

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 11 NUMBER 4
JULY-AUGUST 2012

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NISSAN GT-R

PORSCHE CAYENNE S

SCION IQ

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Bell Lexus
Copperstate 1000
Road Rally



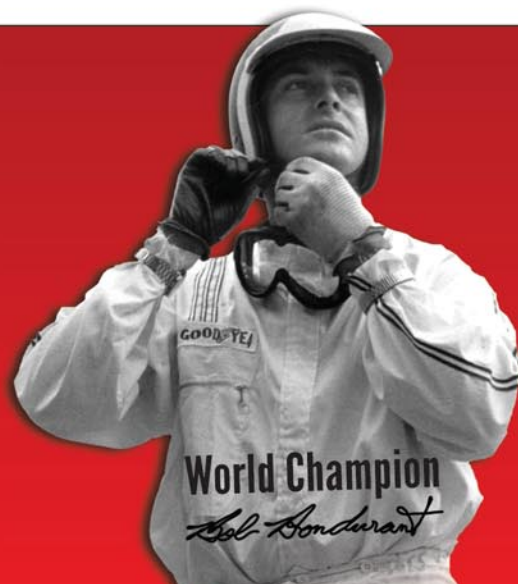
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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features July-August 2012

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COVER: This 1964 Ferrari 250 GT Lusso—with extensive European provenance and just imported to the US in 2010 in time for that year's Copperstate 1000—passes Roosevelt Lake on Arizona Highway 188 during the 22nd Annual Bell Lexus Copperstate 1000 Road Rally. **Photo: Randall Bohl.**

Photo: Joe Sage

Photo: Randall Bohl

Photo: Joe Sage

Photo: Joe Sage

Photo: Barrett-Jackson Auction Co.

Photo: Joe Sage



START YOUR ENGINES : FROM THE PUBLISHER

It's been a busy spring and early summer, as we now head into the hottest months. A highlight of every spring here is the Bell Lexus Copperstate 1000 Road Rally. This year, **Larry Edsall** rode along, and gives us some insights into evolutionary shifts in the event. Also during the Copperstate, a number of manufacturers brought us the hottest of their hot—including the Chevrolet Corvette Z06, Nissan GT-R, Volkswagen Golf R, Mercedes-Benz S63 AMG and more—and invited us to knock off a couple of hundred of the Copperstate's thousand miles in those.

If a high performance road rally makes you wonder where the radar guns are, you'll be interested in our Radar Rally piece by **Larry Edsall** and **Brenda Priddy**.

We flew to Hollywood for the launch of the new Cadillac XTS flagship sedan—a stunning new full-size that doesn't exactly replace—but rather more fills the void left by the departure of—the DTS and STS sedans of yore.

Other cars we drove here in Arizona, reviewed in these pages, cover quite a range—from more miles in the aforementioned Nissan GT-R supercar to the Scion iQ microcar, with Porsche and Kia SUVs and the highly restyled Hyundai Genesis Coupe thrown in.

Destination events include the long-anticipated Grand Opening of LeMay—America's Car Museum in Tacoma. (We borrowed a Nissan Rogue for our time there and had wet gravel for the Rogue, clear skies for the museum opening.) We also bring you results from Barrett-Jackson's Orange County Auction, information on the upcoming Pebble Beach and Monterey events, and coverage of a *Speed* show being held by the Utah Museum of Fine Arts in Salt Lake City. Northern Utah is full of great road trip (or flying) destinations from here—the Bonneville Salt Flats, Miller Motorsports Park and more—and this stunning show provides one more reason to make the trip.



Enjoy the ride.

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

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2011		FERRARI 275 GTS RUSSO AND STEELE LOT # S654 \$654,500
		RUSSO AND STEELE'S FERRARI 2+2'S FERRARI 365 LOT # F447 \$165,000 FERRARI 330 SERIES LOT # S639 \$126,500 FERRARI 330 SERIES I LOT # F454 \$113,300
2010		MERCEDES-BENZ 280 SE CABRIOLET RUSSO AND STEELE LOT # S647 \$170,500 | GOODING LOT # 119 \$165,000
2009		SHELBY COBRA 289 RUSSO AND STEELE LOT # S640 \$475,000 | GOODING LOT # 47 \$440,000
2008		LAMBORGHINI MIURA S RUSSO AND STEELE LOT # S655 \$423,500 | RM LOT # 437 \$412,500
2007		MERCEDES-BENZ 300SL GULLWING RUSSO AND STEELE LOT # S653 \$764,000 RM LOT # 559 \$726,000 GOODING LOT # 27 \$715,000

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The Utah Museum of Fine Arts

The Utah Museum of Fine Arts is located on the University of Utah campus in the Marcia and John Price Museum Building at 410 Campus Center Drive, Salt Lake City UT 84112, about two miles east-southeast of Temple Square, downtown Salt Lake.

Speed: The Art of the Performance Automobile is a special ticketed exhibition, and museum visits are organized in time slots. Tickets are available for purchase through Smithstix at www.smithstix.com.

- Adults (18-64)..... \$ 18
- Youth (14-17), seniors (65+)..... 13
- Children (3-13)..... 3
- Infants (0-2)..... Free
- University of Utah faculty and staff..... 13
- University of Utah students..... 9
- UMFA members Complimentary based on level of membership

Museum hours are:
Tuesday-Friday..... 10 am – 5 pm
Wednesday..... 10 am – 8 pm
Saturday and Sunday..... 11 am – 5 pm
Mondays and holidays..... closed

Museum information: call (801) 581-7332 or visit www.umfa.utah.edu. Show information: www.speedumfa.com.

They say that art can move you. This exhibition will move you at Salt Flats record speed. *Speed: The Art of the Performance Automobile* raced into Salt Lake City at the beginning of June, presenting 19 of the world's finest racing automobiles. The exhibition was organized by automotive historian, museum consultant and guest curator Ken Gross (who is also the first curator of LeMay—America's Car Museum).

Speed showcases a century of automobiles exemplifying premier aerodynamics, engineering, art and design of their eras—ranging from the menacing 1952 "Beast III" Bonneville racer to an ultra-cool 1957 Jaguar XK-SS Roadster once owned by ultra-cool Steve McQueen. The cars are on loan from some of the country's top collections, including the Price Museum of Speed; National Automobile Museum; Petersen Automotive Museum; Bruce Meyer; Peter and Merle Mullin; Jon and Mary Shirley; and the Larry H. Miller Family.

Art museums and cars have met before. You may remember the *Curves of Steel* show at the Phoenix Art Museum in 2007. Other recent art museum exhibitions in the US and Europe have included *Allure of the Automobile* at both the High Museum of Art in Atlanta (2010) and the Portland Art Museum (2011), as well as *L'Art de L'Automobile: Chef d'Oeuvres de la Collection Ralph Lauren* at Les Arts Décoratifs in Paris (2011). The first art exhibition of cars was *Eight Automobiles*, sixty years ago at the Museum of Modern Art in New York (1951).

This exhibition, however, is the first of its kind, examining automobiles not only as works of art and



A sampling of the priceless cars in this exhibition includes: at left: So-Cal Speed Shop Belly Tanker, Bentley and Ford Roadster; right first column: Stutz, Alfa Romeo and Peerless; right second column: Beast III, Mormon Meteor I and Mormon Meteor III.

design, but as objects of rich racing history. The featured cars were created by legendary engineers, distinguished designers and storied automobile companies; many are speed record-setters that were owned and raced by famous drivers and other notable people of their time. This is the first and only time these 19 cars have been seen together in one venue.

Many of the cars in *Speed: The Art of the Performance Automobile* have a special connection to Utah's famed Bonneville Salt Flats, where racers from all over the world traveled—and continue to travel—in attempts to break land speed records. The Mormon Meteor III (shown at lower far right) is perhaps the most famous Bonneville racecar. Designed and driven by legendary racer and former Salt Lake City Mayor David Abbott "Ab" Jenkins (1883-1956), it set more long distance land speed records than any other automobile in history, and it still holds 12 of them today.

The show also includes a free lecture series, a free film series co-presented by the Utah Film Center, auto-inspired seminars and a companion exhibition of photographs from the museum's collection, in the last gallery.

Speed: The Art of the Performance Automobile runs through September 16, 2012. www.speedumfa.com. ■





2013 Scion FR-S

\$24,200 SCION FR-S SPORTS CAR

Officials have pegged the price of the new Scion FR-S at \$24,200, as the highly anticipated sports car goes on sale. The FR-S—which stands for Front-engine, Rear-wheel drive, Sport—will compete with the Mazda MX-5 and the Subaru BRZ, the latter developed jointly with the FR-S. Configured as a 2+2 coupe, the Scion FR-S is powered by a new 2.0-liter boxer-style four-cylinder engine, which was also developed jointly with Subaru. The engine partnership combined Subaru's newly developed horizontally-opposed engine and Toyota's cutting edge D-4S injection system that incorporates both direct and port injection. The D-4S system uses a high 12.5:1 compression ratio to produce 200 horsepower and 151 pound-feet of torque. The flat-four engine mates with either a six-speed manual or an optional (\$1,100) six-speed automatic transmission with wheel-mounted paddle shifters and rev matching. The coupe's weight was minimized by using an aluminum hood, a solid roof, and by featuring a trunk design instead of a hatchback. The suspension is MacPherson struts up front and a double wishbone system in the rear, with lightweight 17-inch alloy wheels and ventilated disc brakes on all four corners. ▼



2012 Jeep® Grand Cherokee Altitude

JEEP LIMITED EDITION ALTITUDE

▲ After seeing a Grand Cherokee concept in January at the Houston Auto Show, more than 100,000 consumers made suggestions for its name, then voted online to call it the "Altitude." Jeep is now producing the trim on three limited edition models, which went on sale this spring: the Jeep Grand Cherokee Altitude, Jeep Compass Altitude and Jeep Patriot Altitude. The edgy look includes a variety of exterior design changes to create a unique custom model with an aggressive chrome and blacked-out look, executed in five available colors: Deep Cherry Red, Brilliant Black, Mineral Grey, Metallic Silver and Bright White. Interiors get a special treatment too, along with upgraded accessories. Altitude pricing for two-wheel drive models starts at \$20,240 for the Patriot, \$22,190 for the Compass and \$35,595 for the Grand Cherokee. All three are also available with four-wheel drive.

FOUR-MOTOR 190 MPH ELECTRIC CAR

A small company in Croatia has developed a supercar concept that is capable of accelerating from 0 to 62 mph in only 2.8 seconds, along with having a top speed of 190 mph. The Concept One, by Rimac Automobili of Sveta Nedjelja, Croatia, near Zagreb, plans to start shipping the Rimac sports car in 2013 with

production of the first model limited to 88 vehicles. The Concept One has a carbon-fiber body with a curb weight of 3,638 pounds and is propelled by four electric motors—one at each wheel—which produce a total of 1088 horsepower. The motors get their power from 92kWh of energy in the battery modules, which the company claims can provide enough juice for a range of up to 370 miles. Rimac developed the unique powertrain, divided into four sub-systems, each consisting of one motor, inverter and reduction gearbox. Each system drives one wheel, working independently from the others. It's called All Wheel Torque Vectoring and it allows a new approach to vehicle dynamics. For more information, visit www.rimac-automobili.com.

BOOKS: FORM FOLLOWS FUNCTION

Form follows function is not only a guiding principle of architectural and industrial design, but it's the title of Stuart Coding and James Mann's beautiful book, *Form Follows Function: The Art of the Supercar*. Author Coding and renowned automotive photographer James Mann take 20 of the most significant supercars of all time into the studio and dissect them into 224 pages of art. Photographed without scenic distractions, each of the 197 color photos in the book becomes an individual

work of automotive art. The book shows the engineering brilliance of these cars in detail. The cars bear the greatest names like Ferrari, Lamborghini, Bugatti, Maserati and Aston Martin. Each selection is documented with historical and technical profiles by Coding along with commentary from famed automotive designer Frank Stephenson. The large size hardback book (12.25 x 10.75 inches) is published by Motorbooks, a division of Quayside Publishing Group. It sells for \$40, and is a must-have for any supercar enthusiast's library or coffee table. *Form Follows Function* is available in bookstores or online at Motorbooks.com.

CADILLAC XTS WITH CAPLESS FUELING

Four years ago, Ford Motor Company was the first to introduce a new system to add gasoline to a vehicle without removing a cap, and now that system has spread to most of the Ford lineup. Now General Motors is announcing the introduction of a capless fueling system on the new Cadillac XTS luxury sedan. Because fuel systems must be fully sealed, a loose cap can trigger a "check engine" light and lead to a service visit. The 2013 XTS doesn't have a traditional twist-off cap hidden behind its fuel door. Because of this, the

KEEP RIGHT >>

Lamborghini Urus concept



door itself doesn't need to accommodate a hand and was designed to be smaller and less noticeable on the XTS's sheet-metal. Despite having no cap, the system meets all fuel system sealing regulations. When a fuel nozzle is inserted, it pushes aside a set of two doors, each locking fuel in with a rubber seal around its edge. The two doors are designed to assure the system will remain airtight through years of ownership. We expect the capless fueling system will be a fixture on most GM vehicles in a few years.

LAMBORGHINI SHOWS SUV CONCEPT

▲ Lamborghini chose the Beijing Auto Show to pull the cover off its latest SUV concept—the Urus. Stephan Winkelmann, President and CEO of Automobili Lamborghini, referred to Urus as the ultimate super athlete in the SUV segment. He said Lamborghini is looking to change the dynamics of the category with a unique design, innovative interior and spectacular performance in a vehicle that can be used as an everyday driver—by the very rich. The engine is expected to have around 600 horsepower and will use lightweight design technologies. Lamborghini claims the Urus will offer the lowest CO₂ figure of all comparable vehicles. Urus has four generous seats, a versatile luggage compartment, variable ground

clearance and permanent all-wheel drive. The interior uses innovative materials including Lamborghini's patented Forged Composite® carbon fiber technology. Target markets are primarily the US, the United Kingdom, Germany, Russia, the Middle East and China. Annual production could be around 3,000 vehicles.

NISSAN EXPANDS VAN LINEUP

Now that Nissan has established a US beachhead in the commercial van market with the introduction of the full-size NV van series last year, the company is taking the next step with the addition of an all-new NV200 Compact Cargo Van. The smaller NV200 van fits the needs of businesses that don't need the space of the massive NV van and are looking for a compact, efficient alternative to larger, less fuel-efficient vehicles. The compact NV200 has been highly successful in more than 40 countries around the world, receiving acclaim from both users and media alike for its optimal functionality and smart design. For the North American market, the NV200 has been adapted from its world market sizing and extended by 7.9 inches to produce a larger 123 cubic foot cargo area. The NV200 is 186.2 inches long, making it just a few inches shorter than the Nissan Murano crossover and about six inches longer than the Ford

Transit Connect van. A 2.0-liter 16-valve DOHC 4-cylinder engine driving the front wheels through Nissan's responsive and efficient Xtronic CVT® transmission powers the 2013 Nissan NV200.

SUPER-FAST STOCK CAMARO ZL1

One of the magic numbers in drag racing is having a car that will run the quarter-mile in under 12 seconds—and that's exactly what a showroom-stock Chevrolet Camaro ZL1 will do. In tests run by Chevy engineers recently, both the manual and automatic transmission versions of the Camaro ZL1 ran the quarter mile in under 12 seconds. The automatic did an 11.93-second/116-mph quarter-mile elapsed time, and the manual ran an 11.96-second ET at 117 mph. Only a few other production vehicles can run the quarter-mile as quickly as the ZL1. Fewer yet can also run 0-60 in 4 seconds, reach a top speed of 184 mph and lap the famous Nurburgring racetrack in German in 7:41.27—all with street-legal, factory-issued components. The Camaro ZL1 has a suggested retail price of \$54,995, including a \$900 destination charge. The 6L90 six-speed automatic transmission includes TapShift control and is a \$1,185 option. A Camaro ZL1 convertible goes on sale this summer.

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2013 Chevrolet Sonic LTZ Hatchback

CHEVY SONIC ECOTEC TURBO W/AUTO

▲ One of the best features of the new Chevrolet Sonic has been its fuel-efficient Ecotec 1.4-liter turbo engine, but it was previously limited to a manual transmission. Now it's not. Sonic's Ecotec 1.4L turbocharged engine and six-speed manual transmission achieved a 0-to-60 mph time of 7.8 seconds, according to independent testing – faster than the comparable 2012 Ford Fiesta, Honda Fit and Hyundai Accent. The Sonic with the turbo-automatic combination went from 0 to 60 in about eight seconds. The 2012 Chevy Sonic Ecotec 1.4L turbo six-speed automatic gets an EPA rating of 29 mpg city and 37 mpg highway, and the manual gets 29/40. "Traditionally, turbocharging was used to enhance the performance of engines, but today it is as much about fuel economy as a 0-to-60 time," said Bob Benedict, assistant chief engineer for the Ecotec 1.4L engine. "The turbocharger provides high-pressure airflow for high torque to boost the vehicle and give the driver a fun driving experience with improved fuel efficiency."

JAGUAR LAND ROVER CHINESE JV

Jaguar Land Rover, which is owned by India's Tata Motors, announced they have finalized the details on a joint venture with Chinese automaker Chery, to build

and sell vehicles in China. If the plan goes through, the joint venture will establish a joint research and development facility, manufacture Jaguar, Land Rover and JV-branded vehicles and engines, and sell the products created by the joint venture. Sources familiar with the endeavor say the two companies may invest as much as \$3 billion over five years. The same sources said \$1 billion of the funds would go toward building a new factory, from \$500 million to \$1 billion would be used to establish the new brand and \$1 billion would be used for R&D. The joint venture agreement is subject to approval by the Chinese government.

RAM GETS AN 8-SPEED

ZF, the famous German transmission maker, announced they will be supplying 2013 Ram 1500 pickup trucks with eight-speed automatic transmissions. An eight-speed automatic will be standard equipment on Ram trucks with the award-winning Pentastar 3.6-liter V6 engine. The efficient new engine and transmission combo is expected to deliver best-in-class fuel economy. The eight-speed (8HP) will also be offered on the famous 5.7-liter Hemi V8. In keeping with Chrysler tradition, the new transmission will be called the TorqueFlite 8. The 8-speed automatic transmission is designed to work in con-

junction with the Ram 1500's stop-start technology. This function is enabled by the development of hydraulic impulse oil storage (HIS), which supplies hydraulic oil the transmission's shift elements need for starting. When the engine is switched off, it allows for a quick engagement—as is required with the stop-start function. The stop-start function of the hydraulic impulse oil storage makes it possible to reduce fuel consumption by 3.3 percent.

DYNAMICS OF BMW'S SMALLEST SUV

BMW's latest and smallest SUV, the X1, has sport sedan dynamics with a state-of-the-art powertrain, innovative features and a sophisticated upscale interior. Arriving at US BMW showrooms this fall, there have been more than 275,000 sold already worldwide. BMW's newest 2.0-liter TwinPower Turbo four-cylinder engine powers both the X1 sDrive28i and xDrive28i. The 240-hp engine is mated with BMW's latest 8-speed Steptronic automatic transmission. Zero-to-60 mph times are expected to be in the low six-second range. Fuel economy estimates are 24/33 mpg city/highway for the two-wheel drive and slightly less for the four-wheel drive. BMW's 3.0-liter twin turbo inline six-cylinder engine will also be offered in the North American market along with a six-speed Steptronic auto-

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1938 "Mormon Meteor III." Courtesy of Price Museum of Speed, Salt Lake City, Utah.
Image © Peter Harholdt.

2013 Ford Explorer Sport



matic transmission. Rated at 300 hp, the X1 xDrive35i logs a 5.3-second 0-to-60 mph time, according to the manufacturer, with fuel economy at 21/27 mpg. The BMW X1 sDrive28i and X1 xDrive28i will retail for \$31,545 and \$33,245 respectively while the X1 xDrive35i will start at \$39,345. All prices include an \$895 destination and handling charge.

HIGH PERFORMANCE FORD EXPLORER

▲ Ford is adding its first-ever high performance version of the Ford Explorer SUV later this year. Taking advantage of the powerful and economical twin-turbocharged EcoBoost® V6 engine, the new Ford Explorer Sport boasts 350 horsepower and four-wheel drive with a Terrain Management System™. Even with the powerful new engine, the 2013 Explorer Sport is projected to return best-in-class fuel economy of up to 16 mpg in city driving and 22 mpg on the highway. To give the driver more control, the Explorer Sport has a paddle-shifted six-speed SelectShift Automatic™ transmission with a unique 3.16-to-1 final drive ratio to provide the balance of responsive acceleration and economical low-rpm cruising for better fuel efficiency. The Sport is distinguished by subtle design cues including blacked-out headlamp and taillamp treatments, unique 20-inch painted and

machined wheels and special grille with low-gloss Sterling Gray mesh. It's available in four colors: Ruby Red metallic clearcoat, White Platinum metallic tri-Coat, Tuxedo Black metallic and Ingot Silver metallic. The interior has a high-end feel with charcoal black leather-trimmed seating with available contrasting sienna inserts.

TOYOTA UNWRAPS NEXT AVALON IN NY

Reconceived for a new assault on the premium midsize sedan segment, the all-new 2013 Toyota Avalon will offer improved dynamic performance, refinement and a spacious, comfortable interior with a new level of convenience technologies. Its striking design was created by a young team of designers from Toyota's Caltex Design Research Inc. facilities in Southern California and Michigan. The new Avalon is a bit more compact, yet displays better proportions, with a longer, sloping roofline, flared front fenders, reduced front and rear overhangs, and lower vehicle height. Structural and chassis changes will improve ride quality, straight-line stability and handling should make it more of a driver's car. New safety features include a rearview monitor, available Blind Spot Monitoring system and a new Rear Cross Traffic Alert system (RCTA) that can alert drivers of cross traf-

fic when they are backing up. The 2013 Avalon will be assembled at Toyota's facility in Georgetown, Kentucky.

CADILLAC HANDS-FREE "SUPER CRUISE"

Cadillac engineers are testing a feature that could ease a driver's workload in freeway traffic. The new system—called "Super Cruise"—works like an autopilot on an airplane, allowing the driver to relax, while the system steers, brakes and centers the car in its lane while driving, under certain optimal conditions. Super Cruise is designed to ease the driver's workload on the freeway, in both bumper-to-bumper traffic and on long road trips by relying on a fusion of radar, ultrasonic sensors, cameras and GPS map data. The key to delivering semi-autonomous capability is the integration of lane-centering technology that relies on forward-looking cameras to detect lane markings and GPS map data to detect curves and other road characteristics, said John Capp, GM director of Global Active Safety Electronics and Innovation. The system will still have operational limitations based on external factors such as weather and visibility of lane markings. When reliable data is unavailable, the driver will need to steer. The technology could be ready for production vehicles by mid-decade. ■



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MADE FOR THE OPEN ROAD

BY JOE SAGE

LEFT TO RIGHT, ABOVE

CHEVROLET CORVETTE Z06 CENTENNIAL EDITION

VOLKSWAGEN GOLF R

NISSAN GT-R BLACK EDITION

MERCEDES-BENZ S63 AMG

ENGINE	HP	TRANS	DRIVE	WEIGHT	0-60 MPH	MPG	BASE
7.0L V8	505 hp	6-spd manual	RWD	3175 lb	3.7 sec	15/24	\$ 75,600
2.0L I-4	256 hp	6-spd manual	AWD	3286 lb	5.6 sec	19/27	\$ 33,990
3.6L V6	545 hp	6-spd dual-clutch	AWD	4669 lb	2.9 sec	16/23	\$106,320
5.5L biturbo V8	536 hp	7-spd auto	RWD	4916 lb	4.3 sec	15/23	\$140,000



Other vehicles in the group that day included the new Volkswagen Beetle, Jaguar XJ, Chevrolet Malibu and Hyundai Genesis Coupe (which is reviewed elsewhere in this issue).

The Bell Lexus Copperstate 1000 Road Rally (see next feature) is an opportunity for some of the rarest and most powerful vintage road machinery to come to life on the highways of Arizona. This year, we also brought some of the rarest and most powerful new road machinery to life during the Copperstate, as we rotated turns driving the following four vehicles from Fountain Hills up the Beeline Highway (AZ 87), down AZ 188 to the event's lunch stop at Roosevelt Lake, and back.

Chevrolet Corvette Z06 Centennial Edition: This was our first drive of the day, for 50 miles up the Beeline to the AZ 188 cutoff. Distinguished by its 7-liter V8, the Z06 has an aluminum frame, balsa wood/carbon fiber floorpan and other weight-saving features. This Centennial Edition has Carbon Flash black paint, special black/red 20-inch wheels and a Louis Chevrolet 100th logo. A manual coupe only, the Z06 gives you a lot of what you'd get in a ZR1, but for \$36k less and with a bit more daily driver comfort. It's joined in 2013 by a Corvette 427 convertible with, of course, the same 7-liter (427) V8.

Volkswagen Golf R: Our drive for 40 miles on wide open two-lane AZ 188 to lunch, the Golf R is basically the much-wished-for return of the VW R32, with a potent engine, all-wheel drive, and this time a manual transmission. Recognizable by its large air intakes, widened wheel arches, aero door sills and dual exhaust, it has a turbocharged 4-cylinder engine that makes it the fastest production VW in the US. We had a blast driving this car, not even counting its great price comparative. And that price? This VW outperforms many cars of twice its price and gave us as much fun as any. We'd buy one.

Nissan GT-R Black Edition: Reviewed more extensively elsewhere in this issue, the GT-R far exceeds high expectations, a buttoned-down performer which amazes on so many levels. Its reputation precedes it—for one thing, holding the Guinness World Record for fastest 0-to-60 production four-seater—and it has earned that honor, no question. Whoa.

Mercedes-Benz S63 AMG: After the other three highly sporting smaller and lighter machines, the big Benz might sound like a living room experience, but this is the AMG. (Mercedes-Benz also makes an S65 AMG with a 625-hp V12 at a base price of \$212,000, but the S63 is plenty potent.) For the last 50 miles down the Beeline and into town, this was a great way—powerful, comfortable, commanding—to wrap it up. ■

VINTAGE GETS REDEFINED

STORY BY LARRY EDSALL
PHOTOS BY LARRY EDSALL AND RANDALL BOHL

Photo: Larry Edsall

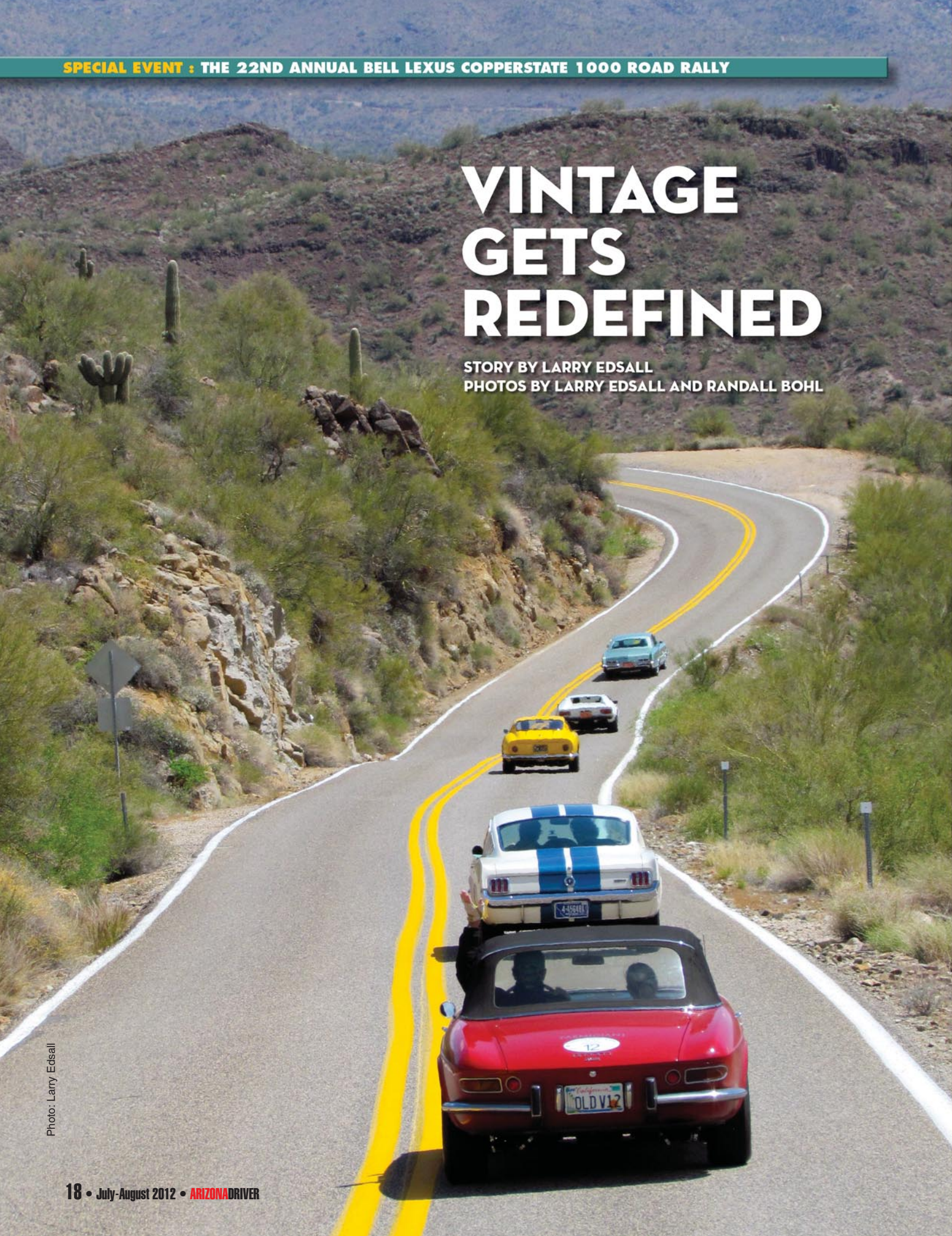


Photo: Randall Bohl [1]

A 1963 Buick Riviera leads a group of traditional sports cars on a winding mountain road in between Bagdad and Flagstaff (opposite page). The Copperstate 1000 again launched from Tempe Diablo Stadium (this page top and bottom) and included a scenic drive to and from Flagstaff (middle).

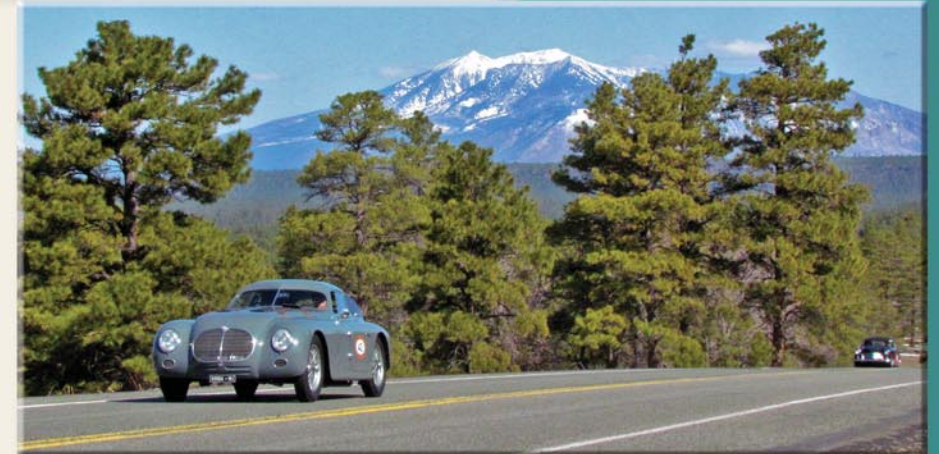
There was something different about this 22nd running of the Copperstate 1000 vintage sports car rally. Several of the more than 70 participating vehicles were not quite what you'd define as sports cars.

Now, it's typical for a couple of such cars to show up. For example, every year, Ed Marshall brings his 1966 Pontiac GTO, and there are usually a couple of vintage American classics on the cruise; this year they included 1935 Auburn 851 Phaeton and a 1937 Packard 12507 Dietrich Victoria convertible.

And, again as usual, Ferraris and Shelbys—Mustangs and Cobras—and Corvettes and Jaguars and Porsches comprised the majority of the Copperstate contingent.

And there were the breathtaking sports cars, including the 1942 Alfa Romeo 6C 2500 SS—one of only six left on the planet—with its Aerodynamica bodywork, and the 1956 HRG—one of only four built with the Le Mans Twin Cam engine—and the bright red over white 1954 Arnolt Bristol, the 1957 Jaguar Cozzi Special, the 1956 Jaguar D-type racer, the stunning 1953 Viganle-bodied Ferrari 212, the 1955 Kurtis 500 from the famed Mexican road race,

KEEP RIGHT >>



Photos: Larry Edsall [2]



Historic vehicles (far left), American classics (left) and European sports cars (below) participate in the 22nd Annual Copperstate 1000 Road Rally.

and even a trio of rare Porsche 911 RSs.

But what was different this year was the presence of some relatively late model Detroit iron—late meaning 1960s because no vehicle built after the 1973 model year is eligible for the trip. For example, not only was there Marshall's GTO, but a 1967 "goat" as well, plus a 1963 Buick Riviera, a 1969 Pontiac Firebird, a 1964 Pontiac Bonneville convertible and even a 1959 Chevrolet Impala convertible with a Continental kit.

"I was somewhat shocked when they accepted my entry" admitted Craig Stull, owner of the powder-blue '64 Bonneville.

Stull built his Bonneville as a tribute to his mother. As a teenager back in Dayton, Ohio, he had learned to drive—"and to parallel park"—in his mother's powder-blue '64 Bonneville convertible.

Stull hunted for but couldn't find a '64 Bonneville convertible in the same interior and exterior color combination, so he finally bought what he thought was a well-restored one that was painted burgundy on the outside and had a black interior.

Turns out the frame was fine, but once the exterior paint was removed, Stull discovered the body needed a lot of work. Stull's restoration figured to take two years, but Stull hadn't figured it would take an extra year to find the right exterior door panels.

But the car was finished, and Stull thought "it would be fun" to take it on the annual 1000-mile rally around Arizona, so he applied—and, to his pleasant surprise—was accepted by the organizing committee.

Stull was not alone among those who thought the event would be fun and participated for the first time. Some 40 percent of the starting field was newbies. Some, such as Stull, brought American, but others, such as London-born New Yorker Phillip Toledano, brought exotics, in Toledano's case, a 1968 Iso Rivolta Grifo.

Some sports car purists may not have been thrilled with such less exotic, less than svelte American cars, but others welcomed them.

"This rally is all about people driving cars that people like seeing on the road," said Rick Rome, whose 1957 Jaguar Cozzi

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Roosevelt Lake is the backdrop for a lunch stop on the rally (below). In addition to the Ferraris (top left) and Jaguars (lower left), there were American beauties (lower right) and even a Datsun 240Z.

Special was among the most exotic of the Copperstate contingent.

"And the people at the stadium loved the muscle cars," added his wife and co-driver, Nancy.

"The stadium" would be Tempe Diablo Stadium, spring training home of the Los Angeles Angels baseball team and the place from which the Copperstate 1000 launches its drive, which this year went from Phoenix on a roundabout route north to Flagstaff, then south to Tucson and on to just north of the US-Mexico border before coming back to Phoenix.

The Copperstate 1000 is organized by the Men's Arts Council as a fund-raiser for the Phoenix Art Museum (money also is raised each year for the 10-90 Foundation, which helps the families of Arizona state troopers who have been injured or killed in the line of duty).

Among the MAC's many road-rally innovations is the "Field of Dreams" car show which arrays the 70-80 Copperstate cars around the baseball field's warning

The Copperstate vintage rally gives drivers an opportunity to turn back the clock (top), gives spectators a chance to get up close to historic cars (lower left and right), and includes eight Arizona Dept. of Public Safety motorcycle troopers to make sure everyone drives safe and sound.

track, puts customs and hot rods on the stadium's mezzanine, and opens the stadium parking lots to local cars clubs and car collectors for what has become one of the area's major car shows.

This year, there was Detroit iron not only in the parking lot but arrayed around the baseball field.

Pointing to the Pontiacs and Buick and big Chevy convertible, one of the of Copperstate participants explained, "These are the cars that people can say, 'that was like my first car' or 'that was like the car my dad had,' and very few people are going to say that about a Ferrari 212."

Ironically, it was Marshall, the Copperstate regular and GTO driver, who expressed any displeasure with the Detroit-built newcomers.

"I get to see these all the time," he said. "I like to see the exotic foreign cars [on the Copperstate because] I don't see them all the time." ■



Photos: Randall Bohl [3], Larry Edsall [orange Datsun]

Photo: Larry Edsall

Photos: Randall Bohl [3]

Photo: Randall Bohl



EXCEEDING EVEN ITS REPUTATION

Years of anticipation pay off

BY JOE SARGE

Nissan is in the middle of a huge update of its product lineup. Altima and Pathfinder will be all new for 2013, announced by the time you read this, Sentra next after those. The 370Z (Nissan's other sports car, or set of sports cars, including coupe, roadster and NISMO), is having sheetmetal and features refreshed.

There are a few details new in the Nissan GT-R for 2013. The car's advanced 3.8-liter twin-turbo V6 has been retuned to 545 hp and 463 lb-ft of torque, a rise of 15 points for each. The car's suspension tuning has been revised. There is a new handmade dry carbon fiber rear spoiler (only on the Black Edition), and a backup monitor has been added as standard.

But mostly they have left the GT-R just as it was: a very complete and winning formula.

Our test car was the revised 2013 model, and it was the Black Edition.

The Nissan GT-R carries a base price of \$96,820 for the Premium model, or \$106,320 for the Black Edition. That extra \$9,500 for the Black Edition buys you the aforementioned spoiler, super lightweight black forged alloy RAYS® wheels (20 inches, 9.5 wide in the front and 10.5 wide in the rear), plus black and red Recaro

leather-appointed front seats, with matching red leather on the door pulls and shift lever. Those are all appealing features, so we would say as long as you're spending this much money, go for that package.

The only available options are [a] a Super Silver Special Metallic paint for \$3000 and [b] floor mats for \$285. Our test car came in Solid Red paint, and we would be just fine with that. And it had the floor mats, so with \$1000 destination (pricey—are these actually harder than average to deliver?), it was out the door for \$107,605 before taxes and registration.

We're not surprised to find such a short options list. From the moment you get in this car, through the first quarter mile and the next hundred or thousand miles, you are unlikely to think of anything you would remove, nor anything you would add—other than perhaps a full manual transmission.

The GT-R comes with a dual-clutch 6-speed paddle-shift transmission, a manual but without that third pedal. We are grudgingly willing to accept the concept that this car—with its 2-point-something-second 0-to-60 acceleration time—is just too much for a manual to handle. Or at least it would be underperforming, by that measure. The dual-clutch system consumes just 0.15 seconds between shifts. But still....

As for that 2-point-something acceleration time, search online and you will find a great many who can beat the official 2.9 seconds. And with numbers like that, on a car like this, everyone will keep trying. After all, the GT-R holds a Guinness World



KEEP RIGHT >>

Record as the fastest 0-to-60 production four-seater.

We're among the first to note that electronic features are in an era of some overkill, in a lot of cases, and we often praise Nissan for keeping this under control. But in the GT-R, electronics are applied as they might be by NASA: prodigiously, with great purpose and with stellar results. The transmission is one example, with R, normal and save modes—appropriate for, respectively, maximum performance and quickest shifts; road smoothness; or long-distance highway driving, also useful on slippery surfaces.

Those slippery surfaces also benefit—as does dry road or track performance—from the GT-R's full-time all-wheel-drive system—with a rear-mounted transaxle that integrates the transmission, differential and AWD transfer case, a carbon-composite propeller shaft and high-performance mechanical limited-slip differential.

This works with Nissan's Vehicle Dynamic Control (VDC), the car's electronic stability system, which also has electronics highly involved. VDC has R, normal and off modes—for performance driving, daily driving, or off for when you're stuck in mud or snow.

The GT-R's four-wheel independent suspension has a Bilstein DampTronic system which is also controllable through R, normal and comfort modes.

Brakes are codeveloped Nissan/Brembo 15.4" (front) and 15.0" (rear) full-floating drilled rotors featuring diamond-pattern internal ventilation, with 6-piston (front) and 4-piston (rear) calipers. These stop the car in barely over 100 feet—and look great.

Three switches on the instrument panel allow you to make on-the-fly adjustments to the suspension, VDC stability control and dual-clutch transmission.

What wins us over with the GT-R's electronics is not only their implementation, but the interface. As soon as we sat down, we were impressed with the apparent analog gauge layout, and it's all the better for being digital, as this allows you to change what you're displaying, contextually or on a whim. Nissan is not the only one to use digital displays to mimic analog gauges, but they do it so well. There are eleven screens available, and four customizable displays.

With all this performance emphasis, the GT-R has not in the least ignored creature comforts. Besides the firm and comfortable Recaro seats and a great interior layout overall, the car has touchscreen or voice-activated nav (with XM NavTraffic and NavWeather), Bluetooth™ hands-free phone and wireless (or USB) audio streaming with steering wheel controls, feeding a Bose eleven-speaker system with dual subwoofers at the rear seats.

The Nissan GT-R is one of the few cars that can make that Panamera driver in the background jealous.

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THE ONE AND ONLY NISSAN GT-R

Our first time with the Nissan GT-R was during the Copperstate 1000 Road Rally this spring. We drove multiple high-performance cars and special editions that day (see page 16), and this was our steed from lunch at Roosevelt Lake, back up AZ 188 to the Beeline Highway. We took turns on that stretch with another driver—a licensed racer, in fact, which was a big plus. As much fun as we had driving the GT-R, we had easily as much fun handing it over to this other driver, who pushed it to every limit you can on a public highway. We were happy to know we would be visiting with the car again, for several days a few weeks later.

No matter how much you drive this car, your appetite remains whetted. It's the kind of car with so much com-

fort, control and performance that you want to just stay in that seat and drive it coast to coast, right now.

A Nissan GT-R was available for years in Japan, as the righthand-drive Nissan Skyline GT-R—well known to enthusiasts as a costar in the *Fast and Furious* films, and sought after (and secured) by a handful of Americans with not only the cash but the connections to get their hands on one. First produced in the late '60s and early '70s, it was resurrected in 1989, in Japan. Enthusiasts clamored for it to come to the US, and it finally arrived on our shores in 2008.

Top Gear has called the Nissan GT-R Japan's only supercar, and its host Jeremy Clarkson has identified it as one of the best cars in the world. To anyone who has followed it for the last two decades or more, the Nissan GT-R will always stand out from the crowd. At the same time, it avoids the ostentatious (and yet familiar) appearance of, say, a Ferrari or Lamborghini in traffic. You might say it works like a hand-made Aston Martin used to work, when there were only a few on the roads—understated, performance-elegant and potent as all getout.

Unlike most any of its competitors, the Nissan GT-R is a car you don't see every day. Don't ever let one pass you by without a special nod. ■



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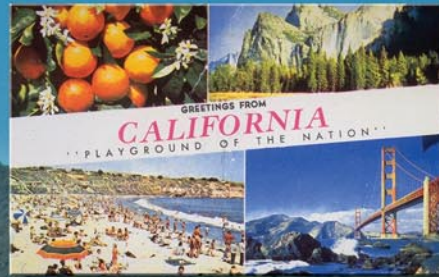
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XTS ecstasy

Cadillac more than replaces
two cars with one new one

by Joe Sage



For anyone who hasn't noticed, Cadillac has undergone a red-hot, blood-pumping transformation over the past decade. It started in 2002, when they introduced the Art and Science design language in an all-new CTS, with rear-wheel drive, and with Led Zeppelin—even if they were from 30 years prior—pounding out the then-uncharacteristic rocking soundtrack for a new generation of Cadillac. People who hadn't noticed may be those who hold an image rooted in the DTS and the STS, the staid and conservative full-size sedan offerings Cadillac had kept going through 2011, while the rest of the brand learned to rock. Now, Cadillac turns the final page in the lineup's transformation: introducing the Cadillac XTS.



Cadillac will tell you that the new XTS does not replace the STS and/or the DTS. Those two full-size sedans did drop out of the model lineup after 2011, though, and this full-size sedan now launches. Cadillac vice president of marketing Don Butler tells us, "I like to look at (the XTS) as a bridge vehicle, in the sense that it will be very satisfying to those customers who know and love Cadillac today in the DTS and STS. This is not a replacement for those vehicles, but the attributes of XTS will very much appeal to those customers. At the same time, it helps us attract consumers who may not necessarily be looking at Cadillac. They may be looking at the Audi A6 or Mercedes-Benz E 350, but because of what we've done in terms of the design, in terms of technology, in terms of what we call confidence, the XTS is simply a beautiful and stunning vehicle." True enough.

Cadillac XTS design and styling

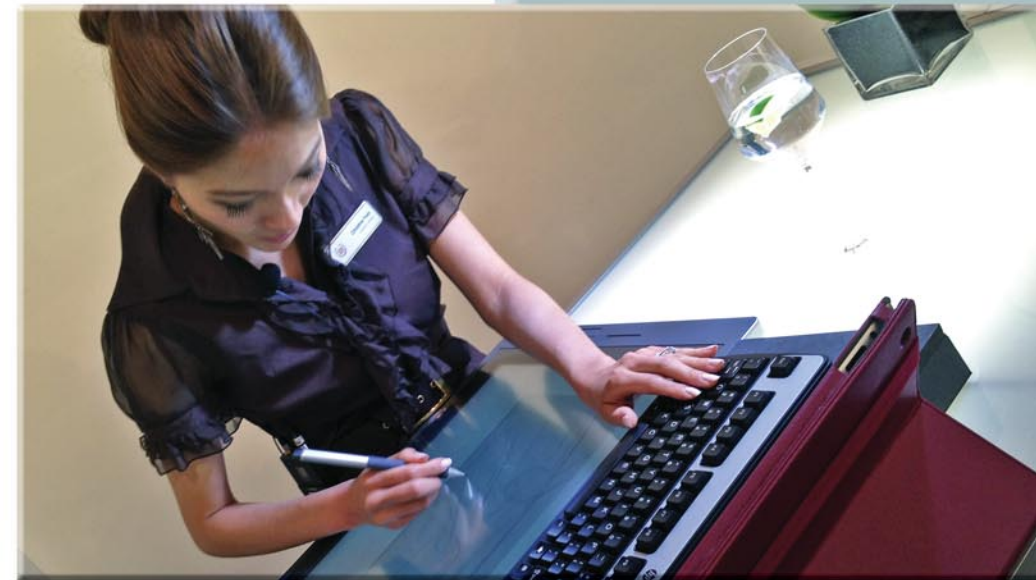
One of the first things anyone would note is the car's beautiful execution. Designer Christine Park has delivered a solid combination of gorgeous-hot Cadillac Art and Science body language, with the presence of a full-size luxury sedan. Design details abound, large and small, but none are superfluous and all will delight. We found some new detail each time we approached the XTS. We mentioned the interior door handle to her as one example. She explains, "Art and Science is the seamless integration of technology in an artful, expressive manner. When you look at the door handle in the interior, not only is it beautiful, but it feels right in your hand. Luxury is very experiential, right? When you look at it, it looks good, but the real test becomes when you actually use it. The door handle is a beautiful sculpture, and it feels good in your hand, as well." Yes, it does.

CUE: the Cadillac User Experience

Technology runs deep throughout the new Cadillac XTS and includes CUE—the new Cadillac User Experience—which, though it can't speak for itself, has become very good at listening.

Intuitive, contextually aware and highly customizable, the CUE system—included on all model levels—seems to demonstrate an appreciation for what has made the best smartphones and tablets most appreciated by their users. If tech device overkill has been a problem in some vehicles, Cadillac has figured out where to draw the line. Cadillac has often put controls off to one side, for settings you may seldom need. Good thinking: leave the primary ongoing options clear of clutter. An electronic touchscreen interface, with its contextual nature, can encourage engineers to apply it to everything imaginable. But a clever designer knows this approach can work against itself. And on this, Cadillac has been clever.

CUE concentrates on telephone, audio and navigation functions (including weather, which is XM-generated and can overlay the nav). CUE design manager Stuart Norris explains how the climate system, for example, was best done with conventional controls: "We came to the conclusion that we have full climate functionality here. I can control all of this just by simple taps, I can sync it all here, and I can also control temperature and fan all from here, as well, and people are completely happy to use manual controls to control their HVAC. If



GM Creative Designer Christine Park (top) demonstrates the form and discipline that has led to many superb style details throughout the new Cadillac XTS.

we instead put our energy into stuff that takes a long time to execute and can be taxing on the driver, like looking through all my phone contacts or going through 2000 different songs on my iPod, that's much better value for the customer than turning my temperature up."

The CUE system includes an eight-inch screen in the center stack, a faceplate below that screen, and steering wheel controls for redundant access. Based on capacitive touch—the technology behind the best tablets and smartphones—CUE has a wide range of gesture recognition, and another industry first: haptic feedback. This is the sense that as you pass your fingers

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(At left, top to bottom): Cadillac CUE design manager Stuart Norris gives an in-depth demonstration of CUE's touchscreen, gesture, haptic, voice-recognition interface; US marketing VP Don Butler runs through a thorough analysis of the XTS's features and positioning; and XTS lead engineer Bill Peterson explains the inner workings of Magnetic Ride Control.

mands required by many systems—"computer > music > play > artist > song > confirm"—CUE recognizes keywords, regardless of their context. As Norris says, for example, he could yell out, "for the love of Pete, can you just play me some Black Keys?!" CUE hears "play" and the artist, and up comes the music. Equally amazing is its ability to know when pertinent words have been spoken and he has just reverted to conversation. We doubt any system will work flawlessly every time, but we spent a good 20 minutes challenging CUE's voice recognition and had consistently successful results.

Each XTS buyer will receive an iPad with their new car, containing an application that recreates the CUE screen and its functions. (It's also available for shoppers to experiment with at the dealership.) As marketing VP Butler points out, "we think that's a very cool way of not only teaching about CUE itself, but, for those who may not be comfortable with touch gestures and tablets in general, will familiarize them with that interface."

Cadillac XTS drivetrain

The new Cadillac XTS is a front-wheel-drive sedan, also available with all-wheel drive. Front-drive might not be our first choice, though all-wheel very well might. (The no-longer-extant STS was a rear-driver, but the larger DTS was a front-driver.) Cadillac of course has cross-platform reasons for going this route. Special attention has been given to the axis of the front wheels, and in our extensive driving—urban, rural, hilly, curvy and fast—we experienced no torque steer characteristics.

The Cadillac XTS's engine is an LFX 3.6-liter V6, rated at 304 hp and 264 lb-ft of torque. Lightweight features include integrated cylinder heads/exhaust manifolds and a composite intake manifold. The transmission is a HydraMatic six-speed automatic with tap-shift controls, and the available Haldex all-wheel-drive system has an electronic limited-slip differential.

The net result is a 4004-pound full-size luxury sedan

that achieves almost 30 mpg (28 mpg highway with FWD, 26 mpg with AWD, and 17 mpg city).

The XTS achieves those stats while delivering a modern luxury ride—not the cushy wallowing of twenty years ago, but rather a firm and solid road experience. One key to this is Cadillac's Magnetic Ride Control, standard across the XTS lineup. Butler says, "the reason we're doing it here is it enables us to deliver a no-compromises handling and drive equation. You have a comfortable ride without handling that compromises control or is not crisp. That's what we're able to do with MR Control. For sport mode, push the shifter all the way back to M, and tap-up/tap-down on the steering wheel. What that does is it lets you adjust the MR and the steering for a little bit more precise steering. The system will adjust in automatic mode as well."

Bill Peterson, Cadillac XTS lead development engineer, explains that the Magnetic Ride Control system is the dead opposite of any "random floating around. You've got a certain level of viscosity to the fluid, basically pistons inside the shock, so it goes back and forth very easily with no effort really, essentially changing the viscosity. The whole damper is charged. You can do that to varying degrees, and you can do it very, very quickly: the Magnetic Ride Control system is reading the road about once every millisecond. It really provides us a great tool for tuning this car: body, motion control, wheel control. Going down bumpy roads, you can have that nice, luxurious ride, and if you want to get more aggressive with it, a little more sporty, you can turn on that damping." All four wheels have individual Magnetic Ride Control dampers.

Says Butler, "We use two 'C' words for this car: confident and composed."

Cadillac XTS on the road

Our drive route was legendary, largely familiar and ideal for the mission. We started in the Hollywood Hills, headed to the Pacific Coast Highway, then north through Malibu, up into the Santa Monica Mountains, inland through a variety of sweepers and climbers, along Mulholland Drive, and ultimately back to Hollywood with even some freeway time on the final leg. We loved it. This car is a keeper, with a spacious yet crisp cabin and solid ride that can make you feel as though you're

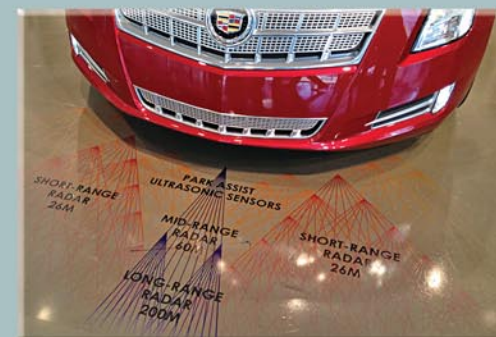


in a Rolls-Royce and a Corvette at the same time.

Marketing VP Don Butler rode along with us and explained, "Today's DTS average customer age is 67, and STS is 62. The average age of the luxury buyer overall is 55. For the new XTS, we expect upper 50s." And what about those customers who have been used to the staid and conservative DTS and STS? Is Cadillac abandoning any market? Are they figuring this will be a new market? Well, as times and tastes have changed, so has this market. Butler goes on to explain, "This is really a bridging vehicle. Consumers who like the Cadillacs they're in now will love this vehicle. But it's also modern enough, with enough new technology, and in terms of the styling, it'll bring in new customers as well... customers who are looking at A6s or Mercedes..."

So you're not going to lose anybody, we asked? "Where are they gonna go?" asked Butler, rhetorically. "Where are they gonna go?" The generations have shifted, and Cadillac's move forward is now complete.

The new 2013 Cadillac XTS is available in four trim levels—Standard, Luxury, Premium and Platinum—starting at about \$45,000 (\$52,000 with AWD) and topping out at about \$60,000. The XTS is confidently taking on vehicles costing up to twice as much. ■



over what is indeed a flat piece of glass, you think you can feel the buttons you press. This is among the first implementations of this highly anticipated technology.

We still dream of a haptic system whereby each "button" on a touchscreen has tactile feedback, so you can "dial by feel," as you can on a traditional phone pad in the dark, without averting your eyes from the road. For now, the feedback serves to affirm that your touch has accomplished its mission. The way it works is surprising: haptic feedback is uniform across the whole panel, and when your finger touches a control, the whole panel moves. Your brain will swear you just felt the specific button or control you had in mind. The glass sits on a haptic actuator and moves some 0.2 mm side-to-side, but it will feel like front-to-back to you. It's a really wild trick, but intuitive and transparent to use.

One of the most obvious ways to avoid driver distraction is through voice recognition controls. We've tested a few of these and have been frustrated as often as wowed. The Cadillac system, however, does impress. Behind any such system is the recognition itself, with its ability to handle dialects, background noises and so on. But what sets CUE's voice recognition apart is its vocabulary. Rather than the primitive series of specific com-





3RD ANNUAL BARRETT-JACKSON ORANGE COUNTY AUCTION: SALES OVER \$14 MILLION, ATTENDANCE OVER 54,000



Barrett-Jackson Auction Company's 3rd Annual Orange County (California) Auction, held June 22-24 at the OC Fair & Event Center in Costa Mesa, generated over \$14 million in sales of classics, muscle cars, hot rods, resto-mods, exotics and contemporary collectibles. The event was attended by a crowd of over 54,000 enthusiastic fans and potential buyers.

The three-day event, which featured more than 400 vehicles, was also enjoyed by millions across the country on SPEED, who provided 16 hours of live coverage. Sales figures in the event's third year exceeded the previous year's numbers by a million dollars, further supporting evidence of economic improvement this year, and signaling growing popularity for Barrett-Jackson's Southern California event—their newest, joining existing events in Palm Beach, Florida, and Las Vegas, as well as the granddaddy-of-all-such-auctions event in Scottsdale every January.



The Orange County auction also attracted a large number of new bidders: 66 percent had registered to bid at this event for their first time.

"Southern California is without a doubt the car culture capital of the US," said Craig Jackson, Barrett-Jackson chairman and CEO. "The quality and variety of the vehicles we see here is astounding, and the success we had here this year and every year is a testament to the large number of people who live and breathe the collector car lifestyle in this region. We're proud to be a part of it."



Barrett-Jackson continued its well-known support for charities at the Orange County event. Over \$1.1 million was raised from eight charity vehicles that crossed the auction block. Barrett-Jackson promotes the charitable vehicles leading up to the auction, raising awareness for the respective charities, and waives all fees and commissions on these sales.

"Orange County definitely is one of the best places to meet like-minded enthusiasts and collectors," said Barrett-Jackson president Steve Davis. "It doesn't matter what walk of life you come from—the shared passion and interest for all things automotive is so overwhelmingly prevalent that you will always be among friends here."

Next up is Barrett-Jackson's 5th Annual Las Vegas Auction, September 20-22, 2012. For more information, visit www.barrett-jackson.com.



INDIVIDUAL SALES HIGHLIGHTS: (with charitable beneficiaries as shown)



Lot # 1003
2013 SRT Viper Two Door Coupe : \$300,000
(Austin Hatcher Foundation for Pediatric Cancer)



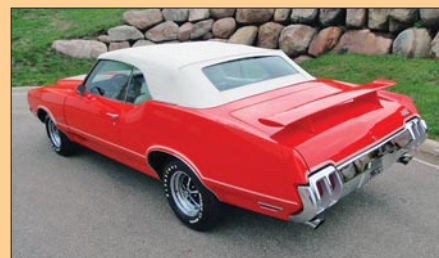
Lot # 366
1969 Ford Mustang Boss 429 : \$253,000



Lot # 1001
1965 Ford Ranchero Custom Pickup : \$200,000
(Loma Linda University Children's Hospital)



Lot # 1004
2012 Lotus Evora S Two Door Coupe : \$200,000
(Carol M. Baldwin Breast Cancer Research Fund)



Lot # 370
1970 Oldsmobile 442 Convertible : \$154,000

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ALL BUSINESS

THE HUNDRED THOUSAND DOLLAR SPORTS SUV

By Joe Sage



When the Porsche Cayenne was a new idea almost ten years ago, many found it blasphemous. An SUV, from the makers of world class sports cars and only sports cars? That line of thought is now almost hard to imagine, given its success and ubiquity. For years running, if you love sports cars and want an SUV, you will put the Porsche Cayenne among your top few options. Or if you love SUVs and want performance, ditto. It turns out this performance SUV, rather than alienating either group, entices both groups.

Bringing customers to the brand are a surprisingly broad range of otherwise similar vehicles, within four iterations: the Porsche Cayenne, Cayenne S, Cayenne S Hybrid and Cayenne Turbo. Power ranges from 300 to 500 horsepower. Prices range from \$48,850 to \$108,750, base. Fuel economy ranges from 22 to 24 MPG.

Our tester was a 2012 Cayenne S, with a base price of \$65,000. But you can quickly forget about that base price. With add-ons, the total sticker was \$98,165. How did it get from there, to there? The biggest single item was a Premium Package Plus for \$11,650, which delivered a wide-ranging combination of driving electronics, air suspension with active management, dynamic bi-xenon headlights, heated seats and steering wheel, navigation, electric sunscreens and so on. (PPP is the top of three tiers of packaging starting at \$4540 for those who do not need it all.) Porsche rarely misses an opportunity to charge for paint (the only non-upcharge paints are black or white), and this fairly ordinary silver ran \$790. A two-tone black-blue leather package added \$4085. Bose audio added \$2160, money well spent, even if pricey. A number of other items ranged from \$600 to \$2400 or so each. Of note were the 21-inch black wheels, at \$6115.

Just for grins, we ran a Cayenne S build-your-own online, adding as little as possible (upsizing the wheels, adding color paint, adding the Bose unit and the lowest of the three packages, but ignoring a great many other offerings) and quickly topped \$77,000. For more grins, we built-our-own top-of-the-line Cayenne Turbo and took pretty much everything, topping \$180,000.

So, \$98,165 (before tax and registration) for our test Cayenne S? As with its base price, it turns out there's still plenty of headroom, if you want to run your own build even higher. Or there's still the base Cayenne, with a 300-hp V6, at \$52,825 if you just want to get your toe in the door and join the club as a social member.

The Cayenne S has a 400-hp V8. (The Turbo uses the same V8 with twin turbochargers to hit 500 hp, and the S Hybrid has its own smaller 380-hp V6 plus 47 hp from two electric motors. Cayenne, Cayenne S and Cayenne Turbo have active all-wheel drive, while the Hybrid has permanent AWD with a self-locking center differential.)

INSIDE AND OUT

Our first impressions were about the appearance: the silver paint, black wheels and black/blue-grey interior seemed dull to us, but maybe that's because we had acclimated to the yellow promotional photos before delivery. "Cayenne" sounds spicy, yellow looks spicy, but our greyscale version seemed not so, to our eye.

The Cayenne has a five-gauge cluster in traditional Porsche overlapping circular format, most of which are circular instruments—the first three are oil temp and pressure, speedo and tach, and then the fifth one is the



fuel gauge and water temp. The fourth instrument is a multipurpose display. As we first enter, it's showing a video screen that's nav-map-related, plus shows outside temp and the time. There are pages and pages in the manual about what this one screen can display.

In the center, just behind the shifter, is a half-barrel set of controls—a very elegant interface—for engaging 4WD or not, with mountain or highway icons; three push-buttons for Comfort, Normal and Sport suspension modes; and another controller for ride height. There are additional Sport drive options below that, traction-related. The two different Sport neighborhoods in the controls are explained thus, in the manual: "If you wish to use the characteristics of Sport mode and the Sport's exhaust system, and would like a more comfortable chassis setup, you can switch separately to Normal or Comfort mode." So you can opt for a bit of horsepower and power-augmenting exhaust boost in the one Sport setting that does not have to lock in the Sport suspension setting. Why you wouldn't want that, too, who knows. As it says in the manual, "your Porsche features a complex integrated system, made up of all control systems acting in power, transmission and in the chassis ... all control systems are networked, with the aim of combining the best possible driving performance with maximum safety. The following systems are involved, depending on equipment" ... and at this point a lengthy chart invokes Porsche Traction Management, Porsche Torque Vectoring, Porsche Stability Management, Air Suspension with Level Control and Height Adjustment, PASM (Porsche Active Suspension Management, which is shock absorber related) and PDCC (Porsche Driving and Chassis Control, an active chassis system to stabilize roll tendency).

The 4WD controller has four settings: on road with nothing engaged, off road with center differential operating, off road with the center differential locked, and off road with rear differential also locked. You push a rocker switch forward or back to get the system—as the manual says—"one step more suitable for off-road driving" or "one step more suitable for on-road driving." That's actually a straightforward way to communicate this straightforward process, and the controller confirms how you're set with one, two or three lights.

Window screens in the rear side windows are a pretty cool feature for Arizona. Their operation is also slick:

KEEP RIGHT >>





one pass makes the window come up, the second makes the screen come up; one pass down makes the screen come down, the second pass makes the window come down.

ON THE ROAD

One way the Cayenne achieves fuel mileage numbers above 20 MPG is via its 8-speed Tiptronic automatic with Auto Start Stop function. This feature, working its way through many brands, offers fuel savings by shutting the engine off at a stoplight and firing it back up when you're ready to go—a feature certainly more about fuel efficiency than about driver experience, but something we're going to increasingly get used to. It's still a little disquieting to sit at a red light in this \$100k performance vehicle waiting for it to stagger back to life, an effect that is quick, but noticeable. We learn—when we come to a stop and hear it shut off, and the tach and oil pressure quickly drop to zero—that we can feather the brake pedal in the slightest way, just enough to pre-restart for a better relaunch when the light turns green and you let off. Of course that works a bit against the reason the feature exists.

Two low-level suspension height adjustments are available for serious speeds you may never see. "Low Level 1" is intended for high speed driving at speeds from about 85 mph, with the vehicle automatically lowered about 22mm (.87"), then automatically raised back to normal as you drop below 65 mph. "Low Level 2" is for speeds of about 130 mph or more for more than 40 seconds, with the vehicle lowered by 32 mm (1.26"), then raised back when your speed drops below 105 mph. (If this is your kind of driving, you might want to check out the lowered, two-wheel-drive Cayenne GTS, 420hp, \$82,050 base, with a top track speed of 162 mph, although the Turbo is ten miles faster than that.)

The suspension is full of dazzling technical tricks, but we would be happy to have it built with the best solid, perfectly-tuned sport suspension, period. We noted, in

multiple settings, that on a few very routine surfaces—not speed bumps, not drainage troughs, just changing between concrete and asphalt—the ride could get suddenly squirrely. Many of the tech options are to accommodate those who seek luxury over sport, but even with both Sport settings turned on, we felt this at times.

ON THE HORIZON

Porsche is adding one more member to this family for 2013: the Cayenne Diesel, with a 240-hp, 3.0-liter V6 turbo diesel engine with SCR (selective catalytic reduction) technology and permanent all-wheel drive with self-locking center differential. This arrives in September with a base price of \$55,750 and highway fuel mileage of 29 MPG. Factor in the high torque of a diesel, and this one will be worth a look.

PULL OUT THE CHECKBOOK

The good news/bad news is hardly news. The good news is that if you want to have an SUV and wish it were a Porsche, here you go; or if you want to have a Porsche and wish it were an SUV, here you go. The bad news is the same, you could say, as of course there is some compromise in this combination. Compared with a sports car—a fair comparison the brand begs—the Cayenne is tall and heavy and, though extremely well mitigated, handles at least somewhat accordingly. Compared with other SUVs, this is a high performance, high-tech Porsche, but it is priced accordingly, less so if you can be happy with few options.

It's not an unreasonable combination, of course, and the competition makes that apparent—from the BMW X5, to Range Rover, the Audi Q7, and the whole Infiniti and Mercedes-Benz SUV lineups, in varying degrees.

Our time with the Cayenne S was limited. But we did sketch out one conclusion: that if you want a luxury, trick-outfitted SUV, and budget is not a concern—or perhaps you even actively want to achieve a high budget, just for show—this is a great vehicle for you. Then again if you're more of a sport driver, with \$100,000 to spend, it's possible you'd do just as well with a pre-owned 911 plus a pre-owned Ford SUV you can drive like you stole it.

Ultimately, though, yes, of course you want one. ■



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CONCORSO/CONCOURS: ITALIANO • LEMONS • PEBBLE BEACH



Photos: Joe Sage [2]



Photo: Pebble Beach Concours d'Elegance [1]

Monterey auto week builds upon the Pebble Beach Concours d'Elegance, held the third Sunday each August. There are two other concours over the prior two days, one also a decidedly class act and one quite intentionally not. Presented here in chronological order:

Concorso Italiano

FRIDAY AUGUST 17: LAGUNA SECA GOLF RANCH

On Friday, the rolling hills of the beautiful Laguna Seca Golf Ranch—on the Monterey-Salinas Highway, just east of the Monterey Airport—hosts Concorso Italiano. The event features as many as a thousand vehicles of Italian origin, in an atmosphere of casual elegance and camaraderie, with food, fashion, music, wine and art. Concorso Italiano runs from 9am to 5pm, with plenty of parking on site. For complete info: www.concorso.com.

Concours d'LeMons

SATURDAY AUGUST 18: LAGUNA GRANDE PARK, SEASIDE

Presented largely tongue-in-cheek in the face of the other events' elegance, LeMons promises "the oddball, mundane and truly awful of the automotive world." Rarities and fascinating stories abound, among the cars and the people. Sponsored by Hagerty Insurance. Free admission and lots of fun: www.concoursdlemons.com.

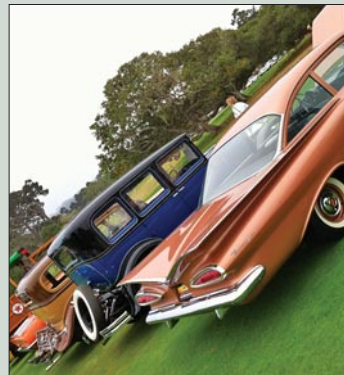
Pebble Beach Concours d'Elegance

SUNDAY AUGUST 19: 18TH FAIRWAY AT PEBBLE BEACH

This event is the fundamental raison d'être for all the rest. Featured marques for 2012—the 62nd Annual Pebble Beach Concours d'Elegance—include Maharaja

Cars, Mercer and Fiat. Special classes will recognize Saoutchik Coachwork, AC and AC Cobra, Sport Customs, and German motorcycles, all at water's edge on the 18th fairway of the world-famous Pebble Beach Golf Links. Related events start as early as the Pebble Beach Motoring Classic from Kirkland WA, August 6-15 and lead up through the Tour d'Elegance through central California starting from the Carmel area—both events great for roadside spectators as well as the drivers—and lead to the big day of the Concours itself. On Sunday, August 19, the field opens to entrants at dawn, and judging commences at 9am. The event opens to spectators at 10:30 am, and awards are presented from 1:30-5:30 pm. For complete information: www.pebblebeachconcours.net.

AUCTIONS: MECUM • RUSSO AND STEELE • RM • GOODING & CO.



Mecum Auction

THURSDAY-SATURDAY AUGUST 16-18: HYATT REGENCY RESORT / DEL MONTE

This is Mecum Auction's fourth year in Monterey. Mecum is convenient to the airport, Concorso Italiano, Mazda Raceway Laguna Seca and downtown Monterey. A daytime event, it's easy to add to your rounds, and the preview area, on the beautiful Del Monte Golf Course, is free to spectators. (Auction seating is reserved for registered bidders.) Mecum expanded to three days last year. Gates open at 8am, and the auction starts at 10am. For more info: www.mecum.com.



Russo and Steele

THURSDAY-SATURDAY AUGUST 16-18: MONTEREY WATERFRONT

Russo and Steele's big news this year is a new location on the waterfront, just a few blocks from the old Marriott location (and with their preview area conveniently connected to RM Auctions via a footbridge over the Lighthouse Avenue Tunnel). The auction runs for three evenings, from 5-10pm, with free preview starting at 10am on four days. Spectator tickets are now available for \$20/day or \$55 complete. For complete info, visit www.russoandsteele.com.



RM Auctions

FRIDAY-SATURDAY AUGUST 17-18: PORTOLA HOTEL & SPA / MONTEREY

RM Auctions—whose Phoenix event in January kicks off their year—is the first and original Monterey auction, going back over 25 years. RM sales to date of over 215 million-dollar-plus cars have an average sell-through rate of 91 percent. RM has plaza previews on Thursday, Friday and Saturday. A guest pass for \$50 admits one to previews. Bidder registration of \$300 includes admission for two to previews and auctions. For complete info, visit www.rmauctions.com.



Gooding & Company

SATURDAY-SUNDAY AUGUST 18-19: PEBBLE BEACH EQUESTRIAN CENTER

Gooding & Company—the official auction house of the Pebble Beach Concours d'Elegance—is held uphill from the Concours. Previews run Wednesday through Sunday. The auctions start at 5pm Saturday and again at 6pm Sunday, after the Concours awards. General admission tickets are available for previews and the auction. For more info, visit www.goodingco.com. Auctions are broadcast live online and results are published on Facebook and Twitter. ■

Photos: Joe Sage

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Move-in ready.

The Kia Sorento makes us feel right at home.

By Joe Sage



We drove the Kia Sorento—also a four-cylinder EX FWD—fourteen months ago (see our May/June 2011 issue) and got right to the point. “Straightforward flat-out great deal,” read the headline. “How many new ways can we say ‘bang for the buck?’” We have indeed developed a tendency to look at any number of competitive offerings—and with that, we include ones at two or three times the cost—in terms of comparison to this attractively-priced Kia. How does it strike us a year or so later?

Last year’s tester was a 2011 model, and this year’s—as we ease into the second half of the year—is a 2012. (You can now shop for a 2013.) The vehicle is in its second generation, out since early 2010 as a 2011 model, built in the US, featuring unibody rather than truck-frame construction, and immediately recognizable by its aggressive, modern “tiger nose” grille and headlights.

The Sorento will be much the same for 2013, although base trim level inclusions expand a bit and option packages are adjusted accordingly. For example, this 2.4L EX FWD—2.4L being the smaller engine, EX being midlevel trim and FWD being front-wheel drive, while all-wheel drive is also available—goes up \$1000 in base price, but some of the 2012 Premium Package elements are included, reducing a comparable package by \$600 for 2013.

If we were shopping, we traditionally would almost surely opt for all-wheel drive, which in the 4-cylinder EX adds just \$1700 for all that capability. However, that drops highway fuel mileage ratings surprisingly—from 22/32 city/highway for the front-driver to 21/27 for the all-wheel-driver. This makes the decision harder and more purpose-driven. Similar logic nudges us away from a preference for the bigger engine, to stick with the 2.4L four (saving only \$1000), to keep that 22/32 MPG estimate, versus 20/26 for the V6. In other words, this exact vehicle we have tested saved \$2700 on purchase day, and saves on gas all year long. But the gap closes if we ignore highway and compare combined mileage estimates, at 25 vs 23 MPG for the above. We find the Premium Package a sure bet, more than worth it for the Infinity sound system alone, which competes in quality with free-standing systems others sell for three times this total package price (and we value the rest of the package, too).

The Kia Sorento is a headache-free, point-and-shoot vehicle to drive. Getting on the freeway for the first time, on a busy metered ramp, we didn’t have to think twice: the 4-cylinder Sorento had the power to beat half the others up the ramp easily. We can reaffirm last year’s note that the Kia is “pretty peppy, could be a little more-so, handles great (with) flat tracking, no wallowing.”

It’s a rare vehicle anymore that doesn’t need some fully-parked time with the manual, to master at least some of the intricacies of its controls. On the Sorento, we noted we were able to adjust the audio system, climate control and other key options intuitively with a minimum of thinking or looking. That rates high.

The styling and design of the Kia Sorento are clean and pleasing, inside and out. The vehicle drives well, shifts well, has great capacity, more than decent fuel mileage across the range, value pricing with lots of options yet an easy pricing pattern to comprehend, and Kia’s stellar warranty and build quality to back it up.

We were a little disappointed to see ours topping \$30,000, even if only after the destination charge, but as



you can see (sidebar), it is very easy to come in well below that. (There are also ways to come in a few grand above, although even an SX AWD with the V6 and absolutely every possible option still tops out at just \$36,100.)

We had one Andy Rooney moment with the operator interface: if you restart the vehicle and the radio was on before, the radio is on again. If you put it in reverse, then realize you want to turn the radio off, you can’t. You have to turn the camera operation off, by taking it out of reverse, just to silence the radio (a great idea while backing up). It’s a separate button for audio, not part of the touchscreen, so it seems flat-out unnecessary. We usually find a dozen or two such ironic annoyances, though, and this was our only one on the Sorento.

We had the Sorento for a very busy week, including a couple of days built around the Copperstate 1000. Although we did get some highway miles in, en route to elements of that event, mostly we used the Sorento exactly as most users would: running to the cleaners, picking up office supplies, loading in the family and running to the market. As we emptied out the results of one of these runs, we realized that we felt as though we had already moved into the vehicle. Given that week’s crazy schedule, we probably only really used the Sorento about half the time, so that is all the more an impressive sign.

The Kia Sorento has been a Kelly Blue Book “Top 10 Family Car” of 2011 and 2012, and Consumer Reports rated it their Top Pick Family SUV last year. Would we buy a Kia Sorento? Our week with the vehicle leaves us feeling as though we happily already did. ■

SPECIFICATIONS

ENGINE	.....2.4L 16v DOHC CVT 4-cylinder
Horsepower/Torque	.....175 hp / 169 lb-ft
TRANSMISSION	.....6-speed auto w/Sportmatic
DRIVETRAIN	.....Front-wheel drive
BASE PRICE	.....*\$25,950
OPTIONS: Premium Package I:	Leather seat trim (first two rows), heated front seats, auto-dim mirror/Homelink, power fold side mirrors, memory driver’s seat and mirror, power passenger seat, navigation w/ Sirius Traffic, Infinity Surround Sound audio and 50/50 split folding third row seat.....*\$3800
Cargo Net	.....\$50
DESTINATION CHARGE	.....\$800
TOTAL PRICE	.....*\$30,600
***For 2013, base is \$26,950, a comparable package is \$3200, and the total is \$31,000	

2013 MODELS AND PRICING:

Kia Sorento LX 2.4L I-4 FWD	.....\$23,150
Kia Sorento LX 2.4L I-4 AWD	.....\$25,350
Kia Sorento LX 3.5L V6 FWD	.....\$25,700
Kia Sorento LX 3.5L V6 AWD	.....\$27,400
Kia Sorento EX 2.4L I-4 FWD	.....\$26,950
Kia Sorento EX 2.4L I-4 AWD	.....\$28,650
Kia Sorento EX 3.5L V6 FWD	.....\$27,950
Kia Sorento EX 3.5L V6 AWD	.....\$29,650
Kia Sorento SX 3.5L V6 FWD	.....\$31,700
Kia Sorento SX 3.5L V6 AWD	.....\$33,400

HEART TRIP

BY JOE SAGE



When Harold E. LeMay dragged home his first old car, in the early days of his waste collection business—literally somebody else's trash becoming his treasure—he never in a million years would have visualized what his idle yet irresistible passion would beget.

From concept through construction, LeMay—America's Car Museum has been an invigorating challenge for its dedicated backers and staff. Some of the progress can surely be recounted by them in excruciating detail. Yet for us, the progress appeared impressively swift. We first visited the site in spring of 2011, when the structure was just rising above grade, as concrete floors were being poured (see our May/June 2011 issue). The roof followed from spring into summer—an amazing compound-curve design in which no two arched glue-lam beams and no two pieces of metal roofing are the same. By September of 2011, the building was ready for its first gala: Hard Hat & High Heels (see our Nov/Dec 2011 issue), with the building closed in against the impending winter, even as construction continued all around.

UP TO 500 CARS UNDER ONE ROOF

The Museum has its origins in Nancy and the late Harold LeMay's collection of 3500 cars (a Guinness World Record), many of which are housed at the new facility, many of which are housed at the LeMay family's own facility in Pierce County, and many of which will be rotating through ownership and/or location in the coming years. Other vehicles will also become part of the constant flow—whether coming from clubs (including the Museum's developing nationwide Club Auto network), or manufacturers, or other sources such as major concours and race events nationwide—as the display space is extremely adaptable, occupying some 165,000 square feet indoors and with a 3.5-acre show field adjacent. A series of six ramp galleries—together comprising about a half-mile walk—surround four major floor galleries, plus there are three cornerstone galleries, for a total of thirteen galleries at any given time. Add slot cars, a kids' zone, a library, banquet hall and two private clubs with balcony views of downtown Tacoma and the waterfront.



As ACM Vice President Scot Keller points out, roughly only 10 percent of the population are car enthusiasts or experts, but everyone understands America's love affair with the car. "We appeal to not only enthusiasts, but to people who don't really know anything about cars. We tell the story, too, of that whole time. It's very eclectic." We entered the museum on opening day with a local friend who was not a car enthusiast, but had heard the concept. Within 30 seconds, we heard, "Oh! My grandmother had one of these, and we used to take it to the lake!" This was such a perfect mimic of the stated mission, we thought it was a joke at first, but it was 100 percent legit. Mission accomplished. As Keller says, "it's not a head trip; it's a heart trip."

OPENING DAY

We toured the Museum three or four times during construction, as well as at last fall's gala, and stopped by other times in between. There's no way we would miss Opening Day, June 2, 2012. The event included a free outdoor car show, go-kart racing, slot car racing and live concerts. Weather was ominous overnight, but the clouds blew away and the sky turned sunny and blue about 15 minutes before the 10am Opening Ceremonies. Fate had been kind. The Puyallup Indian Nation performed blessings, and ACM President David Madeira thanked dignitaries and all those who have given of themselves to accomplish this task, before presenting the Key to the Museum to Nancy LeMay—and opening the doors to many generations of visitors yet to come. ■

DESTINATION: TACOMA

Our fascination with LeMay—America's Car Museum is not hard to figure. First off, we've visited with the executives and board as they traveled to Arizona the past two Januaries during auction week for a sunny warm-up and business retreat. Second, Tacoma is our kind of town: a small waterfront city with a solid work ethic and all sorts of magic up its sleeve. Ultimately, ACM is a world-class attraction beyond any geography, a place every car enthusiast will want to visit (and become a member of). Part car show, part car club and part "Smithsonian," ACM offers an experience anyone in America will enjoy.

It's an easy flight from Phoenix, about two and a half hours to SeaTac. Grab a car and head south 25 miles to Tacoma, completely avoiding crowded Seattle. ACM is next to the Tacoma Dome, near the Tacoma Art Museum, Museum of Glass and Washington State History Museum. A variety of lodging includes even waterfront hotels for a fraction of Seattle prices.

Join the Museum before you go, and you'll already have your ticket and other benefits before you arrive. For information, visit www.lemaymuseum.org. ■

Simple pleasures.

Small ute takes on the mighty Northwest.

By Joe Sage



SPECIFICATIONS

ENGINE.....2.5L 16v DOHC CVTCS 4-cylinder
Horsepower/Torque170 hp / 175 lb-ft
TRANSMISSIONCVT
DRIVETRAINAll-wheel drive
BASE PRICE\$25,220
OPTIONS: SL Package: Leather trimmed seats and steering wheel, heated front seats and mirrors, automatic temp, touchscreen navigation, Bose premium audio with XM Nav-Traffic, Around View™ monitor, power sliding glass moonroof, auto on/off HID xenon headlights with levelizer, fog lights, 18-inch aluminum alloy wheels\$3900
Splash guards\$135
Rear bumper protector\$60
Floor mats and cargo area protector.....\$190
Illuminated kick plates\$225
DESTINATION CHARGE\$810
TOTAL PRICE.....\$30,540



We've spent ample time in Nissan's larger crossover utility, the Murano, and in their innovative and hot-selling little Juke. As we flew to Tacoma for the Grand Opening of LeMay—America's Car Museum, the stars aligned for time in the compact crossover Nissan Rogue. The Rogue occupies a segment of runaway popularity, shared with the Ford Escape, Jeep Liberty and Kia Sorento (see elsewhere in this issue), among others. And it is a great contender.

The Murano broke new ground when it debuted, well ahead of the curve for moving beyond the boxy SUV, and has stood the test of time very well. The Rogue is almost a downscaled Murano, though its proportions are readily distinguished. If you like either the Murano or the Rogue, you will have no problem considering the other size.

The 2012 Nissan Rogue has a 2.5-liter, 170-hp inline-four and is available in S and SV trim levels, in either front- or all-wheel drive. Ours for the weekend was the SV AWD. As in the Murano, the transmission is a CVT (continuously variable transmission) with a Sport Mode. We paid attention to the CVT while driving, knowing some people do not favor them, but generally didn't really suffer any difference. The Rogue delivers its power in a uniform band, as intended.

Brakes are disc, front and rear. Front suspension is independent strut with coil springs, while the rear is independent multi-link, rounded out by front and rear stabilizer bars plus twin-tube shocks. The S model has 16-inch wheels, while the SV comes with 17-inch or optional 18-inch wheels. There is a temporary spare, stowed under the cargo floor.

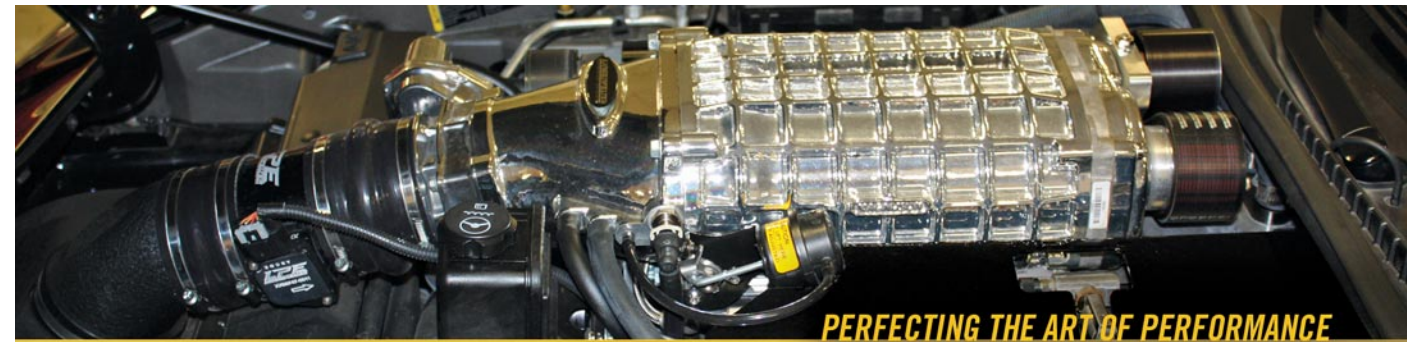
On our first stretch of I-5 from SeaTac Airport to Tacoma, we found the ride firm. We like this accurate feeling of the road, but noted that some might prefer a softer ride. That was before we took a better look at the road—a major highway that was rough, textured and full of cracks. Our trip was around Tacoma—no island-hopping or off-roading—but based on that, we rated the ride and cabin comfort as superb in tough conditions.

We're partial to Nissan's generally clean approach to body styling, instrumentation and interiors. The Rogue is no exception. The Bose Premium Audio system was a winner, and we loved the Around View™ monitor (both options in the same package: see sidebar). Around View projects your surroundings—e.g. the cars on every side in a tight parking spot—onto a visual map that mimics a satellite view of yourself. (Mercedes-Benz is introducing the same thing). It's almost magic, and very useful.

The 2013 Nissan Rogue—with some differences in option packaging—should be in dealerships by the time you read this. An all-new Rogue arrives next year. ■

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In your face.

The Hyundai Genesis Coupe has put its sheet metal on even stronger steroids.

By Joe Sage



Above: the 2011 Hyundai Genesis Coupe 3.8 R-Spec M/T
Below: the 2013 Hyundai Genesis Coupe 3.8 Grand Touring A/T

Through the oddities of model years and press fleet schedules, we drove the 2011 Hyundai Genesis Coupe 3.8 R-Spec for a week at New Year's (see our March/April issue), and we drove the 2013 Hyundai Genesis Coupe 3.8 Grand Touring for a week in May. Did it accomplish two years' evolution in what, for us, was just four and a half months? One look at the sheet metal tells the tale. The new Genesis has received the more current strong front body visuals of the Veloster, from its apparent large grille opening (which actually contains a significant piece of bumper), to its evolved lighting front and rear, with lenses working their way upward and around to the sides at both ends. The double creases and beltline dip of the sides are about the same as before, ensuring a degree of continuity and recognition for the casual observer.

Balanced inside and out

One of our first logbook entries about the new Genesis Coupe said "everything about it is nice"—a nice drive, nice shifting, nice handling. For the interior, we found a style that is not too clean and not too fancy.

What about the new sheet metal? Hyundai is already known for a lot of creases, folds and tucks, and this one adds a few more, along with its haunched stance, plunging beltline, strong grille and high-style lights. Is it overwrought? Not in this case: this exaggerated sheet metal is what gives the Genesis Coupe its style. Maybe it verges on comic book cool, but overall that's a win.

Inside, front and center, the main binnacle has a tach and speedo, then digital instruments for engine temp, fuel and a variable center readout. Three other gauges include an MPG gauge, a gauge for torque (something more manufacturers should do), and one for oil temp.

In freeway driving, during rush hour aggressiveness, the transmission can get the job done if you stay on it, but we backed off our enthusiasm for it as the week wore on. We had to punch it, feel its pulse and force some shifts. Whether it impresses you or frustrates you depends upon what you're used to. You really have to get on that automatic transmission to get the power and shifts you need. The 8-speed may be delivering another mile per gallon, but for performance, it was inconsistent in challenging situations. And the fact that the powertrain creates so much grunting and growling in the process—by design—may also either impress or embarrass, depending. We would tone that down. In an area full of Porsches and Mustangs, sound effects alone don't really cut it. (Speaking of sound, for the car's target demographic, we would suggest a more potent audio system.)

All that said, our bottom line was that we were able to consistently drive it like we mean it, and we found it overall to be quite capable and enjoyable.

As for that target demographic, this car brought kid racers of every stripe out of the woodwork—lots of Hondas and other Hyundais, all of whom wanted to cut this car off in pursuit of "outperforming." If they could.

Style and value, then and now

When we drove the 2011 model a few months back, we distilled it down to two things: "its gorgeous shape and black-over-black-and-red presence," and its base price of \$26,750. That car in fact stickered at just \$26,940—it was so well equipped, from safety to drive electronics to entertainment, that the only add-ons were a cargo net, iPod cable and floor mats. That struck us as a bargain, especially for a well-suspended car powered by a 348-hp V6 and still achieving 27 or 28 MPG (manual or automatic—30 or 31 with its 2.0T engine option).

And now? Our new Genesis Coupe stickered at a base of \$32,000—\$32,875 with destination. In Circuit Silver over black, it came with the same V6 and an 8-speed automatic rated at 18/28/22 MPG city/hwy/comb.

So as the two primary things of note last winter were styling and price, they are again. Styling is subjective, but we'd say the new execution is a solid update, appropriate to the times and to the vehicle's niche. But did that update warrant a twenty-plus-percent rise in price? Or was it actually that big a rise, all things considered?

Hyundai's lineup has grown to include the Accent, up through Elantra, Veloster, Sonata, Azera, Genesis and



Equus—plus three utility vehicles. Positioning each—by price, style, performance and target market—has to be an increasing challenge, especially with the Veloster itself now a sporty value leader.

For 2013, the Genesis Coupe 2.0T (with a 274-hp inline-four turbo) has a base price of just \$24,250, and the 2.0T R-Spec starts at \$26,500. (These still come very thoroughly equipped.) So wait—the R-Spec is just \$26,500? Well, that must be it. We had the R-Spec last winter. At this point, we had to go back to the files and pull the Monroney in disbelief. No, last winter's was the 3.8L V6 R-Spec. \$26,750. The new 3.8L V6 R-Spec is \$28,750. Okay, two grand in two model years (for us, four and a half quick months). And our new tester was not only the 3.8 V6, but also the Grand Touring, at \$32,000. (If you'd like to spend more, there's a 3.8 Track for \$33k.)

So the price for a 3.8 R-Spec has gone up 7.5 percent in two model years. The other twelve percent difference between our testers was for the Grand Touring trim. This buys you an 8-speed automatic instead of a 6-speed manual (though we'd prefer the less expensive manual). It buys you 18-inch wheels (normally less expensive) instead of the R-Spec's 19-inches. It buys you a sport-tuned suspension instead of the R-Spec's track-tuned suspension (though for another grand, on top of the Grand Touring's features premium, you can get that track-tuned suspension back). You lose the R-Spec's Torsen limited-slip differential. You gain touchscreen NAV. The seats get full leather surfaces, and climate control is a bit fancier. There is a power tilt-and-slide glass sunroof (a tradeoff in weight, headroom and heat). And a few other features.

A key part of the price comparison comes from last winter's R-Spec having received the upgraded V6—348 hp up from 304—earlier than the rest of the 3.8 lineup. Put that all together, and we'd recommend shopping pretty carefully. You just might find more of what you're looking for, at a lower price, in the Genesis Coupe 2.0T and/or R-Spec models. And, for a car that can make a case for taking on performance coupes at far higher cost, value is still a key proposition—the more, the better. ■



Smarter

And as much fun as a day at the beach.

by Joe Sage



The Scion iQ is obviously no ordinary car. Then again, it is nowhere near as out of the ordinary as it would have been just a couple of years ago. Small is big now, people are open to more possibilities, and, after all, many years of smart cars should help with the whole concept. We got a huge kick out of the Scion iQ when it first showed up on the auto show circuit. It was as small—at least by look and feel—as the smart fortwo, itself a very clever concept but getting a little long in the tooth and still not selling as anticipated. But it was a lot cuter, a mix of whimsy and conventional form.

It's easy to think of the smart car when you see the Scion iQ. But the little iQ has one huge distinction—it is the world's smallest four-seater, just ten feet long.

STYLING AND FORMAT. Paradoxically, the Scion iQ is just conventional enough to leave you room to realize it's unusual. And, though unusual, it is still reasonably conventional. This stands in contrast to its obvious microcar competitor, the smart.

We like the iQ's styling from the front a great deal—more than from the back, where a variety of compound angles and curves almost disagree with one another and the taillights almost seem to hang downhill a little; we would redraw that. But it is solid and bumper car cute.

We like the relatively large wheels and tires. We also like the wheel covers, though it's unfortunate they're plastic; we'd wait till they broke and look for something comparable but more durable.

The iQ is probably not a huge babe magnet, by most standards, but it is certainly a conversation piece. For a babe, it might be a great guy magnet.

It was "hysterical, really," per our logbook notes, to exit the driver's door and walk around to the passenger's door to unload packages, finding you're there immediately. It's startling, but fun.

Basically if you could take just a nice roomy small-to-midsize front cabin and put it on the road, this is it.

If you don't like tailgaters, you're going to find them very close to you in this car; their proximity to the rear of your car (or your seat) can be a little disquieting.

DRIVING AND HANDLING. The thing is a hoot to drive, right from the get-go, noted as soon as we first back out of the driveway. On our first day, we gave the iQ a really good workout—freeway, surface streets, crowded commercial areas, rough spots, a lot of rain troughs including some that would brutalize some vehicles—and noted that it did great on all of them, presenting us with a nice solid ride.

The Scion iQ does well on speed bumps and knocks 'em dead on drainage troughs. There seems to be something about this wheelbase. It provides a rebound that even on brutal speedbumps works more sympathetically than any normal length. And on a trough, you can just dive right through it. One factor that contributes to all of the iQ's handling is its broad track: the car has an overall width (not counting mirrors) of 66.1 inches.

We note that it's fairly squirrely going fast around a cul-de-sac, or even on a straightaway, because of its extremely short wheelbase. You might think that makes

it extremely maneuverable, and it surely does, but it also removes some stability. We like it, though. Physics ensures that it will always feel a little squirrely, but all in all, you get used to this being shorter than you're used to, as quickly as you get used to a new haircut.

Not everything we hit is completely smooth: on abrupt changes, say from concrete to asphalt, you will want to grip the wheel tight. But you can't say that is unexpected for what the car is: small, inexpensive, lightweight and with a very short wheelbase. On the plus side, if you want to feel connected with the road and with the world around you, this car will do it.

The iQ's turning circle is every bit as wild as you would think, maybe moreso. It feels (we speculate) like pole dancing. Our logbook said it doesn't even matter what the number is—you just have to try it. The number is a good one, though: 25.8 feet. Compare this with a MINI at 35.1 feet, a Fiat 500 at 30.6 feet, or even the original teeny car, the smart fortwo, at 28.7 feet. On a divided four-lane boulevard, a U-turn can be accomplished from inside-lane-to-inside-lane.

POWER. The Scion iQ has an EFI 1.3-liter 16-valve 4-cylinder engine with aluminum alloy block and head. Running on regular 87-octane gasoline, it puts out 94 hp and 89 lb-ft of torque. Whatever the Scion iQ lacks in oomph, it makes up for in maneuverability. Encounter two cars on a boulevard doing a slowpoke roadblock, and you only need the slightest gap to break through.

We could really have our way with traffic in this car, whether making a corner, picking a lane or snaking through crowds. We felt sort of like a little wrestler who can wiggle his way out of a huge pile of sumos.

We did generally do better when we would drop it from the Eco mode in D, into S. The transmission is a CVT, but felt as though it had shift points.

At one red light, we were the only one in two lanes, at first. Everybody who came along after us lined up in the other lane. Clearly, they assumed this little thing would be too slow. We smoked 'em all when the light turned green. Whatever the iQ may lack in power, it can make up for in the element of surprise.

In the age-old debate between higher-but-insulated versus lower-but-thrilling speed, we say we prefer feeling the speed to feeling so much comfort that you don't enjoy how fast you're going. It's no sports car, but you can feel the speed in the iQ, dashing down the freeway. It may be because it's so lightweight, or because you feel exposed, with no visible hood in front of you. Or it may be how other people react to the car, as a lot of them seem to want to race this. We sort of feel like we're driving an armchair a mile a minute through thin air, which of course we sort of are, but with airbags and brakes, a cabin and radio, and air conditioning.

PARKING. The first time we pulled up to park in a lot, we pulled up past a space, went to back into it, and found that the car is so short that if you allow for anything remotely normal, you will end up about 2/3 of a space short of where you thought you were headed. Also surprising, as short as it is, is that it's hard to get it into a space straight—we found ourselves with about a five degree tilt. It's as much reflex as physics, and of course you will adapt.

THE EXPERIENCE. We've established that the iQ is bumper car cute, but does it drive like one? We were asked exactly that, when we posted this car on social media. Hmm. With that in mind, we headed into neighborhood streets and gave the steering wheel a wiggle, to check whether it feels squirrely or torquey—and, actually, we noted, it indeed felt pretty directly squirrely and torquey. It's just straight input, but behavior is vulnerable to the short wheelbase. But we concluded that, to whatever degree it may feel like that bumper car, you basically have to remind yourself of this, because your immediate environment in the cabin presents a fairly normal experience. You don't see the hood, but that's not unique to this car. Looking over your shoulder is not as different as you might expect. Driveways, curbs and speed bumps provide a noticeably different rhythm. You will generally find equal measures of remembering and forgetting that you are in a somewhat unusual car. Did we feel vulnerable in it? Not really. You know that you somewhat are, but for whatever degree you may feel vulnerable, you feel nimble, even moreso.

We had this car for a week in early June and found ourselves driving around with the windows down, on a 100-degree day. Why? We guessed it was just so much fun, we felt like we were going to the beach. Upon later reflection, we thought, yes, it was like a day at the beach. We had a lot of fun. A day at the beach can of course bring you sand in your sandwich, and a sunburn, but you still had fun and you still want to do it again.

INTERIOR AND CONTROLS. The door sills are illuminated as you enter, reading "Scion," which the carpets augment with an embroidered "iQ." Overall, the biggest news about the interior is that it is quite normal. The smallness of the car's overall package does not cost



KEEP RIGHT >>



you comfort or space in the front seats, and the controls are complete for its budget range.

As soon as we sat down, we noted a little control pod to the right forward of the shift lever, so a passenger can easily use it, too—tucked away, fully functional but not interfering with driver tasks.

It's great to have "a main radio button." However, that radio button is very sensitive: when you just reach to change the volume, you may accidentally turn the unit off probably four times out of five. There are also significant delays in tuning any HD radio station. Controls aside, we thought the sound system—a \$479 Pioneer Premium option—was decent. Don't expect a \$15k audio setup in a \$15k car, but you can set this one easily and then pretty well just rock out.

The interior could benefit from more of a center console. A half-a-console includes sort of an office caddy, good for tolls and maybe a credit card; remove that for a sort of cupholder space. But storage for a pair or two of glasses and a smartphone is what the car needs.

UTILITY. We started loading the passenger compartment of the iQ—two large jugs of water, a palette of bottles of water, bags of groceries—then opened up the rear hatch to see how much room there is. There's absolutely none. The seats are right at the back window. But push a button to drop the seat backs (which requires pushing another button and removing the headrests first—which, in turn, have a handy little tray for stowage), and you now have pretty good storage space.

It is a four-seater, yes, though as with many small four-seaters, it's doesn't really have much of a back seat anyway; we would probably leave the car set up for cargo instead of passengers all the time. (And we would add a cargo net, to keep things from crashing immediately into the back of the driver's seat.)

ECONOMY. The Scion iQ has a fuel economy rating of 37 mpg combined (and 36/37 city/highway). Purchase price currently starts at a base of \$15,995. Our earlier test car stickered at a base of \$15,265 and had a whole list of options, ten in all, ranging from a \$99 shift knob

to \$599 for an illuminated door sill package. In between were TRD performance springs and rear sway bar, two items which together added \$744. Premium audio and XM Satellite, also two items, added \$928. Fog lights, carpets and spoiler were also add-ons. Out the door, including \$730 destination, our car stickered at \$19,135. We'd probably stick with every one of those options, although there's an emotional difference, if nothing else, between paying about \$15k versus more like \$20k. In all, the Scion iQ has very good fuel mileage, though not utterly tops, and a very good price, though not utterly bottom. But it delivers a lot, at these numbers.

A SPOT IN YOUR GARAGE? We had one colleague ripping this car apart online before we ever touched it, but it put a smile on our face every time we walked out to it, and it's one of those where you turn around and look again as you walk away. It drew plenty of positive attention wherever we went.

A pessimist might say you're missing half a car. An optimist might say it is half a car, or in fact a whole car, and a pretty cool, fun one. (An optometrist might say you need a better pair of glasses to remember where you parked the li'l thang.) We're with the optimists.

The whole idea of driving a small car had rubbed some people the wrong way for many years. Small cars of earlier decades made them feel cheezy, poverty-stricken or generally embarrassed. But the game has changed, in terms of both demand and supply. People are looking for small cars, and there is much on offer.

The idea of driving something *this* small is a whole different game. You're driving this for a reason. It's a conversation piece, it's fun, and it obviously has a sense of purpose about it. It's not just a small car; it's what you

get if you *really* want, need and seek a small car. And it could be all some people need in a car, in general.

It's small and may feel vulnerable, but you can say that about any two-seat roadster—and you wouldn't say no to one of those. It's a four-seater whose back seat is of limited full-time usage, but you can say that about an expensive sports coupe like a 911—and you wouldn't say no to one of those, either. Just don't expect it to handle like that roadster or that 911 (or even a MINI Cooper). It is what it is.

The same day we took delivery of the Scion iQ, we had a conversation with another colleague who had driven it. How did they like it? They hesitated, so we said, for what it is. Now their face lit up: oh, sure, for what it is! They liked it a whole lot more. Our impressions are sometimes colored by what we stepped out of moments before, which can vary tremendously. So there's a relativity factor, but even more than that, we would point to expectations. Our expectations had actually been kind of high, but when we think about it, they were kind of high for what it is, so we were not disappointed. We really liked it for what it is. Not everybody will.

The Scion iQ by its very presence never ceases to surprise and delight. This is a little tiny car, and kind of different—and isn't that what Scion is rooted in? The xA, xB and xD are very small, distinctive and have been very popular. If you want small and different, the new Scion iQ delivers best-ever levels of both.

When the time came, we sort of hated to give this car up. But would we really want to own it all the time? It depends upon who we are. It's not necessarily what we would want to have as our only car, but "compared to what" is the real question. We would love to always have it in the garage with whatever else we have, as one element in our bag of tricks.

Take most of what most people really use their car for, and the little Scion iQ does it quite well. For most people, we suspect it would be a semi-playful, semi-purposeful extra car. That may sound like a small niche, but we are in an era with quite a few quirky, fun and very popular little vehicles. This car fits its niche and fits it well. ■

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Cops & Robbers

By Larry Edsall
Photos by Brenda Priddy



Remember playing cops and robbers when you were a kid? I got to play something like that recently when I was invited to ride along on the inaugural Radar Rally. The rally pitted make-believe speed enforcers against those who believe speed limits are set too low and are established not primarily for safety on the highways but for generating income for various municipal, county and state coffers.

The rally equipped three vehicles with the latest in speeder-detection technology (the same equipment used in police cars) and positioned those vehicles alongside an 80-mile route driven by a group of vehicles equipped with state-of-the-art “counter measures,” including radar detectors and laser jammers.

The idea wasn't fast driving, but to discern which of the detectors and jammers were the most effective in identifying speed-enforcement equipment and warning the driver, and not only about equipment in the enforcement vehicles but of stationary speed cameras as well.

“In a few hours we'll have six months' worth of data,” said rally organizer Craig Peterson, who also is the founder of RadarTest.com.

Peterson, a former municipal police officer, has been actively testing speed-enforcement equipment and various counter measures for more than 20 years. After leaving law enforcement, Peterson worked as an executive recruiter. He also started writing about his speed-enforcement and detection equipment tests for a national automotive magazine. In 1999, he launched his website, which both evaluates and sells such equipment. His passion includes extensive speed-enforcement research work, which has involved him as an expert witness in several court cases.

“People driving perfectly safely find themselves in violation,” Peterson contends.

“Traffic engineers don't set speed limits,” he adds, “Legislators do ... and no elected official wants to be accused of ignoring safety.”

Therefore, Peterson says, instead of listening to traffic engineers, who say the speed limit should be based on whatever speed the 85th percentile of drivers typically—and safely—travel a given stretch of roadway, those limits are set by politicians with votes and ticket income in their eyes.

For example, Peterson says that while red-light cameras may reduce the speed at which intersection accidents occur, traffic engineers tell him that an even more effective—though not money-generating system—would be simply extending the duration of yellow lights by one second, thus providing an inexpensive and yet effective way of clearing an intersection before the red and green lights glow.

One piece of evidence Peterson offers for his statements is that nearly all cities include fines from speeding and parking violations in their annual budgets, counting in advance on such income and thus depending—and putting pressure—on law enforcement personnel to provide those funds.

I divided my Radar Rally day into two halves. For the first half, I rode in an enforcement vehicle equipped with

radar, laser and even old-fashioned VASCAR technology (VASCAR is short for Visual Average Speed Computer and Recorder, a system created in the 1960s).

Peterson explains how the various enforcement equipment works, and says that because it employs only a time/distance computer and the operator's hand-eye coordination, VASCAR is the only detection system that cannot be defeated by electronic counter measures.

So why isn't it used more? Because it takes time to measure out the roadway reference points, and operating the aged equipment requires a lot more concentration than simply aiming and pointing a laser gun or flipping the switches on a radar machine. VASCAR is the system used when highway speeds are checked by aircraft.

Oh, another thing Peterson said is that those tinted license plate covers really don't hide your registration numbers from law enforcement equipment. He explained how it has to do with refractive and reflective angles that may shade the plates from eye view but not from roadside camera equipment.

“The sheer volume of erroneous online information on the subject of speed-measuring technology is astounding,” Peterson recently wrote on his website. “And just about everyone, it seems, is confident that they're well up to speed on this stuff.”

“They're not, but try convincing them of that. Worse yet, I've got sitting on the shelf two new laser guns that can neither be detected nor jammed. Once their numbers grow, they'll become a tangible threat, further turning upside down the clueless driver's tenuous grasp of the technology.”

“But seeing is believing and there's one way to illustrate how the latest radar and laser are used against speeders... [so] we're hosting the first Radar Rally.”

For the second half of the day, I rode along in a car equipped with three different counter-measure systems, including one that links similar model radar detectors from various cars and thus shares up-to-date entrapment warnings by talking to you through your smart phone.

Once upon a time a few decades ago, I tried driving with a radar detector. However, I quickly quit using it because if it was constantly offering up false warnings—some units are sensitive to garage door opener frequencies—and, well, because of worry—I found it was much less nerve-wracking to drive at or just beyond the speed limit rather than risk my license on the capabilities of a cigarette pack-sized box suction-cupped to my windshield.

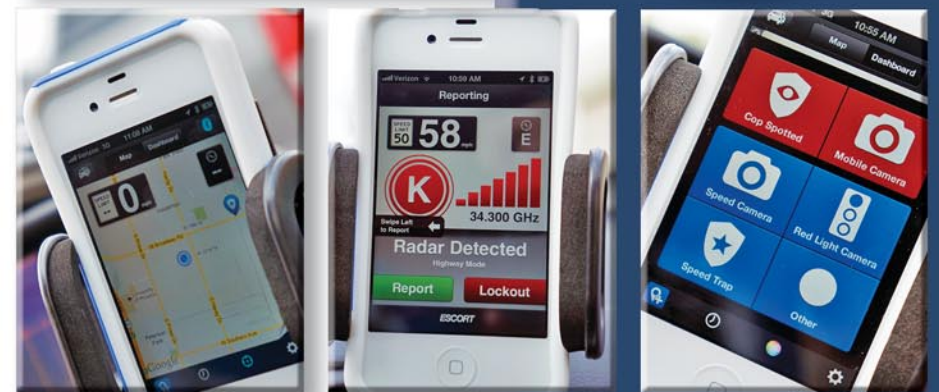
Peterson said—and my Radar Rally ride showed me, however, how some—but not all—modern devices very effectively screen out false warnings and provide a clear alert at a substantial distance before mobile or stationary speed-detection equipment comes into view.

Should you be interested in such things—provided, of course, you live neither in Virginia or Canada, where such devices are illegal—Peterson will be posting the results of the Radar Rally on his website.

Oh, and the second Radar Rally is scheduled for 2014. Why wait two years? Because that's when the next generation of detection equipment and counter measures are scheduled to roll onto the roads. ■



Speed radar and traffic expert Craig Peterson (opposite page, at top) organized the inaugural Radar Rally to test the latest in detection devices (e.g. opposite page, bottom), as well as the newest “counter-measures,” including various radar detectors and laser jammers (this page).



THE INSIDE TRACK: BRIEFS & RUMORS



BMW is expected to add a diesel version of their flagship 7 Series sedan as early as the 2013 model year. It will likely wear a 735d or 740d badge. The engine will probably be a 3.0-liter in-line six-cylinder rated at somewhere between 265 and 308 horsepower, with torque numbers in the 424- to 465-lb.ft. range. Fuel economy is expected to be as high as 42 mpg. In Europe, BMW will be offering a 750d version for 2013, which is expected to have 376 hp and 546 lb.ft. of torque. Unfortunately, that car will not likely be coming to North America.

Chevrolet announced that the rear-drive V8-powered SS performance sedan is on its way back for the 2014 model year. The car will also become Chevrolet's next NASCAR Sprint Cup racecar and will debut in its race configuration at the 2013 Daytona 500. Scheduled to arrive in showrooms late in 2013, it will be the first Chevrolet rear-drive sedan offered for sale in the US in 17 years. The first production vehicle offered with an SS option was the 1961 Impala, when 453 were built with performance upgrades. The new Chevrolet SS is being developed from global rear-wheel-drive architecture that spawns performance vehicles like Chevrolet Camaro and Holden's upcoming VF Commodore in Australia. In fact, this new SS will be built in Australia.



Chevrolet SS

Lotus has started dynamic and durability testing of a Range Extender Hybrid Electric Vehicle (REEV) version of the Evora sports car. The new Lotus Evora 414E is a hybrid technology demonstrator for a consortium of vehicle manufacturers and component makers. The Evora 414E is powered by two electric motor packs driving the rear wheels through its Xtrac transmission. It has a battery pack that can be charged by the Lotus range extender engine or run directly from power produced by its three-cylinder Lotus range extender engine—designed to run on either gasoline or renewable bio alcohol fuels (methanol and ethanol). This drives an EVO electric generator, which produces electrical energy to either charge the battery pack or power the EVO



Toyota RAV4 EV

Toyota will begin selling the electric RAV4 EV in Southern California late this summer—the first Toyota vehicle powered by a Tesla battery pack, an integrated system developed through a joint venture between the two, rather than just a bolt-in Tesla system. The resulting front-wheel-drive RAV4 EV was unveiled at the Electric Vehicle Symposium in Los Angeles in May. The RAV4 EV uses a 41.8 kilowatt-hour battery pack, smaller than any battery Tesla uses currently, but expected to have a real-world range of about 100 miles. The EV has two operating modes: Sport, accelerating 0-to-60 in 7.0 seconds to a top speed of 100 mph; and Normal, which takes 8.6 seconds to make the 0-to-60-mph run, with a top speed of 85 mph. Base price should be \$50,610 including destination charge, and before any available tax credits are applied.

traction motors directly. In normal driving, the Evora 414E will run purely on electricity stored in the battery pack for up to 30 miles (48 km). The 414E accelerates from 0 to 60 mph in about four seconds and has a top speed of 130 mph.

Ford's first dedicated line of hybrids will roll into dealerships this fall, promising best in-class fuel economy and innovative new technologies. The efficient new C-MAX Hybrid Utility Vehicles will be



2013 Ford C-MAX Hybrid

available in two versions, the Hybrid and the Energi plug-in hybrid. The C-MAX is just slightly shorter than the Prius but offers over two cubic feet more interior space for passengers and luggage than the Prius. The Energi is expected to deliver a better fuel economy equivalent in the electric mode than the Toyota Prius plug-in hybrid, plus it has an overall driving range of 500 miles. The 2013 C-MAX Hybrid will have a base price of \$25,995, about \$500 lower than the Toyota Prius v. The price of the Energi plug-in has not been announced. Both vehicles feature the next generation of Ford's acclaimed powersplit technology that will allow operation in electric mode at higher speeds than any other hybrid. When powered by gasoline, the C-MAX Hybrid uses the all-new 2.0-liter Atkinson-cycle four-cylinder engine, and the electric motor is powered by an advanced li-ion battery system.

About 35 Southern California residents are driving **Mercedes-Benz** hydrogen electric fuel cell vehicles as the company does real world tests of the promising technology. The B-Class F-CELL, which



Mercedes-Benz B-Class F-CELL with Diane Kruger

converts compressed hydrogen into electricity, is the first zero-emissions vehicle available from Mercedes-Benz in the US. Actress Diane Kruger, who stars in "Farewell, My Queen," is one of over 35 environmental enthusiasts and early adopters. "I'm excited to be driving the F-CELL. It's environmentally conscious, fun to drive and gets lots of attention on the streets," said Kruger. "I can travel more than 200 miles on a full tank, and it's easy to refuel." More F-CELLs are becoming available in Northern California as we go to press in June. Several fueling stations are already open in Los Angeles and surrounding areas, including Newport Beach, which opened in March.

As the **Kia** brand keeps moving up in quality, design and performance, the idea of a new luxury flagship seems a likely next step for the brand. With Kia's partner Hyundai making impressive moves up the luxury ladder—with models like the rear-drive Genesis and high-level luxury Equus—Kia has an easily available foundation for such an expansion. A K9 concept model shown in the Korean market appears to share underpinnings and drivetrain elements used in the Genesis and Equus, including the 5.0-liter direct-injection V8 used in those two models. With former Audi chief designer Peter Schreyer now serving as Kia's design director, the new cars have a European flavor, with the look of beautiful four-door coupes now offered by nearly every premium brand. The K9 is a technological marvel with advanced communications, safety and high-end features. The car



Kia K9 concept

debuts in Korea in late 2012, but the timing for a US release is unknown.

Fiat and Mazda announced plans to jointly develop and build two versions of a new roadster. Details of the agreement should be finalized later this year, and it does not involve any sort of corporate merger. The Fiat version will be sold as an Alfa Spider in the US, as that brand reenters the world's largest two-seat sports car market. The Mazda version will be the successor to the legendary MX-5/Miata roadster, sold in the US since 1989. The new car will be a lightweight, rear-drive configuration based on MX-5 architecture. Each brand will have its own distinctive styling. The car is expected to be built at Mazda's Hiroshima plant and sold globally starting in 2015. The agreement paves the way for Mazda to increase its capacity, as the Japanese carmaker seeks to stem losses. For Fiat, the deal may help the company gain access to Mazda's engine and lightweight technologies. ■

UPCOMING FEATURES

Goodyear F1 Eagle Asymmetric All-Season tires



Sonoma Historic Motorsports Festival



Photo: Joe Sage

Photo: Tim and Kristin Sharp

Mercedes-Benz GL-Class : New Mexico launch



Ford model year 2013 - efficiency : Dearborn



Lexus ES : Dallas launch



Mazda CX-5 : Arizona-Utah-Colorado



MINI Coupe John Cooper Works



Hyundai Veloster Turbo : Austin launch



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