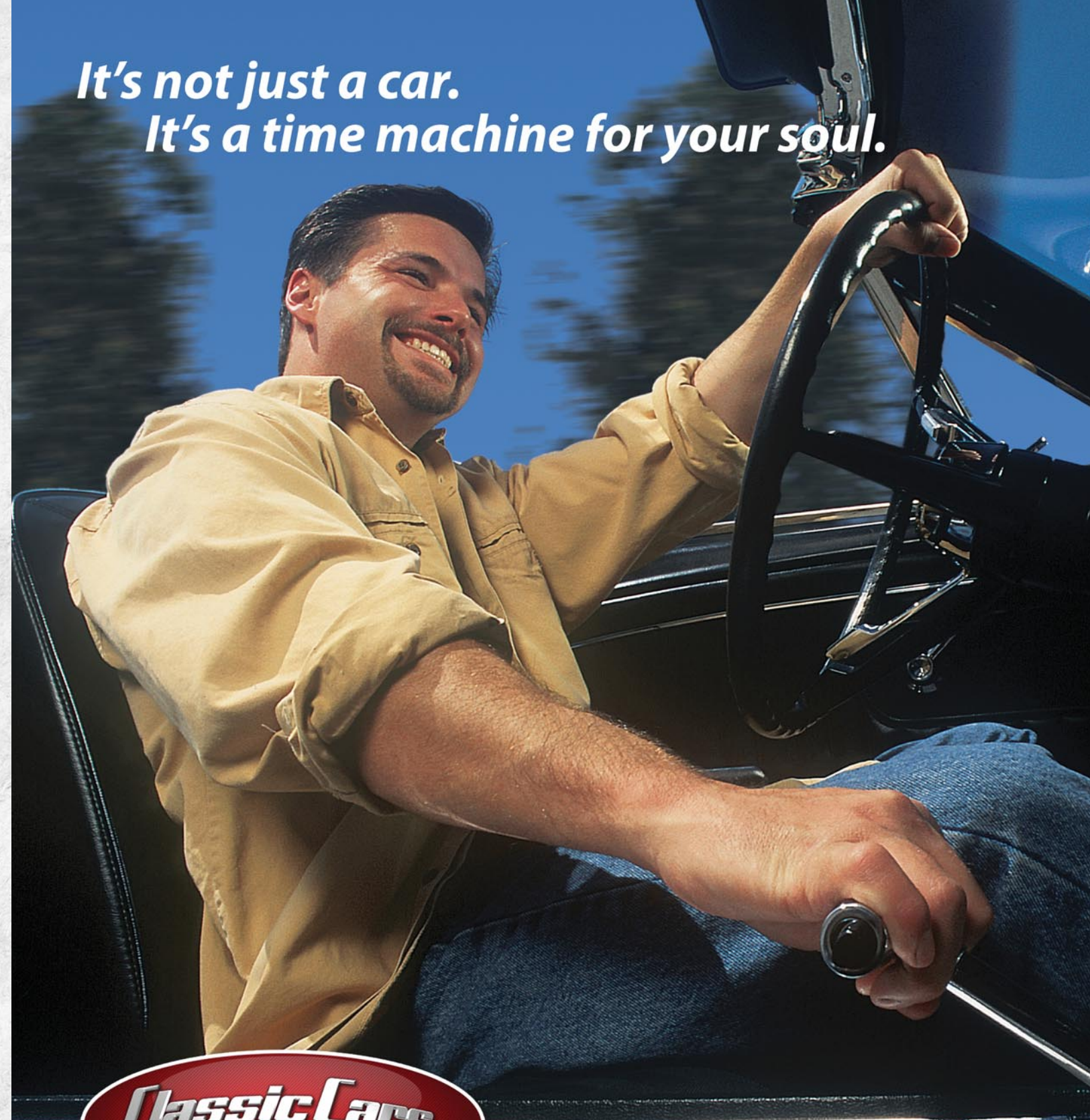
Tuesday morning the Copperstate cars leave Sedona for a sensational and sinuous drive up and over Mingus Mountain



Photos: Larry Edsall



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Cars (top) approach a scenic overlook after the first portion of their climb up Mingus Mountain. Later in the day, they stop for lunch at an airplane museum in Valle.

William Hammerstein's 1958 Mercedes-Benz 300SL roadster drives past Humphreys Peak (below). David Sydorick's 1961 Aston Martin DB4 GT Zagato (bottom) was voted the car most competitors would want in their own garage.



Photos: Larry Edsall

behind the old mining-community-turned-artist-colony of Jerome. The cars then zip across the Prescott and Chino valleys to a short sprint on Interstate 40 and a brief drive on a section of old historic Route 66 through Williams before turning north toward the Grand Canyon.

Though the route stops miles before the canyon, at the Valle crossroads, the lunch stop is a remarkable venue in its own right, the Planes of Fame Air Museum, which, it turns out, not only has a collection of vintage aircraft but also a dozen or more classic cars. Among the museum's fleet is a 1929 Ford Tri-Motor that took Copperstate participants aloft for a view of the Grand Canyon.

After lunch and flights, the Copperstate crowd returns to the road, heading toward Humphreys Peak and Flagstaff, then dropping down into Oak Creek Canyon and back to Sedona for another night.

Martin Gruss is one of 13 drivers participating for the first time on the Copperstate 1000. So is David Sydorick, who bought his 1961 Aston Martin DB4 GT Zagato in 2000. A few years later, a car similar to Sydorick's sold at auction for \$2.7 million, and Sydorick's car is even more special; it was built for the 1961 Turin (Italy) motor show and thus was equipped with several special features.

Before Sydorick bought the car, its previous owner had kept it parked for 31 years. Not Sydorick. He's driven in the Goodwood Festival of Speed in England, displayed it at the Villa de Este concours in Italy, and drives it every Sunday morning in Los Angeles, and after the Copperstate tour plans on participating in a similar 1000-mile event this fall in Colorado.

At the conclusion of the Copperstate, several awards are given, including one voted on by the participants. That award goes to the car they'd "kill to own." This year, that car is Sydorick's Aston.

The rally's final day takes the participants through the red rock formations around Sedona, then briefly down Interstate 17 before turning back across Prescott, Skull, Kirkland and Peeples valleys to lunch at Hidden Springs Ranch, and then down the Yarnell Grade through Wickenburg and back to Phoenix, for dinner and eager anticipation of next year's 20th anniversary Copperstate 1000. ■

After working as a sports editor for daily newspapers in Michigan, LARRY EDSALL was on staff for 12 years at *AutoWeek*, most of it as managing editor. He has driven more than half a million miles testing cars on four continents. He helped launch www.izoom.com and also helped found PAPA, the Phoenix Automotive Press Association. His books include *Masters of Car Design (Genius)*, *Miata 20 Years* and his eleventh, *Camaro: A Legend Reborn*, all available at amazon.com.



TOURING WITH THE OLDIES IN A BRAND-NEW HONDA INSIGHT

BY LARRY EDSALL

I thought I'd be disappointed in the 2010 Honda Insight. But over the course of four days and 1000 miles, the car changed my mind.

I'd driven the new 2010 Toyota Prius a few days before taking the new 2010 Insight on the Copperstate 1000 rally. The Prius is a marvel. My co-driver and I had averaged 60 miles per gallon without really trying in a car that is full of all the latest technological marvels, including a solar sun roof that provides power to vent hot air from the car's interior when it's parked in summer sun.

And the Prius can operate, can move down the road, at least briefly, without using any gasoline. The Prius is a full hybrid, which means its gas/electric powertrain is set up to run on battery power at low speeds – in parking lots or when pulling away from a stop sign or light.

Honda, however, does mild rather than full hybrids, using the electric motor and battery pack more as a supplemental power source that supports rather than supplants the internal combustion engine. Thus the Insight moves only when that engine is running.

As I said, I anticipated being unimpressed, and more so when I saw how much the new Insight looks like the old Prius. We'd better get used to this fish-like shape, the result of wind tunnel sculpting to achieve the most aerodynamic form that will carry four adults and some luggage down the highway.

The Insight I drove was the EX version; base price \$21,300. There's also a \$19,800 (base) LX or, for \$23,100, an EX with a navigation system.

The non-nav EX comes with paddle shifters on the steering wheel, 15-inch alloy wheels, vehicle stability control, heated mirrors with turn signal indicators, a center console with storage, cruise control and a 160-watt audio system with six speakers and portable music device interface.

All 2010 Insights have anti-lock brakes, tire-pressure monitors, automatic climate controls, power windows/locks/mirrors, 60/40 split and folding rear seat, tilt and telescoping steering column, 160-watt audio system with four speakers, a backlit multi-information display and Honda's Integrated Motor Assist powertrain with 1.3-liter four-cylinder engine, electric motor/battery pack and continuously variable transmission.

Honda says the new Insight is a car for "...everyone with a left brain. And a right foot."

The federal government certifies the new Insight at 40 miles per gallon in city driving and at 43 on the highway. Where the right foot comes in is a Sport button that maximizes power output and optimizes gearing for things such as climbing the Pinals or scaling Mingus, or simply for merging onto a fast-moving freeway.

A couple of years ago, I was sentenced to a week in a Honda Civic Hybrid, which I drove from Phoenix to Flagstaff and back on

Interstate 17. With the underpowered Civic, I had no choice but to tuck in behind those big, barely moving semis and hope I could keep up on the long mountain grades. With the Insight, I simply punched the Sport button and shot around the trucks.

For those who are both left-brained and left-footed, there's also an ECO mode button to help you sip fuel as efficiently as possible. A variety of information system displays encourage you to drive efficiently. On one, you earn leaves and can even build a flowering plant for fuel-efficient driving.

I earned lots of leaves, though my plant never flowered. I simply drove the car, used the air conditioning as comfort dictated (at a stoplight, the gasoline engine shuts off to save fuel but thanks to the electric motors the air conditioning keeps blowing cold air), and I engaged Sport mode whenever I felt the need. Nonetheless, I filled the fuel tank three times, averaging 40.2, 46.6 and 47.3 mpg.

I'm confident I would have gotten even better figures in a Prius, and could have matched the Insight numbers in something like a Volkswagen Jetta clean diesel, a car that would have been much more fun to drive for the enthusiast driver. But my point in this paragraph is not to dis the Insight but to point out that automakers are starting to offer us a variety of cars that are fuel efficient and fun to drive.

Pardon the pun, but my experience on the Copperstate was most insightful. ■

UTILITY

[and other characteristics]

BY DEGREE

By Barbara & Bill Schaffer and Joe Sage



Kia Rondo

It seems like we spend an inordinate amount of time trying to categorize some of the latest auto manufacturer offerings. Our most recent labeling exercise was for the Rondo, which Kia officials labeled a crossover and we agree. (We've also heard it called a small minivan, wagon and five-door hatchback.)

It doesn't matter what it's called, the Kia Rondo is an excellent example of the passion and pride Kia is building into its vehicles. Rondo heritage dates back through two generations of the European Caren; the European design influence is obvious in the smooth exterior lines, high stance, sloped "D" pillar and wagon styling.

The seats in both the five- and seven passenger versions are split (60/40 in the second row and 50/50 in the third row) to allow the owner to easily tailor the cargo capacity and shape to various flat surfaces. The third row is more for an occasional adult or smaller children. We were amazed at the roomy interior, wide door openings, headroom and legroom (especially in the first two rows). The inside has an abundance of convenient storage compartments and drink holders.

Cargo space is limited to 6.5 cubic feet when all three rows are in place, but there is a compartment in the cargo area for the jack and tools. If those items are removed, the compartment, which appears to have a drain hole, could be used to ice a few beverages. With the third row flat, there is 31.7 cubic feet of

cargo space.

Rondo comes in two trim levels and with two front-wheel-drive engine choices. A 2.4-liter four-cylinder (167hp SULEV or 175hp ULEV) provides a comfortable level of performance to both the LX and EX models through a four-speed automatic transmission. An optional 2.7-liter V-6 engine (192hp) with five-speed automatic transmission is available in both models.

Pricing starts at \$17,495 for the base four-cylinder LX and goes to \$22,295 for the V-6 EX with 5-speed automatic (plus \$650 destination charge). Leather, convenience and premium packages add \$4,000.

The Kia planners have taken no shortcuts on this car. The Rondo uses quality materials in a well-designed and -executed application to create the feeling of a much more substantial vehicle than we would normally expect at this price point.

On the road, the Rondo is exceptionally quiet and solid with little road noise. The ride is smooth and controlled with the feeling of a larger vehicle. Both engines provide spirited performance with respectable acceleration and passing power. The extra horsepower of the V-6 makes a notable difference in power, with only a small fuel economy penalty. The four-cylinder engine gets a 20/27 mpg EPA fuel economy rating, while the V-6 gets an 18/26 mpg rating.

As the twelfth vehicle in the Kia North American portfolio, the Rondo has not only attracted the attention of a

growing number of satisfied buyers, but has caught the attention of other automakers, foreign and domestic.

Kia Sportage

The second-generation 2009 Sportage offers design and technological advancements, and fuel economy has improved. It builds off the award-winning 2008 model, named *Cars.com's* "Best Bang for the Buck."

With its new face lift, Sportage's exterior represents Kia's newest design direction, with new grille, headlamps and fog lights, plus rear bumpers that match body color. Exterior styling includes multi-reflector headlamps, roof rails, front and rear towing hooks and a front-end skid plate, standard on all LX models. In addition to receiving the V6 engine with automatic transmission, upgrading to the EX model includes a power-operated, one-touch sunroof, fog lights and heated outside mirrors.

Opting for a Sport Package, available on LX V6 models, adds distinctive features including fog lights, leather steering wheel and shift knob, rear spoiler, rear cargo cover and the brand-new 17-inch alloy wheels.

Sportage options include two engine alternatives, a five-speed manual or four-speed Sportmatic™ transmission, and either two-wheel or full-time four-wheel drive. The 2.0-liter, 16-valve inline-4 engine uses Continuously Variable Valve Timing (CVT) to boost performance, enhance fuel economy and reduce emissions at low- and mid-range rpm. The engine generates 140 horse-

power at 6,000 rpm and 136 pound-feet of torque at 4,500 rpm, giving Sportage competitive power for its class. A more powerful V6 engine is available for LX, standard for EX models, and is mated to a four-speed Sportmatic transmission. The lightweight and compact DOHC 24-valve, all-aluminum 2.7-liter engine generates 173 horsepower at 6,000 rpm and 178 pound-feet of torque at 4,000 rpm. Fully independent suspension in the front and rear deliver responsive on-road handling and comfort on a variety of road surfaces, while retaining long wheel travel and true off-road ability.

Sportage comes equipped with standard SIRIUS Satellite Radio capabilities, auxiliary and USB jacks with MP3 playback capabilities, and iPod integration available with an optional cable. An optional navigational system is also new for Sportage this year.

Sportage boasts a roomy ride for up to five adults and a wide variety of cargo. The innovative "Drop & Fold" rear seat has a 60/40-split cushion and backrest that allows the bottom cushion to move forward and down into the rear footwell area, and the seat backrest to be folded completely flat and onto the same level as the trunk floor. This easy operation can be executed without removing the rear head restraints. With all seats occupied, Sportage can carry three sets of golf clubs in the load area; the maximum cargo volume is 66.6 cubic feet when the rear seats are folded flat.

Sportage storage inside includes a large center con-

sole, large lockable glove box, overhead sunglasses holder, map and cup holders in all four doors and rear seat central armrest with cup holders.

Sportage earned a five-star crash safety rating in frontal and side impact crash tests from the National Highway Traffic Safety Administration (NHTSA) in 2007 and 2008. Standard safety features include six standard airbags (two advanced front airbags, two front-seat-mounted side airbags, and two full-length side-curtain airbags); traction control system (TCS); electronic stability control (ESC); and four-wheel disc brakes with a four-channel, four-sensor antilock brake system (ABS).

Rondo or Sportage

Basically, if you want four-wheel drive, and/or if you need towing capability, you're looking at the Sportage. If you want to carry seven passengers, you're looking at the Rondo. Only the Sportage offers a manual transmission. The Rondo has noticeably more engine power. If you don't have any of those specific needs, either one will likely work out quite well. Purchase price and fuel economy ratings are very similar for both, through their respective model and powertrain ranges. The sidebar at right gives a comparison of the fundamentals of the two (for the most current information, visit your dealer or www.kia.com). For us, the Sportage had a little more of the we'd-keep-this-indefinitely feel. Your best plan is to head to the dealer and drive them both. ■

SPECS: RONDO VS. SPORTAGE

Visit your dealer or www.kia.com for the latest info.

BODY: RONDOFive-door CUV
Drive wheelsfront
Passenger capacity5-7

BODY: SPORTAGECompact SUV
Drive wheels4x2 (front) or 4x4
Passenger capacity5

ENGINES: RONDO2.4L I42.7L V6
HorsepowerULEV: 175192
.....SULEV: 167
Fuel tank capacity (gal.)15.915.9

ENGINES: SPORTAGE2.0L I42.7L V6
Horsepower140173
Fuel tank capacity (gal.)15.317.2

MSRP: 2009 RONDO

Rondo LX
2.4L I4, 4-spd automatic (base)\$17,495
2.4L I4, 4-spd automatic\$18,495
2.7L V6, 5-spd automatic\$19,495
Rondo EX
2.4L I4, 4-spd automatic\$21,295
2.7L V6, 5-spd automatic\$22,295
Destination charge\$650

MSRP: 2009 SPORTAGE

Sportage LX
2.0 I4, 5-spd manual (4x2) (no A/C)\$16,695
2.0 I4, 5-spd manual (4x4)\$20,195
2.0 I4, 4-spd automatic (4x2)\$19,695
2.7 V6, 4-spd automatic (4x2)\$20,695
2.7 V6, 4-spd automatic (4x4)\$21,995
Sportage EX
2.7 V6, 4-spd automatic (4x2)\$21,900
2.7 V6, 4-spd automatic (4x4)\$23,400
Destination charge\$675

DIMENSIONS.....Rondo ...Sportage

Overall length179.0171.3
Overall width71.770.9
Overall height (/roof rack)65.0(/66.9)66.7
Wheelbase106.3103.5
Track (front/rear)62.0/61.860.6/60.6
Ground clearance6.17.7
Approach angle29.5°
Departure angle28.7°

TIRES & WHEELS

Rondo.....LX tiresP205/60HR16
.....EX tiresP225/50R17
.....Wheels6.5J x 16 steel
.....(optional) 6.5J x 16 alloy
Sportage.....I4 tiresP215/65R16
.....V6 tiresP235/60R16
.....Wheels6.5J x 16, alloy

SPORTAGE TOWING...*wo.....*w...GVWR

2.0L I4 : 4x2100015004519
2.0L I4 : 4x4100015004674
2.7L V6 : 4x2100020004630
2.7L V6 : 4x4100020004850
*wo= without trailer brakes, w= with trailer brakes

FUEL ECONOMY (city/hwy mpg)

Rondo.....2.4L I4 (A/T)20/27
.....2.7L V6 (A/T)18/26
Sportage.....2.0L I4 : 4x2 (M/T)20/25
.....2.0L I4 : 4x2 (A/T)20/25
.....2.0L I4 : 4x4 (M/T)19/24
.....2.7L V6 : 4x2 (A/T)18/23
.....2.7L V6 : 4x4 (A/T)18/23

TWO CREATURES OF THE DESERT...

Story and photos by Steve Purdy



JEFF JONES AND HIS 1943 FORD BURMA JEEP

It seems that interesting people and interesting vehicles usually go together.

I first met Jeff Jones about three years ago while vacationing in Arizona. He pulled into the parking lot of a rustic old restaurant just off I-17 north of Phoenix. It was his vehicle that caught my eye. I'd never seen anything like it before. It was olive-drab, with huge tires, a short-sided bed behind an open cockpit and an odd, asymmetrical grille fronting the high, stubby hood.

It reminded me of a pug-nosed dog in full snarl. Obviously a military vehicle, it was much bigger than a Jeep or a 3/4-ton Power Wagon but smaller than a deuce-and-a-half—obviously a cargo hauler of some sort. It came bouncing and grumbling into the parking lot chased by a huge cloud of dust and stopped abruptly not far away. I had to go over and ask about it.

“WHAT IS THAT THING?” I ASKED.

Jeff Jones, looking like a true desert guy, stepped down from his high perch and began the story.

That dusty old truck is called a Burma Jeep. Only about 6,000 of them were built by Ford in 1942 and 1943 for the Navy. The little brute was designed to be especially maneuverable—with tighter turning ability, shorter wheelbase and lower profile—to haul a ton-and-a-half of cargo at a time on the narrow, twisty Burma Road. It served that purpose with distinction, we're told.

Jeff was, as I vaguely recall, returning from a parade, and it was such a hot, windy day he just needed a break from his buffeting drive. The Burma Jeep has a windshield but no top or side windows. At full throttle it makes about 45 mph, generating lots of noise and demanding lots of tedious input from the driver.

After a pleasant chat and some photos, he left me his card and was on his way. That card floated around my desk for these past three years, reminding me of that great old vehicle and my desire to get the rest of the story. Since my pretty blonde and I were headed to Arizona to do another travel story on the area—this time testing a Lexus RX350—I emailed Mr. Jones and shortly received a phone call enthusiastically inviting us to stop by for a closer look, more background info and, best of all, a ride.

It was not easy finding his place in a small desert settlement near New River. The navigation system in the Lexus was of little help. When we finally pulled up his long bumpy driveway, he was waiting for

us on the shaded porch of his serene home. The Burma Jeep waited for us in the shadow of a big saguaro on the upper level of his steep circular driveway, grinning at me with that familiar asymmetrical grille. Jeff explained that he had postponed his plan to replace the leaky water pump just so we could have our drive.

Our walk-around was informative. We started with the huge 20-inch wheels which, like some other odd old military vehicles, have left-handed threads on the left side lugs and right-handed threads on the right side. Great for confusing the kid at the tire store, Jeff admitted mischievously. The cargo box, with short sides all the way around, measures 5-1/2 feet by 9 feet—just big enough to accommodate a regular size 1/4-ton Jeep. Originally, it had the typical military canvas cargo top held up with wooden bows—long gone now. A huge, two-ton winch is mounted to the front bumper.

Under the remarkably short hood, tucked way back into the cockpit, is a flat-head, inline Ford six of 226-cubic-inch displacement, making about 90 horsepower and a remarkable 180 pound-feet of torque. Access to most of the engine is through panels in the massive bulge between driver and passenger.

By the way, the asymmetry results from two-thirds of the grill being a conventional radiator and the other third a tool compartment.

This is Jeff's second Burma Jeep. His mother found the first one for him thinking it would be something he'd really like. He did, and he played with it for a few years, then sold it. It's not that he is especially fond of military vehicles in the first place. He just likes orphans—vehicles that are rare and no longer made. His first car at age 14 was a raggedy old '61 Corvair with no hood and clapped out body. But, it ran great.

Jeff found this Burma Jeep at an auction a few years ago and he couldn't resist it, remembering all the fun he had with his first one.

Though not an off-roader or desert rat, Jeff's sense of challenge and adventure revealed itself as he talked about a mud bog contest he found himself competing in not long ago. Normally he just uses the Burma Jeep for parades, military vehicle events and other sedate activities. After all, it's not really designed for off-roading. He went to this mud-lovers event just out of curiosity.

As the afternoon waned, none of the other vehicles had been able to get through the mud bog. The other competitors chided



KEEP RIGHT >>



him relentlessly to give the Burma Jeep her head—let her dash into the mud. Finally relenting, he launched her into the bog in second gear, low range. In spite of all that torque she began to bog down about half way. Mud and water were oozing through the floorboards. He realized with a grin that he still had another gear, so he double-clutched, then triple-clutched and crunched her up into first (creeper) gear. She forged ahead powerfully, pushing through the mud like a snow plow, all the way to dry land. The crowd was amazed.

FINALLY, IT'S TIME FOR OUR RIDE.

I clambered up and across the hump into the side-facing passenger seat, stepping on the stiff canvas driver's seat. There was no other way to do it. Cockpit space is seriously limited, with the engine hump filling the space between the seats and just enough space on the floor in front of the driver's seat for the driver's feet and a couple of big levers. Jeff climbed in, squirmed into position and cranked her up. Since my seat was a tad higher and facing him I had a great view of all the mechanical things going on over there.

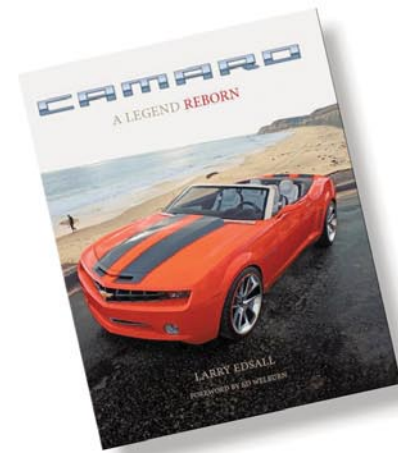
The brute reluctantly groaned and grumbled to life. We slowly trundled down his rocky driveway, both of us grinning ear to ear while my pretty blonde and our passengers waited with the Lexus. Geared low and stiffly sprung, the Burma Jeep is certainly designed for maximum hauling capacity. We could feel and hear the gears whining and all the mechanical parts doing their jobs without a hint of pretention or sophistication. Raw power and practicality is the name of this game. Struggling up a short hill, Jeff double-clutched into third gear as we advanced slowly and steadily.

We took a ride to the edge of the open desert at the end of his little settlement, where we stopped for some photos and more history. Posed there with dry wilderness in the background, the Burma Jeep looked to be in its element even though it was designed and built for the jungles of Southeast Asia. It suits the desert well.

Jeff is in his element as well, living simply and freely where the Arizona wilderness surrounds him—and his great old Burma Jeep. ■

STEVE PURDY of Michigan loves to drive and explore in Arizona. A writer, photographer, A/V producer and project manager with a political science degree, he began media projects in 1984, from the Cannonball Run. He's been Detroit Editor for TheAutoChannel.com, feature writer for *Cars & Parts*, co-creator/producer of the *Route One TV* pilot, race and auto show correspondent for WJIM radio and is owner of Shunpiker Productions.

BOOKS AND ELECTRONIC MEDIA.....



CAMARO: A LEGEND REBORN

Larry Edsall : *Camaro: A Legend Reborn* is a never-before-seen, first-hand account of the rebirth of Chevrolet's pony car. With full access to the Camaro team, author Larry Edsall offers an insider's look into the process of building a modern performance car from scratch. Starting with a conversation at a pub in England, through the design sketches and clay models, to the first running prototype and on to grueling validation drives at the Nurburgring and through Death Valley, Edsall followed Camaro every step of the way.

Along the way, he conducted interviews with the key players in making the concept a reality. The story is illustrated with extensive, previously unpublished photography from General Motors, including concept sketches and clay models, show car images, and even uncannily camouflaged test cars being put through their paces.

Camaro: A Legend Reborn chronicles the rebirth of this legendary car with extensive interviews with the engineers, designers, and corporate executives that made it happen. It is an indispensable addition to every Camaro enthusiast's library. The book is available at amazon.com and other book retailers.

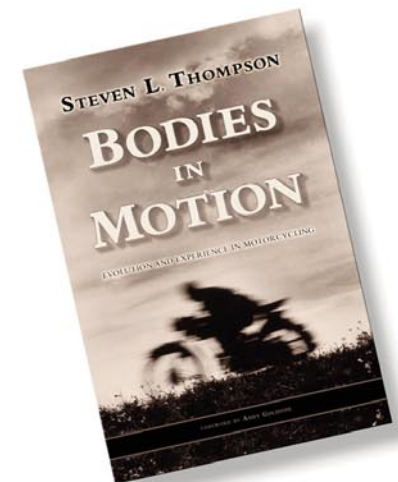


GOODGUYS 2009 GOODTIMES YEARBOOK

The Goodguys *2009 Goodtimes Yearbook* is hot off the press. The full gloss, full color coffee table keeper was designed in-house by the award-winning *Goodguys Gazette* art department. It's a 180-page photographic retrospective of the 2008 Goodguys event season, bringing all twenty-four events to life in full color.

Each 2008 event is relived with never-before-published images and favorites from the *Gazette* coverage. Included are layouts of each major award-winner including all "Terrific 12" winners. Goodguys 2008 Woman of the Year Lynn Nace is featured, as is 2008 "Trendsetter" award recipient JF Launier. An exclusive gallery section features over 50 hand-picked artistic images.

The *2009 Goodtimes Yearbook* is \$5 plus shipping and can be ordered online at good-guys.com or by calling 925-838-9876 Ext. 182. The Yearbooks will also be available at all 2009 Goodguys Rod & Custom Association events. Don't delay! Get your copy today!



BODIES IN MOTION: EVOLUTION AND EXPERIENCE IN MOTORCYCLING

Steven L. Thompson : Why is riding a motorcycle so exciting, yet so relaxing—and why does this combination make riders feel so good? Rather than ask "why," most motorcyclists simply settle into the saddle, turn the key, grab the handlebars, and enjoy the experience. Yet as Steven L. Thompson shows in *Bodies In Motion*, there are compelling reasons to ask "why." Writing in accessible language for rider and non-rider alike, the author helps to disentangle the psychobiological connections between motorcycle and rider from a complex mix of cultural elements as he explores what evolutionary science, psychology, human factors research, and engineering research can tell us about why some people ride and others do not—and why it all matters.

Thompson's groundbreaking ideas suggest an innate affinity between the motorcycle and the rider

that goes beyond pervasive cultural norms. From a scientific perspective, he connects motorcyclists to their bikes using the fundamentals of evolutionary biology and explores the intricate brain chemistry behind the sensations of riding.

Motorcycling's sensations are easy to experience, but harder to explain. Here are new ideas that can help point us toward a better understanding of how and why motorcycling is important, and why riding has such a powerful influence on us. The book is available at amazon.com and other book retailers.

DEMAND FOR TRUTH IN 24 TRIGGERS EXCLUSIVE (AND FREE) ITUNES RELEASE

From the moment it hit the film festival circuit last fall, to its January media screening in Detroit, to its nationwide ESPN premiere in March, *Truth in 24* has generated a groundswell of enthusiasm among motorsports and movie fans alike. The film provides an unprecedented behind-the-scenes glimpse of the Audi Sport auto racing dynasty pushing to maintain its dominance at the legendary 24 Hours of Le Mans endurance race in France against a powerful new rival. Although Audi had claimed seven of the previous eight Le Mans trophies, its chances entering 2008 were far from certain.

Truth in 24 marks the first time that NFL Films attempted to tackle an auto racing project. It is narrated by action film star Jason Statham and was co-developed by Intersport, a Chicago-based producer of award-winning sports programming. *Truth in 24* isn't strictly for race fans, either. The superb storytelling of Emmy-winning NFL Films directors Keith Cossrow and Bennett Viseltear brings to life the human drama of the sport. The film has earned strong reviews from movie critics, automotive writers and documentary fans alike. It has also earned two best documentary awards from international film festivals in Fort Lauderdale and Tampa.

In response to viral interest online and elsewhere, *Truth in 24* is exclusively available on the iTunes Store (www.itunes.com). The free download on iTunes means the award-winning NFL Films documentary can be enjoyed on any Mac or PC, iPhone, iPod with video and on a widescreen TV with Apple TV. *Truth in 24* is also available in stunning high-definition on iTunes at www.itunes.com/truthin24 as a free download.

AUDI TRUTH IN 24 APPLICATION IS NOW AVAILABLE ON APPLE APP STORE

The *Truth in 24* driving application challenges iPhone and iPod touch players to monitor fuel use and tire wear just as Audi Le Mans teams do during races. It also offers exceptional graphics, a new driver's point of view, multiple courses and provides links to the film's iTunes Store download site and www.truthin24.com.

The *Truth in 24* app is the second driving challenge Audi has introduced for the iPhone and iPod touch. The Audi A4 Driving Challenge application, released last September, has had nearly 3.2 million downloads to date. Both driving challenges were designed by Denver-based Factory Design Labs. The *Truth in 24* app is available for free from Apple's App Store on iPhone and iPod touch or at www.itunes.com/appstore ■

So you already thought Volvo was into safety? Meet the car that can stop itself



By Barbara and Bill Schaffer

Exceptional styling, performance and technology would be enough to place the new Volvo XC60 near the top of the heap of small premium sport utilities, but add the world's most advanced safety equipment to the equation and it reaches the pinnacle.

From the twin slanted rows of LED driving lights flanking each side of the classic Volvo grille, to the taut hood, sweeping roofline and Volvo signature tall LED taillights, which remind us of a glowing lava flow pouring from the sides of the petite rear spoiler, the design is one of a kind.

Inside, the two-tone interior fits the passengers with the elegance of a finely tailored suit. Add an accent of light Scandinavian wood, brushed aluminum trim and the unique asymmetrical center console, and the XC60 could land on any "best dressed" list.

Volvo engineers matched the unique design with class-leading performance. Powered by a 281-hp turbocharged 3.2-liter in-line six-cylinder engine with a six-speed automatic transmission and all-wheel drive, the XC60 accelerates from 0 to 60 mph in just over 7 seconds. On a long drive up the northern California coast, the XC60 demonstrated excellent handling on tight turns and sweeping high-speed corners. The car is quiet, comfortable and—most of all—fun to drive, with a light, agile feeling.

On our return drive on interior California freeways, the new DVD navigation system with Real Time Traffic proved helpful in avoiding traffic slowdowns. We also appreciated features like Adaptive Cruise Control, which uses sensors to keep the car a selected distance from the vehicle ahead, and the Blind Spot Information System that automatically identifies vehicles just out of sight of the side view mirrors and then flashes a warning in the outside mirror surface. The list of available technology is a page long, with four main option packages that add everything from an Interior Air Quality System to power tailgate.

To make travel more enjoyable, the XC60 is the first of offer HD Radio as standard equipment, updating the radio to digital quality. The audio system is also equipped with AUX and USB inputs for connection to devices like iPods and memory sticks. Sirius™ Satellite radio and

The Volvo XC60 has a look that is simultaneously slim and broad-shouldered, a lean and muscular look that is well-suited to these transitional times.



Bluetooth hands-free phone interface are also standard.

There is only one very well equipped model available, with a starting price of \$38,025 including the destination charge. Add the climate, technology, collision-avoidance and convenience packages along with an optional paint color, and the price tops out at about \$45,000.

Volvo has a passion for vehicle safety, and the XC60 has list of safety features that reads like a Who's Who of the available equipment. The latest and greatest is the new City Safety feature for avoiding low-speed collisions under 19 mph. When a vehicle ahead brakes suddenly and the system determines a collision is likely, the brakes are pre-charged. If the driver fails to respond, the car applies the brakes automatically. When the relative speed difference between the vehicles is less than 9 mph, it may



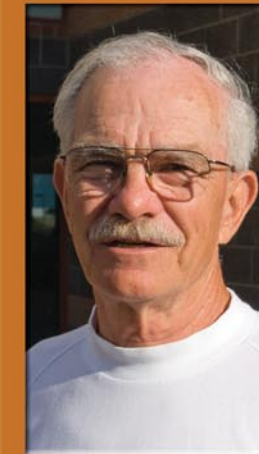
We tried the City Safety System at Powell Volvo on McDowell Road in Scottsdale. Instead of the inflatable car Bill and Barbara tested with, we had three vertical barriers. It can be disquieting (not surprisingly) to bear down on an obstacle with no intent to brake, but not as disquieting as the crash you could one day have without this feature. Volvo points out that this system applies 100% of the brakes, compared with about 40% maximum by most humans.

help the driver avoid the collision altogether. Between 9 and 19 mph, it focuses on reducing speed as much as possible prior to the impact.

To experience the feature, we drove the XC60 at about 19 mph, ignoring the large blue inflatable car in our path. Just feet before we crashed into the dummy car, the brakes activated stopped the car a few feet short of a crash, without the driver even touching the brake pedal.

The only downside we saw was the fuel economy, which is rated by the EPA at 15 mpg city and 22 mpg highway. Other than that, the Volvo XC60 has just about everything we could ask for in a car. ■

Opinions...



Don Bilderback, Tempe

"You really need to try that City Safety brake mechanism. They say keep your feet off the brake pedal, it'll stop, and boy it does! The vehicle has style and size: look at the interior, really comfortable, and I like the Sandstone Beige and Espresso color combination. This vehicle has the most power in its class. It has the torque of a small V-8 and at much lower RPM, about 1500 versus 3000-4500 in others." *Would he drive with the City Safety feature every day?* "I'm not sure. There's one instance where somebody else having it would have saved me, when I was rear-ended. But if a person's driving normally, it won't even kick in. It gets VERY close before it stops. It works to 19 mph, max, for stop-and-go driving."



Wendy Engelhardt, Phoenix

"It was really cool, actually! I like the feature, but it's only available on the XC60, which isn't my first choice among Volvo models. I did enjoy driving the XC60 more than I thought I would, but I tend to like cars more than SUVs or crossovers. The feature comes standard on the XC60, which is a plus if you want that kind of vehicle, but for a car person like myself who would choose a different Volvo, it's a non-factor for now. *Wendy currently drives a Saab 9³, her second 9³, and she really likes that a lot, but she's considering trading for a Volvo, though has some issues with the remaining lease on the Saab.*

Ray and Kelly Leppien, daughter Clarisse, Tempe

Kelly: "I just kept waiting for (the braking) to happen. It's amazing how quick it is, when it reacts." *Ray:* "It reacts real quick. The car waits at first, and then the sudden stop surprised me the most. My instinct was to brake. They say don't use the brake, or it turns control back over to you."



The Leppiens have an Escalade and two Volvos in the family: an S60 and their son's S40. They have in fact had a long line of Volvos, primarily for the safety factor, also because

they've held up well. If City Safety were an option on any of the vehicles, they'd say, "yes."



Steve Westwood, Mesa

Steve is a long-time member of the Cactus Chapter, Volvo Club of America. He worked at Powell Volvo as a lot boy 25 years ago and is now restoring a classic Volvo 240 turbo wagon. He's been helping organize the VCOA Western Region Annual Meeting at the Volvo Arizona Proving Grounds on May 16, 2009. His six-year-old son, Superman Sam, has been a VCOA member since age one month. "The all-wheel-drive system in the new XC60 is fantastic. I fully expect to see one out exploring the dirt roads I ride my dual sport motorcycle on. The City Safety feature was so sensitive, it actually detected the breeze blowing the demo barriers."

THE INSIDE TRACK: BRIEFS & RUMORS



■ **Honda** announced that 2009 will be the last model year for the S2000 roadster. The award-winning sports car was first introduced as a 2000 model originally envisioned as a limited-edition tribute to Honda's 50th anniversary, but was extended in response to customer demand and critical acclaim.

■ Another sports car hits the dust, when **Cadillac** pulls the plug on its XLR luxury retractable hardtop sports car at the end of this model year. Built on the same platform and at the same plant as the Chevrolet Corvette, the XLR is powered by Cadillac's sophisticated overhead-cam Northstar engine. The XLR has been produced in limited numbers for the last six years. Dealers will take orders now and the last cars will be built in the spring.

■ With a 139-day supply of the 2008 **Saturn** Aura mid-size sedans still on the dealer lots, as of January 1, General Motors has canceled the 2009 model year. Production of the 2010 model will start again in late summer or early fall. The Astra is a rebadged version of the European Opel/Vauxhall Astra (both those models will remain in production). No major product changes were planned for the 2009 model.

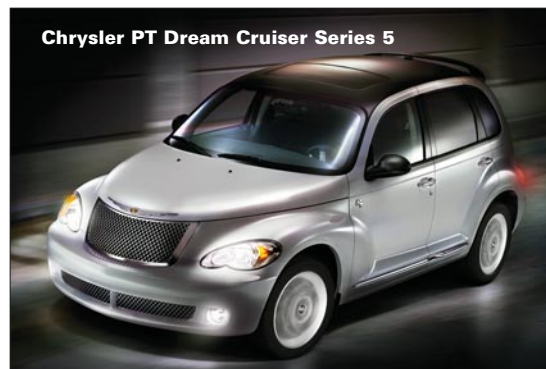
■ General Motors has delayed the production of the **Cadillac** CTS coupe one year. The highly anticipated two-door was scheduled to go into production in the summer of 2009, but will now be moved back to the summer of 2010. The coupe was part of a three-product expansion of the Cadillac lineup that included a CTS wagon and SRX crossover. The wagon is still on schedule for spring 2010 and the crossover is due in the summer of 2010.

■ **Chrysler** has delayed the production of the light-duty-Cummins diesel engine in the Dodge Ram 1500 until at least 2011. Originally scheduled for introduction in 2010, the delay comes due to indecision on the best way to meet 2010 emission requirements. According to Automotive News, Chrysler must decide between using a catalytic converter that traps emissions or a diesel system that requires owners to periodically fill the car's urea tank.



■ **Ford** says it has reduced warranty repair costs by \$1.2 billion in the past two years, and that the warranty repair rate for Ford, Lincoln and Mercury vehicles in the US is now almost 50 percent lower than it was in 2004. The company says the reason for the savings is consistently better quality on new models since 2005. Overall, 18 of 24 Ford domestic brands have shown Things Gone Wrong improvements in a US Global Quality Research System study.

■ About a year ago, **Chrysler** announced the end of production of the PT Cruiser convertible. Now Chrysler has confirmed they are killing the PT Cruiser this summer. Launched originally in 2000 with a retro styling, the cute little four-door has remained mostly unchanged except for 14 variations produced during the production



run including a turbo, woody and five Woodward Dream Cruise editions.

■ What has 621-hp, goes 0 to 60 mph in just 3.7 seconds, has a top speed of 204 mph and it runs on E85 biofuel? If you guessed the new **Bentley** Continental Supersports, you are right. Watch for this tour de tech to arrive this fall.



■ **Audi** is upping the ante on its highly acclaimed R8 supercar in 2010 by offering a second model with a V10 engine. Powered by a 525 hp 5.2-liter 10-cylinder engine the R8 V10 accelerates from 0 to 100km/h (62.14 mph) in 3.9 seconds and it has a top speed of 196 mph. It debuts in Germany in the second quarter of 2009 with a base price of EUR 142,400 (about \$183,000 US).

■ The **Lexus** LF-1 supercar planned for next year has been put on hold due to the downturn in the global economy. With a 500-horsepower V-10 engine and all-wheel drive, the LF-1 was designed to compete with the BMW M5, Cadillac CTS-V and Mercedes-Benz E63 AMG.

■ The **Kia** Spectra will be replaced this summer by the Forte, a slightly larger and more powerful sedan. In the fall, Kia will add a coupe version of the Forte, Kia's first coupe. Forte measures 1.1-inches longer, 1.6-inches wider on a 1.5-inch longer wheelbase than the Spectra. Fuel economy is a little higher at 25 mpg city and 34 mpg highway. A new five-speed automatic transmission will be available, too.



■ **Mercedes-Benz** is considering a natural gas powered vehicle for the US. A B-Class vehicle (from Europe) fueled by natural gas was shown at the recent Washington (DC) auto show. William Craven, general manager of regulatory affairs for Daimler's Washington office, confirmed that the company is testing the fuel as an option to gaso-

line-powered vehicles.

■ What is larger than a Toyota Yaris and smaller than a Honda Fit? The Polo. No, it's not a Ralph Lauren brand car, it's a small **Volkswagen** sold in Europe and other worldwide markets outside North America. Volkswagen plans to bring the Polo to the US to take advantage of the American buyer's increasing enthusiasm for fuel-efficient cars. No timetable has been announced.

■ Previously announced plans for Chrysler to build the next **Nissan** Titan pickup as a rebadged version of the Dodge Ram have been shelved along with Nissan's plan to build a small car for Chrysler. This leaves the future of the full-size Titan pickup uncertain. The change appears to be a result of uncertainty about the future automotive market and Chrysler's newly announced alliance with Fiat.

■ A slightly modified version of the XFR sedan has set a new top speed record for **Jaguar** during secret runs at Bonneville. Clocking 225.675 mph, the 510-hp, 5.0-liter V-8 received only minor aerodynamic and safety modifications, along with some changes to the exhaust, air intake and supercharger.

■ The latest **Porsche** GT3 will be the most powerful ever, using a 3.8-liter, naturally-aspirated version of the flat six-cylinder engine rated at 435 hp, 20 more than the previous model. The 2010 version does 0 to 60 mph in 4.0 seconds and has a top speed of 194 mph. The base price for the 2010 GT3 is set at \$112,000.

■ The all-new **MINI** cabriolet will offer navigation for the first time, as a dealer-installed option. Built into the dash is a custom mount for a Garmin Nuvi 255 GPS nav system. The unit swivels for the best view, and can be removed for pedestrian use. The system will be forward compatible, so future generations of the Nuvi could be used in the mounting.

■ The popular **Acura** TSX gets a V-6 engine option starting this summer. In



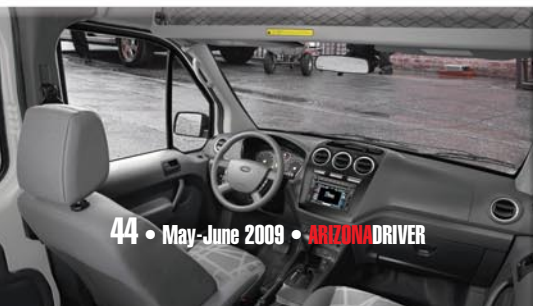
addition to the spirited standard 2.4-liter four-cylinder, there will be a new 3.5-liter V-6 rated at 280 hp, up 79 hp from the four. The TSX V-6 is outfitted with a five-speed sequential SportShift automatic, 18-inch split five-spoke wheels and a redesigned front fascia. Pricing is expected to be about \$31,500.

■ It appears that the first **Fiat** to make it from Italy to a US Chrysler showroom may be the Fiat 500. The cute, retro looking two-door is a little smaller than the popular MINI Cooper, with a smaller 99-hp four-cylinder engine. It won't have the same hot-kart driving dynamics of the MINI, unless Chrysler decides to bring the If green-lighted, the 500 could be in the US market by mid-2010. ■

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*.

DO THE MATH:

- 22/25**
city/highway mpg
- 48.1"x59.1"**
inside width/height
- 135**
cubic feet of cargo volume
- 1,600**
pound payload
- \$21,475**
base including destination



Ford aims to fill an unmet US commercial need with their new Transit Connect, an industry-exclusive vehicle specifically developed for small business owners. Low operating and ownership costs, a fuel-efficient 2.0-liter engine, 135 cubic feet of cargo space, a 1,600-pound payload capacity, available Ford Work Solutions™ technologies and various cargo management systems are all pluses.

Ford didn't have to start from scratch to bring this new truck to market—it was launched in Europe in 2003, where it was promptly named International Van of the Year. More than 600,000 have been sold since then, in 58 countries on four continents.

Power-assisted rack and pinion steering allows a 39-foot turning circle, assuring maneuverability when delivering goods in tight quarters. The vehicle is built on a dedicated front-wheel-drive commercial platform. For the US, the powertrain was upgraded to a Duratec 2.0-liter dual-overhead cam (DOHC) I-4 engine and four-speed automatic over-drive transaxle. Several design details, including the grille and interior, have been updated for its American debut.

Split rear cargo doors open at a standard 180 degrees, or an optional 255 degrees. Lift-over height is less than two feet when the Transit Connect is unloaded. The cargo area opens up to a maximum of 59.1 inches floor to ceiling; load width is 48.1 inches between

the wheel arches. Load length is 72.6, with dual sliding rear side doors.

Its cargo payload of 1,600 pounds is more than a full-size Dodge Ram 1500 standard-cab short-box pickup. A 15.1 gallon fuel tank provides a highway range of over 375 miles.

Bulkheads, racks, bins and other upfits can be mixed, matched and configured to suit many specific commercial applications and needs—a wide range of cargo management options similar to Ford E-Series vans.

Transit Connect is available as a cargo van with no windows in the sliding side doors combined with rear cargo door privacy glass. A panel van version is offered with no side or rear cargo area windows. It can be configured with side and rear door privacy glass for maximum driver visibility. A wagon version has a folding second-row bench seat, in either two- or three-passenger configurations.

An in-dash computer provides Internet access, productivity software and optional printing capabilities.

Transit Connect goes on sale in the US this summer. As part of Ford's plan to bring pure battery-powered vehicles, hybrids and plug-in hybrids to market, a battery electric-powered Transit Connect will be offered in 2010. The Transit Connect battery electric vehicle will be the initial offering in Ford's recently announced electrification initiatives and will offer a useful range close to 100 miles. ■



2009 SPECTATOR EVENTS



NAPA Auto Parts Monster Truck Nationals April 25 & 26



NHRA Arizona Nationals February 20-22

NAPA Auto Parts National Time Trials January 24 & 25

Pacific Street Car Association (PSCA) February 6-8

NHRA Arizona Nationals February 20-22

NHRA Division 7 Season Opener Feb 26-28, March 1

Whiplash MotoX March 14

Bug-O-Rama March 29



NHRA Division 7 Season Opener Feb 26-28, March 1

IHBA Lakefest April 24-26

NAPA Auto Parts Monster Truck Nationals April 25 & 26

NHRA Division 7 ET Finals October 1-4

Whiplash MotoX October 3

Whiplash October 30 - November 1

IHBA NAPA Auto Parts World Finals November 19-22

Hot Import Nights December 12



IHBA NAPA Auto Parts World Finals Nov 19-22



Pacific Street Car Association (PSCA) Feb 6-8

DATES ARE TENTATIVE AND SUBJECT TO CHANGE



UPCOMING FEATURES

2010 Mercedes-Benz E-Class US launch

We're off to Las Vegas to test drive this solid new sedan we first saw in Detroit.



Rolls-Royce lineup

We drive the Phantom Coupe and Drophead Coupe and luxuriate in the Phantom.



Red Bull Air Race San Diego

We'll hit the coast to see Arizona's Kirby Chambliss in the World Championship.



Ford Fusion Hybrid

The Fusion's been redone, plus now has a 41mpg hybrid. We drive it in Phoenix.



Lexus HS 250h and IS Convertible

The fine IS drops its top, and Lexus adapts its own Prius. Live from Little Rock.



Rescue Drivers and Vehicles

Our correspondent follows fire and ambulance drivers through their training.



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