

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 12 NUMBER 3  
MAY-JUNE 2013

## VEHICLES

CHEVROLET IMPALA LAUNCH  
HYUNDAI SANTA FE LAUNCH  
JEEP GRAND CHEROKEE & SRT LAUNCH  
AUDI A8L 3.0T QUATTRO  
DODGE DART LIMITED  
GMC TERRAIN DENALI AWD  
KIA RIO SX  
KIA SOUL  
PORSCHE CAYENNE GTS

## MOTORSPORTS

PIR: NASCAR AND NASCAR MEXICO

## ARIZONA BOATER

WAKE THE WORLD EVENT

## SPECIAL EVENTS

HAGERTY TEEN DRIVING EXPERIENCE  
GOOD GUYS 4TH SPRING NATIONALS

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](http://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



# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

## news & features May-June 2013

<b>SPECIAL EVENT</b>	<b>A Hagerty Driving Experience Powered by Ford .....6</b> Collectors volunteer their prized possessions for a day, so that teens can master the art of the clutch. <i>By Larry Edsall</i>
<b>VEHICLE INTRODUCTION</b>	<b>B 2014 Jeep® Grand Cherokee, SRT Grand Cherokee ....18</b> We may have expected the Rubicon Trail, but instead we fly to Austin, Texas, where we find a remarkable rock formation challenge for the new Grand Cherokee, then take the SRT version for high-speed laps at the new Circuit of the Americas track. <i>By Joe Sage</i>
<b>VEHICLE IMPRESSION</b>	<b>2014 Jeep Grand Cherokee Laredo 4x2.....21</b>
<b>SPECIALTY VEHICLE</b>	<b>Morgan 3-Wheeler .....22</b> Back for its centennial. Motorcycles have two wheels, cars have four. What's a vehicle with three? <i>By Larry Edsall</i>
<b>VEHICLE INTRODUCTION</b>	<b>C 2014 Chevrolet Impala .....26</b> This gorgeous new effort by Chevrolet leaves the previous generation rental fleet Impala in the dust. <i>By Joe Sage</i>
<b>VEHICLE IMPRESSION</b>	<b>2013 Porsche Cayenne GTS .....30</b>
<b>ARIZONA BOATER</b>	<b>D Wake The World event.....32</b> Charitable event series expands to Arizona, bringing kids from children's homes to Bartlett Lake for watersports. <i>By Randall Bohl</i>
<b>VEHICLE INTRODUCTION</b>	<b>E 2013 Hyundai Santa Fe 7-passenger .....36</b> We liked the all-new 5-passenger Santa Fe Sport when we drove it at launch in Utah last fall. It is now joined by a 7-passenger sibling, which fills the slot of the prior Veracruz. <i>By Joe Sage</i>
<b>VEHICLE IMPRESSION</b>	<b>2013 Hyundai Santa Fe Sport AWD 2.0T.....38</b>
<b>VEHICLE IMPRESSION</b>	<b>2013 GMC Terrain Denali AWD.....40</b>
<b>VEHICLE IMPRESSION</b>	<b>2013 Dodge Dart Limited.....44</b>
<b>MOTORSPORTS</b>	<b>F NASCAR and NASCAR Mexico at PIR .....46</b> March NASCAR action at Phoenix International Raceway included a historic first: NASCAR Mexico brought their whole operation to Arizona for their first-ever US race. <i>By Joe Sage</i>
<b>VEHICLE IMPRESSION</b>	<b>2013 Kia Soul ! ("Exclaim").....50</b>
<b>VEHICLE IMPRESSION</b>	<b>2013 Audi A8 L 3.0T quattro .....52</b>
<b>VEHICLE IMPRESSION</b>	<b>2013 Kia Rio SX Sedan .....54</b>
<b>SPECIAL EVENT</b>	<b>G Goodguys 4th Spring Nationals .....56</b> A few favorites from the Winners Circle.

## departments

FROM THE PUBLISHER : START YOUR ENGINES.....4
AUTO NEWS UPDATE .....10
THE INSIDE TRACK : BRIEFS AND RUMORS .....60
UPCOMING FEATURES.....62



**COVER:** Subway Fresh Fit 500™, NASCAR Sprint Cup Series Weekend at Phoenix International Raceway. **Photo: Joe Sage.**

Photo: Larry Edsall



Photos: Joe Sage [2]

Photo: Randall Bohl

Photo: Joe Sage [3]

**W**e do a lot of driving around, same as you. And we seem to do a fair amount of flying around, too. Our travels this month stay within the Sunbelt, with two different vehicle launches in San Diego—the spectacular new Chevrolet Impala and the highly-anticipated 7-passenger Hyundai Santa Fe that joins the 5-passenger Sport version we already like so well—and one in Austin—or two, in a sense: the 2014 Jeep® Grand Cherokee and its Grand Cherokee SRT track-capable supersibling.

In our cover story, racing and diplomacy reach new levels at Phoenix International Raceway, as NASCAR Mexico travels here lock, stock and all barrels for its first event in the US.

Around town, we drove great variety. Top dollar top dogs were pretty well tied between an Audi A8 L quattro and the also-track-capable Porsche Cayenne GTS. On the utility side, we also revisit two we had driven a couple of years ago: the highly popular Kia Soul and the GMC Terrain, this time in upscale Denali AWD trim. The Dodge Dart brings us nicely performing economy, in Limited trim, while the Kia Rio SX sedan maybe surprises us the most of all—a perhaps unexpected keeper. **Larry Edsall** takes us slightly away from the routine dealer strip, to bring us a drive of, and the history behind, the Morgan 3 Wheeler, a vintage racing favorite with an edition being built anew in honor of its centennial.

**Larry** also takes us along as generous and thoughtful collectors join generous and thoughtful Hagerty Insurance, giving teens of today a chance to not only learn how to drive a manual transmission, but to do it in rare and valuable machines.

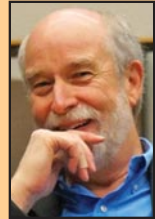


Photo: Brenda Priddy

**Randall Bohl** introduces us to a new charitable event: Wake the World, which brings kids who live in children's homes out to Bartlett Lake for sunshine, water and lots of fun.

Enjoy the ride.

**Joe Sage**

Publisher/ Executive Editor

**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 Marzonie 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.

**Russian Roulette.**



**When is a cell phone a weapon?** Whenever you drive a car and use one. It's that simple. And that deadly. Last year, nearly 6,000 fatalities and over half a million injuries were caused by distracted drivers. In fact, texting behind the wheel is so dangerous that it can impair a driver's response time by 18% - or the seconds it takes to miss a stop sign, run an intersection and broadside a family.

**Whatever you have to say can wait. Unless it's goodbye.™**



This message is brought to you by Coyne Communications and AutoWeek. © Copyright 2010 Coyne Communications. All rights reserved. Any reproduction must include the Coyne Communications and AutoWeek logos.

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)





# Teens master the clutch

Story and photos by Larry Edsall

Back when I was learning to drive—and perhaps it was the same for you, if you are of a certain age, I had no choice but to learn how to drive a car with a manual transmission, because that's all my parents owned. Parked in our garage was the nine-passenger 1960 Chevrolet station wagon my folks bought new, and in the driveway was the 1957 Ford sedan my parents bought from my grandmother after my grandfather died and Grandma moved up to his '59.

Both the big, pale yellow Chevy and the two-tone red and white Ford had “three on the tree” transmissions. If I wanted to drive, I had to learn how to manipulate those levers while doing the three-pedal dance down in the driver's-side foot well.

Like everyone else who has learned to drive a stick shift—and to push more pedals than you have feet with which to push them—my learning curve frequently left the cars bucking like broncos or simply stalling out to a state involving neither motion nor sound (well, at least no sound from beneath the hood, though there might be plenty of noise from within the passenger compartment).

But with patient parents and personal persistence, like so many others, I finally got the hang of it and even became skilled enough to deal with the treacherous and steeply angled Ninth Street hill, where rolling backward when the stoplight changed could mean rolling right back across live railroad tracks!

These sometimes terrifying if nonetheless nostalgic memories were rekindled as I drove from my home in Phoenix to the Scottsdale Automobile Museum to cover the Hagerty Driving Experience, a program designed to teach young drivers how to drive cars—especially classic cars—equipped with manual transmissions. Nowadays, maybe five percent of new vehicles roll off an assembly line with a manual transmission bolted to the engine.

Frankly, in this era of multitasking, that's not necessarily a bad thing: have you ever tried to text and drink a latte while shifting from second to third gear?

But if you like driving older cars, the multitasking you face as a driver today involves shifting for yourself, because back in the days when today's classics were just cars, automatic transmissions were about as rare as a manual gearbox is now.

Thus teaching young drivers to shift is only part of the Hagerty program's mission. As the world's largest insurer of classic vehicles, Hagerty also hopes to interest younger drivers in older cars and in the classic car hobby.

To do this, Hagerty invites its classic car-owning customers to share their cars with young drivers from their

Jonathan Klinger (left, second from top) of Hagerty Insurance explains the operation of a manually operated clutch as part of the classroom session that precedes behind-the-wheel training.

community. Hagerty launched its driving experience in the summer of 2011 as part of the inaugural Classic Car Appreciation Day, a national day of old car festivities sanctioned by decree of the US Senate.

Hagerty makes arrangements to block off a section of private pavement—here in the Phoenix area, it was the driveways in front of the Scottsdale Automobile Museum at the west end of the old dealer row on McDowell Road. Hagerty also provides instruction and lunch. In addition to its clientele's privately owned classics, the program has become supported by the Ford Motor Company, which provides some brand new cars for the youngsters to drive. For the Hagerty driving day at Scottsdale, young drivers could choose among a Triumph and an Alfa Romeo from the 1950s, another 1980s-vintage Alfa, a 1960 Ford Galaxie, a 1969 Chevrolet Corvette Stingray, a souped-up Dodge Neon owned by the Russo and Steele classic car auction company, and a trio of spanking new 2013 Fords: a pair of Mustang GTs and a Focus ST.

With morning and afternoon sessions, some 40 young drivers got to learn how to shift for themselves, as well as some basic automotive maintenance tips, and had plenty of time to drive several cars—vehicles old and new—and to experience their nuances, their similarities and their differences, including the fact that no two clutches—even those in a pair of brand-new Mustangs—have quite the same feel.

Some of the young drivers said afterward they liked how much more involved with the vehicle they felt while driving with a stick shift. Some were surprised with how little room there was inside some of the old sports cars. Some were amazed at how much they liked driving the big and roomy 1960 Ford Galaxie, though they admitted to being intimidated at first by the classic's humongous size.

The big green Ford is owned by Tom Jones, a member of the Sun City West Automotive Restoration Club.

“Part of our mission statement is to mentor youth,” Jones said of the club, which has recruited more than 300 members in 18 months and is raising money to construct a 10-bay shop and classic car showroom.

Jones laments that now, cars are repaired by plugging in a computer and reading engine codes, instead of “listening to the engine and developing a solution.”

But there were no codes or engine-management computers back when Jones' big Ford was rolling off the assembly line, nor when Henry Ford was building the 1919 Model T that Jones' wife owns. Jones' latest project is the restoration of a stock 1932 Ford 5-window sedan with a four-cylinder engine instead of the famed flathead V8.

1969 Stingray owner Warren Smith of Phoenix said he saw bringing his classic for youngsters to drive as “payback” for his childhood love of cars and his dream of someday owning such a car.

Smith had just installed a new clutch in his Corvette



KEEP RIGHT >>



Stopping and pulling away from a stop are among major challenges of learning to drive a stick shift, at any age. And it's not just driving that is shared at the Hagerty Driving Experience. Jonathan Klinger (bottom left) discusses maintenance tips, including checking oil level. Before driving, Jim Bauder shows what's beneath the hood of his Triumph.

but said he wasn't worried about it being damaged by an inexperienced driver.

"Kids learn today to drive in front of the TV, through video games," Smith said. "That's not right."

"If I can get one of them interested in classic cars, my job is done."

Jim Bauder of Scottsdale said he had hesitation—"a lot"—about turning over his beautiful blue baby, his 1968 Triumph TR250, to youngsters with little or no experience shifting a manual transmission.

But, he said, "I taught my three children to drive a stick and had only one failure"—his daughter burning up his car's clutch. But he fixed the car and she tried again and liked the stick-shift experience so much—and became so skilled—that she bought a manually equipped Honda Civic, even though she was living in San Francisco, where there's hardly a level street to be found.

The course for the Hagerty driving day in front of the Scottsdale museum was basically an oval interrupted in three places by stop signs, so the young drivers would get used not only to starting but to stopping, which can be just as difficult since, once again, the gears must be shifted and the pedals properly manipulated.

And while the pavement appeared flat, there was just enough of an uphill slant that pulling away from one of the stop signs proved to be a test of patience for driver and car owner.

But the owners were exceedingly patient, and the young drivers expressed their appreciation for such patience.

"He helped me a lot and was very supportive," 17-year-old Paul Heinrich said after repeatedly stalling out a 1958 Alfa Romeo Giulietta Spyder Veloce owned by Mark Esbenshade of Scottsdale.

For his part, Esbenshade simply brushed off any strain on his car's components by saying, "hey, somebody taught me to drive stick" when Esbenshade was an inexperienced driver.

Reasons why the young drivers showed up were varied.

Heinrich said his mother wanted him to learn how to drive a stick because it was something she never learned.

Brittany Fielden, 15, of Tempe said her family owns a manually-shifted Toyota 4Runner and she needs to learn how to shift so she can drive it.

Sisters Michelle and Melanie Mousel arrived wearing their Mousel Racing Team T-shirts. Their father is a serious drag racer. Michelle also races, though only in cars with automatic transmissions.

And then there was Breslin Sibley, a 16-year-old from Tolleson. He was there because his mother, Dorrie, wants to be sure that if he's ever out in any car with friends who might be drinking, her son will be able to step in as designated driver and get everyone home safe and sound. ■



## The McLaren P1™: Designed to be the best driver's car in the world

The new McLaren P1™ debuted in production form at the Geneva Motor Show with an ambitious and clearly stated goal: to be the best driver's car in the world, on both road and track. In pursuit of this objective, McLaren is using all of its 50 years of racing experience and success, especially in the fields of aerodynamics and lightweight carbon fiber technology. The P1's aerodynamically-driven design produces more downforce than any other production road car. The whopping 903 horsepower produced by its 3.8-liter twin-turbo V8 gasoline engine is coupled to an electric motor. The hybrid combination produces instant throttle response and tremendous power, with an electronically limited top speed of 217 mph. Aerodynamics work with active ride height and a large adjustable rear wing to produce ground effect suction and optimized downforce. High-tech systems including IPAS (Instant Power Assist System) and DRS (Drag Reduction System) offer an immediate power boost and straight-line speed.



The MonoCage full-body structure is one of the lightest such carbon fiber structures used in any road car to date, weighing 198 pounds—including the roof and lower structures, roof snorkel, engine air intake cavity, battery and power electronics housing. The MonoCage chassis includes fibers more than five times the strength of the best grade titanium, and includes the use of Kevlar. McLaren claims 0-to-300 km/h acceleration (about 0-to-186 mph) in under 17 seconds—five seconds quicker than the legendary McLaren F1. Production will be strictly limited to 375 units. ▼



McLaren P1



### US POSTAL SERVICE MUSCLE CARS

▲ NASCAR National Champion Richard Petty helped dedicate the US Postal Service's new *America on the Move: Muscle Cars Forever* stamps. Petty, son Kyle and Postmaster General Patrick Donahoe together dedicated the limited-edition stamps at Daytona International Speedway, where "The King" won a record seven Daytona 500 Championships. Typically equipped with big, powerful engines, these high-performance vehicles began roaring across America in the 1960s. The limited edition stamps feature five iconic muscle cars: the '66 Pontiac GTO, '67 Shelby GT-500, '69 Dodge Charger Daytona, '70 Plymouth HEMI 'Cuda and '70 Chevelle SS. "The Muscle Cars stamps celebrate an exciting era in American automotive history," said Richard Petty. "These examples of raw power bring back fond memories for me and my family, a testament to how aerodynamics transformed racing. I've been around racing and muscle cars all my life. These stamps bring back the memories of our racing heritage in the '60s and '70s. This is a great way to share our stories, old and new, about the Petty history in racing." As Forever stamps, they'll always be good for mailing a First Class letter in the future. "When you think about it," said Donahoe, "that's fitting,

because these stamps—just like the great cars they represent—are timeless." The *Muscle Cars Forever* stamps are the third set in an *America on the Move* stamp series. The artwork was created by Tom Fritz of Newbury Park CA, under the art direction of Carl T. Herrman of North Las Vegas, NV. Prior issuances in the series, *'50s Sporty Cars* (2005) and *'50s Fins and Chrome* (2008), were the work of artist Art Fitzpatrick of Carlsbad CA.

### CHEVROLET'S PLACE IN THE WORLD

Chevrolet ranks among the world's fastest growing automotive brands, with one sold every 6.4 seconds. Chevrolet is the fourth largest car brand globally by sales and sold over 4.95 million vehicles in 2012, a global record. The US is the largest individual market for Chevrolet, at 1.85 million units sold in 2012, but over 60 percent of sales are in other regions. In Europe, Chevrolet achieved its fourth consecutive year of market share growth, and its best-ever share of that total vehicle market, at 1.28 percent. Market share grew in seven of its top ten markets. In 2013, Chevrolet will introduce more than 20 cars and trucks around the world, including five new or updated vehicles in Europe. As Chevrolet continues to expand its global business, it is aligning its engineering, design and retail operations

behind a single vision, under the theme "Find New Roads."

### MOTORCYCLE LANE-SPLITTING

Lane-splitting by motorcyclists in neighboring California is recognized by the California Highway Patrol (CHP) as helping to ease traffic flow. According to the CHP, lane-splitting occurs when a motorcyclist rides between lanes of stopped or slower-moving traffic, or moves between lanes to the front of stopped traffic. The sponsor of a California state senate bill that would have restricted the practice is withdrawing the bill from consideration, the American Motorcyclist Association (AMA) reports. An aide to state Sen. Jim Beall (D-San Jose) confirmed in an email to the AMA that SB 350 would be withdrawn, pending the results of a University of California-Berkeley safety study expected later this year. The bill, introduced in February, would have restricted lane-splitting to divided highways with three or more lanes of travel in the same direction, only when traffic is congested and only at a "safe" speed. The convention is recognized as a benefit to urban traffic flow because it allows motorcycles to make maximum use of roadways when traffic is stopped or significantly

KEEP RIGHT >>



slowed. The controlled flow of motorcyclists through stopped traffic also permits more space for other road users.

**THE NEW FLAGSHIP KIA CADENZA**

▲ The Cadenza moves Kia's US lineup upmarket with an expanded list of premium standard and optional equipment to deliver both sport and luxury. "European design language" runs from the distinctive front fascia to swept C-pillars, high LED taillights that emphasize the car's broad stance, and twin oval tailpipes. The Cadenza has Kia's most powerful engine ever, a 3.3-liter direct injection (GDI) V6 that raises performance to 293 hp and 255 lb-ft of torque, while maintaining fuel efficiency. Cadenza's standard equipment is on par with many premium brands—advanced navigation with SiriusXM Traffic and UVO eServices on an 8-inch high-resolution touchscreen; standard backup camera and warning; 550-watt Infinity 12-speaker premium audio with rear surround and subwoofer; standard leather seat trim; dual-zone climate control with rear seat ventilation; keyless entry and start; 10-way power driver's seat; and Bluetooth. Premium and Technology packages are available. The Cadenza is expected to arrive in showrooms in the second quarter of this year, and pricing will be announced then.

**TOP WAYS CARS ARE DAMAGED**

An analysis by CarInsurance.com reveals that the familiar two-car accident makes up less than half of all incidents, based on data from more than 42,000 insurance shoppers who listed previous incidents while comparing rates for new policies. Types of problems reported were:

- Struck another car .....22.7%
- Another car struck me .....22.2%
- Single-car accident.....7.9%
- Act of nature.....5.8%
- Struck parked car or tree .....5.4%
- Car struck while parked .....5.0%
- Debris or other non-accident damage (such as hitting a pothole) .....2.9%
- Vandalism .....2.4%
- Struck animal .....2.4%
- Windshield or glass .....2.2%
- Theft of car/theft of parts.....1.5%
- Hit a pedestrian .....0.4%

Each type of accident may affect insurance rates differently. "More than a third of all incidents involve things like a parked car, the weather, vandalism, hitting animals or road debris," said CarInsurance.com managing editor Des Toups. "Hitting a deer and hitting a tree might do the same amount of damage, but hitting a tree is more likely to raise your car insurance rates because it's a collision claim." A Crash-o-Matic tool lets drivers click on six common accident scenarios

to see what kind of insurance coverage would pay for damage. Compare rates at [carinsurance.com/insurance-coverage](http://carinsurance.com/insurance-coverage).

**US-BUILT TOYOTA TO SELL IN RUSSIA**

Toyota will begin exporting US-assembled Venza crossovers to Russia and Ukraine this year. These shipments are expected to build upon Toyota's all-time record export of over 124,000 US-assembled vehicles to 21 global markets in 2012, which itself was an increase of 45 percent over the prior year. "We are proud that Toyota's US manufacturing operations are continuing to grow as a key supplier of vehicles for global markets," said Shigeki Terashi, president and COO of Toyota Motor North America, Inc. "We expect the export of Venza vehicles to Russia and Ukraine will help further solidify our U.S. manufacturing base." As production began in April, Toyota expected to begin exporting about 5,000 Venzas to Russia and Ukraine during the first year of the program. These will be built at Toyota's Georgetown KY plant, which represents a \$6 billion investment and employs about 6,600 people—the company's largest manufacturing facility outside of Japan. Venza exports to Russia and Ukraine will ship from Brunswick GA.



1968 ASTON MARTIN DB6



**CONSIGNMENTS NOW INVITED**

ZERO ENTRY FEE AND 5% COMMISSION

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

Rolls-Royce Wraith



### NEW ROLLS FASTBACK CAN SEE AHEAD

▲ Rolls-Royce revealed the most powerful car in their history at the Geneva Motor Show—the Rolls-Royce Wraith, whose V12 runs at 625 bhp through an 8-speed automatic ZF transmission, capable of a 0-to-60 time of 4.4 seconds. (This compares with 563 bhp and a 0-to-60 of 4.7 seconds for the Ghost.) The new model has a familiar level of high style and hand-crafted quality, but also introduces a hint of darkness, partly from its fastback design character. Bold lines and a raked rear window create an athletic stance. A wide rear track, shorter wheelbase and lower roof height add to this impression. Two-tone paint says Rolls-Royce, and the recessed grille bears classic Rolls style, while taking it in an aggressive new direction. Rear-hinged “coach doors” open to an interior of Phantom-grade leathers and Canadel panelling. The ceiling’s Starlight Headliner has 1,340 hand-woven fiber optic lamps giving the impression of a starry night sky. The car’s new Satellite Aided Transmission uses GPS mapping data to ensure the correct gear is always pre-selected for the road ahead: it anticipates your next move based on location and current driving style, then selects the best next gear. Corners, highway interchanges and roundabouts are anticipated, so the Wraith is constantly poised for

its next move. Tech features also include voice-activated connectivity for an “on-board valet,” a heads-up display, adaptive headlights and keyless trunk. Deliveries will start by the end of the year in Europe. Price is expected to be about \$320,000.

### “PLAYGROUND CALIFORNIA” DEBUTS

The “Visit California” tourism organization has launched a dedicated family travel promotion, “Playground California,” showcasing family travel experiences throughout the Golden State, positioning California as an ultimate playground. The campaign includes digital advertising, media relations, parent blogger engagement and partnerships with Nickelodeon and Pandora. Despite all that media involvement, Caroline Beteta, Visit California president and CEO says, “We’re encouraging modern families to come to California for a good, old-fashioned ‘unplugged’ vacation. From one of the longest ski seasons in North America and iconic natural landscapes, to globally-recognized theme parks and endless stretches of coast line, the Golden State truly is a family’s ultimate playground.” The thirteen family-friendly California locations showcased are: Mosaic Pool, Montage Laguna Beach; cable car and Fisherman’s Wharf in San Francisco; Mount Hermon zipline and “streaming” in Santa Cruz;

the Lorikeets at San Diego Zoo Safari Park in Escondido; beluga whales at SeaWorld San Diego; the rollercoaster at Santa Monica Pier; Windansea Beach in La Jolla; California Academy of Sciences Museum, San Francisco; Squaw Valley Ski Resort at Lake Tahoe; Transformers: The Ride-3D at Universal Studios Hollywood; horseback riding to the famous Hollywood sign; and Cars Land at Disney California Adventure, Anaheim. Browse at [visitcalifornia.com](http://visitcalifornia.com).

### KIA OPTIMA HYBRID UPGRADED

Kia’s popular midsize Optima Hybrid, first introduced in 2011, is now available in two separate trim levels, with premium features and increased cargo space. The updated 2013 Optima Hybrid features a more performance-driven and fuel-efficient powertrain, delivering smoother power via a 47-hp electric traction motor, a stronger hybrid starter generator and a more powerful 47 kW lithium polymer battery. The combined 199-hp rating is slightly down from the prior 206 hp, but the car’s combined 235 lb-ft of torque represents a significant increase from 195 lb-ft, making the new Optima Hybrid more responsive and more powerful overall. The Optima Hybrid is now available in two trim levels: base and EX. The base

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](http://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](http://SKIPBARBER.COM)

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](http://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](http://winterdrive.com)

Steamboat Springs, Colorado





Classic Mercedes-Benz 600

model achieves 36/40/38 MPG city/highway/combined—better than its predecessor. And the EX is rated at 35/39/37. The 2013 Optima Hybrid also has more trunk volume than before, due to repackaging of the vehicle's battery pack. Comfort, tech and safety features abound, and the Optima Hybrid comes with Kia's exemplary 10-year/100,000-mile limited powertrain warranty, plus a 10-year/150,000-mile hybrid system warranty.

#### MERCEDES-BENZ CLASSIC DOUBLE WIN

▲ Mercedes-Benz has scored twin wins in the 2013 Auto Trophy Classic, as the Mercedes-Benz 600 came out tops in the luxury class category, and the 123-series T-Model estate won in the mid-range class. This was the first time that readers of *Auto Zeitung Classic Cars* were called upon to vote for the Auto Trophy Classic. They were asked to select their ultimate classic car in five different categories: luxury class, mid-range, minis & compacts, sports cars and racing cars. (Those voting had a chance of winning a Mercedes-Benz modern classic: an S-Class 140 series, 1991 to 1998.) "The informed judgment of more than 23,500 readers gives us further motivation to continue enhancing the appeal of our classic cars," says Michael Bock, Head of Mercedes-Benz Classic. "I am especially pleased

that the Mercedes-Benz 600 came first in the luxury class category in the year that it turns fifty." The 600 model (W 100) caused a sensation when it was unveiled at the Frankfurt International Motor Show in 1963. This new top-of-the-range model was designed as an exclusive prestige vehicle for the most illustrious owners and boasted a host of engineering features as standard—including air suspension, automatic transmission, power steering and unique hydraulic controls. These reflected the pinnacle of what was technologically possible at the time. In addition to a limousine in both short- and long-wheelbase variants, there was also a landaulet—even a four-door Pullman landaulet built for Pope Paul VI. With a single seat in the rear, this limousine was used over two decades by three different popes. It is now on display in the Mercedes-Benz Museum. In the mid-range category, first place went to the Mercedes-Benz 123-series estate, forebear of the luxury estate category and part of the E-Class ancestral line. With hydropneumatic self-levelling rear suspension, this was the first estate car developed entirely in-house by Mercedes-Benz. The T-Model was built at the Bremen plant between 1978 and 1985; the T in its name stood for both Tourist and Transport.

#### SMILE! A NEW VW SOCIAL MEDIA APP

Volkswagen of America and Google have partnered to create "Volkswagen Smileage," a new social media app launching later this year that will allow people to record and share the fun they're having on the road, through a new metric called "smileage." Users can share road trip experiences dynamically through photos, videos, and social commentary via interactive maps. Smileage users are rewarded for connecting with others they encounter along the way, through a re-imagining of the classic Punch Dub game. "Volkswagen owners have demonstrated to us again and again that they are a very active community of fans that love to talk about their cars and the roads they travel," said Kevin Mayer, vice president of marketing. "Now, thanks to our partnership with Google on building this new social media application, we have a way for them to do so while doing exactly what they enjoy: being in their cars. Whether they're taking the kids to soccer camp or setting off with friends on a weekend camping trip, Volkswagen Smileage gives them a way to connect and share their experiences with their friends, family, and others. What's more, this app will be available to everyone and work with all cars, so everybody can have a little bit of VW in their life, regardless of what car they drive." ■



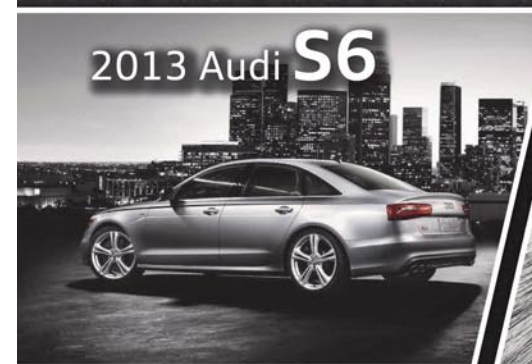
# Curves don't belong to just the road.

Audi Truth in Engineering

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

# Fraternal Twins

Standard or SRT: so much shared DNA, with each responding powerfully to such different drummers

By Joe Sage



2014 Jeep Grand Cherokee



Since Jeep introduced its “best ever” Grand Cherokee in late 2010 for the 2011 model year (see our Jan/Feb 2011 issue), we’ve driven the vehicle repeatedly, both here in Arizona and on several trips in the tough mountain and coastal terrain of the Pacific Northwest. We’ve come away from each drive successively more satisfied. The Grand Cherokee is a vehicle we could live with for a long time.

But while we had found the previous generation appealing as it was, marketing director Jim Morrison says “I don’t think we’ve slept” back in the Jeep development offices. Just three model years later (and even more quickly in calendar years), a new Grand Cherokee was ready for us to sample in Austin, Texas this spring.

## All surfaces, all speeds

Flying from Phoenix, our first thought was, Austin? We’ve been to several vehicle launches in that area over the past year or so, and it’s always a good drive, but shouldn’t the Grand Cherokee be running on the very Rubicon Trail it must always be benchmarked and engineered to conquer?

It turns out Texas was a great choice for the event. Talk about road and track. And trail. This venue had it all.

The smooth, hilly and winding highways of Austin’s Hill Country are a prime attraction for other launches we’ve attended there, and of course well suited for the Grand Cherokee’s highway miles. We knew we would also be heading to the brand new Circuit of the Americas Formula One racetrack outside Austin for a session of some sort with the potent SRT version of this new Jeep. But our visualization of the area had not included anything to rival the high ranges of the Sierra Nevada.

We should have known better. Jeep would not build a Grand Cherokee that couldn’t hack it in the extreme, and they would not hold this event anywhere that didn’t reflect that. What we had never been to before was Inks Ranch, near Llano, Texas, about 90 miles (depending upon route—and ours was circuitous) northwest of Austin.

## Building a new Grand Cherokee

That 2011 refresh was a big one. Jeep’s prior record for Grand Cherokee sales had been in 1999—when the booming dot-com economy was in full swing—at 625,000 units. Last year, they set a new record: selling 700,000 units in *this* challenged economy. Despite its position as a record-smashing market leader and “the most awarded SUV,” Morrison says their job was to make it better.

He outlined five specific areas that were addressed. First was fuel mileage. Previous numbers weren’t bad for all that the vehicle delivers, but their new goal was a best-in-class 30 MPG, which they have achieved along with a 730-mile one-tank range, in a new EcoDiesel.

Next was luxury: this year’s Grand Cherokee lineup adds a new Summit top trim level.

Off-road capabilities would seem to be at their pinnacle already, but also new for 2014 is an improved crawl ratio—and more.

Tech features and some 60 new safety details round out the revival.

Jeep design manager Vince Galante points out that with the 2011 model they “had a hit on our hands,” with what seemed a timeless interpretation of the Grand Cherokee’s key style points. But they nonetheless wanted to modernize a bit more. This included joining the industry trend of updating lighting technology, front and rear.

Another goal was to better differentiate among the model’s various trim levels.

Changes overall include a grille that is shorter and wider, new front fascias and a more comprehensive personality for each trim level, inside and out. New DRLs and taillights provide a “signature” for the Grand Cherokee, day or night (at least in models above the Laredo, which carries forward last year’s headlights—see \$30 grand sidebar).

Chrome is deleted from the doors and nameplates, as well as the broad band between taillights—an immediate way to recognize the new model. There is a new rear spoiler the same as on the SRT model (which is for downforce on the SRT, but aimed toward fuel economy on the regular Grand Cherokee series). This caps a new touch-handle tailgate. The new top-tier Summit has body-color wheel flares and two-tone rocker panels, visually extending the vehicle for a more elegant presence. It also sports specialty tailpipes.

LaShirl Turner, manager of design for advanced color and trim, headed up the materials team for the new Grand Cherokee. New interiors are anchored in strong cues inspired by locales and cultures around the world. Moroccan Sun invokes Morocco at night, with browns and blacks, while Vesuvio emphasizes blues from the Italian

2014 Jeep Grand Cherokees (facing page) are ready for the highway and, in the case of 4x4 models, the most extreme off-road duty. Our drive included a couple of hundred miles of largely two-lane Texas Hill Country highways, capped by rock crawling and radical 55-degree descents in the outcroppings at Inks Ranch near Llano TX. On day two (this page) we took the SRT version, via highways that gave us a good preview of its powerful road-hugging abilities, to Circuit of the Americas—a 3.4-mile, 20-turn track with eleven left and nine right turns—for dead-serious track time. The versatility of every Jeep Grand Cherokee is echoed in the diversity of the overall lineup.



2014 Jeep Grand Cherokee SRT





The 2014 Jeep Grand Cherokees lined up below have just burned through about 90 miles of Hill Country highway en route to Inks Ranch in Texas, where they are ready to tackle tough-as-Rubicon trails, plus climbs and descents up to 55 degrees, among the surprisingly challenging rock outcroppings that appear in the middle of this otherwise relatively open land. On our second day, 2014 Jeep Grand Cherokee SRTs lined up at Circuit of the Americas (bottom photo) took us up to at least 124 mph on this invigorating new Formula One track.



Mediterranean. The Overland brings blue and brown together—which is much better than it may sound—and adds Nappa leather seats. For the top of the line Summit, Jeep evokes Arizona's own Grand Canyon, using a motif of deep brown and copper, unpolished wood and no chrome.

### Grand Cherokee powertrains

Three engines are available in the mainstream Grand Cherokee: a 290-hp (260 lb-ft) 3.6-liter V6, a 360-hp (390 lb-ft) 5.7-liter V8 and a new 240-hp (420 lb-ft) 3.0-liter V6 Ecodiesel, sourced from Chrysler's international product chain and arriving during the second quarter of 2013.

All three are available with either 4x4 or 4x2 drivetrains, all of which utilize the same 8-speed automatic transmission.

The new Ecodiesel—quiet, clean and vibration-free—will top the lineup for fuel mileage and range, hitting 22/30 MPG (city/highway) in a two-wheel-drive model, or 21/28 as a 4x4. Highway driving range on one tank is 730 miles.

The popular 3.6L gasoline V6 is rated 17/25 as a 4x2 or 17/24 as a 4x4, with a 600-mile range. The 5.7L V8 is of course a little thirstier, at 14/22 MPG for a 4x2 or 14/20 for a 4x4. Range is not stated but should be about 535 miles, pro rata.

An Eco button on the console helps achieve those MPGs—remapping the shift points, invoking cylinder deactivation in the V8, and dropping the vehicle's air suspension a half inch for improved aerodynamics at highway speeds.

A Sport mode—which also drops the suspension, here for the aero boost without the eco power detuning—is on hand for 4x2 and base 4x4 models that don't have Selec-Terrain (with its own sand, mud, auto, snow and rock settings).

The Grand Cherokee SRT is of course a whole 'nother beast, with its own 470-hp (465 lb-ft) 6.4-liter HEMI® V8. Different numbers rise to the top for this one: a 0-to-60 time of 4.8 seconds and a quarter-mile in the mid-13s, with a top speed of 160 mph. Though weighing in at 5150 pounds, the SRT still achieves a 60-to-0 braking distance of just 116 feet. The SRT rates 13/19 MPG.

The regular Grand Cherokee is quicker this year, too—about one second faster 0-to-60 than the prior year for the 5.7L V8 and two seconds faster for the 3.6L V6.

There are three 4x4 systems: a base Quadra-Trac I (a single-speed 50/50 layout); a Quadra-Trac II (with active two-speed transfer case that can send 100 percent of drive to the front or rear); and a Quadra-Drive system (adding electric limited slip to the rear axle, capable of sending 100 percent of power to the left or right wheel).

Weights for the standard Grand Cherokee range from 4545 to almost 5400 pounds. GVWR is

6500 for all 4x2s and the gasoline V6 4x4; 6800 for diesel or V8 4x4s; and 6500 for the SRT, which comes with only a 4x4 drivetrain.

Towing capacity is 7400 lb for the V6 diesel or the standard V8 (7200 for the SRT), or 6200 lb for the gas V6, up from 5000 lb previously.

Despite its emphasis on track instead of trail, the SRT is the only Grand Cherokee that's available only as a 4x4. Nonetheless, the SRT can transfer as much as 70 percent of its power to the rear wheels during acceleration.

### Hill and dale, track and trail

Dave Herzog, Grand Cherokee development manager, identified three touchstones for the vehicle: capability, performance and refinement.

Refinement is an ongoing process, covering all bases inside and out.

Capability is a Jeep fundamental, which we might usually identify first with off-roading, but equally applicable to daily driving and in fact, with the SRT, to high-speed track driving.

Conversely, while performance seems to speak to the SRT, it applies to clambering over the rocks in a standard Grand Cherokee, as well.

The ability of the Jeep Grand Cherokee to tackle all three of these worlds is what continues to amaze. Highway time confirmed the same roomy, comfortable and well-laid-out five-passenger SUV we've enjoyed for the past several years.

Significant time in the rocks once again revealed the miracle of the Jeep Grand Cherokee: that this same comfortable five-passenger SUV can follow an all-conditions Jeep Wrangler anywhere. This included spots as narrow and convoluted as the Rubicon, as well as maximum climbs and descents, where we put our trust in the Selec-Speed and Hill-Descent Controls, which assured confident and safe passage every time.

At Circuit of the Americas, after a safety briefing and a guided lap in the van, we were helmeted, strapped in and cut loose for a number of solo laps. The long straightaway between Turns 11 and 12 afforded the best chance to peek at the speedo, which showed us a 124-mph documented top speed—still in comfort and confidence.

The 2014 Jeep Grand Cherokee covers a more-than-twofold price range, from \$28,795 for a base Laredo 4x2, to \$62,995 for the SRT. The Limited falls in the mid-30s, with the Overland and Summit in the lower and upper 40s, respectively.

If you seek a daily driver, any Grand Cherokee model is a great place to start. From there, the first major fork in the road is whether you are planning on off-roading or track time, in which case, your direction will be clear. If you don't need to specifically do either of those, you are wide open: choose by budget and features. ■

## IMPRESSION : 2014 JEEP GRAND CHEROKEE LAREDO 4X2

# A Grand Cherokee for under \$30 grand

If you are sold on the Jeep Grand Cherokee, but on a budget, don't despair. Yes, the Compass starts under \$20,000, the Patriot under \$16,000—if rear-wheel-drive—and the eminently capable Wrangler—blessedly always 4-wheel-drive—as low as \$22,295 (mixing 2013 and 2014 prices a bit here, as we are in an ongoing changeover period).

But a flagship Grand Cherokee? Good news. The 2014 Laredo 4x2 we see here starts at \$28,795.



Is price the Laredo's main message? In a nutshell, yes. This is the most affordable trim level, bearing what amount to last year's headlights and slimmer standard features. At that price, you are indeed relegated to a two-wheel-drive Jeep Grand Cherokee. (We do understand the principle and the market, but still have a hard time contemplating two-wheel-drive Jeeps.) But for many people's driving needs, especially those who pretty much stick to the Valley of the Sun (monsoons notwithstanding) and can put the Rubicon Trail out of their minds, this is a solid choice among other wagon, van and crossover options, with all the comfort, engineering and basic brand panache of the Jeep Grand Cherokee. Ours was a pre-production unit with no final Monroney sticker, but it did come with the 290-hp 3.6-liter V6, was upgraded with 18" aluminum wheels and an 8.4" Uconnect touchscreen, and would total \$31,285 with delivery. A 4x4 starts at just \$2000 more. ■

# Reborn.

It's a car. It's a bike.  
It's the classic Morgan 3 Wheeler,  
brought back for its centennial.

STORY AND PHOTOS  
BY LARRY EDSALL



**M**otorcycles have two wheels. Cars have four wheels. But what's a vehicle with three wheels?

While the Morgan 3 Wheeler drives like a car—you sit in it, not on it, and you steer with a wheel, not handlebars, and shifting is done via a car-style clutch pedal and shift lever—it is licensed as a motorcycle and, depending on your state's regulations, that may mean you need to wear a helmet.

But as Jeff Gille points out, wearing a helmet can be a good thing, because instead of a windshield the 3 Wheeler has only a pair of small clear wind deflectors, known as flyscreens in Britain, in front of the driver and passenger seats, and those bugs and the occasional rock that splatters or even shatters the windshield of your car could splatter or even shatter your face, especially when you're traveling at Interstate speeds, of which is the Morgan 3 Wheeler is very capable.

Gille is sales manager at Brighton Motorsports, a classic car sales and restoration business in Scottsdale, and also one of 12 Morgan dealerships in the US.

History lesson: the Morgan Motor Company was founded in England in 1910 by Henry Frederick Stanley Morgan, son and grandson of vicars, who didn't follow in their footsteps but instead worked as an engineering apprentice for a British railroad and then opened his own garage, where he and an engineering instructor built a three-wheeled vehicle—a "cyclecar"—around a V-twin motorcycle engine.

When sales were limited because there was room only for a driver, Morgan widened his cockpit so two people could sit side by side. Eventually, he added a back seat so four people could travel together.

In the mid-1930s, Morgan produced more conventional four-wheeler cars, as well as its three-wheelers. Production halted during World War II. Afterward, Morgan used leftover parts to assemble another dozen three-wheelers, but then focused on four-wheeled sports cars until, as part of the company's centennial, it showed a concept for a new three-wheeler.

Reaction was positive, especially from baby boomer motorcycle enthusiasts who loved the open-air experience but whose aging bodies couldn't quite handle long trips in the saddle.

Thus the new Morgan 3 Wheeler, a new dealership network and our recent test drive, err, test ride in the Brighton Motorsports demo car, err, bike.

"The future of road transport in the 21st century has two big issues," Morgan's website notes, "the conservation of precious resources and the protection of our beautiful natural environment. Downsizing and a philosophy of simplicity are ways of dealing with these problems. The Morgan 3 Wheeler is a proven answer to these problems... a fusion of modern technology into a classic design."

That modern technology includes an American-built V-twin engine and that five-speed Mazda Miata gear-box, a tubular frame with a rollover bar behind each

KEEP RIGHT >>



## Where the roads are dry and the cars are slick.



**Arizona Driver Magazine**  
[www.arizonadrivermagazine.com](http://www.arizonadrivermagazine.com)  
 Advertising: [sales@arizonadrivermagazine.com](mailto:sales@arizonadrivermagazine.com)  
 480-948-0200



seat, and an "aerodynamic bullet" aluminum hull. But the classic design includes the three-wheel configuration, the engine mounted way up front, exposed wheels and front suspension, and an open-air driving/riding experience. Before our test drive, Gille talked a little about the people who have placed orders for the new Morgan. Among those buyers is a fellow from New Mexico who is a long-time Harley-Davidson rider but is getting old enough that having a third wheel on the ground has become attractive. Plus, Gille added, the man is looking forward to having his wife sitting next to him instead of behind him as on a motorcycle.

At left, the Brighton Motorsports showroom has a beautiful example of the inspiration for today's Morgan 3 Wheeler: an original vintage 1936 model.



Around town, the Morgan isn't so loud that you can't have a normal conversation between the driver and passenger, and for those times when you're traveling fast enough that the wind would blow your words away before they're heard, there's an onboard intercom so you can plug in your two-way helmet-to-helmet audio system (or your favorite digital music storage system) so you can listen through the speakers in your helmet.

The car/bike/cyclecar weighs only 1100 pounds. Its 2.0-liter engine provides 115 horsepower and 140 pound-feet of torque, enough to sprint from a standing start to 60 miles per hour in 4.5 seconds, on the way to a top speed of 125 miles per hour.

The engine is produced in Wisconsin by S&S, a company that has been producing high-performance motorcycle engines for more than 50 years. The company was founded in Illinois by George Smith Sr., who wanted his bikes to go faster, couldn't find the parts he thought he needed, and decided to manufacture them himself, which he did in partnership with a friend, Stanley Stankos, whom Smith and his wife—motorcycle racer, office manager and even helping hand in the shop Marge Smith—eventually bought out of the business, which they moved to Wisconsin.

To drive the Morgan 3 Wheeler, you climb in, being careful not to step on one of the two leather seats. The driver's entry and exit are aided by the fact that the steering wheel can be removed as in a race car, and then popped back in place once you're seated or have exited the car, err, bike, err, whatever it is.

The driver has the typical three foot pedals as in any car with a manual transmission. Both driver and occupant have a three-point safety belt/shoulder harness.

Gauges appear to be only the basic speedo and tach. However, there's a digital multi-function trip computer and voltmeter within the speedometer and a digital fuel gauge within the tachometer. The speedo also has an oil pressure warning light, and a high-beam and parking brake indicator.

There's a horn button, a switch for the lights—including a rear fog lamp—another for the emergency flashers, and a turn signal stalk.

To start the engine, you turn an ignition key and then press the starter button on a beautifully machine-tooled metallic dashboard set against a leather-covered cowl.

There's a quick-release Le Mans-style parking brake just to the right and ahead of the shift lever. Release the brake, engage first gear and get ready for the ride.

Oh, one other thing before you head out onto the road. Well, actually, two things, Gille notes.

One is that you need to remember that, unlike the typical four-wheeled vehicle, your drive wheel isn't on either side in the back but in the middle of the tail section, so when you encounter debris on the road, you may not want to simply straddle it but find a way to drive around it.

A second thing: since this really is a motorcycle, you need to be what Gille calls "situationally aware."

You must, he says, "put your motorcycle head on," and for emphasis he explains that means having a "swivel" head. In other words, you need to be aware of where all vehicles are, around or approaching you, because folks in cars may not be aware of the three-wheeler pattering alongside. And because the V-twin

doesn't have the very loud rumble of a Harley engine, drivers may not hear your approach.

Our test drive started with Gille driving, so I could get used to the way the Morgan feels. From the passenger seat, it feels pretty much like a small roadster with the top down, a flyspeck of a windshield and cycle-style fenders. There's plenty of legroom for the passenger, though your feet also feel a good deal of vibration, which is more from the air-cooled engine than feedback from the road. The car/bike is pretty comfortable.

It wasn't long before Gille pulled into a parking area where I could take some photos, and then it was my turn to take the steering wheel.

The Morgan shifts as smoothly as a Miata, which means it shifts easily with a very forgiving clutch and short-throw shifter. You'd be surprised how responsive 115 horsepower can be, and although we didn't venture out on the freeway, I have no reason to doubt that the Morgan can run up into triple figures.

Gille had mentioned keeping both hands on the steering wheel, a good idea when driving any vehicle but perhaps even moreso because the skinny front tires can be susceptible to bump steer when they encounter a sunken manhole cover or other object that might go unnoticed while driving a big, cushy sedan. We encountered no problems. In fact, with the left front wheel so exposed, the driver can be very precise in where he or she places the car in the lane, and I quickly realized why three-wheeled Morgans were so popular among vintage racers: they're like driving an open-wheeler, well, except for that well-hidden rear wheel.

I drove the 3 Wheeler on both straight and nicely curving streets and, while exposed to the elements, I never felt fearfully overexposed to vehicle traffic.

The Morgan website notes that one of the three-wheelers recently completed the Gumball 3000 coast-to-coast rally across America to prove the vehicle worthy of such a road trip. I'm not sure I'd want to do quite that long a drive in one sitting, but I think the three-wheeler would be a terrific way to do a weekend trip and would make for an enjoyable commute on days when it's neither raining nor snowing.

When it does rain, you're going to get wet, but then that's part of the experience of riding a motorcycle (or driving a three-wheeler). And the Morgan comes with a tonneau cover, so you can cover the passenger's seat while you drive, or the entire cockpit when you park.

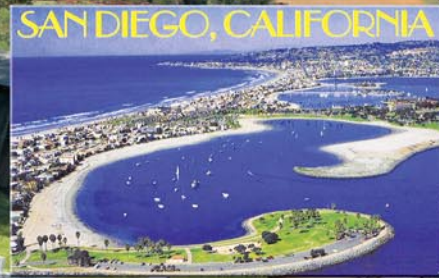
The base price for the Morgan 3 Wheeler is 26,500 British pounds (about \$40,000), but that doesn't include shipping costs from England to an American port or from that port to your dealership, and there are taxes and licensing fees on top of that.

Buyers can select from eight exterior colors (or the optional color of their choosing); black or tan (or as many as 67 optional) leathers for the seats, dash and interior side panels; and there are additional available options such as polished engine, cowl and rollover hoops.

For more information, visit [morgan3wheeler.co.uk](http://morgan3wheeler.co.uk) or [brightonmotorsports.com](http://brightonmotorsports.com). ■

# Turn the page...

By Joe Sage



Really, what's more appropriate than a classic Bob Seger title to introduce the all-new 2014 Chevrolet Impala? After all, the Seger ballad *Like A Rock* has sold many a Chevy pickup over the years. And this new Impala definitely represents the significant turning of a page.

Gone is the familiar though easily forgotten rental and corporate fleet sedan of recent years. In its place is a third-millennium interpretation of the Chevrolet flagship Impala of decades earlier.

Job well done. Job very well done.

The new Impala is, as GM tells us, "the final

piece of the puzzle" in a totally rejuvenated Chevrolet lineup. Chevy Cruze has been the number one selling car in the compact class around the globe. The Spark, new last year, has brought in brand conquests galore, with 60 percent of sales to buyers formerly buying outside GM and one-third of sales being a buyer's first car ever. The Sonic has bragging rights as the most awarded car ever. Chevrolet Volt not only has 50 percent of the plug-in market (and tripled sales in 2012 over 2011), but also has the highest rate of loyalty, period, at 92 percent. Chevy overall, in fact, is up

47 percent since 2010, and GM overall by 40 percent, as all brands scratch back from a brutal recession. (See our Nov/Dec 2012 issue for the launch event covering Spark and Sonic RS, as well as Malibu Turbo, Traverse and Equinox.)

Clearly, dramatic sales numbers are impressive, but all the moreso when compared with what may have come before. Similarly, the 2014 Chevrolet Impala—impressive as it is in its own right—becomes all the more impressive when compared with the model that came before. The prior Impala achieved its numbers through 70 per-



Muscular yet elegant, the new Impala is as complete and utter a departure from the previous model as one could dream of. The interior is on a par with the finest Europeans. And base price is just \$36,580.

(Lower right) On the afternoon we arrived, we drove the new Impala through downtown San Diego to Harbor Island. We had a great experience in this spacious and cozy cocoon but not much of a drive, as it was the thick of rush hour. The next day, we drove all day, along rural highways east of San Diego, enjoying pure, full size American sedan bliss. The brown slash across the hillside at bottom right is the US border, and the rocky hilltop is Mexico.



cent fleet sales—rentals and company fleets. "We are going to flip that," says Chevy, hoping to move in one year to 70 percent retail sales, "and we know how." It does appear that they do.

Their first area of emphasis is on craftsmanship, inside and out. Next is the car's road presence: Chevrolet hopes to get a reaction as people see the car, which it certainly achieved around town and on the highway during our recent San Diego launch drive. Power is upgraded to a 305-hp 3.6L V6. Suspension and handling are calibrated to deliver more of a driver's car—planted and responsive, though not punishingly so. Smoothness and comfort are not compromised.

The reason this new Impala is so far removed from the prior one (and so evocative of the best of its forebears) is rooted in General Motors VP of global design Ed Welburn's dictate to work from a clean sheet... for the team to think as though they were in the 1960s working with classic GM design superstar Bill Mitchell. It worked.

From the first front end sketch, the car took on a premium feel. Grilles and lights are wider, and the upper grille is contiguous with projector lamps. This is the car's "jewelry"—and indicative



KEEP RIGHT >>



The formal reveal of the 2014 Chevrolet Impala was held in San Diego architect Jonathan Segal's penthouse. A 3800-pound Impala was hoisted up to that location to become an informative part of our decor. For lunch during our drive the next day, we stopped at the architect's studio, for a display of his collectible Italian and German machinery and automobilia. Here Segal told us his favorite car is his own Chevrolet Volt. Also on display were a first-year 1958 Impala and a 50-year-old 1964 Impala SS.

of many details throughout. Through the clay stage, the Impala's design theme was that of a spacious six-window sedan—with sleek lines flowing into the decklid. All four rear lamps are illuminated, which you may have never noticed but is unusual on a Chevy. The taillamps also feature subtle aerodynamic details. Exhaust runs through the rear fascia, a feature typically seen on more expensive vehicles. Interiors come in rich tones that are a significant departure from the usual grey of the old fleet Impala. LT and LTZ models have two fashion interiors available.

Corners of the instrument panel are pushed forward and out. A swooping trim strip (chrome during the day and a fine line of ice blue lighting at night) separates the upper and lower areas, while also defining a dual cockpit feel (offering just a hint of Corvette). All buttons have been designed to be easy to see and easy to use—which may sound obvious but bucks a few unfortunate trends from some others right now.

The Impala features Chevrolet's MyLink screen interface, a first cousin to Cadillac's CUE, which we rate far more favorably than some current systems. We took a tour of MyLink with program manager Keith Ramsey. Key to its operation is customization—the screen is reconfigurable by touching and dragging, as intuitive as iOS or Android, whereby you can store icons, move icons, resequence controls or relegate them to

additional pages. As your pages may grow, you can post aliases of favorites to a smaller-icon bar across the top, for immediate access from any page—a neat idea even Apple hadn't thought of yet. You can plug in two sound devices and mix them, so if you have two people on a road trip debating whose music you're going to listen to, you can listen to both, intermingling them. You can pick favorites from a variety of sources and put them in up to 60 presets—not just radio stations but any number of things. These look somewhat like navigation destinations, but can represent for example an artist, so whether you are on your own or intermingling with your copilot, you can touch your favorite button for an artist and hear that artist's music from both of your collections until you move on to something else. With all the dozens and hundreds of stations on XM, you can enter a favorite you want to watch for, when it comes up. There is already a constant information stream for each song on satellite, so it doesn't matter if you're even listening to XM, or to FM or your iPod, but when that artist comes up anywhere on XM, it will tune you right to it.

We've wondered over the past several years why manufacturers weren't working with Apple on these systems. From what we've seen, GM doesn't need to. They're at least as clever.

The new Impala is built on GM's Epsilon II platform, shared with the Cadillac XTS and Buick LaCrosse, as well as a couple of Opel and Holden products in Europe and Australia. We've spent time in the Cadillac XTS and top-rated it—and the Impala delivers much the same experience, closing the traditional Cadillac-Chevy gap more than ever, at a price starting about \$8000 lower.

As with the XTS, we found the Impala powerful, graceful and comfortable, both around town and on the open highway. City turns and freeway sweeps were strong and smooth, with no indication that this is a front-wheel-driver—thanks in part to the same clever MacPherson strut front end with rebound springs internal to the struts that we first saw on the Cadillac.

We rode in the back at one point, in a group en route to one of the presentations, and can attest to noticeable roominess. The new Impala seats five adults comfortably, and if there are no passengers in the rear, those headrests articulate forward to open up the driver's rear visibility.

All in all, it's easy to conclude that you can basically buy a top-of-the-line Cadillac for a Chevrolet price, with the new Impala. A compromise? Or the deal of a lifetime? We love them both, but we think the 2014 Chevrolet Impala represents the return of a great American full-size sedan for a broad audience, at a great price. And it's a beauty. We can't take our eyes off it. ■

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**

# PORSCHE V8 POWER

A TRACK-CAPABLE UTILITY SLOTTED TANTALIZINGLY BETWEEN THE CAYENNE S AND TWO CAYENNE TURBOS

BY JOE SAGE



Ten months ago, we called the 2012 Porsche Cayenne S a \$100k sports SUV that is “all business”—for its straightforward capabilities, but also for the sizable ka-ching factor in its Monroney sticker. Its base price was just \$65,000, but with options quickly totaled \$98,165.

For this year’s Cayenne GTS, we start with a base price just over \$80k, then option it up to over \$123k. The GTS is certainly also all business.

The Porsche Cayenne overall is available in a wide range of models, starting at \$49,600 and running up to \$146,000 base (for the new Cayenne Turbo S, a 2014 model). It’s not hard—in fact, pretty unavoidable in most cases—to throw the equivalent cost of a couple of Kias into your build, as well (see options in sidebar). There are other apples-and-oranges variables in the lineup— notably diesel and hybrid models. For a quick

grasp of the full Cayenne range, let’s look at engines, horsepower and ascending base price:

Cayenne .....	V6	.....300	.....\$49,600
Cayenne Diesel .....	V6(TD)	.....240	.....\$56,600
Cayenne S .....	V8	.....400	.....\$66,800
Cayenne S Hybrid .....	V6(S)	.....380	.....\$70,900
<b>Cayenne GTS .....</b>	<b>V8</b>	<b>.....420</b>	<b>.....\$83,300</b>
Cayenne Turbo .....	V8(T)	.....500	.....\$110,400
Cayenne Turbo S (2014) .....	V8(T)	.....550	.....\$146,000

Horsepower never tells the whole story, but is always useful in a performance-oriented brand such as Porsche. What 420 horses delivers in a Cayenne GTS includes a top track speed of 162 mph and a 0-to-60 time of 5.4 seconds (not bad at all for a utility vehicle that weighs 4597 lbs, yet in the face of all those other numbers can still deliver an estimated 21 MPG highway).

Still, you can almost buy two base Cayennes

for the price of the GTS (thus putting 600 hp in your two-car garage). Or you can spend \$16,500 less and buy a Cayenne S with just 20 hp less than the GTS (and very comparable track speed of 160, 0-to-60 of 5.6 and better highway mileage of 22).

The base Cayenne sports a 3.6L V6, the diesel a 3.0L V6 turbo diesel and the S Hybrid a supercharged 3.0L gasoline V6. The other four all have 4.8L V8 variants. The 400-hp Cayenne S and the 420-horse GTS we are driving here both have naturally-aspirated V8s, while the Turbo and Turbo S are both, predictably, twin-turbocharged.

The base Cayenne has the lowest torque (295 lb-ft, against 360 and 389 for the S and GTS, or 553 for the new Turbo S) and the slowest acceleration time (7.4 seconds, against 5-something for the S and GTS, and 4.3 for the Turbo S).

Put it all together, and the base Cayenne is a

clear winner for the base price shopper, while the Turbo S will be a clear winner for the gotta-have-it, hang-the-expense buyer. But between the S and the GTS, there still appears to be a significant gap in the bang-for-the-buck department. It can’t be in the GTS’s basic trim, given the \$40k needed to bring our tester up to its spec as presented.

Besides a 20-hp advantage (easily outweighed by a little driving technique), the GTS’s ride height is lowered 20mm, and it has a lower final drive ratio than the others (matching the top-dog Turbo S in the front, while 13 percent meatier in the rear, and 20 percent stronger all around than the Cayenne S). Snug ground effects and these gear ratios can help the GTS beat the S on the track.

The GTS is also differentiated by several style and trim elements, including glossy piano black trim, flared rocker panel skirts, wider wheel arches, the hood and front fascia of the \$110k Turbo, and twin matte black exhaust pipes. Those wheel flares house RS Spyder wheels with a modified offset, and upgraded GTS brakes are also sourced from the Turbo. Last year’s Cayenne S came to us in silver with black wheels, too, which we found dull then and still do now. The GTS is available in two special colors: Peridot Metallic (the wild green of our Cayman R on the Jan/Feb 2012 cover) and Carmine Red. In either of those, although by definition superficial, we guess we would feel the model’s individuality more immediately.

We knew the key to the GTS lay in its beastly track-tuned heart. During our week with the vehicle, we received a video from a colleague elsewhere in the US, who was driving the same thing, but was able to take it to the track. Whoa. This vehicle can really burn it up. We were inspired.

It’s when we really opened up the GTS that it

Our Cayenne GTS’s interior was upgraded with two pricey packages (see sidebar). The \$3655 Peridot package (named after the yellowish-green paint we’ve seen on the Cayman R) features yellowish-green stitching on the instrument panel and seats.

truly started to shine. We did not have track time, but were able to mentally extrapolate it from what we did have. From its engine and exhaust notes to 369 lb-ft of torque that felt like a lot more, there was no mistaking this as a performance machine, with a capital P and M.

We appreciate a connected road feel, and the GTS has it in spades, ready or not. The specs are the same as the others we’re comparing here: fully independent double wishbone up front, fully independent multilink in the rear. Yet our logbook noted the ride may be “a little rough for most people, unless they’re track driving.” There are normal, comfort and sport settings (as well as mountain-4WD-highway settings and high-low suspension settings). We received our GTS in normal/middle settings and drove it that way for awhile. When set in comfort, ride and shifts were softer.

The GTS ran straight and true in daily freeway and surface street duty. Tire noise seemed to indicate that any harsh ride was probably due to our GTS’s optional 21-inch wheels—a huge plussing from 18-inch standards. Skip the \$2605 spent on those, thus also avoiding some of the expense at tire-replacement time, and we think you’ll have a better all-around ride. Unless, of course, you’re after maximum showoff points, in which case, this hits a decent balance between the S and the Turbo S, well short of the Turbo S’s price but with several of its best features. Nonetheless, we can’t help revisiting the Cayenne S every time we get serious about taking delivery. ■

## PORSCHE CAYENNE GTS

ENGINE .....	4.8L 32-valve four-OHC V8
TRANS .....	8-spd Tiptronic S w/auto start-stop
POWER/TORQUE .....	420 hp, 369 lb-ft torque
BRAKES (FR/R) .....	14.2" 6-piston / 13" 4-piston
FUEL MILEAGE .....	15/21/17 MPG city/hwy/comb

**BASE (STICKER) .....** (now \$83,300) **\$82,050**

**OPTIONS:** There were some (33) options on our GTS’s Monroney sticker, starting with (7) no-cost options (e.g. TPM, a special Porsche crest, a 12-volt outlet in the rear).

• From that point, some relatively less expensive options include:

Classic Silver paint .....	\$790
Painted car key .....	\$335
Cargo management system .....	\$590
Auto dim mirror .....	\$420
Aluminum shift knob .....	\$495
Sport steering wheel rim .....	\$290
Light comfort package w/memory .....	\$250
LED comfort lighting .....	\$845
Trailer hitch w/o ball .....	\$650

• And some of the pricier options include:

Cayenne GTS interior package .....	\$3450
GTS interior package, Peridot .....	\$3655
21" wheels .....	\$2605
Dynamic Chassis Control (PDCC) .....	\$3510
Torque Vectoring Plus (PTVPlus) .....	\$1490
Heated seats, front/rear .....	\$1050
Keyless entry and start .....	\$1090
Insulated glass (thermal; noise) .....	\$1120
Door sill guards, stainless .....	\$1100
PCM w/navigation module .....	\$3675
Adaptive cruise control .....	\$2490
Reverse camera, park assist .....	\$1750
Burmeister sound system .....	\$5690
Sirius XM+HD radio recvr .....	\$1120
.... and ten or so other items.	

**DESTINATION .....** \$975

**TOTAL AS TESTED .....** \$123,265





## WAKING TO A WORLD OF WONDER

### NATIONAL EVENT SERIES FOR KIDS FROM CHILDREN'S HOMES EXPANDS TO ARIZONA

STORY AND PHOTOS BY RANDALL BOHL

**W**ake the World, founded in 2007 by Greg Hodgkin of Greensboro, North Carolina, is a nonprofit charitable organization which invites kids from children's homes out for a day at the lake. The idea was actually inspired in 2006, when friends from church had done exactly that: brought kids from a local children's home out boating. Hodgkin thought this was a good idea. But when his wife Lois suggested that, to be fair, they'd have to invite *all* the children ... it gave him pause. But only till the next boating season. Then it gave him ideas.

Their first group took to the water in 2007, and Wake the World has since grown tremendously. Not only are there now four events in North Carolina, but volunteers have started chapters of the organization in ten other states: Alabama, California, Illinois, Missouri, Oregon, Tennessee, Texas, Virginia, West Virginia ... and now Arizona.

Volunteers just seem to materialize, as do sponsors—through boaters' word of mouth, as well as via Facebook and other social networking, and on [waketheworld.org](http://waketheworld.org). In the case of Arizona, Dustin Pelzel went to bat. "I had a friend who put on this event in Southern California. He talked about it and how he had a blast. He gave me the contact info to get hold of Greg. From the first moment I talked to Greg about everything, it just made me want to get more involved."

Shea Lyane, whom you might call the co-founder of Wake the World Arizona, was soon on board. Here is Shea's story:

"While out boating one day, Dustin Pelzel mentioned how a friend of his had hosted an event

called Wake the World in California, and that he would like to bring it to Arizona. I did some research on it, thought it looked like a wonderful cause and told him to let me know how I could be of assistance, but didn't give it much more thought.

"A few weeks later, I met a girl named Alex Waggoner and began working on her project, the Arizona WakeGirls. Arizona WakeGirls is an all girls wakeboarding/action sports group that is all about getting the ladies involved and excited about the sport.

"I remembered Dustin and Wake the World, so I called him to see where he was in the planning process and what needed to be done. He said he hadn't had much of a response to the event and didn't really know where to go from there.

"I watched every video from the previous Wake the World events. I was completely moved and felt the weight on my heart telling me that I needed to bring this to Arizona. Dustin and I set the date and location, and got out participants. After those three were in place, everything just came together. We had a huge influx of volunteers, boat owners and people who wanted to donate. No solicitation was necessary. Many phone calls and emails were exchanged between Dustin, myself and Greg, and before I knew it, it was just a few days before the event!

"I was extremely ecstatic about hosting the event, but had no idea of the extent to which we truly were making a difference, until we were lucky enough to visit the Sunshine Acres children's home. The second we walked through the door, I knew that it would not be my last time there.

"We watched a video on the history of the home, toured the 125-acre property and from then my heart was changed. It was no longer about the wakeboarding, the sponsors, volunteers or the boats. It was about the children. It was about sharing with them something that many of the volunteers and local boat owners are lucky enough to do multiple times a week."

Sunshine Acres—on N. Higley Road in Mesa—is a privately owned, privately- and donor-funded home for homeless children, orphaned or abandoned. Founded in 1954 by Reverend Jim and Vera Dingman, Sunshine Acres has been the home to more than 1,600 children. It is currently residence to about 170 children. An interesting point made by the facility's Bart Meeker, during our visit at Bartlett Lake, was that these kids aren't turned out at age 18. Sunshine Acres will help them through college. They do not solicit donations, but enjoy support from many individuals, foundations and corporations. One prominent individual is Kurt Warner, former NFL quarterback of the Arizona Cardinals. The facility also takes material donations and operates a dona-



tions center store, the Sunshine Boutique, on premises. Visitors are welcome; complete details can be found at [sunshineacres.org](http://sunshineacres.org).

#### EVENT DAY: OCTOBER 13, 2012

We arrived at Bartlett Lake about 8 am on the day of the event, on a perfect Arizona fall day, with a temperature of about 65 degrees, expected to reach near 90 by afternoon. Eleven boats were lined up at the marina dock: Malibus, MB Sports, Super Air Nautiques, MasterCraft and Dustin's own 2011 Axis A22 Vandall Edition.

Dustin tells us this Axis "has upgraded speakers throughout the boat from Exile Audio, 3000 pounds of ballast, plus an auto set wedge. Axis is a Malibu-made boat with the better things you want in a wakeboard boat. It seats 15 people, and its windows are different than any other boat. Radical in design, it looks different than any other boat. It makes a very huge and rampy wake, which often scares some of my friends, but everybody loves it!"

At 9 am, the kids from Sunshine Acres arrived—15 kids in all, plus three chaperones. Granted 15



KEEP RIGHT >>



kids is not a huge crowd, but with the event having been arranged in one month's time, many of the residents had other weekend plans. (At the end of the day, we were told that once the stories made it back to Sunshine Acres, there would surely be a huge turnout for Wake the World Arizona II.)

The day started with "the sponge game" (we asked for a better name but there was none), where the kids and volunteers divide into small teams and pass a soaking wet sponge from one bucket, over their heads, down a line. The sponge is rung out into another bucket and run back to the front person, until the first bucket is empty. Of course, more water ends up on the participants than actually makes it to that second bucket. With a lot of laughter, it was a great way for the kids and the boaters to lighten up and get to know one another before jumping in the boats and heading out onto the lake.

Greg Hodgin had flown into town (on his own dime, of course) to help Dustin and Shea with things like the sponge game and general organization of the event. Daren Pierson, a high school friend of Greg's, was also on hand from Colorado to learn everything he could about the event, as

he is planning Wake the World Colorado for spring of 2013—again using Facebook and word-of-mouth expansion.

These lucky 15 kids were able to go out basically two per boat, and try anything they wanted for the whole day—wakeboarding, wake surfing, kneeboarding, water skiing and tubing—they had it all. Volunteers went into the water with the kids to coach them, be it on wakeboards or skis. There were a lot of ups and downs, with a lot of support. But the best moments were when a kid skied or boarded away from his or her volunteer, leaving them behind to be picked up by another boat.

Lunch was, of course, hot dogs and hamburgers on the grill, with discussions of what had been done all morning and what everyone wanted to do in the afternoon. There were smiles all around. Your correspondent and crew had a ball just attempting to photograph this organized chaos, and thoroughly enjoyed the boat rides ourselves, shooting photos boat-to-boat.

Dustin sums things up by saying, "my thoughts on the event are very memorable as one of the best days of my life. Not only did I have an impact on the kids, but I got a lot of adults who came to volunteer, who thanked me and said they were just blessed to be a part of it. It changed their thoughts on a lot of things as well.

Shea adds, "I was on the hype boat that went around cheering on the kids as they were boarding, surfing or tubing. To see all of our work for the event come together was overwhelming. Watching the amazing volunteers in each individual boat helping these kids, seeing kids get up on a wakeboard on their first try made me so happy. Hearing all the stories, seeing the smiles and excitement on the faces of everyone is what made me realize how lives had been changed that day. I am looking forward to doing things throughout the year with the kids of Sunshine Acres and most of all, I can't wait for Wake the World 2013!" ■

**WAKE THE WORLD ARIZONA INFORMATION**

- .....[waketheworldaz.com](http://waketheworldaz.com)
- .....[azwakegirls.com](http://azwakegirls.com)
- Facebook.....[facebook.com/az.wakegirls](http://facebook.com/az.wakegirls)
- email.....[waketheworldaz@gmail.com](mailto:waketheworldaz@gmail.com)

**WAKE THE WORLD ARIZONA SPONSORS**

- Marine Max.....[marinemax.com](http://marinemax.com)
- Century Marine.....[centurymarine.com](http://centurymarine.com)
- Bartlett Lake.....[bartlettlake.com](http://bartlettlake.com)

**SUNSHINE ACRES INFORMATION**

- .....[sunshineacres.org](http://sunshineacres.org)

**WAKE THE WORLD (NATIONAL)**

- .....[waketheworld.org](http://waketheworld.org)

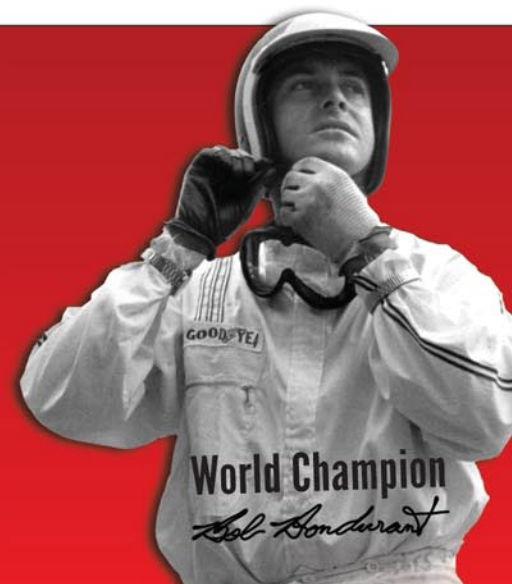
# "Can I borrow the car?"



## 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



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.

# Adiós, Veracruz

## Meet the new 7-PASSENGER Santa Fe

BY JOE SAGE



We met the 2013 Hyundai Santa Fe Sport late last summer, in the mountains of Park City, Utah. The Santa Fe Sport was the latest evolution of the familiar five-passenger Santa Fe (despite now taking on a "Sport"-modified name).

A good time was had by all (see our Nov/Dec 2012 issue)—and we had looked forward to later meeting its longer-wheelbase sibling. This year, we traveled to San Diego to drive a new Santa Fe, which—despite bearing just the original, shorter "Santa Fe" name—is a new vehicle replacing the prior Veracruz in the Hyundai lineup.

**Long story short.** We refer to the new Santa Fe as having a "longer" wheelbase rather than being "long-wheelbase" because it's still 2.4 inches shorter than the Ford Explorer, despite matching (up to) its seven-passenger capacity. And it's 4.6 inches shorter than a Jeep Grand Cherokee, despite beating its five-passenger capacity.

The new, larger Santa Fe's wheelbase is only 3.9 inches longer than its Sport brother. Length needed inside for a third row seat is partly traded off against rear cargo volume. When all seats are up (see chart), the new model has considerably less space in the very back, though it wins when comparing the two models with two rows of seats up.

The shorter Santa Fe Sport's wheelbase is 4.2 inches shorter than a five-passenger Audi Q5 and a full 11.9 inches shorter than the seven-passenger Audi Q7. Even the longer Santa Fe's wheelbase is 8 inches shorter than the Q7. And in fact, it's a hair shorter than the Q5, too.

A base Santa Fe GLS with front-wheel drive weighs 3933 pounds—a full 333 pounds less than the departed Veracruz—making Santa Fe the only V6-powered midsize crossover under two tons.

**Comparative head count.** Another reason we say "longer" and "shorter" is because seat-count shorthand only half works. While the Sport is always a five-passenger, the longer Santa Fe can either be configured for six or seven (one for one trim level, the other for the other)—one of the first things we learned in San Diego. Hyundai had in fact just sold their first new longer Santa Fe the day before—a six-passenger model in Atlanta.

	Santa Fe	Santa Fe Sport
Models	GLS Limited Base	2.0T
Seats	7	6
Base FWD	\$28,350	\$33,100
Base AWD	\$30,100	\$34,850
Engines	3.3L V6	2.4 I-4
Power (hp)	290	190
Torque (lb-ft)	252	181
Weight FWD	3900-4150	3459
Weight AWD	4050-4325	3616
MPG (c/h/c) FWD	18/25/21	21/29/24
MPG (c/h/c) AWD	18/24/20	20/26/22
Turning circle (ft)	36.9	35.8
Wheelbase (in)	110.2	106.3
Length (in)	193.1	184.6
Passenger vol (cu.ft.)	146.6	108.0
Cargo (behind first row)	80.0	71.5
Cargo (behind two rows)	40.9	35.4
Cargo (behind third row)	13.5	--

Whereas the Santa Fe Sport has two models with different engines, but the same five-passenger seat count, the longer Santa Fe has two models with the same V6 engine, but different seat counts. A base Hyundai Santa Fe GLS is a seven-seater, two-three-two, front to rear. For almost five grand more, you can move to the up-featured Santa Fe Limited—but you lose one seat (the second row has two captain's chairs in this model).

So what appeared to be a choice between two capacities turns out to be three—although the top model falls short of its base equivalent for head count, yet with the same cargo volume in the rear.

Hyundai says this is the first time a two-wheelbase, same-style, modified-body model scheme has been done in the SUV/CUV market. (Minivans have done the two-wheelbase variant for years, while SUVs with two- or three-row layouts are common, but within the same body shell.) We would say the GMC Yukon/Yukon XL and Cadillac Escalade/Escalade ESV do the same already, but Santa Fe brings it to the affordable midsize range—more CUV than SUV—that's selling well today.

Santa Fe and Santa Fe Sport are the same from the B-pillar forward. To spot the difference, look at the rear-most side window glass. On the shorter Sport, the beltline sweeps up along its lower edge; on the longer Santa Fe it stays more level, and the back edge of that glass angles down to it.

**Wired.** Santa Fe comes standard with Blue Link—Hyundai's safety, service and infotainment system, accessed from buttons on the rearview mirror, or via the web or smartphone. Blue Link comprises voice text messaging, POI web search download, turn-by-turn navigation,

KEEP RIGHT >>

## Revisiting the 5-PASSENGER Santa Fe Sport

The Hyundai Santa Fe has had us all over the West, from its New Mexico name, to the short-wheelbase launch in Utah, to the long-wheelbase launch in California, then home to Arizona to drive the short-wheelbase Sport another time.

Though smaller and bearing a modified name, the Sport is certainly not a lesser sibling. Hyundai simply saw no need to burden the buyer with two names in their lineup (Santa Fe and Veracruz), when the main choice is purely size—five seats or 6/7.

The handsome Santa Fe Sport below—an AWD 2.0T in Mineral Gray over Black—has a base price of \$29,700, a Leather & Premium Equipment Package for \$2450 (a very comprehensive kit with everything from leather to advanced climate control, rear camera, upgraded power and heat for seats, color audio display and more), plus carpeted floor mats, cargo net and cargo cover (\$100, \$50, \$150), for a total of just \$33,275 including \$825 destination.

Logbook highlights from our week in the Santa Fe Sport include:

- We adjusted controls and noted "the thing feels like a Swiss watch." (Hyundai now has the number two best residual value among mainstream brands, behind only Honda, not surprising as we note the vehicle's many superb details of fit and finish. And it still has that 10-year/100,000-mile warranty.)
- The fuel filler release and hood release

are elegantly low-key, concealed yet convenient.

- The audio screen is small and useful; we like this.
- Audio sound quality was very good, as is typical for Hyundai. We did find one surround setting that seemed to mostly cut out the vocals (karaoke, anyone?), but we just moved on to other settings.

We had trouble with the iPod interface. Online forums told us the fix: use our own cable, not the one that came with. Ironically, their cable had a detail we've always been amazed Apple never thought of—a tactile detent on one side of the plug, so you could hook it up without scrutinizing. The genius of Hyundai tops Apple on this one.

We had noted the vehicle's tight turning circle on the gravel mountain roads outside Park City, Utah, and we appreciated them equally on the boulevard U-turns of metro Phoenix.

We were continuously impressed by the Santa Fe's feature inclusions. Noted at various times were hill start assist and descent controls (typical of more expensive and/or purpose-built SUVs), as well as Sports and Eco interfaces.

Sports mode is not a suspension/shift map profile, but rather their term for using the manual. Once in this mode, you need to stay with it... the system will not override you if you get distracted.

Eco does remap engine and transaxle for fuel economy (depending upon cooling system temperature, hills, use of Sports mode and so on—all tracked through an integrated smart system).

Not for the first time, we comment that many others are copying current Hyundai-pioneered style.

The 6/7-passenger Santa Fe and 5-passenger Santa Fe Sport are both attractive, capable and well-appointed machines. You can choose by cost, size and handling, or head count and cargo volume. The bigger Santa Fe starts just \$4000-5000 higher than the Sport. But if you don't foresee that other passenger or two, the Sport does zip around in a smaller footprint, and it gets better fuel mileage. ■





The interior of Hyundai's new full-length Santa Fe is spacious front and rear, with additional stowage throughout. An optional panoramic sunroof brings in the big sky, while rear side sunshades can keep it under control. Towing capacity of 5000 pounds enabled us to bring quite a few toys to the Torrey Pines Gliderport during our San Diego launch drive.

monthly vehicle reports and more. Three Blue Link packages—Assurance, Essentials and Guidance—offer collision notification, roadside assistance, remote door lock/unlock, remote start and more. A complimentary trial of up to one year is included.

An optional eight-inch touchscreen delivers third-generation navigation and audio systems. Enhanced voice recognition is more intuitive now, understanding complete city and street addresses in one sentence. Upgraded nav screens with simple pop-up messages display speed limits and details for your next three moves. Most functions can be achieved with one or two button pushes.

Four audio systems start with standard six-speaker AM/FM/SAT/CD/MP3 with iPod/USB/aux inputs. Two upgrades can add a 4.3-inch color screen, HD Radio, rear camera, Gen 3.0 Nav, and 10-speaker Dimension audio with 10 speakers. Top of the line is 12-speaker, 500-watt Infinity surround sound including an eight-inch subwoofer and external amplifier, plus premium nav.

**Three sizes fit all.** At launch last year, the new Santa Fe Sport came with a grand total of just 24 build combinations. (There are just 91 different ways to build any Hyundai, from Accent to Equus.) Key decisions on Santa Fe are between two wheelbases, seat count (six or seven) on the bigger model, two engines on the smaller model, and front- or all-wheel drive on any of the above.

When it comes time to decide which Santa Fe is for you, Hyundai brings the small Tucson into the equation, too—rounding out a simple Goldilocks formula. They anticipate many pre-family sales going to the Tucson, with family buyers taking the Santa Fe (based on a track record from Veracruz) and post-family buyers opting for the Santa Fe Sport. All are worth a look for anybody.

The new Santa Fe Sport has experienced red hot sales. Some of (both) Santa Fe's key competitors are what you would expect, such as the Kia Sorento or Chevy Equinox. Others are in the true crossover spot, such as the Ford Edge and Toyota Venza. The number one cross-shopped vehicle is the Honda CR-V. Ultimately, some 58.6 percent of Santa Fe buyers are conquests, new to the Hyundai brand. That is proof of a compelling product. With a highly-featured and attractive vehicle that brings a winning mix of price, capacity and fuel mileage to the game—all in a trim and athletic package that parks and handles among the very best—the Hyundai Santa Fe delivers. ■

# 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.



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

# BURLY AND BEAUTIFUL

By Joe Sage

The GMC Terrain has been on the market since 2010 (which is the last time we drove one), but the upscale Denali is new for 2013. It's one more sign that midsize SUVs have reached the big time. With a standard Terrain starting just over \$26,000 and the Denali version at just about \$35,000 (or above \$36,000 for our all-wheel-drive test version), Denali trim takes the Terrain straight to GMC Acadia territory: a base Acadia starts at \$34,000 (although the Acadia Denali of course tops them all, starting at about \$46,000).

The key statistical difference is that the Terrain is a five-passenger SUV, while an Acadia is good for seven or eight, depending upon configuration.

A more subjective difference may be styling. In this category, we must admit the Acadia has long caught our eye in a good way, while the Terrain has tended to catch our eye in an awkward way. At least until this time around.

When we drove the Terrain in 2010, not only was it not the Denali version—which changes a few visual details—but it was delivered in white. We had noted we weren't big fans of its square flares around round wheels, and it still has those. But paint can always make a difference. Our white 2010 Terrain had looked to us like a freezer chest. This 2013 Terrain Denali, in lustrous dark Iridium Metallic over a Jet Black leather interior, is a whole different animal.

## TERRAIN VARIABLES

Both the standard Terrain and the Terrain Denali offer a choice of two engines: a 182-hp 2.4L four-cylinder or a 301-hp 3.6L V6. Each is also available with either front- or all-wheel drive. The V6—which generates 272 lb-ft of torque—achieves the same fuel economy as its 3.0-liter predecessor: 16/23/19 MPG (city/highway/combined) with AWD, as our example. That's not as much as we might have hoped, in a five-passenger utility that has kept its weight below two tons (3881 lbs). However, if you opt for the four-cylinder, you will get either a 20/29 MPG city/highway rating (with AWD) or 22/32 MPG with FWD. This creates a pretty remarkable range of purchase possibilities.



The Denali model step-up includes exterior body elements and interior appointments; exclusive 18-inch and 19-inch wheels; an eight-way power front passenger seat; side blind zone and rear cross traffic alerts; IntelliLink infotainment and color touch nav systems; a safety package with forward collision, lane departure and rear park alerts; and Denali-exclusive colors including Atlantis Blue Metallic, Champagne Silver Metallic, Ashen Grey Metallic and the handsome Iridium Metallic shown here on our test Terrain.

Five grand in options on our tester was money well spent (see sidebar), as is typical with GM's reasonable add-on pricing. If you were to go light on entertainment and navigation, you could knock a couple of grand right off that total. The trailering package is a bargain, with the Terrain Denali with V6 capable of towing 3500 pounds (the four-cylinder is rated at just 1500 pounds).

## TERRAIN INSIDE AND OUT

It took us awhile to warm up to the styling of the Terrain. It is the vehicle's exaggerated squareness (rooted in those wheel arches) that stands out. Unlike the overused phrase that some particular car looks like it's moving when it's standing still, this one had looked to us like it's standing still when it's moving. Again, this time the paint job surely makes a huge difference. Or maybe we've decided it looks good standing still.

If we were currently raising a family, we had joked that we'd have two more kids just so we'd need the GMC Acadia, for looks alone. Beauty is in the eye of the beholder, but GM is delivering such gorgeous sheetmetal on so many other products—Impala, Camaro, Corvette—we thought the team could still apply some more magic here.

But check out this beauty on the facing page. Bottom line: it's growing on us more and more.

The Terrain has a comfortable and attractive cockpit, with a deep and aerodynamically sloped windshield, as in many. But instead of creating a whole picnic table's worth of space, the instrument panel artfully slopes down. This creates more interior volume, while giving the driver a commanding feel, with center stack controls all at a full arm's length, presenting the aura of a space commander's console.

Among these controls, we had a few beefs. The backup camera image was weak. Changing inside temperature meant wrestling with screens and cycles of readouts, and other screen interface misadventures were also frustrating. The radio was limited on preset buttons. The rearview mirror is mounted left of center, conflicting a bit with



the driver's visor. That kind of thing. On the steering wheel, a combination of soft-touch and ultra-smooth surfaces presents a top third of the wheel that's really slick, challenging grip while turning (and also very cold on a 43-degree morning).

But we continued to note the cockpit favorably overall—reminded of the Infiniti QX's promotion of a personal aircraft cockpit feel. The center stack console is augmented by an efficient set of binnacle instruments. Add attractive red stitching across the upper reaches of the dash, an elegant touch that also breaks up that expanse. We were always happy inside, other than struggles with the touchscreen interface.

The Terrain has a power rear hatch (a little slow) and a cargo net that can be divided up and utilized different ways, plus a cover—convenient and easily, intuitively done. Gaps between that and the back seats are covered, and there are a couple of pockets on both sides (smaller on the left, where a huge subwoofer resides).

## NOTHING CAN STOP A TERRAIN

Turning circle is one of our essential benchmarks, whether for dealing with a high mountain trail or a supermarket parking lot. The Terrain's is a whopping 40 feet, about three full feet more than a Jeep Grand Cherokee, despite the Terrain's wheelbase being almost two inches shorter. On our first divided four-lane boulevard U-turn, we were forced to do a three-point turn in traffic, though we eked out a full turn on another.

It's not uncommon in an SUV to find yourself 20 mph over the limit before you know it. We were



## SPECIFICATIONS

ENGINE.....	3.6L V6 SIDI with VVT
POWER / TORQUE.....	301 hp / 272 lb-ft
DRIVETRAIN.....	AWD
TRANSMISSION.....	6-speed automatic
CARGO VOLUME TO SEAT 1.....	63.9 cu ft
CARGO VOLUME TO SEAT 2.....	31.6 cu ft
BASE CURB WEIGHT.....	3881 lb
MPG (EST).....	16/23/19 (city/hwy/comb)
(note: the 19 MPG combined shown on our Monroney has been raised to 20 MPG)	
FUEL TANK.....	20 gallons (18 w/ 4-cylinder)
FUEL.....	gas/ethanol

BASE PRICE.....\$36,275

INCLUDES: Very highly equipped, with four and a half columns of small type on the Monroney sticker—electronics, safety, comfort, entertainment and more.

CARGO PACKAGE.....Net, cargo cover, luggage rack center rails.....\$235

ENGINE: 3.6L V6 SIDI with VVT.....\$1750 incl 19" satin chrome clad alum wheels

ENTERTAINMENT: rear seat system.....\$1295

NAV: Color Touch w/IntelliLink.....\$795

TRAILERING PACKAGE.....\$350

DESTINATION.....\$825

TOTAL.....\$41,525

KEEP RIGHT >>



pleased that we tended to cruise perfectly comfortably at legal speeds in this—though we did wish for more pep accelerating up freeway ramps.

Heading down the ramps during metered rush hour, we had the power and agility needed to jockey into favorable position. Entering aggressive freeway traffic, with a new entrant crawling in front of us and the Indy 500 to our left, we were able to tap the brakes, check our seven o'clock and find a quick clear spot in a better lane, with plenty of power on tap. Minutes later, we had to thread another needle, dashing past a semi and a truck with a huge trailer loaded with mechanical gear, to catch our exit. All normal conditions in the northeast Valley and, again, no problem.

Despite AWD, we had noted a little front-drive torquiness at one point under some certain condition, so we tried to urge that to life again, but did not. We could easily induce an effect that could alternately be thought of as twitchy, or as very responsive. We suspect this is an attribute of the electric power steering, rather than front torque. Accelerating, powering through turns, changing lane to lane, we concluded the Terrain is a very steady machine, with no-nonsense handling and a nice growl that speaks "GMC, the truck division."

At super low speed, backing off a gentle driveway curb, we experienced some heavy rocking. This supports our notes on general surface street driving, though. The powertrain and suspension create a comfortable, driver-centric ride, with strong road feel—not cushy—straight tracking and decent power when we need it. The Terrain is responsive, and that's what counts.

#### SIZING THINGS UP

Our week's notes combined mentions of the relatively smaller size of the Terrain (a five-seater) and the relatively larger size of the Terrain (with a somewhat ponderous style and bearing). Ultimately, it's a favorably balanced package: the styling and layout deliver a large interior in a comfortable, manageable size. Its styling still strikes us as kind of static, but it is a GMC, and they've successfully made it look truck tough.

Our bottom line on the Terrain's styling: it is distinctive, and that's hard enough to come by, so we give it a passing grade. We found ourselves admiring its reflection in passing windows. If you're getting tired of all the SUVs and crossovers with flowing, folded sheetmetal and a rising beltline, this is not that.

We had come to this vehicle with fairly low expectations. That was apparently all cured by the Denali package and Iridium paint. We also attribute it to a highly and constantly evolving marketplace. In a world of increasingly plentiful look-alikes, the Terrain seems fresh. ■

# 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*
- **Crossing the Block** gives you the where, when and what of the collector car hobby—*SCM has the most detailed previews and calendars available*
- **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*
- **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](http://www.sportscarmarket.com/offer65)



# Alpha jewel

Alfa Romeo Giulietta-based Dodge has a strong user interface and handy layout ...and starts under \$20k

by Joe Sage

Catalina... Bonneville... Pontiac had some great names they abandoned along the way. We would have always loved to see some of them come back into play. Dart... Daytona... Charger... Challenger... Dodge has had some great names, too, and they have done a masterful job of bringing them back. As for the Dodge Dart name, as with any name that has a lineage spanning several decades, there are always going to be a couple of people who remember one they didn't like. We've encountered that with the Dart a couple of times. So when we tell them, hey, it's a great car...

it's actually the Alfa Romeo Giulietta... that gets their attention every time. Even the most skeptical will come around. It is built upon the foundation of the Giulietta, at any rate—yet another dividend of the Chrysler-Fiat partnership—though the Dart is a sedan, 12.5 inches longer than the Alfa hatchback sold in Europe.

We drove the 2013 Dodge Dart, in preproduction form, about exactly a year earlier, in the countryside around Austin, Texas (see our May/June 2012 issue). Our impressions at the time were favorable.



With interior stitching, upscale wheels, impressive interior room and other features, Dodge confidently compared it to the Mercedes-Benz C-Class—but at half the cost, or even lower. (At launch, they were still enjoying the memory of photos of Daimler-Benz CEO Dieter Zetsche marveling at the Dodge Dart at the Detroit auto show a couple of months earlier.)

The Dart is built on a strong and versatile platform. It's so strong and so versatile that the company has built a 600-horsepower all-wheel-drive rally car Dart that's faster than an F1 racer, hitting 0-to-60 in just 1.9 seconds. That's one wicked cool cousin to have in the family of your under-\$20k car.

There are six total models: the base SE, SXT, Rallye, Aero, Limited and GT. SE prices start at \$15,995, SXT at \$17,995, Rallye at \$18,995, Aero at \$19,295, Limited at \$19,995 and GT at \$20,995. Our test car is almost at the top of the heap, other than the GT model, although we would have dropped ours down a peg by buying the manual transmission and knocking \$1100 off the sticker.

### The Dart driver's environment

We received this car in late March, hopped in and spoke to the logbook: "we already know this is a dandy little machine; we drove it at launch and were duly impressed." Many current vehicles have a dramatically rising beltline. Looking over our shoulder, we noted that the Dart emphasizes this on the inside, as stitching heads downhill but it does not look that way. In the front door, this creates a level that launches into the rising beltline, and the whole appearance is very dynamic from the inside. A small third window behind the seat pillar—between a C-1 and C-2 pillar, you might say—opens things up.

(We noted later that the beltline must *really* rise: we had to readjust the left rearview mirror several times, pointing it down lower, counter to first impulses.)

We were impressed with setting up the Uconnect® touchscreen, quickly accomplishing a range of tasks, more than we had even set out to do, pretty intuitively. As with any, we had to journey a few layers in and a few layers back out, but solutions were there on first guess for just about everything we needed.

There are usefully redundant interfaces. For example, you can change your track on the iPod by touching the touchscreen or turning the tune knob or using controls on the steering wheel. It's all intuitive, none of the alternatives are in conflict, and you change your mind about your preferred method each time, if you feel like it.

We were impressed by the Dart's huge trunk, which also includes a pass-through, plus flip-down rear seats, opening the whole area up hatchback-style, making for a very utilitarian vehicle. Cargo volume in the trunk proper is 13.1 cubic feet, and it just grows from there.

We did wish we could open the trunk without pulling the key out of our pocket. The keyless only opens the front door, where there's a release inside, but if you have packages destined for the back seat and trunk, it takes several steps to dispose of it all.

### Dashing around in our Dart

We started our drive in reverse. We found the backup camera a little murky, and we wish it projected your intended curvature, but it identified a clear path.

Our test Dart pumps 160 hp out of its four-cylinder



Our test Dodge Dart Limited included the optional 6-speed Powertech automatic. The 6-speed manual at right is standard on all trim levels—SE, SXT, Rallye, Limited and GT, as well as the Aero Model of the SE. The 6-speed Powertech is optionally available on all except the Aero, and a 6-speed dual dry clutch (DDCT) is available on all but the SE (including Aero Model) or GT. It's all part of the impressive number of ways you can configure your own new Dodge Dart.



powerplant. So does the available 1.4L turbo version, though the turbo has 184 lb-ft of torque, to this car's 147. Nonetheless, our car responded well to our commands. It wasn't effortless on its own behalf: you could feel it working for what it delivered. But it was delivering.

A Ferrari owner will notice the difference; a first car owner will be delighted with what the Dart offers. The engine has a growl that we noted as being somewhere between straining and performing, though we have a hunch this engine note is quite intentional and therefore intended to add a performance panache, which the car does benefit from. The 2-liter can be a little slow when the light turns green, but you quickly develop a touch of the pedal that can conquer this.

All in all, Dodge has brought us a top-notch sport European sedan, maneuverable and affordable enough for the Continent, while spacious, powerful and trimmed out enough for the States. The journey from Alfa Romeo's development labs to your local Dodge dealer is just the start. If you're shopping for a compact sedan in an affordable niche, the next few miles in the Dart's journey will be your test drive, and how many miles you pack on it after that is entirely up to you. There's not likely to be a bad mile in the bunch. ■

### SPECIFICATIONS

ENGINE/TRANS .....2.0L 4-cyl / 6-spd auto  
 POWER/TORQUE .....160 hp / 147 lb-ft  
 DRIVETRAIN .....FWD  
 WEIGHT .....3242 lb  
 COLORS .....True Blue Pearl / Black  
 MPG (EST) .....24/34/27 city/hwy/comb

- BASE .....\$19,995
- PREFERRED PACKAGE 24L LIMITED GROUP
- TECHNOLOGY GROUP: keyless entry/start, blind spot and rear cross path detection, auto high beam, rain-sense wipers ....\$995
- PREMIUM GROUP: leather seats and shift knob, heated front seats, heated steering wheel, remote start, dual-zone climate, garage door opener .....\$995
- Six-speed Powertech automatic .....\$1100
- 17x7.5 polished aluminum wheels .....\$395
- UCONNECT® infotainment .....\$495
- SiriusXM one year .....\$195
- Destination .....\$795

TOTAL .....\$24,965

# ¡PILOTOS, ENCIENDAN SUS MOTORES!

## FIRST EVER NASCAR MEXICO IN THE US

PHOTOS BY JOE SAGE



The Toyota 120 NASCAR Mexico Toyota Series race on Friday, March 1, 2013, at Phoenix International Raceway marked a real milestone: the first time that the NASCAR Mexico Toyota Series has competed in the United States.

"This is an important race for PIR and the NASCAR Mexico Toyota Series, as well as the sport in general," said PIR president Bryan R. Sperber.

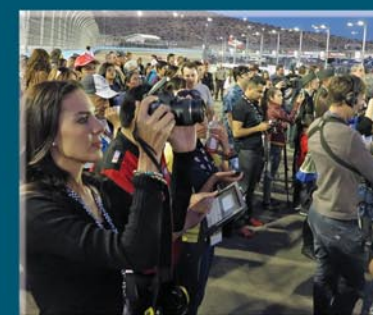
The 75-lap event featured a format including a scheduled break after the first 50 laps,

followed by a 25-lap sprint to the finish.

A full field of drivers from the NASCAR Mexico Toyota Series participated in the historic race, including 2012 series champion Jorge Goeters.

"We commend Toyota and NASCAR Mexico Toyota Series' decision to hold this historic inaugural race in Avondale at Phoenix International Raceway," said Marie Lopez-Rogers, Avondale mayor and president of the National League of Cities (seen in photo in second row at right with Luis Gonzalez).

KEEP RIGHT >>







Toyota first began competing in NASCAR regional series racing in 2000, later joined NASCAR Camping World Truck Series competition with the Tundra in 2004, then got into the NASCAR Sprint Cup Series and NASCAR Nationwide Series with the Camry in 2007.

The NASCAR Mexico Toyota Series kicked off its 10th season overall and seventh under the NASCAR banner at this event, before continuing on to 14 races at eight different tracks throughout Mexico.

Tejano music star Bobby Pulido performed the Star Spangled Banner prior to the start of the race. Tony Melendez, lead vocalist for Conjunto Primavera—a popular Mexican group which also performed live on the midway during the race—sang the Mexican national anthem.

San Francisco Giants Pitcher Sergio Romo served as Grand Marshal, and our own veteran Arizona Diamondback Luis Gonzalez was on hand with his son to greet the racers during their introductions.

Romo delivered the most famous words in motorsport to an enthusiastic crowd: *¡Pilotos, enciendan sus motores!* And with that the American debut of NASCAR Mexico was launched at PIR that spring evening.

The race got off to a wild start in turn 1. Pole sitter Jorge Goeters, the 2012 series champion, slipped high on the start, and fourth-starting Jose Luis Ramirez tried to fill the hole. With cars going three-wide, Goeters and Ramirez spun. Ramirez got the worst of it, finishing 26th and last.

Abraham Calderon took off to a handy lead. The only other driver who seemed to have a lot to put up against Calderon was Homero Richards, who hung onto second place, about two seconds behind, until the mandatory break at lap 50.

After this intermission, Antonio Perez swooped low into second place, and there was fierce racing for fourth through seventh places until another three-wide situation forced a wreck involving Hector Aguirre. Aguirre's Toyota damaged the safety barrier and brought out a red flag.

The subsequent restart on lap 66 saw Ruben Pardo dash into second, which he held until fading on the last lap.

The inaugural Toyota 120 event was won by Abraham Calderon—his first career victory. "It is amazing," gushed Calderon in victory lane.

Finishing behind Calderon were Antonio Perez in second, Ruben Garcia Jr. in third, Pardo fourth and Richards fifth. ■

## SUBWAY FRESH FIT 500™ NASCAR SPRINT CUP SERIES WEEKEND

### DOLLAR GENERAL 200

#### KYLE BUSCH DOMINATES

Kyle Busch won the pole and went on to win the Dollar General 200 Fueled by AmeriGas NASCAR Nationwide Series race at PIR on Saturday, March 2. But first, he had to come from deep in the field after being dropped from lead position to 25th for speeding off pit road, after a stop on lap 40. It took only 45 laps to pass the 24th rival, teammate Matt Kenseth, to regain the point on the 40-car field.

Busch was so dominant that fans often looked elsewhere for real action. Young California rookie Kyle Larson enjoyed a pitched battle with five-time Sprint Cup champion Jimmie Johnson for 12th place over much of the second half.

Brad Keselowski finished second, staying on the track to take the lead while most leaders pitted with 48 laps to go. Justin Allgaier took third, Trevor Bayne fourth, and in fifth was Busch's Joe Gibbs Racing teammate Elliott Sadler.

### TALKING STICK RESORT 60 PURSLEY MATCHES PETTY RECORD

Greg Pursley won the 31st Talking Stick Resort 60 NASCAR K&N Pro West Series race, his third PIR victory. This event's history is populated by some of the greatest names in motorsports, and Pursley now joins NASCAR Hall of Famer Richard Petty, with the second-most wins (three) at the PIR.

Pursley set a new track record in winning the pole and led all the way, until teenaged teammate Cameron Hayley teamed with Michael Self to dash high and low, wedging Pursley back to third on a lap 41 restart. But when Dylan Hutchison and Ryan Philpott wrecked behind them, the leaders had not completed the lap. So, they were reset to the last full lap with Pursley back at the front.

Pursley was grateful for the reprieve, but when the field took the green flag for restart on lap 49, Hayley roared past on the outside for the lead.

A multiple car pileup on lap 52 brought a red flag, and when the race got going again, the teammates went door-to-door for more than a lap until the veteran Pursley wedged past his young teammate four circuits from the end. "That was a real battle," said Pursley, "and it's going to be great going against that kid all year."

Hayley finished second, while Self held on to third, with Derek Thorn fourth, and Sergio Pena fifth in this series season opener.



### SUBWAY FRESH FIT 500™ EDWARDS ENDS 70-RACE SLUMP

In a race that seemed to provide an ever-changing group of star contenders, Carl Edwards outlasted them all in a green-white-checkered finish, to win the Subway Fresh Fit 500™ NASCAR Sprint Cup race at PIR on Sunday. Edwards celebrated by making his patented back-flip off his #99 Subway Ford's driver's window. After a win at PIR in 2010, he had jumped into the crowd, checkered flag in hand. He repeated this mosh-pit style celebration again this year, though with perhaps a bit more caution. Still, the fans loved it, and so did he.

Edwards had reason to be happy. He broke a 70-race winless streak dating back to 2011. It was his 20th career Sprint Cup win as he led the most laps with 122. "I can't tell you how cool it is," said Edwards from victory lane. "I love Phoenix."

Jimmie Johnson nipped Denny Hamlin by inches for second place. Hamlin made a dash low on the white flag lap, and a three-wide group of Johnson, Hamlin and fourth place Brad Keselowski emerged unscathed and in tight formation. Johnson made it to the finish line ahead of Hamlin by racing hard on an outside line.

Pit strategy frequently affected the leader board. An early caution flag after 20 laps allowed the back half of the lead lap cars to come in. From that point until nearly halfway through the 312 laps, crew chiefs shuffled the field by choosing to pit or stay on the track.

Johnson led the point standings after the season's second event, calling it "a very good start for the season."

Edwards and other Sprint Cup drivers now look forward to the second weekend in November, when they return to PIR for the season's penultimate race. Chase point standings will be uppermost in all the minds of the contenders come fall.

For tickets, visit [phoenixraceway.com](http://phoenixraceway.com). ■



# Offbeat yet straightforward

By Joe Sage



**W**e hopped into the Kia Soul straight out of a vehicle that cost over \$123,000 (\$100,000 more than the Soul). We probably could have guessed before we even got in, but we found the Soul refreshing.

You might expect the Soul to be outfitted more sparsely than that premium car. It did have keyless entry, but lacked power seats, though the mechanical adjustment was quick, and it did have power mirrors. We put the Soul in reverse, slid out of our driveway and hit the road. The audio interface was friendlier and more useful than the expensive car, and once again the Infinity audio quality was much better. Zipping down the boulevard, our Soul made that overfeatured pricey vehicle feel like somebody's science project. The Soul is much more straightforward, and we appreciated that.

Our Soul was, in fact, top of the line. In keeping with Kia's simple lineup approach, there are three models: Base, "+" (Plus) and "!" (Exclaim). Our Exclaim included the only remaining available package at that level, Premium, plus a few individual options (see sidebar). A few others available include cargo liner, rear spoiler and wheel locks.

Among the three levels of Kia Soul, many specifications are the same. The primary variables are engines, wheels and transmissions. The Base has a 130-hp 1.6-liter four, while the Plus and Exclaim share a 164-hp 2.0-liter. We found the 2.0L just fine for both neighborhood and highway driving—in fact we noted being able to blow right by many a tight spot on the freeway—but slightly underpowered for a power turn in tight surface traffic. The Exclaim comes with six-speed automatic only; the other two offer that or a six-speed manual. To get the bigger engine, we would hope to move up at least from Base to Plus (a bump of \$2300 with manual or \$1500 with automatic transmission). For a stick-shifting fan, the middle model Plus is the obvious choice—fun to shift, costs less to buy and gets better fuel mileage, too. Wheels bump up an inch with each model—16/17/18. The best news is that the turning circle remains the same.

Kia has fun with their paint names, such as Molten, Shadow or Alien—the distinctive green of our test car. Most interiors are cloth—not country-club fare, perhaps, but kids-and-picnic or youth-and-party ready. For the nightclub set, the Premium package includes leather trim.

At our first stoplight, we pulled up next to a full-length GMC Yukon XL Denali. But as the light turned green, and the Denali sped off, we saw a Nissan Cube to our rear, a Scion xB next to us, a MINI up next, a classic little Nissan B210, a BMW Z4 and then another Scion xB. Small, small, small. We fit right in, after all. Despite its funky flavor and offbeat styling, we quickly found the Soul to be a fairly mainstream item, ubiquitous in traffic.



The Soul provides many pleasure points: cantilevered headlights that carry the hood's gap across from the tiger nose grille; an echo of that tiger nose deep inside the headlight itself; or the perforated "Soul" logos in the seats. The Soul's mood ring lighting on the door panels has settings that create various effects based on the music and your emotional choice of the moment.

The Soul handles tight spaces or a boulevard U-turn just fine, with a 34.8-foot turning circle that beats even a MINI (at 35.1).

Over-the-shoulder lane-changing visibility was noted as good. Between rising beltlines and huge C-pillars in many vehicles, this is often not the case. Specifically in the Soul, there is only a very small light opening back there, so either our experience was purely perceptual or that small detail actually makes a difference.

We dabbled a bit with the Eco mode, noting that the imperceptible change going into Eco mode is about the same as the almost imperceptible change coming out of Eco mode.

We did experience slight torque steer, and the suspension is nothing fancy: we could definitely feel speed bumps, and changing lanes over Botts dots could even have an impact. Somehow, it all fits in with the fun-filled character that brings you to the Soul in the first place.

There were times the Soul could make us feel as though we should be 17 years old, but are not. So it's a great fit for a younger customer, as originally intended. Yet the sheer volume of Souls we saw on the roads make it clear that the market is broad and deep for this fun, useful and well-outfitted car. It could be on the list of any shopper. ■

## SPECIFICATIONS

ENGINE.....	2.0L DOHC CVT 4-cylinder
TRANSMISSION.....	6-speed automatic
HP/TORQUE.....	164 hp / 151 lb-ft
MPG (EST).....	24/29/26 (M/T) 23/28/25 (A/T)
WHEELS/TIRES.....	18x7.5 / 235/45R18
DRIVETRAIN.....	FWD
BRAKES (DISC FR/R).....	11.0 vented / 10.3 solid
SEATING.....	5-passenger
HEADROOM (FR/R).....	39.6 / 39.5 in
LEGROOM (FR/R).....	42.9 / 39.1 in
CARGO.....	24.2 cu.ft. (19.6 w/ under tray)
TURNING CIRCLE.....	34.8 ft
WEIGHT.....	2714-2879 lb
FUEL TANK.....	14.2 gal
BASE PRICE.....	\$19,900

**INCLUDES:** Electric power steering, alloy wheels, airbags (front/side/curtain), ABS, traction control, ESC and VSM, hill-start assist, power windows/locks, AM/FM/CD/MP3 Infinity audio, UVO w/rear camera, Sirius, USB/aux inputs, A/C, 60/40 split rear seats, keyless entry, leather-wrap wheel and shift, steering wheel audio controls, floor mats, power tilt/slide sunroof, auto headlamps, fog lights, LED lights, heated mirrors with signal indicators, privacy glass.

**WARRANTY:** 10 yr / 100,000 miles powertrain, 5 yr / 60,000 mile basic + roadside assist

**PREMIUM PACKAGE:** Nav w/Sirius Traffic, push-button start, leather seat trim, heated front seats, auto climate.....\$2500

- Rear bumper applique.....\$75
- Cargo net.....\$50
- EC mirror w/compass.....\$275
- DESTINATION.....\$775

**TOTAL.....\$23,575**

# ein König der Straße

KING OF THE ROAD (NUMBER TWO)

BY JOE SAGE



It's good to be king. That must be why we have happened to crown two vehicles in a row—the Lexus LS 460L in our last issue, and now this. This is not a best-of-the-best coronation. “King of the road” is just a phrase that rolls off the tongue in the presence of this kind of stature, style and ability.

## the A8-S8 lineup

The Audi lineup used to be so simple: A4, A6, A8, some with an S version, most years. Then came a TT and Q7. And then a Q5. And an A3, A5 and then A7. And S versions of some of those. Then RS versions of some. Then within the A8, in addition to the S8 we had the A8 L long-wheelbase model and the A8 L W12 twelve-cylinder long-wheelbase model (LWB being mandatory if you want the W12's 500 hp). Several years back, the S8 forced the same combo upon you: a LWB if you wanted the S features. To us, the performance nature of any S seems tailor-made for a curvy mountain highway sprint and thus a short wheelbase. But one Audi insider told us he figured the “L” was the whole point of an 8, and that luxury limo style should rule in that size category. His point has stuck with us, though we would still favor a short S8, as is available currently.

The point is that the car we're looking at here—the long-wheelbase A8 L—fills that luxe limo slot. It fills it exceedingly well, in fact, and at a base price of \$78,800, it compares quite well with the S8 or the A8 L W12, at \$112,500 and \$135,900, respectively. (The short A8 starts at \$75,100, so the choice between A8 and A8 L is very reasonable and can be based on taste and need.)

Akin to the rest of Audi's lineup, the A8 has moved to a supercharged V6 for a winning combination of power and fuel economy. Its 18/28 MPG city/highway, for a 2.2-ton cruiser, compares well with the 14/21 of the A8 L W12, and this A8 still delivers 333 hp.

The S8 slots well between them, with 420 hp and 15/26 MPG. If you can swing its additional \$34k, that would still be our favorite.

## luxury rocket

The A8 L's power is less than the S8 or W12, but it's the kind you can easily feel. Take careful aim, even at neighborhood speeds, as it can take off like a rocket. We had to remind ourselves that this is a 3-liter V6.

Audi dynamic steering is an electromechanical implementation of Servotronic speed-sensitive power steering. Three-level adaptive sport suspension works in conjunction with steering. A drive select system invokes steering, engine and transmission profiles. We first felt the electric power steering at slow speeds, seeming to present a less direct feel than full mechanical (or hydraulic), but this is a fairly universal sign of the times, and the long wheelbase and dynamic settings could be factors.

We played with the dynamic settings and enjoyed the car more and more, as the tightness of the steering and the supercharger's power paired up well. On the freeway, we eased it on over to the HOV lane and were freeway cruising with the best of them.

In addition to drive select—with comfort, auto,



dynamic and individual settings—there's a raise-lower function. This is intended for such minor challenges as driving over a curb. Simply press a button and wait for the arrows to stop flashing. This takes awhile, but the wheel arches do look higher against the tires—though not a lot. We measured in the field as about 1.5 smartphone-widths, raised, and 1.1 smartphone-widths, lowered—or about an inch difference, for all that waiting.

The L's turning circle of over 41 feet is well beyond our usual goals, but was not felt in our real world driving: we somehow did just fine on our benchmark boulevard U-turn. Anticipating the need for extra room through an intersection, we swung wide but did not need it.

Following a classic Lincoln Town Car with commercial plates as it rocked over some resort speed bumps, the difference in our Audi's suspension was crystal clear—and very welcome. It was right about here that our logbook noted we did not even want to take the car home after its photo session—let's drive and drive.

The car's auto start-stop feature (known as its start-stop efficiency system) tripped us up a few times. Waiting for a light, the thing died a couple of times, air conditioning and all—which would be problematic in our summers. We were ready to note how well it restarted when we let off the brake, but it actually restarted on its own while still just sitting there. This sequence was noted in our logbook more than once. We suspected this

may only happen when the adaptive system is in auto, not dynamic, but the owner's manual was ambiguous about this. However, in the course of investigating, we discovered an easy way to turn it off, a simple button on the instrument panel with an unambiguous indicator light. It's paradoxical to want to turn off this efficiency feature to better enjoy things, but not unusual. Auto start-stop systems, too, are a sign of the times.

We had maximized our driving enjoyment basically by doing two things: [a] opting for the dynamic mode and [b] defeating the start-stop system—two things both of which will of course decrease our fuel mileage. But we've gained over the old V8 version of the A8 due to the new car's supercharged 3-liter V6. How big our sacrifices or benefits would be, we may never be certain, but we're sure we're well ahead overall.

The A8's Bose audio system took some work—the good news is there are detailed settings available—but once adjusted, we noted that it gave us better stereo separation than just about anything we've heard in years, maybe even including headphones.

Any A8 or S8 is great. Even as the full Audi lineup has fleshed out with all those other models (even the top-flight R8 supercar), the A8/S8 models stand at the front of the class. Among those, for a combination of rear seat room, V6 performance economy and relative purchase price, the Audi A8 L emerges a solid choice. ■

## SPECIFICATIONS

ENGINE.....	3.0L supercharged V6
HP/TORQUE.....	333 / 325
DRIVETRAIN.....	quattro AWD
TRANSMISSION.....	8-speed Tiptronic auto
0-TO-60 / TOP SPEED.....	5.5 sec / 130 mph
DISC BRAKES (FR/R).....	14.0"/13.0" ventilated
WHEELBASE/LENGTH (LWB).....	122.9 / 207.4 in
TURNING CIRCLE (LWB).....	41.7 ft
LEGROOM (LWB, FR/R).....	41.4 / 42.9 in
SEATING / TRUNK (CU.FT.).....	five / 13.2 cu ft
WEIGHT (LWB).....	4409 lb
MPG (EST) / TANK.....	18/28/21 (c/h/c) / 23.8 gal
BASE PRICE.....	\$78,500
PAINT.....	Phantom Black Pearl Effect
INTERIOR.....	Nougat Brown
SPORT PLUS PACKAGE.....	Adaptive air suspension, quattro, 265/40R20 tires, Audi dynamic steering.....\$3,500
QUATTRO w/ sports differential.....	\$1,250
LED HEADLIGHTS.....	\$1,600
6-CD/DVD CHANGER.....	\$600
CREDIT FOR 2-ZONE CLIMATE.....	(350)
DESTINATION.....	\$895
TOTAL.....	\$85,995



# have your cake and eat it, too

The surprise we expected, and then some. The diminutive Kia Rio delivers a lot.

by Joe Sage



It's a running joke for us, to wonder whether the next car we review might be a Bentley or maybe a Kia Rio? Not to pick on the Rio in particular. Its name just rolls off the tongue easily. We will now be modifying that statement, as the Rio is one of our favorite vehicles of the year.

We knew we'd be receiving a Kia Rio SX and first anticipated the limited edition (500 copies) Rio SX M/T track-capable manual-shift hatchback. No dice. It was to be the more routine sedan with 6-speed Active Eco automatic.

We were surprised to find it stickered at over \$21,000. (We were ready to show this to a friend who is shopping in the 15-ish range.) But, from colors and textures, to joints and gaps, inside and out, fit and finish are spectacularly accurate—and attractive. And the car is very fully featured.

**Inside.** Begin with keyless entry and start. Starting brings up a great little screen, proof that bigger is not necessarily better, with a focused and clear interface—an advantage while driving. Instrumentation is top-notch, including high-end steering wheel-mounted controls. The Rio has power windows and locks, heated seats, Bluetooth, SiriusXM, a great backup camera—pretty much everything.

Ours didn't have automatic climate, so you get to set the fan and the temp, which is actually kind of refreshing. One of our few interface complaints was that if you want to turn the radio down while backing up, you can't—it won't allow you to touch the radio until "after cancelling the camera mode." And we had to reset our iPod to shuffle each time we got in. As for the audio itself, Kia always excels, and this affordable small car is no exception. As we've said before, some brands would charge as much as this whole car costs, just for an audio option this nice, with good, clear sound—we could hear each drum head, and it delivered some of the cleanest bass we've heard.

Reaching for an overhead light at night, we were happy to find a one-touch lens right where we expected it. Power to charge the phone was right where we reached. The inside temperature knob ranges from blue to red as many do, but has an illuminated red mark at its current position, an unusual and welcome feature. We give the Kia Rio a solid A-plus for intuitive ergonomics.

**Driving.** Within our first block or so of driving, the Circle K slogan popped into our heads: "what else do you need?" The Rio is a solid, well-built, well-appointed car, and in fact it doesn't actually feel too small. The rear seat is surprisingly big;

you could put four 20-somethings in the car with few complaints. We anticipated a surprisingly big trunk. We found it to be huge, with what seemed like the capacity of a mid-'60s Pontiac, just taller instead of deeper, though plenty deep.

The six-speed automatic hardly needed any babysitting, consistently performing as we needed it to, including during some typically aggressive Valley traffic challenges. When we wanted a little more rocket power, the manumatic was more than up to the task. Through various combinations of the automatic's eco options and the manumatic, we had total control and sufficient power at all times. And, unlike many brands (that charge a lot more for technology), the Rio's manumatic is pretty much idiot-proof: if you have it in manual but get distracted, it will shift for you anyway—so simple and so significant.

Anecdotally, we passed a cluster of other small cars on the 51 freeway and noted a combination of those who were holding everyone up, or those who were not holding their track well, and found ourselves thinking, "What's wrong there, buddy? The Kia Rio's doing just fine." The more we passed other small cars, the more we appreciated that this is a really outstanding one.

Just as we were feeling highly adequate in our little Kia, we found ourselves next to a classy blonde at a red light, casually noting the beltline of her beautiful black Mercedes. Well, okay, this car still falls short in the more stratospheric pecking order. But wait—as the light turned green and we pulled away, we realized we hadn't really paid attention: that "Mercedes" was in fact a beautiful black Kia Optima, with its sibling tiger grille now staring at us in the mirror. Poetic justice.

We drove the Rio to the Copperstate 1000's Field of Dreams event, where we realized you can buy about 175 of these for the price of one Aston Martin DB3S (recently bought for \$3,685,000 at RM Auctions). Enthused by that knowledge, we gave the Rio some gas in the sweep of a freeway ramp from the 143 to the 202, and it held the line beautifully, with level, neutral cornering and torque-free steering—one very enjoyable car.

**Buying.** We were in the Valley for our week with the Kia Rio, where we shared the road with a great many other compact and subcompact cars. It becomes clear that any stigma attached to the smallest of cars is gone by now, and any perceptions of a value tradeoff are secondary. It is increasingly common to go the small route just because it can be so appealing. The Kia Rio is big enough—it impressed us with its passenger and



cargo capacity—and powerful enough (ditto), it delivers as well as anything we could be driving. The fact it's smaller and affordable is not even in the equation. Bottom line: the Kia Rio is an absolute laboratory case example of how happy you can be with what you got for what you spent.

What do you gain, driving a small car like this? Purchase economy, operating economy, ease of parking and handling. What do you give up? Nothing. Some country club status points, if that.

For the same money, a minimally-optioned higher model may compare well to a fully-optioned lower model. For a few thousand dollars more, base price, you can jump to the Kia Forte, then to the Optima. It depends upon budget, of course, but also which form factor you like. We quickly grew used to the size of the Rio and would seriously consider it even beyond a budget factor.

Sure, you know you want an affordable car, but you know you want all these features included. And that does not come for free. The good news is that it's all delivered in the economical and efficient Kia Rio. And, by the way, we would still welcome the manual transmission and performance elements of the SX M/T, although we've ended up falling for the sedan style and format. ■

## SPECIFICATIONS

ENGINE.....	1.6L GDI 4-cylinder
HP/TORQUE.....	138 / 123
TRANSMISSION.....	6-spd auto w/ Eco system
DRIVETRAIN.....	FWD
DISC BRAKES (FR/R).....	11.0" vent / 10.3" solid
LENGTH / WHEELBASE.....	171.9 in / 101.2 in
WHEELS/TIRES.....	17" alloy, 205/45R17 (for LX or EX: 15" wheels, 185/65R15)
TURNING CIRCLE.....	34.5 ft (for LX or EX with 15" wheels: 33.5 ft)
LEGROOM (FR/R).....	43.8 / 31.1 in
CARGO VOLUME.....	13.7 cu ft
WEIGHT.....	2410 lb
MPG (EST).....	28/36/31 (city/hwy/comb) (LX manual 29/37, EX w ECO pkg 30/36)
FUEL TANK.....	11.4 gallons
BASE PRICE.....	\$17,700
COLOR.....	Signal Red / Black
PREMIUM PACKAGE.....	Nav w Sirius Traffic, power tilt/slide sunroof, pushbutton entry/start, leather trim seats.....\$2350
REAR BUMPER APPLIQUÉ.....	\$75
CARPETED FLOOR MATS.....	\$115
EC MIRROR w/ COMPASS/HOMELINK.....	\$350
DESTINATION.....	\$750
TOTAL.....	\$21,340



## Goodguys Winners Circle: a few favorites

Photos and highlights by Joe Sage

For the fourth year, the Goodguys Rod & Custom Association launched their season at WestWorld in Scottsdale, on March 8-10—this year marking the start of the organization's 30th anniversary season. (The next-to-last show of the 2013 season—the 16th Southwest Nationals—will also once again be held at WestWorld, November 15-17.) Friday's weather was wild, with wind and rain in the morning. Participants showed up, anyway—only to have the weather get worse in the afternoon, and the AutoCross events were scrubbed. Saturday was cool and grey, too, yet AutoCross did take place, and more than 1700 rods, customs, muscle cars, classics and tricked-out trucks made the Show & Shine scene. Sunday's weather turned out to be dry, with a typically perfect blue Arizona sky, ultimately launching the 2013 Goodguys season in style. ■



(left)  
**Goodguys AutoCross 1st Place Pro Class**  
**Mike "Hollywood" Maier, Hayward CA**  
**1966 Ford Mustang**  
(time: 39.649)  
302 - Toploader  
Maier Racing Suspension

(below, two photos)  
**Young Guys Pick**  
**Sponsored by Jet Hot/HPC Coatings**  
**Keith Larson, Peoria AZ**  
**1969 Ford Mustang**  
289 / T10 project



(right)  
**Class Act Award**  
**Sponsored by Street Rod Headquarters**  
**Chucky Montoya, Albuquerque NM**  
**1962 Chevrolet Impala SS convertible**  
327 automatic, all original restoration  
with lots of factory options



(below, two photos)  
**Rodders Rep Pick**  
**Terry Rials, Chandler AZ**  
**1959 Chevrolet Impala**  
325 w/ two-speed Powerglide automatic  
Air ride suspension



(right)  
**Rodders Rep Pick**  
**Dale Bucks, Mesa AZ**  
**1928 Ford**  
350 + 350



(below, two photos)  
**Timeless Traditional Award**  
**Jim Goebel, Payson AZ**  
**1931 Ford Roadster**  
'37 Ford engine  
Old school





(left)  
**Ford in a Ford**  
**Ken Adams, Glendale AZ**  
**1963 Ford Galaxie convertible**  
427 4-speed  
One of just 412 built



(below, two photos)  
**Preacher's Pick**  
**Rich Jones, Scottsdale AZ**  
**1955 Ford Crown Victoria**  
High performance 292  
T-Bird Ford-O-Matic  
and safety modifications



(left)  
**Eckler's Chevy Muscle Pick**  
**Rick and Teri Manning, Jackson WY**  
**1970 Chevrolet Chevelle**  
LS3 with 6-speed transmission



(below, two photos)  
**Slick & Smooth Award**  
**Sammy J Hoskins, Goodyear AZ**  
**1965 Buick Riviera**  
454 / 350 transmission  
Custom detailed  
Powerful custom audio

*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](http://www.ClassicCars.com)



Mercedes-Benz A45 AMG



For the first time in Mercedes-AMG's over-45-year history, the high-performance brand is offering a vehicle in the compact class. The new A45 AMG is part of the company's "AMG Performance 50" strategy for the future, scheduled to run up to the 50th birthday of Mercedes-AMG GmbH in 2017. With a maximum output of 360 hp and up to 332 lb-ft of torque, the AMG 2.0-litre four-cylinder turbo engine is the most powerful series production four-cylinder engine in the world.

Campagna Motors has signed a long-term strategic agreement with the BMW Group, allowing the Québec builder of the T-REX and V13R to benefit from BMW's research and development expertise and high standards of service. The agreement also secures a steady supply of high-quality engines perfectly adapted to Campagna's needs. This agreement follows Campagna's first successful collaboration with Harley Davidson, who was engine supplier for the V13R. With the new engines and ever-increasing demand from US and Asian markets, Campagna foresees doubling production over the next few years. "Our strategy to design and create high-end, original, one-of-a-kind street legal performance vehicles is allowing us to contemplate sustained growth and global market penetration in the near future," said Campagna Motors president André Morissette.

In February, the city of Phoenix unveiled new compressed natural gas (CNG) solid waste trucks, to collect trash and recyclables from nearly 400,000 households. By April, 20 percent of the fleet comprised CNG vehicles. By mid-2014, that will increase to 30 percent, then by 10 to 15 percent every year. In addition, the city unveiled a newly expanded slow-fill CNG fueling station at the Okemah Service Center—one of four service centers that houses, maintains and provides fuel for the city's solid waste trucks. Phoenix Mayor Greg Stanton, Vice Mayor Bill Gates and others were on hand to



highlight the financial and environmental impacts of transitioning the city's fleet to CNG, along with use of alternative fuels. Phoenix was selected as the fifth greenest fleet in North America in 2012 by *Government Fleet Magazine*.

Operating a new Mercedes-Benz Sprinter Van will become easier and more cost-effective for business owners this year. Sprinter Care Lease, a comprehensive fixed-payment leasing and maintenance package, is now available from authorized Mercedes-Benz and Freightliner dealers selling Sprinter Vans in the US. Sprinter Care Lease offers one consistent payment for a leased Sprinter and includes coverage for preventive maintenance and replacement of common wear items, plus an extended limited warranty.

InstaVIN® has released a free mobile app—available in the iTunes store for iPhone and iPad—which provides fast access to automobile history reports. Users simply scan the VIN barcode or enter the VIN manually. InstaVIN Vehicle History and Title Reports provide title history, salvage, insurance total loss and other critical information to help identify problems prior to purchase—revealing events that can affect a vehicle's safety and value, or helping to uncover potential fraud. InstaVIN reports are fully compliant with California's new AB1215, which mandates that dealers provide an NMVTIS (National Motor Vehicle Title Information System) -based history report to buyers,

which provides real-time title and salvage information. Over 100 data points are checked on every report. Existing account credits can be used to run reports, and new credits can be purchased from within the app or at [www.instavin.com](http://www.instavin.com).



Audi returns as Tony Stark's vehicle of choice, joining forces with Disney and Marvel Studios for Marvel's *Iron Man 3*, due in theaters in May. The Audi R8, R8 Spyder, A8, S5 and Q7 were all featured in the first two installments. "Audi is excited to...showcase the...Audi R8 e-tron in Marvel's *Iron Man 3*," said Loren Angelo, general manager of brand marketing for Audi of America. "Iron Man's character consistently evolves throughout the trilogy as he masterminds new trends in technology and engineering." Robert Downey Jr. will reprise his role as Tony Stark, the title character in the film, whose super hero alter ego Iron Man is the result of an extremely versatile and indestructible high-tech armor suit. Whenever Stark hangs up his suit, the technically-adept billionaire can be seen in the film behind the wheel of the all-electric R8 e-tron sports car prototype. Oscar winner Gwyneth Paltrow also returns as Virginia "Pepper" Potts, CEO of Stark Industries and Stark's girlfriend, who drives an Audi S7 Sportback.

Following strong event attendance and TV ratings growth in the tournament's third year, Kia Motors America recently signed a multi-year contract extension as title sponsor of its namesake tournament. The venue for the 2013 **Kia Classic** LPGA golf tournament, Aviara Golf Club—which was named by *Golf Digest* and *Golf Magazine* as one of the best resort golf courses in America and the No.1 golf resort in San Diego according to the readers of *Condé Nast Traveler*—overlooks the beautiful Batiquitos Lagoon ecological reserve and is the only San Diego golf course designed by Arnold Palmer.

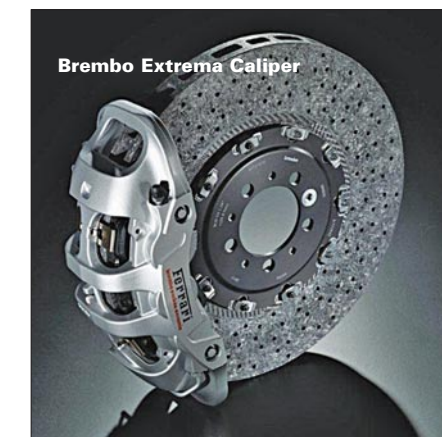
Jaguar Land Rover unveiled plans for further technology investments at the Geneva International Motor Show in March, including eight new or updated products during 2013; \$4.2 billion in new product development; total investment over \$750 million in a new, state-of-the-art Engine Manufacturing Center in the UK (doubling jobs to 1,400); the world's first 9-speed transmission in a passenger vehicle, for Land Rover, alongside its new all-electric Defender research vehicles.

Yokohama will be a Formula Drift tire supplier for the second consecutive year and will partner with three teams for the 2013 season. Drivers will run on ADVAN Neova AD08 and S.drive tires during the seven-event series, which started in April at the Long Beach Grand Prix. The Apex-I Lexus SC430 returns from 2012 with Pat Mordaunt behind the wheel. Two new teams will join the Yokohama family in 2013: the GSR Autosport BMW E46 piloted by Michael Essa, and the GTNET Tomei Powered Subaru BRZ driven by Toshiki Yoshioka.



The Riverside International Automotive Museum's 5th annual Legends of Riverside honored **Bob Bondurant**. The March event marked the 60th anniversary of the Corvette, with Bob joined by Dick Guldstrand, Tony Settember, Jim Jeffords, Joe Freitas, Doug Hooper, Bill Pollack, Davey Jordan and Dan Gurney. The event also included a forum and films of the popular USRRC series, created in 1962 by the SCCA. The 1963-'68 series was dominated by Shelby American and Porsche. Drivers attending Legends who competed in that series included Bill Krause, John Morton, Bob Bondurant, Davey Jordan, Jerry Entin, Doug Hooper, Paul Reinhart and Dick Guldstrand.

Designed for the LaFerrari, successor to the Ferrari Enzo—unveiled at the Geneva Motor Show—the Extrema **Brembo** brake caliper features a new design, reduced



weight and mechatronics. Brembo supplies the car's whole braking system—the first Ferrari with hybrid HY-KERS technology combining an 800-hp V12 engine with a 120kW electric motor to recover braking energy, as used in Formula One. ■

# UPCOMING FEATURES

## Copperstate 1000 Road Rally 2013



Photo: Larry Edsall

## Mudfest 2013 competition in the Cascades

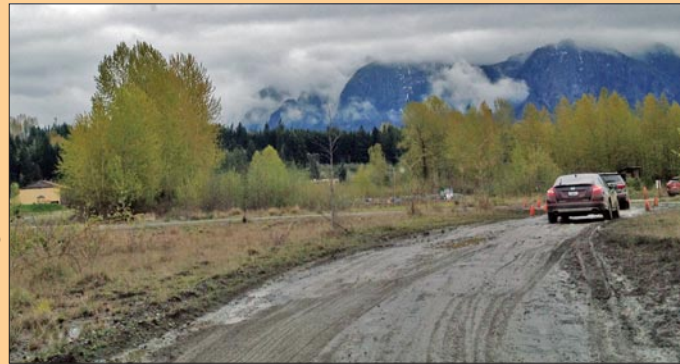


Photo: Joe Sage

## Bridgestone guayule rubber plant groundbreaking



## 2013 Hyundai Azera



## 2014 Lexus IS launch (San Francisco)



Photo: Joe Sage

## 2014 flagship Kia Cadenza launch (San Diego)



## 2014 Fiat 500L launch (Baltimore)



Photo: Joe Sage

## 2014 Mazda CX-5



# 2013 EVENT SCHEDULE

## MARCH

March 8-10 • Scottsdale, AZ ▲◆

### ★ 4th SPRING NATIONALS

WestWorld of Scottsdale – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

March 15-17 • Fort Worth, TX ▲◆

### ★ 3rd SPRING LONE STAR NATIONALS

Texas Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

March 23 & 24 • Pleasanton, CA ▲

### 31st ALL AMERICAN GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made & Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet & Cars 4 Sale Corral.

## APRIL

April 5-7 • Del Mar, CA ▲◆

### ★ 13th MEGUIAR'S DEL MAR NATIONALS

Del Mar Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

## MAY

May 17-19 • Nashville, TN ▲◆

### ★ 8th NASHVILLE NATIONALS

LP Field, Tennessee Titan Stadium – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

## JUNE

June 1 & 2 • Pleasanton, CA ▲

### 20th SUMMER GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made & Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet & Cars 4 Sale Corral.

★	National Event
	Drags
▲	AutoCross
◆	All American Sunday

June 7-9 • Loveland, CO ▲◆

### ★ 16th COLORADO NATIONALS

The Ranch Events Complex – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

June 14-16 • West Springfield, MA ▲◆

### ★ 22nd GRUNDY WORLDWIDE INSURANCE EAST COAST NATIONALS

Eastern States Exposition – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

## JULY

July 5-7 • Des Moines, IA ▲◆

### ★ 22nd HEARTLAND NATIONALS

Iowa State Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Saturday Night Fireworks Extravaganza, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

July 12-14 • Columbus, OH ▲◆ THE BIG ONE!

### ★ 16th GOODGUYS PPG NATIONALS

Ohio Expo Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Friday Nite Vintage Drags, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

July 26-28 • Puyallup, WA ▲◆ THE BIG ONE!

### ★ 26th WESCO AUTOBODY SUPPLY PACIFIC NORTHWEST NATIONALS

Puyallup Fair & Events Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Friday Nite Vintage Drags, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

## AUGUST

August 16-18 • Spokane, WA ▲◆

### ★ 12th GREAT NORTHWEST NATIONALS

Spokane Co. Fair & Expo Center – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

Goodguys Schedule as of 10/15/12. All dates subject to change.

© 2013 GOODGUY ENTERPRISES, INC.

August 23-25 • Pleasanton, CA ▲◆ THE CROWN JEWEL!

### ★ 27th WEST COAST NATIONALS

Fairgrounds in Pleasanton – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet, Cars 4 Sale Corral, Mini Engine Display.

## SEPTEMBER

September 20-22 • Indianapolis, IN ▲◆

### ★ 3rd WIX FILTERS SPEEDWAY NATIONALS

Indianapolis Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

## OCTOBER

October 4-6 • Fort Worth, TX ▲◆

### ★ 21st LONE STAR NATIONALS

Texas Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

October 25-27 • Charlotte, NC ▲◆

### ★ 20th SOUTHEASTERN NATIONALS

Charlotte Motor Speedway – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

## NOVEMBER

November 9 & 10 • Pleasanton, CA ▲

### 24th AUTUMN GET-TOGETHER

Fairgrounds in Pleasanton – Featuring All Years of American Made & Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Vendors, Swap Meet & Cars 4 Sale Corral.

November 15-17 • Scottsdale, AZ ▲◆

### ★ 16th SOUTHWEST NATIONALS

WestWorld of Scottsdale – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

November 22-24 • Del Mar, CA ▲◆

### ★ 3rd FALL DEL MAR NATIONALS

Del Mar Fairgrounds – Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral & All American Sunday.

Goodguys • P.O. Box 9132 • Pleasanton, CA 94566 • 925.838.9876 • good-guys.com

Goodguys... Cool cars. Cool people. Good times.





quality is our  
style™



1958 FERRARI 250 GT LWB CALIFORNIA SPIDER

**SOLD \$8,250,000**

World Auction Record for a  
Steel Ferrari 250 GT LWB California Spider  
2013 Scottsdale Auctions

**NOW INVITING CONSIGNMENTS**

Pebble Beach Auctions August 17 & 18

Scottsdale Auctions January 2014

Amelia Island Auction March 2014

**GOODING  
& COMPANY®**

AUCTIONS AND PRIVATE BROKERAGE

goodingco.com

310 899 1960