

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 11 NUMBER 2
MARCH-APRIL 2012

AUCTIONS FOLLOWUP
QUEST MOVIE PREMIERE
MOTORING THRU TIME
MULLIN AUTOMOTIVE MUSEUM
RICHARD PETTY EXPERIENCE AT PIR
GOVERNOR BREWER'S FIRST CAR
INTERNATIONAL BIKE OF THE YEAR
BMW 650i COUPE
BMW Z4 2.8i
FORD MUSTANG BOSS 302
JEEP® WRANGLER SAHARA 4X4
HYUNDAI GENESIS COUPE
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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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Photo: Joe Sage.

Photo: Joe Sage



Photo: Randall Bohi



Photo: Joe Sage



Photo: Larry Edsall



Photo: Randall Bohi



Photo: Joe Sage



Photo: Larry Edsall

The big January auctions are behind us—barely, as we write this—and 2012 is under full swing. That starts with more beautiful weather in the Valley of the Sun, a great time for a few more significant events, or maybe for a road trip to Southern California. **Larry Edsall** brings us all three in this issue: in lieu of the normally-annual Wheels of Wellness event, we have a classic-racer-studded film premiere for *The Quest*; we visit the annual Motoring Thru Time event in downtown Phoenix, which this year brings us a glimpse of another upcoming national event; and we take a trip to Oxnard, California, for a tour of the new Mullin Automotive Museum.

As the calendar turned over from 2011 to 2012, we had our last model year 2011 vehicle, the Hyundai Genesis Coupe. From there on, it's twenty-twelve all the way, with two new BMWs, including the sleek 650i coupe, plus the Z4 with its new 2.0-liter twin turbo (a move that will be seen soon in even the 5 Series sedan); our cover vehicle, the Jeep® Wrangler Sahara 4x4, a timeless classic that just gets better; the new Ford Mustang Boss 302, with over 40 years elapsed since the original; a hot all-wheel-drive turbo Volvo S60; and a trip to Austin, Texas for a drive in the new, small, most-affordable-ever yet most-technical-ever Toyota Prius c as in city.

Rounding things out, as we all dive into this month's big NASCAR races at Phoenix International Raceway—over by the time many of you read this—we bring you back to the off-season, when we had a chance to drive NASCAR race cars with the Richard Petty Driving Experience at PIR, along with photographer **Randall Bohl**. Also at that event



was Arizona **Governor Jan Brewer**, to present a proclamation to the facility, but also to take some hot laps in the Camaro SS Pace Car. **Jim Prueter** had a chance to ask the governor about her car life.

Enjoy the ride.

Joe Sage - Publisher/ Executive Editor

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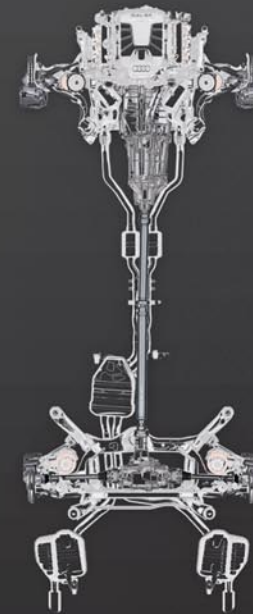
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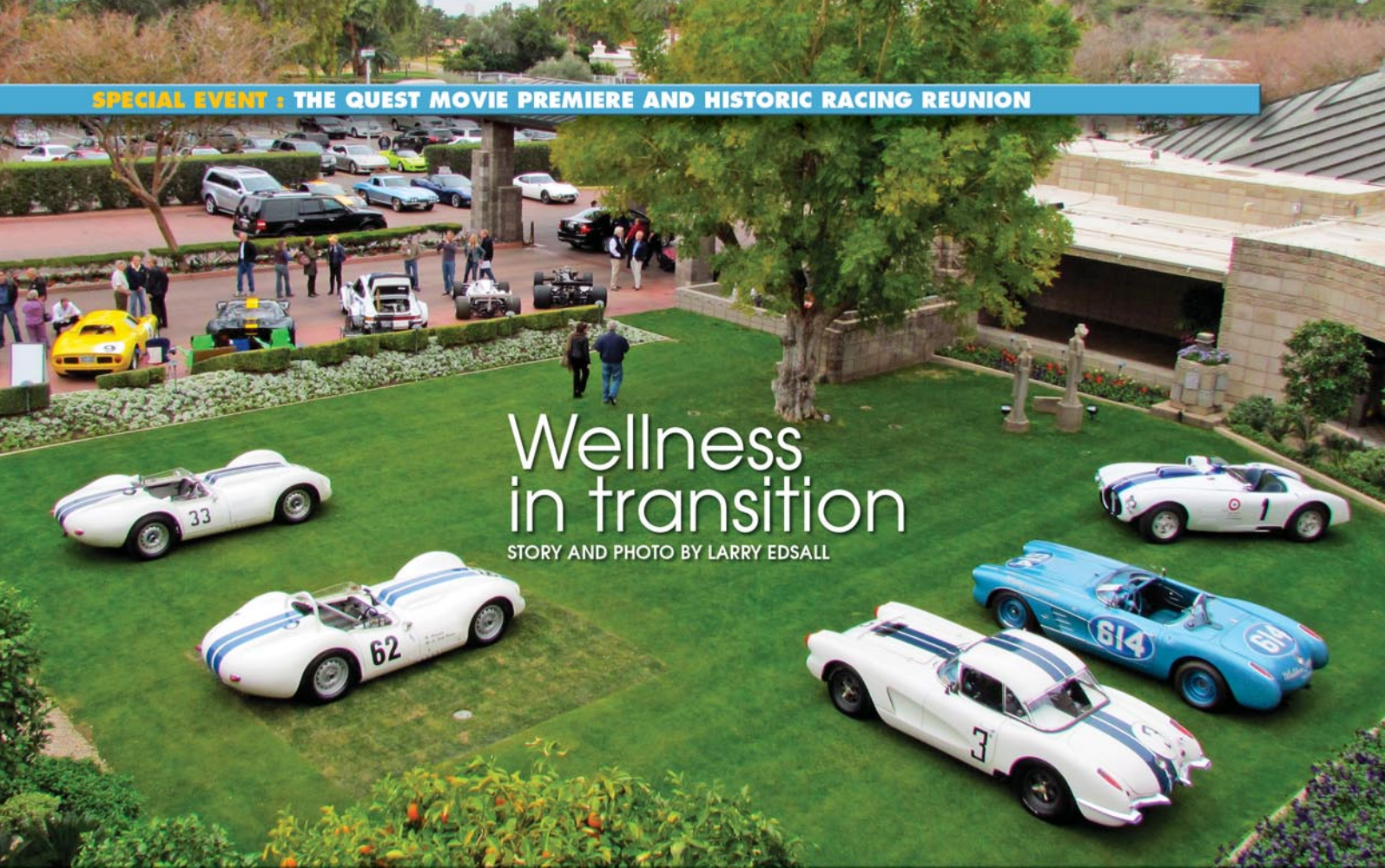


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SPECIAL EVENT: THE QUEST MOVIE PREMIERE AND HISTORIC RACING REUNION

Wellness in transition

STORY AND PHOTO BY LARRY EDSALL

Each January, a couple of thousand classic cars cross the auction block at a week-long succession of sales in Arizona's Valley of the Sun. Those vehicles, spanning more than a century in production dates and ranging from Detroit classics to exotic sports cars, sell for prices ranging from a few thousand dollars to multiple millions.

But before contributing to the commercial success of the classic car marketplace, a group of classic car enthusiasts gathers not to buy and sell but to celebrate heroes, those who drive racing cars and the cars they've driven, especially cars of a certain vintage.

And while money is involved, it goes to charity. This year, the charities were The Wellness Community, a cancer education and support facility in Phoenix, and the Chip Miller Charitable Foundation, which is dedicated to finding a cure for Amyloidosis.

You may never have heard of Amyloidosis. It's a rare disease, but it claims 3000 lives each year, the result of proteins going haywire and attacking the body's own organs.

In 2004, one of the lives Amyloidosis claimed was Chip Miller's. But not before he had helped build Carlisle Events and the Carlisle (Pennsylvania) Fairgrounds complex into a gathering place for post-war car enthusiasts in the United States, and not before he had found and restored the Chevrolet Corvette that won its class in the 24 Hours of Le Mans race in 1960 and thus became the first American car to do so.

Miller's life and his mission to find, restore and reunite that Corvette with its drivers and the French track on the 50th anniversary of their victory is the

subject of Michael Brown's documentary film, *The Quest*, which was shown Sunday for the first time in the western United States.

It was fitting that the movie made its western premiere here since it was at an Arizona auction—Barrett-Jackson—that Miller's son, Lance, and film maker Michael Brown first met.

Lance Miller was at Barrett-Jackson as part of his Carlisle Events duties and Brown was there scouting up Corvette collectors to feature in what he hoped would become a cable television series. But that series was put on hold once Brown learned about Miller's father's quest to take the Corvette back to Le Mans, a quest finally fulfilled in 2010 when Lance Miller reunited the car, driver John Fitch and the Le Mans racing circuit at the front of a parade of Corvettes.

Actually, *The Quest* is about multiple quests. There was the original effort to race Corvettes at Le Mans. There was the effort to keep one of those cars running through rain and ruin and the French rulebook to just finish the race, let alone win its class. In the process, the fiberglass-bodied car went from being derided by French fans as what Fitch termed "American plastic pigs" to being cheered wildly by those same fanatic if fickle Frenchmen.

Then there was the quest to find those Le Mans Corvettes years after they'd been converted back from racing cars to road cars and been sold and resold to various owners in various places. But Miller and other Corvette enthusiasts and historians were persistent in their pursuit and have found and verified three of the four Corvettes that raced that year at Le Mans.

Which means, of course, that *The Quest* isn't over. There's still one car out there somewhere, waiting to be recovered.

The historic racing car reunion and movie premiere were held at the Arizona Biltmore as a "bridge" event between the former *Wheels of Wellness* racing car and driver show and whatever happens next year. Changes in management at The Wellness Center were about to force a hiatus—or worse.

"We felt it was important to keep that momentum going," said Lyn St. James, the former Indianapolis 500 racer who joined with two other former members of the *Wheels* organizing committee—vintage Corvette racer Scott Dames and *Vintage Motorsports* magazine chairman and chief executive Michael Silverman—and with Biltmore general manager and car enthusiast Andrew Stegen to produce the "bridge" event. Which they did in a mere two months.

In addition to the western states premiere of *The Quest*, the day featured a showcase for more than a dozen historic racing cars, including the Le Mans class-winning 1960 Corvette, a Formula One car driven by Mario Andretti, a "birdcage" Maserati, a C-type Jaguar, the Porsche 934 that finished seventh overall at Le Mans in 1977, and the reunion—after 50 years—of two original Cunningham team 1958 Lister-Jaguars—as well as several leading sports car drivers of 1950s and 1960s.

While the car count may have been down some from the *Wheels* events, the quality was undiminished and the momentum not only is going, but looks to be accelerating toward whatever happens next year. ■



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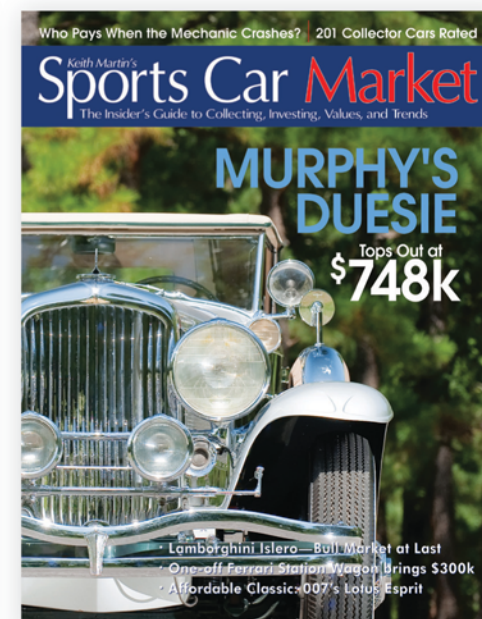
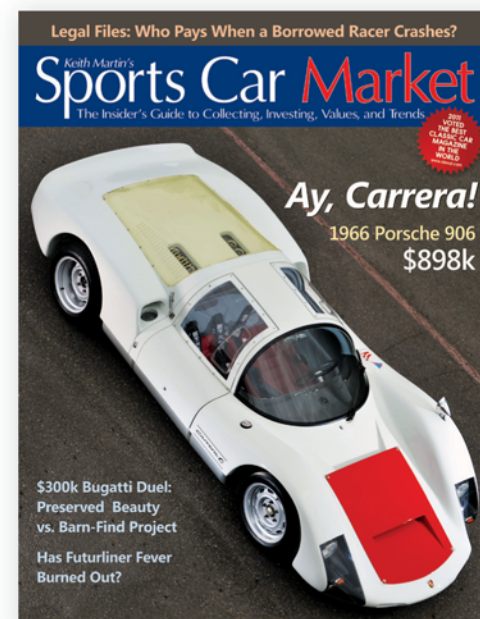


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MINI'S FIRST OPEN TOP TWO-SEATER

The MINI Roadster becomes the sixth model in the British premium carmaker's current line-up and promises to add a new level of fun to the brand's go-kart like handling. Covered by a classic manually operating soft-top, the MINI Roadster can be opened or closed quickly with the flick of a wrist to adapt to weather conditions or the driver's mood. The MINI Roadster is the only open-top two-seater in the brand's history. The front-wheel drive MINI Roadster will be available with a choice of three powerful yet efficient engines. The base engine is a 1.6-liter four-cylinder rated at 121-hp. The turbocharged MINI Cooper S Roadster version has 181-hp and the MINI John Cooper Works Roadster has 208-hp version of the engine. The engine trio produces performance figures that range from 8.7 seconds to 6.3 seconds for 0 to 60 runs and top speeds from 121 mph to 147 mph. Fuel economy numbers are not yet available. The MINI Cooper Roadster debuted at the Detroit International Auto Show in January and is expected to go on sale later in the spring. ▼



MINI Roadster



Subaru BRZ Concept STI

EXPOSED: SUBARU BRZ CONCEPT STI

▲ Subaru pulled the wraps off a concept version of its upcoming BRZ sports car at the LA Auto Show. The Subaru BRZ Concept STI takes the lightweight two-seat sports car that Subaru has been developing with Toyota and combines it with racing and production elements of Subaru's STI performance brand. A carbon-fiber roof lowers the center of gravity to among the lowest of any car made. In the rear, bold fender flares and a large rear diffuser give way to polished stainless steel quad tailpipes. Vented rear bumper corners contribute to improved aerodynamic performance. The concept car employs the new Subaru "FA" BOXER™ engine exclusively designed for the rear-wheel-drive BRZ sports car. The 2.0-liter naturally-aspirated four-cylinder boxer engine has a square bore and stroke of 86x86 mm. The direct injection engine improves combustion efficiency, running smoothly up to high rpm while producing low emissions. The first RWD Subaru, the production Subaru BRZ begins production this spring as the only mass-produced front-BOXER-engine/rear-wheel-drive sports car in the world.

A TRUE SPORTS CAR FOR SCION

Scion's fifth model promises to add a new dimension to Toyota's youth-oriented brand when the 2013 Scion FR-S goes on

sale this spring. The rear-wheel-drive sports car—a twin to the Subaru BRZ—is for Scion enthusiasts who want more performance and road handling capabilities. FR-S stands for front-engine, rear-wheel-drive and sport—Scion's definition of balanced sports performance and handling, adding compelling style, flexible utility and surprising fuel economy. The FR-S's 2.0-liter, naturally aspirated four-cylinder engine—jointly developed with Subaru—combines Subaru's horizontally-opposed engine architecture with Toyota's D-4S injection system, which incorporates both direct and port injection. Partnered with a high 12.5:1 compression ratio, it creates 200 hp and 151 lb-ft of torque. The flat four mates with either a quick and precise short-throw six-speed manual or a six-speed automatic transmission with aggressive upshifts and sporty rev-matched downshifts, initiated by steering-wheel-mounted paddle shifters. Low weight is complemented by a dynamically tuned MacPherson strut suspension up front and a double wishbone system in the rear.

PORSCHE REVISITS 4-CYLINDER

Watch for Porsche to add a four-cylinder boxer engine to its lineup soon. According to recent reports, high-ranking Porsche officials have confirmed work is being done on a four-cylinder, horizontally-

opposed gasoline engine for use in entry-level models. The reversion to smaller engines is Porsche's way of dealing with changes coming to fuel economy regulations. The engine may make its way into the Boxster and Cayman, but is likely to be used in a rumored mid-engine entry-level model described as "a spiritual successor to the iconic 550 Spyder." The four is expected to have about the same bore as the latest 911 engine and come in two varieties: a base 2.0-liter and a 2.5-liter which can produce up to 380 horsepower.

DODGE DART WITH ALFA ROMEO DNA

Dodge is bringing back the Dart, but with cosmopolitan roots, in what Dodge refers to as an all-new, state-of-the-art four-door sedan delivering class-leading aerodynamics. Created from a mix of Alfa Romeo DNA and Dodge performance, the all-new 2013 Dodge Dart is a thoroughly modern vehicle designed to be fuel-efficient, beautiful, agile and fun to drive. The all-new Dart is the first Chrysler Group vehicle based upon Fiat architecture—adapted from the award-winning Alfa Romeo Giulietta, which is known for its road-holding agility, safety and driving dynamics. The Dart leverages these attributes within a lengthened and widened

KEEP RIGHT >>

2013 Ford Focus Electric



platform to create segment-leading interior roominess. High-strength steel for 68 percent of its body results in a strong and rigid structure. The 2013 Dodge Dart will be powered by three fuel-efficient, powerful, state-of-the-art four-cylinder engines that add to Dart's fun-to-drive quotient: a new Tigershark 16-valve 2.0-liter, a 16-valve 1.4-liter MultiAir Intercooled Turbo and a new Tigershark 16-valve 2.4-liter MultiAir four-cylinder. These are combined with three transmission choices.

FORD READIES FIRST PURE ELECTRIC

▲ With zero-CO₂ emissions and an expected 100 MPGe fuel efficiency, Ford is getting ready to plug into the grid with its first fully electric car, the Focus Electric. It becomes the flagship of Ford's high efficiency lineup, offering fuel conscious drivers what Ford calls, the "Power of Choice" in a virtual smorgasbord of high efficiency Focus vehicles. Focus Electric features a faster charging technology, allowing it to fully recharge in three to four hours. The Ford Focus Electric is powered by an advanced lithium-ion (lithium) battery system with an active liquid cooling and heating system to precondition and regulate temperature. It also has a unique "set it and forget it" value charging feature, powered by Microsoft, which charges the car when utility rates are

lower. Focus Electric's SYNC® with MyFord Touch® driver connect technology was specifically developed for electric vehicle owners and displays key information such as battery state of charge. Ford began taking orders for the 2012 Focus Electric last November through Certified Electric Vehicle Dealers in California and New York/New Jersey markets. This year, availability will expand to another 15 markets as production ramps up.

FOCUS ELECTRIC RECYCLED INTERIOR

The 2013 Focus Electric is the first Ford vehicle to have an interior made from 100 percent clean technology. It takes about 22 recycled bottles to make each car's REPREVE® seat fabric—a polyester fiber made from a hybrid blend of recycled materials, including post-industrial fiber waste and post-consumer waste such as plastic water bottles made of polyethylene terephthalate (PET). Using REPREVE also reduces energy consumption by offsetting the need to use newly refined crude oil for new production. Ford's "Reduce, Reuse and Recycle" commitment is part of the company's broader global sustainability strategy to reduce its environmental footprint while at the same time accelerating the development of advanced, fuel-efficient vehicle technologies. "After decades of education, the United States PET bottle

recycling rate is only at 29 percent, about half the rate of Europe," said Roger Berrier, president and COO of Unifi Inc. "We hope this recycling initiative with Ford will help raise visibility around the importance of recycling, with a goal to drive recycling rates to 100 percent."

RUMBLE STRIP POWER

The City of Roanoke, Virginia, has installed the world's first rumble strips, which generate electricity in addition to slowing traffic. Developed by New Energy Technologies, Inc. the MotionPower™-Express system is capable of generating sustainable electricity. The installation at the Roanoke Civic Center is the first of several test and demonstration events the company plans to conduct in partnership with the City of Roanoke. Nearly 6,000 visitors and over 580 vehicles passing over the strips during an initial six-hour demonstration produced enough sustainable electricity to power lights for the average American home for an entire day. In commercial applications, the same electricity could power a 150-square-foot sports venue electronic billboard or marquee for a day. As drivers slow down, or come to a stop, they pass over the strip. Their vehicle tires depress small rumble

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Tesla Model S (and Tesla Roadster)

strip treadles, capturing kinetic energy. This is converted to electricity, powering a series of bright lights displayed to drivers.

TESLA ANNOUNCE MODEL S PRICING

▲ Tesla announced US details and pricing for the new Model S, the company's first all-electric sedan. Available in six models defined by the size of the battery, the basic Model S with 40 kWh battery starts at \$49,900 after a \$7,500 federal tax credit. The well-equipped sedan has an estimated range of 160 miles at 55 mph, along with a 0-to-60 mph time of 6.5 seconds and a top speed of 110 mph. The other models include the 60 kWh, 85 kWh and 85 kWh Performance, which are priced at \$59,900, \$69,900 and \$79,900 respectively after the tax credit. There are two other upper level Signature versions, which add option packages that move the prices to \$87,900 and \$97,900. The top Performance models have a 0-to-60 mph time of 4.4 seconds, a top speed of 130 mph and a range of up to 300 miles at 55 mph. All the models include a first-of-its-kind 17-inch touchscreen controller, mounted in the center stack position. It handles many of the car's features and displays the backup camera and navigation display. Model S has a significant option list, adding features like Nappa leather seating, active air suspension and sport-tuned traction control plus

performance wheels and tires. Other options include an all-glass panoramic roof, extensive Tech package and rear-facing seats, which expand seating to seven with room for two children in the rear. One other important extra is the High Power Wall Connector, which charges the battery quickly, adding 62 miles of range per hour. The Tesla S has an eight-year battery warranty with unlimited mileage. The Model S is scheduled to be in customer driveways in fall 2012.

MERCEDES E-CLASS HYBRID

Mercedes-Benz is expanding its hybrid offerings to the E-Class in 2012. Debuting at the North American International Auto Show in Detroit in January were the E 300 BlueTEC Hybrid and the E 400 Hybrid, which both promise impressive performance on the highway and at the pumps. The four-cylinder diesel engine of the E 300 BlueTEC Hybrid produces 204 horsepower, which is combined with a 20 kW electric motor. The result is the most economical luxury class vehicle in the world. The V6 gas engine in the E 400 Hybrid is rated at 306 hp, also enhanced by a 20 kW electric motor, producing 24 MPG city and 31 MPG highway. The extra cost of the hybrids is expected to be only moderate as they come to market over the course of this year. The E 300 BlueTEC

Hybrid is initially planned to be launched on the European market, while the E 400 Hybrid will be made available on the American market first.

KIA EXPANDS UVO eSERVICES

Kia has shown the latest version of their UVO eServices, displaying the same type of innovation that has quickly advanced Kia in the automotive market. The new UVO telematics suite ("eservices") is now powered by a free smartphone app. It provides drivers with innovative in-vehicle connectivity abilities including navigation, diagnostics capabilities and added convenience features powered by Microsoft. UVO gives a driver the ability to control music by voice controls from a variety of media sources, including CD, radio, USB, media player, and the Digital Jukebox. It can now control the navigation system through voice commands when the vehicle is outfitted with the UVO eServices/navigation package. Other features are an enhanced telematics suite, which includes a number of maintenance and infotainment functions, including Crash Notification Assist, Roadside Assist, Automatic Diagnostics, vehicle maintenance and many other user friendly and useful services. Kia has also shown concepts for other feature enhancements still in the development pipeline.

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2013 Cadillac XTS



NEW CADILLAC FLAGSHIP DEBUTS

▲ GM officials call the Cadillac XTS—arriving in showrooms this spring—the most technologically advanced production car in the brand’s history. Larger than the CTS, the new XTS delivers space, elegance and dramatic presence, but with entirely new and technically advanced equipment tuned for a new generation of luxury customers. The XTS is the most spacious Cadillac sedan, with more interior space than other midsize luxury cars, comparable in interior space to many full-size sedans, particularly in the rear seat area. The XTS has standard Magnetic Ride Control—the world’s fastest-reacting suspension. In addition, XTS has available adaptive Cruise Control, front and rear automatic brakes and Rear Cross Traffic Alert. All-wheel drive and StabiliTrak electronic stability control are standard on all models, along with variable-effort steering and Brembo four-wheel disc brakes. The XTS is powered by a 300-hp, 3.6-liter V6 matched with Cadillac’s HydraMatic 6T70 six-speed automatic transmission with tap-shift control. The XTS also marks the debut of Cadillac’s CUE (Cadillac User Experience) user interface, which controls the car’s entertainment and information systems. Most of today’s luxury cars have around 20 buttons controlling

radio and entertainment functions. CUE reduces that to just four. The Linux-based OS in CUE will feature several auto industry firsts, like Proximity Sensing where the command icons appear as a finger approaches it, Haptic Feedback where screen buttons pulse when pressed and Multi-Touch Hand Gestures that allow the driver to tap, flick, swipe and spread the screen like smartphone commands.

LINCOLN’S RENAISSANCE

Lincoln is showing some serious indications of a rebirth of the upscale brand with significant technological and performance enhancements on the MKS luxury sedan and MKT luxury crossover. The 2013 Lincoln MKS will feature Drive Control, an automatic system that is designed to balance smooth ride with confident handling by responding to the driver’s commands and the road itself. The new engine is a 300-hp 3.7-liter V6 engine that delivers a projected 19 MPG city and 28 MPG highway, a 3-MPG highway improvement over today’s car. The optional EcoBoost™ 3.5-liter V6 also produces more horsepower, 365 vs 355. Other new features include Collision Warning and new Lane Keeping Aid technologies. The 2013 MKT crossover has most of the same improvements as the MKS, plus Lincoln Drive Control and an

inflatable second-row outboard safety belts. The MKT also has a new AdvanceTrac® with RSC® Roll Stability Control™ and Curve Control that helps drivers maintain control in the MKT when taking a curve too quickly. Both the MKT and MKS will arrive at Lincoln dealerships this spring.

ESCORT SPEED TRAP NETWORKING

Pioneering radar and laser detector company Escort has created a form of social networking against speed traps. The system uses a Bluetooth® connection between a smart phone and the Escort radar detector’s optional SmartCord Live™ cord. When a compatible detector identifies an active radar signal, it sends out an alert through the smart phone to other compatible vehicles using the SmartCord Live™ cord notifying other drivers in the area of the speed trap or active radar or laser enforcement. The system connects through an app in the iPhone or Android-equipped smartphones. The key to ESCORT Live™ is real-time national reach and scale. Currently there are more than a million compatible Escort or Beltronics radar detectors on the road in the US. SmartCord Live works with both Escort and Beltronics radar detectors, and sells for \$79.95, at Escort online and in retail stores. ■

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Bmw has been cleverly bringing some smaller engines into its lineup, such as the 2-liter twin turbo, a natural in the little Z4 roadster, also now in the big 5 Series sedan (called a 528i, despite its 2.0L engine). It's a good move, offering a balance of power and fuel efficiency as federal requirements tighten, as well as the various other blessings that come with lighter weight. But it tickles our innards to receive the BMW 650i Coupe... not really an exercise in excess, just a different kind of balance. And poise. And luxury. And power.

It's no surprise that we find this car nice from the get-go. It looks good pulling up, it looks great getting in. We are immediately at one with the cockpit, and one tasteful chime welcomes us as we fasten the seatbelt. There's plenty of interior

space and plenty of headroom, for a sleeky two-door coupe. Our logbook calls the interior "gorgeous, very well executed." The MMI controller, for years the sometimes controversial core of all controls, has been moved over to the side. The Bang & Olufsen audio system has a small speaker unit at the top center of the instrument panel, which was raised when we received the car, then retracted when we turned the sound off. It's a clean implementation, which we may prefer to the Audi A8 with its obtrusive little cylinders in the windshield's corners. The A-pillars curve around enough in this that you wouldn't be able to do the Audi implementation, anyway. In fact, the curve from the doors to the A-pillars is part of what gives this car such a cozy and yet roomy feel.

POWER PLAY

We were informed by a prior driver that "all you have to do is look at the gas pedal and you will hit the speed limit." It definitely is a smooth, powerful vehicle. The 4.4-liter twin-turbo V8—this car is called a 650i despite its 4.4L engine—hits 400 hp at high rpms (5500-6400) and makes peak torque of 450 lb-ft over a broad range (1750-4500). This combination gives the car its strong launch and powerful cruise. Estimated fuel mileage is 15/23 MPG city/highway (18 combined). The engine's reverse-flow layout, with two turbochargers in the V between cylinder banks, produces instantaneous and sustained thrust you can feel. Our tester came with BMW's new 8-speed Sport Automatic, but the car is also available with a 6-speed manual. With either

The luxurious feeling imparted by the interior perfectly reflects the elegant body and drivetrain. Asymmetrical door-mounted controls, grips and speakers seem to be a current BMW hallmark.

transmission, 0-to-60 time is 4.8 seconds, and top speed is electronically limited to 155 mph. A heads-up display helps you keep track of your speed, especially useful in a car like this—which can comfortably and easily dust almost anything, any time.

Exhaust notes receive a lot of attention these days and are often heavily engineered. Some are highly contrived, artificial. This one is the real deal, and it's a beauty—a powerful yet refined alternative to kid-racer effects. On a nice upper-50s January evening, coasting through a business park after hours, we hear nothing but the breeze out our open window. Give it a little gas and we hear a soft, rich burble. So many cars are so overdone, but you get more elegance out of a little less noise.

LITTLE LOGBOOK NOTES

We would tell the sound engineers that the engine note may be nice and subtle, as is the chime when you enter, but the beep when you lock or unlock the door is enough to wake up half the neighborhood.

We needed the owner's manual to expedite the finer points of some settings, such as audio and mapping, but it was worth it—the complex interface is full of simple shortcuts and solutions.

An on/off/volume switch for audio in the upper left of the stack, plus tuning done by the MMI knob on the right half of the console, puts the shift lever in the path between the two. The automatic shift lever presents a combination of graphics, mechanicals, interfaces and sequences that is less than intuitive at times—just one more reason we'd opt for the manual transmission. The main reason, of course, is that this car is wicked fun to drive, and we'd rather be using both hands and both feet.

The backup camera is good, though fairly bright. The lens hides behind the rear deck's BMW roundel, clever but odd in that it stays open after the car is in park, at least until you power down (which could get Tony Soprano into some trouble).

The 6 Series has evolved and grown to somewhat lose its original shape, a smooth coupe swoop with the interruption of the Chris Bangle-derived bump in the rear. It's more amorphous now, but we are repeatedly struck by the masterful execution of details in the bodywork and interior.

LACKING NOTHING

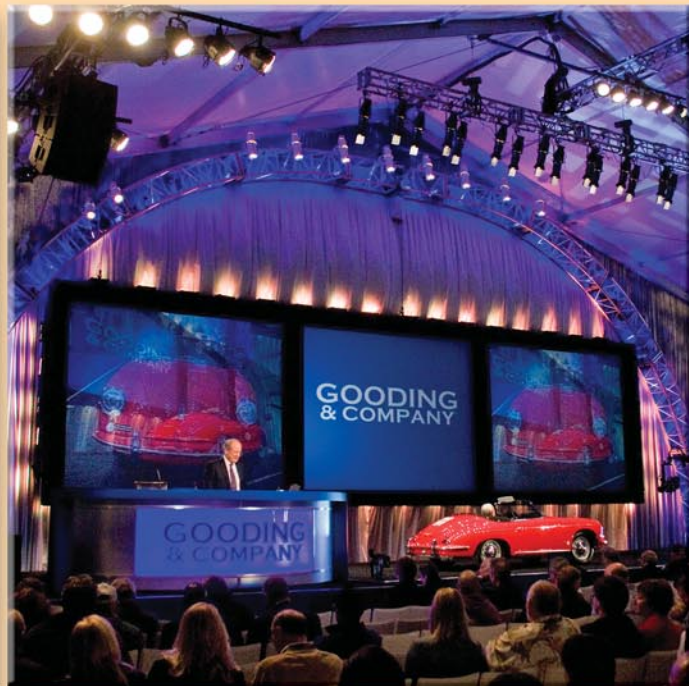
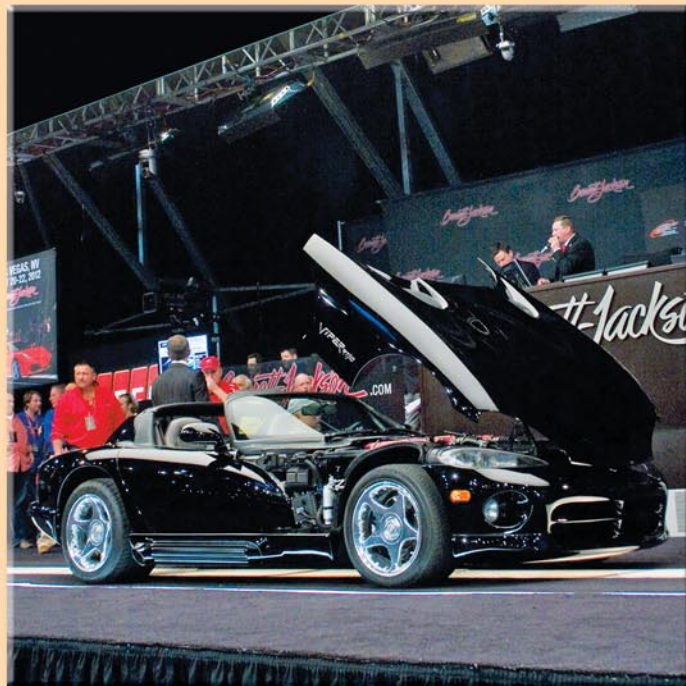
Our Alpine White over black Nappa leather version had a base price of \$83,000. Add \$3700 for a tech package comprising lane departure, blind spot, parking, side/top cameras and the heads-up display... \$5700 for an M Sport package and 20-inch wheels... \$5500 for two audio system upgrades... \$2000 for roll stabilization... \$500 for heated front seats and \$1500 for leather on the instrument panel, and we have hit \$103,025. You pay for what you get, but you get what you pay for. ■

BLISS

NICE FROM THE FIRST HELLO

BY JOE SAGE





Arizona's million-dollar sales

1955 Mercedes-Benz 300 SL (aluminum-bodied) "Gullwing"	Gooding & Co.....	\$4.62 million
1959 Ferrari 250 GT LWB California Spider	Gooding & Co.....	\$3.905 million
1948 Tucker Torpedo	Barrett-Jackson	\$2.915 million
1947 Bentley Mk VI Franay	Barrett-Jackson	\$2.75 million
1930 Duesenberg Model J disappearing-top convertible coupe	Gooding & Co.....	\$2.54 million
1933 Pierce-Arrow Silver Arrow	Barrett-Jackson	\$2.42 million
1954 Mercedes-Benz 300 SL "Gullwing"	Barrett-Jackson	\$2.2 million
1957 Ferrari 410 Superamerica Scaglietti coupe.....	RM Auctions.....	\$1.8 million

(continued)---

A FISTFUL OF MILLION DOLLAR BABIES

STORY BY LARRY EDSALL
PHOTOS BY RANDALL BOHL

Barrett-Jackson's total sales at their 41st annual auction in January showed 1,291 vehicles going for more than \$92 million, with \$5.8 million of that earmarked for charities, including \$1 million to the Armed Forces Foundation from the sale of a 1964 Ford Fairlane 500 custom two-door hardtop built by Barrett-Jackson president Steve Davis.

The other million-dollar cars at Barrett-Jackson were part of the auction house's new Series 5000 Salon Collection, a group of 32 vehicles assembled to help Barrett-Jackson regain ground at the high end of the market it had lost in recent years to Gooding & Company and to RM Auctions.

Included in the Salon offering were a 1948 Tucker Torpedo (sold for \$2.915 million), a Franay-bodied 1947 Bentley Mk VI (sold for \$2.75 million), a 1933 Pierce-Arrow Silver Arrow (sold for \$2.42 million), a 1954 Mercedes-Benz 300 SL "Gullwing" coupe (sold for \$2.2 million), and a 1954 DeSoto Adventurer II coupe, a 1928 Daimler P.1.50 Royal limousine, a 1930 Isotta Fraschini Tipo Cabriolet and a 1930 Duesenberg Model J Murphy Town Car, each bringing more than \$1 million.

High individual sale honors for the week went to one of the rare aluminum-bodied 1955 Mercedes 300 SL "Gullwing" coupes, which brought \$4.62 million at **Gooding & Company**, where a 1959 Ferrari 250 GT long-wheelbase California Spider went for \$3.905 million

AUCTION EXPERTS' LATEST COLLECTOR TIPS



Phoenix Automotive Press Association (PAPA) president Larry Edsall (upper left) moderated expert presentations on classic car collecting. Panelists were (from Edsall's right, top row) museum curator and author Ken Gross, Historic Vehicle Association founder McKeel Hagerty, and Jim Pickering, editor of *American Car Collector* magazine. Among others making presentations to the audience were (second row from left) Mitch Silver of Silver Auctions, Alain Squindo of RM Auctions, Bill Gilmore of the Scottsdale International Auto Museum, and Roger Falcione of www.classiccars.com.

The annual state-of-the-hobby panel discussion at the Russo and Steele classic car auction can be both entertaining and informative. This year it was both, and then some.

Consider the following, shared by panelist Randy Fox, founder of InKnowVision, which develops estate planning strategies for wealthy clients:

Fox said he asked a client what he wanted to have happen to his car collection after his death.

"My greatest fear," the client told Fox, "is that my wife is going to sell my cars for what I told her I paid for them."

In an auction arena filled by primarily male car collectors, the laughter was loud, but also

historic and always carry emotional significance to those who see them, or even temporarily own them.

There was a lot of talk at the Russo and Steele panel presentation about passing on that passion to the next generation. Panelists also stressed that while classic cars tend to increase in value, they should be bought for the pleasure they bring, not for their potential as investments.

"Buy what you enjoy," moderator, auto restorer and broadcaster Wayne Carini told the audience.

"Your passion will be contagious—and that will help their value," added Corky Coker, whose family-owned company produces modern tires but with old-style looks for classic cars.

Speaking of value, panelists were asked what they see

"MY GREATEST FEAR," THE CLIENT TOLD FOX, "IS THAT MY WIFE IS GOING TO SELL MY CARS FOR WHAT I TOLD HER I PAID FOR THEM."

knowing and even pained. Just as women may be reluctant to tell spouses what they really spent on those new shoes and matching purse, car collectors may hesitate to share actual transaction prices—or even how many vehicles they actually own—with their partners.

At one point during the discussion, one of the panelists had a question for the crowd:

"How many of you have more than one classic car?"

At least half of the audience raised a hand.

"How many of you have more than five?" came the followup question.

Only a few hands lowered.

"How many of you want more garage space?" Pretty much every hand in the place went up.

However, as much as car collectors cherish the cars, trucks and motorcycles in their space-stressed garages, many know—and the panel reminded them several times—that they're merely custodians of vehicles that often have

as affordable buys in the current classic car auction market that have growth potential a few years down the road. After a warning about buying in a bubble economy from publisher Robert Ross—who cited not only the Ferrari bubble of the late 1980s but the Dutch tulip bulb market of 1630—their list included early Dodge Vipers and Lamborghinis such as Miuras, Jaramas, Espadas, original Volkswagen Beetles and first-year VW GTIs, 1950 pickup trucks and station wagons, late-model air-cooled Porsches, BMW E30-model M3s and BMW 2002s, Datsun 510s, classic motorcycles (still affordable and you can park three in the space needed for a single classic car), and vintage travel trailers to pull behind a vintage car or truck.

Asked what to sell to make room for such acquisitions, few panelists had an answer.

"Why sell anything?" was the response from classic car insurer McKeel Hagerty of Traverse City.

Perhaps Fox put it best:

"Buy what you love," he said. "Hold what you still love. Sell what you don't love anymore." ■

—Larry Edsall

KEEP RIGHT >>



Arizona's million-dollar sales (cont'd)

1954 DeSoto Adventurer II coupe	Barrett-Jackson	\$1.43 million
1967 Ferrari 275 GTB/4	Gooding & Co.	\$1.2 million
1928 Daimler P.1.50 Royal limousine	Barrett-Jackson	\$1.155 million
1965 Ferrari 500 Superfast.....	Gooding & Co.....	\$1.1 million
1930 Isotta Fraschini Tipo Cabriolet.....	Barrett-Jackson	\$1.1 million
1971 Lamborghini Miura P400 SV.....	Gooding & Co.....	\$1.1 million
1930 Duesenberg Model J Murphy Town Car	Barrett-Jackson	\$1.045 million
1964 Ford Fairlane 500 custom two-door hardtop	Barrett-Jackson	\$1.0 million*

* funds from this vehicle's sale go to Armed Forces Foundation

while a 1930 Duesenberg, 1967 Ferrari 275 GTB/4, 1965 Ferrari 500 Superfast and 1971 Lamborghini Miura P400 SV also topped the million-dollar mark.

The only other million-dollar sale of the week was \$1.8 million for the Scaglietti special 1957 Ferrari 410 Superamerica coupe at **RM Auctions**.

Other high sales included \$687,500 for a 1968 Chevrolet Corvette L-88 at **Russo and Steele**; \$667,000 at Arizona newcomer **Bonhams** for a 1937 Mercedes-Benz 540K Cabriolet C sold after 40 years in a collection; and \$93,960 for a 1960 Facel Vega HK500 two-door hardtop at **Silver Auctions**.

Gooding totaled \$39.8 million on 116 sales. RM took in \$25.5 million on 174 transactions. Russo and Steele sold 401 vehicles for \$18.2 million. Bonhams did \$5.7 million on 40 sales. Silver sold 175 vehicles for \$2.95 million. **MotoExotica** and **GRG/Scottsdale International Auto Museum** also held auction events in the Phoenix area the weekend before the big shows.

In just eight years, Gooding & Company has become the dominant player at the highest end of the collector car market. David Gooding's father was the curator of the famed Harrah's Collection. After growing up with the country's best classic car collection, David worked for Christies and then RM before launching his own firm, which stages three events a year—here, on Florida's Amelia Island and at Pebble Beach in California—and also brokers private sales.

The newcomer to Arizona's Valley of the Sun this year was Bonhams, an historic British company with U.S. offices in San Francisco. However, Bonhams sold only 40 of the vehicles offered.

While Gooding, RM and Bonhams operate at the high end of the classic car auction spectrum, Barrett-Jackson spans the market.

Meanwhile, vehicles at Russo and Steele often draw bids involving six figures, while such figures are rare at the auctions staged by Silver Auctions, by MotoExotica, and the GRG event at the Scottsdale International Auto Museum.

For example, high sale among that threesome was the \$93,960 sale of a 1960 Facel Vega HK500 two-door hardtop at Silver, which sold 175 vehicles for a total of \$2.95 million. ■

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PURPOSE BUILT

TRICKED-OUT TRADITIONALIST

BY JOE SAGE



We drive a lot of vehicles in this business. As such, two things come to mind as we recall our anticipation of the Jeep® Wrangler. One: we hadn't thought about it in any tremendous depth prior to its arrival. And two: to the degree we had, we probably weren't expecting any huge surprises. After all, everybody knows what a Jeep Wrangler is. Right?

NEW AND BEST EVER IN 2011

We had been exposed to the new Jeep Wrangler about a year earlier, along with the rest of a highly rejuvenated Jeep lineup (see our January/February 2011 issue). We had been presented with the all-new Jeep Liberty some months prior. In the second round, we had Jeep product planners and engineers in Phoenix to show us the "best ever" new Jeep Grand Cherokee, the new Patriot and the new Wrangler and Wrangler Unlimited (all 2011 models).

"Iconic" is a word that makes some writers shudder, but it's sometimes the best word for the mission at hand. Thus, at that time, we had said, "Nothing in the Jeep lineup is more iconic than the Wrangler, and updating an icon is one of the more terrifying tasks a design and engineering team faces." Jeep

Every rugged detail built into the Jeep Wrangler Sahara 4x4 conveys the feeling that they've gone out of their way to maintain an aura of this vehicle being purpose-built, and most importantly they've gone out of their way to keep it purpose-built.

marketing chief Chris Ellis had told us then that the Wrangler "has always been and will always be the most capable off-road vehicle in the world."

The biggest changes for the 2011 Wrangler were partly comprehensive: an all-new interior and an optional body-colored hard top, along with a few details such as power mirrors (not just a creature comfort, but a practical upgrade for navigating the rocky narrows).

At the time, Ellis had said that the factory body-colored hardtop "changes the character of the car as much as anything we've ever done." (It was initially available only on the Sahara, but a surprisingly high level of interest led us to suggest we should expect this also on the Rubicon before long. Indeed, the body-colored hardtop is now available on the Rubicon for 2012.) You may have to be a little more careful owning the body-colored top than the black vinyl one, as it can surely be scratched more easily while being removed or installed. But we'd have to agree with Ellis—it wins on style points. We note this every time we see one in traffic, and while we don't have their sales numbers, we suspect we are seeing the hardtop on the majority of new Wranglers in this neck of the woods (and Arizona is one of Jeep's largest markets nationwide).

Windows were enlarged on the sides and in the back. An entirely new instrument panel provides more precise controls. Power side mirrors, which also heated, mean no more stopping to reach through windows to adjust. One-touch power windows fall in the same category as the mirrors: they may sound like a luxury, but can prove extremely useful in challenging off-road conditions where your hands belong on the wheel and your feet on the pedals. Jeep representatives made it clear at the time that, in the face of these new conveniences, the Wrangler's capabilities are in no way diminished. You can remove the top, remove the doors, fold the windshield flat—and it's still street legal (and off-road king). Drain plugs under the carpet let you use the Wrangler as intended and still hose it out up to instrument panel level.

A grab bar inside is inscribed "since 1941" to recall the Jeep's earliest (World War II) heritage. That remains a valid benchmark and is a nice touch, given the broad updated feel overall.

With that much change back in 2011, you might not expect much else for 2012, but there's something big.

A BIG CHANGE FOR 2012

A year earlier, we were told that the plant was running at full capacity (and sales were booming with no financial incentives, despite a tough economy), so anyone interested should order as soon as possible. However, we were also told to stay tuned for another major change on the Wrangler in 2012. That change is here now: an all-new 3.6-liter 24-valve VVT V6 engine and revised powertrain, for more power and torque along

KEEP RIGHT >>

GENERAL SPECIFICATIONS

2012 JEEP WRANGLER SAHARA 4X4	
Final Assembly	Toledo, Ohio
Engine Assembly	Trenton, Michigan
Engine	3.6L Pentastar V6
Horsepower	285 hp
Torque	260 lb-ft
Valves	Chain-driven DOHC, 24 valves and hydraulic end-pivot roller rockers
Fuel Injection	Sequential, multi-port, electronic, returnless
Compression Ratio	10.2:1
Max Engine Speed	6600 rpm (e-limited)
Fuel	Unleaded regular 87 octane
Fuel capacity	18.6 gal
Oil capacity	6 qt
Fuel economy ...17/21 city/hwy (auto or man)	
Alternator	160 amp
Battery	600 CCA, mntnce-free
Transmission:	
Manual	6-speed overdrive
Automatic	5-speed overdrive
Command-Trac® Transfer Case	Part-time, 2WD High, 4WD High, Neutral, 4WD Low
Length	152.8 in
Width (w/o mirrors)	73.7 in
Height (hardtop)	70.9 in
Wheelbase	95.4 in
Track, front	61.9 in
Track, rear	61.9 in
Overhang, front	26.7 in
Overhang, rear	30.6 in
Max payload (occupants/gear)	1000 lb
Weight (manual/auto)	3951/3976 lb
Steering	Power recirc ball w/damper
Ratio	16.7:1 overall
Turning circle	34.9 ft
Turns lock-to-lock	3.5
Clearances (depending upon wheels/tires)	
Approach angle	40.8-44.3
Breakover angle	21.8-25.4°
Departure angle	37.4-40.4°
Front axle to ground	9.1-10.5 in
Rear axle to ground	8.8-10.2 in
Suspension/Front	Live axle, leading arms, track bar, coil springs, stabilizer bar, low-pressure (16-in wheels) gas-charged shocks, monotube high-pressure (17- and 18-in wheels) gas-charged shocks, Electronic Sway-Bar Disconnect System
Suspension/Rear	Live axle, trailing arms, track bar, coil springs, stabilizer bar, low-pressure (16-in wheels) gas-charged shocks, monotube high-pressure (17- and 18-in wheels) gas-charged shocks
Brakes	4-wheel ABS with on- and off-road calibrations, ESC
Front	11.9x1.1 vented rotor 1-piston
Rear	12.44x0.47 solid rotor 1 piston



OUR WRANGLER SAHARA

2012 JEEP WRANGLER SAHARA 4X4

Engine.....3.6L 24-valve VVT V6
Transmission.....5-speed automatic

Standard Equipment:

FUNCTION/SAFETY: Advanced multistage front airbags, ESC, 4-wheel ABS disk brakes, traction control, electronic roll mitigation, hill start assist, CommandTrac shift-on-fly 4WD, next-gen Dana HD rear axle and solid front axle, transfer case skid plate, fuel tank skid plate, cruise control, alarm, TPM.

INTERIOR: 368W CD/MP3 7-speaker media center, SiriusXM, one-touch-down power windows, power locks, keyless entry, leather-wrapped steering wheel with audio controls, temp/compass gauge, tilt column, reclining front seats, fold/tumble rear seat, 115V aux power, covered rear storage.

EXTERIOR: 18-in painted aluminum wheels, P255/70R18 OWL on/off-road tires, auto headlamps, power heated mirrors, deep tint windows, tubular side steps, two hooks two front one rear, fog lamps.

BASE PRICE:\$27,970

Optional Equipment:

Leather heated front seats.....\$900
Connectivity Group package.....\$385
5-speed automatic transmission.....\$1125
TracLok limited slip rear diff.....\$295
Body-colored 3-piece hardtop.....\$1715
Media center.....\$1035
Remote start.....\$200

Destination:.....\$800

TOTAL PRICE:.....\$34,425

with increased fuel efficiency, plus improved on-road dynamics, handling and off-road capability. Fuel efficiency is now 21 MPG (EPA estimated highway), from an engine that has been boosted a whopping 40 percent, to 285 hp, and 10 percent to 260 lb-ft of torque. There is still a six-speed manual (as in our test car), but there is also a new five-speed automatic available, shared with the Grand Cherokee.

ON THE ROAD IN THE WRANGLER

It was completely refreshing to walk up to a vehicle whose identity and sense of purpose are clear from the get-go and carried through thoroughly: there's no mistaking this is a Jeep. We unlocked our Wrangler Sahara 4x4 and hopped in. Satisfaction was immediate: we liked the door handles, liked the vents, liked the whole cabin, the view from the driver's seat, the stance. The presence of a transfer case sealed the deal.

Controls are clean and straightforward. Our Jeep didn't have everything it might... no backup camera, no automatic climate control on this particular one. The steering wheel may have a few too many buttons for such a purposeful vehicle: several on the front which you can largely choose to ignore, but several on the back, which you can too easily activate by accident. (We could be driving along thinking this is a nice simple interface, when suddenly we're skimming through radio stations by the dozens.) All in all, Jeep has avoided electronic interface overkill in the Wrangler, though, and we appreciate this mightily.

The business-only layout of the Wrangler prioritizes headrests, and at the rear window hinges and wiper mechanism, all of which reduce inside rear visibility.

A 40 percent increase in horsepower is impressive. But with this relatively small vehicle weighing in at over two tons with a driver on board, we find it a little short on pep for a freeway ramp. For normal surface street driving, it's more than adequate, pushing just shy of 300 hp. For

off-roading, or for powering on slick or shifting surfaces, it's very appropriately balanced. Full-bore heavy-duty service remains job one for the Jeep Wrangler.

We received our Wrangler with about 5000 miles on the odo, and in cool January weather. The door had such a snug fit against the hardtop, it triggered the door-ajar alarm many times, till we gave it a second slam. No doubt this could either be adjusted or might still be breaking in. Everything else about the hardtop is worth it, from the tighter cabin to style. You can still take it off if you want, going topless or soft. On the freeway, buffeted by wind on the non-aerodynamic windshield, we did have interior noise, but it basically made us feel as though we were on an adventure. Good Jeep stuff.

In neighborhood traffic, we contemplated how this hardtop Jeep stacks up against, say, an Escalade pulling up next to us. Our Jeep is stylish enough, inside and out, to take your date to the prom, nightclub or country club, so against the Cadillac folks, you'd have nothing to feel bad about. The Wrangler Sahara is styled-up, modernized, comfortable and well-finished. The only difference is that this looks like it can handle any job. Maybe they both can, but the Jeep has the look and feel.

We didn't have an opportunity to take the Jeep on any serious off-road adventures, but that's a known entity. What's interesting is that it fulfills its General Purpose mission so well, in a modern world.

TWO-DOOR OR UNLIMITED (FOUR)

The 2-door Wrangler holds the most immediate recognition as "a Jeep." Its sibling, the 4-door Wrangler Unlimited, has a boxy style that evokes the original midsize Jeep Cherokee (in the '80s, the only 4-door smaller SUV in a market with the 2-door Chevy S-10 and Ford Bronco II). Differences between the 2-door and 4-door Wranglers are the breakover angle (approach angles are the same) and overall length. Sales are actually stronger on the 4-door Wrangler Unlimited, at about a 60/40 split. The 4-door Unlimited can tow more (3500 lb) than the 2-door Wrangler (2000 lb, which is no more than the Patriot). For more serious towing needs, you'll need the Jeep Liberty (5000 lb) or Grand Cherokee (7400). Clearly, the most active owners need a two-Jeep garage.

MORE THAN A FEELING

As for our preconceptions or lack thereof, before delivery: it all makes sense, as the Jeep Wrangler's ultimate charm is in not being electronically featured to death, but rather built like a truck and bolted together for real duty. This feeling comes through despite its thorough set of utterly modern performance and comfort features (see sidebars). Even if you never leave the pavement, you can appreciate both the function and the style of this approach. Add in all the features that were added for 2011—none of which take one iota away from the Jeep's core personality—and you have a formula that others can try to duplicate, but never will.

And as for driving a lot of vehicles in this business, sometimes we finish up with a "we could own this one" feeling, and this was one. We were therefore not surprised in the least when we learned that one of our colleagues, who had spent a week in the same Jeep Wrangler Sahara 4x4, had gone right out and signed on the line for his very own. Easy to understand why. ■

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Vive la Great Race

Story and photos by Larry Edsall



Alan Travis was at Barrett-Jackson's classic car auction in the early 1980s when he overheard someone talking about a new race for old cars, a race that would pay out \$100,000 in prize money and would follow a route from California's Knott's Berry Farm to the Indianapolis Motor Speedway.

Travis was more than intrigued. He found a 1936 Ford at the auction, bought the car, and started making plans to enter it in the race, the Great Race.

Travis enjoyed the experience, and he and his wife and navigator, Mary, not only became Great Race regulars, but winners, claiming first place one year in a 1916 Mitchell and another year in a 1910 Knox Raceabout.

Earlier this year, Alan and Mary Travis participated in a static car show, but already their thoughts were traveling at speed as they considered the next Great Race. Wearing period costumes, Alan Travis was polishing the brass on a 1907 Delaunay-Belleville Phaeton while Mary sat in the rear seat, studying literature about the route for the 2012 Great Race.

They had brought their rare French car, as well as a 1915 Harley-Davidson motorcycle and an historic 1878 Pope Columbia high-wheeler bicycle to the annual Motoring Thru Time show staged by the City of Phoenix Parks and Recreation Department in Heritage Square and Heritage & Science Park in downtown Phoenix, but their thoughts were miles and months away.

Alan Travis has been collecting classic vehicles since the early 1980s. He said he currently has four or five Brass Era cars such as the Delaunay-Belleville, "not more than 10" vintage motorcycles—although one, a 1912 Pierce-Arrow, is on loan for six months to the Smithsonian Institution—and a 1930 Studebaker President roadster.

Alan and Mary Travis of Phoenix (left) wear vintage costumes as they show several vehicles at the 2012 Motoring Thru Time gathering. Their 1907 Delaunay-Belleville Phaeton was the oldest four-wheeled vehicle on the grounds in Heritage Square, and it carried the oldest of all vehicles present—their 1878 Pope Columbia high-wheeled bicycle.

Delaunay-Belleville is a rare but historic brand. SA des Automobiles Delaunay-Belleville was established at St. Denis, Seine, in France in 1904 and built cars until 1948. Before cars, Belleville produced Dreadnaught boilers used on ships. The name changed and the company started building motorcars after Louis Delaunay, a naval engineer, married into the Belleville family. Delaunay-Belleville vehicles were among the best, and were owned by European royalty and heads of states.

However, Louis Delaunay died in 1912 and designer Marius Barbarou left. The company, now led by Delaunay's sons, continued, but never regained the acclaim of its pre-war production.

The Phaeton owned by the Travises was imported from Australia by the acclaimed Harrah's museum, and was later sold to actor/racer Steve McQueen and then to McQueen's stuntman and motorcycle racing buddy Bud Ekins. Alan Travis bought the car from Ekins' estate.

Though he was polishing one French car, Travis' mind was on another, the 1907 Renault Grand Prix/Vanderbilt Racer he's preparing for the Great Race.

In 1906, a Renault won the first European Grand Prix race. American railroad magnate William K. Vanderbilt commissioned a dozen or so copies of that car so he and his wealthy friends could race them around their Long Island estates. Considered the first "supercar," the Renault's four-cylinder engines produced a then astounding 60 horsepower and were capable of speeds approaching 100 miles per hour.

Scheduled for this summer, the 2012 Great Race will start in Traverse City, Michigan, cross the Mackinac Bridge into Michigan's Upper Peninsula, then enter Ontario, Canada. The cars and contestants will return to the United States north of Watertown, New York, and travel through Pennsylvania and Ohio on their way to a finish at Greenfield Village at the Henry Ford Museum in Dearborn, Michigan. ■

Among vehicles at the 2012 Motoring Thru Time show were (clockwise from top) a 1955 Buick Century Estate Wagon and trailer; a 1928 Studebaker sport coupe; a 1905 Motosacoshe 2-hp motorcycle with Peniel Swiss watch and inclinometer; a 1953 Packard Caribbean convertible; a 1938 Dodge pickup truck; and a 1940 Packard Super 8 convertible.



Every model of the Mustang makes its mark. Always has. From its inception in the mid-'60s, equally adept at providing—in its 6-cylinder base model—simple function and a sense of style and fun to the proverbial young, single office worker—to providing all-out heavy-hammer performance and machismo to, well, you know who you are—the Ford Mustang has successfully tackled the serious challenge of being all things to all people. There's little question that the high-performance Mustangs make the most indelible mark on our psyche. Always have—from the early GTs through Boss 302, Boss 429 and Mach I versions in the mid-to-late '60s and early '70s, through generations of Shelby and Saleen builds and more—and they always will.

Despite the early Mustang's success in creating the pony car niche (and the name of the niche), the Camaro

—arriving two and a half years later—was dusting it in competition. To counter this, Ford put serious effort into its 428 Cobra Jet V8, another story for another time, and into a modified 302 cu.in. V8 built from a Windsor block and larger Cleveland heads. This package was built for Trans Am racing, but since that is a homologated sport—the vehicles must be volume production models—the special new 302 was built as a 1969 showroom Mustang, the Boss 302. There are a couple of stories on the Boss name. (Bear in mind this was years before Springsteen made his mark with that moniker.) Legendary Ford designer Larry Shinoda reportedly kept the project secret by telling others simply that he was disappearing to work on the boss's car. Once the car proved victorious on the track—at the hands of Parnelli Jones—the name was set in concrete.

Model years 1969 and 1970. That was it. Amazingly, with several decades of GTs, Shelybys, Bullitts and other performance iterations, the Boss 302 name remained dormant. And over the past twenty years, original examples sold at auction or among collectors climbed from about \$5000 to \$25,000 to \$75,000 or more.

In 2007, Saleen teamed up with Parnelli Jones to create the Mustang-bodied Saleen S302, an homage car with its own modified 302 V8, plus side stripes, rear louvers and front and rear spoilers evocative of the original.

That may or may not have been a factor in sparking Ford to bring the model back to life. But for 2012, here it is: the all-new Ford Mustang Boss 302.

Maybe it's because Ford has done so well

THE BOSS WILL SEE YOU NOW

BY JOE SAGE



POWERED BY FORD

All in all, the new Mustang Boss 302 has the aura of the original (1970 Boss 302 shown third photo down, at right). Stripes, spoilers and exhaust tips reflect the original. The cabin is all Mustang: comfortable, clean and functional. The new Boss 302 echoes the original, coming in such colors as Grabber Blue (the only Grabber in the modern set), Race Red (our sample), School Bus Yellow or Black with red highlights. At the heart of it all is a track-capable 302 cu.in. V8 and 6-speed manual.

with the Mustang's retro styling, that we find a lot to love in the Bullitt, the California Special, the GT and now the Boss 302. Or maybe it's because there was so much to love in all of those, that Ford chose to spend the past several years devoted to that retro look. Either way, this suit of armor suits the Mustang very well.

As for performance, and as with the original, the Boss 302's essence goes much deeper than a set of stripes and a spoiler. The modern car is built for acceleration, speed, braking and handling. Included are a 5.0-liter—yes, the same as 302 cu.in. all along—DOHC V8 with an output of 444 hp. This power feeds through a short-throw close-ratio 6-speed manual and optional limited-slip 3.73 rear axle with carbon fiber clutch plates and Torsen differential. A quad exhaust system relieves pressure and generates great V8 sound effects. Suspension adds stiffer coils and bushings at all four corners, an upsized rear stabilizer bar, manually adjustable shocks and struts, and staggered wheels and tires—19-inch lightweight alloys with 255/40 front and 255/35 rear Z-rated tires. Front brakes are 14-inch vented Brembo four-piston disks. The body carries the hockey-stick side signage of the 1970 model, plus front splitter and rear spoiler. A blacked-out hood area echoes the original. Best of all, when you hop in and sit down, your hand goes right to a purposeful shift knob. Yahoo.

The deep bucket seats adjust manually. Settle in, lean back, and the hood with its power bulge feels high and mighty. You are ready to launch. The quad exhaust does its job: the V8 engine note is well done.

We often find that 6-speed manuals have their gates ill-defined and the chosen gear sometimes hard to hit. This one, however, is very smooth and very precise.

We found the seating position—a slinky hunkered-down posture—to be perfect, once you're settled in and, well, slinking around. Our ergonomic nitpicks centered on the console, which was ill-positioned for opening when you wanted to, while too easy to open inadvertently. With windows down, interior acoustics were strained—wind noise and fluttering made conversation difficult. But job one remains driving.

Our car included all the Boss basics, plenty of 'em, plus the optional 3.73 limited slip rear end with Torsen, as well as Recaro sport seats. Base price was listed as \$40,145, and the differential and Recaro combo added \$1995. With destination, the total is \$42,990. Take it to the track, or keep it on the street, and you will find this compares very favorably with a lot of vehicles this Mustang Boss 302 can easily smoke.

That Torsen diff is added to the Mustang's classic solid rear axle. If you like to nail it and let it hang out,



you still can. If you want more control, turn to the car's AdvanTrac electronic stability control (ESC). Our cornering felt solid, while still giving us great wheels-to-hands feel of its traction limits. Perfect.

If you've been enamored by the Camaro, and if you've been enamored by the Challenger, but for some reason are not sure you're enamored with the Mustang, too, then hop in a Boss 302 and take it somewhere, and now you will be.

The Boss 302 has great power for the open road, but thankfully also for around town. It's not so overdone as to be barely usable in traffic, as some of the high-performance iterations are. You like the highway and you like the track, obviously. But if you just want a good sound, a good ride, a good look and a good feel ... but with a ride that's still controllable enough for everyday driving, the Mustang Boss 302 slots in extremely well between a regular Mustang GT and the top-dollar Shelybys. (And there's not a Shelby out there that won't still cautiously wonder just how they'd do against you.)

Da Boss is da bomb. ■



SHORT STACK

Everything's better with the top down

By Joe Sage

The intricate folding hardtop of the Z4 somehow reminds us of flipping flapjacks, ten at a time. It's a complex but quick process, and the tasty results are well worth it.



The retractable hardtop mechanism on the BMW Z4 is impressive to watch: it certainly goes through quite a few gymnastics in a little over 20 seconds. 15 seconds is our rough benchmark for a ragtop, so for a hardtop that's very good; even some ragtops clock 20 seconds or more. The restyling of the rear decklid and taillights are tailor made for what it takes to stow the top yet leave a little luggage space.

Time flies when you're having this much fun. The last time we reviewed the BMW Z4 was in 2004, when it was in just its third year as a replacement for the original Z3. That '04 Z4 sported a 2.5L straight six (also available with a 3.0L six), had a full dose of controversial Chris Bangle-inspired (though Anders Warming-implemented) sheetmetal from stem to stern, and had a soft convertible top.

The 2.5L six was dropped in 2006. The second-generation Z4, introduced for 2009, kept the 3.0L engine all along, but added a four-cylinder 2.0L twin-scroll turbo at the end of 2011. That 2-liter is receiving wide application, even appearing in the much larger 528i sedan. BMW model designations continue to deviate from engine size, with the 2.0L Z4 receiving the 28i name.

Sheetmetal has been subtly refined in the front, largely left alone on the sides, and significantly freshened at the rear. A broader expanse was needed for the retractable hardtop, but it presents a stronger visual stance, too—a huge improvement. (And now that everyone from Hyundai to Ford is doing sculpted sides, we'd love to see that freshened on the Z4, next.)

Top down and power up

Audi sticks with fabric for its drop tops. Mercedes-Benz goes with fabric for its larger cars, but retractable hardtops for its SL and SLK two-seaters. Since 2009, BMW has opted for the weatherproofing, soundproofing and security of a retractable hardtop for its roadster—adding complexity, weight and cost. Is it worth it?

It devours trunk space like a hungry shark, but that didn't detract from our experience, since luggage was not part of our week. And the magic still begins when you let the sky in. Our logbook notes mention a few annoyances with controls, operations and the smaller engine, but then say, "it looks, feels and sounds better as soon as you put the top down ('grrrr... vroom...')." Yes, the sound effects helped. And in Arizona, you might just leave it down for long stretches of time.

The grunt and growl were real, and welcome. At first, we found the 4-cylinder a little weak, even for such a small car. (We did note, however, that we had progressed to the Z4 28i straight from the BMW 650i Coupe, a smooth and powerful beast with a big engine.) It's a conundrum we'll revisit, as we are scheduled to drive the BMW 528i sedan, with the same 2.0-liter turbo, next. If it's powerful enough for that, it's certainly powerful enough for this, no? Yes? Well, yes and no.

When all the roadsters were new—Mazda, Porsche, BMW, Mercedes—their power was considerably less. The original Boxster clocked in at just 201 hp. They all provided a fun drive, with adequate power for their bantam weights. But with Boxsters and SLKs topping 300 hp

KEEP RIGHT >>





Be prepared to pack light, as the hardtop mechanism quickly fills the trunk of the BMW Z4. But it delivers a fully-appointed, modern and comfortable cockpit in a small space. Overall, the car retains its exaggerated long nose, short trunk look and feel.

now, and horsepower rampant in many models from many makers, more power is expected, whether necessary or better, by pure measure.

Clear options in the lineup

Choosing the new smaller powerplant is not a compromise: it's a tradeoff in the purest sense. The smaller engine brings lower weight, lower purchase cost and lower fuel consumption. Lower weight brings higher performance, all other things equal. But all other things are not equal, so how does this compare?

There are three versions of the current Z4: the 28i with 2.0-liter 16-valve inline-4 twin scroll turbo; the 35i with 3.0-liter 24-valve inline-6 twin turbo, and the 35is with that same six (and an M Sport Package: 35 more horses, upsized wheels, sport seats and such). The 28i comes with a 6-speed manual or 8-speed automatic. The 35i comes with a 6-speed manual or DCT 7-speed direct shift gearbox with taller gear ratios. The 35is is DCT-only. If you want a manual, you can choose your engine; if you want the DCT, you'll be getting a six. We would want the manual, so at least the engine option is still in play.

Weight varies a little with transmission, but the four-cylinder Z4 weighs about 3300 pounds, and the six weighs about 3500-3550 pounds. Engineers will work themselves inside-out to save 200 pounds, while nobody really thinks twice about bringing a passenger along, or not. The 28i has 240 hp, the 35i 300 (and the 35is 335). So more specifically, we're talking power-to-weight of about 0.73 hp/lb for the 28i, but 0.85-.95 for the 35i or 35is ... 13 to 27 percent higher power-to-weight for just a 6 or 7 percent gain in weight, with the six. Advantage four-cylinder by pure weight savings, sure, but advantage six-cylinder in power by the pound.

Lighter weight from a smaller engine can be a plus. In the case of the Z4, the four-cylinder 28i is about 47/53 percent front/rear, while the six-cylinder 35i is about 49/51, nearly a perfect 50/50 balance. But a lighter front end for the 28i suggests good traction during acceleration and less understeer in a corner. Advantage would be best judged by test driving for your personal preference.

So what about bang for the buck? Base prices (including destination) are \$49,525 for the 28i, \$56,025 for the 35i and \$65,075 for the 35is. The 28i comes in at \$206/horse, the 35i at \$187/horse and the 35is at \$194/horse. The 35is costs 15 percent more for about 12 percent more power, but is just 3 percent higher in dollars per horse. We might expect the inverse of the power-weight comparison, but it's really advantage six-cylinder in pure bang for the buck, though not by much, and advantage six also for horsepower as a freestanding measure. The four's advantage is purely cost.

That leaves fuel mileage—the key reason for the turbo four—which is as much as 42 percent higher than for the six. The Z4 28i with manual gets 34/27 MPG (highway/city, or 33/27 with automatic), while the 35i gets 26/21 manual or 24/19 automatic (with the 35is matching the 35i automatic). If you drive your Z4 15,000

miles a year, at \$4 a gallon, you'd save \$750 a year. Since you saved \$6500 buying the 28i instead of the 35i, that's pure gravy. But how many people drive their sports car that many miles per year? Not that many—it's often a second or third vehicle. So it may come down to the joy of driving past the pump, as much as to actual dollars saved.

Everything we've compared indicates you are not going to want to shop for a BMW Z4 28i without also taking a good look at the 35i. But it equally indicates the opposite. The benefits and tradeoffs of each are clear.

Z envelope, please

Some of those tradeoffs and benefits were clear during our week with the Z4 28i. As already noted, we moved to the Z4 28i straight from a BMW 650i, so we were a bit jaded—but we commented that it felt gutless. We noted the 8-speed automatic goes through a lot of shifts, rapidly, and that we could hear it groaning and straining. Engine sounds were great, though.

The turning circle felt too big to us, turning out to be 35.1 feet (closer to, for example, 37.1 for a Jeep Grand Cherokee, than to 30.6 for a Fiat 500). It didn't give the nimble feel the car's size would suggest.

We had interface and ergonomic issues with the a/c controls, the electronic parking brake, teeny LED lights that weren't visible in bright light or with sunglasses on, and no good place to stash more than one pair of sunglasses or one phone—two items gets challenging.

There were extra steps necessary before lowering the top, not that unusual, with blocks and stoppers whose mission is to ensure enough room for the roof, if not for luggage. Lowering the top includes side windows going down, while the rear window raises up, the trunk opens and a whole bunch of hardware moves into a new home. Total time is a hair under 22 seconds, not bad for a hardtop. Four side windows go down along with the top, saving time and steps. Raising the top is similarly complex. In 12.5 seconds, it at first seems to be done, but it resumes at about 16, and in 20 seconds, the top is up. The windows, a separate manual operation, take 3-3.5 seconds more (we'd like to at least have a one-touch switch to raise all four). Two tiny buttons for raising and lowering the top include the world's tiniest LEDs, difficult to see in daylight, but the only way to tell when the operation is complete.

Our test car had no Monroney, but it seemed apparent we had a stripper, starting with the manual tilt and telescope steering wheel, and of course the smaller engine. An M Sport package could raise your game, at \$3900. Other M Sport packages with special color and trim cues run \$5350 to \$6300. Amenities in a Premium Package add \$3300, and premium audio adds \$950 (though that's the case with the six-cylinders, also). By now, you've spent yourself well into 35i territory, anyway, so we'd be going for the six-cylinder. Or, if we wanted to cap the direction this is taking, we'd look at the \$2300 (non-M) Sport Package and stop right there.

The twin-scroll four offers some benefits and saves you some dough, but you will probably be aware of what you didn't get, in that range. Nonetheless, it's still a lot of fun—with great sound effects—once you get behind the wheel and drop that hard top. Of course, the same would be true with the six. ■

Where the roads are dry and the cars are slick.



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TAKING THE WHEEL

NASCAR TRACK TIME FOR CIVILIANS

By Joe Sage / Photos by Randall Bohl



Arizona Governor Jan Brewer behind the wheel of the PIR Camaro SS Pace Car. The governor joined us in the morning, to present a plaque to PIR President Bryan Sperber, in honor of last fall's Kobalt Tools 500 Race Week, but unfortunately couldn't stick around for the Petty part. Too bad. She burned up the track nicely for a few laps before she left.

Not surprisingly, everybody asks the same question: How fast did you go? The conditions are controlled, with a lead car for each racer, carrying a system of lights on its back end—yellow by default, green if you're lagging and should close the gap, or red if you're too close. We assumed the cars were detuned and/or governed, as well, but racing staff assures us they are not: track speeds are the result of the lead car's wisdom and guidance.

THE NEW PIR TRACK

The event was the Richard Petty Driving Experience, a chance to drive an authentic NASCAR stock car. The occasion was the brand new one-mile oval track at Phoenix International Raceway—an incredible feat of off-season engineering covered in several of our previous issues—and a chance for the media to try it out.

In February 2011, PIR had announced details of the 47-year old NASCAR facility's first major track paving project since 1990. Construction began one year ago, in March 2011, with removal of the existing racing surface. A series of specific configuration changes were implemented to promote more side-by-side racing than the prior configuration encouraged. While maintaining the integrity of PIR's oval—including its one-mile length—these changes are intended to provide a "racer" track, with average speeds that are expected to increase by two to three miles per hour.

What better way to verify that speed increase, than to put us behind the wheel?

SUIT UP, BUCKLE IN AND GO

The day started with Arizona Governor Jan Brewer driving the PIR Chevy Camaro SS Pace Car, then reading a proclamation and presenting a plaque recognizing Kobalt Tools 500 Race Week. Lunch was served after

KEEP RIGHT >>



ARIZONA GOVERNOR JAN BREWER: "MY FIRST CAR"

BY JIM PRUETER
PHOTOS BY RANDALL BOHL

Janice K. Brewer became Governor of Arizona on January 21, 2009, after the resignation of then-Governor Janet Napolitano. Following her election in November 2010, she was again sworn in on January 3, 2011.

Governor Brewer moved to Arizona about 40 years ago, after marrying Glendale native Dr. John Brewer. She and her husband raised their three sons in Glendale and have lived in the same house since the mid-1970s.

We recently sat down with the Governor to talk about one of her passions: cars, rather than Arizona politics.

Q: Where did you learn to drive a car and who taught you?

Governor Brewer: I grew up in California and lost my father at a very young age. Shortly thereafter, I was going to school and also began working in my mother's dress shop. It was my mother who taught me how to drive. She would let me drive back and forth to church and around the neighborhood. After I got my driver's permit, I would drive any car that someone would allow me to. My mother was a very good driver who had a lead foot.

Q: Were you a good driver?

Governor Brewer: I was a very good driver but I too had a lead foot.

Q: So like most teenagers, were you anx-

ious to get a car or did it not matter to you?

Governor Brewer: I was obsessed and couldn't wait to get my driver's permit, and got it when I was exactly age 15 and a half, and my driver's license on my 16th birthday.

Q: When did you get your first car?

Governor Brewer: My mother was in a position where she was able to give me a car when I was 16. It was a powder blue 1952 Chevrolet. I remember it didn't have a radio, so we had to go to the junkyard and get a radio (laughing), because how could you be 16 and not have a radio?

Q: How long did you keep the Chevrolet and what was your next car?

Governor Brewer: I kept it for about 7 months and then I got a car I really wanted. I didn't know how I was going to get it, but I was absolutely in love with the '49 Ford Victoria convertible, and it had to be a stick shift because I wanted to be cool. My uncle found the car for me; it was in great condition, so I purchased it. I was the envy of not only all my girlfriends, but the boys loved my car, too. And, it had a radio (laughing). And by the way, I chose all my boyfriends in high school by the kind of car they had. I was very material (again laughing). I just love cars.

Q: So when did you get your first brand new car?

Governor Brewer: When I was 18, I bought a Ford 500 Fairlane hardtop convertible. It was white and I thought I was the cat's meow when I got that.

Q: Now as Governor of the State of Arizona, I'm

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ARIZONA GOVERNOR JAN BREWER: "MY FIRST CAR" (CONT'D)

guessing you don't get to drive your own car as much as you once did, is that correct?

Governor Brewer: You are correct. My security detail has clipped my wings. Like I said, I've been obsessed with driving and that freedom of being in control my whole life, and now since I've been Governor I don't have that luxury. I have a different luxury, I have a driver and I sit in the back seat like Miss Daisy, and I've got security with an advance car and a tail car with me at all times, so I don't drive at all.

Q: For someone who loves driving and the freedom it brings, it must be difficult for you at times.

Governor Brewer: It is very difficult, and one of the hardest things I've had to be accustomed to do is to not be able to go outside, jump in my car and go where I want.

Q: Do you still have a personal car that you own?

Governor Brewer: I have a little BMW convertible that I just love to drive, and now I'm not able to just put the top down, put my CD in and drive it. It's just sitting in the garage right now, so I'm probably getting ready to sell it.

Q: Do you have a dream car that you would like to own?

Governor Brewer: You know, probably any car that I can drive today would be my dream car, just to have that freedom.

Q: Are there any cars you've owned that have been particularly memorable?

Governor Brewer: There are. In 1969, I bought a brand new red Volkswagen. We just got it, and my husband and I were debating who was going to drive it first, taking it from the dealership. He had to go to work, and I wanted to drive it around in my old neighborhood. So I drove him to work, which was about ten minutes from the dealership. I dropped him off, turned around and came to a stop at a traffic light, and a car came through, hit me and com-

pletely totaled out the vehicle. I had only had the car for about 15 minutes. Just broke my heart.

Q: So some day you'll get to drive again and get another car. Will it be another convertible?

Governor Brewer: Well I don't know about that. I'm getting more conscientious about my hair (laughing). I don't know what I'll get.

Q: It sounds like you've had a lot of cars over the years.

Governor Brewer: I have. I've had two Corvettes, Thunderbirds, a Buick Riviera, Lexus, a couple of new Cadillacs and others.

Q: Are there any of those cars you wish you would never have gotten rid of?

Governor Brewer: Yes! My '75 Corvette. It was orange and had a T-top. My husband gave it to me for Mother's Day, and at that time I had three children and a dog. I kept it for two years and realized my children were getting bigger and I wasn't really able to go grocery shopping and those kinds of things. I really loved that car. ■

Automotive writer **JIM PRUETER** first drove when he was 12 years old, after "borrowing" his grandfather's Ford pickup truck on the family farm in Michigan. He's been a car enthusiast ever since, driving and writing about hundreds of vehicles. His passion for cars and travel has taken him across the country and around the world, in search of great drives and interesting stories. As a spokesperson for AAA, his auto reviews and travel stories appear nationally in print and online. You can catch him on several local TV stations sharing his automotive and travel tips expertise.

the rides at PIR's upscale skybox club, Octane. (For more information on this facility, visit PIR online.)

A couple of dozen media personalities and personnel participated in the morning's track-driving event. Those who arrived later were able to do a Petty ride-along program after lunch. (Fans would have a chance to do the same, the next day.)

NASCAR cars are highly standardized. A naturally-aspirated, carbureted big-block V8 provides 600 hp, which feeds through a 4-speed manual transmission. Compared to the family V8, a NASCAR engine has highly modified cam profiles, pushing more air into the cylinders over a longer duration, with intake and exhaust tuned for boost at particular speeds. The ignition system is duty-built and highly programmed, and all pumps and power systems are of extreme durability.

The transmission's shift points are explained to us before we start, and are marked along the track. We put on our Nomex suits and helmets, then climb through the window and into the seat of car number 88. Belts are tightened, and final orientation is brief. The last step is to install the steering wheel, and off we go.

The manual transmission, for our duty, is as much about stopping at the end, as about shifting, because once we get through the first three gears—quickly—and settle into fourth, we are there for the duration. Following the fall line is the trickiest part. Keep an eye on that lead car, follow its path to the apex, and avoid the tendency to carve the turns short—the same tendency too many people have at every surface street cor-

ner. The rhythm comes easily, with very little lagging (green light) or closing of the gap (red light) in play. Our run is for nine laps, but we could surely do this all day.

SO HOW FAST DID WE GO?

As mentioned, conditions are highly controlled, with a lead car limiting our top speed. Not being fully track trained—we've driven Corvettes and Cadillacs very fast on the track at the Bob Bondurant School of High Performance Driving, but by the seat of our pants—and we were just coming off an inarguable dusting by a French-Canadian F1 racing champ, in laps at Miller Motorsports Park in Tooele, Utah (see the Nov/Dec 2011 issue)—we were interested to check our speed against the rest. It turns out that among the media group that day, we all had average speeds within a few points of 100 mph. Speeds are recorded lap by lap, and over the course of nine laps we progressed from two in the 90s to seven more at above 100 mph. Our top speed turned out to be the second-highest in the group (at least among those admitting their results), at 103.41 mph. ■

Clockwise from top right: the Petty crew gives a final safety and gear check before launch. Various members of the media prepare to meet their fates. Governor Jan Brewer proclaims Kobalt Tools 500 Week with PIR President Bryan Sperber. Photographer Randall Bohl on the wrong side of the lens, ready to drive. Crew gives the hardware a quick review during a driver switch in the pits.

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BY JOE SAGE



Toyota Prius c delivers the highest rated city fuel economy of any vehicle without a plug

Many masterful new technologies were developed in the improbable pursuit of delivering a much smaller Prius at a much lower price

The amazing thing about the new Toyota Prius c is its formula of low cost (under \$19,000) and high fuel mileage (53 MPG city, highest-rated of any vehicle "without a plug," i.e. it is neither an electric nor a plug-in hybrid. The other amazing thing is what it took to get there.

The technologies behind the primary Prius are firmly established, but of course have represented well over a decade of intense research and development, bringing that fuel-sipping sedan to the public for a starting price of \$24,000. We may all be jaded by now about what that took, but it's been quite an achievement.

One thing it took was clever groundbreaking engineering. Another was a massive effort at manufacturing efficiency. Everybody would love to save money on fuel, but there are limits to just how much they will spend to do so. There's also the matter of the Prius being a smaller car (originally a compact, currently considered a mid-size), and there are limits to how much people will spend for one of those. Toyota conquered all that.

Over the past year or so, Toyota announced—and displayed concepts of—an expanded family of Prius. (The proper Latin derivative, Prii, won a contest for pluralization, but all options remain awkward.) Last summer, Toyota released the Prius v, a larger multi-purpose-vehicle format seating five (or seven in Europe), carrying significantly more cargo and starting at \$26,550 (see our September/October 2011 issue). The v stands for "versatility," though it's evocative of v for "wagon," as with Volvo.)

There was a fuel efficiency penalty to be paid for that larger Prius: its rating is 44/40/42 MPG (city/highway/combined), compared to 51/48/50 for the standard Prius. So you were paying more for purchase and paying more for fuel, but you were gaining capability. This was not a tough sell to the buying public. In fact, 33 percent of Prius v buyers are first-time hybrid buyers.

But now, a new challenge. Shown conceptually at the same time as the Prius v was the Prius c (standing for "city"). We saw the show car in New York a year ago and thought it was a beauty, ready to breathe new life and soul into the staid Prius image.

A NEW KIND OF ENTHUSIAST

We flew to Austin, Texas, to see and drive the Prius c. There, Rick LoFaso, Toyota USA corporate manager of marketing for passenger cars, told us that Toyota is rolling out a whopping 19 new or updated models this year, an average of one every 19 days—unprecedented in the company's history. The first is the Toyota Prius c.

The original Prius, LoFaso reminds us, was introduced at the turn of the new millennium as "an enthusiast car for a different kind of enthusiast." And well it surely is—your typical Prius hypermiler will rarely be confused with your typical Viper rally driver.

All in all, the formula has been a smashing success. Prius has the highest brand awareness, the highest sales and the highest loyalty of any midsize car—hybrid or otherwise. It's no wonder the Prius name has stuck, as the Toyota hybrid lineup has expanded.

The nomenclature for the Prius c is based on its suit-



The original concept version of the Prius c, shown at the New York International Auto Show in April, 2011.

ability for city driving, but its price and general spunk are attractive to a young and active buyer, urban or otherwise. Its 60/40 split rear seat is tailor-engineered to accommodate bicycles or snowboards. But affordability is attractive not just to the young.

Affordability may not normally be particularly difficult to achieve in a downsized car, but the Prius is not typical. Its technologies, particularly its need for a heavy battery pack, and the weight of other components to support that, were already engineered as efficiently and economically as originally possible. To do more so would require a lot of new engineering, and that would cost more money. Expenses in R&D can be recouped in a product with a premium price. But in one with a lower-than-ever price? This was Prius c's prime challenge.

The standard Prius (Two, Three, Four or Five) runs from \$24,000 up to a hair under \$30,000 for a Prius Five. The Prius c (One, Two, Three or Four) was targeted at under \$19,000 and has indeed come in at \$18,950, with its Prius c Four iteration at \$23,230—the top model Prius c still beating the base standard Prius.

Dave Lee, senior product communications specialist for Toyota, explained that "fit" was the essence of the downsizing solutions. Key elements couldn't be scaled down in a normal cost-cutting manner. Components'

locations had to be addressed anew, and though they did have to be reinvented at smaller size, both would drive significant new investments in the project.

THE HIGH COST OF EFFICIENCY, ECONOMY

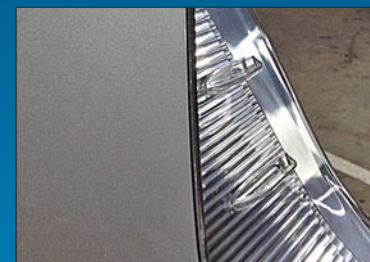
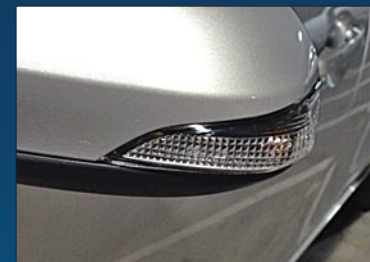
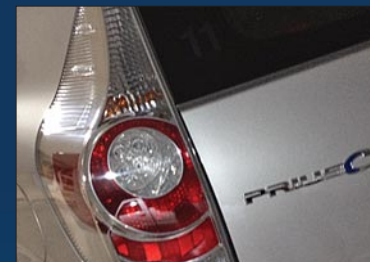
The Prius v, despite a noticeably larger bulk and greatly increased carrying capacity, is just 5.3 inches longer than the standard Prius. The new Prius c, on the other hand, is a full 19.1 inches shorter than the standard (more than two feet shorter than the v). It's easy to see that creating the Prius c would be a huge endeavor compared to creating the Prius v.

The Prius c is the same basic size as the diminutive Toyota Yaris, which nobody would mistake as anything but small, small, small. The Prius c looks like a standard Prius "that has been washed in hot water," jokes Lee.

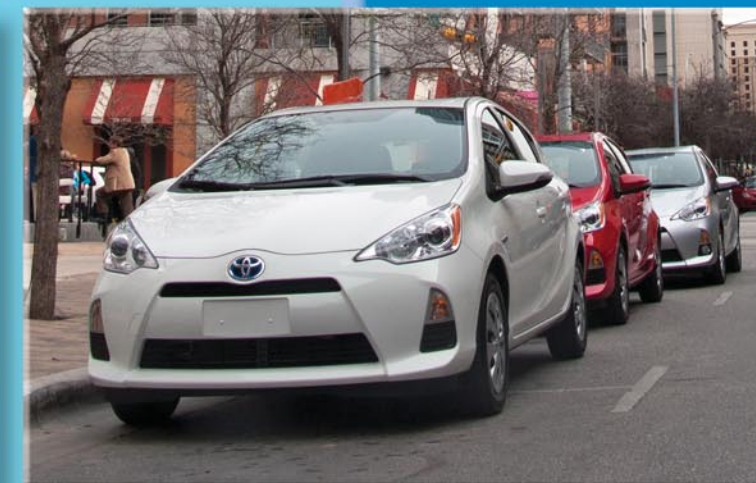
First was the engine: there was no room for the 1.8-liter engine of the larger Prii, so they built a modified Hybrid Synergy Drive system based on their longstanding 1.5-liter DOHC 16-valve four. There are no belts on the engine—everything is electrically driven. Therefore, there is no horsepower or efficiency loss, plus there will be lower maintenance cost. This electric motor system,



PRIUS C AERODYNAMICS



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AUSTIN TEXAS SCRAPBOOK



says Lee, is "basically service-free."

The battery is a challenge in any electric or hybrid vehicle, and Toyota had already conquered it with years of development in the Prius. (Toyota notes that their battery experience has a solid history of success: now over 11 years, with a replacement rate of just one percent.) But of course that battery wouldn't fit here. But time marches on in such fields, so the engineers looked for new opportunities—and found them. The battery in a standard Prius is a 168-cell unit weighing 98 pounds and generating 1.2 kWh (kilowatt-hours) of energy. A new battery for the Prius c has 120 cells, weighs 68 pounds and generates 0.87 kWh. A big tradeoff? Lee says that since the Prius c itself is smaller and lighter, the difference in output is negligible. The difference in size and weight, however, is huge. The battery is also installed lower, at floor level, which helps balance and handling.

Everything that was done to create a small Prius could fill a book, but the bottom line is that Toyota has delivered the fruits of enormous R&D—at a new, lower price. It truly is a remarkable opportunity for the buyer.

OPERATION AND FEATURES

As with the familiar Prius, there are three drive modes: normal, ECO and EV. Under 25 mph, the EV (electric vehicle) mode operates in non-combustion silence—or near-silence, as this year's hybrids incorporate a light whirring sound till about 25 mph, to alert children and pedestrians to their presence. Above 25 mph, ECO smooths out the input of your itchy foot, so a heavy pedal or "light switch" (on/off-on/off) driver will particularly benefit. Toyota recommends a "pulse and glide" technique: nail it for strong electric torque to about 30-35 mph, then ease off the accelerator and watch the gauge as its arrow indicates charge feeding the battery. Ease your foot back onto the accelerator until the arrow goes away, i.e. engine and regeneration are in stasis. You can cruise like this for some distance. As your speed drops toward 30 mph, repeat the sequence.

Just remember to have some respect for traffic around you that's trying to maintain a normal flow.

Aerodynamics are notoriously hard on smaller cars, but Toyota has left no stone unturned nor feather unflapped in this pursuit. Against the standard Prius's 0.25 drag coefficient (cD), the Prius c was engineered to

a cD of 0.28. Beyond the usual overall shaping and undercarriage treatments, this was tweaked, as shown on the prior page, by a multitude of tiny fins on lamps, mirrors (and undercarriage) to control vortex effects.

The car's brakes are very strong, due to the effects of the regenerative system. Before our drive, we were cautioned to be careful about just how good they are.

Steering is electric—no belt—as with the rest of the engine's components. The turning circle is a nice, tight 31.4 feet (but 37.4 feet on the Prius c Four with optional 16-inch wheels). The a/c compressor is also electric, so you can operate the Prius c in the heat of an Arizona summer—except in ECO mode.

The shift lever was created in a more conventional form, not a joystick adaptation—part of winning over new customers, who will welcome a traditional layout.

Features beyond traditional include the new Toyota Entune system, a comprehensive entertainment and data system comprising music, navigation and much more, all accessed via a downloadable app. Navigation uses Bing, so it always has the latest information available, not dependent upon hard disk or DVD upgrades.

The ECO display is new and almost hands-free—hovering your hand above its wheel-mounted controls gives you eye-level information readouts.

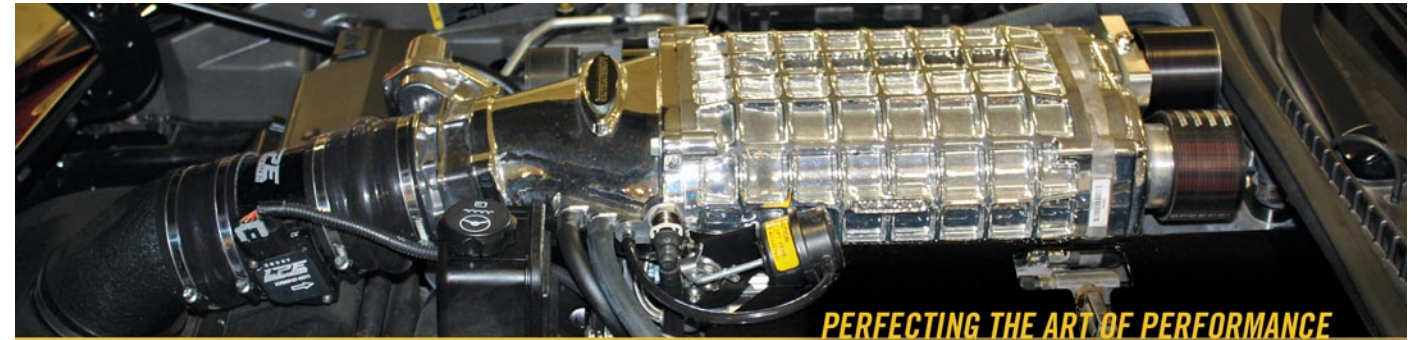
The instrument panel is designed to give both the driver and the front passenger the feeling of "60 percent reach" within the space. With this in mind, we were disappointed to note that multi-information display operation is only accessible to the driver. Since this is fun and informative but distracting for the driver, but could be fun, informative and a great road trip time-killer for a passenger, we would change this. We also didn't get the 60 percent feeling on the passenger side in general, so this would help that.

Overall, we had a great drive in our Prius c, through the city streets of Austin, out into the more built-up hills close to town, and back along some busy frontage roads—good c-as-in-city driving. If you've been contemplating hybrids, you are already thinking about Prius. If you're interested in saving some six thousand dollars, and getting some even newer technology into your garage, you will definitely want to try the Prius c on for size. It's a technological tour de force. Remember: under \$19,000, and 53 miles to the gallon. Try to beat that. ■

Shown here are the familiar standard Prius, the new-last-year Toyota Prius v, and the new-this-year Prius c.

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MUSEUM CELEBRATES A TIME WHEN THE ART DECO MOVEMENT WAS IN MOTION

STORY AND PHOTOS BY LARRY ED/ALL

OXNARD, CALIFORNIA With the only navigable port between Los Angeles and San Francisco, it figured that this agriculturally endowed valley in Ventura County would become a commercial center, home to everything from California's largest strawberry and lima bean fields (and childhood home of Cesar Chavez) to a factory that processed sugar beets and, more recently, the place where BMW automobiles roll off ships and onto West Coast highways.

It also was here, in a nondescript building in yet another nondescript industrial park, that Otis Chandler, long-time publisher of the Los Angeles Times, housed his personal and extensive collection of cars and motorcycles. After Chandler's death and the disbursement of his collection, another car collector, Peter W. Mullin, bought the building.

Except for new signage and a roof that includes solar panels, wind turbines and a living green garden, all designed to minimize the museum's environmental footprint, the building remains nondescript

on the outside. But inside, well, as noted on its tri-fold tourism brochure, the Mullin Automotive Museum is "an oasis of art and automobiles paying tribute to the art deco era when industrial themes blended with design innovations."

Like cracking open a geode, a rock that looks like a mud ball until you open it up and see the sparkling gems inside, to open the museum's glass doors and step inside is like walking into another world, into one of the Paris Auto Salons of the 1930s. The decor is art deco, right down to the riveted steel support beams that hold up that environmentally friendly roof. Actually, the rivets and sculpted ceiling supports are just extremely well done fiberglass covers hiding typical industrial-building roof support posts. But they enhance the theme and are perhaps the only faux aspect of the place.

The furnishings and the art are authentic — Mullin's fascination with pre-war Paris extends to more than automobiles. And the cars on display not only are real, albeit with one recreated exception, but

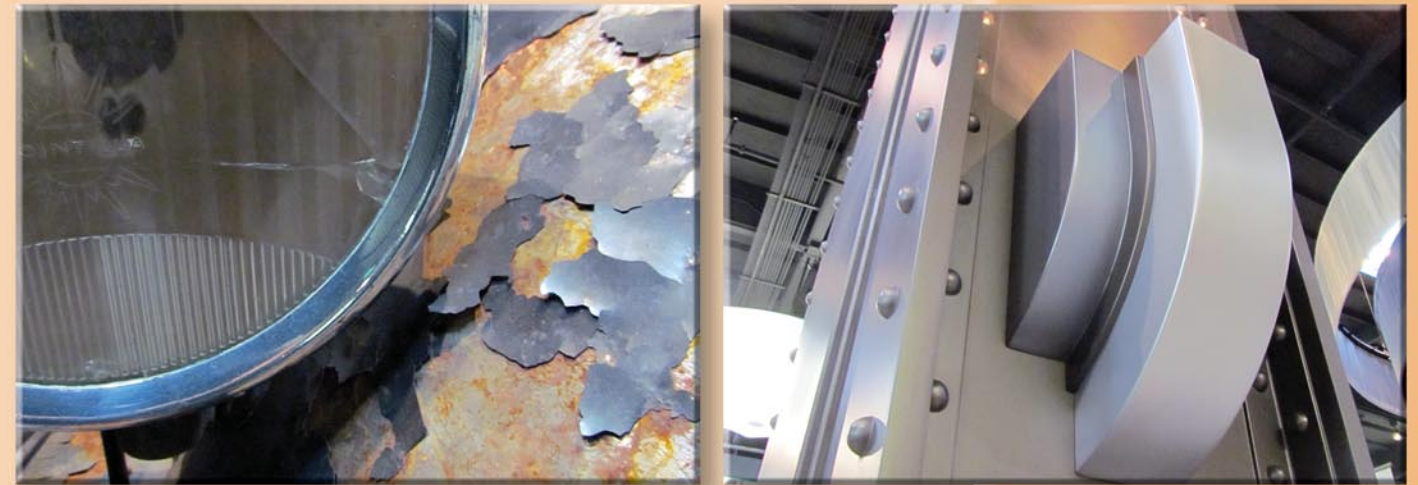
include some of the beautiful and rarest of their era.

Among them is Mullin's 1934 Voisin C-25 Aerodyne, which last summer claimed best-in-show honors at the Pebble Beach Concours d'Elegance, and the 1936 Bugatti Type 57SC Atlantic that won best-in-show at Pebble Beach in 2003 and seven years later set a collector car sales record when it sold for a price in excess of \$30 million.

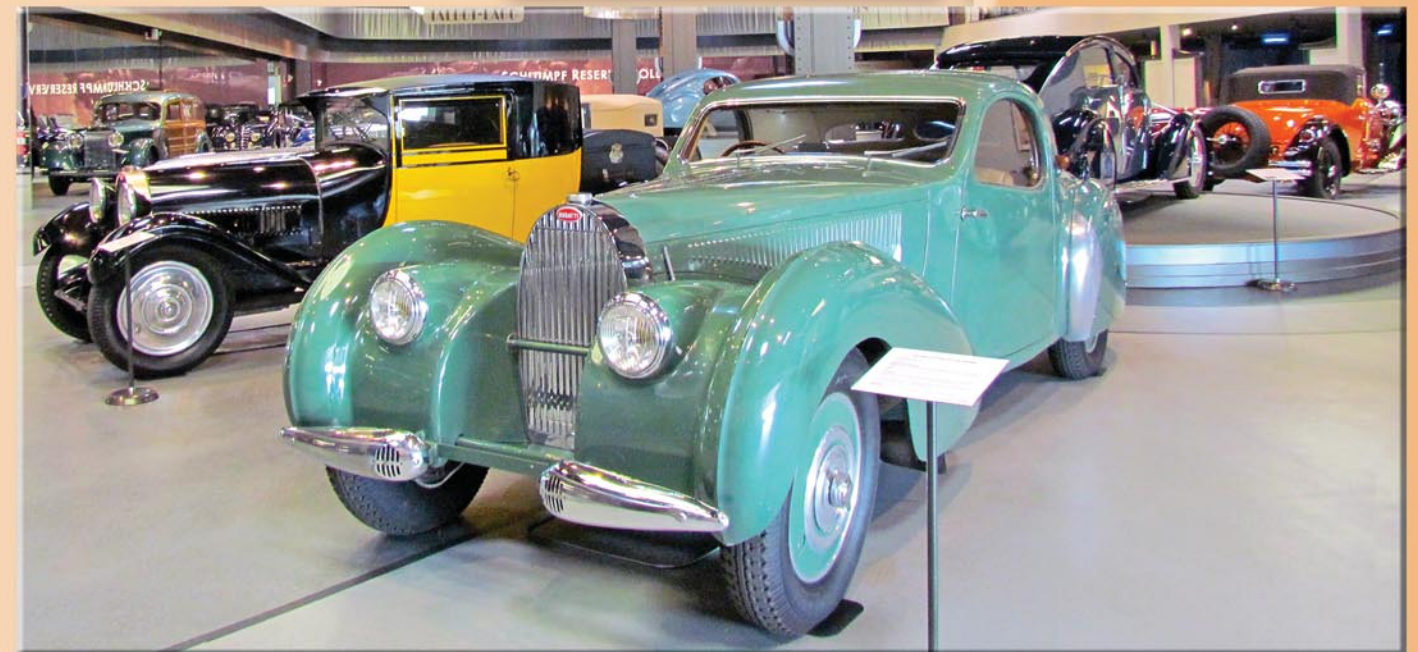
"For me French automobiles of the 1920s and 1930s represent the pinnacle of 20th Century art and design — the artistic realization in steel, leather and glass of a modern idea created at a moment when hand craftsmanship embraced the machine, and a spirit of optimism fueled an explosion in artistic and technical development," reads a quote from Mullin displayed at the museum's entry.

"As an avid collector, the preservation of these rolling sculptures for the enjoy-

KEEP RIGHT >>



Top left and right: The museum chooses to simply preserve some cars rather than restore them, but its attention to art deco detailing includes covering modern steel-beam roof supports with deco-designed coverings. Clockwise from above: A scale model for a new body being built for a classic Bugatti chassis; this 1946 Delahaye Type 135 MS was long-forgotten in a California body shop; this 1933 Tracta D2 9CV faux cabriolet was designed by Jean Albert Gregoire, a front-wheel-drive pioneer; the black and yellow car is a Gangloff-bodied 1928 Bugatti Type 44 Coupe Fiacre and the green car is a 1939 Bugatti Type 57C.





Racing cars such as this 1922 Voisin C3 Strasbourg Grand Prix (top) and the 1937 Delahaye "Million Franc" Type 145 V12 (third row left) share the museum's mezzanine level with art deco furniture and modern Bugatti automobiles. Art on display includes a wall-sized car tapestry (we provide a close-up of the weave) and art deco-era sculpture (second row right). Reflected in the wheel of a 1934 Voisin C25 Aerodyne is the museum's 1938 Voisin C30 cabriolet (third row right). Perhaps the most unusual car on display is this 1925 Bugatti Type 22 Brescia roadster (bottom) salvaged after 75 years in a Swiss lake.

ment of future generations is both a responsibility and a pleasure. I relish the stewardship and preservation of their exciting histories."

While many of the museum's vehicles have been meticulously restored, others are being preserved as found.

For example, a 1946 Delahaye Type 135 MS coupe is displayed in a barn-like setting.

For another, a 1925 Bugatti Type 22 Brescia roadster is displayed next to what looks like a gigantic photo of the car taken through the wall of an aquarium. The photo shows the car in water because that's where it was parked for nearly 75 years, in a lake in Switzerland. After the car's owner was unable to pay customs fees, officials, required by law to destroy such vehicles, decided they couldn't dismantle such a vehicle so they put it into the local lake in hopes that someday it might be retrieved.

But there was a war and the car was forgotten until local divers discovered it in the 1960s. The "Bugatti in the Lake" became an attraction for divers for decades, but after a local youth was brutally beaten and killed while attending a fair, officials were persuaded to retrieve the historic car and sell it at auction to support a charity working to stop youth violence.

In addition to its collection of classic French coachbuilt cars, the museum's mezzanine features a recreation of pit road for the 1932 24 Hours of Le Mans race, furniture designed by Ettore Bugatti's father, Carlo, and animal artwork by Bugatti's brother, Rembrandt.

The museum is open only two Saturdays per month, the second and fourth, or by making special reservations, and is only one of several reasons to visit Ventura County, which also is home to the Ronald Reagan Presidential Library and Air Force One Pavilion. ■

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OLD PERCEPTIONS HEAD FOR THE EXIT

Old perceptions do die hard. It's been 18 years since Danny DeVito's turn as an advertising guru in *Renaissance Man* generated the memorable slogan: "Volvo. They're boxy but they're good." On the plus side, Volvo maintains its Pavlovian match to "safety," decades after advanced safety features have become universal. (Universal or not, Volvo is still a safety leader—see sidebar.)

But boxy this is not—that's readily apparent. The S60 concept car at the Detroit and Geneva shows in early

2010 (shown at right) shattered that illusion, and it wasn't the first. But as we noted at that time—choosing it as one of our four favorites in Detroit—"with rear-hinged rear doors, thin-shell sport seats, styling details from grille to lights to vents to glass amped up beyond your father's Volvo, this concept challenges the Audi Sportback for show-stopping quality." (The Sportback, another of our picks in Detroit, came to market as the Audi A7, nobody's idea of stodgy.)

BY JOE SAGE



A driver's car with a capital R

The S60 R-Design has Volvo's most powerful production engine ever—a turbocharged Polestar Performance 3.0-liter 325-hp inline-six—reaching 60 mph in just 5.5 seconds (0.3 seconds faster than the regular T6) and with 8 percent more horsepower and 9 percent more torque. The Polestar upgrade brings more air and fuel into the combustion chambers, plus advanced spark timing, yet fuel mileage ratings stay exactly the same as with the standard T6. A second-gen six-speed automatic includes a Sport mode, as well as Geartronic for manual shifts. The electronic all-wheel-drive system includes Instant Traction® and Corner Traction Control—all based on the car's Dynamic Stability and Traction Control (DSTC).

For a stiffer body and improved steering response, a strut brace ties together the front towers, while the rear features monotube dampers combining compression and return damping. Front and rear springs are shortened by 15mm, which helps handling and conveys attitude. Spring stiffness is 15 percent higher than in the standard S60 T6, rear suspension bushings are 20 percent stiffer, and the rear suspension's front tie-rod bushing is a striking 400 percent stiffer than in the regular S60, to counteract wheel bounce and shake.

The S60 R-Design comes standard with the City Safety low-speed collision avoidance/mitigation system, and Pedestrian Detection with Full Auto Brake is available as part of an optional Technology Package.

The S60 pecking order

The overall S60 lineup for 2012 continues two powertrain options from 2011. A T5 (inline five-cylinder turbo) front-wheel-drive model starts at \$31,300, and a T6 (inline six-cylinder turbo) with all-wheel drive brings the base price to \$38,450. New this year is the S60 R-Design, starting with the same T6 engine, but with power increased from 300 hp to 325, and with 354 lb-ft of torque. (We'll cover Volvo's new Polestar Performance Tuning further in our May/June issue.) Besides the aforementioned chassis modifications, the R-Design has model-specific interior and exterior style points. Base



price for the S60 T6 AWD R-Design is \$42,500.

Upgrading from the T5 to the T6 brings the S60 up to 18-inch alloy wheels, Dynamic Chassis and multi-setting speed-sensitive steering. The R-Design, in addition to its 25-horse power boost, will bring you a power glass moonroof, different 18-inch alloys, dual xenon headlamps and the lower, firmer Sport Chassis. Exterior design cues up front include an R-Design lower front spoiler, air intake and black gloss grille with R-Design emblem. In back, the car is distinguished by an R-Design rear diffuser, 3.5-inch polished exhaust tips and a rear spoiler. The more you hear and the more you see, the more you know this is not your granddad's Volvo. The interior gets R-Design embossed leather sport seats, blue watch dial instrument cluster, aluminum inlays, sport pedals, and more R-Design emblems—on the sport steering wheel, on floor mats with accent piping and on the shift lever.

Our test S60 included a Multimedia Package (premium sound, backup camera and voice-controlled navigation) for \$2700, plus a Climate Package (heated front seats, heated headlight and windshield washers, rain sensors and an Interior Air Quality System) for \$800. Total sticker for our test S60 T6 AWD R-Design, with \$875 destination charge, was \$46,875.

R-Design drive time

We began our S60 R-Design time by noting a range of interface details, common with any vehicle, moreso the higher they climb in cost and features. The car's visually clean instrument panel design does end up generating as many complications as any. We made notes about its implementation of keyless entry, about the steering column having manual tilt/telescope, about syncing temperatures in the air handling unit, but mostly about the control interface, noted in our logbook as "a combination of simple that's not really simple, because so much complexity is jammed into very small areas."

Starting on the second day, we resolved to simply ignore all that and just drive. We found the S60 R-Design to be a fine sedan, well featured, with some noticeable pep in its step. Competition is intense in this segment, and the car has its work cut out for it. Volvo traditionalists may find this to be outside their comfort envelope, while performance buyers have to be made aware of what Volvo now brings to the table. And they do bring it. In fact, the dual personality inherent in a performance Volvo underscores perhaps its best characteristic: amid all the Audis and BMWs, the S60 R-Design can be the real sleeper, with plenty of surprises in store. ■



Awards: Engine-Safety-Interior

BEST ENGINES. 2011 marked a first for Volvo, with its powerful T6 engine picked as one of Ward's 10 Best Engines. According to *Ward's AutoWorld*, "Volvo clearly benchmarked BMW in developing the supremely smooth T6 engine, based on its delicious midrange power band and paucity of turbo lag. This engine is perfectly suited for the all-new S60 and powers it into contention against bigger, better-established luxury entries." The 300-hp T6 has torque matching the Volvo V8, but at just 2100 rpm, compared to 3950 rpm for the V8. The T6 is 17 percent more fuel-efficient than the V8, at 18/26 MPG city/highway in the S60. The T6 is available in the S80, XC60 and XC70.

BEST INTERIORS. The S60 sports sedan has also been named to the Ward's 10 Best Interiors list. *Ward's* says, "The Volvo S60 is a study in Scandinavian serenity. From the beautifully angular door panels to the floating center stack, the S60 is an undiscovered gem in the heart of the luxury market. Among the S60's best features are the sleek head restraints for front-seat occupants, which stand out in a world of intrusive head restraints upsized to meet new federal crash standards. Leave it to Volvo to make a safety device sexy."

TOP SAFETY PICKS. The Insurance Institute for Highway Safety (IIHS) has named the 2011-12 Volvo S60 a Top Safety Pick. The S60 earned top marks of "Good" in all three testing categories of roof strength, frontal offset and side impact tests. According to IIHS, "the roof of the S60 withstood a force equal to 4.95 times the car's weight. By comparison, the current federal standard is 1.5 times weight." Five Volvos have been named IIHS 2012 Top Safety Picks, a total unsurpassed by any other luxury car brand: the C30, S60, S80, XC60 and XC90. ■



**FULL-
FEATURED
R-SPEC** BY JOE SAGE

When you come right down to it, the story of this stylish Korean coupe is told two ways: by its gorgeous shape and black-over-black-and-red presence; and by its sticker: a base price of \$26,750. Add carpeted floor mats, a cargo net and an iPod cable, and the total climbs to \$26,940. What, you may ask... they could only think of less than two hundred dollars' worth of add-ons?

Well, yes, because it comes with all of the following already included for your \$26,750. Ready? Advanced safety technologies—standard—include electronic stability control, traction control, anti-lock brakes and electronic brake-force distribution with brake assist, along with the requisite front/rear/side airbags and active front head restraints. Standard comfort and convenience features include keyless entry, alarm, driver's lumbar support seats, leather-wrapped steering wheel and shift knob, a multipurpose information display panel, an audio system with AM/FM/CD plus XM satellite and interfaces for iPod and other MP3, Bluetooth™ for phone, steering wheel audio controls, power features throughout, fog lights up front and even a full tank of gas.

The Hyundai Genesis Coupe comes with either a 2.0L turbocharged four-cylinder or 3.8L V6 engine. The 2.0T is available in base, R-Spec and Premium form, and the 3.8L in Grand Touring, R-Spec or Track form. R-Spec and Track configurations sound as though they would boost the car's horsepower, but they don't: the 2.0T puts out 274 hp and 275 lb-ft of torque, while the 3.8L V6 pumps 348 hp and 295 lb-ft. These horsepower figures are for premium fuel, but the Genesis Coupe can run on regular, though with a loss of a few horsepower (14 lost on the 2.0L, but only four lost on the V6). Both engines are available with a choice of 6-speed manual or 8-speed automatic transmission.

Fuel mileage is 18 MPG city, 27 highway (manual) or 28 (automatic). This is the same for the R-Spec or Grand Touring 3.8L V6. The 2.0T four brings you 21/30 (manual) or 20/31 (automatic) city/highway fuel economy.

Our test car had the 3.8-liter V6 with R-Spec package and manual transmission. We're always happy to have a manual, especially on a \$25ish car that may need some extra finesse to eke out its power. But wait, this \$25ish car has 348 horsepower. Still nice to have the stick, but now it's just for fun and personal engagement.

The Genesis Coupe's also-welcome rear-drive layout is augmented by 5-link independent rear suspension and track-tuned McPherson strut front suspension (that's right—the R-Spec already matches the Track model here, while the GT version has a sport-tuned front). 19-inch alloy wheels and 225/40 (front) and 245/40 (rear) tires help you go. Brembo brakes help you stop. The Brembos are 13.4-inch in front, 13.0 in rear (same for the 2.0T, but larger than the 3.8L GT). Power is fed to the rear axle through a Torsen® limited-slip differential.

In addition to the many included features mentioned above, the R-Spec trim brought us sexy black leather seats with red cloth inserts, and R-Spec badges.

It's all backed up by Hyundai's famous 5-year/60,000-mile warranty, 10-year/100,000-mile powertrain warranty, 7-year/unlimited antiperforation warranty and 5-year/unlimited roadside assistance. If right about now you're thinking, how could I go wrong? Well, that's exactly why Hyundai introduced such superlative warranty coverage in their early days on our shores, when they were not well known. The fact that all this attractive, well-powered and well-equipped car is still available for just the mid-\$20s, with all that coverage, definitely warrants a closer look and your own test drive. ■

LOGBOOK NOTES

- This car is very attractive inside. VERY. It has a great combination of complexity and simplicity, with all sorts of forms and curves and intersections, buttons and gauges, shapes and points of visual interest, while all being simple to understand and utilize.

- The seats, in black leather with red cloth inserts, are attractive, but a little hard to adjust. We wish for power here. (We also note that we'd go to an upholstery shop and change the red inserts to red leather.)

- We received the car on a cold December day and went for the heat. There's one knob for fan, one knob for temp, and we like that simplicity, but there's no indication where you ARE on temp, so we don't know what to turn it to, if we want to concentrate on driving; zip it one way or zip it the other and check back.

- The center stack slopes back quite a bit, which leaves us groping for the shifter somewhere farther forward and up than where it is. Any owner would get used to it, but we're tall and have the seat way back, so for some it may only be moreso.

- Healthy rear 3/4 view. Really wide rear window and ample rearview mirror.

- So you like this car? You have 25 grand? You might be looking at a few others, but you will be back. So what's the bottom line? Your friends may tell you it's not their BMW, but we already knew that. We think these guys have a real winner on their hands. ■

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International Bike Of The Year BMW K 1600 GT

The Brussels Motor Show, in January 2012, was the venue for Belgian motorcycle magazine *MotorWereld's* "International Bike Of The Year 2011 (IBOTY)" award (awarded at the end of the model year). The BMW K 1600 GT was this year's winner, announced at a press conference during the show. The award comes from an international jury representing 25 motorcycle magazines. Journalists cited the bike's combination of comfort, performance and innovative technologies in their decision. The in-line 6-cylinder engine was said to offer power, refinement and lots of fun. Technology includes ABS, traction control, navigation, an adaptive

headlight, and electronically controlled suspension with various modes to increase active riding safety—all useful in a top-end touring motorcycle. On the road, the K 1600 GT is known for its agile chassis and unusually light handling. According to the jury, all this gives the rider a unique riding experience—and they are among the most demanding touring and sports motorcyclists.

The BMW K 1600 GTL was rated separately and finished fourth, while the S 1000 RR followed it in fifth place, tied with the Kawasaki ZX-10R. With three models in the top five, BMW Motorrad put in a highly impressive showing overall. BMW Motorrad also won

the highest rating in 2010 with the S 1000 RR.

Taking part in IBOTY were: *Australian Motorcycle News* (Australia), *Auto By* (Japan), *Autocar India* (India), *Bike* (Scandinavia), *Bike* (UK), *Cycle World* (USA), *Der Reitwagen* (Austria), *Inmoto* (Italy), *KicXstart* (Netherlands), *Kiwi Rider* (New Zealand), *La Moto* (Spain), *Maximoto* (France), *Moto Kultur Asia* (Malaysia and Singapore), *Moto* (Greece), *Moto Journal* (Canada), *Moto & Loisirs* (Belgium), *Moto Mag* (Israel), *Motoraj* (Czech Republic), *Motoran* (Turkey), *MotoSI* (Slovenia), *MotorWereld* (Belgium), *PS Magazin* (Germany), *Revista Moto* (Mexico), *SuperBike* (South Africa), *Swiat Motocykli* (Poland).

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THE INSIDE TRACK: BRIEFS & RUMORS

Porsche headquarters

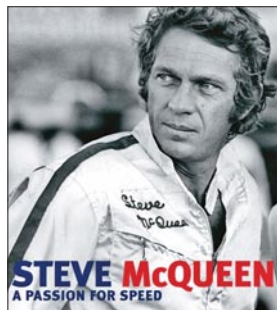
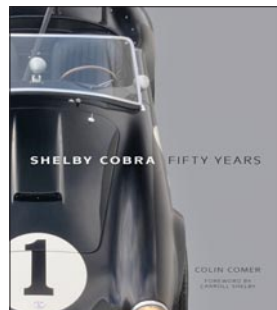


Image: HOK

■ **Porsche** Cars North America (PCNA) plans to open a new headquarters complex in late 2013 near the Atlanta airport, where travelers will get a bird's-eye view of the 26.44-acre facility. To ensure that every square inch is infused with Porsche brand and product values, Porsche has selected HOK, a leading global architectural firm, as its design partner. One Porsche Drive will be home for up to 400 US employees and is also designed as a must-see destination for Porsche owners, dealers, enthusiasts and visitors from around the world. The project combines modern offices, technical service and training, and the Porsche Customer Experience Center—one of only four such facilities around the globe. In a first for any North American automotive headquarters, the Porsche site design integrates the track with the building. The company also plans to build a second US Experience Center in Carson, California.

■ **Chrysler** plans to reopen the Conner Avenue Assembly Plant in Detroit to build the 2013 Dodge Viper. The reopening will create nearly 150 jobs, both hourly and salaried. The Conner facility was idled when production of the Viper ended in July 2010. Current Chrysler Group hourly employees who previously worked at Conner were offered first opportunity to return. Employees began reporting for training and orientation last fall and will begin building the new Viper in late 2012,

■ There were only 1,009 **Shelby** Cobras built between 1962 and 1965, but few cars have had more impact on American car culture. In his new large format hardcover book, *Shelby Cobra Fifty Years*, author Colin Comer documents Cobra history and tells the story of the people who owned, drove and raced the cars. The \$40 book has 256 pages with 309 color and 119 black and white photos. • There are books about cars, people, speed and movies, but none brings all those concepts together more passionately than Frédéric Brun's new book, **Steve McQueen: A Passion for Speed**. Frugal use of words tells of a pursuit of speed, a tuned machine, the movies, a passion for racing and the famous McQueen garage. 192 pages with 160 photos amplify the life of the man who still defines cool.



Author Frédéric Brun is a political attaché in the French Parliament who contributes to a number of French magazines writing about movie icons or collector cars. • The books are available at bookstores nationwide or from the publisher, Motorbooks, a division of Quayside Publishing Group, at www.motorbooks.com.

Jaguar C-X16 concept



■ The **Jaguar** C-X16 concept pays homage to one of the best designs of all time, the famous Jaguar XKE. The traditional front-engine/rear-drive sports car formula is reinvented with a performance hybrid drivetrain and 50/50 weight distribution. Its supercharged all-alloy 3.0-liter gasoline V6 is rated at 375 hp and 332 lb-ft of torque, supplemented by an electric motor with up to 94 hp and 173 lb-ft. The C-X16 is capable of a 0-to-62-mph sprint in just 4.4 seconds and a top speed of 186 mph. The C-X16 uses a new eight-speed gearbox, and it's all mounted in a lightweight aluminum chassis wrapped in aluminum bodywork. A "Push-to-Pass" feature is inspired by the Formula 1 Kinetic Energy Recovery System (KERS) system.

■ **Infiniti** plans to unveil a highly advanced range-extending hybrid electric sports car concept in March at the Geneva Motor Show. The company released teas-



er photos hinting at dramatic design, along with a brief message explaining their strategy. Andy Palmer, Executive VP of Nissan Motor Co. Ltd and Infiniti, said, "At the Geneva Show, we will present our vision for a totally new kind of inspired premium performance car. Infiniti already has hybrid and clean diesel models on sale. And with an all-electric sedan on the way, the natural next step was to push the boundaries where performance and the environment intersect."

■ If history repeats itself, the striking new **Honda** Accord Coupe concept shown recently at the Detroit and Chicago auto shows should be a close rendition of the final product when it arrives at dealerships in the fall. Athletic and muscular, the exterior has a distinctive wedge shape and complex sculpted sides. The Coupe will be available with two all-new powertrains: the Earth Dream 181-hp, 2.4-liter i-VTEC® four-cylinder direct injection engine with choice of six-speed manual or new Continuously Variable Transmission (CVT); and the reengineered 3.5-liter V6 engine attached to a six-speed manual or, for the first time, an available six-speed automatic. New available safety technology includes Lane Departure and Forward Collision Warning systems. The Accord is the first Honda with LaneWatch™ blind-spot display, using a camera system on the passenger-side mirror for an enhanced view of the passenger-side roadway. The Accord will also receive a backup camera and Expanded View Driver's Mirror as standard.

■ **Chevrolet** planners spent a year talking to younger consumers about what they wanted in a car, and the result is a pair of striking concepts—the Chevrolet

Code 130R and Tru 140S. The Code 130R concept is a four-seat coupe with a simple upright profile. The performance-inspired rear-drive coupe has an aggressive front fascia and fender flares. It's powered by a turbocharged engine tuned to

work in tandem with eAssist hybrid technology. The exotic styling of the front-wheel drive Chevy Tru 140S concept is just the opposite with a design that looks

confident, exotic, expensive and fast. Tru 140S is on the same innovative front-drive platform as the Chevrolet Volt extended-range electric vehicle. The concepts also integrate features like four-passenger seating, head-up display, WiFi connectivity, and smart phone integration with the Chevrolet MyLink. The engine for both concepts is the spirited 1.4-liter turbocharged Ecotec four-cylinder engine



Chevrolet Tru 140S concept

■ **Nissan** has sent the rugged Nissan Pathfinder away to one of those fancy finishing schools, and it's back with a new level of sophistication, comfort, fuel-efficiency and innovative technology. Available at dealers in fall 2012, Pathfinder is one of 20 new or redesigned products Nissan has scheduled for dealers in the next two years. Pathfinder 4.0, the concept for the fourth generation of this best-known Nissan brand, is distinguished by sweeping character lines that forecast the character of future Nissan designs. The aerodynamic body styling also debuts an innovative flexible three-row seating system with seven-passenger capacity. With stringent new fuel economy requirements on the horizon, the Pathfinder Concept takes a big step delivering an expected 25 percent increase in combined city/highway fuel economy for the new model. Initial con-

cept designs shown at the recent Detroit auto show were limited to exterior details, with interior and technology to come. Officials promise the new cabin will deliver innovation and class-above

2013 Honda Accord Coupe concept



capable of fuel economy in the 40 MPG range. Prices are expected to be in the low \$20,000s.

craftsmanship—with excellent legroom in all three rows and ample cargo room behind the third row. ■

UPCOMING FEATURES

Fiat 500 Abarth in Las Vegas



Mercedes-Benz 4MATIC sedans/coupes - Wyoming



2013 Ford Taurus, Flex and Mustang in Oregon



Goodguys 3rd Spring Nationals - WestWorld



Marlis Williams '32 Ford Roadster



Route 66 in the Centennial Corvette



Performance Volvos



2012 Ford Explorer LTD 4WD



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