

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 9 NUMBER 1
JANUARY-FEBRUARY 2010

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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COVER: This 1954 Mercury XM-800 Dream Car is one of several classic Detroit concept vehicles being offered for sale at RM Auctions Automobiles of Arizona in January, as the collector world flocks to the Valley for a variety of well-known events. **Photo by shooterz.biz courtesy RM Auctions.**

Photo: Bob Koblewski



Photo: Randall Bohl



Photo: Randall Bohl



Photo: RM Auctions



Photo: HR Driver

January is always a busy time of the year. No sooner do we get back from the Los Angeles Auto Show than we're generally off to Detroit for the North American International Auto Show. When we get back from that, it's time to dive into the world famous auction circuit that hits Scottsdale and Phoenix each year at this time. We imagine you dive into those, too. If not, make this the year to attend as many as you can.

We've had a run of test vehicles once again, some of which we drove at launch—a chance to get intense exposure to the engineering and marketing minds behind a new vehicle, and to drive under very controlled, i.e. exceptionally exciting and well-thought-out—circumstances in the Southwest and elsewhere coast-to-coast. The repeats are good, too, a chance to see how things feel one-on-one and for a longer period of time. Those include the Lexus HS 250h hybrid, the Mercedes-Benz E-Class 350C coupe and the Lexus IS 350C hardtop convertible. We also drove the all-new Ford Taurus three times, including for a week. And we had an especially enjoyable time getting to know the new Jaguar XF.

Regular contributing writer **Larry Edsall** and contributing photographer **Randall Bohl** joined us at WestWorld in Scottsdale for the 12th Annual Goodguys Southwest Nationals, which closed out the association's season but this time was also a prelude to their first-ever Spring Nationals starting the season right back at WestWorld. Cyclical contributor **Bob Kroener** and special correspondent **Bob Koblewski** drove from here to Kentucky to bring us the highlights of 50 Corvettes heading to the National Corvette Museum en masse. Special contributor **Glen Galatan** joined photographer **Bohl** to share with us the delights of the scooter world, at a major weekend enthusiast event. And the intrepid **HR Driver** headed just across the border to Blythe, California, whence he shares the excitement of Modified racing. Enjoy the ride.



Joe Sage
Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE

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The thrill of 50 Corvettes on the open road

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

Story by Bob Koblewski and Bob Kroener • Photos by Bob Koblewski

The grand opening of the National Corvette Museum (NCM), in Bowling Green, Kentucky, was held in September 1994. Corvette owners formed caravans across the country to attend. Again in 1999, caravans were formed and attended the Museum's 5th Anniversary. In 2003, 19 caravans were formed to celebrate the 50th Anniversary of their beloved Corvette, again at NCM.

September 3, 2009, brought a two-fold reason to form caravans to parade back to Bowling Green. First, it was the 15th Anniversary of the NCM, but the second reason was to cut the ribbon for the Grand Re-opening of the NCM. Over the previous two years, a construction cam-

paign had taken place to almost double the square footage of the NCM to near 115,000 square feet.

Twenty-six caravans were formed across the country. Bob Kroener, who had captained the 2003 AZ-NM Caravan, volunteered to head it up again. This time Bob solicited a staff. Co-Captains were Don and Sharon Mikkelson of Los Alamos NM. Local Leaders were Carolyn and Chuck Van Santen of Scottsdale, Daryl McClellan of Phoenix and Bob Koblewski of Tucson. All volunteered to help Bob organize the 2009 AZ-NM Corvette Caravan to Bowling Green KY.

Over 50 cars signed up to go with the AZ-NM Caravan. Due to mostly economic

reasons, another almost 40 cars signed up but were forced to cancel. This was typical of the whole country. However, Corvette owners and lovers of the car came to the NCM. Over 5000 people and over 2500 cars made the trek to the Home of the Corvette. You see, the GM Corvette Assembly Plant is right across the street from the NCM.

Plans had to be made for restaurants, motels and gas stops. These and many more details went into a Driver's Manual supplied to all participants.

The trip started with a special pre-kick-off event provided by a special sponsor—and the Grand Marshall of the Caravan—Bob Bondurant and his School of High

Performance Driving. On Sunday, August 30, Bob welcomed everyone to the School and had his team of professionals give a tour of his facility and a short driver training course before all had a chance to enjoy several laps around his road course with their Corvettes. The thrill started here.

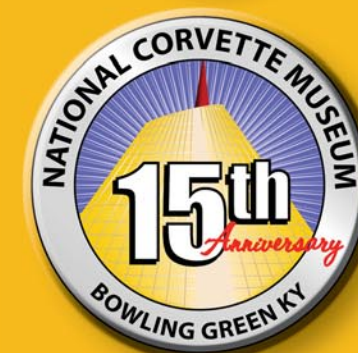
The Caravan really got underway on Monday, August 31, at the Kickoff Sponsor, Courtesy Chevrolet, on Camelback Road in Phoenix. Courtesy provided a fine breakfast and Bob Bondurant said the most famous words in the sports car and racing world... "Ladies and gentlemen—START YOUR ENGINES." Captain Kroener and Bondurant followed a police escort provided by the Maricopa County

Sheriff's Office to Highway 51, then off the Caravan went to Loop 101, then I-17 on to Flagstaff and I-40 eastbound.

Gas stops were planned at many of the Flying J and Love's truck stops. At all stops, their people were at the pumps helping everyone get gassed up as fast as possible. After a stop at the New Mexico Visitors Center, the Caravan cruised to Galles Chevrolet, an On the Road Sponsor. Everyone enjoyed a great BBQ dinner provide by Galles. The next day's departure was facilitated by the Albuquerque Police Department. The Caravan continued on to Oklahoma City and



ARIZONA - NEW MEXICO
CORVETTE CARAVAN



National Corvette Museum
www.corvettemuseum.com

AZ-NM Corvette Caravan
www.nationalcorvettecaravan.com

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David Stanley Chevrolet for a pizza buffet. The Oklahoma City Police escorted the caravan into and out of town the next day.

The third day of the Caravan took the group to Jackson TN, where once again a police escort was provided both into town and out the next morning by the Jackson Police Department.

The final leg of the trip took place on September 3, as the Caravan arrived at the NCM around 10:30am to the waving and applause of the NCM staff, other Caravan participants and Corvette enthusiasts. There is nothing like looking down the highway at Corvettes in line as far as you can see.

Labor Day Weekend saw one of the world's largest moving automotive events take place, as Corvettes from all over the country participated in Caravan '09. Corvette lovers from all corners of the US, Canada, the Netherlands, the UK and even Australia converged on Bowling Green to celebrate the 15th Anniversary and Grand Re-opening of the NCM.

The weekend was highlighted by several events, seminars by VIPs and a surprise visit. The Stingray concept car "Sideswipe," used in the movie *Transformer 2: Revenge of the Fallen*, was driven and displayed by Tom Peters, Corvette Design Director. Attendance at the five-day event exceeded 24,000, as visitors toured the new facility, including the Exhibit Hall, Library & Archives, Corvette Café and other interactive exhibits.

Other VIPs included 2nd Corvette Chief Engineer Dave McLellan, 3rd Corvette Chief Engineer Dave Hill, Director of Corvette Racing Doug Fehan, Bob Bondurant and Bobby Moore (who discussed early Corvette racing days), Corvette Engineering Team members Tadge Juechter, Kirk Bennion, Corvette Product Manager, Harlan Charles, and former Plant Managers Wil Cooksey and Paul Graham.

After raffling off three Corvettes, NCM Executive Director Wendell Strode commented, "The tremendous success of this year's event says a lot about the love people have for—America's Sports Car and for fellow car enthusiast."

Thank you Captain Bob for a great week of "Vetting." ■

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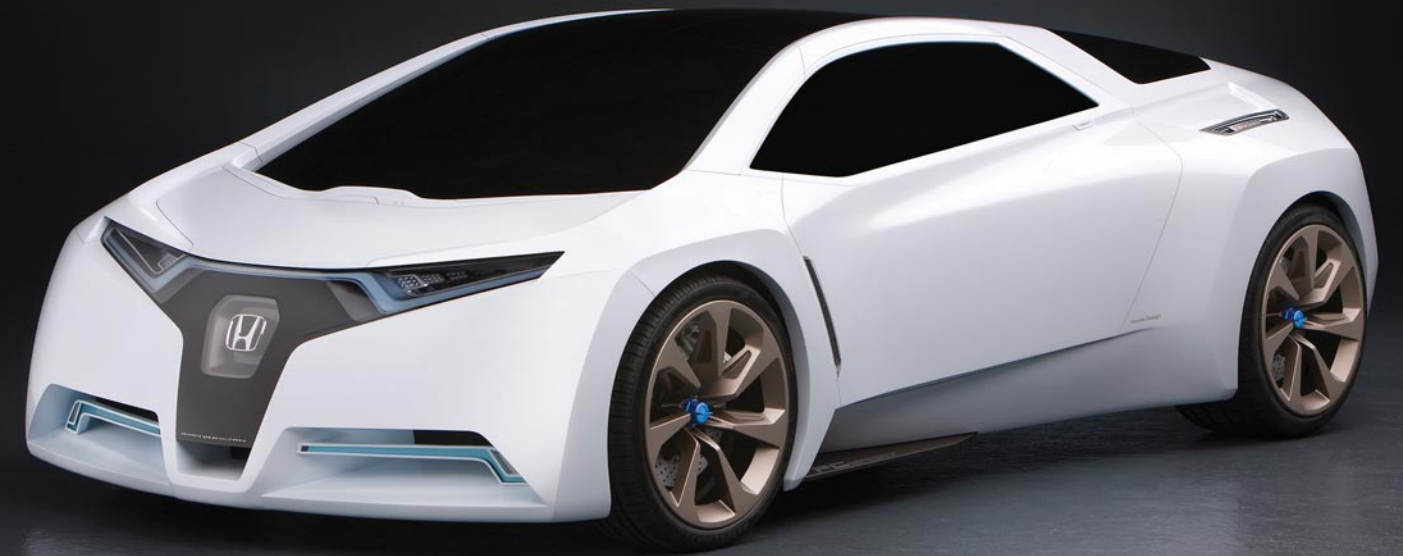
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563-HP MERCEDES-BENZ SLS AMG DEBUTS

The Mercedes-Benz SLS AMG supercar, the first-ever car designed and developed from the ground up by Mercedes-AMG, features an aluminum space-frame body with gullwing doors, 563-horsepower AMG V8 engine with dry sump lubrication, carbon-fiber driveshaft, dual-clutch seven-speed transmission and a double-wishbone suspension at all four corners. With a front-mid engine and rear-mounted transaxle, the SLS AMG boasts ideal weight distribution (47-53 percent, front-to-rear) and an extremely low center of gravity, providing race-car-like handling. Weighing in at a lean 3,573 pounds, the SLS AMG can accelerate from 0 to 60 miles per hour in only 3.7 seconds, with an electronically limited top speed of 197 mph. "This unparalleled technology package provides extraordinary handling dynamics with moderate fuel consumption—another hallmark of AMG today," said Volker Mornhinweg, Chairman of Mercedes-AMG. "It is more than just the exclusive gullwing doors that make the design of the new Mercedes-Benz SLS AMG so special. Our aim with this interpretation is to create the classic car of the future and put the most beautiful sports car of the 21st century on the road. Another of our goals is to create a new design icon. At the same time, the new SLS is a harbinger of the design philosophy of future Mercedes-Benz sports cars." ▼



2011 Mercedes-Benz SLS AMG



Honda FC Sport concept

HONDA HIGH PERFORMANCE ELECTRIC

▲ Honda is showing a new high performance FC Sport concept car powered by high-torque electric motors. It has all the speed, handling and sleek looks of today's fastest sports cars, yet without the noise, heat, vibration and emissions of the internal-combustion engine. The "FC" stands for Fuel Cell, as in hydrogen fuel cell—the same technology powering the FCX Clarity. With a 3-seat, driver-centered cockpit, a fuel cell powerplant opens the door for unprecedented engineering flexibility, allowing for a lower center of gravity than any modern, piston-engine sports car.

KEITH MARTIN'S COLLECTING GUIDE

With more than thirty years of experience, Keith Martin, the publisher of *Sports Car Market* magazine and author of several specialized automotive books, has established himself as one of the most knowledgeable car collecting experts in the world. Martin's recently published second edition of *Keith Martin's Guide to Car Collecting* is filled with great information for car collectors of all levels. The 304-page full-color paperback book includes pricing guides from cars selling for a few thousand dollars to millions. The book helps collectors evaluate vehicle values and gives tips on buying and selling, financing, insurance and other important car collecting information. Martin's col-

lection of information comes from a team of experts and even touches on restoration and provides resources for further discovery. The book is a "must have" for any car collector. To purchase the book or for more info visit www.motorbooks.com.

CHEVROLET CAMARO Z28 BY 2012

The Chevrolet Camaro Z28 is back on the table and scheduled to arrive sometime after the Camaro convertible hits showrooms in the second quarter of 2011. The Z28 will likely be a 2012 model with different, more aggressive front and rear fascias, taller rear spoiler, and large, forward facing hood scoop. Under the hood is the same supercharged 556-hp 6.2-liter V8 found in the Cadillac CTS-V. The magazine predicts 0 to 60 mph times near 3.9 seconds and a 175 mph top speed. A six-speed manual transmission is most likely, but it wouldn't be too hard to add an automatic because the CTS-V offers one.

PRIUS MAY BE FASTEST CAR ON ROAD

The Toyota Prius may be the fastest car on the road in terms of broadband connectivity in a couple of years. A Prius concept car with Long Term Evolution (LTE) was unveiled early in November by a consortium of companies called nG Connect. The project is a collaboration among Alcatel-Lucent, Toyota, Atlantic Records, Chumby, Kabillion and QNX. The fast connection, which produces Internet speeds of 100

Mbps or more (we are told that is about four times faster than the 3G systems), will be used for car-specific content including advanced navigation, car diagnosis, safety and hands-free communications. The system will be connected to vehicle sensors to provide detailed information about road conditions and traffic congestion. The concept car even had a front-facing camera that beamed an image to other cars as a warning about upcoming conditions. Of course, the rear seat passengers will have video on demand, gaming, music and all the other web features. The system will also produce a WiFi hotspot so smart phones and laptops can connect. The partners expect the system to be available in about three years.

JAGUAR WORKING ON HATCHBACK

Jaguar is working to fill in the gaps and offer their dealers more products to sell. Plans call for adding a dramatically styled sports-hatch to the lineup by 2014. Inspired by the dramatic R-D6 concept that was first seen at the 2003 Frankfurt motor show, the new Jag is expected to have a compact footprint and lightweight aluminum body and chassis. It will share its chassis with the next generation XK and the entry-level XE, which is being developed to compete with the Porsche Boxster. The R-D6

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Saab Aero X concept

would be a five-door initially, but could also be offered as a three-door later. Engines could range from a four-cylinder diesel to gas and diesel V6s. Pricing is likely to start near \$60,000.

FINALLY A NEW 9-5 SAAB

▲ Even with an uncertain future, Saab is making forward movement with the introduction of an all new, and way overdue, 9-5. The uncertainty comes from the aborted (as of press time) sale to the Koenigsegg Group from Sweden, which is noted for building supercars. The new 9-5 styling is straight from the great-looking Aero X concept with features including all-wheel drive, an adaptive chassis with real-time dampening, adaptive cruise control, adaptive headlights and head-up display. A 220-hp 2.0-liter turbo four-cylinder, 300-hp 2.8-liter turbo V6 and 160-hp 2.0-liter turbodiesel are planned for under the hood. The five-speed automatic gets another gear and the interior is new with more space. Yes, the starter switch, now a button, is located between the seats. The 9-5 goes on sale mid-2010.

AUDI E-TRON, 4 MOTORS, NO CABLES

Audi is showing an innovative electric auto show concept called the e-tron. Powered by four electric motors, one at each wheel, the combined power is 313 horsepower and an amazing 3319 lb.ft. of torque. Zero to 60 mph acceleration takes 4.8 seconds

and the top speed is 125 mph. The body is made of fiber-reinforced plastic, and the whole thing only weighs 3,500 pounds, including the 1,000 pound water-cooled lithium-ion batteries, which are mounted in the center of the vehicle. The range is estimated at 150 miles with recharge taking 6 to 8 hours. Here is the interesting twist: Audi is working on an inductive charge system that doesn't need cables connected to the car to charge. Audi is mum on production plans.

CHRYSLER SAVES 20,000 TREES

Chrysler is going digital on all 2010 model vehicles, replacing all the printed materials normally found in the glove box with a DVD. Now each new 2010 Chrysler, Jeep and Dodge vehicle will come with a comprehensive DVD and a full-color printed user guide—most between 60-80 pages—that highlights commonly needed information. The DVD includes the owner's manual, vehicle and tire warranty information, navigation and entertainment system guides, as well as information on 24-hour towing assistance. Video tutorials are also available for commonly used features, such as folding down a Jeep Wrangler soft-top, operating the video entertainment system and setting electronic speed control. In addition, owners may search by topic rather than sifting through a 500-page book. Chrysler Group LLC is the first

automaker to provide digital owner's manuals for its complete lineup of 2010 model-year vehicles. The switch will save 930 tons of paper, or the equivalent of 20,000 trees on an annual basis.

HONDA'S NOT SO HUSH-HUSH STUDIO

Normally noted for extreme secrecy about future products, Honda has established its advanced design center in a Pasadena shopping center. The idea was to keep the designers in a "hot zone" where all latest trends are on display at neighboring stores. The workspace is in a "cocoon" of 99 undulating acrylic panels that surround the work area, leaving a 3-foot gap between the cocoon and the historic brick building's wall of exterior windows. To fulfill Pasadena retail zoning ordinances, Honda created a public art gallery in the front display windows.

FORD NEW INFLATABLE REAR SEAT BELT

When the next generation Explorer SUV debuts this year, Ford will offer inflatable rear seatbelts. The auto industry's first inflatable belts are designed to provide extra protection to rear-seat occupants, especially children and older passengers who can be more vulnerable to head, chest and neck injuries. On impact, the belts spread crash forces across five times more area than conventional belts, help-

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ing reduce the pressure on chest and control head and neck motion better. In normal usage, the belts operate like traditional seatbelts but deploy in 40 milliseconds in the event of a crash. Ford plans to expand the belt availability worldwide.

FORD C-MAX SEVEN PASSENGER VAN

▲ Ford unveiled five- and seven-passenger versions of a multiactivity vehicle called the C-Max at the recent Frankfurt auto show. Both models of the people movers will be sold in Europe, but only the seven-passenger C-Max will be built in the US, for the US market. With sliding doors, the C-Max works like a minivan, but without the slab sides. The door track is hidden in the exterior design's "character line." Inside, the rear two rows of seating can be folded flat for expanded cargo space. Features on upmarket US models include blind-spot detection, power tailgate and semiautomatic parallel-parking system. The C-Max will be powered by a four-cylinder engine driving the front wheels.

FUTURE VOLVOS DRIVE THEMSELVES

Volvo says that time when cars will drive themselves is upon us. Imagine leaving home in the morning and, just after merging onto a freeway, meeting up with a number of other cars, which inch up to each other, traveling at normal speed in a close-formation convoy. After a few min-

utes, the driver can let go of the steering wheel and spend time reading the morning paper, talking on the phone or watching TV, while the car drives itself in complete safety while saving fuel. The first test cars equipped with this technology will roll on test tracks as early as 2011. The vehicles will be equipped with a navigation system and a transmitter/receiver unit that communicates with a lead vehicle. Since the system is built into the cars, there is no need to extend the infrastructure along the existing road network. A driver approaching his destination then takes over control of his own vehicle, leaves the convoy by exiting off to the side and then continues on his own to his destination. The other vehicles in the road train close the gap and continue on their way to their destinations.

MERCHANTS OF SPEED

People like Iskenderian, Edelbrock, Evans, Hilborn, Navarro, Offenhauser, Sharp, Weiand, Ansen and Kong started American hot rodding, and those are the people author Paul D. Smith profiles in his new book *Merchants of Speed*. The large format hardcover book is filled with original black and white photos of hot rodding legends who created the industry by building the equipment that made cars go fast. These speed pioneers worked in their garages, basements and backyards developing the legendary "speed equip-

ment" that started the iconic American movement. Smith draws upon hundreds of hours of interviews with these legends giving readers an excellent insight into the roots of speed in America. For more information or to buy the \$40 book, go on line to www.motorbooks.com.

BUICK PLANS TWO NEW CROSSOVERS

Buick announced plans to add two new crossovers to their fleet in the next two years. This year, there will be a new five-passenger crossover. "Some customers, who have been drawn to the Enclave, were looking for something a little smaller, but they didn't want to give up craftsmanship or a quiet ride to get there," said Susan Docherty, general manager of Buick-Pontiac-GMC. "We believe this new Buick will excite those customers, and will continue to broaden the appeal of the brand." The Buick crossover will be powered by an Ecotec 2.4L direct-injected four-cylinder engine with an optional 3.0L direct-injected V6, and is expected to deliver 30 miles per gallon or more on the highway. Final fuel economy estimates, as well as additional vehicle details such as name and pricing, will be announced later. In 2011, Buick is expected to offer the first commercially available plug-in hybrid SUV produced by a major automaker. The Buick plug-in

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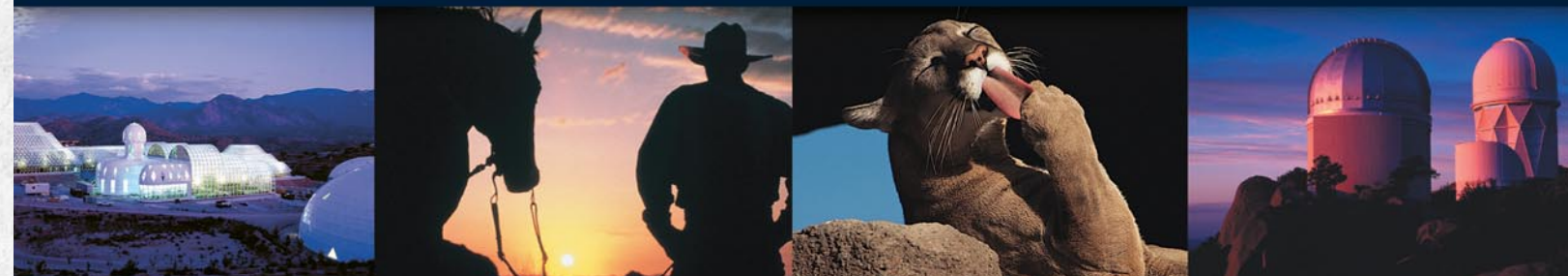
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2011 Infiniti M35 Hybrid



hybrid has the potential to achieve double the fuel economy of comparably-sized SUVs on short trips. This significant boost is achieved by combining a modified version of GM's proven 2-Mode Hybrid system with advanced lithium-ion battery cells and charging technology developed for GM's Voltec system, which will debut in the Chevrolet Volt later this year.

INFINITI M335 HYBRID

▲ The next generation Infiniti M vehicles, due in the spring of this year as a 2011 model, will be offered in a hybrid version one year later. The M35 Hybrid maintains a high performance luxury sedan profile, overlaying it with the fuel economy and CO2 emissions of a smaller car, while delivering driving flair to please any enthusiast—complete with charismatic V6 and rear-wheel drive handling. Infiniti's hybrid system, developed solely within Infiniti's parent group, is a single electric motor/twin clutch arrangement with the first clutch installed between the naturally aspirated 3.5-liter V6 and the electric motor. The electric motor acts as both propulsion unit, boosting the V6 in "power assist" mode when maximum acceleration is required, and as a generator. The M Hybrid can also run solely on its electric motor in certain driving conditions, furthering fuel efficiency and optimizing energy usage across the widest possible range of driv-

ing conditions. Details of driving range, performance and transmission will be released later.

FORD 2- AND 3-CYLINDER ENGINES

Ford is developing smaller engines for future products. Work is being done on two- and three-cylinder engines with a displacement of one liter or less. Barb Samardzich, Ford vice president of powertrain engineering, said that with technologies such as balance shafts, noise and vibration problems common with tiny engines are manageable. She said the small engines are still a long way from production, and will likely be introduced in European markets and in developing countries.

AMERICAN-MADE MIDSIZE VW SEDAN

When Volkswagen's Chattanooga TN plant opens early in 2011, the main car produced will be a new midsize sedan for the US market. The yet to be named four-door will be aimed directly at the Toyota Camry, Honda Accord, Ford Fusion and Chevrolet Malibu. Dr. Ulrich Hackenberg, member of the Board of Management for the Volkswagen brand, told Motor Trend magazine the new car may displace the smaller Passat from the North American market. Currently, there about 50,000 Passats sold in the US. VW is using many of the same suppliers that Mercedes-Benz uses for its Alabama plant. The car

is expected to be offered with four-cylinder and V6 gasoline engines and an optional clean diesel. Transmissions will include the highly rated VW double-clutch unit. With domestic production and refinements, Hackenberg believes the new car will have the quality and pricing needed to make it successful. He said he hopes to sell 150,000 annually in the US. The plant has the capacity to produce 300,000 cars annually.

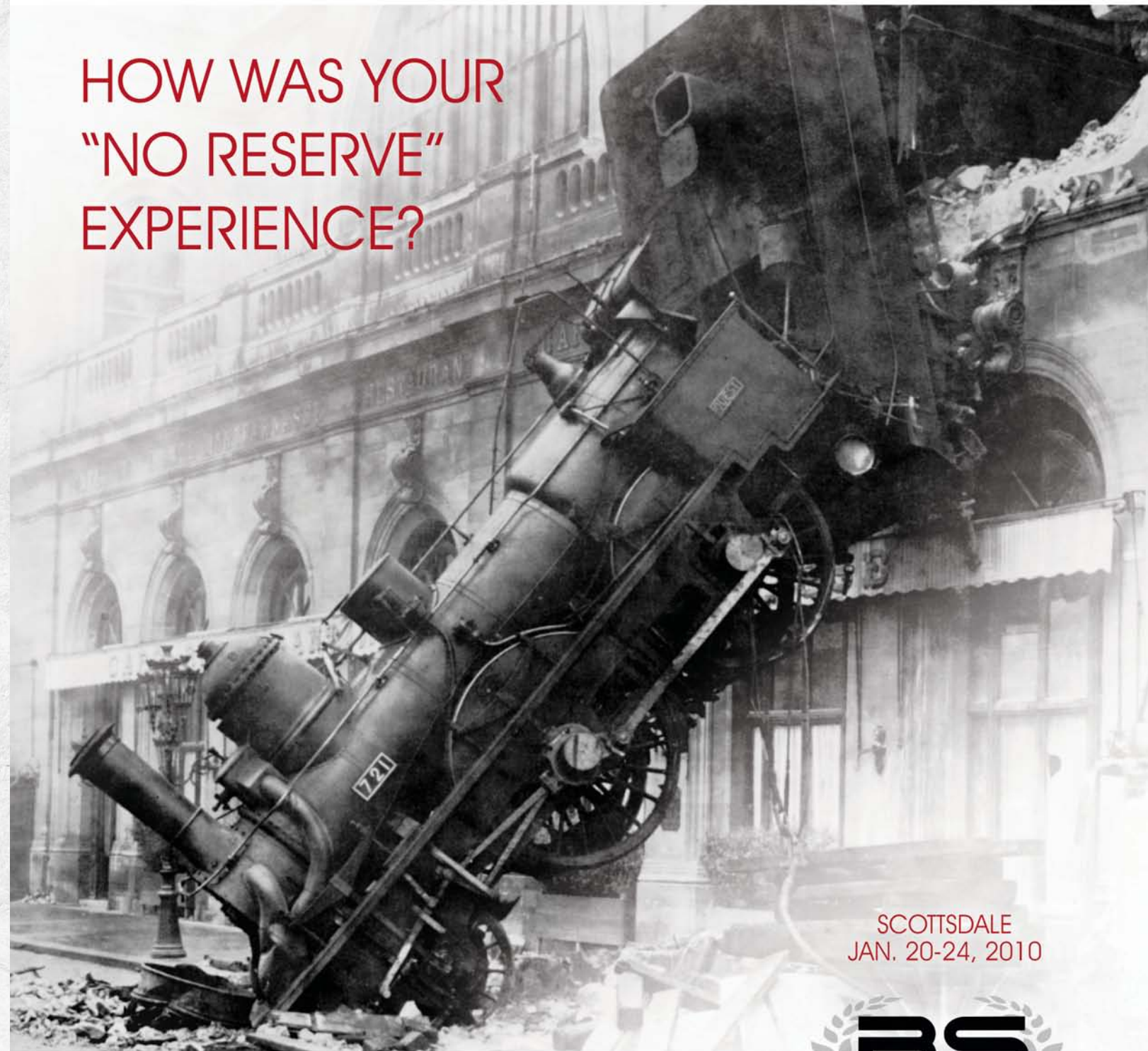
FWD BMW IN THE WORKS?

BMW is rumored to be working on some front-wheel drive models—smaller than the 1 Series. This foray in the FWD territory is a first for BMW, and could bring two- and four-door hatchbacks along with a roadster, all sharing a platform with the next generation Mini (which BMW owns). *Automobile* magazine says the nameless line will be a little longer and taller than the Mini with power coming from sub-1.4-liter three- and four-cylinder engines with turbochargers and direct injection. Transmissions are listed as six-speed manuals and a seven-speed dual-clutch automatic. The magazine says hybrid and electric versions are also possible, and that an all-wheel drive option is likely. The magazine asks if the naming might resort to something in the 0.5-series. ■

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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GOOD GUYS INDEED. PROJECT SPANS GEOGRAPHY AND GENERATIONS.

Joe Sulpy IV was only 8 years old when his father, Joe Sulpy III, started teaching him to do automotive bodywork. Just three years later, the youngest Joe was welding. At 13, he was chopping his first top, lowering the roofline of a 1941 Willys sedan.

Before long, Joe the Fourth was running his own business, Joe Sulpy's Custom Paint & Metal Fabrication shop, in Whippany, New Jersey, where, like his father and his father's father, he was doing car customization and modification.

In part because of the economy and in part because the East Coast's already-too-short collector car season seemed to be cut even shorter by a succession of rainy weekends, Joe Sulpy IV moved his business in the fall of 2008 from New Jersey to Buckeye, just west of Phoenix.

Thirteen months after that move, Joe IV had four vehicle builds underway in his new garage. To showcase his work, he had perhaps the world's most unusual 1957 Chrysler Saratoga on display at the Goodguys Rod & Custom Association's 12th Annual Southwest Nationals at the WestWorld equestrian and show grounds in Scottsdale.

In fact, Sulpy's car not only was the

most unusual Chrysler on the grounds that weekend in late November, it may have been the most unusual of all the 3000 or so vehicles gathered for the Goodguys' season final.

Like Sulpy, the Goodguys like the Phoenix area. In fact, they like it enough that not only will they continue to close their classic car season at WestWorld—the 13th Southwest Nationals are scheduled for November 19-31, 2010—but they also will open their 2010 season with the inaugural Spring Nationals March 12-14.

The Goodguys were established in 1981 and, with more than 70,000 members, have become the largest custom car club in the world. Once run off the kitchen table in the Alamo, California, home of founders Gary and Marilyn Meadors, Goodguys now employs a full-time staff of 40 at its headquarters in Pleasanton, California, led by the Meadors' son and Goodguys president, Marc Meadors.

"We've seen exponential growth in the fall event and we keep hearing from our local contacts and hot rodders in the area that they want more," said John Drummond, the Goodguys spokesman. Drummond said that not only will the club and some 3000 hot rods and custom cars

Sulpy story and photos by Larry Edsall
Event color collection by Randall Bohl

come to Phoenix twice in the new year, but the new spring event will include a Street Challenge Autocross, meaning that vehicles will not just be on show, but will be able to go, racing around a short racing circuit defined by orange cones.

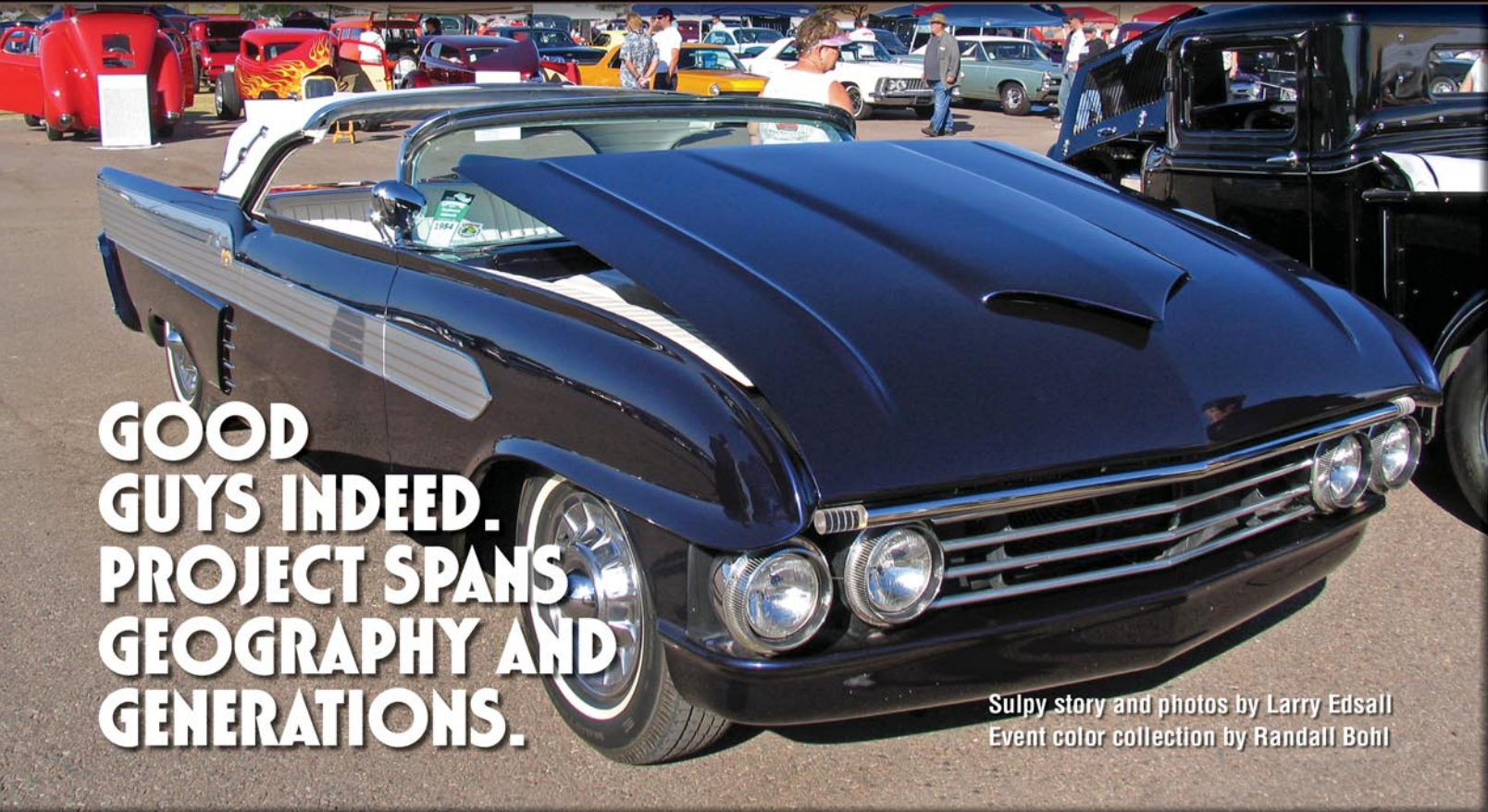
"We're going to add a Street Challenge Autocross course to the spring event so it will feature vehicles in motion as well as on display," Drummond said. "There are a ton of car people in that part of the country and since we've announced the spring show, the response has been overwhelming from both car show participants as well as parts vendors."

In addition to the 3000 or so cars on display, Goodguys events involve custom car equipment and automotive lifestyle vendors, in addition to a traditional classic car parts swap meet area.

The car Joe Sulpy IV had on display at the Goodguys' November event was a project started by his father. But when Joe III became seriously ill, Joe IV finished the work (and was glad to report that his father had recuperated from his illness).

The car is a "clone," a tribute to the "Parisienne" custom car created back in

KEEP RIGHT >>





the early 1960s by Richard Korkes and his Korky Kustoms shop in New Jersey. At the time, Joe Sulpy III was a high school student and would try to sneak peeks of Korkes' project—only to be chased away again and again by Korkes and his crew.

Korkes started his "Parisienne" project with a 1954 Ford. The Sulpys started with a Chrysler, though all that remains from that vehicle are the frame, the windshield and the tail lamps.

Though the low-slung, landau-roofed car is radical from every angle, what truly sets it apart is the shape of its tail end, with the center point of the rear bumper and fascia set several feet ahead of the trailing edges of the bumper and rear fenders, as though someone took a large pie-shaped slice out of the back of the car.

Like Joe Sulpy IV, Richard Korkes moved west, not to Arizona but to southern California, where he worked for customizer George Barris as part of the team that created cars such as the original Batmobile.

Speaking of Arizona, Joe Sulpy IV has learned that the Korky Kustoms' Parisienne not only has survived, but in 2009 was purchased by a car collector in Tucson.

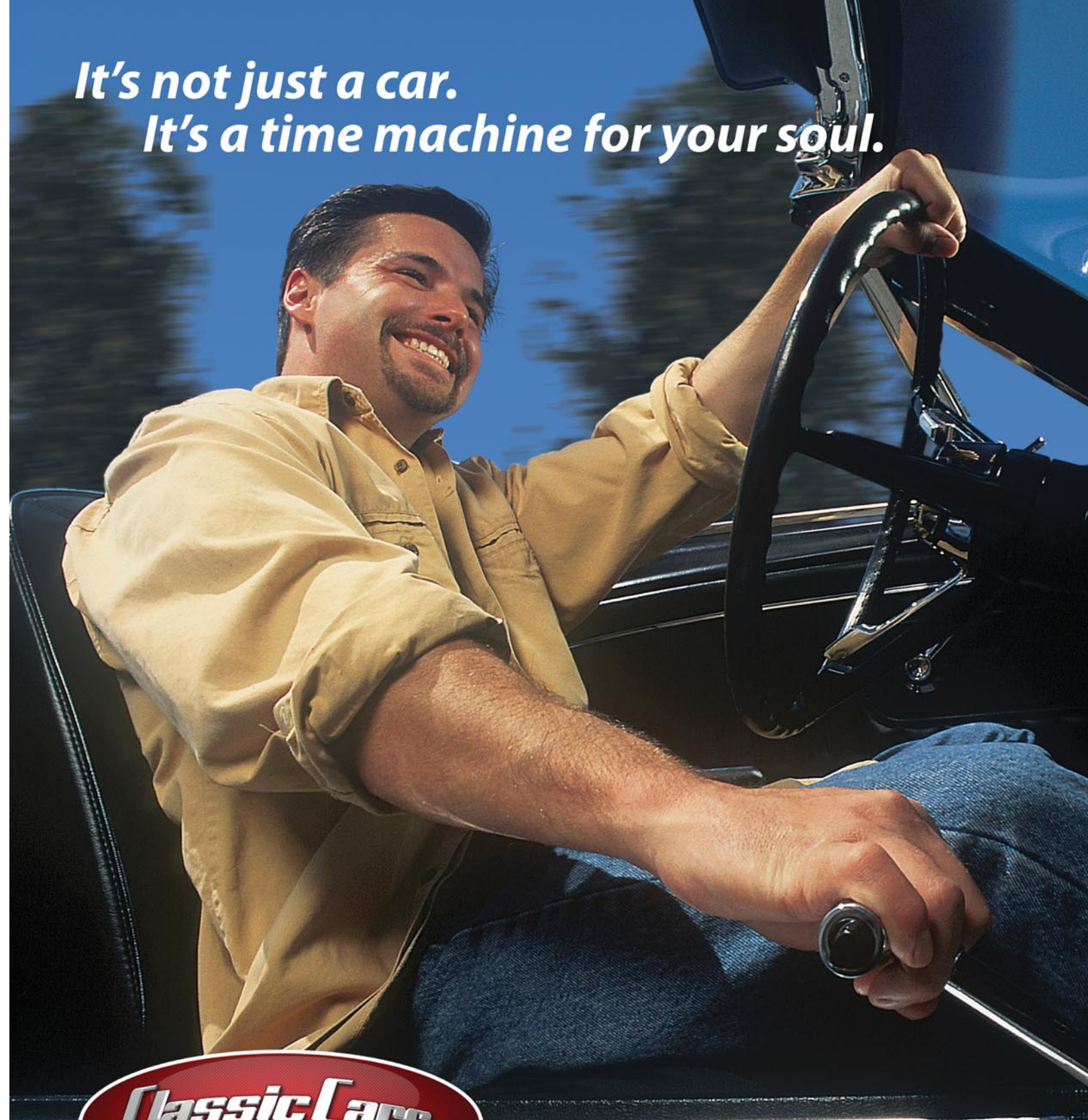
Who knows, the original and its clone might end up parked together when the Goodguys return in March. ■

GOODGUYS Rod & Custom Association 2010 EVENT SCHEDULE

March 12-14	.....Inaugural Spring Nationals	.....Scottsdale, Arizona
March 27-28	.....28th All American Get-Together	.....Pleasanton, California
April 9-11	.....10th Del Mar Nationals	.....Del Mar, California
May 15-16	.....4th Orange County Get-Together	.....Costa Mesa, California
May 21-23	.....5th Nashville Nationals	.....Nashville, Tennessee
June 4-6	.....13th Colorado Nationals	.....Loveland, Colorado
June 5-6	.....17th Summer Get-Together	.....Pleasanton, California
June 11-13	.....32nd Hot Rod Nationals	.....Indianapolis
June 25-27	.....19th East Coast Nationals	.....Rhinebeck, New York
July 2-4	.....19th Heartland Nationals	.....Des Moines
July 9-11	.....13th Goodguys PPG Nationals	.....Columbus, Ohio
July 23-25	.....23rd Pacific Northwest Nationals	.....Puyallup, Washington
August 13-15	.....9th Great Northwest Nationals	.....Spokane, Washington
August 20-22	.....9th Blue Suede Cruise	.....Norwalk, Ohio
August 27-29	.....24th West Coast Nationals	.....Pleasanton, California
September 3-5	.....9th Mid-Western Nationals	.....Kansas City, Kansas
Sept. 17-19	.....4th Chicagoland Nationals	.....Joliet, Illinois
September 24-26	.....6th Great American Nationals	.....Pocono, Pennsylvania
October 1-3	.....18th Lone Star Nationals	.....Fort Worth, Texas
October 15-17	.....3rd Nostalgia Nationals	.....Bowling Green, Kentucky
October 29-30	.....17th Southeastern Nationals	.....Charlotte, North Carolina
November 13-14	.....21st Autumn Get-Together	.....Pleasanton, California
November 19-21	.....13th Southwest Nationals	.....Scottsdale, Arizona

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.

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THE GREAT SOUTHWEST SCOOTER FIESTA

By Glen Galatan
Photos by Randall Bohl
www.randallbohl.com

Dogs, cats, Reno 911 and scooters? A strange mix, but all for a good cause. The first ever "Great Southwest Scooter Fiesta," drawing over 2500 people from the general public and over 120 scooters, turned out to be the largest gathering of scooters ever in Arizona. The event took place at Joe's Farm Grill, Gilbert, a mecca to local scooterists. The rally was hosted by the Scooter Club of Metro Phoenix, one of the top 5 "Meet Up" scooter clubs in North America, with membership now over 200 and growing. Attendees drove their scooters to the event from as far away as Fresno CA, Santa Fe NM and of course all over the state of Arizona.



Scooting has hit Arizona in a big way. The combination of perfect riding weather, gas prices on the rise and the affordability of the little critters has more Arizona scooter sales over the last two years. The club, with only 10 members just a year ago, wanted its first rally to be more than just a few scoots, a keg of beer and camping.

What it turned into was a huge fundraising event for Maricopa County Animal Care and Control, with over 14 vendor booths ranging from TEAM AZ Motorcycle safety instruction, to the ASU Art Museum with children's activities, to "Ride Now" girls in hot pants doing a scooter wash.

Special guest for the event was Carlos Alazraqui, star of the hit TV show *Reno 911* and voice of the Taco Bell chihuahua. Carlos is a huge scooter enthusiast and dog lover—the perfect host for the event. Music was crafted by Surfside IV. A raffle was held with grand prizes including a Piazio Fly scooter from GoAZ Motorcycle, a Genuine Buddy scooter from Scooter Invasion, along with a race day at the Bob Bondurant School of High Performance Driving—and you may have thought scooter people weren't cool? There was even an electric bike donated by Urban Commuter of Tempe.

But what's a rally without a ride? The event, which actually lasted the whole weekend of October 16-18, 2009, featured rides to Saguaro Lake and South Mountain. 60 to 80 participants scooted the main ride without one nick, scratch or fall—now that's hard core. It totaled close to 200 miles over the weekend.

Many people don't know that scooters have gotten more reliable, bigger and faster. The fastest-growing segment, 150-250cc, can do between 55-65 mph. And 250cc+ scooters can be taken on the highways. Scoots over 500cc are capable of speeds in excess of 100 mph. Those of you in motorcycle clubs, if you have not seen them already, get ready because you *will* be seeing scoots on rides with you soon.

The event helped organize adoption for over 14 animals to good homes and raised thousands of dollars for MCACC, one of their biggest one-day adoptions ever. But just as important was the exposure the Arizona scooter community got from the event—helping to grow riders, helping the environment, raising awareness of "cages" and of sharing the road with the scooterist.

Like to learn more? Visit the club online at www.meetup.com/phoenix-scooter-club for more information or to sign up for your own free membership. ■

Glen Galatan is President of The Scooter Club of Metro Phoenix and Fatcatscooter.com



MULTIPLE AWARD WINNER COMES IN MANY SHAPES AND SIZES

Story and photos:
Joe Sage



E-CLASS REVISITED

Covered at launch in Las Vegas and surrounding mountains and deserts (see July-August issue), we now spend a week with the Mercedes-Benz E350 Coupe in Arizona.

We drove the E-Class when the new model lineup was launched earlier this year, in coupe and sedan form, Luxury and Sport form, and E350 and E550 form. The coupe itself represented both an expansion and a consolidation: the E-Class lineup was expanded to include a coupe, while the alphabet-jammed Mercedes-Benz lineup overall eliminated the CLK coupe.

Mercedes product people told us at launch that “the new E-Class is a milestone, the most important launch of the year; everything we know has been put into this, and it is the most technologically advanced automobile on the planet.” At the time, we called the E-Class a “near-S technological tour de force.” And the story continues, with a steady stream of news that boils down to two impressive areas: the E-Class has [a] garnished its lineup with more models and forms, and [b] garnered one award after another.

AWARDS

Here are a few of the non-stop awards bestowed upon the E-Class just in the past few weeks as we go to press:

- A jury of 400 EuroCarBody Conference delegates and board members voted the E-Class the “EuroCarBody Award 2009,” as the car with the best bodyshell.



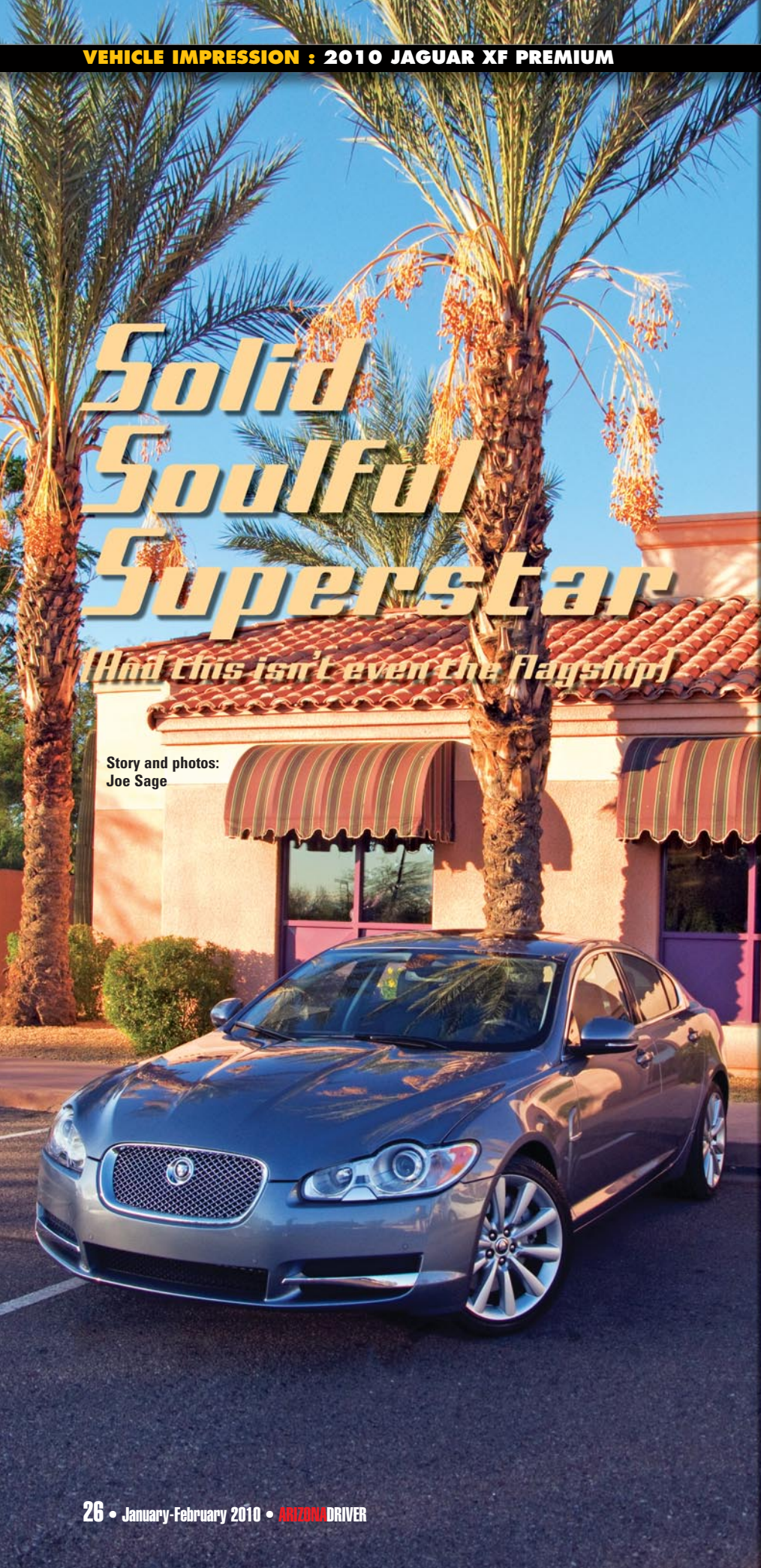
- *Diners Club Magazine* said the E-Class has the “best power-to-economy ratio.”
- Readers of *Auto Zeitung* voted E-Class the best saloon in the luxury class.
- The Austrian Automobile Association “2009 Car of the Year” award went to the E-Class, as Austria’s favorite premium car.
- The E-Class (and also the GLK and C-Class) achieved the highest rating of five stars in stringent EuroNCAP safety tests.
- 50,000 *Auto Bild SportsCars* readers voted the E63 AMG “Sports Car of the Year” as best sports saloon. Its 32.3 percent vote beat second place by 11 percent.
- The new E-Class Estate (wagon) was named best business class car in voting by 150 international motoring journalists for Motorinformationsdienst (Motor Vehicle Information Service), from among 80 passenger cars in eight categories.

MODELS

We would encourage you to visit mbusa.com to absorb the full range of offerings, but the fundamental start where they started last spring: there are E350 and E550 models, with two sizes of V6 and V8 engine. There is the sedan, and now there is the coupe (replacing the prior CLK). There are Luxury models, recognizable in traffic by the stand-up tri-star logo atop the hood and a refined many-slat grille, and Sport models, with the two-bar grille and large integrated tri-star of our test car. And now there will be more. Start with the long-anticipated E63 AMG, first on sale (somewhat surprisingly) as a sedan. Watch for an AMG coupe. Upcoming is a model year 2010 E-Class BlueTEC diesel sedan, offering 600 miles

E350C LOGBOOK NOTES

- We feel at home in it the second we get in. We note that it looks keyless, but it’s not—the key is just a little stub, but you still have to push a button to open the door, and you still have to stick it in the dash and turn it to start the car.
- We remind ourselves of the safety technology that’s packed into this car, including: Adaptive Highbeam Assist, Night View Assist Plus, Distronic Plus with Pre-Safe Brake, Lane Keeping Assist, Blind Spot Assist, Parktronic with Parking Guidance, Attention Assist, Neck-Pro Headrests, ES, ABS, BAS, EBD, brake priming, brake drying, HOLD braking and much more. For more information, see the writeup in our July-August issue, or visit www.mbusa.com.
- We reach for the turn signal and get the cruise control instead, almost every time. We’ve checked with other test drivers and owners, and it seems if you have hands at 10-2, or if you have your elbow on the open window base, and/or if you’re tall, the arc of your hand reaches both equally, but will reach cruise first. If you have hands at 8-4, or your elbow on the armrest, and/or are “fun-size,” you will reach the turn signal as intended. This is a layout shared with other M-B models we’ve driven, and we think it needs a rework. There are potential risks of setting cruise without intending to, or at a minimum not signaling when you do intend to.
- The analog clock is a classy touch.
- The door handle seems either too tight or too light, either way not the feel we’d like.
- Drive-by-wire can produce a different feel even in simple maneuvers like a freeway lane change, which were a bit abrupt.
- We love a firm ride in a driver-oriented car but noted this was harsher than expected. This coupe ran Continentals on 17” wheels.
- We had a cold snap at the time, and we appreciated the one-button-takes-you-to-max switch for the seat heaters, an approach taken by BMW for some time, not by Audi, but starting to catch on. When you know you need ‘em, start at the top.
- Backup camera implementations vary quite a bit, with different indicators, and with varying image quality. This unit was generally fine, but we could only use it if we had the audio on. (On the plus side, we suppose this makes it harder for a teen to slip out with mom and pop’s E-Class at 3am.) We could turn the audio down, but sonofagun if the audio doesn’t start creeping back up, bit by bit. We never did find a way to solve this.
- The logbook shows a paradoxical entry indicating that as we started to get the fundamentals down on the music/nav/backup interface, enough to make it intuitive, that’s when we really gave up on mastering it.



Solid Soulful Superstar

(And this isn't even the flagship!)

Story and photos:
Joe Sage

The Ford years—when Ford owned Jaguar, as well as Land Rover, Aston Martin and more—did bring some benefits to both parties. But they also brought suffering. Many saw the S-Type Jaguar as no more than a rebodied Taurus, or the X-Type as a rebodied Contour (though actually based on the European Ford Mondeo, a great car unfamiliar to most US buyers). What's more, the styling was lost in time: the X-Type harkened back to the classic XJ sedan, while the S-Type evoked British saloons of the '50s and '60s. Even the revised XJ—a completely new all-aluminum tour de force—was carefully worked to be almost indistinguishable from its steel predecessor—a violation of working within the benefits and restraints of your materials, first. (The X8 sports car did a good job as a Jag—in that case, it was Aston Martin that had identity issues.)

Jaguar finally relocated its compass in the late '00s, just as Ford announced it would sell off the brand (along with its other once-proud acquisitions). When India's Tata Motors emerged as the buyer, fans hoped the concepts of the past few years would still see the light of day. And they have. First up is the Jaguar XF, a four-door sedan with coupe-like aspirations. This is not their top-of-the-line: that will still be the XJ, which was shown to us at the LA Auto Show in December. There will no confusing the two, nor will there be any mistaking them as brethren.

Enough about where we've been and where we might be headed. Let's talk about where we are, which is in the cockpit of a brand-new Jaguar XF. The car was a recognizable beauty from the moment it was dropped off. The keyless entry was one of the most straightforward we've seen. The door closed with the solid "thunk" of a half-million-dollar Maybach. The engine purred to life at the push of a button.

We paused, as usual, to adjust the mirrors and seat, and to investigate the primary controls. Glad we did, too, as when we started to work the climate and audio, we reached for the big silver knob on the console, instinctively expecting it to have some of the same functions as the BMW iDrive, Audi MMI and so forth. Not the case. In fact, we put the car in reverse, but fortunately had our foot firmly on the



Fit and finish are clean, modern and elegant throughout. The big silver knob (right) is not a media controller, as in so many current brands, but rather the shifter. A surprise at first, this emerges as another point of distinction that helps develop pride of brand. While many brands persist in (or increase) their overuse of chrome, the XF's transition from chrome bars in the air intakes below the headlights to subtle shaped steel is a style delight.

brake. This turns out to be the shift knob for the automatic transmission, which seemed an unwelcome oddity at first, though the good news was that Jaguar has not fallen into the knob flock at large. Ultimately, though, we ended up making fast friends with the shifter. Any case of mistaken identity is only likely once.

We drove the Jaguar XF Premium, which, among those with a naturally aspirated V8, falls at the midpoint between Luxury and Premium with Portfolio Package. (There are also XF Supercharged and XFR—also supercharged—high performance models.) The Premium's 32-valve 5.0-liter V8 delivers 385 horsepower through a 6-speed automatic and claims a 0-to-60 time of 5.5 seconds. Its EPA fuel economy average is 19 mpg. (The supercharged engine delivers 510 hp and a 4.9-second 0-to-60 time.)

The Premium level brings you soft-grain leather, keyless entry, 3-stage heated and cooled front seats, radar-activated blind spot sensors on the side mirrors, a rear camera with path indicators, and bi-xenon headlights. Paint and wheel options are expanded beyond the Luxury model, and the interior features knurled aluminum and burl walnut as standard.



KEEP RIGHT >>



We first decided the knob shifter wasn't half bad when we first noticed that turning off the ignition brings a very quiet whine from the instrument panel, as covers rotate into place over all the vents, while the shift knob retracts to a flush position in the console. Arguably minorly functional, but basically totally unnecessary and totally cool. When it comes to Jaguar badging, we're more fans of the leaper than the growler (which also stares at you from the steering wheel), but we do love the chain-link grille, a bold echo of the '67 Pontiac GTO.

Our XF Premium stickered at \$56,150 base (newer information already has it at \$57,000), but with so many upgrades included, the total was just \$58,875, with \$850 destination and its one option: an \$1875 sound system from Bowers and Wilkins, the master audio engineers at Abbey Road Studios in London.

The base 4.0-liter Luxury model stickers at \$52,000, and—if you favor a suede headliner, deep pile carpeting, ebony veneer, heated steering wheel, rear window shade, 20" wheels and more—the Premium with Portfolio Package stickers at \$61,000. (The Supercharged starts at \$68,000 and the XFR at \$80,000.)

It would be easy to be a sucker for more amenities, but this is a great driver's car, a smooth and aggressive coupe in handy four-door clothing. The Premium model seems to strike the right balance. We enjoyed every minute with this car and could easily keep it indefinitely.

Have you driven a Jaguar... lately? It seems the brand could have every reason to co-opt this old Ford slogan. Jaguar has definitely rediscovered its soul. If you haven't driven one, then when you see the new Jaguar XF in traffic, rest assured its owner has experienced a few things you haven't. Yet. ■

JAGUAR XF LOGBOOK NOTES

- This car has a far more substantial feel than many of its competitors, straight away.
- At first we're skeptical of some interior finishes: the wood seems shiny, the brushed aluminum almost looks plasticky and we wonder whether its black-on-silver imprinted icons will stand the test of time. We soon stop thinking about any of that. They provide a distinctive Jaguar look and feel.
- For the mirror adjustment, you have to hold one button down and operate a toggle with a couple of different fingertips, awkward.
- The touchscreen is good, with a different menu from most. The return button at lower right should probably be at lower left, where it points, and it's hard to touch because it's close to the frame. But the general interface is effective, attractive, a little different.
- Before the week is up, we end up thinking the shift knob is one of the coolest I've-got-a-Jaguar features in the car, of course.
- We often have to hit the start button twice.
- We're big fans of interior center ceiling lights where you don't have to look for the switch, rather the lens is the switch, just press it. Jaguar does this one better, as a trio of lenses are touch-sensitive: sweep your hand once on, once off, one light, two or three, whichever you want. Very elegant.
- Not nuts about the headlight switch, in the dark in particular. It has way more settings for automatic levels and all than for just turning them on and off, our preference.
- When you turn the car off, all air vents rotate closed with flush shields, and the knob for the transmission retracts flush. A low-key machine sound for this is just right.
- All the touches and weights seem perfectly engineered. Everything feels no lighter or heavier than you'd expect. Seats, controls, shifters, wheels... nice job.
- Pushbutton tilt adjustment of the headrests is a great feature everyone should have.

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Barrett-Jackson—the granddaddy of Arizona auctions, boasting the longest and most comprehensive schedule, from the auctions themselves, to automobilia and rock paraphernalia sessions, lifestyle activities, and a midway of vendors and food choices galore—gets started with Ford Family Value Day benefitting Cox Charities, then continues with several days of auctions, with the full event lasting a week. During full auction days, bidding begins with automobilia, with vehicle bidding immediately following.

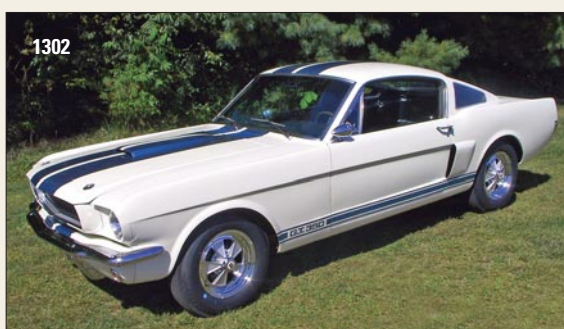
EXPANDED WEBSITE AND SOCIAL MEDIA: Barrett-Jackson is giving fans more opportunity to follow the event with a variety of newly expanded website features and social media applications, available at www.barrett-jackson.com. The website logs more than 45 million page views by more than 3.5 million visitors annually, and in response, the company has made the site more user-friendly and social-media-savvy. Barrett-Jackson CEO and Chairman Craig Jackson says, “I put us on the web in 1994—which was pretty far ahead of the curve—and had internet bidding available by 1997. We want users to be able to take the auction experience with them anywhere, and my goal is to provide as much opportunity for fans to stay informed and excited at all times.” The newly revamped “Community” section has links to the company’s Facebook, Twitter and LinkedIn pages, video sharing site Hulu and an official YouTube channel. The site now offers user forums and an interactive application called “My Garage,” where anyone can create a virtual garage full of their personal dream cars offered at Barrett-Jackson events. IN addition, SPEED will broadcast nearly 40 hours of live, high-definition coverage of all six auction days

ORIGINAL 1963 SHELBY COBRA

LOT NO. 1303: Original 289 Shelby Cobra CSX2091 headlines a docket of cars slated to be sold at No Reserve. Experts at the Shelby American Automobile Club report that CSX2091 is one of only 453 total street versions of the 289 Cobra that were built. The SAAC registry shows Shelby American shipped CSX2091 on June 11, 1963, to Burton Motors of Sacramento CA. The roadster was restored in 1991 to its original black exterior with red interior and wire wheels; it is one of 13 made in this combination. The Cobra features its original 271 horsepower engine, four-speed transmission, worm-and-sector steering, suspension and aluminum body. Steve Davis, president of Barrett-Jackson, says “CSX2091 Cobra remains in excellent condition with only 29,687 miles on its odometer. And since original Cobras usually qualify for historic events, it can also be driven on rallies and in other high profile events.”

FIRST PRODUCTION 1966 GT350

LOT NO. 1302: Also at No Reserve is 1966 Shelby GT350, SFM6S002, the very first 1966 production Shelby built and the first of 252



“carryover” cars. The first serial numbered ‘66 Shelby SFM6S001 was a standard ‘65 Mustang pulled from the assembly line and modified as a prototype for production 1966 Shelys. SFM6S002 just received a complete ground up restoration to its original Wimbledon White with Guardsman Blue Le Mans stripes by Cobra Automotive of Wallingford, Connecticut. No expense was spared in the restoration back to its original state with many original date-coded parts.

The car is powered by a fully rebuilt 289 HiPo V8 and backed by the correct T-10M Aluminum four-speed transmission. It is equipped with a Holley 715 CFM carb, 3:89 Detroit locker rear, original dash-mounted tach, wood grain steering wheel, original rear-seat-delete package shelf and Shelby Cragar 15” wheels mounted with Goodyear Bluedot tires. Listed in the SAAC Registry, SFM6S002 has its original Shelby owner’s manual, supplement and authentication. The car has a tremendous racing history. Shortly after the second owner acquired the car, it was extensively raced at Road America, Black Hawk Farms, Grattan, Mid-Ohio, Road Atlanta and Watkins Glen. Its “Number One” production status and its racing pedigree make this a historically significant Shelby.

LONE FULLY RESTORED 1929 HAMILTON METALPLANE H-47 IN EXISTENCE

LOT NO. 1307: One of the rarest and most beautifully restored classic aircraft in the world, a 1929 Hamilton Metalplane H-47 (serial No. 65), will be sold at No Reserve. The historic Metalplane was number 22 of only 29 built and is the only airworthy example of its type in existence. The Metalplane was originally sold in 1929 by the Hamilton Division of Boeing Aircraft to the Canadian Forestry Service. Following ownership by operators in Washington and Alaska, it was brought to St. Paul MN in 1954 by Northwest Airlines pilot Harry McKee. There, Northwest Airlines’ “20 Year Club” began restoring the Metalplane, but stopped the job after only four months. The project was abandoned for several years until Jack Lysdale, aviation expert and FBO at Fleming Field Airport in South St. Paul, purchased the aircraft and embarked on a full restoration to original specifications in 1972. Many parts had to be fabricated from scratch, including the seats, nose cowlings, firewall, fuel and oil tanks, controls and electrical systems. The Metalplane was reskinned with specially manufactured corrugated aluminum rolled from original dies by the Alcoa Company. The engine is a massive Pratt and Whitney Hornet R-1690 with 525 horsepower at 1900 rpm. The aircraft’s impeccable restoration earned it the prestigious Grand

Champion trophy at the Antique Airplane Association National Convention in 1975, as well as the Silver Age Champion award at Oshkosh in 1976. The Hamilton Metalplane will remain in St. Paul while it is being auctioned live in Scottsdale. A video of its history and restoration will be shown to auction attendees and those watching live on SPEED.

1959 AUSTIN-HEALEY BUGEYE SPRITE ROADSTER

LOT NO. 619: This car raced F/E production class in HSR West and VARA racing clubs from 2000 to 2006. Race-ready with 1275cc Austin-Healey engine with full racing cam, balanced and lighted crankshaft, aluminum head, custom headers, 45 DCOE Weber carb, straight cut gear box with lighted flywheel and clutch, disc brakes, dual coil system, oil cooler with quick change filter adaptor, racing fuel cell, fire system, rollbar, fiberglass bonnet, racing mirrors, Carabu racing seat, Mini Lite wheels and racing tires. Not street legal.

1969 AMERICAN MOTORS AMX 2 DOOR COUPE

LOT NO. 364.1: This hard-to-find 4-speed, 390 cu.in. AMX comes with its original installed matching-numbers engine, the largest available in 1969, plus 4-speed manual and rare factory side pipes. The original trim tag is in excellent condition, never removed. The AMX was a limited-production car built for three years. It was named “Best Engineered Car of the Year” in 1969 by the Society of Automotive Engineers, partly for its industry-first one-piece inject-molded safety dashboard.

2002 ASVE DWARF-LEGENDS RACE CAR

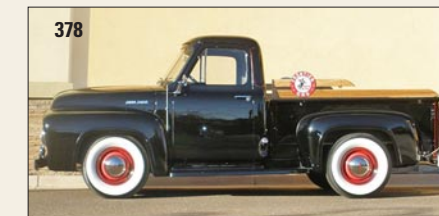
LOT NO. 3: Legends Race Car converted to street-legal roadster with lights, signals, wipers and horn. Yamaha FJ1200 and 5-speed manual. This unique award-winner is an attention-getting kids magnet. An ex-racecar, it’s now perfect for business promotion or as a grocery-getter—fun, easy to park, handles like a slot car and is really fast. Titled as a 2002 ASVE.

1971 VOLVO P1800 COUPE

LOT NO. 15.1: This 1971 Volvo P1800 coupe comes in white with black leather interior. The 1.8-liter 4-cylinder engine has been recently rebuilt. The drivetrain includes a 4-speed manual with 2-speed electric overdrive differential.

1954 FORD F-100 PICKUP

LOT NO. 378: This truck has just had a two-and-a-half-year restoration with no expense spared. This showroom black beauty has an awesome undercarriage and engine compartment with a “cost clipper” 6-cylinder engine. It features beautiful two-stage black paint, base coat clear coat, four brand new tires, new oak bed, working heater and—the crowning jewel—a deluxe chrome grille. Included is a 1954 Ford Truck Illustrated Facts and Features Manual.



1968 CHEVROLET CAMARO CUSTOM

LOT NO. 1547: Complete frame-off restoration. Factory Lemans Blue paint, Ermine White stripes. Mild-built Vortech 350 with Vintage Air. Performance pulley setup, factory speedo and gas gauge, factory tilt steering and console, aftermarket gauges. New gas tank, Holley electric fuel pump. All external lights, emblems and lenses are new. Sony AM/FM/CD.

1970 FORD MUSTANG BOSS 302 FASTBACK

LOT NO. 1232: This Calypso Coral Boss 302 just finished a complete nut and bolt rotisserie restoration. At the Mustang Club of America’s National Event in July, it received the highest ranking of Gold in the Concours Division. Boss 302 engine, close-ratio 4-speed transmission, smog system and factory markings. Options include Shaker hood, power steering, Magnum 500 wheels with Goodyear Polyglas tires, 3.91 Traction-Lok differential, rear spoiler and slats, console and clock. Deluxe Marti Report, window sticker and Eminger invoice.

1952 ROLLS-ROYCE SILVER WRAITH SALOON

LOT NO. 934.1: This 1952 Silver Wraith with 4-door Saloon coachwork by Park Ward—an innovative design first shown by Park Ward at the 1949 Earls Court Show—is powered by a 4,566cc (279 cu.in.) engine. 121 were built, accounting for well over a third of Park Ward’s total production of 331 on the Silver Wraith

short wheelbase chassis. Its design benefits from the long sweeping teardrop front fenders which extend back to similar but shorter teardrop rear fenders with rear wheel skirts. Built-in Silver Dawn-style headlights, 6 side windows, sloping beltline and roofline joining into a steeply sloped rear deck make this design one of the most modern and attractive on the Silver Wraith. Finished in two shades of blue with red coachlines and matching new blue leather upholstery and Wilton carpets, this righthand drive Rolls-Royce has a 4-speed manual transmission, single center driving light, folding tables in the rear compartment, a modern Alpine stereo and air conditioning to ensure its usability in all climates and conditions. It has been thoughtfully restored and is an excellent driving automobile.

TICKETS AND INFORMATION

Tickets are available with early-purchase discounts, or during the event by individual day, multi-day or full-week pass. Discounted prices for evenings and for seniors, students, military and children. Barrett-Jackson hosts annual auctions in Scottsdale in January, Palm Beach FL in spring, a new event in Orange County to be held in late June or early July, and Las Vegas in October. For tickets or schedule info, visit www.barrett-jackson.com.

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Gooding & Company

3rd Annual Scottsdale Auction

Saturday, January 23, 2010 - (Preview Thurs-Sat, Jan 21-23)
West end of Fashion Square - Camelback Road and 68th Street - Scottsdale

Gooding & Company is presenting five exceptional European collector cars for sale at its Scottsdale Auction this January, each bestowed with a distinctive pedigree. Following the success of last year's Scottsdale event, where Gooding & Company sold the highest-priced car of the week—a 1960 Ferrari 250 GT SWB California Spider for \$4.95 million—they are looking to recreate the magic for 2010. Gooding & Company auction preview days are Thursday-Friday, January 21-23, from 9am to 6pm, and Saturday from 8:30-11am. The auction starts at 11am Saturday.



(Above) 1956 Jaguar D-Type Sports Racer. (Right, top to bottom) 1959 Ferrari 250 GT, 1956 Maserati A6G/54, 1931 Alfa Romeo 6C 1750, 1934 Hispano-Suiza J-12 T68.

FEATURED EUROPEANS

1956 JAGUAR D-TYPE SPORTS RACER

Chassis XKD528 began its racing career in 1956 with driver Pearce "Pete" Woods at popular racing events throughout California. A podium finisher at Santa Barbara, Bakersfield, Palm Springs, Riverside, Paramount Ranch and Pomona, XKD528 retired to street car status in 1964. Since then, it has been featured in countless magazine articles and proudly rallied in the Colorado Grand, Terry Larsen's C & D-Type Rally, and the Copperstate 1000. Following a recent comprehensive restoration, the Sports Racer is offered for sale in its original cream over blue. "According to Jaguar historian Andrew Whyte, this Jaguar D-Type Sports Racer's victory at the Pomona Six-Hour Enduro in 1958 is widely considered the last big win for a D-Type in the US," says David Gooding, founder and president of Gooding & Company.

1959 FERRARI 250 GT SERIES 1 CABRIOLET

Defined by a number of superlatives, this may be best known as one of only 40 Series 1 Pinin Farina Cabriolets ever built, the last car of its kind to wear the famous covered headlights. Upon its completion, the car was immediately shipped to the United States to be proudly displayed on Ferrari's New York

Auto Show stand. After the show, the car was first delivered to racing team owner and loyal Ferrari client, Bob McKelvy. Gooding & Company expects this Ferrari to be a bright star in Arizona this January, the first Series 1 Cabriolet presented at auction in many years.

1956 MASERATI A6G/54 BERLINETTA WITH COACHWORK BY ALLEMANO

Per original documentation, this Maserati was originally owned by Giulio Dubbini of Padua, Italy, a renowned collector of significant Italian racing cars. One of only 15 examples of Allemano-bodied Maseratis built in 1956, this rare gran turismo retains most of its original components, including its Verde Suro (Mackerel Green) livery, original coachwork and matching-numbers engine. The A6G/54 is estimated to sell for \$375,000-450,000.

1932 ALFA ROMEO 6C 1750 SERIES V GRAN SPORT WITH COACHWORK BY ZAGATO

Formerly the property of Alfa Romeo enthusiast Ralph Stein, this fifth-series Gran Sport is a comprehensively-documented touring car that has participated in some of world's most renowned events including the Mille Miglia Storica, Colorado Grand Rally, Pebble Beach Concours d'Elegance, and Laguna Seca's



Photos: Pawel Litwinski © 2009 courtesy of Gooding & Company

Monterey Historic Races. It is offered for sale with accompanying reports from experts Angela Cherrett and John Boer, FIVA paperwork, original bumper and engine components, and an extensive file of receipts from Jim Stokes' comprehensive mechanical work including the build of a Vittorio Jana-designed, supercharged twin-cam engine. "From the moment we climbed into the car and slid into the low bench seat, it was apparent that the Alfa was a true driver's car," says Gooding.

1934 HISPANO-SUIZA J-12 T68 CABRIOLET WITH COACHWORK BY SAOUTCHIK

One of only nine original-bodied open J-12s in existence and also one of the most attractive, this Hispano-Suiza gained fame in the popular 1979 James Bond film *Moonraker*, starring Roger Moore. This car is one of only 120 twelve-cylinder models ever built and with a massive engine displacement of nearly 9.5 liters, it has been enjoyed by its owner for thirty years. During this time together, the owner toured numerous Hispano-Suiza rallies around the world, as well as CCCA CARavans and the Colorado Grand. One of the most coveted of all classics ever built, this car is eligible to be shown at every major classic car event in the world.



(Above) 1953 Buick Skylark convertible. (Right, top to bottom) 1953 Cadillac Eldorado, 1965 Shelby 427 S/C Cobra, 1953 Oldsmobile Fiesta, 1947 Ford Super Deluxe Sportsman Convertible, 1959 Jaguar Costin Lister.

FEATURED AMERICANS

1965 SHELBY 427 S/C COBRA

Chassis No. CSX 3021, this is the first of 29 427 S/C Cobras built by Shelby American. This highly original example has just 3800 miles from new and is the only 427 S/C in the hands of its original owner. It is one of only two Cobras finished in Hertz Gold, comes with extraordinary original documentation and will be the centerpiece of any Shelby collection. This rare Shelby Cobra is estimated to sell for \$1,800,000-2,500,000.

1962 SHELBY 260 FACTORY COMPETITION COBRA

Chassis No. CSX 2026, this is the Dave MacDonald, Bob Johnson 1963 SCCA A-Production National Champion, the first Cobra to win a race and a championship, and the last of only four factory 260 Competition Cobras. With a known history, exceptional provenance and retaining numerous rare original features, this Cobra has been featured in countless books, advertisements and articles. One of the most significant Competition Cobras, it is being offered for sale with a multiple-award-winning Rand Bailey restoration.

1947 FORD SUPER DELUXE SPORTSMAN CONVERTIBLE

The first wood-bodied convertible ever produced, the Ford Sportsman evolved on the whim of company president Henry Ford II. Chassis No. 2799A1974216 is one of fewer than 100 examples known to exist and has had an impressive restoration. A Certified Milestone Car, this Ford woodie convertible is estimated to sell at \$225,000-275,000.

THE 1953 "TRIPLE CROWN"

1953 CADILLAC ELDORADO CONVERTIBLE

This fully-loaded American icon, chassis No. 536217781, is one of only 532 built. The rarely seen white over red color combination

has had a nicely maintained professional restoration. Its 331 cu.in. OHV V8 with 4-barrel carburetor generates 210 hp, fed through a 3-speed Hydra-Matic transmission. The car features 4-wheel power-assisted hydraulic drum brakes, independent coil-spring front suspension and a live rear axle with semi-elliptical leaf springs. This beautiful Eldorado is estimated to sell at \$250,000-300,000.

1953 BUICK ROADMASTER MODEL 76X SKYLARK CONVERTIBLE

This top-of-the-line convertible, a featured centerfold in *The Buick: A Complete History*, has had an immaculate restoration to factory-fresh condition. A longtime southern California car, it is one of only 1,690 examples ever produced. Its 322 cu.in. OHV Nailhead V8 produces 170 hp. The Buick features a twin-turbine Dynaflo automatic, 4-wheel hydraulic drum brakes, independent front suspension and a live rear axle with elliptical leaf springs. This Buick is estimated to sell at \$200,000-250,000.

1953 OLDSMOBILE FIESTA CONVERTIBLE

This Olds was a one-owner car through the 1980s. It has a beautifully maintained award-winning restoration and a recently refreshed interior. This is one of only about 30 surviving Fiestas and an ultra-exclusive Oldsmobile. Its 303 cu.in. OHV Rocket V8 with Rochester 4-barrel has an output of 170 hp. The car has a 4-speed automatic, 4-wheel hydraulic drum brakes, independent coil-spring front suspension and a live rear axle with semi-elliptical leaf springs. This Oldsmobile will be sold with no reserve, estimated at \$175,000-225,000.

A FEW MORE SIGNIFICANT CONSIGNMENTS 1959 JAGUAR COSTIN LISTER

This is one of only two successfully built with Jaguar engines. A racing car, formerly driven by Sir Stirling Moss himself.



1930 DUESENBERG MODEL J CONVERTIBLE BERLINE

Estimated between \$700,000-900,000.

1931 CADILLAC 452A V-16 SPORT PHAETON

Estimated between \$425,000-525,000.

1932 BUICK SERIES 90 TOWN CAR

Coachwork by Murphy (commissioned by the great businessman Charles Howard for his daughter-in-law, Anita Zabala Howard).

FOR MORE INFORMATION

An auction catalog for \$75 admits two to the viewing and auction. General admission can be purchased at the tent for \$30 per person. For information, call 310-899-1960 or visit www.goodingco.com. For up-to-the-minute information, follow the auction on Twitter at twitter.com/goodingcompany or Facebook at facebook.com/GoodingCompany. ■

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RM Auctions

11th Annual Automobiles of Arizona

Thursday-Friday, January 21-22, 2010 - (Preview Thursday-Friday)
Arizona Biltmore Resort and Spa - northeast of 24th St and Camelback - Phoenix

RM Auctions kicks off its 2010 season again in Phoenix, as they return for the 11th consecutive season of Automobiles of Arizona at the luxurious Arizona Biltmore Resort & Spa. Over the past decade, the Arizona auction has been witness to the sale of some of the world's most desirable and historically significant cars, commanding strong prices and attracting buyers and sellers from around the world. Top sellers since the event's inception in 1999 include:

- | | |
|--|---|
| 1. 1937 Mercedes-Benz 540K Spcl Rdstr.....\$3,630,000 (2002) | 6. 1971 Plymouth Hemi 'Cuda.....\$2,420,000 (2007) |
| 2. 1934 Packard Twelve Runabout.....\$3,190,000 (2006) | 7. 1965 Aston Martin DB5 Coupe.....\$2,090,000 (2006) |
| 3. 1937/40 Duesenberg Model SJ.....\$2,805,000 (2007) | 8. 1936 Mercedes-Benz 540K Spcl Cabrit.....\$2,035,000 (2008) |
| 4. 1934 Duesenberg J Walker LaGrande CC \$2,750,000 (2005) | 9. 1934 Packard Twelve Coupe.....\$2,035,000 (2008) |
| 5. 1962 Aston Martin DB4 GT "Zagato".....\$2,695,000 (2005) | 10. 1955 Maserati 300 S.....\$1,925,000 (2006) |

RM is extending this year's event to two days with the addition of a Thursday evening sale devoted solely to British marques. The balance of the auction continues on Friday, with some 160 automobiles set to cross the block over the two days.

THURSDAY: THE BRITISH ARE COMING!

RM will present an evening auction—for the first time—on Thursday, January 21. A preview is held from 9am to 4pm, followed by "The British are Coming!," starting at 6pm, offering great British marques including Aston Martin, AC, Austin Healey, and Allard, just to name the "As," many without reserve.

1963 Aston Martin DB4 GT: Headlining the list of early consignments for "The British are Coming!" event is an extremely rare left-hand-drive 1963 Aston Martin DB4 GT (shown below), chassis number 0175/L. Well-known in Aston Martin circles, 0175/L was the last GT to be built and sold by Aston Martin's Newport Pagnell Factory, and is one of only six GTs known to have full Factory Lightweight construction details. Delivered new to Switzerland, 0175/L went on to spend

time in both Lebanon and Holland early in life before eventually making its way to the US in 1976. It was actively campaigned at numerous historic events in the 1980s, before undergoing a full restoration in the mid-'90s—the quality of work well proven by multiple first place finishes at Lime Rock, Road Atlanta, Watkins Glen and Laguna Seca in the following years. Eligible for the world's best historic driving events, the car's offering in Arizona is already attracting considerable attention from serious collectors worldwide.

Additional Brits: Other notable entries for "The British are Coming!" include an exceptionally restored Aston Martin DB5 and a matched pair of Aston Martin DB MKIIIs (one saloon and one DHC). Also on offer are three AC sports cars: an AC Bristol Roadster, an AC Ace Roadster and an AC Aceca Bristol.

FRIDAY: SHELBY COBRA 427 "FLIP-TOP"

The one-of-a-kind 1964 Shelby Cobra 427 Prototype "Flip-Top," s/n CSX 2196 (shown below), was nicknamed for its unique clamshell construction. Its design, build, development and racing were spearheaded by legendary race driver Ken Miles. After months of testing and modifications, 2196 became the only prototype produced for the famed 427 Cobras that followed. It was raced in period at Riverside, Sebring and Nassau.

Over the years, 2196 has competed in many of the world's historic races, including Laguna Seca, the Monterey Historics and the Goodwood Festival of Speed. Today, the well-documented Flip-Top sports its original livery of Guardsman Blue with white stripes and black interior, and is unquestionably one of the most desirable Shelby Cobras ever built.

FRIDAY: HISTORIC DETROIT CONCEPT CARS

On Friday, RM will shine the spotlight on a unique range of concept cars from Detroit's automakers, including one pre-war car, four post-war era cars from the 1950s (shown at right), plus a modern '90s example, including:

1941 Chrysler Thunderbolt: The 1941 Chrysler Thunderbolt concept car by LeBaron (s/n 7807943), is one of five originally built and four in existence. (One was shown at the outstanding Curves of Steel exhibit at the Phoenix Art Museum: see our May/June 2007 issue online). The full-envelope body with concealed headlights, fully retractable disappearing hardtop, push-button starter and backlit Lucite gauges make the Chrysler Thunderbolt one of the most significant concepts of its time. This multi-award-winning car with unique contrasting green and copper exterior is fully restored and has enjoyed considerable success as a

show car, including at the famed Amelia Island Concours d'Elegance last year.

1954 Mercury XM-800 Dream Car: Introduced at the 1954 Detroit Auto Show, the XM-800 was designed by the Mercury pre-production studio to promote a second Mercury car line which could compete with Buick, Pontiac and Oldsmobile. Though it was never put into production, it became one of the most popular concept cars of the time. Dramatic and futuristic, it is a bold one-off design statement that has since been fully restored.

1958 Cadillac Eldorado "Raindrop" Dream Car: In total, five Cadillac Eldorado convertibles were pulled off the assembly line and specially modified for Cadillac's Dream Cars series, under the forward-thinking direction of Harley Earl. Four examples—including this one—toured the show circuit on a limited basis. This car received its name from a special rain-activated convertible top programmed by electronic sensors to snap into action the moment a drop of rain was detected, automatically lifting the three-piece boot cover and raising the roof to its full, snug-fitting position. Equipped with special bucket seats, console and many other modifications, this car comes with the original GM build sheet. (Estimate: \$250,000-300,000.)

1956 Chrysler Plainsman Concept Car by Ghia: This all-original experimental car, styled by Virgil Exner and built by Ghia, was an "idea station wagon," unveiled at the 1956 Chicago Auto Show. Traveling the globe, it started life in Italy, was exported to the US, sent offshore to Cuba, made a dramatic escape, later accompanied its owner to Australia, and eventually made its way back to North America. Today it remains in all-original, as-found condition. (Estimate: \$250,000-300,000.)

1956 Cadillac Maharani Motorama Show Car: The factory-modified, specially appointed 1956 Cadillac Maharani was one of four

Cadillac Dream Cars shown during the 1956 Motorama circuit. Affectionately dubbed the "Kitchen Sink Cadillac"—based on its host of special interior fixtures—the car is equipped with a unique interior featuring a kitchen sink with running water, refrigerator, hot plate, pop-out table and storage for silverware and china. Formerly part of the Gene Zimmerman Collection, it was sympathetically restored in 1990. (Estimate: \$150,000-200,000.)

Lincoln Sentinel "Styling Buck": The Lincoln Sentinel (not shown), unveiled at the 1996 North American International Auto Show in Detroit, is a menacing four-door sedan design exercise executed by a group of automotive stylists gathered from Ford's various design centers and inspired by classic Lincoln models, specifically the 1961 Continental and the Facel Vega Excellence. This "styling buck" example is not equipped with an engine or drivetrain. (Estimate: \$50,000-70,000.)

FRIDAY: ADDITIONAL HIGHLIGHTS

Notable consignments also include a 1930 Duesenberg Model J Arlington Club Sedan offered without reserve (estimate: \$450,000-650,000), a beautifully restored 1933 Rolls-Royce PII Continental 3-Position Drophead Coupe (s/n 74PY) with coachwork by J. Gurney Nutting (estimate: \$400,000-500,000) and a 1913 Packard Model 1-38 Runabout formerly of the esteemed John McMullen Collection (estimate: \$400,000-500,000).

ADMISSION AND FURTHER INFORMATION

Admission is by catalog only, good for the catalog holder and a guest. The full-color collectible catalog is available at 800-211-4371 or www.rmauctions.com. ■



Photo: shooterz.biz
Photo: RM Auctions



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Photo: Hugh Hamilton



Photo: shooterz.biz



Photo: RM Auctions (3)



Russo and Steele

10th Annual Sports and Muscle in Scottsdale

Wednesday-Sunday, January 20-24, 2010

Scottsdale Road and Mayo Boulevard at AZ Loop 101 - Scottsdale

Russo and Steele Collector Automobile Auctions, specializing in European sports cars, American muscle cars, hot rods and customs, is celebrating its tenth year this January. It held its first auction event in January 2001 with just 45 automobiles; today it offers over 600 automobiles over a five-day span. Russo and Steele is heavily promoting an All Reserve All The Time auction format, held in their familiar theater-in-the-round setting.

Russo and Steele has been dedicated to support of the community through charitable giving since the beginning. Over the past decade, Russo and Steele has, with the generosity of its clients, raised over \$1 million benefiting a wide range of charities. This year's Opening Night Gala on January 20 will feature live entertainment, a hosted bar and heavy appetizers from fourteen of Arizona's celebrity chefs and will benefit Big Brothers Big Sisters of Central Arizona.

The tenth annual auction celebration is held at Russo and Steele's site at the Loop 101 freeway and N Scottsdale Road. In honor of the occasion, Russo and Steele is inviting everyone out, whether a bidder, consignor or fellow enthusiast, this January 20-24.



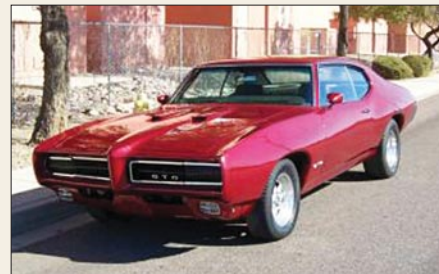
1960 CHRYSLER 300F "SPECIAL," NASCAR'S ALL-TIME "FLYING MILE" RECORD HOLDER

CONSIGNMENT #42-6013: In 1955, the first Chrysler 300 (C-300) was offered, with distinctive Exner styling and the 331 hemi. It received its name from its ability to produce 300 horsepower. It also had extra firm suspension, which made it lower and gave it the ability to corner far better than most cars. With a luxurious leather interior, the C-300 was a true "gentleman's fast car."

The 300s dominated NASCAR in 1955 and 1956, winning the overall championship both years. In 1960, Chrysler created one of the most valuable of all post-war collectable cars, the 300F "Specials." It is thought that nine or ten with a 400-hp engine were made, and only four exist today. Two are the original beach racers, and two are cars built after Daytona. Chrysler built the cars with one objective: to win the NASCAR Flying Mile events. They were equipped with a 4-speed

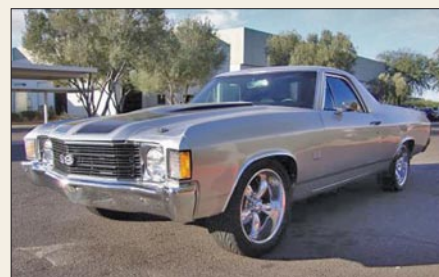
French Pont-a-Mausson transmission, and cross rams were increased internally to achieve more top-end horsepower. The compression ratio was raised from 9.25:1 to 10:1 and special low back pressure headers were cast. Carburetor heat was blocked to lower its temperatures and the motor was built with special limit clearances to minimize friction. The rear axle was changed from 3.31 to 2.93 and Perfect Circle provided new low-tension piston rings. A high lift cam and solid lifters were installed. And, to make the total package complete, Goodyear provided special new, low, power-absorbing Blue Streak tires. The 300F "Specials" took the first seven positions in the Daytona Flying Mile.

This particular 1960 300F "Special" is NASCAR's all-time "Flying Mile" record holder (class 7) at a speed of 144.927 mph, driven by Daytona Superstar Gregg Ziegler. This 11,000-mile survivor is the only unrestored 4-speed model in existence today.



1969 PONTIAC GTO

#42-6313: This Matador Red GTO had a frame-up restoration less than two years ago. Powered by a 454 cu.in. V8 with Edelbrock Performance intake and dual-feed 780 Holly carb, it puts out about 425 hp through a durable turbo 400 automatic and all new 2-1/2" stainless exhaust with anodized Headman headers. This original bucket seat car has his-and-her shifter console and factory rally tach. After-market items added during restoration include custom GT steering wheel, Sunpro gauges and tach and a deluxe in-dash CD player.



1972 CHEVROLET EL CAMINO

#42-6260: This 1972 El Camino SS features a fresh dyno-tested and tuned 460-hp fuel-injected LS2 with GM Performance ASA HOT cam and ceramic-coated 3-inch exhaust. It has March's full serpentine belt system for ice cold a/c and power steering, new Turbo 400 transmission, new 18-inch wheels and tires, new front disc brakes, power booster and master cylinder. The all-new interior has butter-smooth 6-way leather bucket seats, center console, Convans custom gauges, and it is fully dyno-mated for a quiet rattle-free ride. Paint, chrome, stainless trim, grille and weather stripping are all new in the past 2 years.



1951 FORD CRESTLINER CUSTOM

#42-6269: This 1951 Ford Crestliner Custom features House of Kolor Tangerine Kandy paint over a light cream, tan and orange interior. Accented by Cadillac headlamps and tail-lamps as well as a 4" chopped body, it is fur-

ther modified from stock with the following options: Chevy Nova front end, disc brakes, power steering, a 383 Stroker V8 coupled with a TH350 shift-kit equipped transmission and a Pontiac Trans Am posi-traction rear axle. Just 5,000 miles on rebuild.



1967 FERRARI 330 GTC

#42-6232: A featured car at this year's event, this 1967 Ferrari 330GTC, chassis 10509, has been owned by one Arizona family for the past 37 years. Finished in rich burgundy metallic over black leather, it offers exceptional performance from its Colombo 4.4 liter V-12 engine, numbered 209 and rebuilt in 1974, and 5-speed manual transmission. The car's four-wheel disc brakes bring the car to a swift and steady halt. Most impressively, its original odometer reads just over 26,200 miles from new. The car boasts rare factory-installed a/c, electric windows, chrome Borrani wire wheels, plus its original tool roll, owner's handbook and parts reference guide.

The 330 GTC complemented the more pedestrian 330 GT 2+2 with dramatic two-seat coachwork by Pininfarina combining the dramatic nose and air intake of the 500 Superfast with the 275 GTS's sharply defined and modern tail, plus improved torque tube driveline. Built on the shorter 2400mm wheelbase it shared with the 275 GTB, it was fitted with a fully-independent suspension, front and rear unequal-length A-arms and a transaxle.



1959 CHEVROLET APACHE

#42-6205: Chevy trucked its new mid-'50s "Task Force" light trucks a "modern design for modern hauling." Forward-slanting pillars on the "panoramic" wraparound windshield combined with a new upper cab structure, hooded headlamps and shapely wheel openings. Fiberglass rear fenders broadened the pickup box to the same width as the front end, a flow-through look credited to Chuck Jordan, former head of GM Design. Not unlike Chevy

cars of the day, the pickup sported an eggcrate grille, wraparound front bumper, and a third more glass than the previous 3100 Series. The interior also was more car-like—particularly the dash, with fan-shaped speedometer and needle gauges and a top finished in textured black to cut down on reflections.

Finished in medium blue over white sides with a correct black and blue interior, this 1959 Chevrolet Fleetside Apache has been thoroughly restored and lightly modified. Redone by its second (and current) owner, even the rebuilt Blue Flame Six features noticeable chrome detailing. A column-shift three-speed manual puts the power to the road. An original AC oil filter canister and a modern alternator make every drive as enjoyable as can be, while the oak bed rear is equally durable and beautiful.



1999 SALEEN 281 SC SPEEDSTER

#42-6128: This original, low mileage Saleen Mustang 281SC has supercharger, 13" Alcon brakes, yellow matching Saleen wheels, Mach 360 stereo, light bar and Saleen mats. New BFG DFG tires and battery.



1940 CHEVROLET SPECIAL DELUXE CUSTOM

#42-6047: Chevrolet's offerings for 1940 were described as "designed, built and priced to be first again!" The Special Deluxe Town Sedan was very popular in the years leading up to WWII. Originally offered with a 29-hp 6-cylinder 216 cu.in. engine and manual transmission, this example has come a long way since 1940. Rescued from a field in Indiana, Lucille began her second life with all the modern technology, but leaving the classic lines that make her a real traffic stopper untouched.

The original all-steel body work was restored by Jerry's Rod and Custom in Lake Havasu AZ, using the factory frame. Custom red paint and flames were applied by Dunton and Dunton Dream machines in Kingman AZ. The custom leather interior was completed by West Coast Aircraft Interiors, also in

Kingman. For those hot Arizona days, the car has a/c by Vintage Air, as well as power windows and power doors. This Chevy is powered by a tuned-port fuel-injected 350-hp LT1 with a 4-speed 700R4 automatic, and rolls on Boyd Covington Alloys wrapped with Falken ZIEX performance tires.



1966 SUNBEAM TIGER

#42-6097: This really special survivor Sunbeam Tiger, with the documentation to prove it, has never been restored but has been perfectly maintained. It is a West Coast car, a three-time winner of the Howie Award for the best stock Tiger at the annual Tigers United gathering. It received Certificate of Authenticity #176 from the Sunbeam Tiger Owner Association (STOA) Authenticity Committee in 1995 (i.e. it's been TAC'ed). A picture of this particular car's VIN and Engine Identification plates shows up as the example for Sunbeam Specialties' "Identify Your Car" section. This beauty had the same owner for over 20 years and was most recently owned by Tom Hall of general Tiger and ModTiger Engineering fame and his son-in-law.

Tom replaced the OEM exhaust system, clutch and worn suspension components (A-Arm bushings, ball joints & spring eyes) and re-installed OEM wire hose clamps. Very original in fact and appearance, this Tiger still sports its original color code 39 Carnival Redpaint and still runs its 260 cu.in. Ford V8 with points ignition, top loader 4-speed, 2.88:1 gears and LAT 70 wheels along with street radials. It also has a very nice black rag top with no tears and tonneau cover, as well as a very nice black hardtop. One concession to modern enjoyment is the CD player. All gauges work, as does everything else, and the car does not overheat. In addition to being an unmolested classic beauty, this Tiger is safe and dependable, has no rust, has never been damaged and is absolutely one of the best driving—yet unrestored—Tigers around.

FOR MORE INFORMATION

Russo and Steele's Sports and Muscle auctions each year include their signature auction in Scottsdale every January plus Monterey in August. Russo and Steele also recently announced an expansion into China. For more information, call 602-252-2697. Further information and auction results are also available online at www.russoandsteele.com. ■

PLUG-IN PAYBACK: TURNING YOUR GARAGE INTO A POWER SUBSTATION

Interested in getting a \$1,500 check from your power company at the end of each year? Just buy a plug-in car. US power grid chief Jon Wellinghoff, chairman of the Federal Energy Regulatory Commission, said plug-in owners who connect their batteries to the grid could be getting those kind of sweet deals. Power companies would pay plug-in owners for the additional storage lent to the nation's electric power grid when the vehicles are connected. Some think buyers won't want to pay the higher cost to purchase plug-ins. But combined with their low costs for filling up at the pump, checks from the electric grid would allow owners to recoup their up-front costs even faster. Power companies clearly see plug-ins as part of the future, as several companies announced that their fleets will be all plug-in or electric vehicles by 2020. Google is looking into developing software to manage integration of plug-ins with the electric grid to achieve optimal efficiency.

THE 2009 CAPITOL CHRISTMAS TREE

The Christmas tree displayed at the US Capitol this holiday season was cut in the Apache-Sitgreaves National Forest in northern Arizona, and delivered to the Capitol in a truck running on a cleaner-burning fuel. For the first time in history, the Capitol Christmas Tree was delivered using a blend of biodiesel known as B5. "We chose this blend of biodiesel due to some of the climate changes the trip (took)," said Colleen Crowninshield, Manager of the Clean Cities Program for the Pima Association of Governments. She explained that the route included cold climates. The trucking company, Southwest Industrial Rigging, had not used clean burning biodiesel prior. To ensure their trucks would run smoothly, they chose a low blend of biodiesel to avoid clogged fuel filters, which sometimes occur in the first steps of biodiesel use due to its solvent nature. They used a cleaner, less petroleum-dependent fuel source for the final ride to the steps of the US Capitol.

AUTOMAKERS BACK HIGHER MPG

As much as they initially fought it, automakers now say they can meet new fuel economy standards. The thought of having to deal with individual state regulations drove them to prefer complying with a single strengthened federal standard. The US Department of Transportation and EPA have been holding public hearings to get feedback on proposed annual benchmarks to meet the 35.5-MPG-by-2016 standard set forth by the Obama administration, and automakers are roundly supportive of the program.

RENAULT-NISSAN AND BARCELONA PROMOTE ZERO-EMISSION MOBILITY

The Renault-Nissan Alliance and the city of Barcelona signed a Memorandum of Understanding (MOU) to promote the development of zero-emission mobility in the Catalan capital. The two organizations will work together to identify areas of cooperation in promoting the use of zero emission vehicles in the city. Barcelona has made environmental sustainability a key policy initiative through the use of renewable sources of energy and the reduction of CO2 emissions. Last year, Barcelona made public its plans to implement a sustainable mobility program by creating the necessary conditions to make electric vehicles an alternative to traditional means of transportation. The scheme includes tax breaks for EV buyers, as well as dedicated EV-only zones and parking spaces. The plan also calls for the establishment of 191 charging points across the city by 2011. At the recent Frankfurt motor show, Renault revealed four innovative electric vehicles that will enter the market between 2011 and 2013. In August, Nissan revealed the LEAF, a medium-size hatchback that will be launched in late 2010 in Japan, the United States and Europe. The Renault Nissan Alliance, founded in 1999, sold 6,090,304 vehicles in 2008. The objective of the Alliance is to rank among the world's top three vehicle manufacturers in terms of quality, technology and profitability. Marking its tenth anniversary this year, the Renault-Nissan Alliance is

leading a collaborative approach with business and governments and has signed nearly 30 agreements with partners worldwide to launch its first electric vehicle starting in 2010 and to mass market a full range of electrical vehicles in 2012.

GREEN EARTH G-OIL AT AAPEX

Green Earth Technologies, maker of environmentally safe consumer products, presented their third consecutive showcase at the AAPEX Show in Las Vegas in November. In the previous two years, Green Earth previewed G-OIL® Ultimate Biodegradable motor oils and other environmentally friendly automotive products at AAPEX, the world's largest business-to-business automotive aftermarket event. A G-OIL SAE 5W-30 is now available nationally, passing all the engine test criteria for American Petroleum Institute (API) SM Certification, the first and only bio-based motor oil to do so. G-OIL is priced comparatively to synthetics and similarly performing products. Unlike traditional petrochemical-based motor oils, Green Earth's G-OIL is made with American-grown renewable animal fats. These saturated fats, whose molecular single-bond carbon chains are similar to common petroleum oils, have no harsh effects on the environment, and drastically cut dependence on foreign oil. In the past year, G-OIL also became the official motor oil of The American Le Mans series.

Green Earth Technologies' GREEN MACHINE is a portable 1400 PSI pressure washer designed for cars and trucks specially equipped with the G-CLEAN High Pressure Detergent Injector to accommodate environmentally friendly washing using GET's ultimate biodegradable dissolvable detergent pouches, made with American-grown plant base oils. The dissolvable detergents go through the pump and clean at high pressure while conditioning and lubricating the pump, so no reclamation necessary while cleaning on the road.

YOKOHAMA ORANGE-OIL RACE TIRES CRUISE TO 1-2 VICTORY


Yokohama Tire Corporation's eco-friendly race tire, the orange oil-infused ADVAN® ENV-R1™, captured first and second place in the 25 Hours of Thunderhill endurance race, December 4-5 at Thunderhill Raceway in Willow, California. Both winning entries were Porsche GT3 Cup cars. The Mercer Motorsports team took the checkered flag in 24:50.29 (761 laps, 2,432 miles) with the Ehret Winery team placing second in 24:51.53 (739 laps).

"The Yokohama tires were fantastic," said Johannes van Overbeek, one of five Mercer drivers who piloted the GT3 Porsche to victory. "They were consistent and durable. We never got a puncture, which is critical in winning an endurance race. What really impressed me was how it adapted to the wide range of temperatures. The temperature at night was 20 degrees and during the day it was 63. The tires worked extremely well in that huge range, and a lot of tires don't do that."

Yokohama has developed a process that combines orange oil with natural rubber to form a new compound called "Super Nano-Power Rubber™." In the ADVAN ENV-R1, the first tire to utilize sustainable tire technology in automobile racing history as the spec tire in the 2009 Patrón GT3 Challenge by Yokohama, the proprietary technology reduces petroleum by approximately 10 percent. It also increases recyclability while maintaining the high-performance levels needed to compete in top-tier sprint and endurance racing. ■


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Foregone conundrum

A good four-door family sedan used to be *the* benchmark for a manufacturer's product lineup. Ask a child to draw a picture of a car, and the classic three-box would appear on paper. If someone said they were getting a Chevy, the only question was Impala, Bel Air or Biscayne? That was before the minivan, the SUV, the booming luxury and aspiring-luxury markets, the crossover, and the growth of pickup trucks as a daily driver. You might be forgiven for thinking the sedan was no longer that important as a bellwether. But sedans (small, midsize and large) still comprise 45% of the market (to 29% for SUVs; all 2007-08 statistics). And the battle for dominance in the midsize sedan market remains one of the most intense.

Ford's business actually grew last win-

ter, while the industry and economy had devastating setbacks overall, primarily through demand for its well-appointed and fuel-efficient Fusion midsize sedan (and reduced but ongoing F-Series demand). Now, Ford has given us one heck of a benchmark, bellwether four-door sedan in the all-new Taurus.

We've been officially exposed to the new 2010 Taurus three times now. First was a media event introducing the whole lineup, where we were able to nail the high-horsepower all-wheel-drive Taurus SHO (an overdue rebirth from Ford's Super High Output performance team) for several miles on the mean streets of Chandler, shown at lower right. Next was our week-long drive of the Taurus SEL, shown at upper right. And third was a multi-vehicle event at Firebird Interna-

tional Raceway and surrounding roads, where we drove the same SEL and had most of our key findings spontaneously reaffirmed by other drivers.

The Taurus lineup has a fairly wide range of pricing, but all exceedingly reasonable for such a well-appointed car, and only a fraction of any comparable German or lux-Japanese brand. The base SE starts at \$25,170, or our test SEL at \$27,170, in front-wheel drive. Add all-wheel drive to the SEL, and the price only climbs to \$29,020. Compare this with an Audi A6. The top-trim V6 Limited in all-wheel drive is \$33,020, but at that point, we'd want to jump to the absolute top, the V6 EcoBoost SHO at \$37,170. Ford Rapid Spec Packages can add \$700-3000 to the various models, and each has an \$825 destination and delivery charge. Voice-activated navigation adds \$1,695-1,995 (a bargain compared to more costly brands), and specialty paints are available at upcharge.

Standard in the SE, SEL and Limited is the 263-horsepower Duratec 3.5-liter V6 with 6-speed automatic, in either front- or all-wheel drive. The SHO has a 365-horsepower twin-turbo 3.5-liter EcoBoost V6,

promising V8 power at close to V6 fuel efficiency. The SHO has 350 lb-ft of torque, a 6-speed SelectShift automatic with paddle shifters and all-wheel drive only.

This large, full-featured Ford is EPA fuel-mileage-rated at an impressive 18/28 mpg city/highway with its standard V6 (for the SE; the SEL and Limited are rated 18/27). The SHO uses Ford's EcoBoost technology to attain its near-40% power gain while keeping fuel mileage at 17/25.

Chassis tuning has increased roll stiffness, and steering has been made more responsive. New rear suspension is engineered to improve ride quality, add agility, save weight and enable the use of 19- and 20-inch wheels and tires. The Ford Five Hundred, which replaced the Taurus nameplate in 2005-07, had been up-engineered similarly, to create more of a "driver's car" in the mold of Audi or BMW, but was detuned when it became the Taurus again in 2008, as the marketers were identifying a more sedate audience at that point. We welcome the retuning.

This has been a time of significant adjustment in US automakers' brands and lineups. Expect continued shifts from the Ford family. Mercury will likely take on more of the segment abandoned by GM's Pontiac division, with an emphasis on performance—rather than retrimming and rebadging—not seen in decades. Lincoln will continue to ramp up its efforts to out-Cadillac Cadillac, if not so much product-by-product as in both marques' ongoing efforts to woo German and Japanese luxury and near-luxury car buyers' hearts and minds. The Ford lineup will remain broad and deep, but in the medium-to-large sedan range, the Ford Fusion is a fine medium-size car, with decent performance, excellent fuel mileage and an AWD option to mitigate its standard front-drive configuration. The Crown Victoria has locked down the large rear-drive sedan market for years (notwithstanding GM's development of a



While the 263-hp front-wheel-drive 2010 Ford Taurus SEL (top) was ours for a week, the high-performance 365-hp all-wheel-drive Taurus SHO (above and on lefthand page) was ours for about ten glorious minutes.

TAURUS LOGBOOK NOTES

- The leather seats are gorgeous, nice finish, stitchwork and pattern. The dash is reminiscent of classic Mustang dual cowl, and a hood over the radio interface echoes this.
- Has keyless entry and coded keypad, but one touch and you're in. No code needed.
- The seatback has a manual lever. We note that \$595 seats with more controls are available on the Limited and the SHO.
- Rear visibility is minimal, aggravated by the third brakelight and rear headrests and further aggravated by significant blind spots from the B-pillar and in the mirrors' range.
- Forward-leaning headrest might save us in a wreck, but it might kill us every other day. You can move it up—you pretty well have to get out to move it down—but it's fixed at a ferocious, uncomfortable forward angle.
- Brakes are good, but a pavement edge grabs the wheels and imparts a noticeable front-wheel torque-steer effect. We have noted torque steer while in motion, as well.
- Shift paddles are unmarked but same for both hands. Pull from behind to shift up, push with your thumb to shift down. No red-line on the tach, odd with manual shifting ability.
- A race car driver at Firebird comments on torque steer, little road feel, numb steering, floaty feel, painful headrests, limited rear visibility and awkward paddle shifters.
- We start thinking this might be too big for what it is, or too front-wheel-drive for that.
- When you exit the car at night, a light comes on under the mirror, handy for finding the lock button on a black-on-black key fob.
- Suspension is nice, takes unexpected speed bumps firmly but not jarringly.
- Cadillac DTS and Lexus 460 L owners very obviously checking this Taurus out.
- About the right level of gadgetry. Takes no time at all to get used to the basics.
- Doesn't take long at all to get comfortable in the car and figure it's one you could keep pretty much indefinitely, quirks and all.
- It's a car you like to look at when you walk out to it and look back at when you walk away; this is one good-lookin' Ford.

KEEP RIGHT >>





The 2005-2007 Ford Five Hundred replaced the venerable Taurus nameplate (though older Taurus production continue for fleet sales), while the Ford Freestyle entered the dawning and partially defined crossover market. Although Ford played them up as very new vehicles (and there were indeed some philosophical engineering changes), the 2008-2009 Ford Taurus and Ford Taurus X (top row) were essentially the rebadged rebirth of the Taurus name, spurred by new Ford President and CEO Alan Mulally, who had great faith in the brand's lapsed equity. Meanwhile, the Ford Edge (second row, left) was launched into the crossover market in 2006, while the seven-passenger Ford Flex (second row, right), shown as a concept in 2005, went into production in mid-2008 as a 2009 model. Meanwhile, the midsize Ford Fusion took a low-key spot in the lineup from 2006-2009, until a highly redesigned Fusion (third row) hit the market as a 2010 model. This was followed by the all-new Ford Taurus for 2010 (fourth row). Nominally the top of the lineup, but bringing up the rear, is the classic rear-wheel-drive Crown Victoria (bottom), offered only via fleet sales (police, taxi, rentals) since 2008.

Holden a.k.a. Pontiac G8—RIP—police cruiser). This leaves the Taurus—an absolutely fine sedan—somewhere between the two: the Fusion should cover the needs of the vast majority of middle-market buyers, while the Crown Vic has become overkill as a daily driver. Though the Taurus is probably far better than the Crown Vic for most people's uses, to us it just begs for rear-wheel drive (though it, too, does have the AWD option). Alan Mulally made a big point of bringing back the Taurus name, which indeed has plenty of brand equity. But with rear-wheel drive, it could take over the duties of the Crown Vic pretty completely.

There seems no need for the lumbering Crown Victoria anymore, we'd be the first to agree. Yet its market remains: for police cruisers and taxis, and for people who just crave a big fairly traditional sedan. Easy enough, then: just discontinue the Crown Vic completely, and give the Taurus rear-wheel drive. If that's not in the cards, then use the all-wheel-drive Taurus in these applications.

But what about the name? Mulally already recognized the folly in abandoning a name with great equity, when he brought back the Taurus brand. (Not that Detroit hasn't abandoned a host of great names, from Ford Galaxie to Bronco, or Pontiac Catalina to Bonneville.) With the Taurus destined for the Crown Vic's spot, might we see a Taurus for the general market and a Crown Taurus for the fleet position? We should be so lucky. ■

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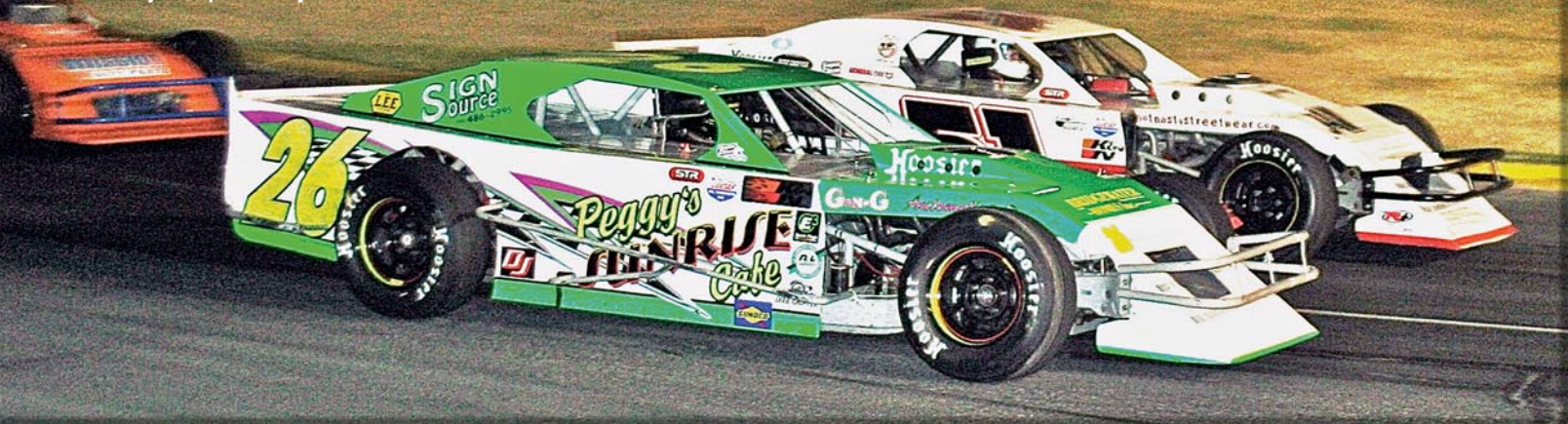
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Arizona's Future NASCAR Stars

Story and photos by HR Driver



The colorful green and yellow No. 26 driven by Chris Gershman of Lake Havasu City AZ (above and below, staging behind No. 22 Phipps from California and No. 11 Cole from Texas) is sponsored by the Gershman family's restaurant, Peggy's Sunrise Cafe in Lake Havasu City. Chris finished third at the Blythe race and third overall in the Lucas SuperClean Modified Series. Chris' father and uncle, David and Larry, also race Modifieds. The Las Vegas-based car at bottom shows how low the Modified race cars are compared to NASCAR Sprint Cup cars and how the chassis is offset or weight-biased to the left for optimal handling on the tight bull-ring ovals of the Series.

Andrew Phipps of Simi Valley CA (blue and white No. 22 above and in the pack, center left) was the top finisher at the Lucas SuperClean Modified Stock Car Race in Blythe and finished first in the Series.



If you believe that stock car racing is still dominated by good ol' boys from the South, you just might be a red-neck. Or maybe you are just living in the past. In fact, many of today's hottest stock car drivers come from the West.

Want some examples? Jimmy Johnson, winner of the last three consecutive NASCAR Sprint Cup Championships, and Jeff Gordon are both from California. J.J.Yelley is from Phoenix. Kyle and Kurt Busch are from Las Vegas. Kasey Kayne and Greg Biffle are from Washington. As of this writing, five of these drivers are in the Top 12 and in "The Chase" for the 2009 NASCAR Sprint Cup Championship.

Some of the newest spawning grounds for stock car racers are right here in the Southwest. Arizona's future professional NASCAR stars are racing on paved oval tracks at Tucson, Lake Havasu City, Blythe, Las Vegas and San Bernardino.

Perhaps we should explain that the Lucas SuperClean Modified Series is not so named because the cars race on asphalt rather than dirt. Lucas Oil's car care line is trademarked "SuperClean": hence the Series' tag. Whatever the case, if you want to see serious racing at bargain prices (\$10- \$29 a ticket) and watch from dirt-free bleachers, this is place to be.

Modified stock cars

Modified stock cars are lighter and quicker on short tracks than the NASCAR Sprint Cup cars you see on television. The Modifieds are what the Sprint Cup guys cut their teeth on and what they would prefer to race on a tight oval track if they had a choice. However, Sprint Cup drivers must race full-fendered race cars which resemble street machines.

The Lucas SuperClean Modified cars are much lighter than the Sprint Cup cars. Nine hundred pounds lighter, to be exact. Their 410 cubic inch V8 engines are also larger. As for horsepower, how does 500 to 700 horses sound? Well, it sounds pretty wicked when you have two dozen of these screaming machines racing on a quarter mile circle track.

On longer tracks like Las Vegas, 700 horsepower V8 engines are used to take advantage of the long straightaways. However, detuned 500 horsepower engines are used for short tracks like Lake Havasu City. Why? The excess power will simply spin the Hoosier tires and slow the cars down on the short tracks. Modifieds are all about nimbleness and putting the power to the pavement.

Meet the teams

Do not expect to see Jack Roush or Roger Penske's teams at these races. The teams which run the Lucas SuperClean Modified

Series race for fun, not for big bucks. Rather than having Home Depot or DuPont livery on their race cars, these teams advertise regional sponsors like Wicked HP Engines, Sunrise Diner or Stoney's Rockin' Country night club.

Race series organizers Bill Rozhon, Greg Scheidecker and Lucas Oil recognize that most of the teams run on tight budgets; hence they spread their purses down the field and provide tow money for the teams. In this way, the organizers are assured that the teams will return to run the entire series.

Likewise, do not expect to see any famous Sprint Cup drivers at these races. Sprint Cup drivers earn millions per year racing NASCAR. Why would they risk their bodies or their egos racing against regional drivers who might beat them? While many top NASCAR drivers once raced Modifieds on circle tracks, they have moved on.

So, are there any talented Arizona or Southwest drivers like Kurt Busch, J.J. Yelley or Jimmy Johnson in the Lucas SuperClean Modified Series? Will any of these drivers become the next superstars of NASCAR?

Absolutely, there are some very talented stock car drivers in the Lucas SuperClean Series. However, whether they have the right combination of tenacity, track support, finances, competitive machinery and luck to succeed is another story.

Unfortunately, racing is as much a business as it is a sport. It takes money to race, whether it comes from the team or their sponsors. An excellent driver can occasionally pilot an average race car to

a win. A superb race car can carry an average driver to a first place. However, it takes a very good race car, a superb team and a talented race driver to win an entire racing series.

Drivers to watch

Entering the final race of the season, let's first look at the drivers who were in contention to win the Lucas SuperClean Modified Series. Points leader Andrew Phipps of Simi Valley CA, Texan James Cole and Arizonan Chris Gershman all had a mathematical chance of winning the series going into the season finale at the California-Arizona border town of Blythe.

As for the drivers who were not in contention but finished strong toward the end of season, they merit watching in 2010. Jim Mardis, Tim Morse and Doug Hamm all posted strong finishes after having lulls during the season. Fourteen-year-old Austin Barnes is another late-season charger. No, this is not a misprint, Austin is just 14 years old.

The series newcomer to watch in 2010 is Spencer Sharp who hails from Ahwatukee AZ. He took over a ride in the sixth race of the series and finished strong in the first of his two outings. This former Arizona SCCA Rookie of the Year and Saguardo Oval Track Series Champion could be a serious contender in 2010.

Two other talented Arizona drivers with potential to win next year's Lucas SuperClean Series include Bill Johanneck of

KEEP RIGHT >>



We'll be keeping an eye on 14-year-old Austin Barnes (top). Early in the Blythe finale, Series runnerup James Cole is shown leading in orange No. 11 (center). Cole traveled from Texas to run in the Lucas SuperClean races. Blythe race winner and Lucas SuperClean Series Champion Andrew Phipps basks in the winner's circle with his father Dave and series promotor Greg Scheidecker. Phipps lost last year's championship when a ten dollar part failed in the final race of the season.

would belong to either Phipps or Cole as they swapped positions repeatedly during the 75 lap race. However, due to a number of yellow flags, Chris Gershman worked his way through the pack to challenge the leaders.

During the latter stages of the race, it was Andrew Phipps who finally took command. After each yellow flag restart, Phipps stretched his lead over Cole and Gershman. With his race car set up with a slight oversteer, he was able to hang the tail out and rotate his machine more quickly in the turns. This allowed Phipps to accelerate sooner out of the corners and run faster down the straightaways.

Late in the race, Gershman had worked himself up to a position where he could have been able to overtake Cole for second place in championship points. However, Austin Barnes' machine struck Gershman in the left rear, and that ended Gershman's hopes. Ultimately, the top three drivers would finish the series in the same positions they entered the Blythe finale: Phipps in first, Cole in second and Gershman in third.

A racing series for the whole family, the Lucas SuperClean Modified Series allows you on the track before the race to meet the drivers, get their autographs and see the Modified race cars up close. If you want to find out more about the Lucas SuperClean Series or Arizona's future stock car racing stars, contact Bill Rozhon at rozhon55@aol.com or Greg Scheidecker at i10speedway.com. It is a great way to spend a Saturday night and to see Arizona's future stock car racing stars. ■

At 14, HR Driver mastered his skills on unpaved back roads at night, then took up go kart racing, driving 40 miles to the nearest track. At 18, he organized drag racing, progressing to off-road racing and then road racing. In 25 years, HR has run everything from showroom stock to 200+ MPH GT cars. HR Driver lives in Arizona, where he notes, "for car guys, Arizona is heaven. You have the Scottsdale classic car auctions, NASCAR races, IRL races, bunches of race tracks, and you can drive your open roadster 300 days a year."

Phoenix and David Gershman Jr. of Lake Havasu City. Both are also skilled, experienced competitors. Randy Forbis of Parker and Randy Ussery of Salome are two more Arizona hot shoes who are steadily getting faster with each race.

Finale: crowning the 2009 champ

There is something electric about the final race of the season, especially when it will decide the series champion. Practice and qualifying sessions are critical, since track position is essential for winning the race. Adrenaline and testos-

terone are running high.

During practice, each driver relates the details of his car's handling to the crew chief. Alignment, spring rates and shock absorber adjustments must be perfect if a driver is going to be able to pass competitors on a tight track like Blythe.

However, the hardest part for the drivers is waiting and wondering how the race will play out. With the top three drivers within twelve points of each other, the Blythe race will ultimately decide the champion. Will it be Phipps, Cole or Gershman?

From the start, it looked as if the race

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PORSCHE



LAST LAUGH HYBRID

Story and photos: Joe Sage



LEXUS REVISITED [2]

Covered at launch, from Little Rock to Lake Hamilton, Hot Springs, Arkansas (see July-August issue), we now spend a week with the Lexus HS 250h hybrid sedan in Arizona.

Last summer, we flew to Little Rock for a double-barreled new-product launch including the Lexus HS 250h hybrid sedan. The trip was quick—all the more reason it would be great to give this vehicle another drive, for a week.

Comparisons of the Lexus HS 250h to its cousin the Toyota Prius are inevitable. The distinctive profile of the Prius, considered essential to its economy, is not present on the HS. Nor is the economy, purchase or fuel. We've decided that the differences aren't as much the question, as the answer, to the conundrum. On the plus side, this is an attractive little sedan with some great tricks up its sleeve. But it does seem to fall short of the panache you'd expect from the Lexus lineup, at least in the larger, more traditional cars. So is this a pricey Prius? A lesser Lexus?

The numbers

Our test HS 250h had a base price of \$36,970 and with lighting options, high-end audio, navigation, Tech Package and a few lesser bits came to \$48,876. EPA fuel economy is estimated at 35 mpg city and 34 mpg highway.

The Toyota Prius starts at \$22,400 and is rated 51/48 mpg by the EPA.

There is, of course, a fuel mileage read-out on the instrument panel, and there are three settings for performance and



HS 250h LOGBOOK NOTES

- The driving? Sweet. Starts out all electric, with a nice little hum. On the road, give it some gas to get through a merge or on-ramp, and it has plenty of power. Even ECO mode is peppy, so that suggests more power on tap. Didn't feel like we had to get out of anybody's way most of the time.
- Tried to use EV mode several times, but it didn't take. Stop, turn on EV mode, proceed very cautiously, yet it immediately says "EV mode deactivated: excessive acceleration."
- The user interface is generally good. We were able to nail the fundamentals of nav and climate during one long red light. The toggle is a little wobbly but works, once you realize "enter" is a button on the side.
- From the plastic grille and emblem to the aftermarket-style taillights, details could be classier for a member of the Lexus lineup.
- The odd little shift lever was disquieting. In the dark, it's hard to tell drive from reverse. Running silent, caution is needed with this.
- A hybrid interface can generate distraction, with a driver concentrating on fuel economy more than driving. This is mitigated here by a neat heads-up speed display.
- The keyless system auto-locks very easily, lights come up softly at night, nice touch.
- Start the car, sit for a few minutes, and *BAM* the compressor closes a trap door or something—a firm little jolt, like somebody hit you gently. Hard to get used to.
- Backup view's high position allows glare, though a multi-stop tilt mechanism helps.
- Backup camera turns off immediately as soon as you shift to drive, and we've come to appreciate a lingering view, to see if some idiot's still trying to zip past you.
- The owner's manual is brutal, 608 pages, and there are eight or nine more, too. We also had several instances of information in the books that didn't match the instruments.
- Even in ECO mode, a/c worked just fine.
- Good daily driver, simple sedan, generally fine size, comfort and appointments.
- We quit worrying whether it looks like a Lexus. It's a handsome car.

economy tradeoffs. We dabbled in driving for fuel economy, but all in all we drove it like a regular car, accelerating to clear the usual mad traffic and so on. Three days into our test, we were at 22.5 mpg (and remembering that one colleague recently logged 24 mpg in a gas-guzzler-taxed performance coupe). While we say we were driving normally and not concentrating on fuel economy, we were doing it in the ECO mode, not the Power mode.

Performance was perfectly acceptable, but next we tried the Power mode for awhile to see how that does. After a day and a half, still driving normally but in ECO, we were now at 22.3 mpg.

We changed from ECO back to Power and went up a hair, to 22.4. At the Prius launch last year, we were assigned a challenging route through Tucson, with the specific aim of achieving the best possible fuel mileage. In the face of considerable hostility from other drivers, results were achieved in the 70s and 80s. We did not try the HS 250h in this dedicated fashion. We just drove it. And that may indeed be the whole point.

The bargain

Some dismiss this car as "not a Prius"—considerably more expensive and with considerably lower fuel economy—and perhaps without the look and feel of a Lexus. On the plus side, if you think the Prius carries a certain sort of virtuous stigma, you'll find the Lexus HS 250h doesn't carry much at all. Performance is strong, carrying its own in aggressive traffic. Other traffic may be wondering whether this is indeed a hybrid, and concluding that, if so, it must be quite a hybrid. Fuel economy is not stratospheric as on the Prius, but it's pretty good.

It's definitely worth a closer look: a hybrid with good performance, carrying a Lexus badge and higher-end appointments. People expect a hybrid owner to get the last laugh with fuel mileage; the Lexus HS 250h hybrid gets the last laugh by having that credential, but with power.

Maybe we're exactly the buyer Lexus has in mind, and maybe we're not, but fuel mileage contest aside, if there's one thing that we found undeniably fun to do, it was to dust a Prius in traffic. ■



TOP UP OR TOP DOWN, THIS IS IS TOPS

Story and photos: Joe Sage



LEXUS REVISITED [1]

Covered at launch, driving from Hot Springs to Little Rock, Arkansas (see July/August issue), we now spend a week with the Lexus IS 350C hardtop convertible in Arizona.

This was the other half of last summer's dash to Little Rock (see prior story). We drove from downtown to Hot Springs and Lake Hamilton in the Lexus HS 250h hybrid sedan, then back to Little Rock in this nifty new droptop. After that prior night's near-all-nighter, all the more reason to give this one a full week.

As outlined in the July/August issue, the IS is Lexus' clear "3-fighter," taking on the wide-ranging and hot-selling BMW 3 Series (and its comparables from Audi, Mercedes et al, each with sedans, coupes, convertibles, performance versions and so on), a niche known as entry level luxury. The first IS in the US debuted in 2000 as a 2001 model. With the Lexus ES considered "comfort luxury," the IS was presented as "performance luxury." The IS F sedan brought a higher level of flat-out performance in 2007 (see our March/April 2008 issue) with a 416-hp V8 and a price above \$50,000. But quick as that one is, it can't drop its top. This one can.

BMW has gone to a retractable hardtop convertible to cover both its coupe and droptop 3 Series. Lexus starts out there.

A hardtop convertible begins with a couple of tradeoffs. In exchange for a coupe-like look, enhanced security and increased weatherproofing, there are generally losses in style, top-dropping time and luggage space. So how does the



IS 350C LOGBOOK NOTES

- Controls more nicely laid out than the HS, by a long shot: plain and simple and straightforward for the same functions. The radio screen is touch-sensitive, 1000 times easier.
- Short on storage: one little cupholder hole in the console and an awkward slideback cover. A wallet, glasses and phone have you continually swapping things around and/or they just go flying around the interior. Noted more than once as a possible Achilles heel.
- Several sessions of adjustment were needed to get the seats right, a one-time issue.
- Driving and thinking this car is really point-by-point enjoyable to drive. Hadn't put the top down yet (last did in Arkansas), but we know that's always good. We're thinking we have this beef with 3/4-rear style and so on, but it's nice enough overall we're wondering why that even matters.
- Throttle response is good, almost too good as it cuts and grabs in small moves.
- We adjust the audio to a benchmark rock classic: sounds passably okay, not tops.
- The backup camera at night is weak.
- The most maddening experience involved getting out of the car and trying to leave: it beeps and beeps as though the lights are on or the keys are in it, but of course it's keyless, we've turned off the power and the lights are automatic, so we don't know what it's complaining about. We have to restart and go through the whole sequence and turn it off again, and then it works, an experience we also had with the LX recently. This is more of an Achilles heel, as we noted in increasingly annoyed and alarmed memos.
- The keyless feature also means if you just take the trash out it unlocks itself as you approach, then when you relock it you can't tell if it's locked because of the light delay.
- Operating the retractable top is entertainment in itself. Two small corners that rise to perfectly fill the spots flanking the rear roll hoops (see photos above) are fascinatingly complex, but seem vulnerable. We did encounter issues where we'd have to start over due to having one up and one down.

little Lexus do on these?

As fate would have it, all three questions were addressed during one parking lot inquiry. While we sat in the car finishing a phone call, a gentleman waited patiently outside with obvious interest. A commercial pilot with Delta, he has owned a couple of IS 350 models and enthusiastically wanted to check this one out. He was especially interested in the convertible top operation, and as we'd just received the car, we hadn't tried it yet. We timed it: about 20 seconds down and 20 seconds up. Very impressive, compared with a quick ragtop at 15 seconds. He was already pretty familiar with the car, but we had challenges with the top operation: we had to get the whole back luggage compartment arrangement just right, of course, before it would perform, and ultimately we did. We thought it was a little overly complex and a little flimsy (with quite a few key points to align or insert), but he thought it was just fine. We checked the sticker price, and he thought it was quite

suitable at about \$51,000, while we had been thinking for \$51k it should be a little more elegant. So there you have it. High marks for top operation, luggage space tradeoffs and price, from a seasoned (and probable future) owner.

We had found the shape necessitated by the hardtop to be a bit awkward last spring, gently noting "body styling in the rear that features a somewhat narrow roof and rear window and noticeably wide flanks above the rear quarter panels." Another parking lot critic thought the body shape in that area was awkward. But overall, we haven't seen as much interest in one of our test cars since the new Camaro featured in the last issue, from people who know what it is, people who don't and some in between.

The IS has a nice solid ride, solid power, the brakes and cornering are not sports car caliber but plenty sporty, and we're delighted this is a rear-wheel-driver.

We note a few minor things in the sidebar, but when we put the top down, any other little issues we note just go away. ■

THE INSIDE TRACK: BRIEFS & RUMORS



2010 Lincoln MKT

Just out at **Lincoln**, the MKT crossover is built on the same mechanicals as the Ford Flex but with loads of unique styling elements and not a single common body or interior part. The MKT's in-your-face styling elements make it a head turner in any neighborhood. A soon-to-be-famous EcoBoost twin-turbo V6 engine rated at 355 hp powers the top model. MKT could be a big winner for Lincoln, with prices starting at \$44,995 for the non-turbo and \$49,995 for the EcoBoost.

The next-generation **Kia** Amanti sedan is expected to be riding on an adaptation of the rear-wheel-drive platform used on the Hyundai Genesis when it arrives in showrooms late in 2011 as a 2012 model. It will have the 3.8-liter V6 engine, but not the V8 that is used in the upper level Hyundai Genesis sedan.

Audi says it will build the e-tron high-performance sports car concept for the US market. The sleek two-seater was shown at Frankfurt in September and falls in size between the Audi TT sports car and R8 supercar. The e-tron is built on an aluminum space frame, with all added-on body parts, including doors and roof made of fiber-reinforced plastic. The car is expected to have a range of 154 miles using a lithium-ion battery. Audi of America boss Johan de Nysschen says running examples should arrive in about 24 months.

McLaren's new MP4-12C supercar went into production in November with features that are 100 percent McLaren. No single component comes from any other manufacturer, including switches, controls and drivetrain components. A specially designed 3.8-liter twin turbo V8 engine rated at about 600 hp, powers the estimated \$230,000 two-seater. Weight saving was top priority on the McLaren, which weighs less than 3,000 pounds.

BMW and Mercedes-Benz are rumored to be working on three-cylinder engines to replace existing four-cylinders. According to sources, Mercedes is considering this for all models up to and including the C-Class. BMW three-cylinder planning is going toward the 1-Series.



Audi e-tron concept

Bugatti may build a \$1.5 million sport sedan, which could end up as the most exclusive and powerful four-door automobile in the world. Powered by an 8.0-liter 16-cylinder engine with two superchargers the 16 C Galibier would run on gasoline or ethanol and have a top speed of 240 mph. The body uses copious amounts of carbon fiber and polished aluminum. If it makes the cut, the small production run will trickle out by 2013, which is about the time the Bugatti Veyron 16.4 is expected to be discontinued.

Chevrolet announced they will begin to supply police departments in North America with a Police Patrol Version (PPV) of the Chevrolet Caprice starting in late 2010. It will be available powered by



2011 Chevrolet Caprice PPV

a 403-hp 6.0-liter V8 with active fuel management technology or a 313-hp 3.6-liter V6 engine.

CEO Dieter Zetsche says **Mercedes-Benz** is considering selling a small luxury car in the US by 2012. The smaller Mercedes would compete with cars like the Audi A3, BMW 1 Series and the Mini Cooper.

Infiniti plans to add a hybrid in 2012. The M35 will debut after the next-generation M35 goes on sale next spring as a 2011 model. The Infiniti hybrid system will matchup their 3.5-liter V6 with an electric motor/generator.

Porsche is building a lightweight (2,811 lbs.) Boxster Spyder for 2011. Powered by a 320-hp 3.4-liter direct injection six-cylinder engine with the new Porsche seven-speed PDK transmission, the Spyder runs 0-to-60 mph in just 4.6 seconds and has a top speed of 166 mph with the roof open. This will be a regular Porsche model, not just a limited edition. Pricing starts at \$61,200.

Porsche plans to produce a convertible version of the new Panamera four-door sedan according to insiders. The convertible will be a two-door to help increase the rigidity of the car's body. "We have a broad range of 14 derivatives of the 911 that are very successful," development chief Wolfgang Duerheimer told German automotive business magazine *Automobilwoche*, "so it stands to reason we should diversify the lineup for the Panamera as well."

Used **Toyota** Prius hybrids bearing one of the 85,000 original "Clean Air Stickers" issued in California in 2007 are said to be receiving a premium of up to \$4,000 on resale. The sticker allows the vehicle to operate in HOV lanes even with just one person aboard.

Lexus officially debuted the long-awaited LFA exotic sport car in Tokyo in October. With a 552-hp V-10 engine, carbon fiber body and \$375,000 price tag, it will be unlike anything the Japanese automaker has ever done. The company claims the LFA is capable of a 3.7-second 0 to 62 mph sprint and it has a top speed of 202 mph. Plans call for a limited run of 500 starting in late 2010.



2011 Lexus LFA



2011 Porsche Boxster Spyder

Ford is about ready to roll out the next EcoBoost engine. This time it is a turbocharged four-cylinder, 2.0-liter gas direct-injection boasting 230 horsepower and 240 lb.ft. of torque. The engine will go into Ford's 2010 Fusion, and will likely become the volume model. The new engine produces more horsepower and the same torque as the 4.0-liter V6 used in the Mustang. The F-150 pickup is scheduled to get a V6 EcoBoost engine next year.

The next generation New Beetle will be much more of a "Hallo car" Stefan Jacoby, president and CEO of **Volkswagen** Group of America said recently. There will be more rear-seat space and better packaging. According to design chief, Walter da'Silva, the design "will be a big step." There was no word about a name change. Volkswagen has a habit of changing the names of vehicles when introducing new generations of some models. The next New Beetle is scheduled to arrive in 2012.

Watch for **Nissan** to bring a smaller car to the US by 2011, to be slotted below the Versa. Plans call for a four-door sedan, five-door hatchback and multipurpose vehicle for the global market, but probably only one of the three will come to the US. The yet to be named small car will replace the Micra subcompact that is sold currently everywhere but the US.



Nissan Micra (Japan)

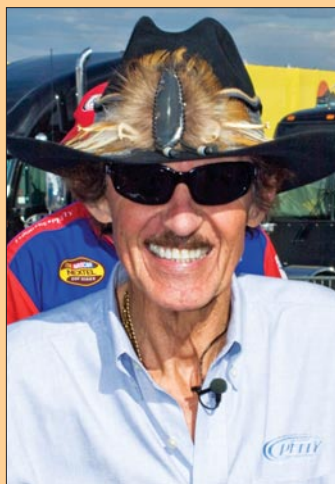
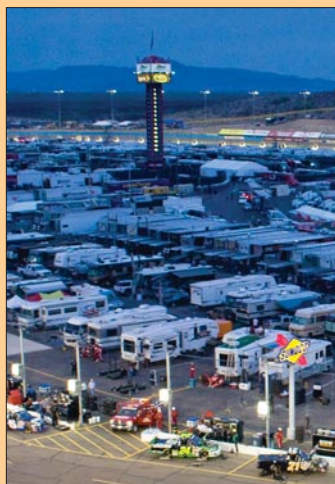
Volvo plans to meet stringent new US fuel economy standards with diesel engines and plug-in hybrids in addition to more fuel-efficient gas engines. Doug Speck, head of Volvo US, says a plug-in hybrid will be released in Europe by 2012, but he gave no dates for US releases.

Fiat's five-year plan for Chrysler has **Jeep** dropping the Patriot and Compass after 2012, replacing both with a single vehicle on a Fiat platform. There will also be a new small SUV and the next-generation Jeep Liberty, both using Fiat platforms. The Wrangler will undergo a "major modification" in 2011. ■

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

UPCOMING FEATURES

NASCAR at Phoenix International Raceway



Photos: Randall Bohl Photography (www.randallbohl.com)

Wally 55 wallypower



Photos: Wally

Forest Road 300: 30 miles in 3 hours



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2010 GMC Terrain AWD SLT-2



2010 Volkswagen Golf TDI



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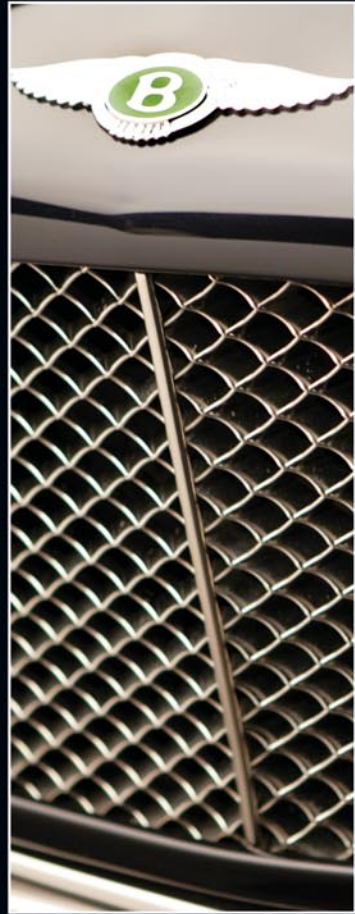
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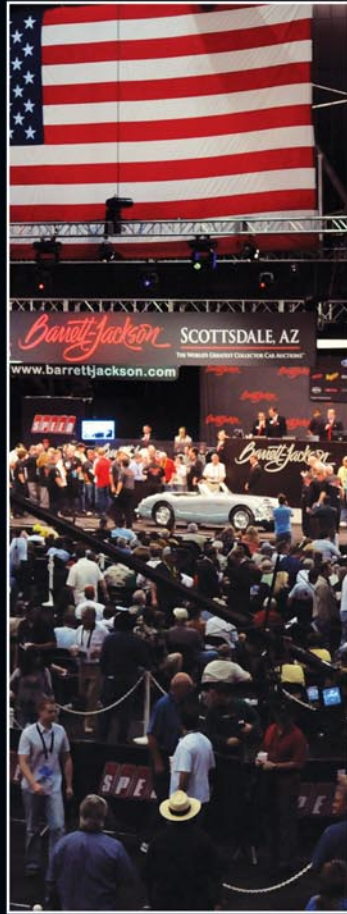
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