

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 9 NUMBER 5
SEPTEMBER-OCTOBER 2010

VEHICLE LAUNCHES/DRIVES

FORD SHELBY GT500
MERCEDES-BENZ R-CLASS
ALL-NEW FORD EXPLORER
VOLKSWAGEN CC SPORT
VOLKSWAGEN TIGUAN S

MOTORSPORTS

PHOENIX INTERNATIONAL RACEWAY
OCTANE NIGHT OF CHAMPIONS AND
KOBALT TOOLS 500 NASCAR PREVIEW

AUCTIONS & SHOWS

BARRETT-JACKSON: ORANGE COUNTY - LAS VEGAS PREVIEW
RM AUCTIONS: NOVI - MEADOW BROOK - SAN DIEGO
ARIZONA INTERNATIONAL AUTO SHOW INFO
GOODGUYS WINNERS AND NEWS

EVENTS/TRAVEL

SONOMA WINE COUNTRY ROAD TRIP
TUCSON ROADSIDE ATTRACTIONS

TECHNOLOGY

AUTO NEWS UPDATE
BRIEFS & RUMORS

.....AND MORE

How much SHELBY PERFORMANCE & DESIGN can you handle?



SHELBY 40TH ANNIVERSARY

SHELBY COBRA

SHELBY TERLINGUA

SHELBY GT
SUPERCHARGED

SHELBY SUPER SNAKE

Only Shelby American can deliver the kind of balanced performance and design magic that makes dreams come true. From the original Shelby Cobra to the powerful V6 Shelby Terlingua Mustang and limited edition 725 hp Super Snake, Shelby American has the perfect fit for every performance enthusiast.

The only question is, just how much Shelby can you handle?

Visit ShelbyAmerican.com or call us at 702.942.7325 to learn more.



ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

CONTENTS

VEHICLE INTRODUCTION

SPECIAL EVENTS

SPECIAL EVENTS

VEHICLE INTRODUCTION

ROAD TRIP

VEHICLE IMPRESSION

MOTORSPORTS

TRAVEL

TECHNOLOGY

VEHICLE IMPRESSION

SPECIAL EVENTS

VEHICLE IMPRESSION

EQUIPMENT

DEPARTMENTS

SEPTEMBER-OCTOBER 2010

A 2011 Mercedes-Benz R-Class launch12
This streamlined luxury 7-seater has had a major redesign for 2011 and deserves a good second look. **By Joe Sage**

B Barrett-Jackson Las Vegas preview16

C Arizona International Auto Show preview16

D 2011 Ford Explorer launch18
One of Ford's most iconic vehicles, a benchmark of the entire SUV class, is absolutely and totally redone for 2011. **By Joe Sage**

E Sonoma Wine Country road trip22
Hop in a Boxster, drive from Arizona to north of the Bay Area, and find events, hotels, nice folks and wine. **By Tim & Kristin Sharp**

F 2010 Volkswagen CC Sport26
A nice "four-door coupe" version of the Passat. **By Joe Sage**

F PIR, NASCAR and Octane28
Sports celebrity event at Phoenix International Raceway's Octane skybox lounge, plus information on the upcoming November NASCAR events and prospects. **Photos by Randall Bohl**

G Discover Tucson's "Oddities"32

Apps: Mercedes-Benz and Barrett-Jackson33

F 2011 Ford Shelby GT500 Coupe34
Born in the USA, this Shelby-authorized, Ford-built product is at the top of its game, a 550-horsepower wonder. **By Joe Sage**

H RM Auctions in Novi and Meadow Brook38

I RM in San Diego, Barrett-Jackson in OC39

F 2010 Volkswagen Tiguan S40
The little brother of the VW Touareg offers much of what that offers, but in a smooth-running smaller package. **By Joe Sage**

Goodguys awards and updates42

FROM THE PUBLISHER : START YOUR ENGINES4

AUTO NEWS UPDATE6

THE INSIDE TRACK : BRIEFS AND RUMORS44

UPCOMING FEATURES46



Photo: Kristin Sharp

Photo: Randall Bohl

COVER: The Ford Shelby GT500 is all go, and its input device makes sure you know. The 6-speed manual is perfect for the job. **Photo: Ford Motor Company**

January's auctions are so much fun, we've found ourselves following the same folks around the map at times, throughout the year. Over the past couple of months, we've hit RM Auctions three times: Novi, Michigan, San Diego for a great combination of largely '60s muscle cars and largely recent German performance machines, back to Orange County a week later for Barrett-Jackson's inaugural auction there, and back to Michigan for the combined Concours d'Elegance of America and related RM Auctions sale at Meadow Brook. Not bad duty when it's 110 here. As we go to press, it's time for Monterey, with its incredible confluence of concours, concorsos, auctions, shows and races, all in about the best location you could choose for mid-August. More on that later.

We also traveled to Dearborn for the media launch of the totally new—and they mean that—Ford Explorer, and to New Jersey and New York's Hudson River Valley for the launch of a highly-revised Mercedes-Benz R-Class seven-seater. Always good to hit the road.

Contributors **Tim and Kristin Sharp** also hit the road, driving their Porsche Boxster from their home in Arizona to Sonoma County, California, north of San Francisco Bay, to enjoy wine country, along with vintage events at Infineon Raceway at Sears Point.

We joined photographer **Randall Bohl** at Phoenix International Raceway last spring for a pre- and during-race event in their luxury skybox, Octane, where racing great Rusty Wallace and football great Larry Fitzgerald were on hand for the fun. We bring you high-lights of that, along with details on the upcoming NASCAR events at PIR in November.

Closer to home, we lucked out by having the as-American-as-it-gets Ford Shelby GT500 for a week that included the 4th of July, and we put two Volkswagens through their paces: the CC Sport and Tiguan S.

Enjoy the ride.



Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE

PUBLISHER / EXECUTIVE EDITOR: Joe Sage

CONTRIBUTING WRITERS: Nick Calderone
HR Driver
Larry Edsall
JP Molnar
John Priddy
Barbara and Bill Schaffer
Tim and Kristin Sharp
Jan Wagner
Kevin A Wilson

CONTRIBUTING PHOTOGRAPHERS: Randall Bohl
Christina Lawrie
Brenda Priddy
Jan Wagner

DESIGN & PRODUCTION: AdZone Arizona
ADVERTISING SALES: 480-948-0200

ARIZONA DRIVER MAGAZINE
PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC
Arizona Driver Magazine
PO Box 13387 - Scottsdale AZ 85267
www.arizonadrivermagazine.com
letters@arizonadrivermagazine.com

BECOME A FACEBOOK FAN
Arizona Driver Magazine, Arizona Rider Magazine, Arizona Flyer Magazine and Arizona Boater Magazine are registered trademarks of AdZone Arizona LLC.
Arizona Driver Magazine is a member of the Motor Press Guild, Phoenix Automotive Press Association and Better Business Bureau.



Developed Specifically for Teens

We teach teens the skills they really need to know — active driving skills that could someday save their lives. This advanced program offers ground-school sessions, skills pad exercises and extensive time behind the wheel. The students learn proven techniques in maximum car control that no other school can match.



Advanced Skills That Could Save Lives

The right instruction:
• Vehicle dynamics, proper vision, awareness, and anticipation

Exercises:
• Slalom, Skid Control, Cornering Techniques, Precision Maneuvers and Accident Avoidance



bondurant.com



BOB BONDURANT
SCHOOL OF HIGH PERFORMANCE DRIVING

FIREBIRD RACEWAY • CHANDLER, AZ

GOODYEAR

Call TODAY!

1.800.842.RACE

7 2 2 3



GM The Official High Performance Driving School of General Motors.

Proudly Located on the Gila River Indian Community.

gobeyondordinary



CarBeyondStore
Gallery of Fine Auto Parts



16443 N 91st ST, Suite 101
Scottsdale, AZ 85260
www.carbeyondstore.com
Tel. (480) 588.8600 Fax. (480) 247.6788
Open: Mon-Fri (8a-5:30p) Sat (9a-1p)



TESLA BUYS NORTHERN CALIFORNIA FACTORY

Electric car builder Tesla Motors has purchased the former NUMMI plant in Fremont, California as a location to build the Model S sedan and future vehicles. As recently as April of 2010, the NUMMI factory was used by Toyota to produce the Corolla and Tacoma vehicles using the industry-leading Toyota production system. It is one of the largest, most advanced and cleanest automotive production plants in the world and is capable of producing half a million vehicles per year. The Model S is expected to be the first pure electric premium sedan and is designed from the ground up to take full advantage of electric vehicle architecture. The sedan, unveiled in March 2009, has an anticipated base price of \$49,900, including a federal tax credit. With an optional extended-range battery pack, the Model S will travel over 300 miles per charge. ▼

Tesla Model S

TESLA AND TOYOTA WORK TOGETHER ON EVs

Tesla and Toyota have joined forces to provide each other with engineering support to develop new electric vehicles, parts and production systems. The two companies intend to form a team of specialists to further those efforts. Toyota has agreed to purchase \$50 million of Tesla's common stock, issued in a private placement to close immediately subsequent to the closing of Tesla's planned initial public offering. Toyota plans to introduce EVs into the market by 2012. Tesla's goal is to produce increasingly affordable electric cars to mainstream buyers—relentlessly driving down the cost of EVs. Palo Alto, California-based Tesla has delivered more than one thousand roadsters to customers in North America, Europe and Asia. ▼

BMW 1 Series tii concept



TRACKING DOWN THE BMW 1 SERIES M

▲ Initially shown as a 1 Series tii concept at the 2007 Tokyo Motor show, recent spy photos indicate an M version of the BMW 1 Series may actually be in the works. *Road & Track* magazine says sources at BMW indicate the high performance variant of the 1 Series is likely in Europe in 2011 and in the US by 2012. It should happen with the next generation 1 Series and no later than the 2013 model year. It is unlikely that the smaller BMW will get the logical M1 name, because that would conflict with the name of the M1 supercar from the late 1970s. Whatever it is called, the high performance variant will likely get a modified version of the current twin turbo 3.0-liter engine, probably at about 350 hp, which is 50 hp more than the current 135i. Like all BMW M models, this one will get an enhanced suspension, more brakes, larger wheels and all the accompanying M upgrades. *R&T* says both a coupe and convertible version are probable.

TOP CONCEPTS PRIZED

The Audi E-tron electric vehicle and the plug-in hybrid BMW Vision Efficient Dynamics concepts shared the top prize in the ninth annual North American Concept Vehicle of the Year Awards,

while the all-electric Nissan Leaf took top honors in the Production Preview Vehicle category. A jury of more than two dozen North American automotive journalists selected the winners from 19 Concept Vehicles and eight Production Preview Vehicles that made their North American debuts during the 2010 auto show season. Because of the unprecedented challenges faced by the auto industry in 2010, a reduced number of Concept Vehicles prompted the consolidation of the Car, Truck, and Specialty Concept categories into a single "Concept Vehicle" category.

NEW-GEN JEEP GRAND CHEROKEE READY

A long time coming, the 2011 Grand Cherokee is rolling into Jeep dealerships as one of the first offspring of the union between Chrysler and Fiat. As an American icon offering timeless design and innovative engineering, the all-new Grand Cherokee redefines the SUV industry, delivering true duality: ultimate Jeep off-road capability and on-road refinement for a premium driving experience. Capability highlights include a choice of three 4x4 systems, new Jeep Quadra-Lift™ Air Suspension and Selec-Terrain™ systems plus a towing capability of 7,400 lbs. On-road dynamics are improved courtesy of new independent

front and rear suspension systems and a new body structure that dramatically increases torsional stiffness. The 2011 Jeep Grand Cherokee features Chrysler Group's all-new 3.6-liter Pentastar V6 engine that boasts an 11 percent improvement in fuel economy and delivers up to 23 mpg and more than 500 miles on one tank of gas. Completely reengineered and redesigned for 2011—with a new sculpted body, athletic profile, panoramic dual-pane sunroof and premium soft-touch materials.

THREE ENGINES FOR NEW VW TOUAREG

Second generation Volkswagen Touareg shoppers will get an impressive menu of engine choices for 2011. A standard 280-hp, 3.6-liter, and V6 FSI® gasoline engine starts the selection process, but the Touareg is also available in a pair of "green" choices: hybrid or diesel. Each engine choice comes with Volkswagen's new eight-speed automatic transmission—a first for an SUV. The hybrid model has a 333-hp, 3.0-liter supercharged, direct-injection V6 gasoline engine paired with an electric motor that reduces fuel consumption and CO₂ emissions by about 40 percent. A special clutch can disengage the transmission

KEEP RIGHT >>

Ford Mustang V6



from the engine when the engine is not powering the Touareg, allowing it to coast forward, emission-free, to further aid in fuel savings. Combined, the V6 engine and electric motor total 375 horsepower and 428 lb.-ft. of torque, with a full towing capacity of up to 7,700 pounds and fuel economy of approximately 21 mpg city and 25 mpg highway. Also available is Volkswagen's 3.0-liter V6 TDI® Clean Diesel engine, which offers improved fuel economy, reduced emissions, and greater power versus a similarly sized gasoline engine.

MUSTANG V6 GETS 48.5 MPG AT TRACK

▲ A team of drivers including NASCAR star David Ragan and four Ford Mustang engineers, drove a 2011 Mustang V6, using a single tank of gas, to complete 1,457 laps at the Bristol Speedway in a Ford sponsored event called the Mustang 1,000 Lap Challenge. The team averaged 48.5 mpg, logging 776.5 miles during the event. The drive took 17 hours and 40 minutes at an average speed of 43.9 mph. A team of Ford engineers prepared for the challenge by implementing fuel-efficient driving tips like minimizing the use of air conditioning, steady and consistent driving, avoiding sudden stops/starts and by keeping the RPMs low. The Mustang

used in the challenge is a stock production vehicle that can be purchased through a Ford dealer.

MORE SENIORS DRIVE, FATALITIES DOWN

According to a report issued by the Insurance Institute for Highway Safety, the number of American senior citizen drivers over 70 years of age and with a driver's license has increased. In 1997, 73 percent of the over-70 population had a driver's license. By 2008, that number had increased to 78 percent—which translates into a new total of 28 million licensed drivers over 70 years old. However, the study also shows the number of fatal crashes per licensed driver over 70 fell 37 percent from 1997 to 2008. For drivers over 80 the number of fatal crashes declined by nearly half. Seniors, however, are still more likely to die in a crash than a younger driver. A driver over 70 is three times more likely to be killed in an accident than a driver 35 to 54 years old; however, that number is down from 3.5 times in 1997.

2013 VW GOLF, BATTERIES INCLUDED

Volkswagen chairman Martin Winterkorn confirmed the company will sell a zero-emissions plug-in electric Golf beginning in 2013. The car, called the Golf Blue-E-Motion, is part of a VW

electric vehicle strategy that also includes a small city car called the E-Up! Blue-E-Motion. A 115-hp electric motor, mounted in the engine compartment, drives the front wheels through a new single speed gearbox. The 26.5-kilowatt-hour lithium-ion battery pack is mounted in the middle tunnel of the floorpan under the rear seat and in the floor trunk. VW says the electric Golf has a 93-mile range.

LOST IN FORKS? WIN A NEW VOLVO

The third episode of the wildly popular Twilight (book and movie) Saga is only days away from US theatres and fans have a chance to win a Volvo XC60, just like the one Edward drives in *The Twilight Saga: Eclipse*. Named after Forks, Washington, the city where Edward and Bella live, www.LostinForks.com will put players' *Twilight Saga* knowledge to the test in an online interactive game. After playing the online game, fans can register on the site to be in the running for Volvo's newest, highly acclaimed crossover featuring City Safety, a safety system designed to help drivers avoid or mitigate low-speed collisions common in city traffic. For more information go to www.LostinForks.com.

KEEP RIGHT >>

SEMA SHOW: Behind Your Business 100%



Everything you need for what's ahead: new products, manufacturers, technologies, ideas and answers.

Register Now at SEMASHOW.com/ADM

SEMA

SHOW
2010

Bring on the Opportunities.

Las Vegas Convention Center, Las Vegas, Nevada

Exhibit Days: Tuesday, Nov. 2 - Friday, Nov. 5, 2010

Education Days: Monday, Nov. 1 - Friday, Nov. 5, 2010





2011 Chevrolet Volt

10,000 CHEVROLET VOLTS FIRST YEAR

▲ General Motors will build 10,000 Chevrolet Volts by the end of 2011 and 30,000 more in 2012, said Tony DiSalle, marketing director for the Volt. The Volt plug-in electric vehicle, expected to be launched in October or November, will initially go on sale in the United States in Austin, Texas, and New York City, CEO Ed Whitacre announced. That is in addition to Michigan, California and Washington, DC, which GM had announced previously. GM also said it will expand its launch markets early in 2011 to include the rest of Texas and New York, New Jersey and Connecticut. GM will add more markets halfway through 2011, DiSalle said on July 2 during a web chat. GM will sell the Volt in all 50 states within 12 to 18 months of launch, he said. The Volt also will enter Canada in 2011.

VW BUYS ITALDESIGN GIUGIARO

With the importance of strong automotive design and development in mind, Volkswagen has purchased a 90.1 percent share of the famous Italian design company, Italdesign Giugiaro S.p.A. The shares are being acquired by AUDI's Italian subsidiary Lamborghini Holding S.p.A. The remaining shares will stay in the possession of the present owner

family, Giugiaro. Over the years, Volkswagen has worked with Giugiaro on cars like the Golf I, but also with concepts for important models such as the first Volkswagen Passat, Scirocco or the Audi 80. Volkswagen and IDG are also collaborating closely on ongoing projects such as the planned Volkswagen E-Up!

THE V6 COUPE POWER STRUGGLE

In case you had not noticed, there is a horsepower war going on between the rear-wheel drive V6 coupes. Most obvious is the Camaro/Mustang battle that started when the new Camaro was outfitted with the 304-hp, 3.6-liter V6 engine. Ford has upped the ante with their new 305-hp, 3.7-liter engine. Now Chevrolet is retaliating with a 2011 Camaro V6 retuned to 312-hp. Slightly older, but just as potent is the Hyundai Genesis coupe with a 306-hp, 3.8-liter V6. The most horsepower in the grouping is the Infiniti G37 coupe with a 3.7-liter V6 producing 330-hp. Just arriving on the scene is Cadillac's new CTS Coupe with a 304-hp, 3.6-liter V6.

ODYSSEY'S 'STRIKING' NEW DESIGN

Shown recently as a concept, the next generation Odyssey minivan takes on a new low and wide stance, accented by a "lightning-bolt" belt line that sets it apart

from anything else on the road. Compared to the current Odyssey, the Concept's slightly lower roofline (-1.0 inch) and wider stance (+1.4 inch) contribute to a sleeker, stronger and more dynamic presence with improved aerodynamics that help increase fuel economy. Forthcoming improvements to the production Odyssey's interior are designed to enhance the current model's accommodating space for people and cargo. Currently in its third generation, the Odyssey's unique array of features, including the 3rd-Row Magic Seat® and i-VTEC™ V6 engine with available three-mode Variable Cylinder Management™. The new Odyssey goes on sale this fall.

CHRYSLER ZF 8-SPEED AUTOMATICS

Chrysler Group has arranged to build a new eight-speed automatic transmission (the HP8) under license from the ZF Group of Germany. They will be the first company licensed to build the innovative new transmissions. Initially, Chrysler will use Germany-built units until the US plant is ready in 2013; however, there is no indication which Chrysler or Fiat vehicles will be using the transmissions. The transmission is designed for multiple installation configurations, including longitudinal or "north-south" applications, and it can be set up for rear- or all-wheel



Lexus LFA

drive. It can also be used in conjunction with a hybrid application by swapping the conventional torque converter for a 47-hp electric motor, increasing fuel economy by a claimed 25 percent when compared with ZF's old six-speed (6HP).

LEXUS LFA SUPERCAR: SOLD OUT

▲ Toyota has announced that all 500 LFA supercars planned for production have been sold. The company plans to build 20 of the two-seaters per month for two years. With a base price of \$375,000, plus destination charges, the number of buyers was limited, but it only took a couple of months to fill the production schedule. The LFA is the fastest Lexus production car ever built. It is powered by a 552-hp, 4.8-liter V10 engine with a six-speed Automated Sequential Gearbox (ASG) with paddle shifters. The Lexus' supercar accelerates from 0 to 60 in 3.6 seconds and has a top speed of 202 mph.

MORE MINI AND AWD TOO

With four doors and all-wheel drive, the new Mini Countryman S will take the Mini to new heights and lengths when it rolls into dealerships in February 2011. Measuring 161.3 inches long, with a wheelbase of 102.2 inches, the Mini Countryman offers more passenger space than any other Mini vehicle, along with

nearly 40 cubic feet of cargo space. That makes it 17.7 inches longer, 6.1-inches taller and with a 6-inch longer wheelbase than the Mini Cooper hardtop. Mini Countryman models include front-wheel drive Cooper and Cooper S or Cooper S with ALL4 all-wheel drive. A key feature that is unique to this model is the innovative Center Rail that runs the length of the interior offering storage for personal items, electrical and USB connections for seamless integration of smartphones and other devices plus a large number of attachments to fit customers' lifestyle.

VOLKSWAGEN'S NEW JETTA STRATEGY

Volkswagen unveiled the all-new 2011 Jetta in the middle of New York's Time square this summer, showing off the company's new strategy. At a starting price point of around \$16,000, including the destination charge, with standard features like air conditioning and stability control, the all-new 2011 Jetta is priced about 15 percent less than the current model, which starts at \$18,435. This puts the Jetta at the same pricing level as the Toyota Corolla and Honda Civic. Four engines will be available in the US and Canada, including 2.0, 2.5 R5 and 2.0 TSI gasoline engines and a 2.0-liter

turbodiesel direct injection (TDI) Clean Diesel. The all-new 2011 Jetta has been completely redone, inside and out. Its new wheelbase and exterior length are significantly bigger than its predecessor. The all-new 2011 Jetta will be available in the US this October.

FREE CADILLAC MAINTENANCE PROGRAM

Cadillac will be offering a Premium Care Maintenance program for customers purchasing a 2011 Cadillac. The program covers scheduled oil changes, tire rotations, replacement of engine and cabin air filters and a multi-point vehicle inspection for the first four years or 50,000 miles. The plan is to build the best customer service experience in the luxury segment. The service program builds on other Cadillac initiatives, which include a five-year, 100,000-mile Powertrain warranty and four-year 50,000-mile vehicle bumper-to-bumper warranty coverage. Cadillac is also including a standard one-year OnStar Directions and Connections plan (which includes Automatic Crash Response, Turn-by-Turn Navigation, Vehicle Diagnostics and Stolen Vehicle Assistance) plus XM Radio with a free three-month trial. ■

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





Wide Open Spaces

By Joe Sage

Mercedes-Benz has one of the most thorough SUV lineups on the market. King of the hill, but least seen, is the G-Class (the classic Geländewagen), suitable for battle duty. Most popular are the M-Class (their best seller) and the GL-Class (nominally their full-size model). The GLK-Class offers attributes of the above in a smaller package.

And what would you get if you crossed the three-row seven-passengers-plus-luggage all-wheel-drive utility of a Chevy Suburban with the sleek elegance and luxury of a Mercedes-Benz CLS four-door coupe? Meet the R-Class. First shown as a concept in 2001, and brought to dealers in 2005, this streamliner has sometimes resisted categorization. The engine, transmission, seats, steering and other bits are shared with the M-Class and GL-Class. But its station-wagon-esque form has kept it from being tagged as an SUV, despite all-weather and terrain-variety strengths. It has been tagged a multi-purpose vehicle, but at MBUSA online it lives in a category called SUVs and Crossovers. This, then, is their crossover.

Confusing? That's not uncommon with the broad range of vehicles carrying that descriptor. But you will find it more liberating than limiting. Whether you're in the market for a large SUV, a (gasp) station wagon or a capacious executive carrier, the Mercedes-Benz R-Class fills all these niches extremely well.

The R-Class has been extensively restyled and upgraded for 2011. If you've overlooked it before, take another look.

NEW FOR 2011

The changes begin up front, with a recontoured hood and front fenders, a bolder and slightly more upright grille, sleeker side mirrors and new headlights with optional LED daytime running lights. The headlights lead into side contours that, together with the new grille, create a much more dynamic line of force toward the front. The rear receives LED taillights, a new bumper with integrated exhaust pipes and reflectors, and a black rear diffuser.

Inside, you'll find new seat stitching, three interior colors in either MB-Tex or optional

leather, standard burl walnut trim, an easy-to-read 3D instrument cluster with white dials, and an overhead rearview mirror with integrated compass. Add seating for 4 to 7 people, with new "saddle" head restraints for the second- and third-row passengers.

R350 BLUETEC, R350 4MATIC

The Mercedes-Benz R-Class is sold in 86 markets worldwide, with models tailored to each locale. In Germany, there are some nine models, with both short- and long-wheelbase variants and powertrains including an R300, R350, R500, plus 4MATIC all-wheel-drive, BlueTEC and BlueEFFICIENCY fuel and engineering alternatives.

In the US, the choices are simpler. Two versions are being manufactured at the Mercedes-Benz plant in Tuscaloosa County, Alabama, for all 50 states: an R350 4MATIC, with a 268-hp gasoline V6 delivering 258 lb-ft of torque, and an R350 BlueTEC, also with 4MATIC all-wheel-drive, as well as a 210-hp turbodiesel V6 pumping out 400 lb-ft of torque. These achieve city/highway EPA estimated fuel mileage of 18/24 for the

BlueTEC diesel and 15/19 for the R350 4MATIC gasoline model. Any further alternative fuel or high-power versions may arrive down the road.

VERSATILITY—AND SPACE

We're content for now with just two drivetrain variants, as the primary masterstroke of the R-Class is its overall variability.

The interior can be configured to seat 4, 5, 6 or 7 people, and cargo space adjusts accordingly. Headroom is 39.8" in front and even more in the second row, 40.4" with the glass sunroof. The third row still comes in decently, at 37.2". Shoulder room is about 60" for the first four passengers, just under 53" for the third row. Two 6-foot-plus adults were quite comfortable in the front seat during our test drive.

R-Class buyers seeking the most seats opt for a 2-3-2 configuration, with a third seat in the second row. Six people are happiest in the 2-2-2 configuration, which provides an individual seat for each.

Front seat occupants have it best, enjoying standard 8-way power adjustable seats with driver-side 4-way pneumatic lumbar control for driver and passenger, and a special order option adds the luxury of active-ventilated and heated front seats.

Total cabin volume is 162.1 cu.ft., with cargo capacity ranging from 15.2 cu.ft. with all seats raised, to 42.2 cu.ft. with the third row down, and a whopping 85 cu.ft. with both the second and third rows down. Cargo length in these three configurations is, respectively, 18.3", 42.3" or 87.3".

A group of four or family of five will be able to pack freely and travel comfortably. For one or two on weekend errands, you can load up more goodies than there is time to acquire. A family of seven, all with luggage, may need the towing package for a long haul (with a 3500-lb capacity).

The rear liftgate is enormous and lifts clear, and an optional electronic tailgate, which can be operated remotely via switch or smart key—makes access all the easier.

Mercedes-Benz says the R-Class is the most variable and spacious vehicle in their entire passenger vehicle product range.

PERFORMANCE

One place you may not take the R-Class is to the track, though its performance is quite respectable for such a large and useful machine. Weighing in at two-and-a-half tons (4949 lbs for the 6-passenger, 5049 for the 7-passenger version), the gas-powered R350 4MATIC reaches 60 mph in 8.0 seconds flat. At 5203 and 5280 lbs (6-passenger and 7-passenger, respectively), the BlueTEC diesel hits 60 in 8.6 seconds. Top speed is electronically limited to 130 mph on both.



On the road, we had mixed observations, occasionally wishing the handling were a little sharper. But that was easily attributed to the fact that this vehicle doesn't feel as big and heavy as it actually is. A bit paradoxical, but on balance, it handles so much better than the big 7-passenger people-hauler it is, we had to remind ourselves we may have had sport coupe expectations.

In highway traffic, we particularly enjoyed the diesel torque at hand in the R350 BlueTEC: when we needed a quick lane change or power burst (not unlikely, especially during the Thruway phase of our test), we noted so much torque that the engine didn't even need to downshift to generate the necessary grunt.

BLUE IS CLEAN AND GREEN

The R350 BlueTEC continues to be one of the cleanest diesel models in the world. Its V6 achieves output of 210 hp and, as with any diesel, substantial torque: 400 lb-ft. The BlueTEC model also uses less fuel and produces lower emissions. Its AdBlue® urea exhaust gas after-treatment helps it achieve EPA estimated fuel mileage of 18/24 mpg city/highway, while maintaining no higher a level of emissions than a comparable gasoline engine, in particular reducing nitrous oxides. The BlueTEC model already meets tight emission requirements for the EU6 standard due in 2014.

The 3.5-liter gasoline V6 of the R350 4MATIC is known for effortless power delivery and moderate fuel consumption. Its EPA estimated fuel economy figures are 15/19 mpg city/highway.

ELECTRONICS-ENTERTAINMENT

Telematics on the R-Class have a fairly straightforward interface for the complexity of tasks performed. The COMAND system is standard, with in-dash 6-disc

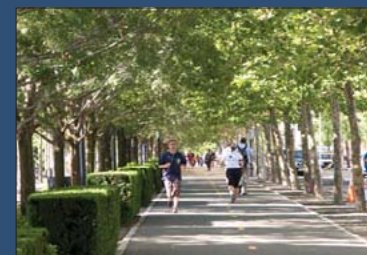
NY-NJ TRAVEL NOTES

We flew to Newark on US Airways, long but easy. From there, a fleet of Mercedes-Benz SUVs drove us to Hoboken NJ.

Notwithstanding the transplant of the NY Giants and Jets to the Meadowlands, it has taken a surprisingly long time for the city to spread into New Jersey. Hoboken and Jersey City, for decades a sea of train terminals and tenements, have sprouted modern high-rise office and residential towers. Wall Street bankers are now able to live in luxury, just a short PATH train or ferry ride from Manhattan, for just thousands of dollars a



month instead of thousands and thousands. And from the Jersey side, they have something those in the city proper do not: a waterfront skyline view of Manhattan.



Our digs were at the posh W Hotel, further proof that this is not your father's Hoboken. The extreme high style of the W is complemented by tree-lined boulevards and promenades along the Hudson River.

In the morning, our route book took us up the west side of the Hudson through busy

KEEP RIGHT >>

Logbook (cont'd) >>



Utility, style and space, space, space are the name of the game. The Mercedes-Benz R-Class offers seating for up to 7 people, plus up to 85 cubic feet of cargo space. Access to all rows is easy, and both the second and third rows can be folded, giving up to 87.3" by 44.5" of cargo area, just shy of a 4x8 sheet of plywood.



CD/DVD changer and high-resolution 6.5-inch color display. A compass function (displayed in two places), Bluetooth interface and an Aux-in connection for mobile audio are also integrated. As part of an optional Premium1 package, the COMAND system has 4GB of added memory for MP3 files, an SD card slot and a hard drive navigation system with SIRIUS real-time traffic. Also in the Premium1 package is a voice-operated control system for many vehicle functions, and a universal interface to connect an iPod or other external music device to the onboard control system, so it can be operated through the vehicle's controls while also recharging.

Passengers can also enjoy full, concert-hall surround-sound with an optional harman/kardon® Logic7® high-output sound system includes a Digital Signal Processor (DSP) and Dolby Digital 5.1. Optional rear seat entertainment adds two large 8-inch screens, a DVD player and two wireless headsets plus remote control, for freedom of movement.

SAFETY TECHNOLOGY

It's common for a manufacturer to introduce its most stunning technologies in its flagship vehicles, then migrate them down the chain. Mercedes-Benz, however, introduced a far-reaching range of technologies, including many breakthrough safety features, when it launched the new E-Class last year (see our July/August 2009 and January/February 2010 issues). Now those are spreading through the rest of the range, including into the new R-Class.

Included here are the PRE-SAFE® anticipatory occupant protection system, a complete restraint system with eight airbags, crash-responsive NECK-PRO front head restraints, and a tire pressure loss warning system. An optional new Blind Spot Assist monitors the sides of the vehicle and alerts the driver with visual and audible warnings if a lane change is signaled with another vehicle alongside. Safety is also enhanced by the sophisticated telematics system "mbrace," the COMAND system interface, and a benefit of the R-Class: the enhanced visibility of its raised seating position.

PRE-SAFE® uses a combination of active and passive safety, networked with the Brake Assist System (BAS) and Electronic Stability Program ESP®, whose sensors recognize potentially critical handling situations and relay information to electronic control units in milliseconds. This also initiates occupant protection through seatbelt, seat and sunroof controls.

Safety features also include a steel reinforced cabin with front and rear crumple zones, front and rear outboard seatbelts with pre-tensioners and force limiters, dual two-stage front airbags, side airbags mounted in front seat backrests, window curtain airbags, 4-wheel ABS disc brakes with BAS, an ESP trailer stabilization system, Anti-Slip Regulation (ASR), LATCH-lower anchors and tethers for children, rear door child safety locks, acoustic signal for vehicle locking/unlocking, antitheft alarm with engine immobilizer, SmartKey with panic button and an enhanced tire pressure monitoring system.

PRICING AND OPTION PACKAGES

Base price for the R350 4MATIC is \$50,240 and the R350 BlueTEC starts at \$51,740, plus an \$875 destination charge.

The R350 4MATIC is equipped with 18" 5-spoke wheels and 255/55 R18 all-season tires, and the R350 BlueTEC comes with 19" AMG 5-spoke with 225/50 R19 all-season run-flat tires.

Standard equipment is extensive. A few highlights include a power glass sunroof with sunshade, power windows, dual-zone automatic climate controls, 8-way power adjustable driver's seat with power 4-way lumbar support, a 4-spoke multifunction leather steering wheel, the COMAND system, in-dash 6-CD/DVD changer, Bluetooth hands-free calling, integrated garage door opener, burl walnut trim, six cupholders, cruise control, rain-sensing wipers, automatic headlamps, 4MATIC all-wheel drive, 7-speed automatic transmission with DIRECT SELECT shift lever and steering wheel mounted shift paddles, front steel



suspension with self-leveling rear air suspension, 4-wheel disc brakes and dual integrated chrome-tipped exhaust pipes.

Optional packages include the Premium 1 Package (\$4,000), which adds auto-dimming driver side and rear view mirrors, hard drive navigation, enhanced voice control for telephone and nav, Gracenote® media database, HD Digital Radio®, iPod/MP3 media interface (in glovebox), memory for driver seat, power steering column, power folding mirrors, power lift-gate, power steering column, rear view camera, SIRIUS® Satellite Radio with real-time traffic and Zagat restaurant guide, 115V AC power outlet, 4GB hard drive with Music Register for download of MP3 files.

The Premium 2 Package (\$6,050) includes all the Premium 1 items plus the harman/kardon surround-sound system and KEYLESS-GO.

A Lighting Package (\$985) adds LED daytime running lights, Bi-xenon headlamps and a headlamp cleaning system.

A Sport Appearance Package for the R350 4MATIC only (\$1,350) adds dark tinted sport rear tail lamps, heat-absorbing blue tinted glass for the first row and 20" AMG 5-spoke wheels.

Stand-alone options include Blind Spot Assist, Parktronic, a wood/leather multifunction steering wheel, mbrace telematics, Panorama Sunroof with electric sunshade, the 7-seat option, a 3,500-pound Class II Trailer Hitch, 3-zone climate control and rear air conditioning, rear seat entertainment system, heated front seats and KEYLESS-GO.

It's clear Mercedes-Benz is serious when they describe the R-Class as being particularly suited to tailor-made customization.

The vehicles come with a 4-year/50,000-mile warranty, 24-hour roadside assistance and Mercedes-Benz maintenance system.

The new R350 lineup should be at dealerships by the time you read this. ■

city streets, riverfront park lands and small waterfront towns as we passed into New York state, then across the spectacular Tappan Zee Bridge, a 3-mile span curving just above water to its high point, a cantilever truss bridge 138 feet above the Hudson, and into Westchester County.

Continuing up the Hudson River Valley on the Taconic Parkway, we reached Blue Hill at Stone Farms, a stylish yet classic facility featuring an organic agricultural research complex, as well as on this day a tasty lunch. From there, we had three test routes crisscrossing the Hudson River, West Point, Bear Mountain Bridge, Palisades Interstate



Parkway and a construction-challenged bit of the New York Thruway.

We flew back from Newark, but not immediately: the second morning found us at



water's edge, catching a small commuter water taxi, which took us up the Hudson a ways, then back south past the World Trade Center site and Statue of Liberty, around the tip of Manhattan and up the East River to the Brooklyn Bridge, where we did part two of this trip, driving the new smart fortwo electric drive on the mean streets of Brooklyn (see July/August issue).—JS

Photo: Larry Eosall (1)



The 3rd Annual Barrett-Jackson Las Vegas Auction

Hundreds of collector cars, three days of No Reserve auction, live HD TV by SPEED
Mandalay Bay Resort and Casino: September 23-25, 2010

Hundreds of classics, Hot Rods, Resto-Mods and muscle cars are set to take center stage in Las Vegas during the 3rd Annual Barrett-Jackson Las Vegas Auction at Mandalay Bay Resort and Casino from Thursday to Saturday, September 23-25. Founded in 1971, the Barrett-Jackson Auction Company will kick off a year-long 40th anniversary celebration with three days of "No Reserve" auction action, including exhibitor and sponsor activities for visitors of all ages.

Through its exclusive relationship with SPEED, the Barrett-Jackson Las Vegas event will be televised to a national audience with nearly 22 hours of coverage. SPEED will broadcast live in HD from the main auction arena from 1-8pm on Thursday and Friday, and 11am-6:30pm (MST/PDT).

"Being back in Las Vegas will be very exciting this year," said Craig Jackson, chairman/CEO of Barrett-Jackson. "Not only will we be surrounded by some of the best entertainment in the world, Barrett-Jackson partnered with MGM Resorts International this year to provide five days of 'REVVED' activities set to take place at various MGM Resorts properties."

Barrett-Jackson Week in Las Vegas officially kicks off with the 3rd Annual Cruise-In for Las Vegas-area automotive enthusiasts on Saturday, September 18, from 10am-2pm at Gaudin Ford. The Cruise-In includes a Road Rally, fashion shows, ride-n-drives, vendors and many amazing collector vehicles.

Admission to the Cruise-In is free, and all makes and models of vehicles are invited to be a part of the excitement. Hot dogs, hamburgers and additional refreshments will be on sale during the Cruise-In to benefit Keep Memory Alive, a Las Vegas-based organization dedicated to the treatment and cure of neurocognitive disorders. A "split-the-pot" raffle will also be held to

support the charity.

On Wednesday, September 22, a Road Rally travels from Fairway Chevrolet down the Las Vegas Strip.

Barrett-Jackson Auction Company and MGM Resorts International are teaming up for REVVED days from Wednesday, September 22 through Sunday, September 26, with featured events at all MGM Resorts International properties in Las Vegas including ARIA Resort & Casino at CityCenter, Bellagio, MGM Grand, Mandalay Bay, Mirage, Monte Carlo, New York-New York, Luxor, Excalibur, Circus Circus and Crystals at CityCenter.

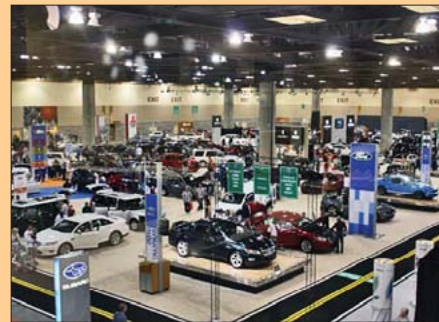
The five-day REVVED extravaganza features automotive and lifestyle activities for tourists and locals, which include shopping excursions, a wine auction, car art exhibits, Barrett-Jackson-themed happy hours and a classic golf tournament—that will all highlight the Barrett-Jackson automotive lifestyle week.

Other REVVED events include spa indulgences, cooking events, fashion shows, gaming tournaments, liquor and cigar experiences, concerts, movies, to name a few all of it leading to the star attraction: the Barrett-Jackson Auction.

The three-day auction will commence Thursday, September 23 and finish on Saturday, September 25, with many activities for people of all ages, including exhibitor and sponsor booths, an automobilia auction and much more.

"Las Vegas is one of the entertainment capitals of the world," said Jackson, "and we are thrilled to kick off our upcoming 40th anniversary celebration in 2011 here."

Consignment and bidder applications are available online for the "No Reserve" auction. For more information on bidding, a list of current auction cars and the Las Vegas schedule of events, visit the Barrett-Jackson website at www.barrett-jackson.com ■



Arizona International Auto Show Rolls Into Phoenix Convention Center

New cars, exotics, alternative fuel vehicles, ride and drives and more

Thanksgiving Weekend: November 25-28, 2010

The 2011-model Arizona International Auto Show is set to pack hundreds of new cars, crossovers, hybrids and more into the Phoenix Convention Center, starting on Thanksgiving day and running all weekend.

This automotive extravaganza will feature luxury vehicles, ride and drives and the latest alternative fuel vehicles. Attendees are invited to check out all the latest vehicles in this non-selling environment, sit behind the wheels, inspect engines, learn about new automotive technologies and more.

Representatives from leading automotive manufacturers will be on site to answer questions and provide information on the latest vehicles.

The Arizona International Auto Show is owned and presented by the Valley Auto Dealers Association and produced by Motor Trend Auto Shows, LLC, the nation's largest auto show producer.

DATES AND TIMES

Thursday, November 25 (Thanksgiving Day)....9am-7pm
Friday, November 269am-9pm
Saturday, November 279am-9pm
Sunday, November 289am-7pm

LOCATION

Phoenix Convention Center
100 N 3rd Street, Phoenix AZ 85004

TICKETS

Adults.....\$9
Seniors (62 and older).....\$5
Military and students with ID.....\$5
Children (7-12).....\$5
Children six and younger.....free

On Family Day, Sunday, November 28, children 12 and younger are admitted free when accompanied by a paying adult.

DISCOUNTS AND MORE INFORMATION

More information and discount coupons can be downloaded at www.AutoShowPhoenix.com. Advance e-tickets may also be purchased online at a savings of \$1 off the regular adult admission price. ■



See one of the world's *great* gardens

Travel + Leisure named Tohono Chul Park one of ten great botanical gardens in the world. With 49 acres of flowering plants and trees, it will forever change your concept of the desert. This extraordinary setting is a



lush oasis of endless variety and unusual specimens together in striking harmony. Delight your senses at this botanical treasure on a getaway in Tucson.

Tucson Will Surprise You.

Start planning a breathtaking getaway now at www.visitTucson.org.



Exploring new boundaries

Ford Explorer, the original definer of the SUV segment, brings a completely new game-changer onto the field

Ford is on a roll. They avoided the government-mandated restructuring that affected operations for others, they've continued to introduce new products, sales are strong and their stock value has soared. While others have sweated market segments—whether to stick with more profitable large vehicles and/or pursue alternative fuel and other small, efficient vehicles, Ford has continued to follow its own compass, bringing customers a full range of compelling options—including all of the above—ranging from the powerful Raptor purpose-built pickup to the diminutive Fiesta.

When things are going this well, but change is nonetheless in the wind, the challenge of moving the ball forward on its most iconic products is especially daunting. When the Ford Explorer was introduced in 1990 (as model year 1991), it was a game-changer. Joining a field of Jeep Cherokees and a few boxy imports, the Explorer sold like hotcakes and, although it didn't invent the Sport Utility Vehicle segment, it defined it for millions. The Ford Explorer in fact enjoys a whopping 96% name recognition in North America. That's equity.

We flew to Dearborn for the top-secret press reveal of the 2011 Ford Explorer on July 20, which came with an embargo date—no photos, no info—of six days later. Our phones were confiscated,

to ensure no early images escaped. We were able to mention the occasion on our Facebook page, but that's it. Embargoes are common, but more than usual, Ford had a plan: rather than either introduce the vehicle at a major auto show (while many others are doing the same) or wait for the next model-year full-line introduction, they created their own Explorer reveal day, July 26, when—starting at 12:01am—the cat was out of the bag and let off the leash. The vehicle had a fully-orchestrated public reveal on Facebook—a first—and special consumer launch events were held in eight cities (not Phoenix ... Detroit, Los Angeles, Los Angeles, Miami and others).

Was it worth the wait and is it worth all the buzz? Yes, it was, and yes it is.

What's new

There is so much new in the 2011 Ford Explorer, it might be hard to know where to start. At press launch, Ford opened with fuel mileage. Final EPA numbers were not yet available, but they expect a 30 percent increase over the prior model's fuel mileage—better, they say, than a

Toyota Highlander Hybrid. That would bring 2010's numbers (e.g. a two-wheel-drive 6-cylinder) from 14/20 to more like 18/26 mpg city/highway.

Fuel economy is the deal-breaking obstacle for any SUV to overcome. The typical customer wants its capabilities, utility, space—and sense of adventure. Improving fuel economy considerably has reduced that barrier from the formula. The second common barrier to SUV sales is driving dynamics. Ford declared a vision of no compromise, so the new Explorer team was assigned the challenging task of winning over all customers—on all counts.

While tackling those SUV-specific goals, they also had to keep in mind Ford's "four pillars" for their whole lineup: quality, green credentials, safety and smart technology.

Through it all, they had to never lose the iconic spirit of the Explorer. The team admits to having lived simultaneously with excitement and anxiety as the project unfolded.

Specific goals included seating for seven adults, class-leading first and second rows, best-in-class EPA numbers, competent towing capability and "spirited performance." Ford executives told us the process was like training an athlete. And not just any athlete: this was like training for the decathlon.

Power and economy

The heart of fuel economy efforts is a new 2.0-liter inline-4-cylinder EcoBoost promising the power of a V6, with 237 hp (a 13 percent increase) and 250 lb-ft of torque over a particularly wide band. Its fuel economy guesstimates put it in range of mainstream sedans like the Toyota Camry. Explorer also claims class-leading low CO₂ emissions. The I-4 has a 200,000 rpm turbocharger, designed for over 150,000 miles of service and tested for the equivalent of 10 years of operation.

The EcoBoost four is the show-off, but standard will be a 3.5-liter TiVCT V6 rated at 290 hp, with fuel mileage still more than 20 percent above its predecessors.

Fundamental change

Data showed the Explorer was used—no big surprise—on streets and highways most of the time. The biggest earth-moving changes were made in pursuit of driving quality. No longer built on a rear-wheel-drive truck-

based chassis, the new Explorer becomes a default-front-drive unibody. Front and rear suspension are new, and the vehicle claims greatly improved body roll and street noise.

Ford anticipates about 42 percent of sales will be upgraded to all-wheel drive.

Off-road and towing

But wait, you say. It's an SUV. It has to work off-road. Ford assures us there are no compromises here. To the rescue, their third pillar: smart technology. Anyone who buys the Explorer for die-hard truck reasons may miss the old 4WD transfer case, but most will be delighted by a new Terrain Management System in the AWD model. The twist of a console knob generates optimized setting for sand, snow, mud or everyday driving—a simple set of names that represent a full range of situations. The "Mud" setting remaps the accelerator pedal for faster spin, longer shifts and maximum torque, while backing off traction control to spin and shed mud. "Sand" applies more torque, especially to the rear. "Snow" is less aggressive, upshifts earlier and has less

spin in pursuit of more traction. Roll stability is always in place.

Add Hill Descent Control—which we tested in the Raptor in a memorable hands-on demo last spring—and novice or expert will have an off-road vehicle capable of most anything they can throw at it (up to 20 mph).

Towing capability is up to 5000 lbs with the V6, 2000 with the I-4, and the function is supported by tow haul settings, sway control and a rear camera to help you hook up.

Safety

Ford says the number one safety device is an alert and engaged driver. But they provide a lot of help. Explorer has a high-strength steel structure, a Safety Canopy® System of side curtain airbags for all three rows, and RSC® Roll Stability Control™. The new unibody subframe absorbs energy far better than the old truck frame, and a boron steel B-pillar provides exceptional structural strength.

Add the world's first inflatable safety belts, in the second row. These were demonstrated to media in Phoenix ahead of the Explorer reveal (sans Explorer). Clearly an idea you can't believe no one ever thought of before, these should be ubiquitous before long.

The electronics team adds a Blind Spot Information System with Cross Traffic Alert, and Adaptive Cruise Control with Brake Support, using algorithms to anticipate an emergency and prep or start braking quickly.

Another new technology that starts here and will quickly spread brand-wide is Curve Control. Upon arrival in Dearborn, our first stop was the test track, where fully-cloaked 2011 Explorers and driver-engineers awaited us. We were not to get a glimpse of much, the night before the official reveal. But the engineers took us around the track to demonstrate their new gem. Most drivers at some point enter a corner too fast, realize too late and may lose control. In fact, there are about 50,000 crashes each year attributed to this. Enter Curve Control. With us onboard, the engineers hit decreasing-radius track turns fast, with water applied. Curve Control rapidly reduces engine torque and can apply four-wheel braking, slowing the vehicle by up to 10 mph in about one second. It's surprisingly but calmly effective. Curve Control debuts as standard equipment on the 2011 Explorer and will be offered on 90 percent of Ford SUVs, crossovers, trucks and vans by 2015.



KEEP RIGHT >>



Style and quality

In short, Ford changed everything—"everything you see, touch or hear." Start with style. It often takes some time to get used to a new vehicle and to recognize it as an extension of its familiar past. Not so, here. The new model is immediately recognizable both as the Explorer and as part of the Ford family. The grille is reminiscent of Taurus (but to our eye also builds on Land Rover, formerly in the Ford fold), and the front adopts much the same stance as the Ford Edge.

Special attention was paid to delivering an increased quality level throughout, with soft touch points to user surfaces, a strong interior finish with brushed metal highlights and special lighting features, and tight surface gaps inside and out, aimed at meeting top-level German benchmarks. Chimes and alerts are "pleasant and precise," while overall interior quietness is high, claiming NVH (noise-vibration-harshness) numbers better than BMW's. This is a vehicle based on utility, but the word "luxury" enters the conversation.

Overhangs and corners have been cut, giving the Explorer a new streamlined and trim feel, also achieving a drag coefficient (cD) of 0.35 (closer to the 0.25 cD of a Prius than the 0.57 of a Hummer). Lamps, mirrors and badging are all new. The C-pillar, wider and slanted, is kept in body color, considered an Explorer signature detail.

Human-machine interface

The SYNC® system (Ford's device connect technology) is already widely available across the Ford lineup. Ford aims to increasingly encourage drivers to keep their hands on the wheel and eyes on the road, with a collection of features under the new MyFord™ Touch label (for which they coin a modified term: *driver connect technology*). Their goal was a seamless interface with both touch and voice controls, options for customization, and utilization of cloud computing. The systems have been evolving for awhile, from the 2008 Focus (introduced in '07) with its center stack simplified, voice controls and eye level readouts; to the 2009 year's Edge (new in '08), whose features were #1 in JD Power customer satisfaction; to the simplified, useful but not confounding economy readouts in the 2010 Fusion Hybrid (introduced in '09). The goal is to make the systems approachable and clear, and keep the driver attentive.

An LCD display is crisp and clear, touch is intended to be intuitive and quick, the center stack is simplified, and 5-way controllers on the wheel duplicate functions so the screen and stack aren't even always needed. Hands-free voice control activates radio, nav, A/C and phone, with 10,000 possible commands already in place. From there, you can personalize extensively. Very welcome, they have expanded both grammar and aliases, so

that, for example, "play song" vs "play track" or "warmer" vs "temp up" will give the same results. Not only is this convenient, it reduces driver inattention from trying to guess the only magic words in most systems. Voice control also learns your voice and speech patterns, claiming to master them within the first three uses. A hands-on demo in a fully-equipped Edge didn't always bear this out, but presumably results are better when it's your own, for awhile. Unfortunately, we were told that a change between drivers means a fresh start on the system's learning curve. This should surely have multi-user storage in the future.

A "do not disturb" button adds self-imposed self-control for times you shouldn't be receiving phone calls or texts. The HD radio includes song-tagging, and SIRIUS Replay with 45-minute playback. Climate controls can store "My Temp" favorite settings. Navigation has turn-by-turn instructions, birds-eye 3D views and is SD-card-based, rather than DVD or hard drive, reducing the cost from about \$2000 to just \$795 (with updates more affordable). 911 calls are synced with GPS. The system can generate a vehicle health report and has mobile WiFi, Ford MyKey for parental control, and SYNC Post Crash Alert, triggering flashers and horn.

These features will be on the 2011 Explorer and Edge, the 2012 Focus, and should be on 80% of Ford's vehicles within the next five years.

Customer first

Jim Farley, Ford group VP for global marketing, tells us the "utility" segment (SUVs and crossovers) has grown from 25 to 30 percent of the market since 2003. Ford researched these buyers to the point of "moving in" (all but overnight) with families, to study their styles and needs.

Regardless of technical and/or semantic debates in the segment, Farley says customers basically don't know and don't care about frames, front-wheel drive or SUV-vs-CUV. They just make the most of the size and shape and volume. But while doing the mundane, they thought they were missing some potential. They might want to tow, they might want to drive off-pavement, they might want to do things they haven't even thought of, but they'd like to know they can.

While creating a thoroughly modern, lighter-weight, fuel-economical, technically advanced and stylish new Ford Explorer, the full range of function has been maintained. Finally "sport" and "utility" belong in the same sentence.

We wanted to order one on the spot. The base 2011 Explorer starts at \$28,190, with V6, 6-speed automatic and AdvanceTrac with RSC. The XLT starts at \$31,190 and the Limited at \$37,190. Moved up from a 2012 model, the 2011 Explorer will be in dealerships by year's end. ■



1969 Pontiac GTO Judge Convertible
400/366 HP, 4-Speed. From the Zeb Morris Collection. NR



1963 Chevrolet Corvette Convertible
"The Bunkie Knudsen Car" NR



Previous Lot Shown.
Not Available At This Auction.



Previous Lot Shown.
Not Available At This Auction.

REGISTER TO BID TODAY

ST. CHARLES '10

SEPTEMBER 16-19

Pheasant Run Resort
St. Charles, IL
1000 VEHICLES



MECUM SPECIAL EVENT

The BOB McDORMAN Collection

NOVEMBER 5-6

Bob McDorman Chevrolet
Canal Winchester, OH (near Columbus)
150 Cars Including the World's Most Complete Corvette Collection
Hundreds of Collectibles, Signs, Neons and Parts

OFFERED AT NO RESERVE

IT'S TIME TO CONSIGN

WINTER KANSAS CITY '10

DECEMBER 3-4

Bartle Hall
Kansas City Convention Center
Kansas City, MO
500 VEHICLES



KISSIMMEE 2011

JANUARY 27-30

Osceola Heritage Park
Kissimmee, FL
1000 VEHICLES



MECUM AUCTIONS

815-568-8888

www.MECUM.com

Nobody Sells More Collector Cars Than Mecum. Nobody.™



CLIMATE CHANGE

ROAD TRIP TO SONOMA WINE COUNTRY

STORY BY TIM SHARP • PHOTOS BY KRISTIN SHARP

For eight months of the year, Phoenix has one of the finest climates on the planet. However during the warmest months, from June through September, many of us travel to the Northwest or the West Coast to cool off.

For car folks, there is one destination where you can escape the heat, get your racing fix, drive through lush valleys, enjoy savory cuisine and sample superb

wines. Of course, we're talking about the Sonoma Wine Country and Sonoma's famed Infineon Raceway.

From the beginning of June until the first week in October, Infineon Raceway holds a multiplicity of races. While the IndyCar race in August and the NHRA drag race in July are fan favorites, neither event draws a crowd like the June NASCAR Sprint Cup race.

Infineon's NASCAR race is special because it is one of only two road races on the Sprint Cup schedule. Race fans quickly learn which of the NASCAR drivers can brake, downshift, chew gum and turn right simultaneously. "Think Outside The Oval" is Infineon's marketing catch phrase for the NASCAR race. While this is true, the NASCAR boys still attempt to run three-wide through the tight corners. It's fun to see, but no it doesn't work.

For vintage racing fans, Infineon holds two major races each year. The first is the Sonoma Historic Motorsports Festival in early June. The second is the Classic Sports Racing Group Charity Challenge in October. The former is the race which this author husband and photographer wife journeyed to from Phoenix. The trip can either be a leisurely two-day drive or a fast fourteen-hour sprint. It's your call,

but we suggest the two-day option.

If you want to see the finest vintage race cars in America, the Sonoma Historic Motorsports Festival is the perfect place to be. Yes, there are million-dollar Ferraris and Aston Martins. However, there are also 1950s Corvettes, Porsches, MGs, Morgans and the screaming V8 Specials which dominated American road racing back in the day.

One important side note: the Sonoma Historic race has added fashion shows, cocktail parties and wine tasting to its agenda. While you may be a serious race fanatic who spends hours watching races and taking pictures in the pits, you may also like to set aside some time to drive through the Valley of The Moon, to visit the local wineries and to enjoy the historic town of Sonoma. Some time for romance? A great idea.

FROM ARIZONA TO PALM DESERT

Leaving Phoenix and going west on I-10 toward California is rather uneventful. However, the desert landscape is far more scenic on the Arizona side of the Colorado River. In Arizona, Quartzite and Ehrenberg are convenient places to rest and to refuel. Remember, when you cross into California, the gasoline prices will escalate dramatically.

In California, Palm Desert is a perfect place to stop and spend the night before you drive the second leg of your trip to Sonoma. Like Scottsdale in the off-season, room rates at many of Palm Desert's finer hotels are very reasonable. Please check online and make reservations if you plan to stay the night in Palm Desert or Palm Springs.

If you have never visited Palm Desert, be sure to drive up El Paseo. This avenue has a number of hip bistros, art galleries and upscale boutiques. Known as "The Rodeo Drive of the Desert," El Paseo is located off Highway 111, the major artery which continues toward Palm Springs and then reconnects with I-10 west.

Taking the Pasadena 210 Freeway west, off the I-10 Freeway, is your best bet to avoid horrid Los Angeles traffic. Once on the 210 west, you will travel past Pasadena and to The Valley where I-10 will intersect the I-5. Take the I-5 Freeway north over scenic Tejon Pass, where you will pass historic ranchos and lakes.

At the bottom of Tejon Pass, you have a



decision to make: (a) you may continue on the fast route on I-5 toward San Francisco. Or (b) you can take the scenic route, up Highway 99 toward Bakersfield. If you have the time, take Highway 99, where the historic *American Graffiti* towns of Merced and Modesto will add interest to your journey. Some of the best antique stores and examples of early California architecture may be found in these small towns. You may also see some of the coolest hot rods in the Central Valley.

At Manteca, you can catch Highway 132 west to the I-580 west. From this point, we suggest that you consult a California map or your GPS to avoid the afternoon Bay Area traffic. I-680 is a scenic route which will get you to Vallejo and then to Highway 37 west. As you travel west, Infineon Raceway is located at the junction of California Highways 37 and 121. Now, race fans, you are finally in the Sonoma Wine Country.

TOURING SONOMA WINE COUNTRY

Within 5 miles of the Infineon Raceway, heading North on Highway 121, there are a half dozen beautiful wineries, the Sonoma Valley Visitor Center (grab a free *Wine Country Guide Book* here), the Leylan Fly Fishing Farm and the Vintage Aircraft Company where you can soar in a vintage warbird. Curse you, Red Baron.

The rolling vineyards of the Viansa, Jacuzzi, Cline Cellars, Gloria Ferrer, Schug and Anaba wineries are strung together like emeralds along Highway 121. Stop,





shop, tour and taste, but please have a designated driver. After all, this is a driving tour.

Up the road a bit, turn onto Highway 12 and head toward the historic town of Sonoma. Sonoma has a picturesque old town square, a historic mission, dozens of quaint inns, the TrainTown amusement park, funky shops and more wineries. The Sebastiani, Buena Vista, Ravenswood and Gundlach Bundschu wineries are all close to the Sonoma town center. If you are not into historic inns, you can opt to stay at The Lodge At Sonoma Renaissance Resort & Spa. The Carneros Bistro is on site and its cuisine is superb.

Driving North on Highway 12 through "The Valley of the Moon," between Sonoma and Santa Rosa, you will drive past miles of lush vineyards, beautiful estates, wine caves and yet more wineries. Consult your *Wine Country Guide* and visit the wineries with wine caves. Haven't been in a wine cave? This is something you must experience. Wine caves are how the winemakers stored and age their wines before air conditioning was invented.

If you want a complete list of the wineries along "The Valley of the Moon" drive, log on to www.winecountryguide.com. However, here are a few of the more notable wineries: BR Cohn, Arrowood, Imagery, Kunde, Kenwood, Ledson, Landmark, Chateau St. Jean, Blackstone, Glen Ellen, Adler Fels, Kaz, Mayo, VJB Cellars, St. Francis and Valley of The Moon wineries. Kunde has a wine cave and Ledson is a most impressive estate winery. However, some of the smaller wineries may have the wine you like best.

OTHER WINE COUNTRY OPTIONS

Don't want to drive from winery to winery? Don't want to taste, swirl and spit superb wine into a vase on the bar? The solution is to take the Napa Valley Wine Train. Just a hop, skip and a jump from Sonoma, the Napa Valley Wine Train is an old fashioned "Dome Liner" which travels leisurely through wine country, stops at wineries, provides wine tasting and serves killer cuisine. Call 800-427-4124 or go to winetrain.com for more info.

TO INFINEON RACEWAY AND BEYOND

What once was called Sears Point is now Infineon Raceway. In the 1980s, your correspondent won a couple of Pacific Coast Road Racing Championships driving for Porsche on the challenging Sonoma road racing circuit. However, if you have not visited Infineon Raceway in the past decade, you will not recognize the place.

Infineon is the most improved, best spectator road racing facility in the West. From its well-positioned grandstands to its modern Audi Motorsports building, Infin-

eon has surpassed every road racing circuit on the West Coast. After an eighty-million-dollar reconstruction program by Speedway Motorsports Inc. (SMI), it boasts the best seating and amenities in the West.

We enjoyed the NASCAR races at Infineon in 2009. However, we liked our visit to the less crowded Sonoma Historic Motorsports Festival even more. No crushing crowds, no problem getting hotel reservations, no traffic issues exiting the race track. Furthermore, we got to watch the vintage NASCAR "drum brake" stock cars race, and we saw the most beautiful sports cars from the 1930s to the 1980s run wheel to wheel.

We also cruised the pits, talked with the drivers and learned the amazing histories of these race cars. Some men were famous drivers with cars which had won Le Mans. Some were locals who had meticulously restored their vintage race cars themselves. Other racers were captains of industry who had amassed large fortunes. Funny thing though, each driver spoke lovingly about his race car as if it were the coolest machine on the race track. These folks were unpretentious, genuine car guys, and we really liked that.

In all, we took a leisurely drive from Arizona to Sonoma in our Porsche Boxster S. Once in Sonoma, we enjoyed our cruise through "The Valley of The Moon," sampled some great wines and some excellent food. We also had time to visit with our good friends the Croziers, who have live in wine country for decades. However, what was most memorable was that the Sonoma residents treated us as though we were old friends. Yes, we like that, too, and would heartily recommend this road trip. ■

After 20 years as a race driver and automotive executive, **TIM SHARP** has been an automotive journalist or editor for two decades, writing for national automotive publications. Experiences as a professional driver, team manager and auto executive afford insight into motorsports and the auto industry. Sharp is a past president of the Phoenix Automotive Press Association (PAPA) and a vintage race driver.

When your husband races sports cars for years, you learn to take some good photographs. When your son also races BMX bikes, motorcycles and race cars, you will learn to take some great photographs. **KRISTIN SHARP** has covered everything from the Rolex Grand-Am Series, to the Monterey Historic Races, to the Pebble Beach Concours d'Elegance in national motorsports publications, and is a member of PAPA.

RESOURCES: AUTOMOTIVE SERVICES : SCOTTSDALE AIRPARK AREA



"Experience CARLOVE at Cobblestone!"

- WASH SERVICE
- QUICK LUBE • DETAIL & TINT

Convenience Market & Gasoline:
24 hours 7 days a week
15816 N Pima Road - 480-596-WASH
7 locations in Scottsdale - Phoenix - Chandler - Surprise - Mesa



Join the Club!

Earn points with most purchases.
FREE 60 Club Points upon enrollment.
Purchase Gift Cards online:
www.cobblestoneautospa.com



Signature Audio

SPECIALIZING IN:

- Adding video options to factory navigation
- Satellite TV & radio - Security alarms
- Stealth radar detection systems
- Customized stereo design & installation
- Custom & pre-made headrest video monitors
- Dropdown video monitors - Remote start systems



8295 E. Raintree Dr. - Scottsdale AZ 85260
480-922-8180
www.signatureaudioua.com

We take care of prized possessions.

Your dealership alternative!
Family owned/operated
AAA and BBB Awards

- Clutch repair - Coolant
- Tune up - Maintenance
- Emissions - Service - Brakes
- Engine work - Transmissions
- Steering - Suspension
- Tires - Alignment

Since 1985. Stacey Grobmeier, President and GM





Airpark Auto Service
8115 E. Raintree Drive
Scottsdale AZ 85260
480-998-1605
www.airparkautoservice.com

Providing Good, Old Fashioned Service

COLLISION TOWING AUTO REPAIR




At Greulich's, you'll experience superior customer service and guaranteed quality repairs on all automotive services we perform. We remain family owned and operated and are dedicated to being Your Total Car Care Company.

15455 N. 83rd Way - Scottsdale AZ 85260
480-483-2447 - Hayden Towing: 480-922-3779
www.greulichs.com - Also in Phoenix, Mesa, Gilbert, Chandler, Ahwatukee, Peoria

SL ROADSTERS PORSCHE SEDANS/COUPES/SUVS

PRE-OWNED SALES & SERVICE

Professional, dependable, personalized service for over 27 years. Specializing in Mercedes-Benz for years, we have expanded into all highline makes and models in both sales and service.

Each vehicle undergoes a comprehensive check and detail before release for sale. We pride ourselves on choice and quality of our pre-owned inventory—and if we don't have it, we can find it fast (any year, any model)!


Nine service bays for mechanical and restoration needs. Techs are factory trained for Mercedes, BMW, Audi, Porsche, VW, Volvo. Facility with the most up to date technology including Modis and Baum computer diagnostic systems along with Alldata and Mitchell factory information services.



AUTO GALLERIA
14850 N 83rd Place Suite A1 - Scottsdale AZ 85260
480-922-1206 - www.auto-galleria.com

We speak your language: performance.

Performance tires are the key to performance cars



TIREXCHANGE, INC
PERFORMANCE TIRES AND WHEELS

15485 N 84th Street - Scottsdale AZ 85260
480-596-9655 / 800-766-2588
www.tireexchange.com

Magic Carpet Ride

By Joe Sage



Highlight from "Favorite Cars for 2009" by Barbara & Bill Schaffer

Last year, Bill and Barbara drove more than 150 different cars doing two weekly evaluations and reports on manufacturer introductions. They are often asked which is their favorite, so they prepared a recap of a dozen favorites from the 2009 calendar year. They say this group may not represent the best values or most practical vehicles, but they were simply favorites. The CC made the cut, as follows:

Volkswagen CC – We're spoiled by normally getting to drive the top models of each brand, but on a long trip we fell in love with the base model Volkswagen CC Sport. It is stylish, with the trendy four-door-coupe-look, plus is very comfortable and roomy. The engine is one of our favorites, the 200-hp 2.0-liter turbocharged four-cylinder that acts like it's much more powerful. It also gets great fuel economy.

Mercedes-Benz did it first, with the CLS in 2004. A case could be made for the Dodge Charger in 2006. The so-called "four-door coupe": a swooping roofline, but with full-door access to both front and back seats. A coupe was classically defined as a car with two doors, front seats and a luggage compartment (think '32 Ford). This went out the window decades ago, as often-torturous back seats were added (think 911). The minimal door count and sloping roof normally limit both access and the rear seat's height and width. (The Volkswagen CC in fact has a 5-passenger version, with three in back, available in Europe but not yet in the US.)

CC stands for Comfort Coupé, and that is the promise: four-door convenience and headroom in the rear. If you look twice, you'll see that the coupe effect is more pronounced in the window line than in the roof itself. Interior numbers compare as follows between the CC and the Passat from which it is derived:

2010 VOLKSWAGEN	CC	PASSAT
passenger seats	4	5
headroom (in.)	front 37.4	38.4
	rear 36.6	37.8
legroom (in.)	front 41.6	41.4
	rear 37.3	37.7
shoulders (in.)	front 56.0	55.7
	rear 54.7	54.6
volume (cu.ft.)	front 50.4	51.2
	rear 43.2	45.0
passenger vol (cu.ft.)	93.6	96.3
trunk (cu.ft.)	13.0	14.2

Loss of headroom is only about an inch in the CC, while shoulder room and front legroom are actually a hair better in the CC, with rear legroom reduced by less than half an inch in the CC. Passenger volume is a little less on the CC, as is trunk space, but as a four-seater compared with Passat's five, volume per occupant is actually higher in the back seats and the trunk (though lower in the front seats). This, then—unlike stiletto heels or a suit when it's 115°—appears to be a case where the style penalty is actually quite reasonable. The deciding factor, taste aside, may simply be whether you need that fifth seat. And that may become moot if the Euro five-seater comes to our shores.

In line with some performance brands, we anticipated the "Sport" version of the CC being at the higher end of the lineup, but no. We quickly noticed there is no backup camera, no nav, no keyless entry, no automatic HVAC and so on. Turns out there are four models available, and the Sport is the base model.

The base-level CC Sport features a 2.0-liter 200-hp TSI 4-cylinder turbo and manual transmission. Upstream from that is a CC Luxury model, with the same engine but adding a 6-speed DSG with Tiptronic. There are then two



Volkswagen CC Is 2010 "Best Buy"

Four models from Volkswagen's 2010 lineup—the Jetta, CC, Tiguan and Routan—have been ranked by Consumer Guide® Automotive as among the best. Editors evaluated over 150 vehicles across 18 categories for power, real world fuel economy, ride and handling, room and comfort, cargo space, and overall quality through everyday scenarios that a typical owner would experience, such as shopping, commuting, long highway trips, and stop-and-go city driving. For 2010, the CC received the Best Buy title among "Premium Midsize Cars."

models with a 3.6-liter 280-hp 6-cylinder engine: the CC 3.6L VR6 Sport with 6-speed Tiptronic automatic, and a 4Motion® all-wheel-drive version of that.

Our Sport was the 4-cylinder base model, but had the DSG automatic, an \$1100 option. With a base price of \$27,760, that plus destination took this car out the door at \$29,660. Still twentysomething, though barely. Luxury starts at \$33,080, VR6 Sport at \$39,310 and VR6 4Motion at \$40,420. Quite a range.

As you can also see from Barbara and Bill's "favorite cars" comments at left, the base Sport turns out to be a very pleasing iteration. (And we of course would prefer the standard manual.) Fuel mileage for the 2.0-liter is 22/31 city/highway, while the VR6 achieves 18/27 or 17/25 with 4Motion all-wheel drive.

That's enough economy range (both price and fuel) to spur as many comparatives as you dare. We greatly enjoyed the CC and would prefer its style over the Passat. It also has a wider range of models and trims, including all-wheel drive. Now if only they sold 4Motion with a stick. In the absence of that, we'd be highly inclined to buy the base 2.0-liter with manual transmission and savor the bargain. ■



VW CC SPORT LOGBOOK

- Keyless entry but not ignition: you stick it in a slot on the instrument panel. Not an all-bad idea, but hard to pull back out.
- Mirrors give very good visibility. Over-the-shoulders three-quarter view, considering the streamlined shape, is quite good.
- Radio setup is more straightforward than most, and the audio has tons of range.
- First drive, up the freeway from the airport, rubberized asphalt and all, reveals a very nice, smooth ride. Headline written.
- The usual 9-10 manuals, plus some other inserts, CDs and so on, but no 600-pagers and all in one neat 4-ring-bound book that fits in the glovebox. Nicely executed.
- We dig into the manuals to see if we can make the locks not beep. It describes a switch we can't find in any of the stalks or steering wheel buttons. There are a great many things you can call up on the IP—auto lock, auto unlock when you take the key out, do a single door, do all the doors and so on, but nothing about the beep. If this were your own car, sooner or later you'd no doubt conquer all the loose ends. In the scope of a test car for a few days, we just have to let go. Typical enough.
- Over our head, a very nice silverish headliner complements the shape, and the cabin feels very spacious. What seems to curve down from outside seems to curve up inside. Happy with no sunroof taking up height or interrupting the shape.
- When we get in, sit down, then the other doors unlock, it sounds as though someone just hit us with a "padded SUV." We look back over our shoulder more than once.
- Have to turn the recirc back on every time we get in. Not unique to this model or brand, but a deficiency in an AZ summer.
- Pulling the visor down launches a particularly bright light above the "make-up mirror" (those are already a bad idea). If you're tall, it's like the sun in your eyes.
- Good wide Continental performance rubber happily does not degrade cornering or contribute to torque steer.
- There are three shift options: leave it in D, put it in S (button on side), or slide it from D into DSG (direct-shift gearbox) +/- mode. Many rave about the DSG, but we think if you're in automatic, you may forget you have to shift at all. Plus we've auto-shifted up to 5th out of six gears before we decide to swap into it. However, if we use it for 1st, 2nd and 3rd (since D is doggy from a stop), we like that, then from 3rd we slide it back to D. If you stay in DSG, though, it returns to 1st on its own when you stop, a big plus. Either way, our fuel consumption readout is the same: 22.8. We feel the change from D to S, but don't really feel a difference in general driving at speed. We conclude that around town, the S setting is best. It only drops our fuel mileage from 22.8 to 22.7 in a short test. But it gives a whole lot better spunk from a get-go, and then you can forget about it, unlike the DSG.—JS

NIGHT OF CHAMPIONS

**LARRY FITZGERALD AND RUSTY WALLACE
HOST OCTANE LOUNGE CHARITY EVENT
DURING THE JIMMIE JOHNSON FOUNDATION 100
NASCAR K&N PRO SERIES WEST RACE**

Photos by Randall Bohl (www.randallbohl.com)

All-Pro Arizona Cardinals wide receiver Larry Fitzgerald joined 1989 NASCAR Sprint Cup Series champion and current *NASCAR on ESPN* analyst Rusty Wallace at Phoenix International Raceway's luxury lounge, Octane, for a "Night of Champions" charity event in April. Held throughout the Jimmie Johnson Foundation 100—a NASCAR K&N Pro Series West race—PIR used the event to

raise funds and awareness for the Arizona State University College of Nursing & Healthcare Innovation. Guests enjoyed fine food and drink in the Octane skybox, high above the stands, an exclusive silent and live auction, the opportunity to interact with the host sports personalities, and a wine tasting created by Kevin Buckler, NASCAR team owner and owner/founder of Adobe Road Winery.



RUSTY WALLACE is a former NASCAR Winston Cup Series champion, NASCAR Nationwide Series car owner, and television broadcaster with ESPN and ESPN on ABC and co-host of *NASCAR Angels*. Wallace had his first live broadcast of the Indy 500 on May 28, 2006. Wallace appeared in the 1990 film *Days of Thunder*.



LARRY FITZGERALD, JR. is a wide receiver for the Arizona Cardinals, drafted third overall by Arizona in the 2004 NFL Draft. He played college football at Pittsburgh. Fitzgerald is also a spokesperson for EAS® sports nutrition products

MYERS TAKES POLE

Nearly five years after Andrew Myers won his first Coors Light Pole Award in 2005, he demonstrated that he still knows how to get the job done. Myers set the fastest time in NASCAR K&N Pro Series West qualifying with a speed of 126.689 mph, edging Nick Lynch, who started alongside him on the front row.

Greg Pursley, who set a track record in qualifying a year ago, was third quickest, followed by Eric Holmes and David Mayhew, who topped the speed charts in both practice sessions earlier in the day. Myers is a series veteran with two career wins, one of which came in this event in 2006.

HOLMES TAKES TROPHY

Eric Holmes was looking for a good points day after a rough start to his NASCAR K&N Pro Series West season. He accomplished his goal with a win in the Jimmie Johnson Foundation 100.

Holmes outlasted runner-up Jason Bowles and third place Greg Pursley to collect his 10th career series win in a race that ended under caution after one attempt at a green-white-checkered.

Jonathon Gomez and David Mayhew rounded out the top five. Mayhew was second when the final caution came out, but came down pit road instead of

KEEP RIGHT >>

KOBALT TOOLS 500 WEEKEND PREVIEW

NOVEMBER 11-14, 2010

**JIMMIE JOHNSON • KEVIN HARVICK
MARK MARTIN • JEFF GORDON • KYLE BUSCH
RON HORNADAY • CARL EDWARDS**



The Kobalt Tools 500 event weekend, November 11-14, includes races in four different NASCAR series: Sprint Cup, Nationwide, Camping World Trucks and the K&N Pro Series West. The NASCAR K&N Pro Series West season finale on Saturday brings double-header action following PIR's WYPALL* 200 in the Nationwide Series. Teams from the K&N Pro Series West will qualify on Thursday, after which fans will have unprecedented access: the entire West Series garage will move into PIR's interactive midway for a West Series Garage Open House from 12 noon till 5pm on Friday. Fans can see K&N Pro Series West cars up close and interact with teams and drivers, as well as catch the official pre-race inspection process, autograph sessions and driver/team Q&As. PIR Season Ticket holders will be granted early entry at 11:30am.



Four-time defending Sprint Cup Series champion Jimmie Johnson drives the Lowe's/Kobalt Tools No. 48 Chevrolet. Johnson and his team have owned PIR the past several seasons, winning the fall Cup event in Phoenix three straight years—all but clinching season championships in the Valley of the Sun in the process. Johnson has taken the checkered flag in four of the last six Cup races overall at Phoenix and will look to muscle his way to an unprecedented fifth straight title when he appears in the desert once again on November 14.

Johnson, a native of El Cajon, California, likes coming back to the West Coast and to races at PIR, where he attended races as a fan before his career took off. "This track is a lot of fun to drive, with the two different ends of the track," he says. "We've been very strong (at Phoenix) in the fall race."

Just one man other than Johnson has won a fall Sprint Cup race at Phoenix International Raceway in the past four years. That driver? Another Californian, Bakersfield native Kevin Harvick, who—perhaps not coincidentally—has been one of Johnson's biggest challengers during the 2010 NASCAR season, leading the "regular season" points standings for most of the year. Like Johnson, Harvick has a special place in his heart for racing in the West and a deep history at PIR.

"Phoenix is one of those places that I grew up racing on," Harvick said. "I raced a lot in the Southwest Tour, Winston West and Truck Series races at Phoenix. I have learned the characteristics of the race track and the little things that you can do when your car is not handling perfect. I like the flat race tracks. Racing on Phoenix my entire career has also translated into flat track success on the entire circuit."

Who else might challenge Johnson's late-season dominance in the desert? Hendrick Motorsports teammates Mark Martin and Jeff Gordon are also recent

KEEP RIGHT >>



taking the checkered flag on the track.

The win was a long time coming for Holmes, who has twice finished runner-up at Phoenix (2006 and 2009) and ran out of gas after dominating the first half of the 2008 race.

"I've been wanting to win a race here for quite some time," said the two-time series champion from Escalon, California. "We had a good car all day. I just save it for the end. The team did a great job on the last pit stop making the call. We had some great restarts at the end and got us the win."

Holmes and his Bill McAnally Racing team altered their strategy during the race, opting to pit for fresh right-side tires on the No. 20 NAPA Toyota midway through the event in order to chase down NASCAR K&N Pro Series East regular Brett Moffitt, who led a race-high 36 laps. "Moffitt was faster than us at the beginning," Holmes said. "So, we made the decision to go ahead and change tires. I was a little nervous starting back there in the pack, but I got through that good."

Moffitt was knocked out of the lead on Lap 89 after contact with second-place Greg Pursley.

In the final restart, Holmes opted to restart in the outside lane—not an easy decision for him. "I complained all last year that we needed to be able to make that choice, because certain tracks we go to, the outside is definitely the way to go," he said. "Well, I had to make that decision tonight. I had beat Pursley on the outside. So, I knew I was better on the outside and I could control the race better. Sitting under that red for 10 minutes making that decision, I wanted to throw up. That's not my style. Usually, I'm pretty calm. I made the decision and went with it. I took the chance and it paid off."

Holmes had arrived at Phoenix looking to get his season on track after he broke an axle and finished 20th in the season opener on March 27.

The win also clinched Holmes a spot in the post-season NASCAR Toyota All-Star Showdown. ■

Phoenix Sprint Cup race winners. Kyle Busch, meanwhile, has five total wins at PIR in NASCAR's top three series since 2006.

Of course championships are also being chased—and sometimes clinched—at Phoenix in the Nationwide and Camping World Truck Series as well. While his team owner Kevin Harvick won last year's Lucas Oil 150 at PIR, Ron Hornaday clinched the 2009 trucks season championship in the Valley of the Sun with a fourth-place finish. Said Harvick after the race: "To see Hornaday lock up the championship tonight and for me to win the race... I don't think you could script it much better."

The Nationwide Series season championship will also be coming down to the wire at Phoenix this fall and—just as in Cup—a new title sponsor promises new fan-friendly elements during event weekend. The inaugural WYPALL* 200 has already been a hit with racing enthusiasts in and around Phoenix, as the new title sponsor offered fans the chance to win a VIP weekend to PIR on its Facebook page: Facebook.com/WYPALLWipers.

On the track in the Nationwide Series, Busch—the defending series champion—has been a dominant force at Phoenix. The younger Busch brother has won three of the past seven Nationwide Series races at PIR. Carl Edwards, the Nationwide champion in 2007, has two career wins in the desert.

With so many contenders vying for championships in all three major NASCAR series at Phoenix International Raceway this November 11-14, fans won't want to miss a second of the action.

Single day tickets to the Kobalt Tools 500—NASCAR's semi-final race in the Chase for the Sprint Cup—start at just \$25. Fans may also add to their weekend excitement with PIR's Extreme NASCAR Value Packages, including two-day (Sprint Cup and Nationwide Series) tickets priced at only \$40 and three-day (Sprint Cup, Nationwide and Camping World Truck Series) ticket packages for just \$47.

PIR is also now accepting \$50 deposits for 2011 season tickets. Get your seats today at 866-408-RACE (7223) or PhoenixRaceway.com/Tickets. ■

Di*sel

it's no longer a dirty word.

TDI clean diesel



The Audi A3 TDI®
2010 Green Car of the Year



The Audi Q7 TDI®

It's official. Audi A3 TDI is the 2010 Green Car of the Year. Clean Diesel Reigns! Diesel has made a comeback and Audi TDI clean diesel is the reason why. The proof is in the super efficient engine. 42mpg hwy for the Audi A3 TDI and 25mpg hwy for the Audi Q7 TDI to be exact.* Combine that with powerful, off-the-line low-end torque and 20% fewer emissions than gasoline engines and you have the complete diesel package.** Test-drive an Audi TDI clean diesel today at a dealer near you. audiusa.com/tdi

Audi North Scottsdale

18088 North Scottsdale Road, Phoenix, AZ
(480) 538-4000 :: audinorthscottsdale.com

Audi Chandler

I-10 & Ray Road, Chandler, AZ
(480) 941-0000 :: audichandler.com

*EPA estimates 42mpg hwy/30mpg city for Audi A3 TDI clean diesel with automatic transmission, and 25mpg hwy/17mpg city for Audi Q7 TDI clean diesel with automatic transmission. Your mileage will vary. **CO₂ emissions claim based on comparison to gasoline engine. "Audi," "Q7," "A3" and the four rings and Audi emblems are registered trademarks of AUDI AG. "Truth in Engineering" is a registered trademark of Audi of America, Inc. "TDI" is a registered trademark of Volkswagen AG. ©2010 Audi of America, Inc.

DISCOVER TUCSON'S ODDITIES

"ROADSIDE ATTRACTIONS" THE GUIDE BOOKS MISS

Every city has them. Those odd things that people either drive by without noticing, or simply stop, see, shake their heads and move on. While it has attractions, foods and views that can't be found elsewhere, Tucson also sports a plethora of oddities that leave their mark on the casual observer. If for no other reason than to add one more "been there, done that, bought the T-shirt" item to your list, check out some of the Tucson oddities listed here. They're just a few more things that make the "Old Pueblo" so darn unique.

RATTLESNAKE BRIDGE

Some Tucsonans love the Rattlesnake Bridge and others don't. But all admit it's an oddity. It's a bicycle, Segway



Photos: Kimberly Schmitz, MTCVB (3)

and foot bridge that spans six lanes of traffic over Broadway near downtown Tucson. Conceived by artist Simon Donovan, the bridge has won several design awards. A motion sensor sets off an eerie rattling sound as you enter the bridge. Local lore says if you cross the bridge anywhere from one to six times, you will be protected from rattlesnake bites during December. Cross it seven to 12 times and your protection extends to the remainder of the year. Cross it the unlucky 13 times and you better just stay home since rattlesnakes will pur-



Photos: Kimberly Schmitz, MTCVB (3)

posely seek you out. So, take your chances with the wily reptiles or ward them off by crossing the bridge.

GARDEN OF GETHSEMANE

This garden at 602 W Congress Street is one of several sculptures created by a man who wasn't a sculptor at all but rather a soldier fulfilling promise he made to Virgin Mary while he lay dying on the battlefield in World War I. Felix Lucero began to make good on that promise in 1939. Having fallen on hard times, he was living under the Congress Street Bridge in a little shack. The sculp-



tures including a depiction of the Last Supper, Mary and Joseph, Jesus on the Cross and in his tomb, and even one of Lucero himself, have been restored and even

moved over the years. Originally constructed of wash sand and plaster, the sculptures have had trouble standing the test of time and vandals. They now rest close to where the sculptor who wasn't a sculptor lived while bringing to fruition a promise he made to the Virgin Mary.

JUNK SCULPTURE GARDEN

This amazing garden surrounds a modest home in midtown Tucson. It was created by welding together scrap metal including car and motorcycle parts, tin cans, and



whatever else the owner could find into the form of people, animals, and various other fun items that quaintly adorn the home. There are also "upgrades" to the round-about medians that suspiciously resemble the style of the Junk Garden Artist around the neighborhood. Water Street between Park and Campbell (north of Grant).

REDEMPTRIST RENEWAL CENTER

This is like church camp for grown-ups who are looking for a place with the benefit of more than 40 years as a harmonious sanctuary of prayer, study and practice.

Everybody is welcome to stay, pray and contemplate their spirituality. No religion or nationality is turned away from this quiet piece of parochial paradise in the Sonoran desert just west of town in the Tucson Mountains foothills. 520-744-3400, www.desertrenewal.org.

DESERT O SCULPTURE

Outside the Tucson Museum of Art, 140 N Main Avenue, this solar-powered, computer-controlled outdoor sculpture turns different colors for each night of the week. During the day it gathers solar energy and its steel skeleton may be seen inside the frosted acrylic skin. At night it glows different colors using the stored energy and high powered LEDs. Every day of the week has a different animated color scheme. This has been a very popular attrac-



Photo: Amy Haskell

tion since the City acquired it and installed it downtown. There is also a secret button—a single touch-sensitive fastener that allows nighttime visitors to the sculpture to change its color scheme. Once the nighttime visitors have gone away, the sculpture returns to the color scheme scheduled for that night.



Photo: Dave Olsen

INTERSTELLAR LIGHT COLLECTOR

The Interstellar Light Collector, a few miles southwest of Tucson, attracts curious people and ardent health-seekers who bask in beams of moonlight reflected by 84 mirrors mounted on a 50-foot-tall, 25-ton hydraulic support. The mirrors of the "moonlight collector" can rotate 360 degrees as a single unit. By adjusting each mirror individ-

ually, reflected moonbeams can be focused onto an area as big as a pickup truck or as small as a person's head. This amazing oddity was designed, built and paid for by Richard and Monica Chapin, who originally intended to create an alternative treatment/cure for a good friend with cancer. People travel to the mirrors to bask in the directed moonlight for spiritual or physical wellness. Find info, moonlight-infused products, even an interstellar moonlight therapy DVD at www.starlightuses.com.

GIANT PAUL BUNYAN (SANS HIS AX)

In the parking lot of a strip mall on North Stone Avenue and East Glenn Street, stands a giant and proud Paul Bunyan. In 2009, Paul's ax was stolen, so he now sports an American flag to keep his hands busy and his purpose noble. Mr. Bunyan was purchased by Leo Toia (owner of Leo's Auto & Home Supply) in 1964 and delivered from California. Leo purchased him so he could tell customers how to find his business, which works to this day. Leo's granddaughter owns and operates Celebrations Party Spot, and when people ask her where they are located, she asks, "do you know where Paul Bunyan is?" Leo's family still own and maintain the statue.

VALLEY OF THE MOON

Valley of the Moon is 2.7 acres of wonderland built from cement and river rocks by George Phar Legler in the 1920s. Mr. Legler envisioned creating a fantasyland that would encourage everyone (especially children) to believe in magic. He aimed to feed the imagination of children and of bringing mental and spiritual relaxation to all visitors of the site. Mineralized rock cliffs, caves, pools and garden miniatures have blended with tropic and desert flora to create what Mr. Legler called the "Fantasy Touch of Three" (Lewis Carroll, Edgar Allen Poe, and Robert Louis Stevenson). 2544 E. Allen Road, 520-323-1331.

MIRA VISTA RESORT

Guests at this Tucson resort are encouraged to bring sunscreen—lots of it—when venturing outdoors. A "clothing optional" property, Mira Vista offers nudists a Southwestern-style vacation, with all the amenities. Dating back to the 1850s, the property is on 30 acres northwest of Tucson, with 14 guest rooms, a restaurant, wellness center, pool and spa, tennis courts, and the façade of a 1880s Old West town. Known for years as La Tierra Linda Guest Ranch Resort, it most recently was home to the Coyote Moon Health Resort. For more information, visit the resort's website, www.miravistaresort.com.

BATS UNDER THE BRIDGE

Tucsonans and visitors gather in spring, summer and early fall evenings to watch thousands of Mexican Free Tail bats take flight at sunset from under a street bridge at Campbell and River Roads. Local Bat Conversation groups take full advantage of the fluttering exodus with free educational programs scheduled around the event twice a year. Arrive at the bridge about a half hour before sunset and be quiet. Bats tend to come out downstream. Also try the bridge at Pantano and Broadway, or really any bridge over a wash in Tucson. Safety tips: Don't pick up downed bats, and watch out for our more slithery desert friends while on bat viewing expeditions. ■



MERCEDES-BENZ MBRACE™ TELEMATICS

Mercedes-Benz USA (MBUSA) and Hughes Telematics, Inc. (HTI) have introduced mbrace™, a new telematics offering now available on all new Mercedes-Benz vehicles sold in the US. The mbrace system replaces the previous Tele Aid system MBUSA, offered for the past 10 years. (Most current Mercedes-Benz owners with Tele Aid will be eligible to upgrade to the mbrace system.)

The mbrace offers "connected services"—the first time drivers can connect with their vehicles via an iPhone™ or BlackBerry™, allowing them to do such things as remotely lock or unlock their vehicles or locate their vehicles in crowded parking lots or on city streets through a map representation on their smart phones. The flexibility of combining HTI's platform with today's leading smartphone offerings allows for continual updates throughout a vehicle's ownership.

The mbrace system offers 18 features (five of which are part of a premium package) aggregated in the categories of safety & security, navigation & destination planning and convenience. The services can be accessed quickly and easily from within the vehicle or from any computer through a personalized web portal.

Standard mbrace safety and security features include: Automatic Collision Notification; SOS/Emergency Calling; Safe Ride; Roadside Assistance Connection (in-vehicle and mobile application); Stolen Vehicle Location Assistance; Automatic Alarm Notification; Vehicle Information and Crisis Assist. Navigation services include a Search & Send feature. Standard convenience features include: Remote Door Unlock and Lock (remote application), Vehicle Finder (via mobile application), and Dealer Connect (mobile application). A premium service—mbrace PLUS—adds such features as Location-Based Weather, Location-Based Traffic, agent-assisted Route Assistance, Point-of-Interest Destination Download (through agent), and "Mercedes-Benz Concierge," which functions much as a hotel concierge—making restaurant reservations, locating stores and services, cash wire assistance and more. ■

BARRETT-JACKSON IPHONE APP

The Barrett-Jackson Auction Company has released a new free app which brings the auction experience to the Apple iPhone, iPad and iPod Touch. The app provides up-to-date information about Barrett-Jackson, photos and details about vehicles available at the events, notifications on a favorite vehicle, location maps, event and SPEED TV schedules, ticket purchasing options, contact information and access to the Barrett-Jackson social media networks.

"With the popularity of the iPhone and iPad, developing an app was the next step in enriching the overall Barrett-Jackson experience," said Craig Jackson, Chairman/CEO of Barrett-Jackson. After the successful launch of the app for the Palm Beach Auction in April and Orange County in June, Jackson says, "collectors and enthusiasts attending our shows now have access to the most current news and information about Barrett-Jackson, their favorite automobiles and other event details right at their fingertips. This empowers them to 'be in the know' at all times."

The app gives quick access to personalized notifications and event news. The home screen contains the latest Barrett-Jackson Twitter updates and easy access to the website. The Car List feature allows you to browse autos available at the auction, smartly sorted by day. In conjunction with your Car List, the My Garage feature saves the Lot numbers you've chosen to "watch" by checking them off in your Car List. You can then be alerted when your selected Lot numbers are scheduled to go across the auction block.

The Next On Block feature provides a list of Lot numbers coming up on the auction block and is updated every 15 minutes so that you're prepared to make your way to the bidder's section. Included maps ensure that you'll find your way in time. Additional links are available providing schedules, ticketing information, social networking and Barrett-Jackson contact information. To access the app from iTunes, and for more information, visit: www.barrett-jackson.com/iPhone. ■

Born on the 4th of July

More of what makes a Mustang a Mustang

By Joe Sage



SHELBY GT500 LOGBOOK

- Striped seats are a cool touch, although ribbing makes them look wrinkly. Bubbles in side rearview mirrors are welcome, though these don't show much of the side.
- Power. Have to eeeeeease it into first and get it into second pretty much immediately.
- Sirius satellite window sticker, Sync®/Microsoft badge on console, touchscreen... kind of an anomaly, compared with the spirit and soul of the car. Seems like it should be a two-knob-radio car. But while this is a classic concept, the modern updates are fundamental, useful and desirable.
- Current Mustang rear styling's "pinched" look detracts from this car's muscle.
- The suspension was so firm in town, we weren't sure we'd want to drive it any distance. But it's so powerful that every time you accelerate 10-50 or drive 100 feet, first-second gear, you wish you *were* going a long distance, so you could really open it up.
- HVAC controls are a mix: SYNC visual interface plus knobs, with limited control over the scenario. Passenger is getting blast-furnaced by the vents, and we're trying to turn those down without much luck.
- Other dead-of-summer issues: a basically flat metal panel stares the passenger in the face from the dash, while the driver faces three reflective silver metal areas on the steering wheel which, on an oven-mitt-hot day, can be a repeated hand-burner while turning the wheel.
- A curious crowd of qualified gearheads generally admired the car till they lifted the hood, having to hold it up as it's unsprung, for which they express dismay at \$55,000. They comment that some engine and audio parts look cheap. But they liked the period look overall (which to them was '80s) and liked the lighted SVT on the door sill.
- In traffic, we're not trying any heroics, but nobody wants to mess with this car; we can't even merge normally. A Camaro from a surface street to the freeway was going out of his way not to contest, which is unusual during a hot car's street time.—JS

Following the lineage of the Shelby name can be a challenge. If you'd like to sift through the AC, AC Cobra, Cobra, Shelby Cobra, Daytona, Shelby Daytona Cobra Coupe, Mustang, Shelby Mustang and just Shelby names, you can read a few shelves' worth of books, research online for quite awhile or largely go with the flow. Any which way, when you see the Shelby name, the Cobra badge or an authentic set of stripes on the vehicle otherwise known as the Mustang, you know you have something special.

But there's still room for confusion. Sometimes the Shelby name appears when the company currently known as Shelby American manufactures a car, sometimes when they modify a car, and sometimes when they carefully license their name and/or their engineering to the likes of Ford. The third is the case with the Ford Shelby GT500®, the car we have driven here, built by the Ford Special Vehicle Team (SVT). But in the marketplace at the same time is the Shelby GT350. The current GT350 is built by Shelby American, but not entirely. For that, you buy and provide your own Ford Mustang GT, and they do the rest (while approximately dou-

bling—or more—your investment).

Shelby American has produced several cars carrying the Shelby GT500 name over the past several years: the Shelby GT500 Special Edition, from 2007-09, the Shelby GT500 Super Snake Edition, also 2007-09 and updated in 2010. Any further confusion is avoided currently by Shelby itself going to its GT350 for 2011.

So the current Shelby GT500 is built by Ford, born in Dearborn and manufactured in Romeo, Michigan. And it's a killer. Let's check out what the Ford factory can do with this lineage.

The build

The engine in the new Ford Shelby GT500 is an all-aluminum supercharged 5.4-liter V8, generating 550 hp and 510 lb-ft of torque. The transmission is a Tremec TR6060 6-speed manual. Brakes are four-wheel power disc with ABS, electronic force distribution and traction control: Brembo four-piston 14-inches in front and 11.8-inch two-pistons in the rear.

The Ford Shelby GT500 has an aluminum hood, to help keep its weight to

KEEP RIGHT >>



The Ford Shelby GT500 is available as both a coupe and a convertible. The convertible is priced \$5000 (\$53,645 base) and weighs only 179 pounds more than the coupe.

At the heart of the beast is the 550-hp 5.4-liter all-aluminum V8, bearing the signatures of its proud SVT builders.

3820 lbs., good for performance and for front/rear weight distribution (56/44), plus helpful in achieving its surprisingly decent 15/23 mpg city/highway fuel rating (earning it no gas guzzler tax).

Front suspension is independent MacPherson strut with 34mm stabilizer bar, while the rear retains a solid axle, three-link with coil springs, Panhard rod, 34mm



COMPARISON (COUPES)	ENGINE	HP	TORQUE	EPA	WEIGHT	BASE PRICE
FORD SHELBY GT500	5.4L alum V8	550	510	15/23	3820	\$48,645
FORD MUSTANG GT (manual)	5.0L alum V8	412	390	17/26	3605	\$29,645
SHELBY GT350 Supercharged	5.0L alum V8	513	na	² na	³ 3605+	*\$33,995
SHELBY GT350 (nat-aspirated)	5.0L alum V8	430	na	² na	³ 3605+	*\$26,995

*Shelby prices are in addition to cost of donor Mustang GT, i.e. add about \$30k for coupe.
²GT350 is a prototype and has not been EPA tested yet. ³Add-on weights vary with options but are negligible.

stabilizer bar and twin-tube gas shocks.

Our test Shelby GT500 had a base sticker price of \$48,645. With two option packages and destination charge, it was out the door at \$55,330. One option package—electronics—we'd have mixed feelings about including: some of its technology seems out of step with the heart of the beast. But it's useful. The other package—SVT Performance—seems all but essential, to the point it's almost silly to have it be an add-on. The SVT package includes upgraded tires (265/40R19 front and 285/35R20 rear), upgraded aluminum wheels in those mixed sizes, a 3.73 limited slip rear axle, and the combination of racing stripes, side stripes and rear spoiler that make the car look like what it is.

The drive

The good news for us was: this all-American car came to us for a week that included the 4th of July. The bad news was: not only is that a weekend full of drunks and police all over the roads, but the vehicle came with a mileage cap, as it's fairly rare and its duty was being spread thin between both Arizona and Colorado. There had been some discussion whether we'd take this car on a previously-tentatively-scheduled road trip. Not happening.

So no holiday weekend on the high country highways, no burning it up the Beeline to Payson, but we did get to run it through its paces around the Valley. And we did get to crank up some John Philip

Sousa on the car's impressive sound system, as the fireworks went off on the 4th.

There are, of course, three fundamental tasks for any vehicle to perform: go, turn and stop. As you would expect, the Ford Shelby GT500 can "go" in spades. There are quite a few machines with over 500 hp these days, but with its weight maintained well under two tons, it has the power. And the brakes seem to be more than capable of handling it. As for turning, there are really no surprises, either. The aluminum engine helps with front/rear balance, but it's still somewhat nose-

heavy, and the solid rear axle will always contribute its own special attributes to high-powered turns and uneven surfaces (and especially the combination of the two). Though a lot of people keep a close eye on each new Mustang, to see whether it will ever gain an independent rear suspension, when we come down to it, we acknowledge once again that the live axle and the big V8 are all part of what makes a Mustang a Mustang. You can accelerate and corner a Ferrari or Audi quattro one way, but the Shelby GT500 deserves to have this all-out behavior. It would be missing something any other way.

The choice

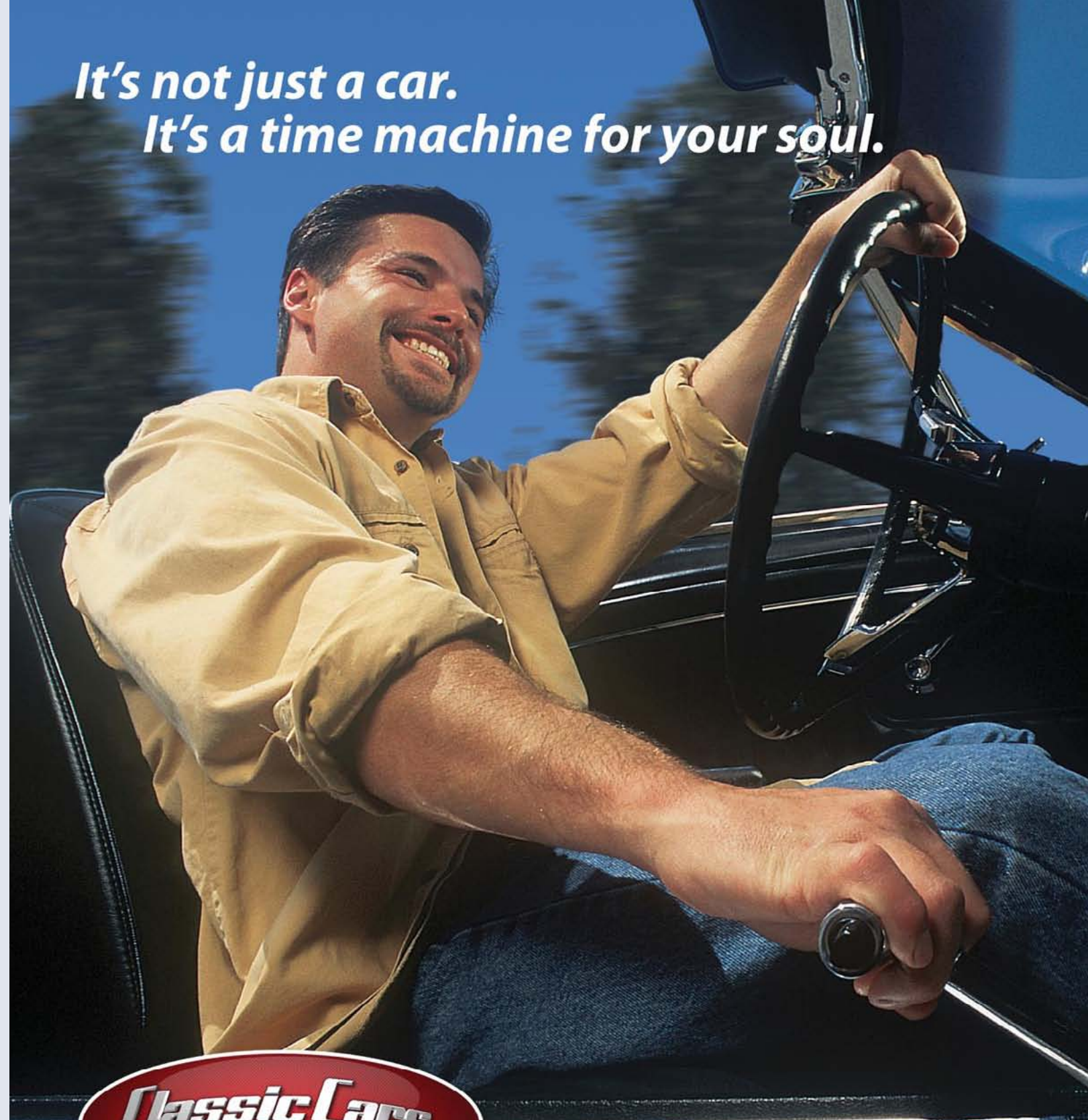
How do you decide which is the more legitimate Shelby Mustang: the one made by Ford, clearly the outfit in charge of everything Mustang? or the one made by Shelby, clearly the root of all things Shelby? As each licenses the respective rights of the other, from the other, both are completely legitimate.

Or might you be plenty happy with a showroom-stock Mustang GT?

You're back to subjective points of style and brand emotion, or practical points of price, features, weight, power and so on. Power is part practical and part emotion.

Good luck. We can tell you this much: putting the pedal to the metal in Ford's Shelby GT500 did not leave us lacking for power per dollar, in this discussion it's second only to the Mustang GT. ■

It's not just a car.
It's a time machine for your soul.



Drive your dream.®

You never forget your first love.

With thousands of classic cars and trucks for sale, ClassicCars.com plays matchmaker every day to car buffs just like you. Travel back in time and fall in love all over again.

www.ClassicCars.com





Chrysler photo: Darin Schmebel ©2010 Courtesy of RM Auctions

RM Auctions Novi Classic Car Auction of Michigan

Rock Financial Showplace, Novi MI - Saturday-Sunday, April 24-25, 2010

We were in Tennessee already, on a Mercedes-Benz launch, so we were compelled to dash from there to Michigan to join our friend and colleague Kevin A. Wilson of *AutoWeek* at the Ypsilanti Automobile Heritage Museum (above, bottom), for a celebration of his new diploma from Eastern Michigan University, which also gave us the opportunity to check out our RM Auctions' Classic Car Auction of Michigan, in Novi.

Taking place in America's automotive heartland, the auction had a casual feel and truly offered something for everybody. Held at Rock Financial Showplace, a convention facility along I-96 in Detroit's western suburbs, and regarded as the Midwest's largest indoor auction, the two-day sale presented top-quality classics and Detroit muscle, attracting strong interest from bidders in the room, on the phone and over the internet.

A featured highlight of the sale was the offering of 25 heritage vehicles from the Walter P. Chrysler Museum—generating a high level of curiosity and interest on the floor, with several rare models dating back to the Brass Era. Headlining the offering was an early 1904 Rambler Model L Tonneau, which sold for an impressive \$71,500. Additional highlights included a 1904 Overland Runabout for \$41,250, and a 1918 Nash Quad Truck for \$24,200 (above, middle left). With its bare-bones utility and pulley-operated dump bed, this one fascinated us—and perfect for Arizona's freeways, but we weren't registered to bid. Funds raised from the sale of the Chrysler collection will support the museum's exhibitions, education programs, vehicle preservation and special enthusiast and community programs and events.

Bidder registrations were up substantially on 2009—over 45 percent—with interest received from across the continent and as far away as Ireland, Norway and the UK. The event posted \$2.5 million in total sales, with the top seller a Canadian-built 1958 Pontiac Parisienne Convertible, at \$104,500, closely followed by a stunning 1960 Cadillac Eldorado Biarritz Convertible for \$82,500.

As one of two RM Auctions events held in Michigan each year, the Classic Car Auction in Novi also works as a warm-up to the prestigious Meadow Brook Auction and Concours d'Elegance in July. ■

RM Auctions Meadow Brook and Meadow Brook Concours

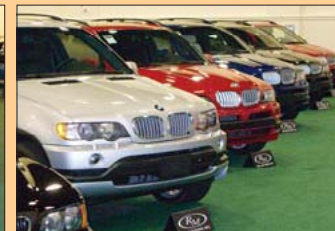
Rochester Hills MI - Auction Saturday, Concours Sunday, July 24-25, 2010

Wild weather across southeast Michigan failed to dampen the enthusiasm at RM Auctions' Vintage Motor Cars of Meadow Brook event on July 24, as spirited bidding in person, by phone and online brought total sales of over \$10 million for the 98-car offering, with an 85% sell-through rate. The well-attended single-day sale was highlighted by American classics as it celebrated the Midwest's impact on the automobile. Once again, the auction launched the renowned Meadow Brook vintage car weekend, culminating with the Concours d'Elegance of America at Meadow Brook.

Headlining the sale was a unique 1953 Chrysler "Thomas Special" Coupe with coachwork by Ghia—a Virgil Exner design masterpiece—which sparked lively bidding to well exceed its pre-sale estimate, selling for \$858,000 (above, middle left). A trio of vintage Duesenbergs also garnered significant attention from collectors, headlined by a majestic 1929 Duesenberg Model J Convertible Sedan with coachwork by Murphy, which sold for \$825,000. A one-off 1932 Duesenberg Model J Torpedo bodied by Rollston also joined the top-sellers list, achieving \$726,000, while a very rare 1929 Duesenberg Model A Speedster, the precursor to the Mighty Model J, brought \$258,500.

Other notable highlights included: a handsome 1931 Chrysler CG Imperial Roadster Convertible, considered one of the best driving and finest open cars of the period, for \$363,000; and a supercharged 1935 Auburn 851SC Boattail Speedster for \$385,000. Interest ran high for Brass Era cars, with an early 1906 Cadillac Model K Light Runabout almost doubling its pre-sale high estimate, achieving \$110,000, while a highly original 1910 Chalmers-Detroit Thirty Touring also exceeded its estimate, selling for \$60,500.

RM also had a strong presence on the show field at the Concours d'Elegance of America at Meadow Brook, with a number of winning entries having passed through the doors of RM's restoration division in recent years, including the 1938 Talbot Lago 150-C Teardrop Coupe, which claimed top honors and was judged "Best of Show—European"; the 1933 Duesenberg Beverly Sedan by Murphy, which was awarded "Most Elegant Car Award"; and the 1930 Stutz SV-16 by Weyman, which received "The Art that Moves Us" Award. ■



RM Auctions Classic Muscle and Modern Performance San Diego

Town and Country Resort & Convention Center - Saturday, June 19, 2010

This one really got our attention, we must admit. In fact, we signed on as a bidder. The motivation? The red-over-parchment '65 Pontiac GTO tripower convertible (above, middle left, and just one of 17 GTOs in the sale) is a dead ringer for the one that got away after a dozen years of ownership. We all have one of those. We were equally enchanted with two Mercedes-Benz SL55 AMG roadsters for sale at the same auction. An odd pairing? Sort of. And that was the nature of this auction.

The inventory was split—as the auction's name implies—between American muscle cars and prior-year-but-showroom-new German performance cars. Both groups attracted enthusiastic bidders. In fact, we were surprised to see some of the most competitive bidding on such things as a BMW X5. You could buy these at any dealer—but not at lower-than-sticker prices with near-zero miles on the odometer, as these were. The muscle cars, as well as Mercedes-Benz AMG and BMW M models, were from a private Southern California collection. Muscle was augmented by Trans Ams from the personal collection of Jim Wangers, Pontiac's chief marketing manager at the dawn of the GTO, and the Germans were rounded out with additional performance inventory.

A total of 102 automobiles brought \$6.9 million in sales with a 100 percent sell-through rate. Detroit muscle was led by Corvette's solid showing, including the top-seller of the day: a super-rare, tire-shredding 1969 Chevrolet Corvette L88 at \$401,500. The late-model BMWs and Mercedes-Benz also enjoyed a strong performance.

The bidder to our left was specifically after a 1970 Chevelle LS6 convertible, but backed out when it hit \$210,000. We can imagine that the next weekend's top seller at Barrett-Jackson, up the coast (see next item), may have given him non-buyer's remorse.

The ones we wanted, four 1965 Pontiac GTO convertibles and two early 2000s Mercedes-Benz SL55 AMGs, went for about \$47,000-60,000 each (with one GTO just over \$90,000). Our theory was that one of the GTOs could be fun for six months, then be resold at the Arizona auctions in January. The AMGs? Not so likely to be resold. For that matter, nor the GTOs. So, we sat on our hands and watched them pass by. But it was fun to have a paddle. Let's see if the bug bites again. ■

Barrett-Jackson Auction Company Inaugural Orange County Event

Orange County Fair & Events Center - Friday-Sunday, June 25-27, 2010

Barrett-Jackson reported more than \$15 million in sales during its inaugural Southern California event in Costa Mesa. Nearly 400 customs, classics, hot rods, restomods and original collector cars were sold at No Reserve. SPEED TV captured the action live for 18 hours. The auction, which attracted over 58,000 people, included ride'n'drives by Ford and GM, Meguiar's seminars, Ford Drifting and other activities.

A Road Rally kicked off a week of activities on Saturday, June 19, with more than a hundred cars roaring down Bristol Street, ending with a mini car show at the OC Fair & Event Center, the auction venue. A Father's Day Cruise-In at Connell Chevrolet hosted 164 vehicles. First-time owners and serious collectors mingled to rock music and BBQ. Barrett-Jackson president Steve Davis and VP of consignments Gary Bennett presented three Barrett-Jackson Choice Awards. The Opening Night Party on Thursday, June 24, featured high-fashion models during the South Coast Plaza fashion show.

Barrett-Jackson helped raise more than \$1 million for charity at the event. A special reception for the Barrett-Jackson Cancer Research Fund in Memory of Russ and Brian Jackson and the Childhelp Drive the Dream Charity Gala raised \$150,000 to help abused, neglected and at-risk children. The Darrell Gwynn Foundation raised \$280,000, through the sale of a 1990 Darrell Gwynn Coors Extra Gold Top Fuel Dragster replica (\$150,000) and a limited edition 2008 Barrett-Jackson Edition Ford Shelby GT (above, lower right, \$130,000). The Juvenile Diabetes Research Foundation received over \$100,000 with the sale of a 2011 Ford Mustang two-door custom coupe DUB wide body. And a 1970 "Project American Heroes" Chevelle SS custom coupe sold for \$250,000 with all proceeds benefiting the Armed Forces Foundation.

Cars selling at top dollar included a Fathom Blue 1970 Chevrolet Chevelle SS 454 convertible with matching numbers (above, middle left) for \$253,000. A 1970 Plymouth Road Runner custom two-door hardtop set in two of *The Fast and the Furious* films sold for \$187,000. A 1967 Chevrolet Corvete convertible sold for \$181,500 and a 1940 Willys custom coupe fetched \$181,500. Jesse James' personal 1936 Ford custom five-window coupe, built at West Coast Choppers, went to a new home for \$165,000. ■

MISTER SMOOTH

Simplicity and functionality in a value package

Story and photos: Joe Sage



The Volkswagen Tiguan has solid DNA. Within the VW lineup, it is a downsized alternative to the Touareg. At the same time, it seems simple to compare the VW with its relatives from Porsche and Audi. The Touareg shares a platform with the top-bred Porsche Cayenne and Audi Q7. There is no smaller Porsche SUV—yet—but whereas the Audi Q5 derives its platform from the A5 and S5 midsize coupes, the VW Tiguan derives its from the diminutive Golf.

And that's not a bad thing, just a different premise for its development.

The first thing you learn about the Touareg is that, for a Volkswagen, it's huge, weighing in at two and a half tons. The Tiguan is just 67.5% of the Touareg's weight: 3433 lbs vs 5086. It's 10" shorter and almost 5" narrower, yet its passenger volume is almost the same: 95.3 cu.ft. compared to Touareg's 99. Cargo volume, however, is just 23.8 cu.ft., compared to 38.1 for the Touareg—a whopping 60% more for the big brother.

Of course, being smaller, it's surely easier to reach up and stow some gear on the roof of the Tiguan? Not really. Its overall height is 66.4" compared to 68" for the big Touareg. The roof of either vehicle will carry 220 pounds.

Surely the Tiguan has a big advantage in the usual smaller-vehicle categories of maneuverability and economy. We are surprised to find the Tiguan starts to lose a bit more comparative advantage in unexpected places. For example, the 10-inch-longer Touareg has a turning circle of 38.1 feet, but the Tiguan? Surprisingly, its circle is 39.4 feet.

Fuel economy? Available with either 3.6L VR6 or 3.0L TDI diesel, the Touareg, for all its mass, achieves 14/19 mpg gasoline or 17/25 diesel, while the gasoline-powered 2.0L turbo in the Tiguan scores 19/26 with front-wheel drive and manual transmission (18/24 with automatic), or the same 18/24 with 4Motion® all-wheel drive (which only comes with automatic shift).

The Tiguan's 2-liter 4-cylinder generates 200 hp and 207 lb-ft of torque, and the vehicle is capable of towing 2200 lbs. Touareg? 280 hp and 265 lb-ft with the gasoline VR6; 225 hp and the usual diesel-whopping 406 lb-ft of torque, with the TDI. Towing? Try 7716 lbs. Hmm.

We hadn't set out to compare the two in such depth, but we were surprised at what we found by comparing specifications, other than vehicle weight and towing capacity. If we were in the market, we would be compelled to shop them both.

Volkswagen Tiguan Is 2010 "Best Buy"

As outlined in our Volkswagen CC review in this issue, four current-model VWs are ranked by Consumer Guide® Automotive among the best this year out of over 150 vehicles, based on a mix of everyday shopping, commuting, long highway drives, and stop-and-go city driving. Evaluated are power, real world fuel economy, ride and handling, room and comfort, cargo space, and overall quality. For 2010, the Tiguan earned Best Buy status among "Compact SUVs."

We haven't driven the Touareg, but we've ridden in it, and we were very aware of its surprising size. Weight is weight, and if big is not your thing—or even the perception of big—the Tiguan is a winner. Also, despite its tiny disadvantage in turning circle, we are sure its length and width advantages would be a big advantage in the multi-point turnarounds that are more essential to tight trails, beach offloads or cliffhanging challenges.

We drove our Tiguan north into Tonto National Forest, past Seven Springs and into the rocky trails beyond. When it was time to turn around, it had that advantage.

Then there's price. Our Tiguan had a base price of \$24,300 and with just two options—a 17" wheel/tire package and Bluetooth connectivity—plus destination, it stickered out the door at \$25,900. The Touareg starts at \$40,850 or \$44,350 for the TDI diesel, and piling on the option packages brings it to the \$56,000 range.

Our comparison has quickly turned from what-do-you-gain-by-giving-up-size? (advantage: Touareg) to what-do-you-get-by-spending-twice-as-much? (advantage: Tiguan). To be fair, our Tiguan S test SUV was (as with the CC Sport) the base model. Move to the Wolfsburg edition or the SEL, and your base jumps by over \$7000. Pack on the options, and, well, utterly fully outfitted, it still maxes out under \$38k. What's more, while the Touareg takes VW's familiar unavoidable-package approach to most options, the Tiguan offers a lot of item-by-item choice.

And those items include a series of interchangeable (individually available) racks for bikes, skis, snowboards, surfboards, kayaks—its intended market is pretty quickly distinguished just by this.

If Volkswagen quality, SUV functionality and extreme flexibility suit your tastes, especially if you have a budget, and if you don't need heavy towing capacity, the Tiguan has its niche very well figured out. Add to that a very smooth ride in normal around-town duty, with its Golf-based chassis, and it's a great daily driver, with a whole lot of sport up its sleeve. ■



VW TIGUAN S LOGBOOK

- With the Tiguan's great ability at hauling gear on the roof, we wondered about the antenna toward the back, dead center.
- Seats are 100% manual, slide forward and back, pump up and down, a knob for the rear.
- Old-fashioned key to stick in the keyhole except you have to push a button to flip it out, always consider those a nuisance.
- The basic HVAC controls are the same as in the CC Sport. One pair of vents at the left, two pairs on either side of the center of the instrument panel, and a pair at the right: eight different vents with four different controls to open and close, each swivels and angles, so a lot of airflow control; nice.
- It took only our first half mile to declare the size, fit and format to be just right, and that this vehicle could be a keeper forever.
- Acceleration in first gear around corners demonstrated a disturbing lunge.
- Shifted from D to S. It also has a D +/- but is not DSG, just a normal 6-speed automatic.
- Had enough pep to dive from one freeway lane to another as a water truck loomed and someone else tried to pull into our lane. Power is always a safety factor. Minor delay but a good power burst.
- Very nice suspension, driving around town through concrete runoff troughs and such. Firm but not harsh, it's smooth, functional, very comfortable and we guessed probably strong and effective. (This was borne out on our Seven Springs tour.)
- Played with the shifter quite a bit more. Similarly to the CC, though not a DSG, you can put it in S or in D, and you can tell yourself it's a little better in S. Or you can put it in D and go with the manumatic, and, as with the CC, if don't want to stay really focused on it, use it for 1st-2nd-3rd, then slide it back to D and forget about it. It does improve your starting-line performance, but it's no manual: each shift has a little delay.
- Passenger noted it was excruciatingly impossible to get comfortable in the seat because of the headrest. "It's really a big design flaw. I don't know who could sit like this," says the passenger.
- One of the simplest and most primitive sets of audio controls we've seen in a long time (which has certain appeal), and yet it's pretty easy to miss your mission on them, eg just trying to change bass and treble, there are enormous buttons you push in but then have to go to a separate knob, so they revert quickly and you've changed your track.
- We get to drive a lot of SUVs, pickup trucks and little SUVs, but we don't always get to take them anywhere too fun. This one came to us for a holiday weekend, so we took it out on Forest Service roads and into the mountains, where we had quite a mix of on-road, off-road and semi-road opportunities. And we took 'em. Our Tiguan S did not have all-wheel-drive (there is a 4Motion model), and it had highway-gear all-season tires, but it handled everything capably.—JS



GOODGUYS 2010 STREET MACHINE OF THE YEAR WINNER

Karen Leisinger's radical PPG hyper orange all-steel first-gen 1967 Camaro "Scar," built by Lakeside Rods & Rides of Rockwell City, Iowa, took home the Goodguys 2010 Ride-tech Street Machine of the Year award at the Goodguys 13th PPG Nationals presented by Bridgestone, July 9-11 in Columbus, Ohio. Leisinger wanted a car that combined extreme performance and the looks of a '67 with style elements of the 2010 Camaro.

Working from an Eric Brockmeyer sketch, builders Roger Burman, Marshall Starrett and the entire Lakeside team did yeoman's work on all the cuts and modifications required. They extended the wheelbase 2 inches, grafted a 2010 Camaro roof skin, raised the rear quarters 2.5 inches, added a custom carbon fiber hood, handmade the front and rear facias and flared the fenders on all four corners.

"Scar's" drivetrain features a carbureted 600-hp LS-X mated to a Gearstar 200R4. The custom Lakeside-built chassis features Detroit Speed front and rear suspension, big brake kit from Baer and Boze 18" & 20" wheels wrapped in Michelin Pilot Sport rubber. Weber's Custom Interiors stitched the black leather with orange threads.

Karen and her entire family have restored and hot rodded dozens of first-gen Camaros including a pearl white '67 Grumpy Jenkins tribute car that was chosen as a finalist for the Goodguys 2009 Muscle Machine of the Year award. They are already planning a 1970 Camaro for next year, again hand-built by lakeside Rods & Rides.



MUSCLE CARS TO 1972 FIRST TIME AT WEST COAST NATIONALS

Muscle cars were preparing to dot the landscape, as we went to press, for the first time in the 24-year history of the Goodguys West Coast Nationals presented by Flowmaster Mufflers. Rods, customs, classics and muscle cars from over 15 states converged on Goodguys' home town of Pleasanton, California, August 27-29. Muscle cars and street machines are a large part of all Goodguys events. "We know the event will be better than ever with more variety, more cars to see and new vendors to visit," said Goodguys President Marc Meadors. "We have the room for another 500 cars. All Muscle Car and Street Machine guys have an open invitation to join us in Pleasanton." Goodguys extended evening cruising hours this year, keeping gates open Friday and Saturday until 10pm.



GOODGUYS 2010 STREET ROD OF THE YEAR WINNER

"Magnitude"—Jerry Magnuson's sleek and stylish '32 Muroc roadster hand formed by Marcel and designed by Chip Foose—was crowned Goodguys 2010 Classic Instruments Street Rod of the Year during the Goodguys 13th PPG Nationals presented by Bridgestone, July 9-11 in Columbus, Ohio. It's been a great season for Jerry and his street rod on the Goodguys event tour, as he won the Street Rod d'Elegance Crown last spring at the Goodguys Del Mar Nationals.

Magnuson is well known throughout the automotive aftermarket for his "Magnacharger" supercharger kits. "Magnitude" features an LS-1 Chevy with an intercooled Magnacharger (of course), Tremec 6-speed with polished Kugel 9", Kugel IFS and IRS, custom Kugel chassis, chopped Carson top, DuVall windshield, hidden headlights, custom dash by Magnuson, Jim Griffin upholstery, tunneled seats and countless other subtle tricks. The paint is two-tone butterscotch pearl with champagne metallic. In traditional So-Cal hot rod fashion, the car features one-off Foose-designed "bigs and littles"—17x7" in front and 20x10" out back—wrapped in Scorpion Zero rubber.

The top 5 finalists for this year's Classic Instruments Street Rod of the Year included Brent Scheider, Pleasanton CA ('37 Ford Cabriolet), Jerry Magnuson, Ventura CA ('32 Ford roadster), Harold Schrader, Franklin NJ, (1935 Ford), Scott Burton, Draper UT, ('33 Ford) and Jim Eckford, Arroyo Grande CA ('33 Ford).



SOUTHWEST NATIONALS & SPRING NATIONALS RETURN TO AZ

The folks at Goodguys Rod & Custom Association have enjoyed presenting their Southwest Nationals, the final event of each season, in Arizona for the past dozen years so well that they expanded to launch the season this year with the 1st Goodguys Spring Nationals, at WestWorld in Scottsdale last March.

Coming up are the 13th Southwest Nationals, November 19-21, 2010, and the 2nd Goodguys Spring Nationals, March 11-13, 2011, both again at WestWorld.

For details on both events, or to register to participate, visit the Goodguys Rod & Custom Association online at www.good-guys.com, or contact them at 925.838.9876 or PO Box 9132, Pleasanton CA 94566. ■



50 YEARS OF TAKING VEHICLES SERIOUSLY.



It began with a single tractor trailer and a lasting commitment over 50 years ago: transport any vehicle to any location with an unparalleled level of care and untouchable degree of professionalism. Today,

Reliable Carriers is the country's largest enclosed auto transport company,

serving the 48 contiguous United States and Canada. Whether it's for a concours event, relocation, corporate event, or shipping the car of your dreams from one location to another, Reliable Carriers, Inc. provides fully enclosed and air-ride equipped transport, with \$5 million worth of insurance on every load, and GPS tracking. **This is Reliable.**



Vehicles taken seriously.

www.reliablecarriers.com

AN OFFICIAL CARRIER FOR BARRETT-JACKSON, MECUM AUCTIONS, AND RUSSO & STEELE

For your transportation needs please call: 877-744-7889

EAST / Canton, MI • WEST / Chandler, AZ • SOUTH / Orlando, FL • CALIFORNIA / Sun Valley



THE INSIDE TRACK: BRIEFS & RUMORS



1949 Mercury

With sales continuing to decline, Ford has announced plans to kill the **Mercury** brand, with production stopping in the fourth quarter of this year. With the loss of two out of four models scheduled for next year, Mercury dealers will only have a limited supply of vehicles, making sales increases nearly impossible. Ford has already sold off Jaguar, Land Rover and Aston Martin in an effort to avoid bankruptcy and has agreed to sell Volvo to China's Zhejiang Geely Holding Co. Mercury will join Pontiac, Saturn, Oldsmobile and Plymouth as another brand to die in the recent economic downturn.

Well-placed sources at **Mazda** North America have leaked that the RX-8 sport coupe will likely be discontinued after the 2011 model year. The rotary engine may survive in a new Asia-only RX-7 that might appear in 2013.

Scheduled for early in 2011, the next **Lexus** premium dedicated hybrid will be the first in the premium compact segment. The aggressively styled CT 200h will be the fifth hybrid in the Lexus US portfolio and the second exclusive hybrid. The CT 200h evolved from the LF-Ch concept unveiled at the 2009 Frankfurt Motor Show. Powered by a 1.8L Atkinson cycle four-cylinder gas engine with Variable Valve Timing with intelligence (VVT-i) and Lexus Hybrid Drive technology, the CT200h features two motor generators. A hybrid battery pack under the rear cargo area gives optimized balance.



2011 Lexus CT 200h

Chrysler Group in July started the process of granting some 200 **Fiat** dealerships in 125 markets in 41 states, with top dealers due to be picked by late this summer. The first Fiat will be the 500 minicar that

has received considerable media interest already. A convertible version is scheduled for 2011 and an electric model and sportier Abarth version should arrive in 2012.

Audi is exploring all options with its R8 sports car—gas, diesel and now electric. Powered by four motors—two each on the front and rear axles—the Audi e-tron is a true quattro. The combined output of the four engines makes 313 hp and 3,319 lb-ft of torque (or 502 lb-ft in real-world terms.) Audi says, the two-seater accelerates from 0 to 62 mph in 4.8 seconds, which is about 0.2 seconds slower than the R8 V-8. Insiders say the electric supercar will go on sale in North America by the end of 2012 in a limited edition of 1,000 cars. Each car will be built to order at a price tag in excess of the \$114,000 price of the existing R8 V-8.



Audi e-tron

The next generation **Mercedes-Benz** SLK sports car has been spotted testing on public roads. It's showing a square front grille, borrowing from the SLS "gullwing". There are daytime running lights, new handles and larger mirrors along with the standard retractable hardtop roof. Engine choices will include a naturally aspirated V-6 and possibly a diesel. The AMG model will probably use a 3.5-liter twin-turbo V-6 rated as high as 470-hp. The SLK is due to launch in the spring of 2011.



Fiat 500

The delay of the next generation **Honda** Civic will change the company's typical five-year product cycle. Market conditions and tougher fuel and emission regulations have affected development, according to a recent interview with John Mendel, executive vice president of American Honda Motor Company. The next Civic will be ready sometime in 2011. The new design was altered midstream to keep the size of the next generation similar to the current model, instead of the planned larger size.



Mercedes-Benz Shooting Break Concept

Mercedes-Benz has a dramatic concept that combines the sleek elements of the CLS four-door coupe and a traditional wagon-style shooting brake. The Shooting Break [sic] Concept is wide and flat with a long hood, sweeping roofline and sloping tail end. The interior is dominated by natural wood, leather and a full-length center console highlighting the four-seat layout. It is powered by the forerunner to the forthcoming new-gen 3.5-liter 305-hp V-6 engine from Mercedes-Benz, with a 60° cylinder angle. Headlights are a full LED system utilizing 71 LEDs for a unique look and enhanced nighttime visibility.

America's latest supercar, the **Rapier** Superlight Coupe, or SL-C for short, was born in Boston on March 31, after a five-year gestation period. Billed as the "most exclusive hand-built supercar on the planet," the Rapier offers a multitude of unique engineering specifications, powerplant offerings, exterior colors, interior schemes and a host of other fully customizable options. The engine drives the rear wheels through a six-speed Ricardo manual transmission. With a curb weight of only 2,375 lbs—nearly 1,000 pounds less than the Corvette ZR1—performance is nothing short of extraordinary. With the 505-hp LS7, zero-to-60 mph takes 3.2 seconds, the quarter mile will pass in 10.6 seconds, and the top speed is a staggering 222 mph. The Rapier, which is only sold through the manufacturer, has a starting price of \$179,000.



Rapier SL-C

known as Cadenza in some markets—but not sold in the US—is named the K7, and the Forte will likely become the K3. Many Kia vehicles, such as the Morning, Pride, Koup, Soul and Sportage retain their English nomenclature in South Korea, so there is no clue about name changes for those models.

Infiniti appears to have a line of high performance parts in the works, according to documents filed with the US Patent and Trademark Office. Nissan has filed for trademark protection for both "IPL" and "Infiniti Performance Line." Descriptions of goods and services in the filing include: "High performance motor vehicle parts, namely drop in filters for automotive engines, catback exhaust systems comprised of muffler assemblies, exhaust tips and connecting pipes; automotive engine parts, namely

turbo chargers and super chargers." In another filing, they listed high performance brake pads, shift knobs, wheels, suspension coil springs, suspension sway bars, limited slip differentials and sports seats. Nissan officials declined comment.

Kia is considering changing its US line-up names to alpha- numerics. In South Korea and some other markets, the names are already partially alphanumeric. For example, the mid-sized sedan known as the Optima in the US is named the K5, a large sedan

Ford has added a new SYNC 911 Assist™ function to the popular SYNC® communications system. The system can now provide operators with the ability to receive a vehicle's exact GPS coordinates in the event of an accident. When the feature is turned on and a phone is Bluetooth-paired to SYNC, 911 Assist can make a call directly to a local emergency operator in the event of an accident involving the activation of an airbag or emergency fuel pump shutoff.

General Motors and its strategic partner, Shanghai Automotive Industry Corp. Group (SAIC), are addressing the



GM Segway PUMA concept

need for personal mobility through a radical change in personal urban transportation. Among the most promising is a new vehicle form called EN-V. The two-seat, two wheel electric vehicle was designed to alleviate concerns surrounding traffic congestion, parking availability, air quality and affordability for tomorrow's cities.

EN-V is propelled by electric motors in each of its two driving-mode wheels. EN-V's platform has evolved from the platform of the Personal Urban Mobility and Accessibility (P.U.M.A.) prototype that was developed by Segway and debuted in April 2009. Segway has worked collaboratively with GM to develop and deliver multiple copies of the drive-train platform that seamlessly connects to and power the various EN-Vs.

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

Scion tC - Las Vegas product launch



Monterey and Pebble Beach 2010



Photo: © 2010 by Kimball Studios / Courtesy of Pebble Beach Concours d'Elegance

Nissan Juke - British Columbia launch plus Rogue and Murano



Barrett-Jackson Las Vegas

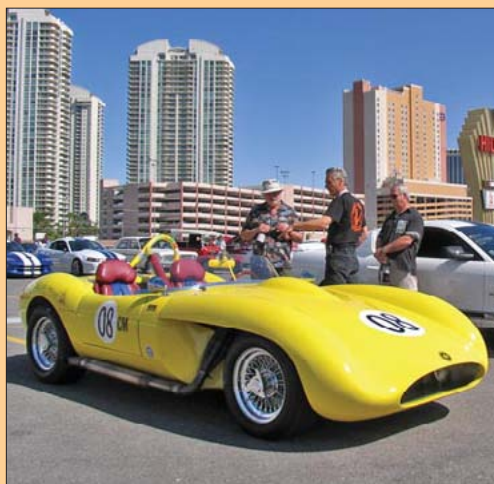


Photo: Larry Edsall

Kia Optima - Newport Beach product launch



Great American Run



Photo: Great American Run

Vintage Motor Cars of HERSHEY

OCTOBER 7-8, 2010 HERSHEY® LODGE • HERSHEY, PENNSYLVANIA

NOW ACCEPTING CONSIGNMENTS



1911 JACKSON 40 HP 7-PASSENGER
TOURING
Offered without reserve



1913 PEERLESS MODEL 48-SIX
ROADSTER
Offered without reserve



1903 PACKARD MODEL F REAR ENTRY
TONNEAU



1929 DUESENBERG CONVERTIBLE COUPE BY MURPHY (J194)

OFFERING THE WORLD'S FINEST MOTOR CARS

+1-519-352-4575 +44 (0) 20 7851 7070 www.rmauctions.com

Sale produced by RM Auctions, Inc. - AY002018 • HERSHEY is a trademark used with permission. • info@rmauctions.com



RM AUCTIONS

SCOTTSDALE 11

RUSSO AND STEELE

JANUARY 19-23, 2011



1970 PLYMOUTH HEMI
'CUDA CONVERTIBLE

FOR ENTHUSIASTS-BY ENTHUSIASTS™

REAL QUALITY | NO BUYBACKS | REAL VALUES

FROM THE CONCOURS FIELD TO ROAD RALLIES - VINTAGE RACING TO CAR CLUBS - WE'LL SEE YOU THERE!



INVITING QUALITY
CONSIGNMENTS

602.252.2697
WWW.RUSSOANDSTEELE.COM