

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 11 NUMBER 6
NOVEMBER-DECEMBER 2012



Audi allroad

VEHICLE DRIVES

LAUNCHES: HYUNDAI SANTA FE • LEXUS LS FLAGSHIP

CHEVROLET: SONIC RS • MALIBU TURBO • SPARK • TRAVERSE • EQUINOX

AUDI ALLROAD • BMW 328i • MITSUBISHI OUTLANDER

TOYOTA HYBRIDS: PRIUS PLUG-IN • CAMRY HYBRID • PRIUS V

VEHICLE SNEAK PEEKS

MERCEDES-BENZ SL AT STARFEST

KIA RIO AND OPTIMA AT D'BACKS

FIAT 500 TURBO AT CONCORSO ITALIANO

CUSTOMS

MARLIS WILLIAMS '32 FORD ROADSTER

SPECIAL EVENTS

MONTEREY AND PEBBLE BEACH

JANUARY AUCTIONS PREVIEW

MOTORSPORTS

ROLEX MONTEREY MOTORSPORTS REUNION

PIR NASCAR MEXICO TOYOTA SERIES



10TH
ANNIVERSARY
ISSUE

VEHICLES • EQUIPMENT • SAFETY • PERFORMANCE • MAINTENANCE • MOTORSPORTS • EVENTS • DESTINATIONS • ATTRACTIONS



SCAN FOR ADDITIONAL CONTENT

Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™

WATCH LIVE ON SPEED



1971 Plymouth HEMI 'Cuda Convertible
An exceptional example of the most desirable Mopar Muscle car. One of the 11 original examples. One of two Canadian export cars. One of one in Violet (Plum Crazy) HEMI 'Cuda Convertibles in 1971. Has the last factory assembled 426cid HEMI built in it. Never offered at auction before.

1968 Shelby EXP 500 "The Green Hornet"
Arguably the rarest and most desirable Shelby Mustang of all time. This incredibly significant piece of Ford, Shelby and muscle car history is widely publicized and documented. Being a double-prototype and an experimental platform for innovation and design, puts this Shelby into a class of its own. Fully authenticated...it is, as Carroll Shelby said "the one and only Green Hornet."



1965 Shelby GT350 Fastback #5S195
Highly documented, highly detailed with correct numbers and codes. Verified by Howard Pardee, SAAC Registrar for 1965/1966 GT350s and fully documented in the 2010 Shelby American Registry. Previously owned by Ford Motor Company and used in their Performance Heritage Tour. The is a unique piece of Shelby history. Crossing the Scottsdale auction block at No Reserve.

SCOTTSDALE, ARIZONA

AUCTION DATES – JANUARY 13-20, 2013 | SALON OFFERING – JANUARY 19

Register to bid on over 1,000 vehicles offered at No Reserve and with Reserve. Telephone, absentee and internet bidding options are available.

Contact an Automotive Specialist at SalonCollection.com, Barrett-Jackson.com or call 480.663.6255

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

November-December 2012

MOTORSPORTS

A NASCAR Mexico at PIR6
Phoenix International Raceway announces a historic new event for this coming spring. By Larry Edsall

SPECIAL EVENT

B Arizona International Auto Show info8

SPECIAL EVENTS

C January Collector Car Auctions info8

VEHICLE INTRODUCTIONS

D 2013 Chevrolet Malibu Turbo, Sonic RS, Spark, Traverse and Equinox18
We travel to Marin County in Northern California to drive five new or highly redesigned models representing advances in performance, economy and in many cases both. By Joe Sage with Jim Prueter

VEHICLE SNEAK PEEK

E 2013 Mercedes-Benz SL24

VEHICLE INTRODUCTION

F 2013 Hyundai Santa Fe26
We drive the completely new 5-passenger Santa Fe Sport through the mountains and valleys around Park City, Utah, and get a peek at the upcoming 7-passenger Hyundai Santa Fe. By Joe Sage

SPECIAL EVENTS

G Pebble Beach and Monterey auto week highlights30

VEHICLE SNEAK PEEK

G 2013 Fiat 500 Turbo32
Revealed at Concorso Italiano in Monterey. By Joe Sage

VEHICLE IMPRESSIONS

Toyota Prius PHV Plug-In, Camry Hybrid, Prius v34
Three takes on alternative powertrains, by the pioneer. By Joe Sage

VEHICLE IMPRESSION

2013 Audi allroad 2.0T quattro Tiptronic38
Back after a seven-year absence in the US, the allroad is this time based on the smaller A4 and has some other changes. By Joe Sage

CUSTOM PROJECT

'32 Ford Roadster by Marlis Williams42
'32" is the magic number, as this beautiful custom roadster of that vintage also took that many years to complete. By Randall Bohl

VEHICLE IMPRESSION

2013 BMW 328i Sedan Sport Line46

VEHICLE IMPRESSION

Mitsubishi Outlander 3.0 GT S-AWC48

VEHICLE INTRODUCTION

H 2013 Lexus LS50
Lexus introduces their new flagship sedan in Tucson. By Joe Sage

MOTORSPORTS

I Rolex Monterey Motorsports Reunion 201254
The "Arizona Cobra Connection," a core group of race drivers and builders from Arizona, dominate the track. By Tim Sharp

VEHICLE SNEAK PEEKS

J Kia Rio SX MT and Kia Optima SXL at Chase Field ...58

departments

FROM THE PUBLISHER : START YOUR ENGINES4
AUTO NEWS UPDATE10
THE INSIDE TRACK : BRIEFS AND RUMORS60
UPCOMING FEATURES62



COVER: The new 2013 Audi allroad 2.0T quattro is an adapted version of the A4 in what would otherwise be Avant form, bringing back a popular model that last reached our shores in 2005 and was then based on the larger A6. **Photo: Joe Sage.**

Photo: Joe Sage

Photo: Joe Sage

Photo: Joe Sage

Photo: Randall Bohl

Photo: Joe Sage

Photo: Tim & Kristin Sharp



START YOUR ENGINES : FROM THE PUBLISHER

This issue marks **ten years** since our premiere edition. The November/December 2002 issue had a dry Arizona highway on the cover and took us to Colorado for winter driving tips. Since then, we've been all over the map, bringing you to vehicle launches, collector auctions and auto shows coast to coast. Our stories in this issue are all west of the Continental Divide, and include Mexico. The Mexico news is a very big deal, as we join top drivers and executives from Phoenix International Raceway and NASCAR Mexico to learn about next spring's first-ever Mexico team racing at PIR. **Larry Edsall** brings us the details.

Hyundai takes us to northern Utah to drive the new Santa Fe Sport, an impressive rework in a highly competitive segment. **Jim Prueter** joins us in Marin County, where Chevrolet reveals a new turbo version of the popular Malibu, an RS version of the small Sonic, the even smaller Spark as it arrives in the US, and updated versions of the Traverse and Equinox.

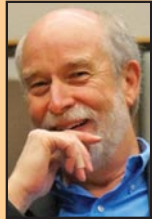
Back home, we drive the new Lexus LS flagship outside Tucson; get sneak peeks of the new Mercedes-Benz SL at StarFest and two sported-up Kias at Chase Field; and have wheel time with our cover car, the reinvented Audi allroad, three Toyota hybrids, including one plug-in, the Mitsubishi Outlander and the latest BMW 3 Series. **Randall Bohl** brings us the tale of a '32 Ford custom roadster that coincidentally took 32 years to build.

We visit the August events collectively known as Monterey Auto Week, with auctions, historic races and several concours events. Fiat took the opportunity to present their brand new 500 Turbo at Concorso Italiano. And **Tim Sharp** brings us the story of Arizona race drivers dominating at the Rolex Monterey Motorsports Reunion vintage race.

Enjoy the ride.

Joe Sage - Publisher/ Executive Editor

Photo: Brenda Priddy



ARIZONA DRIVER

MAGAZINE

PUBLISHER / EXECUTIVE EDITOR: Joe Sage

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

CONTRIBUTING PHOTOGRAPHERS:
 Randall Bohl Christina Lawrie
 Chris Marzoni Brenda Priddy
 Jan Wagner

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

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

Arizona Driver Magazine, Arizona Rider Magazine, Arizona Flyer Magazine and Arizona Boater Magazine are registered tradenames of AdZone Arizona LLC.

Arizona Driver Magazine is a member of the Motor Press Guild, Phoenix Automotive Press Association, Northwest Automotive Press Association, Rocky Mountain Automotive Press, Midwest Automotive Media Association and Better Business Bureau of Central, Northern and Western Arizona.



"Can I borrow the car?"



Just got a little easier to answer.

"Our course teaches new drivers essential techniques including accident avoidance and skid control that will keep them safe behind the wheel. **It's an education that could save your teens life.**"

- Bob Bondurant, World Championship Driver - Instructing Teens since 1973

gobeyondordinary



CarBeyondStore
 Gallery of Fine Auto Parts



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



World Champion
 Bob Bondurant

RATING: ★★★★★ PHOENIX, ARIZONA
BOB BONDURANT
 SCHOOL OF HIGH PERFORMANCE DRIVING

THE OFFICIAL HIGH PERFORMANCE DRIVING SCHOOL OF CHEVROLET
 1.800.842.7223 BONDURANT.COM



PROUDLY LOCATED ON THE GILA RIVER INDIAN COMMUNITY.



BIENVENIDOS
@VAMOSPHXRACEWAY



A race to bridge the border

By Larry Edsall - photos by Randall Bohl

"Our dream was always to be able to come to the United States and to race against the guys who are really good," Mexican racing driver Hugo Oliveras said of the stars of NASCAR stock car racing. "Now, in March, it's not only the drivers [who will showcase their talents], but the mechanics and the engineers and the cars who get to come and show that we are all very professional."

Oliveras not only drives the No. 11 Monster Energy Toyota in the NASCAR Mexico Toyota Series, but he owns the three-car HO Speed Racing team. On March 1, 2013, Oliveras, his teammates and competitors will be racing not in their native country but at Phoenix International Raceway, a track they will share that weekend with the stars of the major NASCAR series.

The Mexican series will be making its US debut with a 75-lap race that will be the feature event that Friday night next March.

In announcing the visit, PIR president Bryan Sperber noted that Arizona has become known in recent years for the "turbulence" around its immigration policies and politics.

"Sports," said Sperber, "is a great way to bring people together. This event will showcase what a great state Arizona is, and that's its warm and welcoming."

The announcement of the race was deemed so important to Arizona's image that US Congressmen Ed Pastor was among those participating in the announcement.

"Arizona does not have the best image," the congressman said, "but it will welcome the teams and their fans."

Rep. Pastor also noted the significant economic impact the race can have on the Arizona economy, and Arizona/Mexico Commission president Larry Lucero echoed those comments, saying the race will bring together international businesses and cultures.

Sperber also noted that the race will be televised not only in the United States and Mexico, but throughout Central and

South America, and thus will expose Phoenix and Arizona to a full hemisphere of potential visitors.

But, Sperber reminded, "first and foremost, this is about sports"—and not just motorsports, as three-time world boxing champion and former US Olympic team fighter Fernando Vargas will be the honorary pace car driver for the race.

Mexico has a long history of motorsports, but primarily on public roads and purpose-built road courses with turns to the left and the right.

It was at the famed Mexican road race, La Carrera Panamericana, that the gull-wing Mercedes-Benz SL first gained fame, and the Mexican Grand Prix was part of the Formula One circuit from 1963-92. Famous Mexican racers have included the Rodriguez brothers, Ricardo and Pedro, and F1 racer Hector Rebaque.

Indy-type cars have also raced in Mexico and, while still a teenager, Mexican Josele Garza was Rookie of the Year at the Indianapolis 500 in 1981. Adrian Fernandez, Memo Gidley, and Michele Jourdain Sr and Jr are among others from Mexico who have gained fame in racing in the United States.

In 2002, a group began a stock-car-style series for pickup trucks (similar to NASCAR's own truck racing series). Eventually the series moved from trucks to cars and has been sanctioned by NASCAR since 2007. In 2008, NASCAR appointed stock car racing veteran and former Nationwide Series runner-up Chad Little as director of racing development, Mexico.

Little, a Washington state native who lives in Charlotte NC, said he typically makes 10 trips a year to Mexico to work with the Toyota series and its competitors.

Little said the series involves 14 races, two at each of seven tracks. Six of those tracks are ovals, and five of those ovals have been built within the last five years, he said, adding that they range from a half mile to 1.25 miles in length.

The cars are much like what Americans



(From top): Drivers Hugo Ontiveros, Jorge Goeters and Daniel Suarez, with director of NASCAR Toyota Series Enrique Contreras, meet the press. The drivers are joined by champion boxer Fernando Vargas and PIR president Bryan R Sperber. Vargas with Keith Dahl, Toyota national motorsports and engagement marketing manager. NASCAR Mexico general director Federico Alaman González and Sperber sign and seal the deal. US Representative Ed Pastor and Arizona/Mexico Commission president Larry Lucero look forward to next March.



know as late-model racers and are identical except for the stickers that identify them as Chevrolet, Dodge, Toyota, Ford or Mazda racers. All cars are powered by identical V8 engines based on the Chevy 604 racing motor.

Little said that even with the economic setbacks of the last two years, racing fields average 34 cars and that the action is close and exciting.

The announcement of the PIR race for 2013 was made with two races left in the 2012 NASCAR Mexico Toyota Series, with 20-year-old Daniel Suarez, driver of the No.3 Dodge, currently leading series veteran and former champion Jorge Goeters and his No. 31 Mazda by only two points in the standings. ■





Arizona International Auto Show: Thanksgiving Weekend

Phoenix Convention Center
Thanksgiving Weekend:
November 22-25, 2012

Hundreds of new cars, trucks, SUVs, crossovers and more will roll into the Phoenix Convention Center for the 2013-Model Arizona International Auto Show. Check out all the latest rides in a non-selling environment, sit behind the wheel, inspect engines, kick the tires and even take a spin in several new models. From eye-popping exotics to the newest electric rides, there is something for everyone.

Representatives from leading automotive manufacturers will be at the show, to answer questions and provide information on the latest vehicles. The Arizona International Auto Show is owned and presented by the Valley Auto Dealers Association and produced by Motor Trend Auto Shows, LLC, the nation's largest auto show producer.

DATES AND TIMES

Thursday, Nov 22 (Thanksgiving).....9am-7pm
Friday, November 23.....9am-9pm
Saturday, November 24.....9am-9pm
Sunday, November 25.....9am-7pm

LOCATION

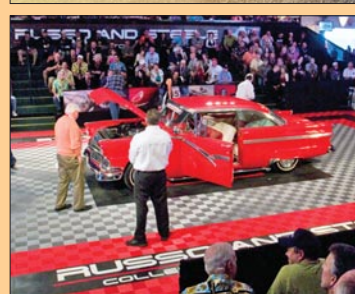
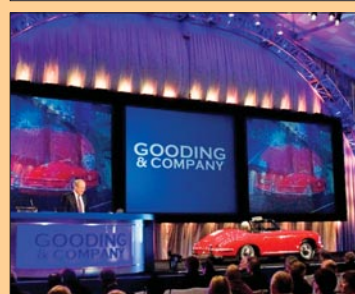
Phoenix Convention Center
100 N 3rd Street, Phoenix AZ 85004

TICKETS

Adults.....\$10
Seniors (62 and older).....\$ 6
Military with DOD ID.....\$ 6
Thurs-Fri-Sat; children 6 & younger.....free
Sunday Family Day: children 12 & younger.free

DISCOUNTS AND MORE INFORMATION

Information and advance E-tickets can be found at: www.AutoShowPhoenix.com.



BARRETT-JACKSON

42ND ANNUAL COLLECTOR CAR AUCTION EVENT
Sunday-Sunday, January 13-20, 2013
WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

An advance purchase All-Week Pass is \$80 for an adult, \$60 for senior, military or student (gate prices are \$160 and \$130 respectively). Daily and daily twilight tickets are available, with special rates for seniors, military, students and kids, and also with advance purchase discounts. ▼ Barrett-Jackson hosts annual auctions in Scottsdale, Palm Beach, Orange County and Las Vegas. www.barrett-jackson.com

BONHAMS

2ND ANNUAL SCOTTSDALE AUCTION
Thursday, January 17, 2013
Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

The second annual Bonhams Scottsdale Auction returns to the Westin Kierland Resort & Spa, and anticipation is running high. Select consignments are currently invited; early consignments include a 1930 Bugatti Type 46 Faux Cabriolet with rarely-seen coachwork by Veth & Zoon. ▼ Bonhams—since 1793—hosts a wide variety of auctions of many types, worldwide, throughout the year. www.bonhams.com

GOODING & COMPANY

6TH ANNUAL SCOTTSDALE AUCTION
Friday-Saturday, January 18-19, 2013 (viewing 16-19)
Fashion Square - E Camelback Rd and N 68th St - Scottsdale

General admission to this viewing and auction is \$30 per person. An auction catalog for \$80 admits two to the viewing and auction. Children under 12 attend for free. For bidders, \$200 includes a catalog, admission for two to the viewing and auction with reserved seats. ▼ Gooding & Company is the official auction of Pebble Beach Concours and has an auction during Amelia Island. www.goodingco.com

RM AUCTIONS

14TH ANNUAL AUTOMOBILES OF ARIZONA
Friday, January 18, 2013 (preview Jan 17)
Arizona Biltmore - N 24th St and E Camelback Rd - Phoenix

Purchase of the official auction catalog for \$120 admits two to the preview only. The auction is limited to registered bidders and consignors only. Bidder registration is \$200 and includes the official auction catalog and admission for two to the preview and auction. ▼ RM Auctions is the official auction of Amelia Island Concours and hosts auctions worldwide. www.rmauctions.com

RUSSO AND STEELE

13TH ANNUAL SPORTS & MUSCLE IN SCOTTSDALE
Wednesday-Sunday, January 16-20, 2013
N Scottsdale Rd and E Mayo Blvd at AZ Loop 101 - Scottsdale

Locally-based Russo and Steele promotes a For Enthusiasts By Enthusiasts™ philosophy and a boutique-style, theater-in-the-round setting. General admission is \$20 for one day, \$55 for three or \$80 for five days, with tickets available online. Bidder registration is \$150, with guests \$50 and an opening gala for \$100. ▼ Russo and Steele hosts annual auctions in Scottsdale and Monterey. www.russoandsteele.com

SILVER AUCTIONS

16TH ANNUAL FORT MCDOWELL AZ AUCTION
Friday-Saturday, January 18-19, 2013
Fort McDowell Resort & Casino - (near Fountain Hills)

Silver's auction started in 1992 and grows each year as an alternative where thousands of buyers and sellers can buy and sell in a personally comfortable arena—real cars and real deals. Friday noon to 9pm, Saturday 10am-11pm. Admission is \$18, and children under 12 attend for free. ▼ Silver Auctions has annual events in Spokane WA and Arizona. For more information visit www.silverauctions.com

The SEMA Show PERFORMS.

Up-close innovation. Technology in your face.
New products and ideas to increase sales
and power your business.



Register now at
www.SEMAShow.com/ADM

Las Vegas Convention Center, Las Vegas, Nevada
Exhibit Days: Tuesday, Oct. 30 – Friday, Nov. 2, 2012
Education Days: Monday, Oct. 29 – Friday, Nov. 2, 2012



Jaguar F-TYPE two-seater unveiled

Jaguar has revealed the F-TYPE at the Paris Motor Show—an all-new convertible sports car representing a return to the company's core: a two-seat, convertible sports car focused on performance, agility and maximum driver engagement. The F-TYPE is a continuation of a bloodline that stretches back for more than 75 years of beautiful, sporty and desirable cars. This is Jaguar's first two-seater since the E-Type was launched 50 years ago. A focus on performance and driver involvement is emphasized by the asymmetric layout of its cockpit. A grab handle sweeps down the center console on the passenger side, defining it as separate from the driver's position. Controls are grouped by function and ergonomics, and a joystick-like, aviation-inspired SportShift selector controls the F-TYPE's eight-speed automatic. More than half the content of the car comes from recycled metal, with aluminum the most significant. The structure is riveted and bonded in an exclusive manufacturing process that emits up to 80 per cent less CO₂ than from welding a comparable steel structure. Pricing is expected to start at \$69,000. ▼



2013 Jaguar F-TYPE



Fisker Karma world records

FISKER SETS TWO WORLD RECORDS

▲ Forty-five Fisker Karma owners gathered with Dutch astronaut André Kuipers in The Netherlands as Fisker Automotive helped set two new world records for electric vehicles at an event organized by the company's Dutch retailer, Fisker Nederland. The Southern California automaker is now first to hold the world record for Highest Number of Single-Brand Electric Vehicles to be Charged Simultaneously, with 45 owners of its Karma Electric Vehicle with extended range (EVer™) having their cars charged at the same time. Those 45 owners also helped break the world record for Highest Number of Mixed-Brand Electric Vehicles to be Charged Simultaneously. That record now stands at 50. The previous record was 43, set in May of this year. Both records were confirmed by Stichting E-Laad, the Dutch foundation for the promotion of electric driving.

BENTLEY MOVES US HQ TO VIRGINIA

Bentley Motors, Inc., the sales and marketing arm for Bentley Motors in the Americas, has announced it will relocate its corporate headquarters from Boston to the offices of Volkswagen Group of America in Herndon, Virginia as part of a strategic realignment of its regional operations. Christophe Georges, president &

COO for Bentley Motors, Inc., said, "The US is our biggest market, and the relocation will allow Bentley to focus our resources on our brand and to take further advantage of synergies with the Volkswagen Group here in the US."

"By having Audi, VW, Lamborghini and now Bentley in the same location," said Jonathan Browning, president and CEO Volkswagen Group of America, "we can provide...support so each of the brands can continue to focus on its unique position in the marketplace." The headquarters relocation is expected to be completed by the end of 2012.

ALMS, GRAND-AM RETURN TO MRLS

With a merger of the American Le Mans Series and GRAND-AM Road Racing on tap for 2014, their events at Mazda Raceway Laguna Seca next year will surely be a treat for race fans. The ALMS will compete May 16-18 and GRAND-AM Road Racing will run September 5-7, with two competitive series—Rolex Sports Car Series and Continental Tire Challenge—within the Continental Tire Sports Car Festival Powered by Mazda event. This is one of four tracks to have hosted an ALMS event in each of its seasons. Featuring multiple classes of high-tech sports cars competing together, the American Le Mans Series sees constant passing and on-track

battles throughout each race. The six-hour endurance race on Saturday May 18 takes competitors from daylight to dusk, pushing drivers' and crews' mental and physical abilities. In GRAND-AM Road Racing, the Rolex Sports Car Series features Daytona Prototypes and production-based GT cars running simultaneously. The Daytona Prototype (DP) category has revolutionized sports car racing with ample battles at the front of the field and close finishes in practically every race. Like the DP class that has redefined prototype racing, the GT class has done the same for high-performance, production-based sports car racing. Like the Rolex Series, the Continental Tire Sports Car Challenge races two classes at the same time—Grand Sport (GS) and Street Tuner (ST)—and features sports cars manufactured around the world, straight from the showroom, racing with only minor safety modifications. Tickets will be available at MazdaRaceway.com or by calling the ticket office at 800-327-7322.

VOLVO TRUCKS COLLISION WARNING

Rear-end collisions account for a significant proportion of road accidents. To address this problem, Volvo Trucks (separate from Volvo cars) has developed

KEEP RIGHT >>

381-hp 2012 Toyota Tundra CrewMax 4x4 tows
37-million-hp 1992 OV-105 Space Shuttle Endeavour



Collision Warning with Emergency Brake, an advanced emergency braking system which also includes early collision warning. The system, available on the new Volvo FH Series, has been developed to support the driver so a majority of rear-end collisions can be avoided or mitigated. The system combines radar and a camera that work together to identify and monitor vehicles in front and is designed to deal with both stationary and moving vehicles, to prevent a collision with a moving target at relative speeds of up to 70 km/h (42 mph). When the system detects a vehicle that the truck will hit at its current speed, it activates a constant red light in the windshield to bring the driver's attention back to the road.

TOYOTA TUNDRA TOWS 150 TONS

▲ A Toyota Tundra half-ton pickup truck without any special modifications successfully towed the Space Shuttle Endeavour on a custom-built dolly—with a combined weight of nearly 300,000 pounds—across a bridge spanning the nation's busiest freeway on Friday night, October 12. The tow was a result of a 20-year partnership between Toyota and the California Science Center to raise awareness of the space program and continue public education through exhibits and events. The shuttle's 12-mile route over

city streets to its new home at the California Science Center included one passage across the Manchester Boulevard Bridge over the 405 Freeway. This stretch required a lighter tow mechanism than other portions of the route, for weight distribution purposes. Toyota did extensive testing and worked with the Sarens Group, a heavy lifting and engineering transport company, to develop a dolly to move the Endeavour over this bridge. The model selected was a stock 2012 Tundra CrewMax 4x4 with Toyota's 5.7-liter iForce V8, producing 381 horsepower. All Tundra trucks are built at Toyota's San Antonio plant. The truck used to tow the Endeavour was purchased from a Southern California Toyota dealer, with no modifications or special equipment added for the tow. The Tundra was piloted by longtime Toyota professional driver Matt McBride. Riding along was Garrett Reisman, an astronaut aboard the orbiter when it traveled to the International Space Station in 2008. From start to finish, it took about five minutes to cross the bridge. The Science Center has a popular exhibit utilizing a Tundra to demonstrate the physics of leverage. The Tundra that was used to tow the Space Shuttle was to replace the existing truck as the Endeavour exhibit opened on October 30, 2012.

ALT FUEL MARKET OPPORTUNITIES

Phoenix Marketing International, a New York-based Honomichl Top-30 market research firm, reports findings that reveal consumers' consideration of alternative fuel vehicles for their next purchase. The study, fielded in July 2012, covered over 1,800 consumers recently or currently in the market for a new vehicle. Over half were neutral when it comes to considering alternative fuel vehicles. "For automotive marketers, that means there is immense opportunity for developing and delivering alternative fuel messaging around their brand. As alternative fuel vehicles continue gaining popularity, cultivating and communicating an alternative fuel image will be critical. Honing related messaging will be step one in persuading consumers who are unsure about the technology to consider their products," states senior research analyst Kevin Severance. The study found that consumers in the luxury market already tend to be more receptive to alternative fuel vehicles than those in the non-luxury market. Those inclined toward alternative fuel vehicles in the luxury market outnumber those averse by more than 3:1, while in the non-luxury market those inclined outnumber those averse by closer to 2:1.

KEEP RIGHT >>

EUROPEAN SPORTS, AMERICAN MUSCLE, HOT RODS AND CUSTOMS

RUSSO AND STEELE

COLLECTOR AUTOMOBILE AUCTIONS™



1963 PONTIAC CATALINA
SUPER DUTY "SWISS CHEESE"

1967 JAGUAR E-TYPE
ROADSTER

1966 SHELBY GT350
FASTBACK



CONSIGNMENTS NOW INVITED
ZERO ENTRY FEE AND 5% COMMISSION

RUSSO AND STEELE 13 JANUARY 16-20, 2013
5 DAYS OVER 700 CARS

FOR CONSIGNMENT, BIDDER REGISTRATION OR AUCTION INFORMATION
RUSSOANDSTEELE.COM 602.252.2697

Volkswagen Jetta Hybrid



VW HYBRID LAND SPEED RECORD

▲ After already becoming the world's fastest hybrid at Bonneville in August, the Volkswagen Jetta Hybrid LSR returned to the Salt Flats of northern Utah on October 5 to break the Southern California Timing Association's (SCTA) H/PS land speed record. This class is for production cars with engines of smaller than 1.5 liters that use forced induction. *Motor Trend* associate road test editor Carlos Lago drove, averaging 186.313 mph over two runs during the SCTA's World Finals event, eclipsing the previous record by a margin of 18.8 mph. On his second run, Lago averaged 187.147 mph for the last mile, beating the magical 300 km/h mark. This also became the new fastest run recorded by a hybrid, beating 185.394 mph set by the same car back in August.

KIA QUORIS FLAGSHIP TFT DISPLAY

When Kia's all-new Quoris luxury flagship sedan goes on sale outside Korea later this year, it will introduce a range of comfort and convenience features that set new standards for the brand and they hope for the industry. Quoris drivers will appreciate the image quality of the car's all-new 12.3-inch-wide TFT (Thin Film Transistor) LCD instrument cluster. The high-definition cluster features precise graphics and delivers a wide range of

information with unusual clarity. The prioritization, color and size of the display's graphics can be personalized.

MAZDA EXITS FLAT ROCK FORD PLANT

The AutoAlliance International plant in Flat Rock, Michigan has been a joint operation between Ford and Mazda since 1992. During the heyday of Ford's Premier Automotive Group (comprising Aston Martin, Jaguar, Land Rover, Volvo and sometimes Lincoln), Ford once owned as much as 33.4 percent of Mazda, as well (though not part of PAG). Ford sold off most of its investment in 2008, now retaining a three percent stake in Mazda. For years, the Mazda6 sedan—the only Mazda made in North America—was built at Flat Rock, along with the Ford Mustang. With Ford now reorganized around its own core brands, production of the next-generation Mazda6 is being moved to Japan, marking the end of Mazda's only US production. Ford plans to move production of its Fusion sedan, the prior generation of which was produced in Mexico for the North American market, to Flat Rock, after negotiations with the United Auto Workers. Ford says it's investing \$550 million and creating another 1,200 jobs at the plant, which has currently employed 1,700. The Ford-Mazda joint venture will continue after these production

changes, with no change to the investment ratio between Ford and Mazda.

PHOENIX TOYOTA MOBILITY VAN DEAL

Executives with Toyota Motor Sales USA and Vantage Mobility International (VMI), a Phoenix-based manufacturer and distributor of wheelchair-accessible vehicles, have signed an agreement authorizing VMI to convert the top-selling Toyota Sienna into a wheelchair-accessible minivan using the patented Northstar in-floor ramp system. The agreement was executed on August 23 at Toyota USA headquarters in Torrance, California. VMI began accepting customer orders for a limited number of 2012-2013 model Toyota Sienna VMI Northstar minivan conversions through authorized VMI mobility dealers on October 1. Toyota began providing mobility solutions in 2001; Toyota Mobility is a group within Toyota Motor Sales USA. Based in Arizona, VMI offers a full range of minivan and full-size van conversions for those in wheelchairs through a global network of dealers. For 25 years, VMI has produced full-size and minivan conversions, platform lifts, scooter and wheelchair lifts and transfer seats. VMI's Northstar conversion is the only in-floor ramp system currently available on

KEEP RIGHT >>

RESOURCES:

PERFORMANCE DRIVING SCHOOLS

STOP DREAMING.

ALL IT TAKES IS A DRIVER'S LICENSE AND THE DESIRE.

BOB BONDURANT
SCHOOL OF HIGH PERFORMANCE DRIVING
FIREBIRD RACEWAY IN CHANDLER

The Official High Performance Driving School of General Motors.

bondurant.com 480.961.0143

It's a matter of choice.

There's only one school that gets you on the race track in a collection of the world's finest and fastest sports cars. It's called the **Skip Barber High Performance Driving School**. Mean machines from Lotus, Porsche, BMW and Lexus. Choose your track: Road Atlanta. Sebring. Lime Rock Park. Mazda Raceway Laguna Seca. Then choose your car.

The Skip Barber High Performance Driving School. **It's a matter of choice.**

THROW LIFE SOME CURVES **SKIPBARBER.COM**

MICHELIN **800-221-1131**

SPRING MOUNTAIN
MOTORSPORTS RANCH

MORE EXCITEMENT WOULD BE ILLEGAL. EVEN IN LAS VEGAS.

THE NEW RON FELLOWS PERFORMANCE DRIVING SCHOOL

Experience a new level of performance driving while you test your limits on the racetrack.

RON FELLOWS
PERFORMANCE DRIVING SCHOOL
SPRING MOUNTAIN

800.391.6891 / racespringmountain.com

BRIDGESTONE WINTER DRIVING SCHOOL

THE CENTER FOR DRIVING SCIENCES

THINK OF IT AS **APPLIED ADRENALINE**

Have the time of your life at North America's premier winter driving facility. Our top driving pros will take your skills to the next level whether you are a new driver or a racing professional. Learn the mechanics behind the moves and practice them on real ice and snow covered tracks. We offer both safety and performance based programs ranging from a half day to two days.

call **1.800.WHY.SKID**
visit **winterdrive.com**

Steamboat Springs, Colorado



all major minivan models through mobility dealers nationwide. This is the first time that Toyota and VMI have worked together. As part of the program, Toyota Mobility will provide up to \$1,000 in customer assistance to help offset the cost of any qualified adaptive equipment or conversion for drivers and/or passengers when installed on any eligible purchased or leased new Toyota.

CADILLAC ELR TO ENTER PRODUCTION

▲ Preparations will soon be under way at the General Motors Detroit-Hamtramck Assembly plant to build the Cadillac ELR, a luxury coupe featuring extended-range electric technology. “The ELR will be in a class by itself, further proof of our commitment to electric vehicles and advanced technology,” said GM North America president Mark Reuss. “People will instantly recognize it as a Cadillac by its distinctive, signature look and true-to-concept exterior design.” Production is scheduled to begin in late 2013. The addition of the ELR to Detroit-Hamtramck represents a \$35 million investment and increases total product investment to \$561 million since December 2009. It is the first two-door car built at the plant since the 1999 Cadillac Eldorado. “This investment reflects the corporation’s confidence that the highly skilled members of UAW Local 22 can suc-

cessfully build one of the most technologically advanced vehicles in the world,” said UAW Vice President Joe Ashton, who directs the union’s GM Department. “The hard work and dedication of our members demonstrates that we can competitively manufacture products for the future right here in Detroit.” The ELR is the production version of Cadillac’s Converj, a concept vehicle revealed at the North American International Auto Show in 2009. The ELR will advance the design theme of the Converj while featuring an electric propulsion system made up of a T-shaped lithium-ion battery, an electric drive unit, and a four-cylinder engine-generator. It will use electricity as its primary power source to drive the car without using gasoline or producing tailpipe emissions. When the battery’s energy is low, the ELR seamlessly switches to a gasoline-powered electric generator to allow hundreds of additional driving miles. The lithium-ion battery will be built at GM’s Brownstown Battery Assembly plant in Brownstown, Michigan. Detroit-Hamtramck is the only US automotive manufacturing plant that mass-produces extended-range electric vehicles. The plant is home to the Chevrolet Volt, Europe’s Opel Ampera and Australia’s Holden Volt extended-range electric vehicles. Extended-range electric vehicles are exported to 21 countries from the plant.

NEW MASERATI CONVERTIBLE

Designed to complete the manufacturer’s open-top range, the new Maserati GranTurismo Convertible MC blends high performance and sports characteristics, derived from racing experience, with the style and practicality of Maserati’s four-seater convertible. Inspired and encouraged by the considerable success of the GranTurismo MC Stradale—which was warmly received by customers thanks to its translation and adaptation of racing characteristics for use on the road—the new GranTurismo Convertible MC has a sporty and aggressive look, while maintaining the characteristics of a grand tourer, ideal for long journeys. The car, 48mm longer than the GranTurismo Convertible and GranTurismo Convertible Sport, is characterized by a front end inspired by the MC Stradale, with a profile designed to optimize aerodynamic lift and flow. These differ from those on other versions of the GranTurismo Convertible due to increased length and other aerodynamic elements at the rear end, which is characterized by a large spoiler for greater negative lift at high speeds. Inside the spoiler, built into the luggage compartment, is the third brake light. The spoiler matches body color or is also available, within various customization packages, with a carbon finish. ■

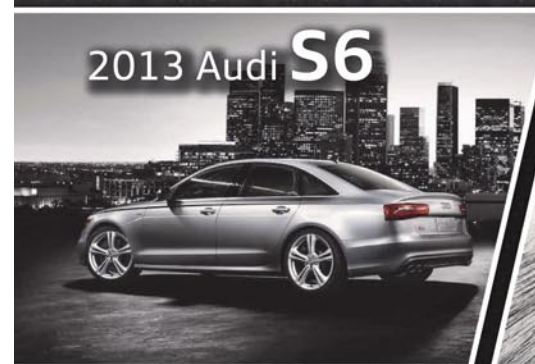
Curves don't belong to just the road.



For drivers in search of luxury with originality, the Audi A7 features a body whose unique form and daring roofline make for a striking statement.



Meet the new 2013 S Models. Enhanced Performance and Unrivaled Styling Define the new 2013 S Models.



Audi North Scottsdale

18088 N. Scottsdale Road | 480.538.4000 | audinorthscottsdale.com



Big news comes in all sizes

by Joe Sage with Jim Prueter

If there is a common thread to these five Chevrolets, it would be innovation. Each one represents this to a different degree and in a different fashion. Some are complete redesigns, some are technical adaptations of prior models, some have style and feature adaptations, some have existed worldwide but are new to the United States, and all are intended to satisfy market niches looking for exactly what each one has to offer.

Speaking of a common thread of innovation, each of the five is available with Chevrolet's new MyLink information interface. We traveled to San Francisco, then north to Marin County, to drive them all in one day.

2013 Chevrolet Malibu Turbo

The core of this new model is its engine. Two-liter turbos have been appearing in a variety of vehicles over the past year or so, and they're providing a commendable mix of horsepower and fuel economy, even in vehicles bigger and heavier than the Chevy Malibu.

For a vehicle the Malibu's size and weight—already available in standard 2.5-liter Ecotec (LS, 1LT, 2LT and 1LTZ) and "Eco" 2.4-liter Ecotec® (1SA and 2SA) models—turbocharging a 2.0-liter should create one of the best applications of all. Meet the 3LT and 2LTZ Malibu Turbos. The presence of a "T" in multiple trims doesn't indicate turbo, although the two turbos do happen to include it. Save yourself the brain strain: just show up at the dealership and say, "show me the turbos."

The Eco's 2.4L powerplant puts out 182 hp, while the 2.5L standard Malibu boasts 197 hp. The new, smaller 2.0L turbo pumps out an impressive 259 hp, and it hits its peak sooner, at 5500 rpm (vs 62-6300 for the others). Torque is also up, at 260 lb-ft vs 172 and 191 for the Eco and standard Malibus, respectively. The turbo power is good for a 0-to-60 mph time of 6.3 seconds. Plenty impressive for a midsize family sedan starting at \$27,710 for the 3LT (a price premium of just \$1700 over the non-turbo 2LT). The new turbo engine has a lower compression ratio than the others—9.5



instead of 11-plus—but comes with a recommended (though not required) premium fuel diet. The other two run on regular fuel, period.

Fuel mileage is the other half of the target equation for the new Malibu Turbo. While the existing standard Malibu achieves 22/34 MPG city/highway, and the Eco achieves 24/37—all respectable numbers—the Turbo is rated at 21/30 MPG city/highway. Granted that's about 12 percent lower on the highway than the standard Malibu (and negligibly different in town), but you are getting a 31.5 percent boost in power. The latest technology may not surpass all possible ends of the scale, but it's certainly taking huge strides in those directions.

We drove the Malibu Turbo extensively throughout Marin County, with a chance to test its acceleration and braking on two-lane straightaways, push its cornering and handling on winding country roads, and even try a fair amount of freeway time on the return. The car's light weight and power make a very satisfying combination, and the twin scroll turbo has done an effective job of eliminating turbo lag.

Our tester was the top-of-the-line 2LTZ, with a base price of \$30,165. Total sticker was \$34,810, with sunroof (\$1000), navigation (\$795), an advanced safety package (lane departure and forward collision alert) for \$395, a \$1350 entertainment package and an \$1175 electronics and entertainment package (which also includes unrelated items such as a cargo net and body-side moldings). Final pricing may vary a bit from these early numbers.



Our California intro included the 2013 Chevrolet Sonic RS (above) and (left, top to bottom) the Malibu Turbo, Equinox, Spark and Traverse—a wide range of sizes and uses, each with its own new attitude to show off.

2013 Chevrolet Traverse

With hotter cars like the Malibu Turbo and subcompact Sonic RS at hand, as well as the tiny Chevy Spark, we approached the relatively traditional big eight-passenger Chevrolet Traverse expecting it to be less noteworthy than the others. There was no reason for that. This beauty is going to be a huge contender in the high-passenger-count crossover segment (and probably even in segments that do not per se require that many seats).

Did we say beauty? This was one of the Traverse's biggest surprises. If you've seen early photos of the 2014 Chevrolet Impala, you know it's going to be a knockout, with styling about a thousand levels above its predecessor. Unexpectedly, this year's 2013 Traverse picks up a lot of its cues. It makes for one handsome utility vehicle, though we hope it doesn't steal any thunder from the new Impala's image before that launches.

Three rows of seating are standard. The second row can have two captain's chairs or a three-seat bench, either one with SmartSlide one-handed access to the third-row bench seat. SmartSlide is simple enough even for a child, while that third row is spacious enough even for three adults. With all seats up, cargo volume is 24.4 cubic feet. Drop the third row, and volume is over 70 cu.ft. Drop the second row and it tops 116 cu.ft.

The Traverse is powered by a direct-injection 3.6L V6 (288-hp with dual exhaust; 281 hp with single exhaust). Its six-speed automatic transmission has improved mapping, for power bursts while passing or on freeway ramps. Fuel mileage is 17/24 MPG city/highway, respectable for the segment, all the more so if you prorate it against eight seats. And it runs on regular gas. Towing capacity is 5200 pounds.

We took the Traverse on much the same route as the Malibu, as sporting a route as that was. All in all, it handled the conditions just as well, more closely to a midsize sedan than you would expect for a tall 4700-plus-pounder. Rebound springs in the front struts and new shock valving are engineered for better roll control and smoother low speeds, surely both factors in the big vehicle's very comfortable handling, not at all trucklike.

Our test Traverse was a front-wheel-drive 2LT with a base price of \$37,405. With power front sunroof and fixed rear skylight, rear-seat entertainment package, MyLink Touch navigation, a trailer package and an All-Star Package including heated seats, 20-inch wheels and other perks, the total is about \$47,000. That's starting to add up, but we could draw a comparison between the Traverse and some of our favorite German utility vehicles, which approach twice the price. It's no wonder the Chevrolet Traverse has been such a huge hit, selling almost 400,000 units in just four years. This new model is sure to accelerate that phenomenon.

2013 Chevrolet Sonic RS

As the old Chevrolet Aveo subcompact changed nameplates over the last year or two, to Chevrolet Sonic, it also changed its look and feel, and certainly its image and personality. The car has changed along with the category. No longer a low-budget bottom rung, the category is now a sporty, fuel-efficient performance group. Or it



(Above) The 259-hp 2013 Chevrolet Malibu Turbo and the eight-passenger 2013 Chevrolet Traverse.

(Right) The Dumbarton Bridge and south San Francisco Bay salt ponds, on final approach to SFO. San Francisco skyline and traffic on US 101. A cold fog rolls into downtown San Francisco toward evening.

can be. And the new Sonic RS aims to demonstrate that.

To ensure nobody misses the point of the Sonic RS, its RS-ness is all standard, no options. This includes exterior and interior design upgrades, MyLink infotainment, and performance-tuned suspension with stiffer springs, sitting 10mm lower than standard. In the words of John Buttermore, the car's lead development engineer, the Sonic RS is "not an SS—it's not gonna knock your teeth out—but it's a lot more fun to drive."

The Sonic RS is a five-door hatchback. A 1.4-liter turbocharged engine provides 138 hp and 148 lb-ft of torque to this 13.25-foot, 2811-pound machine, a decent power-to-weight ratio. Power runs through either a 6-speed manual or 6-speed automatic transmission—the

KEEP RIGHT >>





(Above) The 2013 Chevrolet Sonic RS adds performance elements; and welcome, Spark, to the US.

(Left) The Golden Gate Bridge, headed north in the morning fog. The distinctive Waldo rainbow tunnel on US 101, Sausalito. Arizona's own Frank Lloyd Wright's last project: the Marin County Civic Center.

same transmissions as a base Sonic, but with more aggressive gear ratios for the manual and modified final drive for the automatic. All this hits the pavement through distinctive 17-inch five-spoke wheels bearing another Sonic first: four-wheel disc brakes.

You can see the Sonic RS coming, by its front fascia, fog lamps, RS-specific grille, badging, mirror caps and a few other details. The redesign makes you want to get in and grab the wheel. Inside are suede and leather seating surfaces with red RS accents, shift knob and a flat-bottomed sport steering wheel. Plant your feet on aluminum sport pedals, and hear the turbo's note through the Sonic RS's bright metallic exhaust pipe.

No, it's not a Camaro ZSS. But it is related. At this price, and with this fuel efficiency—27/34 MPG with manual and 25/33 automatic, city/highway (which in

fact beats the base models for city with manual)—we found a spirited and enjoyable driver. One thing is for certain: this is not your older sister's old Aveo.

A basic Sonic sedan starts at \$14,200, \$14,800 for the hatchback. Prices run up through several trim levels to an LTZ at \$19,180. From there, it's not a huge leap to the Sonic RS, at \$20,200 with manual or \$21,485 automatic. And, again, that RS has all features standard. As Buttermore said, others "can match our price, but they can't match our product. We do care about the details."

2013 Chevrolet Spark

The Chevrolet Spark was born as South Korea's Daewoo Matiz, a highly successful minicar built since 1998. Since 2010, its styling is heavily based on the Chevrolet Beat concept car, introduced with the Trax and Groove at the 2007 NY Auto Show, and now sold globally as the Chevrolet Spark. The Spark was designed for buyers in Europe and Asia, but with skyrocketing gas prices, GM quickly adapted it for North America, loading it with 10 airbags, ESC, antilock brakes, and even hill start assist, a nice feature for young drivers. The Chevy Spark marks the company's first minicar in the US and Canada.

Targeted at first-time buyers in the millennial generation, Spark is inexpensive, fun and technically oriented. A five-door hatchback, it competes with a growing number of minicars such as the Smart ForTwo, Fiat 500, Ford Fiesta, Mazda2 and Scion iQ. With bold colors like Salsa, Jalapeno, Lemonade, and Silver Ice, buyers may not be sure if they're ordering a new car or lunch. Non-foodies can have it in Techno Pink, Denim, white or black. Those same cheerful body colors sweep over to the plastic interior door trim and lower dash, adding a youthful, fun effect, complementing the motorcycle-inspired tachometer and instrument cluster. All nicely done for an economy car.

Chevy's newest car is also its smallest—just 12 feet long, exactly three feet shorter than the Cruze compact and a foot shorter than the Sonic subcompact. Small as it is, the Spark still seats four comfortably and is the only four-door in its class. Our co-driver noted, "thanks to Spark's upright profile, my six-foot-six-inch frame fit comfortably behind the wheel, with enough room for two average-sized adults to occupy the rear bench seat, more than I can say for the Fiat, Smart or Scion iQ. Fold the rear seat and there's a full 31.2 cubic feet of cargo space."

All Spark models come with a standard seven-inch LCD display screen for Chevy's MyLink infotainment system. For the first time, buyers can also add a \$50 smartphone app called BringGo to send the navigation capabilities of their phone to the vehicle's screen for directions and routing. Chevy says millennials want navigation but don't want to drop \$2,000 for an in-car system.

The Spark is powered by an 84-hp four-cylinder engine with 5-speed manual, rated at 32/38 MPG city/highway (on regular unleaded gas). We found it has enough oomph to zip around town, but you'll notice a lack of power getting up to highway speeds or attempting to pass another vehicle. We recommend skipping the \$995 optional automatic transmission; that completely robs the vehicle of what little power it has.

KEEP RIGHT >>

REAL EXPLORING



Go Mobile. visitTucson.org

Instantly locate real deals and specials, area events, driving directions, Google mapping, and much more.

Now available on Smartphones and Tablets. visitTucson.org

Tucson

GO DIGITAL

10TH ANNIVERSARY TUCSON ATTRACTIONS PASSPORT

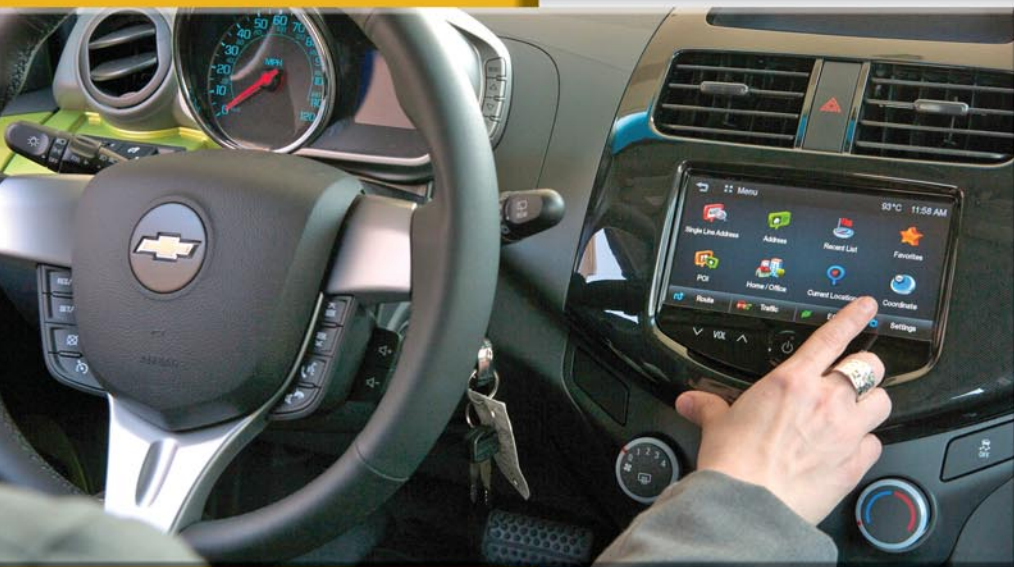
The guide includes **2-for-1** offers to over **50** of the region's most unique attractions and museums.



\$18



Get your printed guide now or download your digital copy in October. TucsonPassport.com



2013 Chevrolet Equinox

The Chevrolet Equinox adopted its current handsome family face three years ago, in 2009 as model year 2010. Model year 2013 sees a boost in the engine, from a 3.0-liter to a new 3.6L V6 for LT and LTZ models. With 301 hp and 272 lb-ft of torque, Equinox leads the midsize utility class in power, while achieving the same fuel mileage it had with the smaller V6—24 MPG highway with front-wheel drive. Models with a 2.4L Ecotec four-cylinder and FWD rate 32 MPG highway. The Equinox rides on four-wheel independent suspension, with a new FE2 package for the larger V6 and available 18- or 19-inch chromed wheels for the top-tier LTZ model.

Hop inside. The front includes a new eight-way passenger seat. A standard MultiFlex sliding rear seat has the most rear legroom in this class—up to 39.9 inches, with almost eight inches of travel. With the 60/40 rear seat all the way forward, the Equinox has 31.4 cubic feet of cargo space. The rear seat has an available dual-player entertainment system, while the front has MyLink radio, with MyLink navigation optional.

The base Equinox LS starts at \$24,580 and moves up about \$1600-1800 each step through 1LT and 2LT models, to the LTZ at \$31,340. Add \$1750 for all-wheel drive (we would). Do it up with everything from sunroof to a tow package, plus nav and entertainment systems, and you can top \$41,000. At this point there is a lot of competition—but this Equinox is highly equipped.

Chevrolet MyLink

Electronics reign in current vehicles—the more each manufacturer can do with a chip or two, the higher-tech your driving experience. Some systems literally drive you to distraction. Others are simple and straightforward. The best are complex but seem simple and do not interfere with safety or driving focus. GM's Cadillac User Experience (CUE) voice-activated system is surely one of the best. Now much of that comes to Chevrolet.

The five vehicles driven here all offer Chevrolet MyLink, a system that evolves from GM's well-known OnStar safety and security system, adding customized infotainment and wireless connectivity. MyLink brings Pandora and Stitcher SmartRadio to your virtual fingertips via voice commands, or to your real fingertips using touchscreen controls driven by your smartphone via Bluetooth. Wireless connectivity works with Android and BlackBerry, but iPhone needs a USB cable (an odd prioritization from a manufacturer whose interfaces are more Apple-esque, i.e. user-friendly and intuitive, than most).

MyLink brings something many have been clamoring for: instead of a completely proprietary system, it works with your own familiar (and preferred) mobile device and therefore your own familiar and preferred applications. It updates as your own device updates. MyLink does display its own touchscreen interface, with Audio, Pictures & Movies, Telephone, Smartphone Link and Settings. Phone calls can be initiated with one touch, and the car's speakers provide hands-free conversation. Some applications will work only when the vehicle is parked, and functionality varies by model (e.g. Sonic RS and Spark systems do not include voice recognition).

MyLink should be available in most Chevrolet models by the end of this coming year. The five vehicles we drove in Marin County are among the very first. ■

(Above) The five-passenger 3.6L V6 2013 Chevrolet Equinox; and MyLink shown in the Chevrolet Spark.

(Left) One of many great test roads in Marin County, our grounds for driving all five of these vehicles. The San Francisco skyline from the Golden Gate Bridge. Outbound passing over SFO headed south.

A base Spark starts at just \$12,995 and is pretty basic, but does include A/C and power windows. If you want power door locks, power mirrors and more audio and tech gadgets, you'll need to opt up to 1LT and 2LT models with higher prices that encroach into Sonic turf.

For those who live and drive in an urban setting and take very few long-haul trips, the Spark is an excellent choice. The Fiat and iQ are generally pricier, and neither carry four passengers nor ride and handle as well as the Spark. Base price for the 2013 Chevrolet Spark ranges from \$12,995 to \$16,720. Our test Spark stickered at \$14,495. An all-electric Spark is expected by spring, as a 2014 model.

The Spark is inexpensive but doesn't feel cheap, and includes nice high-tech features. Overall, the Chevrolet Spark is a fun way to save gas. —with Jim Prueter



Keith Martin's Sports Car Market

The Insider's Guide to Collecting, Investing, Values, and Trends



Subscribe Today



For 25 years, Keith Martin's Sports Car Market has been the informed, authoritative voice of the collector car hobby.

IN EVERY ISSUE

- **Over 200 Cars** that have sold at auction are analyzed by our experts—*nobody covers more cars at more auctions*
- **Market Reports** give you the total sales, the top 10, and the best buys of the month—*our buy/sell/hold recommendations are a must for any informed collector*
- **Crossing the Block** gives you the where, when and what of the collector car hobby—*SCM has the most detailed previews and calendars available*
- **In-Depth Profiles** of the cars you need to be paying attention to—*our experts tell you if they were well bought, well sold, or both*



Subscribe Today for \$65 and you'll receive 12 issues, PLUS we'll include two pocket price guides each year.

877.219.2605 ext. 1
PO Box 4797 Portland, OR 97209

www.sportscarmarket.com/offer65





Slick.

StarFest, held every two years for members of the Mercedes-Benz Club of America (MBCA), is the largest Mercedes-Benz enthusiast event in the nation. The 2012 StarFest was held September 29 through October 3 on the lawn at the Arizona Biltmore in Phoenix. Besides the cocktail parties, banquets and socializing you might expect at the Biltmore, members also participated in track sessions at Firebird International Raceway, a road rally through metro Phoenix, tech sessions, seminars and clinics. An event for MBCA members, StarFest also let other Mercedes-Benz enthusiasts register for activities, and the general public was invited to a Mercedes-Benz Concours d'Elegance on Sunday.

It was a convergence of anniversaries: not only did 2012 mark Arizona's statehood centennial, but also the golden anniversary, 50 years, since the founding of the Desert Stars section of MBCA in 1962. (It was also the

20th anniversary of StarFest 1992, which was also held in Phoenix and still holds the record as the StarFest with the largest attendance in MBCA history.)

And it was yet another anniversary, as 2012 marks 60 years of the SL. Thus, on September 27, before StarFest got in full swing, Mercedes-Benz presented the sixth-generation 2013 SL to us at the Biltmore.

The first SL was a race car, totally unlike its contemporaries in 1952, with a tubular space frame, teardrop-shaped and small-greenhouse aluminum body, gullwing doors and direct-injection engine. That 300 SL won both Le Mans and the famous Carrera Panamericana that year, shaking up the world of motorsports for the long term. Originally simply standing for "Super Light," the SL name has endured to become the best-recognized name in the Mercedes lineup. The production 300 SL gullwing arrived in 1954, with its public debut in the US—a first—in New

York City. A convertible SL followed in 1957.

The 2013 SL features an all-new aluminum unit body. Mercedes-Benz continues its pattern of soft tops on all its lineup except the SL and SLK roadsters, and the 2013 SL has a redesigned version of its retractable hardtop. The new SL is about two inches longer and two inches wider, yet weighs over 200 pounds less than the previous model. Most body panels are also aluminum, while high-strength steel is used in the roof pillars. The new SL body is about 20 percent stiffer than the prior generation.

There will be just one non-AMG version of the SL this time, an SL 550. (There will still be two AMG versions.) The SL 550 sports a new V8—with direct fuel injection, twin turbochargers and multi-spark ignition—boasting improved fuel economy and increased power. Based on the previous 5.5-liter, this new 4.6L V8 (that's 20 percent smaller displacement) generates 429 hp and 516 lb-ft of

torque, through the benefits of its twin turbochargers and an air-water intercooler. Fuel economy numbers are also improved by addition of an ECO stop-start system.

Mercedes-Benz technical systems abound in this roadster, as in the beefiest sedan, including Attention Assist, Distronic Plus with Pre-Safe Braking, Magic Vision Control, Parktronic with Active Parking Assist, Active Lane Keeping Assist, Active Blind Spot Assist, and the mbrace2 system, as well as LED daytime running lights and an electronic parking brake. The mbrace2 interface includes emergency calling, infotainment, personal assistance and vehicle care information. Services added to mbrace2 are compatible with both iPhone and Android, with hands-free access, and all software modules can be readily updated via cloud networks.

In addition to electronics, SL safety features include pop-up roll bars of incredible speed and strength, plus smart front airbags, knee bags, side air bags and head-thorax bags, seat belt tensioners and belt force limiters.

Standard Harman/Kardon Logic 7 digital surround sound features FrontBass, where bass speakers mounted in the front firewall have the two front frame members serve as large bass enclosures, an award-winning innovation that enhances low-end audio response and saves weight at the same time. The system has Dolby Surround 5.1 and two amplifiers, with a total of 600 watts powering 10 speakers. Each amplifier channel has individually tuned frequency response. All this comes in a two-seat roadster, and the system includes speed-dependent volume control.

Mercedes-Benz likes to present the SL less as a hard-top convertible and more as a coupe with a droptop trick up its sleeve. It's so strong and tight with the top up, we can see their point, although being a convertible is still its raison d'être. Nonetheless, with the top up, a standard panorama sunroof features a see-through polycarbonate roof panel with a manually-operated roller blind. And optional Magic Sky Control features a glass roof panel with tinting that can be controlled by the driver or passenger—a button above the rear-view mirror can change the panel from transparent to heavily tinted, using technology similar to automatic-dimming mirrors.

Here's another neat feature that seems obvious now that it's been invented: Magic Vision Control. Windshield wiper arms and blades in the new SL feature laser-cut passages along their entire length, which distribute washer fluid directly in front of the moving blades. An electronic control unit ensures that washer fluid changes its flow each time the wipers change direction, as well as when vehicle speed or outside temperature change. The volume of fluid is also reduced automatically when the top is down, so occupants shouldn't get sprayed.

The 429-horse SL 550 started arriving at dealers this summer, as did the SL63 AMG, which has a direct-injection 5.5-liter biturbo V8 producing 530 hp and 590 lb-ft of torque. Coming in November is the SL65 AMG, with a 621-hp, 738-lb-ft 6.0-liter V12.

Our presentation at the Biltmore was not a drive event. But the new SL is a beauty, and its new technologies include some very clever features. We look forward to some time behind the wheel. ■

Signature Audio

SPECIALIZING IN:

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

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

Providing Good, Old Fashioned Service

COLLISION TOWING AUTO REPAIR

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

GREULICH'S

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

We take care of prized possessions.

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

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

Since 1985. Stacey Grobmeier, President and GM

AIRPARK AUTO SERVICE
 Stacey's

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

SL ROADSTERS

PORSCHE

SEDANS/COUPES/SUVS

PRE-OWNED SALES & SERVICE

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

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

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

AUTO GALLERIA

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

Trim and fit.



5-passenger 2013 Santa Fe Sport

We meet the athletic new Hyundai Santa Fe Sport at altitude in Park City.

by Joe Sage

The 2013 Hyundai Santa Fe Sport is all new, but that's not all—this 5-passenger version will soon be joined by a 7-passenger Santa Fe (which in turn will knock the Veracruz out of the lineup). Change is good, they say, and the first change you'll notice is in the sheetmetal, following suit to the rest of the Hyundai lineup, which we've previously noted has become an industry worldwide style leader.

The biggest change, though, may be the effort Hyundai has put into reducing weight. This is a challenge to all automakers, as safety requirements multiply (airbags, side impact and rollover reinforcements add weight) while fuel economy goals ramp up even faster (and weight is their enemy).

A proliferation of luxury and technical features, once considered options and now competitive necessities, also add weight. Most manufacturers do all they can to add what's needed, while lightening all they can, so usually-inevitable weight gains are at least minimized.

Hyundai, though, has restyled, updated and up-featured the new Santa Fe, and improved its fuel mileage, while not only keeping weight gain under control—they are rightly proud of having achieved all that while *reducing* weight. Reducing weight is extremely difficult. As one engineer once told us, for every pound you want to lose, you have to find sixteen ways to do it—each ounce is a huge challenge. Lightweight wheels, for example, can cost hundreds, even thousands of dollars more than standard. Hyundai has nonetheless managed to knock a whopping 266 pounds off the new 5-passenger Santa Fe—and the upcoming 7-passenger will be a full 397 pounds lighter than the outgoing Veracruz.

The new 5-passenger Santa Fe Sport is bigger and lighter than the new (also totally reworked) Ford Escape, and the 7-passenger Santa Fe will be hundreds of pounds lighter than not only the outgoing Veracruz, but also the new (also totally reworked) Nissan Pathfinder.

One way Hyundai chases weight is by having their own \$10 billion steel plant, where they are able to craft alloys perfectly tuned to each task. This also helps them keep their prices favorable, while build quality is the highest it has ever been.

CHALLENGING METRICS. At the launch of the new Hyundai Santa Fe, in Deer Valley, Park City and Sundance, Utah, Hyundai told us that weight issues were the "toughest metric" they had to tackle.

Another proud metric is sales, where the marketplace is responding to Hyundai's hard work. Brand sales in the US surpassed 500,000 units in 2010, 600,000 in 2011 and rose another 10 percent to top 700,000 in 2012. At this launch, they were just coming off their fifth month in a row of sales above 60,000 units. Hyundai's share of the US market now exceeds five percent. And they do it with minimal padding: their fleet mix (volume sales to rental companies and so on) is under 10 percent. Dealer inventory was at just 21 days, the quickest turnover of any non-premium brand. Excluding trucks (Hyundai doesn't build those, and it's arguably a cleaner comparison anyway, as trucks are tariff-protected), they are the fourth-best-selling retail car brand in the US, behind Toyota, Honda and Chevrolet, and ahead of Ford and Nissan—and in July they were third-best, also beating Chevy.



The 5-passenger Santa Fe Sport (at left and this page, top) is easily distinguished from the upcoming 7-passenger Santa Fe (above) by its side glass.

Hyundai is doing their bit for the US jobs market, too, as they have added a third shift at their Alabama plant.

Hyundai is philanthropic with their proceeds: for 14 years, they have been dedicated to fighting childhood cancer through the Hyundai Hope on Wheels program. By year end, they will have donated \$57 million to the fight, including establishing the Hyundai Cancer Institute at Children's Hospital of Orange County, California.

PROGRESS FOR A PIONEER. Although by now it seems as though they have been around forever, the crossover utility (CUV) was new in 2001, and the first generation Hyundai Santa Fe pioneered it (along with the Ford Escape, Mazda Tribute and, well, Pontiac Aztec). Their goal was to sell 40,000 units a year—and they promptly sold 100,000. The second generation Santa Fe was introduced in 2006 as a 2007 model.



SANTA FE SPORT 5-PSNGR

ENGINES 2.4L 4-cylinder GDI190 hp
2.0T 4-cylinder twin-scroll turbo.....264 hp
TRANSMISSION.....6-speed automatic
DRIVETRAINFront-engine, FWD or AWD
INCLUDED: Active ECO system, ESC, traction control, ABS with brake assist, seven airbags, tire pressure monitor, YES essentials, tilt/telescope wheel w/audio-cruise-phone controls, driver selectable steering, 40/20/40 rear split fold-down seat, power windows, AM-FM-SiriusXM-CD-MP3 6-speaker audio, Bluetooth, BlueLink® telematics.

PRICE: 2.4L 2.4L FWD\$24,450
2.4L AWD\$26,200
Popular equipment package.....950
Leather and premium package2,950
Technology package2,700

PRICE: 2.0T 2.0T FWD\$27,700
2.0T AWD\$29,450
Leather and premium package2,450
Technology package2,900

OPTIONS: Cargo net, wheel locks, cargo mats, mudguards, ECM/Homelink, remote start, tow hitch, bumper applique.

DESTINATION CHARGE825

MAXED-OUT SAMPLE TOTAL
2.0T AWD with all options\$37,285



Spacious and luxurious—everything you expect for \$24-29,000 or so. Actually, a lot more than you expect, as the Hyundai Santa Fe delivers the goods.

passenger space (see photos on preceding pages).

Hyundai tells us that while their lineup has been strong in the pre-family and post-family categories, these new models will strengthen their offerings in the family segment. While the subcompact Hyundai Tucson is their pre-family CUV offering, the 7-passenger Santa Fe will be their core family machine, and the 5-passenger Santa Fe Sport their “trailing family” vehicle. Hyundai’s product planners say that with most vehicles, if you see a 7-passenger vehicle you like, but don’t need it, you are out of luck. They make a point. By merging the prior Santa Fe and Veracruz offerings, they can now claim one nameplate covering a huge range of buyers.

STYLE POINTS. Perhaps it’s also due to Hyundai’s ownership of their own plant, but they certainly are ahead of the curve on shaping steel. The folds and bends and flows they achieve—a style they call “Fluidic Precision”—are being emulated by others, some at twice the price. Hyundais says its styling is becoming “more taut and more tailored,” and we’re inclined to agree, as some of the emulators go overboard in pursuit.

Interiors (under the banner “Art Meets Technology,” which sounds very close to Cadillac’s Art and Science), are top-notch. Seats are strong and comfortable, and the instrument panel is clean, attractive and highly featured, with an above-average intuitive level to controls and amenities. Instruments feature color LCD displays—three different levels from base, to 4.3-inch touchscreen with rear camera, maxing out with an 8-inch touchscreen adding nav—and interiors are available with a variety of two-tone finishes. Hyundai’s Infinity audio systems are among the best, with or without considering their incredible value in a vehicle at this price point, and the Santa Fe Sport offers 550-watt 12-speaker surround sound.

Climate control includes a clean air ionizer, vents in the B-pillar for second-row passengers and, in the upcoming 7-passenger version, separate controls and vents for the third row. The proof is in actual usage, and we found a comfortable driver- and passenger-centric ride, with ergonomic seats for all. The doors and ceiling are finished at levels well above this budget. We also enjoyed a cooled glovebox for our bottled water, enough right there to close the sale with most Arizonans.

The 40/20/40 split second row flexibly creates up to 71.5 cubic feet of cargo space behind the front row, more than Chevy Equinox or Ford Edge (and with 78.2 in the upcoming 7-passenger Santa Fe). And there is under-floor storage. All this on a tight-turning wheelbase of 106.3 inches, five or six inches shorter than Equinox and Edge.

ENGINES AND EFFICIENCY. The Hyundai Santa Fe Sport comes with either of two engines: a 190-hp 2.4-liter four-cylinder, same as in the Sonata, achieving 33 MPG highway with front-wheel drive—best of any crossover with an automatic transmission—or for more power, a 254-hp 2.0T twin-scroll turbo, which still achieves respectable fuel mileage, at 28 MPG highway with two-wheel or 27 MPG with four-wheel drive. For both power and fuel economy, these numbers beat a lot

of V6 competitors. The new 2.0T turbo is also a good bet for torque, pumping out 269 lb-ft compared to 181 for the 2.4L, though again, the 2.4L hits 33 MPG.

The 7-passenger Santa Fe will offer a 3.3-liter V6 at 294 horsepower and 252 lb-ft of torque, achieving 26 MPG highway mileage (per internal estimates so far).

ON THE HIGH ROADS OF UTAH. Our location and route were carefully chosen to show how well this all comes together when the wheel is in your hands. It’s unusual to do a vehicle launch at such an altitude—starting and finishing at 8347 feet above sea level. This also gave us a locale including beautiful two-lane mountain valley highways, dirt and gravel forest logging roads, hairpins and climbs on both, and even a little time on the Interstate. We spent the day in the 2.0T model.

We were all over the map in Summit, Wasatch and Utah Counties of northeastern Utah. The Santa Fe is not a heavy off-roader, yet the dirt and gravel forest road was a great drive—as its traction, tight turning, all-wheel control, hillstart, downhill braking and ride comfort characteristics were all enhanced by the higher degree of challenge inherent in this stretch of our route.

Front 12.6-inch and rear 11.9-inch disc brakes stop the vehicle in 134.1 feet—another best-in-class. Steering has comfort, normal and sport settings, with sport—which we used on the two-lanes—kicking in boost 15 percent later at 10 percent less force, for a more active steering feel.

Suspension includes a MacPherson strut front, and in the rear a trailing arm multi-link (geared toward cabin volume and ride comfort). Front lower arms, rear trailing arms and rear shocks all have increased-diameter bushings for solid, quiet comfort.

The Santa Fe’s all-wheel-drive unit (by Magna of Austria) is directly ahead of the rear differential, an electrohydraulic unit with multi-plate clutch that responds immediately and provides accurate torque control to all four wheels. Combined with the vehicle’s electronic stability control, you will feel less understeer and sportier, car-like handling in curves. The system also quickly senses any yaw (the skid-inducing dynamic whereby a vehicle’s front and rear start to swing side-to-side), sending stabilizing force to the outboard rear wheel.

The Santa Fe Sport did very well in all conditions—flat and straight-out, to steep and twisty. The nav system got us through a complex route in fine form. Turbo will often lag at altitude, but it had no noticeable impact on the 2.0T. At dominant Arizona elevations, all the better.

The new Santa Fe comes with a grand total of just 24 buildable combinations—with both wheelbases, seating options, three engines, front- or all-wheel drive—better for inventory and shipping logistics, as well as for keeping the customer focused and fulfilled—it makes life a lot easier for the buyer. The 2.0T Santa Fe Sport, for example, has just six buildable combinations. Major options include a Popular Equipment Package, Leather and Premium Equipment Package, and Technology Package. There are nine exterior colors and four interiors (two stain-resistant fabric and two leather).

Now that you know how easy it is to choose your specifics, you only have to decide that fundamental yes/no question. Whatever else you may be shopping for, there is no question you need to put the 2013 Hyundai Santa Fe on your short list. ■

ARIZONA DRIVER

THE ENTHUSIAST’S GUIDE TO LIFE BEHIND THE WHEEL

Where the roads are dry and the cars are slick.



Arizona Driver Magazine

www.arizonadrivermagazine.com

Advertising: sales@arizonadrivermagazine.com

480-948-0200

FIT FOR ROYALTY

Pebble Beach Concours d'Elegance

SUNDAY: The 18th Fairway at Pebble Beach

Among this year's Special Classes at the Pebble Beach Concours d'Elegance—which featured over 220 vehicles—were the Cars of the Maharajas, automobiles once owned by the royalty of India and painstakingly shipped to the US for the first time.

"The Star of India," owned by Yuvraj Saheb Mandhatahinh Jadeja of Rajkot, Gujarat, India, is a 1934 Rolls-Royce Phantom II Thrupp & Maberly All Weather. Saffron in color, this car was originally built for the Maharaja of Rajkot. It was ultimately sold and sent to Europe in 1968. For years, Indian motor heritage was decimated by smugglers, so the government passed a law forbidding export of cars considered part of India's national heritage.

Mandhatahinh Jadeja, a former prince of Rajkot and great-grandson of the Maharaja, recently acquired the car as a birthday present for his father, returning it to India for the first time in 44 years. This marks one of the first times someone has actually brought one of these exported cars back into India. And the fact that some of

these cars were allowed back outside India for the Pebble Beach event is unprecedented.

"This was the last design by Henry Royce, before he passed away in 1933," explained owner Mandhatahinh Jadeja. "The motto of the Rajkot estate is inscribed in Sanskrit on the doors and windows of this car and when translated into English it reads, 'the primary responsibility of a ruler is to look after the happiness and welfare of his citizens.' This car is an embodiment of heritage, art and culture, and it has a fabulous history."

"This is my first time in the United States," added owner Mandhatahinh Jadeja, "and this is the perfect setting for tire meets turf, where the land and water are blended together in perfection while celebrating the automobile. This is truly a moment to rejoice."

The Pebble Beach Concours d'Elegance Best in Show award for 2012 was presented at the end of the day, complete with fireworks and a shower of confetti, to a 1928 Mercedes-Benz 680S Saoutchik Torpedo, owned by Paul and Judy Andrews of Texas. ■



Gooding & Company

SAT-SUN: Pebble Beach Equestrian Center

Gooding & Company broke the world record for highest sale total in automotive auction history, with \$113.7 million in two days. The top two sales were over \$11 million each—a 1936 Mercedes-Benz 540 K von Krieger Special Roadster at \$11,770,000 (a world record for a Mercedes-Benz and for a pre-war car at auction), and a 1960 Ferrari 250 GT LWB California Spider sold for \$11,275,000 (a world record for a Ferrari California Spider). Average per car was \$1,033,966, with 110 of 123 sold, an 89 percent sale rate. ▼ Gooding & Company is the official auction of Pebble Beach Concours. Other Gooding auctions include Scottsdale in January and Amelia Island in March. www.goodingco.com

Mecum Auction

THURS-SAT: Hyatt Regency Resort and Spa on Del Monte Golf Course

In its fourth year at Monterey, Mecum is gaining a great deal of traction, while still offering a refreshing variety of vehicles accessible to a wide range of customers. They are breaking into the multimillions, too, with top sales this summer including a 1972 Porsche L&M 917/10 Spyder '72 Can-Am Champion driven by George Follmer at \$5,500,000, a 1908 Simplex 50 Speedcar Roadster (the oldest Simplex known to exist) at \$1,900,000, and a 1972 Ferrari 365 GTB/4 Daytona Spyder (1 of only 122 produced, with just 21,185 miles on it) at \$1,050,000 ▼ Mecum, of Wisconsin, runs a great variety of auctions nationwide all year long. www.mecum.com

RM Auctions

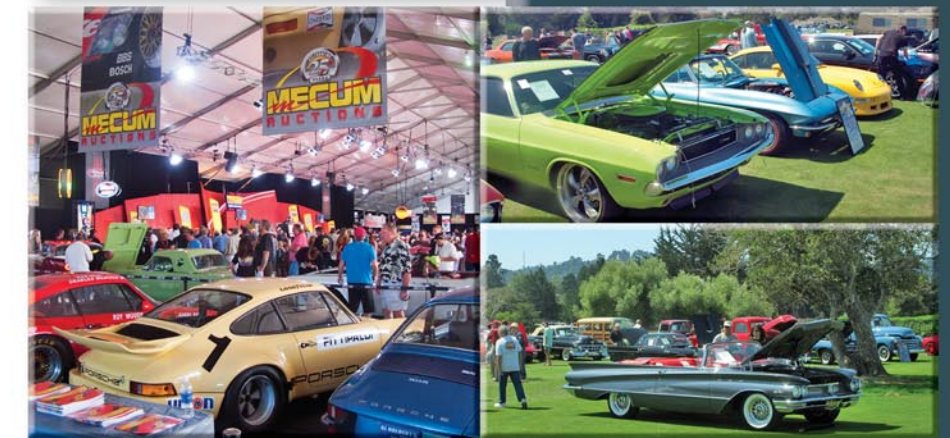
FRI-SAT: Portola Hotel & Spa and Monterey Conference Center

With over \$95.7 million in sales, and an 89 percent sale rate, RM sold 20 at over \$1 million, with five above \$5 million. Top sellers—several setting records—included a 1968 Ford GT40 Gulf/Mirage Lightweight Racing Car at \$11,000,000, a 1962 Ferrari 250 GT SWB California Spyder at \$8,580,000, a 1955 Ferrari 410 S Berlinetta at \$8,250,000, a 1956 Ferrari 250 GT LWB Berlinetta Tour de France at \$6,710,000, and a Pebble Beach Best of Show 1938 Horch 853A Erdmann & Rossi Special Roadster at \$5,017,000. ▼ RM Auctions is the official auction of Amelia Island Concours. RM events worldwide all year start with Arizona in January. www.rmauctions.com

Russo and Steele

THURS-SAT: On the Monterey Waterfront by Fisherman's Wharf

Russo and Steele's big news this year was their move to a new venue after 11 years, just a couple of blocks from the prior Marriott location, now right on the waterfront with huge outdoor parking, viewing and entertainment areas. Over \$10 million in sales—with the Russo emphasis on sports and muscle—included a world record 1956 Alfa Romeo Sprint Veloce Coupe Ultra Light at \$302,500, a 1965 Shelby Cobra at \$781,000, a 1972 Ferrari 365 GTB/4 at \$379,500, a 1972 Ferrari Dino 246 GT at \$363,000, and a 1966 Shelby GT350 at \$236,500. ▼ Arizona-based Russo and Steele hosts auctions in Scottsdale and Monterey. www.russoandsteele.com ■



NUOVA POTENTE PICCOLA AUTO ITALIANA

CONCORSO ITALIANO IN MONTEREY IS THE PERFECT PLACE TO INTRODUCE A NEW MEMBER OF THE FABLED FIAT CINQUECENTO BLOODLINE. BY JOE SAGE

There are always (increasingly) a number of concept and new vehicle reveals during Monterey Auto Week, on the greens at Pebble Beach and in the surrounding hills. But if you have a hot little item with Italian blood, there's one best place to do it: at Concorso Italiano, on the greens of Laguna Seca Golf Ranch along the Salinas Highway north of Monterey.

And that's where we caught up with Fiat in August, as they pulled the wraps off the latest iteration of the still-new-to-market Fiat 500 (Cinquecento).

We've driven the basic Fiat 500 around Arizona (see our Sept/Oct 2011 issue), and we drove the potent little Abarth in the mountains outside Las Vegas, including on the track at Spring Mountain Motorsports Ranch (see our May/June 2012 issue). Those two cars cover a lot of possibilities, but Fiat saw an opportunity in between.

Enter the 2013 Fiat 500 Turbo.

The base Fiat 500 (in any of three flavors: Pop, Sport or Lounge) has a 101-hp 1.4L 4-cylinder engine, while the Abarth has a turbocharged and twin-intercooled version with modified crank and injection, pumping out 160 hp. The Abarth outdoes the regular 500 even moreso in torque: 170 lb-ft versus 98, and has a heavy-duty transmission with higher gear ratios and final drive ratio. Abarth suspension adds a 22mm rear stabilizer bar.

Prices for the standard Pop, Sport and Lounge 500s start at \$16,000, \$17,500 and \$18,500, respectively. The Abarth starts at \$22,000. A 500 Sport includes performance enhancements such as sport-tuned shocks and

springs in front and rear. The Abarth, with additional bodywork for style and ground effects, is almost five inches longer than the standard 500. And so on.

For those watching their budget closely, or for those who find the 160-horse Abarth more than they want to manage daily, the Fiat 500 Turbo (or 500T) weighs in at 135 hp (and 150 lb-ft) with a turbocharged version of the 1.4L, and adds a performance lower-control arm to the sport-tuned front suspension, plus high performance, track-proven larger brakes, along with performance and aerodynamic body design cues (matching the Abarth in length) and its own sport-styled interior.

When you're not taking in the engine note, the 500T delivers studio-quality audio via a segment-exclusive new Beats by Dr Dre sound system.

From a technical standpoint, the Fiat 500 Turbo hits a sweet spot between the others, and pricewise it does the same, starting at \$19,500. If you're looking for more pep than the base 500, this \$17,500-19,500-22,000 performance price structure (Sport, Turbo, Abarth) presents a great set of options. Each has a little bit different style and feel, but all deliver successively more potent versions of the Cinquecento experience. There's little question that two grand (about 11 percent) is a very reasonable amount to pay for a 35 percent hike in horsepower. (Fiat also teased us with à la carte Abarth parts, which will become available for your own modifications.) The new Fiat 500T enters the market as one of the most affordable turbocharged cars available in the US. ■



Concorso Italiano

FRIDAY: Laguna Seca Golf Ranch

Concorso Italiano is held on Friday, kicking off the weekend, two days before the Pebble Beach Concours d'Elegance. Held at the beautiful Laguna Seca Golf Ranch, along the Monterey-Salinas Highway (the route between Monterey and Mazda Raceway Laguna Seca, site of the Rolex Monterey Motorsports Reunion), this sea of red and yellow machinery benefits from lots of greenery, all the more stunning when a chilly morning fog—common in Monterey—gives way to California sunshine.

Besides being a showcase for exotic (and even some more ordinary) Italian machinery, Concorso features Italian fashion, food, music and art. It's a comfortable atmosphere, where you can dress as elegantly or just about as casually as you like.

Best of Show was awarded to a Ferrari 1955 250 Europa GT owned by Ken and Dayle Roath of Newport Beach. Other major awards were presented for Best 12-Cylinder, Best 8-Cylinder, Best Dino 6-Cylinder and a Preservation Award. Marque Awards were presented for Ferrari, Lamborghini, DeTomaso, Alfa Romeo, Maserati, Fiat, Iso, Lancia, special coachworks, motorcycles and bicycles. *Sports Car Market* magazine presented Best of Tipo Awards in five categories. And eBay Motors fans used QR codes to vote for their favorite car, selecting Emile Dell'Aquila and his 1977 Maserati Merak SS as winner of the 2012 eBay Motors People's Choice Award. ■

Tour d'LeMons

SATURDAY: Laguna Grande Park, Seaside CA

As a tongue-in-cheek alternative to the high-dollar, high-style Pebble Beach Concours, Concorso Italiano and exclusive collector auctions, the Concours d'LeMons has been a crowd-pleaser for years. We attended in 2011 for the first time and for 2012 made sure to include it in our plans again. Then we heard it was cancelled. The event had a new venue last year—a creekside city park in Seaside CA, just north of Monterey. Rumor has it that the event had actually set up in the wrong park, and whether that's true or not, rumor went on to say the event would not happen in 2012, which was then borne out by the event's website. But wheels were turning. Hagerty Insurance, purveyor to many a high-dollar, high-style collectible, had picked up on the crowd-pleasing nature of LeMons and became a sponsor last year, so they were more than disappointed to think the event might disappear. We're not privy to the minutes of anybody's meetings, but it would appear the city okayed the park again, if only as a staging area. Hagerty happily stayed on as sponsor. And the original organizers rolled up their sleeves and pitched in to create a great event once again. The big difference was that once the participants had gathered in Laguna Grande Park, they hit the road, descending upon Del Monte Forest—site of the Pebble Beach Concours d'Elegance the next day—in a parade of some seventy vehicles—semi-officially rechristened the Tour d'LeMons. Watch for next year's details at concorsolemons.com. ■



MAGIC CARPET RIDES

BY JOE SAGE

We're looking at three different types of hybrid from Toyota here, each bringing something to the table. One is a plug-in adaptation of the otherwise familiar standard Prius hybrid, one is based on the familiar Prius but upsized, and one is a hybrid adaptation built off a popular gasoline model midsize sedan.

TOYOTA PRIUS PHV PLUG-IN HYBRID

Born to be a hybrid, now reborn with a plug.

You can drive this just like a standard Prius, all you want. And to a point, you can run it as just an electric.

Electric range is not a lot—Toyota says 15 miles, EPA says 11—but if you work within 5 miles of home, you could drive electric every day and even stop for groceries. Then on weekends, you could drive anywhere you want, in hybrid mode.

A standard Prius can run in electric-only (EV) mode for a couple of miles, at low speeds. But the Plug-In Hybrid's 11-15 miles are at normal speeds. It takes three hours to charge at 120v, or an hour and a half at 240v.

Basically, the Prius Plug-In Hybrid (or PHV, for Plug-In Hybrid Vehicle) has a much larger—and more advanced—battery pack than a standard Prius. The 1.3 kWh NiMH of the standard is replaced by a 4.4 kWh lithium-ion pack, which can be fully charged off household current. The standard Prius, of course, uses its batteries to pick up charge in common hybrid fashion, from otherwise-wasted vehicle energy (braking and such).

We received our test Prius Plug-In Hybrid without a charge, and we found ourselves driving it as a hybrid for several days before bothering to plug it in. Since it gets 50 MPG anyway, it's all too easy to skip the plug. And that's fine, except that this car has a base price of \$39k-plus, versus \$24k for the standard Prius. So if you don't intend to get serious about your charging, you would want to think twice about this. We would assume an owner would have a dedicated outlet in the garage and that it would be a basic ritual to keep it charged.

On the road in regular hybrid mode.

The PHV drives well, with plenty of pep on the freeway, and solid handling on surface streets or passing over storm troughs. We could maintain normal speeds in aggressive traffic, by and large, although while keeping up in the turns we could make the tires squeal. All in all, it's quick and comfortable, a vehicle people might expect to be sacrificing performance for, but they won't be.

The front-driver didn't seem twitchy in turns, but demonstrated a front-drive mind of its own on the freeway, sometimes wanting to dart out of its lane, sometimes wanting to stay put when you did want to change lanes.

We had the PHV in August and noted issues with getting A/C to cool well, perhaps from its huge windshield and instrument panel, or perhaps due to how its climate control system works without conventional engine operations. After dark, though, it could get icebox cold.

Electric vehicles are known for their torque, which is applied straight across the power band, giving surprising off-the-line punch. The Prius PHV has 105 lb-ft of torque from its 134-hp gasoline engine, plus 153 lb-ft from its electric motor. Our experience suggests that the complex drivetrain of this plug-in hybrid didn't send all that pure electric torque to the wheels. But it helps.

Decoding the modes.

Some power mode controls seem to be either redundant or to conflict with one another. There is an HV/EV option (hybrid or electric vehicle) accompanied by two buttons: one says Eco mode and one says Power mode. But up by the battery charge indicator, it already says Eco, regardless, and it also already says EV, yet we know we can't go in EV at the moment, as the car has not been charged. If we hit the button called Eco mode, a green "Eco mode" lights up above the speedo. If we choose Power mode, a green "Power mode" lights up. If we hit Power mode again, that goes off and we don't have either. Ditto if we hit Eco mode and hit it again. However, that doesn't affect the other indicators above the charging scale—they say EV or Eco with a mind of their own.

You never forget your first time.

After a few days of hybrid driving, we still needed to test electric mode, so it was time to plug it in and charge it up. After it had charged for a while, we came out to check on it, decided to read the manual some more, and hopped in. It was so hot, we figured we'd start the car

and try for a little of that A/C. The attempt brought us a notification saying you can't start it while it's being charged, so we of course tried to stop it, but were unable to power it off. (It was like *Robocop*: you now have five seconds to drop the weapon.) The interface said, "charge result: charge stopped due to charge connector operation." We stepped out, closed the door, came back in and had that same message. We tried again to turn it off, and this time it let us. The time-distance-consumption readout said zero-zero-zero. So we turned it on to check our charge info. "Welcome to Prius: hybrid system indicator: no charge." The battery indicator was reading about one tick out of eight. We tried to put it in EV mode, but the readout said "EV mode not available, low battery." This was becoming irritating.

So we doublechecked the manual for any specific sequence between plugging the cable into the wall and into the vehicle. It didn't seem to say, but seemed to imply that you would be already plugged into the wall. Okay. Confirm that the charging indicator is illuminated, check on the energy monitor by turning the power switch to "On" mode, and the charging indicator will turn off when charging is completed. We have more adventures reconciling the lingo with the hardware realities, but ultimately do get it charged up, in four and a half hours off 120v.

On the road in electric mode.

Pushing midnight, we headed out to try for our 11-15 miles in EV mode. Despite nighttime temps in the 90s, we had the window down so we could hear that little whirring noise up front that EV cars are now required to make. It's really not that much quieter than during normal running, the car is so quiet. You have minimal tire noise, sounds of the outdoors, and the whirring.

Driving in electric mode is very quiet and smooth. You hear and feel the transmission and driveline just enough to sort of feel as though you're hearing an engine.

We tried a couple of quick experiments, going back and forth between EV and Power (using Power mode rather than Eco, to try to ensure we have the engine running). It was hard to hear or feel the difference, which didn't do much for our enlightenment, but bodes well for the actual ownership and driving experience, which seems it would be very smooth. On the other hand, enlightenment and feeling the difference are likely to be big parts of what the typical hypermiling owner might actually seek.

Controls and indicators again left us confused during

that experiment, seemingly requiring duplicated effort to change modes. These are among reasons our experiment feels less than a hundred percent pure or controlled.

As we returned from a standard errand of about 10 miles, presumably still in EV mode (though with those quick Power experiments thrown in), the gauge said we had 4.5 miles and 8 minutes of power to go, and indicated 54 MPG, though it wasn't clear whether that was eMPG equivalent or familiar gasoline-hybrid mileage.

Either way, while some can't imagine achieving the new federal mandate of 54.5 MPG by 2025, the Toyota Prius Plug-In Hybrid is basically delivering it today.

We wanted to drive out the full 11-15-mile charge, so we headed back out on that same 10-mile run. At the turnaround point—having now driven 15 miles in EV (other than those brief experiments)—we still had electric capacity to spare. A gauge on the upper instrument panel includes a flexing bar graph with a battery at the side ("hybrid system indicator"), and that showed that we'd been charging the hybrid system. The green EV light had been on all the time, but a white EV indicator above that bar graph had now also popped on. While we pondered that, we drove five more miles back to where we had started. En route, the green EV light went off, and the white indicator changed from EV to Eco, so we were back to running as a hybrid. We read through another few pages of the manual on these indicators, but will spare you. If you buy the car, you can study that in depth.

Overall take on the Prius Plug-In.

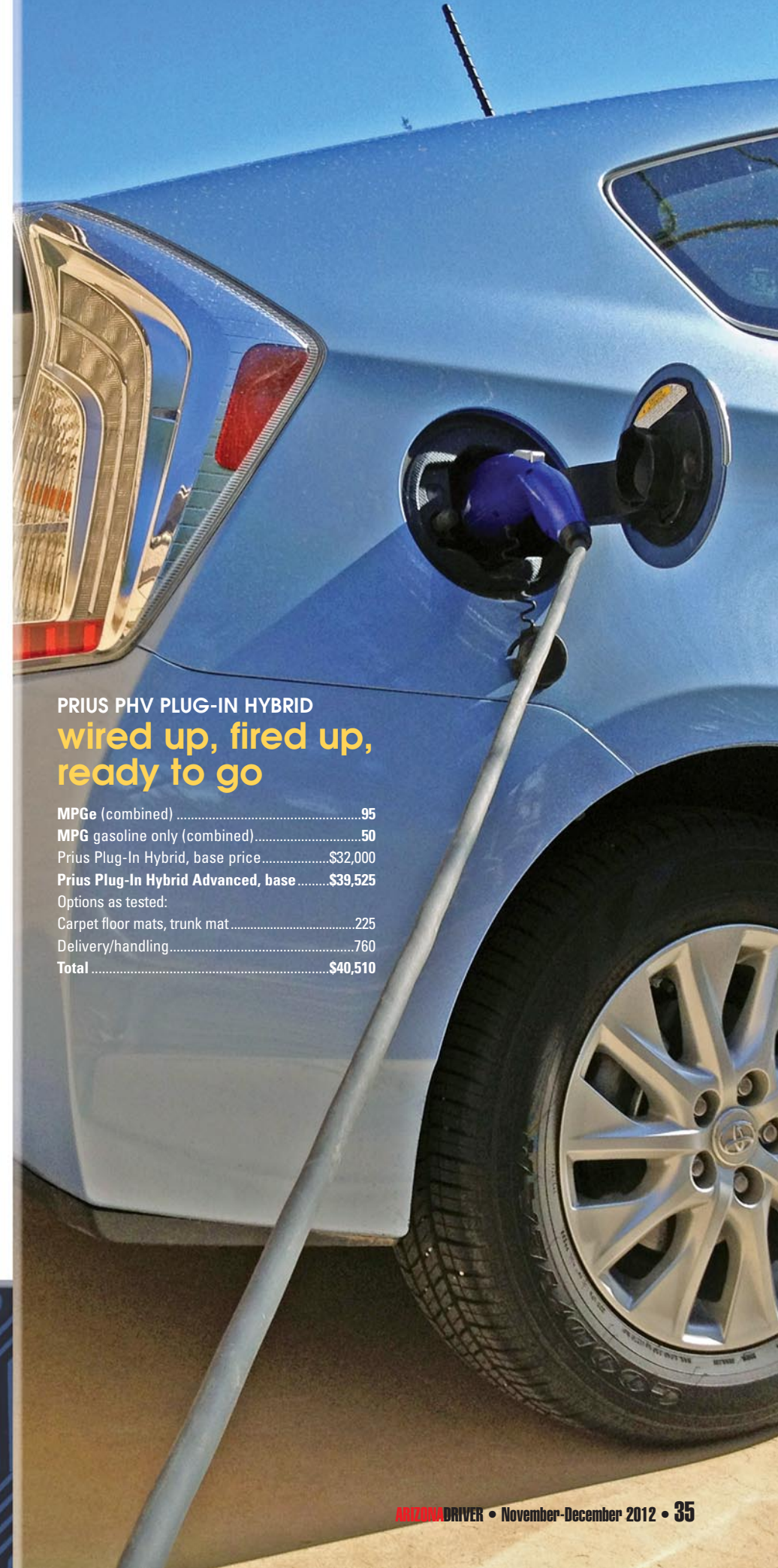
Driving in any mode, the Prius Plug-In is sweet. It's easy to see the attraction of having this car and driving it in electric mode all the time. Any easy ritual of plugging it in and unplugging it—of course using 240v, which of course you would get—would become quicker and easier than our first and only time. And when you want to take a long trip, as you could in any "real" car, or if you were to run out of gas, then you really get the last laugh.

We found ourselves wishing it had a cooler character, so it didn't just look like another Prius, but that comes with the deal. It's smooth, it handles well, and even in aggressive traffic, it holds its own.

The Prius Plug-In could be ideal for you if you regularly drive just the EV distance and have the time and discipline to plug it in. As a fallback it's also a conventional hybrid Prius. But if your usage is more of a mix, or if your emphasis tends more toward normal, less like electric range, there's much less reason to spend this much.

A plug-in hybrid could seem a little complex, and it could seem a little pricey, compared with a straight hybrid, in particular—or with a straight electric, in theory. But it ultimately seems to offer a handy and adaptable solution, if it suits your budget.

It's great that Toyota has given us the option.



PRIUS PHV PLUG-IN HYBRID wired up, fired up, ready to go

MPGe (combined)	95
MPG gasoline only (combined)	50
Prius Plug-In Hybrid, base price	\$32,000
Prius Plug-In Hybrid Advanced, base	\$39,525
Options as tested:	
Carpet floor mats, trunk mat	225
Delivery/handling	760
Total	\$40,510



KEEP RIGHT >>

CAMRY HYBRID XLE

beyond second nature

MPG (city/highway)	40/38
Camry L, base price	\$22,055
Camry Hybrid LE, base price	\$25,990
Camry Hybrid XLE, base price	\$27,500
Options as tested:	
Blind spot monitor.....	500
Convenience package	695
Safety connect package	450
Leather package	1,160
Premium HDD nav and entertainment.....	2,600
Power moonroof	915
Wheel locks	67
Delivery/handling.....	760
Total	\$34,647

TOYOTA CAMRY HYBRID XLE SEDAN

Born to run on gasoline, adapted to be a hybrid.

There is still little that's handier than a midsize sedan. The Camry Hybrid feels spacious as we get in. Entry and start are keyless, and a "Power" button is appropriate to its hybrid nature. Gauges come to life, then in a second or two the A/C comes on, most welcome of all, as the outside temp reads 113. And the airflow is already cool.

Gauges are sensitive: we give it a little gas and see it quickly go to the wrong end of the Eco range, so we back off, drive along in silence other than the A/C blowing, and think this is all just as natural as can be. A mainstream car with an alternative bent, it feels like second nature. And then some. The Camry Hybrid delivers smooth operation without consuming much fuel. It's comfortable, it's modern, and off you go. Ours looks handsome, too, in its Cosmic Grey Mica paint job.

The Camry Hybrid has good pep, a more than reasonable amount of performance. On the freeway, we are perfectly able to make the moves we need, when we need, if we give it a little punch, holding its own in the notoriously aggressive traffic of the northeast Valley.

The A/C is noisy after awhile, but worth it. The front-wheel-drive steering is, not surprisingly, a little twitchy and feels slightly disconnected. Suspension over bumps and troughs is solid and very smooth, other than also a little twitchiness from front-drive torque.

One oddity: when parked and idling for a minute or two, something in the system would suddenly kick in, and we felt as though we were just rear-ended. We'd like to say you'll get used to it, but we never really did.

Ratings of 40/38 MPG (city/highway) are not standouts, with so many vehicles topping 40 now, even conventionally gasoline-driven. But the power combination of 156 gas horses plus 150 kWh—along with gasoline torque of 156 lb-ft plus another 199 lb-ft electric—feels like a lot. Acceleration is strong for a midsize sedan.

Our test car's sticker of \$35k also makes a tough comparison, though its starting price around \$26k is a much more attractive starting point for a simple, reliable vehicle with a great fuel economy trick up its sleeve.

The Camry Hybrid feels mainstream. Anyone who is interested in a hybrid, without feeling as though they have to join a cult or learn a lot of new science, is going to be delighted with this car. Its hybrid operation is quite transparent. About the only time you remember it's a hybrid is when you feel that extra torque from its quasi-electric drivetrain, or when you look down and see that the gas needle has hardly moved.

TOYOTA PRIUS V MODEL FIVE

Born as a hybrid, then expanded in size.

The Prius v is mechanically the same as the standard Prius, but a little larger—3.0 inches in the wheelbase, 6.0 inches in length and 1.1 inches in width. The roofline is flatter, extended, and raised 3.3 inches for more of a wagon look. Three more cubic feet inside bring easier access to a more spacious interior, especially in the rear seat. The cargo area is 34.3 cubic feet with seats up (59 percent larger than the standard Prius) and 67.3 cubic feet with rear seats folded—about the same as the huge Toyota Sequoia with its third row folded.

The style is minivan-like, with a deep instrument panel and strongly sloped windshield. A different Prius that's readily distinguishable seems like a good thing.

We gave power and handling mixed grades. We came to this vehicle from a week in a 2-liter turbo of moderately high performance, so at first the Prius v felt weak. But even then, other than acceleration, we noted that it moves along well in normal traffic. You will want to drive it and decide for yourself how well it suits your wants and needs. Most likely, it will fulfill them just fine.

The Prius v has a turning circle of 36.1 feet with 16-inch wheels, but the 17-inch wheels of our tester bring that to 38.1 feet. These exactly bracket the Jeep Grand Cherokee's 37.1, though the 16-inch-wheeled version of the Prius v approaches the MINI's 35.1-foot circle.

The Prius v is one of three Toyotas on *Parents* magazine and Edmunds.com's list of the Best Family Cars of 2012. For more on the Prius v, see our Sept/Oct 2011 issue.

FOR PERSPECTIVE, here are fundamentals for the standard Prius and the new smaller Prius c, as well:

Toyota Prius (the familiar standard hybrid)	
MPG (city/highway).....	51/48
Base price.....	\$24,000
Toyota Prius c (the smaller city hybrid)	
MPG (city/highway).....	53/46
Base price.....	\$18,950

As far as which one of these Toyota hybrids to buy, if the potential to totally avoid the gas pump rates high and budget allows, the PHV may be for you. If purchase price and operating economy are your top priorities, and you can live with smaller size and less power, the price and mileage on the Prius c are tops (see our March/April 2012 issue). If you just don't want a Prius, the Camry Hybrid has the lowest fuel mileage of the bunch, but can still save you money every day while giving you a more conventional look and feel. Time to go shop. ■

PRIUS V MODEL FIVE
v for versatility,
vagon, volume

MPG (city/highway)	44/40
Prius v Model Two, base price	\$26,550
Prius v Model Five, base price.....	\$29,990
Options as tested:	
Advanced tech package	5,580
Carpet floor mats, trunk mat	225
Wheel locks.....	67
Delivery/handling	760
Total	\$36,622



Going with the flow, most anywhere you go

by Joe Sage

Audi actively avoided the SUV craze for years. While pinning down the start of that craze is open to minor debate—there were Broncos, Blazers, Land Cruisers and Wagoneers for many years before SUV was even a term—the Ford Explorer hit the market in 1990 (as a 1991 model). Audi had brought us quattro all-wheel drive ten years before that, first in a competition coupe, then in a high-dollar production version of that coupe (a halo for a brand previously known in the US by its undistinguished front-wheel-drive Audi Fox), and ultimately in an ongoing series of more affordable and widely accessible models, starting with the

Audi 4000 quattro in the early-to-mid '80s.

Concurrently, American lifestyles were evolving. Population was booming, peace and prosperity largely reigned, and increasing numbers of people were heading to once remote locales—ski resorts, coastal areas, Western ranchlands—for recreation or as permanent residents. Although the Sunbelt was also growing strongly, people in seasonal climates wanted and needed vehicles that could tackle their terrain and weather, ready to roll—through mud, rain, ice and snow year-round, without having to use snow chains, and with the comfort of a family sedan. Too much to ask?

From Audi, the solution was quattro all-wheel drive, in various flavors. Due to its innovative set of differentials—side-to-side and front-to-rear—plus a lower center of gravity, an Audi quattro sedan could often outperform a big 4x4 pickup in most normal conditions (everything except maybe five feet of new snowfall).

It took Audi years to develop the huge following it has today in North America, so when volumes were smaller, offerings would vary. In some years, there might be an Avant (wagon) version of a 4000 or 5000 (later called 80/90 and 100/200, then later A4 and A6), sometimes with quattro all-wheel drive. Once the performance-oriented S models arrived in the early-mid '90s, sometimes there would be an S in Avant form, though not all non-S Avant wagons had quattro all-wheel drive.

Audi continued to calculate that the quattro lineup (including Avant quattro wagons) could more than handle the job for customers in challenging climates, and that they would be more than satisfied with these vehicles. Many were. And the company continued to hold off on SUVs—until they succumbed in the mid 2000s. The Audi Q7 SUV was introduced at shows in 2005 and went

into production in 2006 as a 2007 model. The widely presumed and highly anticipated Q5 followed in 2009.

But in the years before the Q7 came to market—from 1999 to 2005—the Audi allroad filled the bill. And it did so quite effectively. The original allroad (Audi uses a small “a” for allroad, much as they use a small “q” for quattro) was based on the midsize A6 Avant, but with adjustable-height suspension (providing up to 8 inches of ground clearance), larger wheels, ruggedized undercarriage, and body cladding (with wider wheel arches) that actually served a purpose on gravel or sanded-snow roads. Any Audi quattro does well on not just snow, but dirt or gravel and the transitions among all the various surfaces. The original allroad version was engineered to be tougher than the rest.

But big chunks of the US market were still asking for one thing: an SUV. Audi's allroad solution made a good case, until those customers walked across the street. So the allroad was discontinued here after 2005, as the Q7 took over that niche. (The A6-based allroad has continued in Europe, with a new one introduced at the

KEEP RIGHT >>



STANDARD EQUIPMENT

ENGINE.....2.0L turbocharged inline-4 w/FSI direct injection.....211 hp / 258 lb-ft
TRANSMISSION.....8-speed Tiptronic with sport and manual shift modes
DRIVETRAIN.....Front-engine, quattro AWD
FUEL MILEAGE.....20/27 city/hwy, 23 comb
WHEELS.....18" 5-arm Rotor-design
TIRES.....245/45 all-season

TECHNICAL: ABS, ESC, electromechanical speed-sensitive steering, raised dynamic five-link front suspension, raised trapezoidal-link rear axle, underbody protection.

COMFORT/CONVENIENCE: Panorama sunroof w/ sunshade, roof rails, halogen headlights, foglights front/rear, rain/light sensors, heated power mirrors, leather seat surfaces, 12-way driver and 8-way passenger power seats, 60/40 folding rear seat, luggage cover, aluminum inlays, auto climate, concert radio w/ premium sound, AM/FM/SAT/CD/SD.

SAFETY/SECURITY: Driver adaptive airbag, front passenger two-stage airbag, front seat-mounted side airbags, curtain side airbags, alarm system and ignition immobilizer, 3-point seatbelts, child seat anchors.

WARRANTY/MAINTENANCE: 4-year/50,000-mile warranty, 12-year corrosion warranty, 12-month/5000-mile first service included, 4-year roadside assistance.

BASE PRICE ("Premium")\$39,600
BASE PRICE ("Premium Plus")\$42,900
BASE PRICE ("Prestige")\$48,800
 (See our test car's build, following page)





Geneva show this year as a 2013 model, but we have no word on its North American possibilities.)

And so it has gone for the past several years. Now the Audi allroad is back, but with some differences.

The new A4-based allroad

The first big difference in the new Audi allroad is that it's based on the A4, not the A6. This is not as big a difference as it may sound. Since 2005, the A4 has grown in size to significantly close the gap with the A6, while its weight is almost the same as an A6 was about ten year ago (see our comparative chart in the Nov/Dec 2011 issue, Audi A6 3.0T). The A3, meanwhile, is getting closer in size and weight to an A4 of several years back.

The other difference is in the car's adaptations from what would be standard Avant form (if there were currently a standard Avant). The new Audi allroad still has quattro's sizable traction benefits, and it has cladding to fend off some gravel. It does have 18-inch wheels (and 19-inch wheels will also be available), but so do the upper trim levels of an A4 sedan. The suspension is raised a bit from a standard A4, giving a respectable 7.1 inches of ground clearance—but it no longer has the adaptive suspension of the old A6-based allroad and does fall a bit short of the 8-inch benchmark.

Some longtime allroad aficionados may be disappointed with the less aggressive off-road nature of the new allroad. But the approach makes sense, now that the stable includes the Q7 and Q5. And it makes sense in a market that includes plenty of wagon fans, targeted all the better with the extra panache of allroad.

The change to A4 size makes the most sense of all.

The Audi allroad distinguishes itself

The new allroad debuted at the North American International Auto Show in Detroit last January, so it's now working its way into its first full winter on the roads.

The new allroad's 2.0T 4-cylinder TFSI engine puts out 211 hp and 258 lb-ft of torque, matching the torque of the older, larger allroad's 2.7L twin-turbo V6, but not its 247 hp—though the new one is lighter, and its 6.5-second 0-to-60 time beats the old car's 6.8 seconds. The new allroad is also more fuel efficient.

Though there is not a standard Avant for comparison in 2013, the allroad still carries distinguishing features: a single-frame grille with vertical chrome bars, stainless steel skid plates and side sills, and raised aluminum-optic roof rails. Cladding on lower bumpers and wheel arches comes in a matte finish as standard, but are available in full matching body paint.

The allroad is 0.6 inches wider and 2.3 inches taller than the 2012 A4 Avant and has 1.5 inches more ground clearance. The new allroad has a longer wheelbase (110.4 inches) for ride comfort, and it provides more headroom for front passengers. The vehicle boasts 27 cubic feet of cargo space with rear seats up, or a full 50 cubic feet with the seats folded down. An optional power tailgate is available to access this space.

For better or worse in our sunstroke climate, the allroad includes a standard Panorama glass sunroof. The interior includes heated 8-way power front seats (or 12-way for the driver, depending upon package fitment) and an optional 505 watt Bang & Olufsen audio system. Steering wheel shift paddles are available.



Safety and convenience electronics are plentiful, including adaptive front lights, Audi side assist (radar-based blind spot monitoring), and an optional driver assistance package, with adaptive cruise control, active lane assist and speed-sensitive steering. Active lane assist invokes steering correction if you start to wander outside your lane markings without having signaled.

Audi is a world pioneer in factory-installed wireless internet, the basis for their Audi connect™ system. Already offered in several larger models, it is now available on all A4 and A5 models, including the A4-based allroad. This enhances the navigation system by adding Google Earth and real-time SiriusXM Traffic, combining to provide a semi-virtual satellite view of your situation. Audi connect also features real-time localized weather, news, fuel prices and Google Local Search for restaurant and hotel hours, pricing and customer reviews. Registered users can log on to Google Maps and download up to 50 destinations. And a rolling WiFi hotspot allows up to eight devices to simultaneously connect.

Casual observations behind the wheel

We readily agree with the choice of a 2.0L turbo for this car—we've driven such an engine in a number of larger cars over the past year, and they've delivered well. And we wouldn't want any less fuel mileage: the allroad delivers 20/27 MPG city/highway, 23 MPG combined. We do wish for the usual: a manual transmission. While that is available on a number of A4 sedans (but not all), the allroad lineup is 100 percent Tiptronic.

As we cross some speed bumps, we note that after each one we are very aware of the engine and transmission, as we feel the drivetrain strain a little bit to get us back on track. As a driving experience it feels up to the job, though at first it feels as though it's pushing its limits a little bit. Once we hit freeway speeds, we acknowledge that the allroad has all the pep and



response it needs. What we had noted as a strained sound (almost like a power steering pump that's low on fluid) we now attribute to sound effects only. We conclude sound is better than silence, for the sake of sportiness, though we would work on that sound.

Among the interior appointments, we note once again that both the backup camera and the electronic parking brake in this Audi are top notch—hard for others to top. Controls and instrumentation overall are also up to Audi's usual very high interior standards.

As we share the roads with a great many SUVs and crossovers, we reflect on the advantages of the Audi allroad. If your daily drive—or even your extreme weekend fantasy—involves several feet of snow or mud and a trailer, you may need a full-bore 4x4. But if you're after utility, capacity and an above-average level of weather and surface readiness—as important on sand, gravel and rain-drenched streets as in the snow—with the advantage of flat-tracking low-profile cornering (while still delivering a respectable 7-plus inches of ground clearance), you may find the new Audi allroad preferable to a crossover 90-plus percent of the time. ■

OUR TEST ALLROAD

BASE (see prior page).....	\$39,600
BRILLIANT BLACK.....incl	
BLACK INTERIOR.....incl	
FRONT FILLER PANEL.....incl	
PREMIUM PLUS: auto-dim mirror w compass, heated/folding mirrors out, music interface/cable, Bluetooth phone prep, driver info system w trip computer, heated front seats w driver memory, HomeLink garage door opener, xenon plus lighting w LED DRLs, three-zone climate control, power tailgate.....	3,300
MMI NAVIGATION PLUS: CD/DVD/HD radio, MMI Navigation plus w voice control, color driver info display, parking system w rear-view camera, Audi connect w online services, Bluetooth streaming audio.....	3,050
AUDI ADVANCED KEY.....	550
DESTINATION CHARGE.....	895
TOTAL.....	\$47,395

32

This '32 roadster took 32 years

Story and photos by Randall Bohl

The "32" on the license plate doesn't stand for '32 Ford Roadster, although that's what it is, and it would make sense at first glance. Instead, it actually refers to the 32 years this car was "in the build."

The story begins with the purchase of a Westcott fiberglass body, in 1976, although the hood, sides, grille shell and running boards are steel. The frame came from Jerry Kugel Komponents in 1978, and Marlis Williams began construction of this beautiful Ford in his Chelsea, Michigan race car shop, building around an engine formerly run by Williams and Dave Bohl in their early 1970s Alcohol Funny Cars—a power plant with a history, as well.

In the early 1980s, a career change for Williams,

from Chrysler engineering to Subaru, moved the project to Corona, California, then ultimately—20 years later—to Phoenix, where Marlis operates M&K Restorations. Working in between and all around all that "making a living," the '32 Ford Roadster was finally completed in time for the 2010 Father's Day LA Roadster Show.

This is no kit car. The radiator has been moved 4 inches forward to accommodate a blower drive. The hood and side panels were lengthened the same amount. The grille insert is a stainless by Dan Fink. Both the front and rear bumpers have been moved closer to the body by modifying the bumper brackets. The rear fenders were widened about 2.5 inches, which required

special running boards, to flow in correctly. These hood and fender modifications are not noticeable at first or even second glance.

Kugel originally set up the frame to accept early Jaguar suspension, though the torsion bars were removed to give clearance for the headers. Coil-over shocks were adapted to the front control arms. The rear suspension was modified with a faux-quick-change rear, with a 9-inch Ford aluminum center section and inboard brakes. Special axle shafts were fabricated with only the outer Jaguar bearing hubs used. Special knock-offs and pin drives were fabricated to use Mehelick true

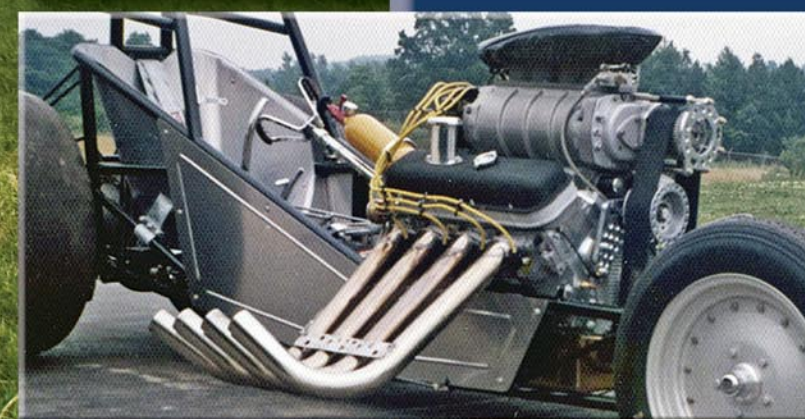
KEEP RIGHT >>



It's 80 years since a '32 Ford was new, and 32 of those years were spent constructing this very special Roadster. At left, Marlis and Kuralay Williams show off the results at the Goodguys Southwest Nationals in 2011.

Author-photographer Randall Bohl says, "I find the motor of this car particularly special because I'm Dave Bohl's son. When this engine was built by Marlis and Dave for their funny cars, I was in late elementary school and, at such an age, was a designated cleaner of the wheels and scraper of the rubber from underneath the funny car body between race weekends, along with Marlis' son Ray Williams."

Photos below show this motor originally in the funny cars built and raced by Marlis Williams and Dave Bohl. The blower has since been polished for the '32 Roadster.





knock-off wheels (6x14 front and 8X15 rear).

The block is an all-aluminum 390-cu.in. Reynolds Can-Am. Can-Am motors were originally 430 cu.in. with a large bore and short stroke (4.44" bore x 3.47" stroke). These Chevrolet-designed blocks were originally available to only three racing teams: McLaren, UOP Shadow and Chaparral.

The block for this car was first obtained from the Shadow Racing team of Chicago in the early 1970s, by Marlis and Dave for a BB/FC "alky funny car." The block had been damaged by a broken rod and could not be reused by the Can-Am team, because the bores were aluminum and no "tin-plated pistons" were available for an over-bore.



Marlis and Dave decided to make the engine a "truck block" configuration (.400" taller deck height) and install steel liners in the block to correct the damaged cylinder wall. Neither Williams nor Bohl seems to recall who "decked the block," but they do recall the trick to pressing steel sleeves into an aluminum block. They built a great big version of an Easy-Bake Oven, full of hot lights to heat the block, and they put the steel sleeves in the deep freezer. The plan was to expand the block, shrink the sleeves and work really fast.

On this bottom end was placed a "Pete Robinson/George Montgomery" 6/71 all-magnesium "pruned case," made in the early 1960s for weight reduction. This was modified by Dave and used on their funny cars until larger blowers became the norm. (The blower shop was Bohl's family basement.) The blower has been polished since its days on the funny cars, for its use in the '32 Roadster.

Final displacement of the motor is approximately 500 cubic inches. And the combination proved very successful, as it was the first "Chevy"-powered Alcohol Funny Car to exceed 200 mph in the quarter mile. When the motor was retired from that funny car, in about 1974, it was deemed a candidate for a future street rod planned by Marlis.

In its present configuration in the Roadster, it has the original short crankshaft/long rods and is just over 404 cubic inches, with open chamber/D port aluminum heads—similar to early L88 racing heads—and a Mallory Super Mag II distributor. The modified Crane roller tappet camshaft is from the original funny car engine (detuned for street use with a blower).

The fuel injection manifold is a special fabrication made by Marlis to adapt 54mm Weber throttle bodies and reduce the overall engine height below hood level. A FAST™ computer system manages the fuel, set up by Bob Ream of Imagine Injection. The exhaust system is all stainless steel—headers, four mufflers, four tailpipes and hangers. Tubes are all mandrel bent, with no welds except at the header plates, and were fabricated by Marlis.

Chassis dyno numbers are just north of 725 hp.

Paint was done in-house by Steve Wallace. Colors are PPG 2-stage silver/blue similar to the 2004 Chrysler PT Dream Cruiser Series 3, with pinstriping by Dennis Rickless. The interior is by Chuck Booth of Phoenix: blue leather over Nissan 300Z seats, with Mercedes-Benz cross weave carpet, and a removable Mercedes Hartz cloth top.

Many other items were also designed and fabricated by Williams over the 32 years of construction, including Viz engine mounts, multiple brackets, throttle linkage, knock-off wheel hubs, heat shields, front valence, remote rumble seat actuation, a full roll cage, side entry bars, stainless lines, wiring systems, steering linkage, and hood side panel blisters. Marlis handled complete design, fabrication and assembly of the overall project (other than specialists mentioned above).

Marlis showed his car at the Goodguys Rod & Custom Association 14th Southwest Nationals in Scottsdale in November 2011 and will be there again this month. At that LA Roadster Show in 2010, frame-builder Jerry Kugel himself was the first to say, "Well, Marlis, the 32-year wait was worth it." ■

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



Drive your dream.®

You never forget your first love.

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

www.ClassicCars.com

© 2008 The Collector Car Network, Inc. All rights reserved.



EFFICIENCY EXPERT

BY JOE SAGE

The main news surrounding this generation of the BMW 3 Series is centered on fuel efficiency: its 2-liter turbo and its Auto Start-Stop feature. We've been driving a lot of 2-liter turbos over the past year or two, by Audi, BMW, Ford and others, in small vehicles like the BMW Z4 and vehicles as large as the BMW 5 Series and Ford Taurus. These feisty fours are here to stay, and they do a great job moving these machines. (And don't be surprised as 1- and 1.5-liter four- and even three-cylinder engines pop up next.) We've also been driving a lot of vehicles with automatic start and stop features, starting with the then-all-new Chevrolet Malibu five years ago, which was clearly ahead of the curve. This feature is also here to stay, though we feel that we are in an era when this technology is not yet quite where it needs to be—better with some than with others, but usually noticeable and often disquieting.

The BMW 3 Series is a very complete offering unto itself, including a variety of sedans, coupes and convertibles. Our test car was a sedan. Among those, there are 328i

and 328i xDrive (AWD) sedans—with a 240-hp 4-cylinder TwinPower Turbo—335i and 335i xDrive sedans—with a 300-hp 6-cylinder TwinPower Turbo—and an ActiveHybrid 3 based around a 335-hp 6-cylinder. Ours was the nominally bottom-rung 328i.

Within the 328i sedan lineup, there are Sport Line, Luxury Line, Modern Line, M Sport Line and base 328i models. According to our sticker, ours was a base line but included the optional Sport Line package, which is required to get the handsome Dakota Coral red and black leather interior. The cost for building a 328i this way, as opposed to starting out by ordering a Sport Line model and spec'ing that interior, is exactly the same.

The Sport Line package is part cosmetic and part performance, including 18-inch sport wheels (style and performance), high-gloss black air intake surround with silver cross-bars, high-gloss black kidney grille bars, black rear-view mirrors, high-gloss black B-pillar, black strip above the front air dam and rear lower fascia (all about style), sport suspension (performance) and black chrome exhaust pipe trim (style, but doesn't it just speak "performance"?). The package also includes a number of interior upgrades, mostly visual but also including sport seats and a sporty steering wheel. Despite sport suspension being the only pure performance item in the Sport Line package, our car replaced it with optional Adaptive M Suspension for another \$900. That seems like not much to pay for anything with a legitimate "M" on it, but it also seems to bring more electronics into play, as well as what BMW calls "exploiting the visual effect" of driving dynamics, which sounds like so much fluff to us. If shopping, we'd try both and perhaps skip this.

We were delighted to receive this car with a 6-speed manual transmission. And we liked the interior, which had just the right amount of red, in just the right tone.

Beyond that, our car racked up three grand in options we'd probably go for, other than the always-iffy-in-this-climate moonroof. In final build, our car was an interesting mix, having, for example, keyless start but manual seats. Other than the seats, which were difficult to adjust and could very much have benefited from power controls while in motion, we liked the whole setup.

We came to this 3 Series straight from the sporty little Scion FR-S, which at 56 percent the cost of this car had a very tight drivetrain. Thus, the 328i's clutch, shifter and gearing all felt very loose and wide as we first settled in. The car also felt a little slow on response. Some of this we tentatively attributed to the turbo—reluctantly, because turbos have improved so much, and this one has served us well in other recent BMW testers.

But we then decided it was more likely due to the hesitant feeling that begins every drive, when dealing with the Auto Start-Stop feature. This is a device you quickly learn to override by feathering your foot off the brake before the light turns green, so your engine will restart. This of course defeats the fuel-saving purpose of the feature, but—not to cast too cynical a light on things—its main purpose is surely to get good EPA numbers. Until the devices are better developed, we think they are unlikely to be warmly embraced.

But these are transitional times—and this 3 Series does rate 34 MPG on the highway.

Pulling into a parking space and applying the handbrake, with the manual transmission in neutral, we kept the car running as we checked messages, for the sake of A/C, as it was 110 degrees out. When we were done with the phone and ready to turn off the car, as soon as we depressed the clutch, the engine restarted. We didn't realize it had shut off, actually, while just sitting there, so it started just as we actually wanted to shut it off.

In another instance, we had just parked with the tach indicating it was indeed running, when suddenly the whole car shuddered and shook; this isn't the first car we've had do this, but we felt as though we had just been rear-ended. Very disquieting.

When in motion, though, the 328i made us happy. Accelerating up a freeway ramp, we nailed the accelerator pedal and found ample turbo performance on tap. The ratio of power to economy on this car is healthy, especially once you learn to nurse away that bit of lag: the perfect balance of strong German engineering in a car that feels light, peppy and nimble—hard to beat.

Adaptive suspension or not, cornering is great. In fact, we like it better than the straights, which seem to suffer a little feeling of electronic control. Speedbumps are rough, very abrupt, while storm troughs induce an uncharacteristic wallowing feel. Our time in the 328i was somewhat limited (it arrived the same week we were in Monterey for several days), so it's possible we didn't explore all the Adaptive M Suspension settings that were available to us. Or maybe we did.

Inside, we were working with some of the controls—generally very good, from the audio to climate to general layout. We had already confirmed there was no owner's manual. While seeking other settings through iDrive, however, we stumbled upon an "online" manual in there.



This had a great many options—quick reference guide and full book—but we dove many layers deep into it and were getting nowhere. The display handles only about 10 lines of text, so you can imagine what it might take to work through what would be 450 pages in print.

We have mixed feelings about the front end style on this, where the headlights bleed into the kidney grilles (unique for now to the sedan; not on the 3 Series coupe or convertible, or other Series). On its own, it seems contrived. But when we look at the lower grille openings, in combination, it starts to come together—almost a storm trooper look. Get rid of that extra chrome around the kidneys and it just might all work.

Driving this 328i, it's hard not to remind ourselves that basically you just can't get a bad BMW. And in fact, we start to conclude that the 3 Series may be all the BMW you ever need. Unless you want and can afford one of the higher Series, in which case, of course, that's what you need. But this does its job so well.

The Auto Start-Stop does nag at us. We'd have half a mind to check pre-owned two- or three-year-old 6-cylinders, take the money we saved there and put it into the additional gas, while waiting for start-stop technology to mature. But ultimately we'd probably go with the latest and greatest, and just master that minor oddity. ■

SPECIFICATIONS

ENGINE	2.0L DOHC 4-cyl 16v turbo
HP	240 hp
0-to-60 mph	5.7 sec
DRIVETRAIN	Front-engine, rear-drive
FUEL MILEAGE	23 MPG city, 34 highway
STANDARD FEATURES: Driving electronic control packages, high-po light 4-wheel ventilated disc brakes, halogen lights, iDrive, rain-sensing wipers, AM-FM-CD-MP3-HD audio, 18" alloy wheels with run-flat tires	
BASE PRICE	\$36,500
OPTIONS: 6-speed manual transmission.....0	
Alpine white paint	incl
Leather Dakota Coral red/black.....	1450
Sport Line package	2500
Adaptive M suspension	900
Moonroof.....	1050
Split fold-down rear seat.....	475
Heated front seats.....	500
Satellite radio w 1-year sub.....	350
BMW Assist w/BT & USB	650
DESTINATION CHARGE .....	.895
TOTAL PRICE	\$45,270



CAPABLE.

a classic case of sibling rivalry

By Joe Sage



When we wrote about the Mitsubishi Outlander Sport (May/June 2011)—a related, smaller vehicle—we titled the piece “swimming upstream,” noting that Mitsubishi “dances a bit to its own drummer,” adding that, “You would, too, if you had to battle for mindshare with Toyota, Nissan, Honda and the others. Compare market shares in the US (YTD March 2011): Toyota 14.2%, Honda 10.1%, Nissan 9.3%, Hyundai 4.7%, Kia 3.4%, Mazda 2.1% and Mitsubishi 0.7%.”

It turns out Mitsubishi is a strong swimmer. Not long after we received this larger Outlander in our fleet, we received word that the smaller Outlander Sport had achieved record sales in September 2012, the highest total for one month in its two years on the market—2,253 units, 49.0 percent higher than September 2011. The previous record was 1,618, this past March.

Outlander Sport is Mitsubishi’s top seller in the US, so much so that production was moved to their domestic plant in Normal, Illinois last July. As overall Mitsubishi sales for September were 4,806 units, Outlander Sport sales represent 46.9 percent of the entire lineup—hugely significant, and promising.

THIS BEGS A COMPARISON

The Outlander Sport a year and a half earlier had received somewhat faint praise in our pages. “They put their best foot forward, differentiating by style and a high level of features at an attractive price,” we noted, describing a vehicle with a base price of just \$18,495 at that time in two-wheel drive, putting out 148 hp from a 2.0L 4-cylinder, while achieving 24/29 MPG city/highway. The list of included features and amenities was long, as it is with this Outlander, and one \$1800 package then included everything from an LED-illuminated sunroof to a good 710-watt Rockford Fosgate audio system.

“So is the value there?” we asked at the time, of the 5-passenger Sport. We griped about the seats, climate control, suspension and steering, and most of all “what seemed like a great deal of straining on the part of the drivetrain.” But there were positives. “The styling’s well executed, given that its oversize grille is a Mitsubishi trademark. From a three-quarter rear view, the little SUV looks fairly attractive and bold. The 18-inch wheels help its overall stance considerably, and rear storage space is quite adequate.” We concluded that its “fit and finish, instrumentation, inclusions and accessories were fine for the price. The weak point was the driving. Competition is stiff, and you may compare other vehicles both new and used.” That perceived driving weakness was attributable to driveline acoustics as much as dynamics.

And yet, strong market reception for the Outlander Sport bodes well for the larger Outlander. Indeed, our praise for the big brother was healthier even before we learned about the sales success of the smaller one.

When we say big brother, little brother, the two are actually on the same chassis and 105.1-inch wheelbase, but the Outlander is almost 15 inches longer than the Sport (183.7 versus 169.1), and just over an inch wider. The Sport is a 5-seater, whereas the larger Outlander is available in 5- or 7-passenger configurations. Therein lies a key: while the Outlander Sport qualifies as a com-

pact, the larger Outlander does not, but it remains basically just as nimble, with more power and capacity.

Best of all—as a straining drivetrain bothered us most on the Sport last year—the larger Outlander has a 3.0-liter SOHC MIVEC V6, generating 230 hp and 215 lb-ft of torque, fed through a 6-speed automatic with paddle shifters. Might this be sportier than the Sport?

MITSUBISHI OUTLANDER ON THE ROAD

Though well equipped with standard features and three comprehensive option packages (Touring, Nav/Rear-view, Entertainment), the Outlander presents a mixed bag of conveniences. The door is keyless, but you still need a free hand to depress a button. It has keyless start, but not pushbutton: you turn a keylike stub. The handbrake is manual, the seats are power, and the steering wheel tilt and telescope are manual.

With the lesser power of the Sport in our memory, we headed out into the mean streets. Straight away, the Outlander kept up just fine in extremely aggressive traffic. The drivetrain has a light growl to it—something we were alert to listen for, after the Sport—but not much. Cruising for miles down a very busy main surface road during rush hour, bolting when needed from lane to lane, amid every kind of powerful SUV you can imagine—Explorer, Suburban, Escalade, Mercedes, Range Rover—we were never lacking for the power and handling we needed. The Outlander provided us with impressively capable driving in a challenging playground.

On freeways, we could do whatever we needed: change lanes, dive in a hole, dash forward through troublesome knots—all with no mushiness, but good solid handling. We had the feeling we were probably surprising a few people. Our expectations had been a little low from last year’s Sport, so we were surprising ourselves.

We had a few handling oddities: once when first putting it in drive, we patched out at no real speed; while turning right and accelerating, it jerked strongly farther to the right; and while turning left in a tight maneuver, it also pulled to the right. We contemplate whether it may have had a fluid leak affecting the brakes, an electronic handling oddity, or an emphasis on front-wheel drive at times. We had no opportunity to pursue this.

The audio system has decent sound, though some of the controls were counterintuitive and sent us to the manual. Worst is its satellite signal acquisition, which encourages you to watch the screen long enough—just to see what you might be tuning—to wrap yourself around a tree. Set it and forget it, before you head out.

We thought the taillights looked like something out of an aftermarket catalog and tended to cheapen it. Then again, they may look like the Lexus RX, classy and pricey. Eye of the beholder. Overall, it has relatively solid style, with a handsome profile and strong presence.

BACK TO THAT COMPARISON

If we had driven the bigger Outlander first, we may well have thought a smaller, 5-passenger version of it might be exactly what the market needs. (See the new two-size Hyundai Santa Fe elsewhere in this issue, for perspective.) But having driven the smaller one first, we preferred everything about the bigger one. It’s a weighted comparison, as this Outlander was top-tier, with the biggest engine, but it sounds, performs and runs better.



This is an extremely competitive segment, and you have a lot to choose from. But just between this pair from Mitsubishi, what do we see?

On fuel economy, the big Outlander qualifies as an LEV—a Low Emission Vehicle. In base 2WD form, it achieves 23/28 MPG city/highway, while our all-wheel-drive example (AWC, in Mitsubishi parlance, for All Wheel Control) with V6 gets 19/25. The smaller Outlander Sport rates 24/31 city/highway (auto) or 24/30 (manual) in 2WD, or 24/29 with AWC. Is it worth a drop of some four to 20 percent in fuel economy, for 55 percent more power? On the one hand, that’s the thinking that brought us years of bad fuel economy. On the other hand, in this case, it delivers what we found missing on the smaller Outlander Sport, at a mathematically reasonable tradeoff.

As far as bang for the buck, the smaller Outlander Sport for 2013 starts at \$19,170 for a base model in two-wheel drive, running to an un-optioned base of \$23,695 for top trim and AWC all-wheel drive. The larger Outlander starts at \$22,695 for a base 2WD, running to \$28,595 for the GT S-AWC V6—the vehicle we are driving here. Comparing base prices, are you getting at least 20 percent more vehicle, for 20 percent more money? Easily. (Our test vehicle, with non-performance-related options and destination cost, came to \$36,000.)

If fuel mileage is your primary deciding point, give the Outlander Sport a look, but drive it and see if the power is adequate to your needs—all Outlander Sports have the 148-hp 2.0L four. If you want a noticeably smoother and more powerful drive, with little loss in maneuverability, significant gains in capacity (even if not needed every day) and fuel mileage that was still brag-worthy a few short years ago, try the bigger Outlander. Depending upon model, it has either a 168-hp 2.4L four, or the 230-hp 3.0L V6 in this test vehicle. Hot sales numbers for the smaller Sport speak well for it, but they should speak well for the larger Outlander, as well. This is the one that seems like the better bet to us. ■



Lexus flagship now available in four flavors

BY JOE SAGE

The trickiest thing about the new Lexus LS is figuring out which one is for you. That's also the best thing, as it now comes every which way. The Lexus hybrid system has been applied to the LS lineup since 2006, while the Lexus F SPORT treatment has arrived in the LS for the first time this year. The basic LS 460 comes in standard wheelbase and LS 460 L long-wheelbase form. The F SPORT comes in standard wheelbase only, while the hybrid comes in long wheelbase only. Every gasoline LS 460 comes with an option of either rear-wheel or all-wheel drive, while the LS 600h L hybrid is all-wheel-drive only. Weight varies, legroom varies and fuel economy varies, as expected. The chart in our sidebar, at far right, is a good guide to the fundamentals.

Lexus is feeling pretty good about things as they bring this car to market. The company had promised us they would grow more than any other luxury brand during 2012, and as of mid-October they reported they were meeting or exceeding their goal of selling 240,000 Lexus vehicles this calendar year, experiencing an increase of more than 20 percent over 2011. Comparisons with

other brands at the end of the year will tell the final tale.

When the Lexus LS first appeared on the scene 24 years ago, in 1989, it was greeted as part revolutionary idea and part gamble, since buyers had thrown their biggest bucks at Cadillacs or German brands for years. Lexus had already been establishing its creds as a well-built alternative with Japanese reliability for a few seasons, and now it was time for a flagship in the lineup.

In addition to spacious luxury and craftsmanship, the LS over the years has brought a string of firsts, such as the industry's first 8-speed automatic transmission, first LED low-beam headlamps, first infrared-sensor climate control system, first all-wheel-drive V8 hybrid, and more.

Lexus started amping up its power and performance image in 2008 with the IS F model, then expanded that image about a year ago with the new GS F SPORT (see our Jan/Feb 2012 issue). And they've been narrowing the price of admission to the hybrid scene, notably with this past summer's ES 300h (see our Sept/Oct 2012 issue), which had brought its "hybrid premium" price differential down to about \$2700, an amount you might realisti-

cally recoup in gasoline savings. Both elements are now applied to the LS (in two different models).

At a glance, you may find the new LS looks similar to its predecessor (apart from the distinctive new Lexus trademark "spindle grille," which you would expect on any new model). In fact, they tell us that out of 6000 parts on the car—not counting nuts and bolts—over 3000 of them are new. Some you will see, some you will feel, some will make you safe and some will save you fuel, but it's a major rework, no matter how you slice it.

The new LS appears lower and wider, bearing a more athletic stance. DRLs and fog lamps are engineered from single light tubes, rather than strings of individual lights as has become common. LED taillamps suggest a 3D trio of the letter "L." The interior is conceptually divided into upper display and center operation zones, to reduce leaning, reaching and thus fatigue. Seats are more supportive, with additional bolstering, in pursuit of a more involved driving experience. Rear passengers have their own audio and climate control, and in the Executive Class package have two luxurious reclining rear seats with ottomans and a vibrating massage feature.

KEEP RIGHT >>



Bold F SPORT grilles, hybrid emblems, wheelbase lengths and a couple of model-specific colors will help you pick your own Lexus LS out of the herd.



2013 Lexus LS 600h L

SPECIFICATIONS

LEXUS LS 460, LS 460 F SPORT, LS 460 L

ENGINE	.....	4.6L V8
(RWD) HP	.....	386
LB-FT	.....	367
(AWD) HP	.....	360
LB-FT	.....	347
DRIVETRAIN	.....	RWD/AWD
TRANSMISSION	.....	8-spd automatic
0-TO-60 MPH	RWD	.....5.4 sec
	AWD	.....5.9 sec
MPG (EST)	RWD	.....16/24/19
	AWD	.....16/23/18
EMISSION CERTIFICATION	.....	ULEVII

LEXUS LS 600h L

ENGINE (LS 600h L)	.....	5.0L V8
Engine power (HP)	.....	389
Engine torque (LB-FT)	.....	385

HYBRID MOTOR AND BATTERY SYSTEM:

ELECTRIC MOTOR GENERATOR 1:

Primary generator, engine start; permanent magnet motor, water-cooled

ELECTRIC MOTOR GENERATOR 2:

Drive wheels, regenerative braking; 650V 221hp water-cooled perm magnet

BATTERY PACK:

Sealed NiMH, 288V, 240 cells (12 cells x 20 modules), nickel-plated container

TOTAL SYSTEM POWER (HP).....438

DRIVETRAIN.....AWD

TRANSMISSION.....Electronic CVT (ECVT)

0-TO-60 MPG.....5.5 sec

MPG (EST).....19/23/20

EMISSION CERTIFICATION.....SULEV II

.....	460/F Sport	.....	460L/600hL
WHEELBASE	.....	116.9	.....121.7
LENGTH	.....	200.0	.....205.0
LEGROOM (REAR)	.....	35.8	.....36.7

.....	460	.....	F Sport	.....	460L	.....	600hL
CARGO (CU.FT.)	.....	18.0	.....	18.0	.....	18.0	.....10.1
WEIGHT (RWD)	.....	4233	.....	4365	.....	4277	.....na
WEIGHT (AWD)	.....	4651	.....	4717	.....	4695	.....5115

Air suspension adds 44 lb; the Executive Package adds weight, varying by model.



The 2013 Lexus LS 460 F SPORT option has its own interior finishes and performance-oriented gauges, as well as other body details and model badging.

Interior finishes include flaxen leather (as in the GS) and available shimamoku striped wood. We watched a video of the construction of a Lexus LS shimamoku wood steering wheel—which involves 67 processes over 38 days to manufacture—and concluded that the wheel alone seemed like it could be worth \$100,000 (with the rest of the car thrown in). Fine stitching and aluminum surfaces on the LS interior evoke what you get in a Rolls-Royce for a quarter to half million dollars.

Electronics are displayed on a 12.3-inch panel with a second-generation remote-touch interface. The analog clock, connected to GPS, changes as you cruise across time zones. And that large screen can present your navigation in a three-way split screen with routes, turns and phone information all at hand. Your “climate concierge” system handles ambient temperatures, as well as heated seats and steering wheel. Four-zone climate control is now joined by four-zone seats, which can heat and/or cool individually. There are two available Mark Levinson premium audio systems.

Three drive modes include Eco, Normal and Sport (with Eco maximizing fuel efficiency, and Sport amping up shift and throttle performance). Cars equipped with optional air suspension also have Comfort (with cushier suspension) and Sport S+ modes (Sport S+ adds aggres-

Interiors leave no question the Lexus LS is the brand's flagship. Shown are the flaxen leather-appointed front of an LS 600h L hybrid and the rear of an LS 460 L with Executive Class package (also available on the LS 600h L), with its reclining seats, ottomans and remote-control vibrating massage.



sive steering to Sport's shift/throttle enhancements).

Countless small details improve weight, aerodynamics and thus fuel efficiency. The LS includes tiny fins and blades on side lamps, mirrors and undercarriage, an idea that is working its way through the whole Lexus and Toyota lineups (having originated on the Lexus CT 200h hybrid). Noise is also addressed in innovative ways, such as by very clever “hollow chamber” 19-inch wheels with relief holes that relieve bump frequency pressure.

Advanced safety systems abound, involving technologies that are becoming familiar, as well as advanced Lexus “millimeter radar” and near-infrared sensors. Together, these provide blind spot monitoring, rear cross-traffic alert, collision warning, advanced pre-collision, and dynamic radar cruise control (which even works well with crawling stop-and-go). As is the trend, these radar and infrared readings pave the way for technologies that will start to increase car-to-car communication and enable autonomous driving in coming years.

Now, just to confirm that the Lexus LS is for you, the company identifies its buyer as a “progressive leader”: affluent, powerful, pioneering and visionary. These folks live on the cutting edge of technology, fashion and design, and they don't mind rewarding themselves or displaying their achievements. And in addition to prestige, they want a dynamic driving experience. Does this sound like you? Well, grab that checkbook.

NEW LEXUS LS F SPORT

The Lexus LS 460 F SPORT (the hot red car shown at left) bears the same engine and transmission as the base LS 460, producing the same horsepower and achieving the same fuel mileage. What makes it F-sporty starts with its own look—a bolder front fascia with three-dimensional mesh grille, larger cooling ducts, a black grille surround and round fog lamps, one chrome bar along the rear bumper, and F SPORT badging. The LS 460 F SPORT is available in an exclusive Ultra White paint (as well as five other LS colors). The F SPORT has its own sporty interior, with a black Alcantara headliner, heavily bolstered seats, leather-wrapped steering wheel, paddle shifters and aluminum finishes. Appearances are backed up by sport-tuned air suspension that's lowered 0.4 inches, Brembo 6-piston brakes, 19-inch forged wheels and a Torsen limited-slip differential (on the RWD model).

It may sound like more show than go, but this is applied to a car that already achieves a 5.4-second 0-to-60 time (or 5.9 with AWD). The F SPORT option adds a look and feel appropriate to that performance.

TOP OF THE LINE LEXUS LS 600h L HYBRID

The 600h L hybrid (the long blue car shown on the previous pages) carries a lot of weight. All-wheel-drive LS models are some 400 pounds heavier than their rear-drive brethren, and the hybrid only comes in AWD (not that we're complaining—we welcome that). The hybrid only comes in long wheelbase form (here, we would pre-

fer a choice), but the long-wheelbase models gain only about 40 pounds. The hybrid battery pack is heavy (and large, reducing cargo volume from 18.0 to 10.1 cubic feet). The hybrid's 5.0L engine is larger, plus there are two electric motors. The total is almost 900 pounds heavier than a base LS 460. But all this weight doesn't slow the car down: the hybrid's 0-to-60 time beats the AWD LS 460 by four-tenths of a second, and falls only one-tenth shy of the fastest in the family, the RWD LS 460. How?

The heavy hybrid achieves such performance via a very potent hybrid drive system—438 horsepower total. And here's the tradeoff: fuel economy for the hybrid is the same as the gasoline model on the highway, just a point better combined (if comparing AWD-to-AWD) and three points higher in the city. In a sense, it has been engineered to mitigate its own disadvantages, but has in the process made its traditional advantage—fuel mileage—less of a distinction. And for all that, you end up driving a very large long-wheelbase limousine-caliber sedan with just a 10-cubic-foot trunk.

Are we saying we don't favor the hybrid? Not really. At the Lexus ES at launch a few months ago, we concluded the hybrid was the one to buy—or at least that its sales should equal those of the conventional ES. Fuel savings are there, even if not huge. And there are the halo factor and potential resale value of a hybrid. And, as already noted, Lexus sees its LS buyers as cutting edge technological visionaries. The factors that push the LS hybrid so high are surely why it ends up coming in top-trim form, as an AWD long-wheelbase luxury model. Nice halo.

CHOOSING YOUR OWN NEW LEXUS LS

The new Lexus LS lineup offers something for everyone who has the means to shop it. At the core, all four models are built around a combination of style, luxury, comfort and performance. The F SPORT adds specific performance cues that are as much about style and a particular kind of comfort as anything, on top of already sound performance. And the 600h L hybrid adds specific technologies that are carefully engineered not to compromise performance, luxury or comfort. The complete range of experience available in this one platform is striking.

For long-wheelbase models (a category shared with long-wheelbase models from BMW, Audi, Mercedes-Benz, Bentley and Rolls-Royce), the essentials of the LS are highly competitive, and specific Lexus enhancements (try out those massaging seats and ottomans) push this one even higher up the competitive scale.

The price of admission starts at \$71,990 for an LS 460 in RWD (\$74,935 in AWD). Move to the long wheelbase, and base is \$78,290 RWD (\$81,775 AWD). Nineteen different add-on packages range from \$4,740 to \$16,130 each (before you get into individual options). The new F SPORT is achieved via option packages priced at \$15,230 or higher. And the LS 600h L tops the lineup at a starting price of \$119,910. There are only two packages for the hybrid, both pricey: \$11,620 or \$12,335. The pricier package adds all those royal touches in the back seat. Add a few individual options, and you are pushing \$130,000 on the hybrid, before taxes. That is one nice Lexus. Of course, any LS is a very nice Lexus. ■



2013 Lexus LS 460 F SPORT

ARIZONA COBRA CONNECTION DOMINATES AT MONTEREY

STORY BY TIM SHARP
PHOTOS BY TIM AND KRISTIN SHARP



Carroll Shelby
1923-2012

A LIFE REMEMBERED...



Honoring Carroll Shelby at the 2012 Rolex Monterey Motorsports Reunion was a decision made with some sense of urgency. Shelby had already survived three heart operations and was in his late eighties. Unfortunately, Shel did not live to see his remarkable Cobra sports cars run on the 2.238-mile Mazda Raceway Laguna Seca circuit. However, there were many famous Cobra drivers to stand in for Carroll. Among them were Dan Gurney, Bob Bondurant and Don Roberts. Bondurant and Roberts are legendary Shelby Cobra racers who live in Arizona.

In truth, Carroll Shelby did not achieve international fame entirely on his own. It took a snub from Enzo Ferrari to Henry Ford II to ensure Shelby's success. When Enzo let Henry II cool his heels for hours in his waiting room before their meeting, it sealed the deal for Shelby. Ford would not only not withdraw their offer to buy Ferrari, but Ford would also challenge Ferrari for the FIA Manufacturers' World Championship. Using Shelby's Cobras, Ford's engines and some very talented pilots—like Dan Gurney, Ken Miles and Bob Bondurant—Ford would defeat Ferrari in the 1965 racing season.

HONORING 50 YEARS OF SHELBY COBRA PERFORMANCE

In the mid-sixties, race fans enjoyed watching Bob Bondurant and Don Roberts dominate the competition with their Shelby Cobra 289 roadsters. Later, as an instructor for the Bob Bondurant School of High Performance Driving, I learned why the Cobras were such formidable machines. They had awesome acceleration, excellent braking, and they flew off the corners as if they were shot from a cannon.

At the 2012 Rolex Monterey Motorsports Reunion, forty of the world's fastest Shelby Cobras and their drivers descended upon the Mazda Raceway Laguna Seca circuit to determine who would be the "Top Gun" of Cobra vintage racing. The machines were obviously well prepared, as all but a handful made the starting grid for Saturday's featured race—an amazing feat, since some Cobras came all the way from the United Kingdom and Europe.

Who would win? The smart money would favor the fastest driver in the best-prepared car. Who might that be? Probably Mike McGovern, the Chief Instructor for the Bob Bondurant School of High Performance Driving. Mike's car is owned by Jim Click, and its engine is prepared by Don Roberts of Phoenix.

As predicted, McGovern won the Saturday morning heat race. However, it was not an easy victory for Mike, as he had to fend off challenges from Jim Click of Tucson, Lorne Leibel of Canada and Rob Walton of Scottsdale. Unfortunately, Mike's Cobra developed some mechanical issues and would not make the starting grid for the main event on Saturday afternoon.

The question now became, with McGovern out of the mix, who stands the best chance to win the Cobra main event? Would it be Walton's #9 Daytona Cobra Coupe, Lorne Leibel's #81 Cobra roadster or Jim Click's #89 Cobra? As talented as Walton and Leibel both were, the odds slightly favored Jim Click and his 289 Cobra. Here is why: Jim Click and Mike McGovern have run together for years in endurance races, and much of McGovern's race craft has been transferred to Click. And, there was Cobra ace Don Roberts prepping Jim's car.



Rob Walton of Scottsdale leads the pack in his #9 Shelby Daytona Cobra Coupe, heading into Turn 4 at Mazda Raceway Laguna Seca, with Turn 3 in the background, during the 2012 Rolex Monterey Motorsports Reunion.

While it took Jim Click a few laps to make his move, he passed Rob Walton for second place and set his sights on the race leader, Lorne Leibel. After pressuring Leibel for much of the race, Click finally assumed the lead and ultimately emerged the victor.

It should be noted that while Scottsdale's Rob Walton was in contention for the win, he went off-course in Turn 5 and was unable to continue. However, do not lament for Walton, because he was able to run in the very next race and was victorious in his Ferrari 250 GT.

Two victories for Arizonans Click and Walton in the main events, plus a win for McGovern in the heat race? Not bad. Actually, great driving by all three of the drivers with "the Arizona Cobra Connection."

ARIZONA COBRA CONNECTION

How did the Arizona Shelby Cobra drivers come to dominate the Shelby Cobra races at Monterey? Consider the following extraordinary circumstances.

Arizonans Mike McGovern and Jim Click each won their races in Cobras prepared by Don Roberts of Phoenix. Back in the day, Roberts raced the same #89 Cobra roadster that carried Jim Click to victory at Monterey. The #89 Cobra is considered the "Winningest Cobra in History," and it shows no sign of slowing down any time soon, especially with Roberts prepping the car.

Mike McGovern has also coached Arizonans Jim Click and Rob Walton at the Bob Bondurant School of High Performance Driving. What McGovern learned from Bondurant about race driving, he has taught Click and Walton. Mike probably also added some moves of his own, which he learned while racing in the Grand Am and Mustang Challenge series.

Finally, what about Bob? Bob Bondurant is the Shelby American factory driver who clinched the FIA Manufacturers' Championship for Carroll Shelby back in 1965.

While Bondurant is also known for racing Corvettes, he is more famous for his remarkable success with the Shelby American Team. Bob knows how to drive Cobras, and what he learned about them was passed to McGovern.

It is interesting to speculate. If Bondurant had not relocated his driving school from Sonoma to Phoenix, would McGovern, Click and Walton be racing vintage Cobras today? Is it fate or merely a coincidence that all of these fast Cobra racers live in Arizona? Would the Arizona Cobra Connection even exist without Bob Bondurant's move to the Valley of The Sun? Probably not.

AZ RACERS IN OTHER CLASSES

While Alan Travis' ancient 1907 Renault Vanderbilt had little chance of winning the Pre-1940 Sports Racing and Touring Cars, his car was a crowd favorite. A massive machine with giant wood wheels, the Renault is quite imposing on the track. Alan lives in Phoenix.

While Scottsdale's Rob Walton won in the 1955-1962 GT Class with his Ferrari GT 250 he was unable to pass Terry Gough's Corvette Stingray with his Ferrari 250 LM in the 1963-1966 over 2500cc race. However, a first and a second place in three races is quite an accomplishment.

Mark Powell of Scottsdale finished mid-pack in the 1974-1980 Formula Atlantic race with his 1972 Mach 722. Considering that many cars in his class were eight years newer than Mark's March 722, this was quite a fine finish.

After winning the Cobra race, Jim Click finished eighth in the 1966-1972 Historic TransAm Car race. Craig Jackson of Scottsdale finished seventeenth. These were both excellent results in a stacked field of some of the fastest TransAm cars on the planet.

Barbara Blackie of Prescott finished sixteenth out of

KEEP RIGHT >>



Monterey morning in the paddock. Rob Walton's #9 Daytona Cobra Coupe. Jim Click's #89 Cobra.

thirty-four cars in the open-wheel 1958-1963 Formula Junior class—a great finish, considering Barbara's 1962 Lotus' engine gave up a half liter of displacement to many of the cars in the race.

Bob Hardison of Phoenix, and Steven Hilton and John Muller of Scottsdale all tried to run down Don Orosco's 1958 Lotus 15 with their big bore machines. However, their big cars couldn't match the nimbleness and magnificent braking of Orosco's little Lotus on the tight Mazda Laguna Seca circuit. Orosco checked out early in the 1955-1961 Sports Racing Cars over 2000cc race and he left no forwarding address.

Scottsdale's Alex Curtis' 1955 Mercedes 300SL was undoubtedly the most beautiful race car in the 1947-1955 Sports Racing and GT class. However, David Swig's unsightly-by-comparison 1957 Monsterati Special took the win. Sometimes the true beauty of a race car is the power under its hood. Alex finished twelfth.

Scottsdale's Eric Edenhorn finished a very credible fifth in the 1981-1989 FIA Manufacturers' Championship Cars. Considering that the top three finishers were all former professional race drivers, Eric did a remarkable job.

In the 1961-1966 GT Cars Under 2500cc race, Phoenix's CH De Haan had a good qualifying time; however he had mechanical problems in the race.

Congratulations to the Arizona vintage race drivers who competed in the 2012 Rolex Monterey Motorsports Reunion. Thanks for the great show.

RMMR RACING EXCITEMENT

Compared to 2011, this year's races at Monterey were a big improvement. Outstanding participation by the Shelby owners and close competition in the Cobra race had much to do with this. Of course, it was risky for the drivers to run their million-dollar Cobras on the race track. However, they drove them as they were originally intended, which is to say very fast. Fortunately, there was relatively little damage, and certainly nothing their owners could not afford to fix.

We also liked the fact that Monterey had two classes of Pre-War race cars this year, rather than just one. The older and smaller race cars ran in one class. The newer and more powerful race cars ran in the other. Last year, both of these classes were combined, and it made for some very tense moments for the owners of the fast and priceless grand prix cars as they overtook the older, slower cars.

In 2013, the Chevrolet Corvette will be the honored marque at Monterey, so we expect the featured race to be just as exciting as this year's contest. If you are a Corvette fan or if you just want to see the best vintage racing in America, make your plans now to attend the 2013 Rolex Monterey Motorsports Reunion.

Ticket and event information for the 2013 Rolex Monterey Motorsports Reunion:
www.mazdaraceway.com

Hotel and area information for 2013 Monterey Car Week:
www.monterey.com

AMERICAN CAR COLLECTOR™

Keith Martin's

includes **Corvette Market**

"THIS HAS BEEN THE AUTOMOTIVE MAGAZINE FIND OF THE YEAR"

— Mark D. on Facebook

Keith Martin's auction analysis team will tell you what your collector car is worth — and why. Engaging and informative, every issue features more American models than you can shake a stick-shift at!



SPECIAL INTRODUCTORY RATE!
GET 1 YEAR (6 ISSUES) FOR ONLY \$29.95!
—INCLUDES TWO POCKET PRICE GUIDES



Download our FREE iPad app! Now available in the iTunes store.

Go to www.AmericanCarCollector.com/subscribe

or call **503-261-0555 x 1**



In the chase

New pitches at the high and low end of the Kia lineup

The Arizona Diamondbacks were not having much of a year, although they started the season strong. Kia's year, on the other hand, started strong and just gets better. We met at Chase Field during a D'backs-Padres game, to see some surprises Kia had stashed for us in the ballpark's garage.

These two cars represent the "bookends" of the Kia lineup: the small and affordable Rio and the large and also affordable Optima, both newly sported up with SX modifications, but of different natures. (Since its inception—see our May/June 2011 issue—SX adaptations have meant different things to different vehicles, although all a step up in performance and/or features.)

KIA OPTIMA SXL

The new Kia Optima SXL (aka SX with Limited Package) is driven by luxury and market position, as there has been an Optima SX with enhanced performance for a year and a half now (featuring a 274-hp 2.0L turbo instead of the standard 200-hp 2.4L, among other things).

What Kia learned was that their buyers were evolving to include those with incomes of \$90,000 or more, 40 percent college educated, wanting not only more horsepower and room for five, but also all the amenities they were starting to cross-shop in the likes of Acura and Audi. But they were loyal to the Kia brand.

The Optima LX starts at just \$21,200. But Kia sells over 100,000 Sorentos a year that are optioned up to \$35,000 or so (against a base price of \$23,150). An Optima SX, attractive as it already is, starts at \$26,800.

Add tech and luxury touches: navigation with Sirius traffic and backup camera, 18-inch chrome wheels and other chrome accents including door sills and spoiler trim, LED running lights, Nappa leather trim, heated and cooled front seats with driver's seat memory and 4-way power adjustable passenger seat (plus heated bottom cushions in back), red brake calipers front and rear, electronic parking brake, an attractive black headliner and interior pillars, plus full EX and SX technology packages and SX premium touring package. And still that 274 hp.

The Optima SXL starts at \$34,500, and Kia calculates that this is just what a lot of buyers are looking for.

KIA RIO SX M/T

There is already a Kia Rio SX, available in both 4-door and 5-door models. The SX delivers performance cues in the form of 17-inch alloy wheels (up from 15-inches) and adds a sport-tuned suspension, steering-wheel-mounted paddle shifters, dual exhaust tips, front fog lights, and LED front accent and positioning lights.

Power folding outside mirrors include turn-signal indicators. Additional Rio SX creature comforts include a UVO Microsoft infotainment center, backup camera, auto on/off headlights, soft-touch dash, metal pedals, and a leather-wrapped steering wheel and shift knob.

The big news in this new model has to do with that shift knob: the Kia Rio SX M/T comes with a 6-speed manual transmission.

Prior to this, a manual was only available on the lowest-rung Rio, the LX (base price of \$13,600 for the 4-door or \$13,800 for the 5-door, \$1100 lower than the automatic LX). Moving through an EX to the SX, you could spend \$17,700 (4-door) or \$17,900 (5-door) and



have SX features, but you could not drive that stick.

Now you can.

The Rio SX M/T was motivated internally as much as anything, as Kia had entered B-Spec racing earlier this year. They took a little ribbing for not having their top-spec subcompact with a manual, and they took that to heart. This Rio has the same 138-hp 1.6L four-cylinder as the others, which achieves 30/40 MPG city/highway. With good shifting skills and benefiting from the sport suspension, Kia figures you can get about a half-second quicker 0-to-60 time in the Rio SX M/T.

Fewer than 500 copies of this car are being made, so get your order in ASAP.



We didn't drive either of these new cars at this time, though we look forward to doing so. But we've driven the Optima SX quite a few Arizona highway miles before and can vouch for this being a great way to round out the package. Kia's idea of pushing upmarket in a car that already delivers impressive style, build quality and performance strikes us as a basically sound idea.

As for the Rio SX M/T, we find this immediately slots itself among the most appealing of the smallest cars—think MINI or Fiat iterations—and we definitely have developed our own urge to do some B-Spec racing. ■

Torva

Fine Art of Fine Automobiles



Lucretia Torva 480.251.3817
www.TorvaFineArt.com

IZOOM.com

The Online Automobile,
Racing and Classic Car Community

- Auto Reviews
- Classics
- Racing News
- Larry's Blog
- Editorial

www.izoom.com

THE INSIDE TRACK: BRIEFS & RUMORS



Mercedes-Benz CLS Shooting Brake

■ The new **Mercedes-Benz** CLS Shooting Brake, currently being introduced in Europe, follows the pattern of the CLS, the world's first "four-door coupe." The CLS Shooting Brake is also a coupe in its proportions, but with five doors and a roof extending all the way to the rear end. As others have joined the four-door coupe bandwagon, Mercedes-Benz says this move differentiates as "automotive independence at its most beguiling—a sports car with five seats and a large tailgate."

■ For the third consecutive year, an electric vehicle (EV) sponsored by **Yokohama** not only won its class at the Pikes Peak International Hill Climb, but broke a world record doing it. Rally driver Fumio Nutahara piloted the ADVAN A048®-shod Toyota Motorsports GmbH EV P002 racer to an EV class victory in 10 minutes 15.380 seconds. Nutahara's record-breaking time was also fast enough to place sixth overall in the 90th running of Colorado's famous "Race to the Clouds," on a 12.42-mile course of 156 tricky turns.

■ **Kia** revealed the all-new Kia Carens compact MPV and the second-generation Kia pro_cee'd (Europe only) at the Paris Motor Show. The Carens returns Kia to one of the world's most competitive markets, designed to meet the needs and expectations of modern families, with sleek aerodynamics and a cab-forward design for generous interior space with either five or seven seats. Engine ranges will vary in individual markets globally.

■ The 2013 **Scion** iQ EV will start arriving in the US, delivering to car-sharing programs in urban and campus environments. Toyota developed the battery-electric four-seat iQ EV specifically for use in an urban environment, where driving distances are short, charging opportunities numerous and compact proportions beneficial. The iQ EV features Toyota's new high-output lithium-ion battery, with a world-class consumption rate of 104 Wh/km in an ultra-compact and lightweight package. In stop-and-go conditions, the 12 kWh battery provides an estimated range of up to 50 miles on a full charge. The car can be fully charged in about three hours at 240V. Its 78-inch wheelbase and 27-foot turning circle make the iQ EV highly maneuverable in congested areas where streets are tight and parking is at a premium.



Scion iQ EV

accordance with ISO standard 14062, is based on a Life Cycle Assessment, in which the independent inspectors of TÜV Süd subject the vehicle to comprehensive tests covering the car's entire life cycle.



Kia Carens

■ Just in time for holiday travel, **Lonely Planet** has launched five free "Best Of" city guide apps, with Top 10 choices in each city for specific categories such as eating, drinking, nightlife, sights, entertainment, and shopping. The free apps are downloaded from within the free Lonely Planet Travel Guides app. Open the app, tap "Store" and tap "Free Stuff" to find the five "Best of" city guide apps.

■ **Mercedes-Benz** has had its E 300 BlueTEC Hybrid awarded an efficiency class A+ rating Environmental Certificate for some 23 percent lower CO₂ emissions over its life cycle. Coming at the same time as its market launch, the E 300 BlueTEC HYBRID, this award, obtained in

■ The new **Volkswagen** Beetle Cabriolet will have its world premiere at the Los Angeles Auto Show, at the end of November. This is only the third convertible in the Beetle's long history, following the original in 1949 and the New Beetle Cabriolet of 2002. Over 330,000 units of the original were produced from 1949 to 1980. In creating the latest version of the Beetle Cabriolet, Volkswagen has aimed for a sportier and more dynamic look, carrying over the hardtop's flatter roofline and more upright windshield—for a silhouette that more resembles that of the legendary original Beetle ragtop. The soft top still folds down to rest above the beltline, although a soft cover is available.



2013 Volkswagen Beetle Cabriolet

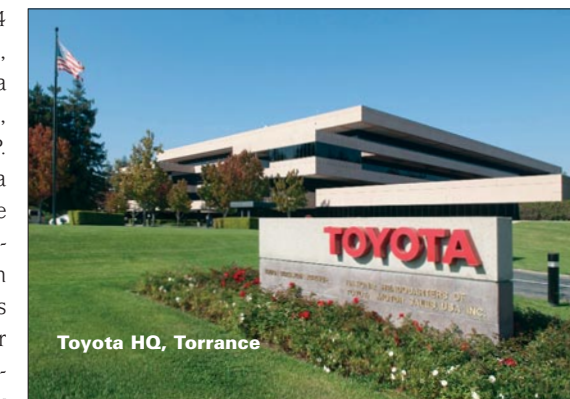
■ More drivers today prefer very short lease contracts, a trend that mirrors housing, also seeing more renters compared with long-term owners. Pioneering car lease-swapping firm **Swapalease.com** has studied vehicle lease trends since 1997 and have seen preference for lease terms shorten significantly. Their latest study finds that 42% of lease drivers prefer contracts no longer than two years. In fact, 72% were interested in a lease contract between six and 24 months. "Prior to the recession, the majority were interested in a 48-month lease," said Scot Hall, Swapalease.com executive VP. "We believe today's driver has a pay-as-you-go mentality, and the fear of longer-term commitments from the recession lingers." Their study also shows 41% say getting more car for your money is the leading benefit of leasing, followed by low upfront costs (26%), shorter terms than traditional financing (24%), and ability to purchase at lease end (5%). Roughly 23% of all vehicle sales are lease contracts, and 63% are likely to return to leasing once their current contract is completed.

■ New racing calendars by **Octane Press** include the Can-Am Calendar 2013 by Pete Lyons and the Classic Formula 1 Calendar 2013 by Paul Henri Cahier. Presented by Motorsport Retro, Classic Formula 1 Calendar 2013 features a period look at a lost era in Grand Prix racing from the Cahier Archive—stunning images of motorcycle and automotive racing legends like Mario Andretti, Emerson Fittipaldi, Jack Brabham, Jim Clark, James Hunt, Phil Hill, and more. The Can-Am Calendar 2013 is an homage to the Big Bore race cars of the Canadian-American Challenge Cup series, famed for their practically unrestricted power and technology, with 24 historic images by journalist/photographer Pete Lyons, displaying thundering McLarens, Chaparrals, Porsches and other fabulous machines as they raced back in the day. Both calendars are 11x17, are priced at \$29.99 and can be ordered online at octanepress.com.



Octane Press racing calendars

■ The **Lamborghini** Aventador LP 700-4 has an innovative and extremely fast start/stop system with supercaps for energy storage and cylinder deactivation under partial load, for significant savings in fuel consumption. Lamborghini is using a highly advanced and utterly unique technology for the system. Energy for restart following a stop phase (e.g. at a traffic light) is delivered by high-performance capacitors known as supercaps. They enable extremely fast start-up: full V12 power is available again in a barely detectable 180 milliseconds, significantly faster than with conventional systems. In keeping with Lamborghini's lightweight design philosophy, this new technology also delivers a weight saving of three kilograms. The classic vehicle battery supplies only the electronic systems, occupies very little space and lasts virtually the entire vehicle life.



Toyota HQ, Torrance

■ **Toyota** Motor Sales USA has activated a new 1.1-megawatt hydrogen fuel cell generator at their Torrance, California headquarters campus. The fuel cell will supply about half the electricity for six buildings during peak demand, while producing zero emissions. Designed and built by Ballard Power Systems, the proprietary Proton Exchange Membrane (PEM) stationary fuel cell is the largest PEM fuel cell of its kind and is powered by hydrogen gas fed directly from a pre-existing industrial hydrogen pipeline, also a first for this technology. This direct power source allows Toyota to reduce utility grid electricity usage during peak power demand. The same hydrogen pipeline also supplies a hydrogen filling station adjacent to the TMS campus used to fuel Toyota's and other manufacturers fuel cell hybrid vehicle fleets. ■

UPCOMING FEATURES

Cadillac V-Series Performance Lab at Firebird



BMW 640i Gran Coupé



Active Lifestyle Vehicle Awards



Toyota Avalon launch - San Antonio



Edsel B Ford II and the 2013 NASCAR Ford Fusion



Brighton Classic Car Rally



SEMA - Las Vegas



Wake The World event



Photo: Brenda Priddy

Photo: Lucretia Torva

Photo: Larry Edsall

Photo: Randall Bohi

50 YEARS OF TAKING VEHICLES SERIOUSLY.



It began with a single tractor trailer and a lasting commitment over 50 years ago: transport any vehicle to any location with an unparalleled level of care and untouchable degree of professionalism. Today, **Reliable Carriers is the country's largest enclosed auto transport company**, serving the 48 contiguous United States and Canada. Whether it's for a concours event, relocation, corporate event, or shipping the car of your dreams from one location to another, Reliable Carriers, Inc. provides fully enclosed and air-ride equipped transport, with \$5 million worth of insurance on every load, and GPS tracking. **This is Reliable.**



Vehicles taken seriously.

www.reliablecarriers.com

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

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

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



The
SCOTTSDALE
AUCTIONS

Friday January 18 11am
Saturday January 19 11am

Scottsdale Fashion Square
Corner of E. Camelback Road & N. 68th Street
Scottsdale



The One-Off Factory Prototype
1957 MASERATI 150S SPIDER
Coachwork by Fantuzzi

**GOODING
& COMPANY®**

AUCTIONS AND PRIVATE BROKERAGE
goodingco.com 310.899.1960

NOW INVITING CONSIGNMENTS

Scottsdale Auctions January 18 & 19
Amelia Island Auction March 8
Pebble Beach Auctions August 17 & 18