

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 13 NUMBER 6
NOVEMBER-DECEMBER 2014

MOTORSPORTS
PIR NASCAR INFO
ARIZONANS AT MONTEREY

VEHICLE EVENTS
RUN TO THE SUN | TEXAS TRUCK RODEO
DODGE 100TH ANNIVERSARY

NEW VEHICLE LAUNCHES
2015 KIA SOUL EV + KIA SEDONA
2015 DODGE CHARGER + SRT + PURSUIT
FORD TRANSIT VANS AT PIR
DAIMLER SPRINTER VANS SNEAK PEEK

VEHICLE DRIVES
ACURA | FORD | INFINITI | JAGUAR
KIA | SUBARU | VOLKSWAGEN

EQUIPMENT AND TESTING
MARICOPA FIRE DEPARTMENT
FORD F-150 VIDEO CONTEST

AUCTIONS & SHOWS
MONTEREY AUCTION INSIGHTS
BARRETT-JACKSON LAS VEGAS
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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

November-December 2014

- MOTORSPORTS
- VEHICLE QUICK TAKE
- NEW VEHICLE INTRODUCTION
- NEW VEHICLE INTRODUCTION
- SPECIAL EVENT
- NEW VEHICLE INTRODUCTION
- VEHICLE EVENT
- NEW VEHICLE INTRODUCTION
- ROAD TRIP
- EQUIPMENT
- VEHICLE IMPRESSION
- VEHICLE IMPRESSION
- SPECIAL EVENT
- SPECIAL EVENT
- SPECIAL EVENTS
- VEHICLE QUICK TAKE
- VEHICLE EVENT
- VEHICLE SNEAK PEEK
- MOTORSPORTS
- CONTEST WINNER
- COLLECTING
- VEHICLE IMPRESSION
- VEHICLE EVENT
- VEHICLE IMPRESSION

- A** Kenseth burnouts in downtown Phoenix4
- B** 2015 Ford Mustang GT and 2.3L plus Fiesta ST14
- C** 2015 Kia Soul EV16
Kia throws its hat in the electric ring. By Joe Sage
- C** 2015 Kia Sedona18
So many changes, we no longer say "minivan." By Joe Sage
- D** Barrett-Jackson Las Vegas 2014 results20
- E** 2015 Dodge Charger24
We drive restyled and highly updated Charger, Charger SRT, 707-hp SRT Hellcat and police Pursuit models from the nation's capital to a track in West Virginia to try out their stuff. By Joe Sage
- F** Dodge 100th Birthday celebration By Kevin A Wilson28
- G** Ford Transit vans By Jennifer Johnson32
- H** Yuma's Bridge to Nowhere34
400 miles roundtrip to enjoy a known dead end. By Tyson Hugie
- I** Maricopa Fire Department replaces fleet39
Municipal cost-trimming starts at the pump. By Jennifer Johnson
- 2014 Subaru XV Crosstrek Hybrid40
- 2015 Infiniti QX7042
- J** Arizona International Auto Show info45
- K** Arizona Concours d'Elegance info46
- L** Arizona collector auctions info47
- 2015 Volkswagen Jetta and Golf GTI48
- M** Run to the Sun 25-vehicle road run50
- N** Daimler Sprinter Vans57
- O** Rolex Monterey Motorsports Reunion58
Arizona race drivers find thrills and adventure. By Tim Sharp
- Arizona engineer in Ford F-150 Video Challenge63
- P** Monterey/Pebble Beach auction trends64
Insights and implications for Arizona's auctions. By Tim Sharp
- 2015 Kia K90066
- Q** Texas Truck Rodeo and Vehicle of Texas Awards68
- 2014 Ford C-MAX Hybrid70

departments

- FROM THE PUBLISHER : START YOUR ENGINES6
- AUTO NEWS UPDATE8
- THE INSIDE TRACK : BRIEFS AND RUMORS72
- UPCOMING FEATURES74



COVER: R The last of a stream of vehicles rushes home from Tonto National Forest, northeast of the Valley, as a booming thunderstorm rolls in. **Photo by Christina Lawrie.**



Randall Bohi



Joe Sage



Joe Sage



Tyson Hugie



Joe Sage



Tim & Kristin Sharp

NOVEMBER NASCAR



KENSETH HEATS UP THE CROWD WITH A BLOOD BOILING BURNOUT

PHOTOS BY RANDALL BOHL
COURTESY PHOENIX INTERNATIONAL RACEWAY



Matt Kenseth does smoky burnout in downtown Phoenix

To set the mood for the Quicken Loans Race for Heroes 500 NASCAR Sprint Cup Series race weekend at Phoenix International Raceway, NASCAR star Matt Kenseth, driver of the No. 20 Dollar General Toyota Camry, 2003 Winston Cup Champion and two-time Daytona 500 winner, wowed race fans in downtown Phoenix in September, when he revved up his Camry and performed a burnout on 3rd Street.

Kenseth particularly enjoys racing at PIR. "We've always had great fan support out there," he said. "It's always fun to come and watch the grandstands be full here and so many people come out to watch us race."

He was also asked how the track's surface, repaved in 2011, has changed in recent years. "I like it," he said. "The pavement keeps aging a little bit more. The groove moves up a little bit more. It makes it a little bit easier to pass. It's a great race track."

Winner of the 2002 Checker Auto Parts 500 Presented by Pennzoil at PIR, Kenseth also gave some insight into the upcoming Quicken Loans Race for Heroes 500—the final race in the Eliminator Round of the Chase for the Sprint Cup. The pressure will be on, for drivers and their teams, in Phoenix. "Of course, there's a huge sense of urgency," he said. "It's another elimination round before four lucky guys are going to go to Homestead and race for a championship."

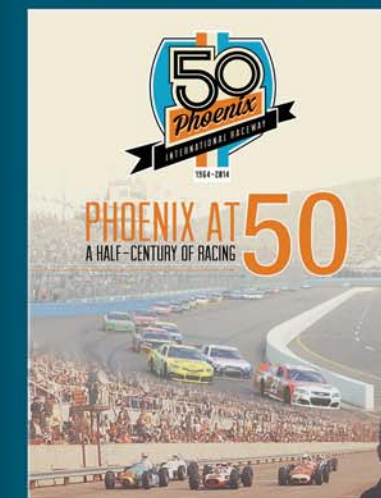
Following the burnout, Kenseth held a moderated question-and-answer session with fans at the Hard Rock Café where he talked about topics ranging from the race at PIR to a children's book he and his wife Katie released earlier this year.

The full weekend of November race action at PIR includes the semifinal races in each of NASCAR's top three series, headlined by the Quicken Loans Race for Heroes 500 NASCAR Sprint Cup Series race on Sunday, November 9.

It all kicks off with the Casino Arizona 100—the championship race in the K&N Pro Series-West—on Thursday, November 6. Four days of NASCAR racing excitement continue with the Lucas Oil 150 NASCAR Camping World Truck Series race on Friday, November 7 and the NASCAR Nationwide Series 200 race on Saturday, November 8.

See ticket info at right. Don't delay—the popular fall weekend at PIR typically sells out. ■

Quicken Loans Race for Heroes 500 Weekend Schedule



PIR 50TH ANNIVERSARY COMMEMORATIVE BOOK

Phoenix at 50: A Half-Century of Racing is a comprehensive journey through five decades of racing in the Valley of the Sun. Writers from varying backgrounds bring together the stories and secrets of PIR—with vignettes and short stories on the most exciting races and greatest drivers to compete in Phoenix. Foreword by Richard Petty. The book retails for \$49.99 and will be available on site during race weekend or is available online at Amazon.com.

STREET FAIR AND SYMPHONY

A PIR 50th Anniversary Pit Road street fair and concert based on racing—"The Sound of Speed"—will be a first-of-its-kind confluence of NASCAR and orchestra, one night only on November 6 at Symphony Hall. Guests will be greeted by a showcase of classic race cars along 3rd Street. The event is courtesy of Barrett-Jackson CEO Craig Jackson. For information or tickets, visit phoenixsymphony.org/events/2014-sound-of-speed, or call 602-495-1999.

NASCAR RACE WEEKEND TICKETS

Tickets to the Quicken Loans Race for Heroes 500 NASCAR race weekend are available online at PhoenixRaceway.com or at 866-408-RACE (7223). ■

THURSDAY, NOVEMBER 6

- 10amSpectator Gates Open
- 10-11am : NASCAR K&N Pro Series-West Practice
- 11:30am-12:50pm : NASCAR K&N Pro Series-West Final Practice
- 1:00-1:55pm : NASCAR Camping World Truck Series Practice
- 2:05pm : NASCAR K&N Pro Series-West Qualifying
- 3:30-5pm : NASCAR Camping World Truck Series Final Practice
- 5:30pm : Casino Arizona 100, NASCAR K&N Pro Series-West Race (100 laps / 100 miles)

FRIDAY, NOVEMBER 7

- 10amSpectator Gates Open
- 10-11:20am : NASCAR Nationwide Series Practice
- 11:30am-1pm : NASCAR Sprint Cup Series Practice
- 1:10-2:20pm : NASCAR Nationwide Series Final Practice
- 2:40pm : NASCAR Camping World Truck Series Qualifying
- 4:40pm : NASCAR Sprint Cup Series Qualifying
- 6:30pm : Lucas Oil 150, NASCAR Camping World Truck Series Race (150 laps/150 miles)

SATURDAY, NOVEMBER 8

- 9amSpectator Gates Open
- 9:30-10:20am : NASCAR Sprint Cup Series Practice
- 10:40am : NASCAR Nationwide Series Qualifying
- 12:30-1:20pm : NASCAR Sprint Cup Series Final Practice
- 2pm : Nationwide Series 200, NASCAR Nationwide Series Race (200 laps/200 miles)

SUNDAY, NOVEMBER 9

- 8amSpectator Gates Open
- 1pm : Quicken Loans Race for Heroes 500, NASCAR Sprint Cup Series Race (312 laps/312 miles)

Photo: Joe Sage



START YOUR ENGINES : FROM THE PUBLISHER

The next time you drive to San Diego, stop along the way. Road warrior **Tyson Hugie** takes us to Yuma in this issue, in pursuit of some unusual and unexpected treasures. If you're on the fence about what to make the drive in, you'll find plenty in this issue. We drive the Ford C-MAX Hybrid, Infiniti QX70, Kia K900 and Subaru XV Crosstrek Hybrid. We head to California to drive two breakthroughs from Kia—the 2015 Soul EV and Sedona—big variations on vehicles you thought you knew. We drive next year's Dodge Charger in the mountains of West Virginia, including, yes, a 707-hp Charger SRT Hellcat and the Charger Pursuit police version, with track time.

Kevin A Wilson takes us to the Dodge 100th Birthday celebration in Michigan. The events of Monterey Car Week may be in the rear view mirror, but the thrills live on as **Tim Sharp** brings a race report on Arizona's drivers in the Rolex Monterey Motorsports Reunion. Sharp also delivers insights into the series of collector car auctions held there then and what they might mean as our Arizona auction series looms in January.

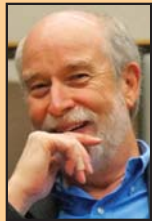
We have more vehicle options, as we head to Oregon for Run to the Sun, a 25-vehicle tour around the Cascades and lava fields, taking a spin in performance vehicles from Ford to Rolls-Royce—about a \$350,000 spread—as well as the new Alfa Romeo 4C, Jaguar F-Type R, Fiat 500 Abarth and, yes, the 707-hp Challenger SRT Hellcat.

There are more vehicles at the competitive Texas Truck Rodeo in San Antonio, where covered truck, SUV and other awards are presented. For commercial trucks, **Jennifer Johnson** takes us to the launch of Ford's series of large Transit vans, held at Phoenix International Raceway.

We also have details on NASCAR at PIR, the Arizona International Auto Show, Arizona Concours d'Elegance, and our January auctions. Enjoy the ride.

Joe Sage
Publisher/ Executive Editor

Photo: Brenda Priddy



ARIZONA DRIVER

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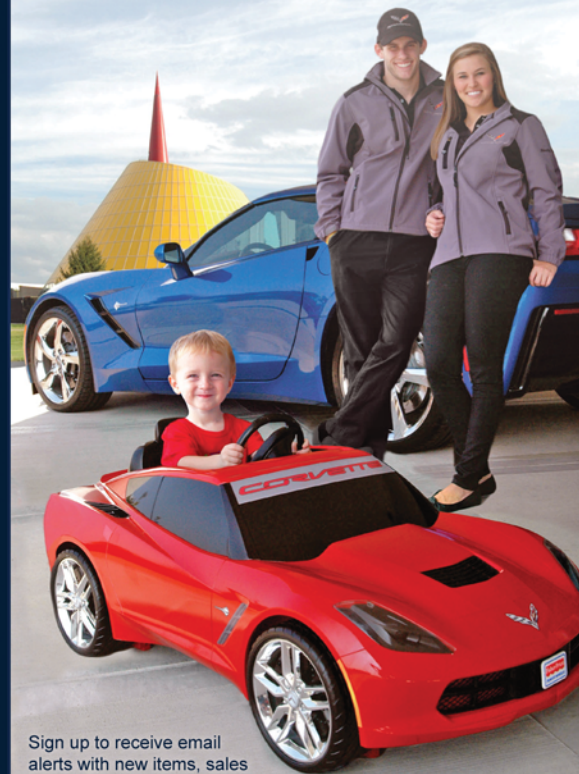
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A NEW MOTORSPORTS PARK IS COMING TO BOWLING GREEN, KENTUCKY



With over one mile of frontage on Interstate 65 and located across from the National Corvette Museum (NCM) and the Corvette Assembly Plant, the 184-acre Motorsports Park will be one of the most centrally located and easily accessible driving facilities in the country.

Opening Labor Day Weekend 2014, the Park will offer Museum-sponsored High Performance Driving Schools for all makes and models of vehicles, track rental opportunities, corporate hospitality and more.

Contact us to secure our next event date or visit our website to see how you can get involved!



www.motorsportspark.org

Entry-luxe aluminum Jaguar XE

The midsize sedan segment—America’s largest sales segment until just recently (for now) being displaced by compact CUVs—is well-stocked and highly competitive. Premium and luxury sedan segments are also well-stocked and highly competitive. With the new XE, Jaguar tackles both. This is the smallest, lightest and most driver-oriented sedan in their lineup, joining the larger XF and XJ sedans you already know well. Its aluminum-intensive monocoque construction is new to the class, but not new to Jaguar, who has been engineering with aluminum for well over a decade, to maximize fuel economy. Powered by the supercharged 3.0-litre V6 gasoline engine used in the Jaguar F-TYPE, the rear-drive XE S is capable of 0-60mph in just 4.9 seconds. Its lightweight structure, together with double wishbone front suspension and integral link rear axle, contribute to driver-centric vehicle dynamics. ▼



2015 Jaguar XE



2015 Corvette Z06



CORVETTE Z06 0-TO-60 < 3 SECONDS

▲ The new 2015 Corvette Z06 accelerates from a rest to 60 mph in only 2.95 seconds, when equipped with the available all-new eight-speed paddle-shift automatic transmission—and achieves it in 3.2 seconds with the standard seven-speed manual. The Z06’s quarter-mile sprint has been recorded at 10.95 seconds with the automatic and 11.2 seconds with manual, making it one of the few to achieve sub-3-second 0-to-60 performance and a sub-11-second quarter-mile time. Either one hits 127 mph at the end of the quarter-mile. The new Z06 is also the fastest production car ever tested at GM’s 2.9-mile Milford Road Course, beating the record set by the Corvette ZR1 by a full second. And not to worry, the Z06 can stop from 60 mph in just 99.6 feet—the best braking performance of any production car GM has ever tested. So hang on to your hat, knowing also that the Z06 achieves 1.2g in lateral acceleration, compared with Corvette’s previous best 1.13g. All test results were run in Z06 coupes with a Z07 Performance Package, including Brembo carbon ceramic brake rotors, Michelin Pilot Sport Cup 2 tires and an aggressive aerodynamic package with the most downforce of any production car GM has ever tested. This is the first Corvette Z06 with a supercharged engine, certified

at 650 hp and 650 lb-ft of torque, and the first available with an eight-speed paddle-shift automatic. Magnetic Ride Control and Performance Traction Management are standard, and a Performance Data Recorder is available. The 2015 Corvette Z06 coupe goes on sale in early 2015 with a base price of \$78,995, while the Z06 convertible arrives in the second quarter, priced at \$83,995.

OAK CREEK CANYON REOPENING

After last spring’s huge fires, Coconino National Forest announced in October that Oak Creek Canyon, between Sedona and Flagstaff, has reopened many of your favorite recreational areas, including trails, recreational sites, camping sites and parking along State Route 89A, including West Fork trail. Areas still closed include Cave Springs Campground (closed for the season), AB Young Trail and a section of land between Slide Rock State Park and Halfway Picnic Area. The Forest Service reminds us that each visitor is responsible for his or her own safety, and all are urged to be mindful of their surroundings, keep an eye on the weather and err on the side of caution while visiting the forest. Forest managers will continue to work closely to monitor conditions and may need to temporarily close portions of the area at times for public

safety. For updates, visit coconinonationalforest.us or contact the Red Rock Ranger District at 928-203-7500.

CARS THAT GET THE MOST TICKETS

Is your car a ticket magnet? One in three drivers of the Subaru WRX has a recent traffic violation, according to a study by Insurance.com, the car insurance comparison-shopping website, putting the turbocharged, all-wheel-drive sport compact at the top of the list of cars that get the most tickets. Insurance.com looked at data from 526 models and more than 557,000 recent customers. “Cars don’t get tickets, drivers do—but those drivers like the WRX,” said Insurance.com managing editor Des Toups. The Top 20 list contains other sporty cars, such as the Scion FR-S and Mitsubishi 3000 GT, but also includes the seemingly harmless Toyota Prius C hybrid, three sport-utility vehicles and the long-defunct Mercury Topaz. Here’s the list, with the percentages of each one’s drivers who get tickets:

- 1. Subaru WRX.....33.6%
- 2. Pontiac GTO.....32.7%
- 3. Scion FR-S.....32.6%
- 4. Toyota Supra.....30.8%
- 5. Subaru Tribeca.....29.7%
- 6. Volkswagen Rabbit.....29.6%

KEEP RIGHT >>



Aston Martin Lagonda

7. Mercury Topaz28.8%
8. Scion tC28.8%
9. Toyota FJ Cruiser.....28.4%
10. Mazda228.1%
11. Hyundai Veloster28.1%
12. Volkswagen GTI28.1%
13. Suzuki Reno.....28.1%
14. Scion xA27.8%
15. Pontiac G827.7%
16. MINI Cooper S Countryman.....27.5%
17. Mitsubishi 3000 GT.....27.4%
18. Saturn Aura.....27.1%
19. Infiniti QX56/QX80.....27.1%
20. Toyota Prius C.....27.0%

“It’s not about horsepower,” Toups said. “The Chevrolet Corvette, Dodge Viper and Nissan GT-R rank well below average for tickets, even though they can easily double the highest speed limits. But those cars are also costly, so their buyers tend to be older and take fewer risks.” For all models, 19.9 percent of drivers reported having a traffic violation over the prior three years—usually for speeding, though these also including such offenses as failure to yield or drunken driving. Note that when setting rates on particular vehicles, insurance companies pay more attention to claims than to tickets, Toups said. “If you have an accident, it helps to drive up the rates of everyone who owns that kind of car,” he said. “Tickets tend to drive up your rates alone.”

ASTON MARTIN LAGONDA REVEALED

▲ Ultimate luxury performance manufacturer Aston Martin has introduced a new flagship ultimate luxury performance super saloon (sedan), the Lagonda. Aston Martin has confirmed that this bespoke product program for a new super saloon will see the revival of the historic Lagonda nameplate in a strictly limited series. If you have this on your shopping list, you will have to get creative: the Lagonda will be offered exclusively in the Middle East, “as a result of specific market demand.” The return of Lagonda follows other headline-grabbing Aston Martin projects such as the One-77 hypercar, V12 Zagato and last year’s CC100 Speedster concept, a centenary celebration design concept which, as a result of huge popularity, later turned into two customer commissions. Based on the brand’s VH architecture, the new Lagonda draws inspiration from the William Towns-designed Lagonda of 1976 and features engineering techniques seen in modern Aston Martin sports cars, such as the use of carbon fiber in body panels. The Lagonda will be hand-built at Aston Martin’s Gaydon manufacturing facilities in Warwickshire, in a dedicated building previously devoted to the creation of the One-77 hypercar. The car will be offered for sale by invitation only and, while pricing remains confidential, it will be “com-

mensurate with the car’s exclusivity, quality and luxurious nature.”

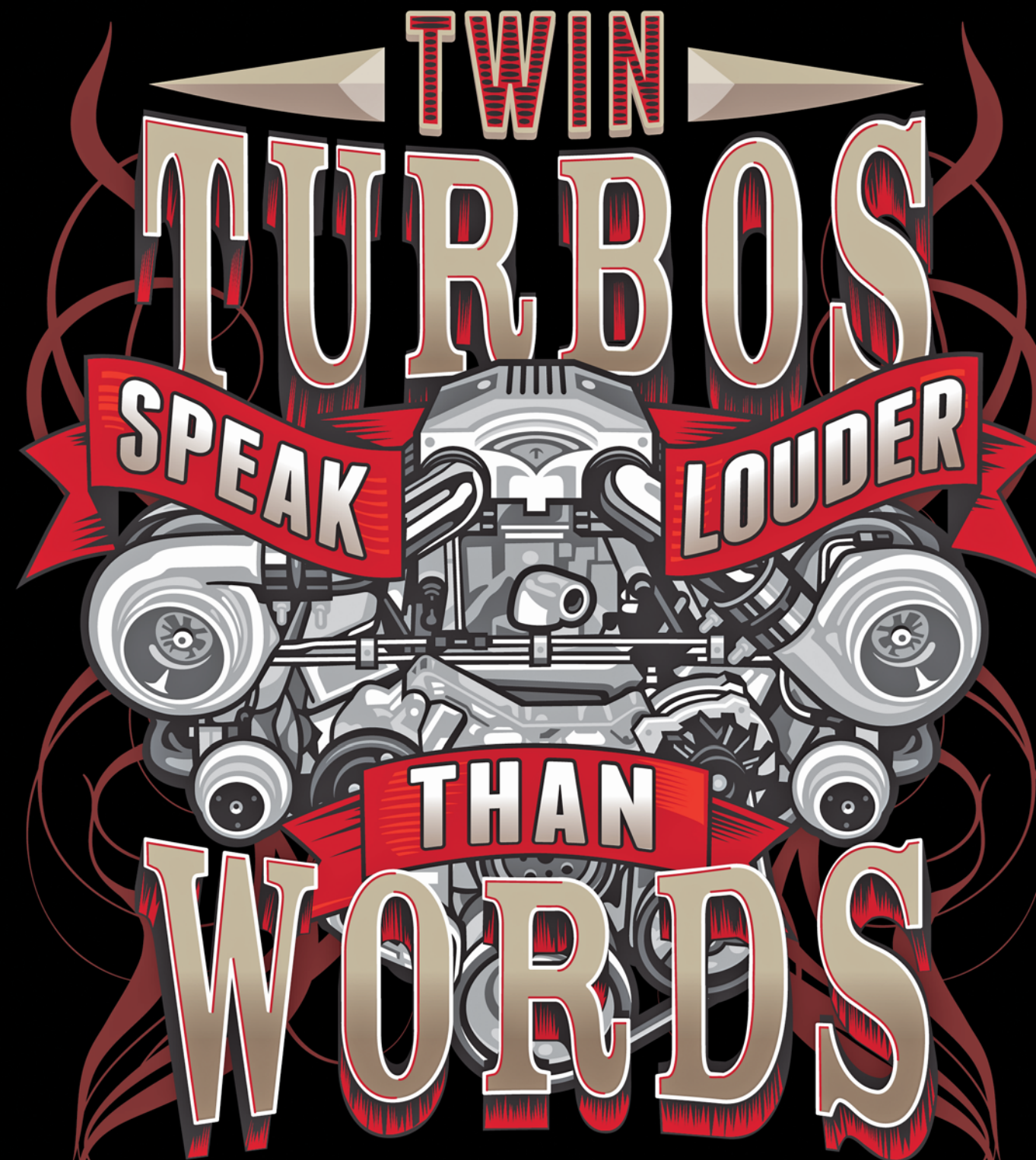
AMERICAN AIRLINES AND CADILLAC

American Airlines and Cadillac are partnering to offer exclusive benefits to travelers, from luxury, on-site airport transfers to frequent flyer miles opportunities (plus Cadillac exhibits at airports). They are starting with a luxury airport transfer program at LAX, escorting ConciergeKey members with tight transfer times to their next gate in a Cadillac CTS, SRX or Escalade. By the end of the year, they plan to add the program to DFW, LGA and JFK. No word on PHX and no word on US Airways mileage accounts. Customers can also earn 7500 AAdvantage miles by test driving a new Cadillac—just call the dealership service desk and register a time.

SRT MOTORSPORTS DISCONTINUED

Fiat Chrysler Automotive has announced that it is discontinuing the factory-backed SRT Motorsports racing program in IMSA with the conclusion of the 2014 season. This decision affects participation in the IMSA TUDOR United SportsCar Championship with the Dodge Viper SRT GTS-R GTLM-class team. The Dodge brand will redirect its focus and

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efforts on the brand's product lineup. "It's been an honor to be a part of the inaugural IMSA TUDOR United Sports-Car Championship season, and we wish them every success in the future," said Ralph Gilles, senior VP of product design for Fiat Chrysler. The Dodge Viper SRT GTS-R 2014 racing season concluded Saturday, October 4 at the Petit Le Mans. The two-car SRT Motorsports team won both team and driver (Kuno Wittmer) titles in the inaugural IMSA TUDOR United SportsCar Championship GTLM-class. SRT Motorsports won two-out-of-three championships contested in the class and finished second in the GTLM manufacturer championship in just its second full year of the program. As announced last spring, the SRT brand will continue to align with the Dodge brand, with SRT ultimate performance vehicles to complement mainstream Dodge performance vehicles.

MCLAREN 650S GT3 TO COMPETE

▲ The McLaren 650S GT3 is confirmed to complete its development program sign-off with the ultimate test of endurance and performance, before the end of the 2014 season at the Yas Marina Circuit in Abu Dhabi. The global competitive debut will take place at the 2014 Gulf 12 Hour race, December 12-13, before the 650S

GT3 joins customer teams starting in the 2015 season. The race will be the final sign-off for the latest Woking-built model, and also the most challenging to date, with its debut at one of the most competitive events on the GT calendar. The grid attracts some of the biggest names in GT racing and is the final headline event of the season, with about 30 cars anticipated to participate in the GT3 category.

VOLVO XC90 T6 AWD DETAILS

Volvo Cars, as part of the reveal of its all-new XC90, has a new trim level structure—Momentum, Inscription and R-Design (with an innovative plug-in hybrid to follow). Momentum is the base model, Inscription an upgrade version, and R-Design remains the sports performance iteration. Standard features on the XC90 Momentum and Inscription include an HMI user experience with 9-inch touchscreen center display in portrait orientation, also featuring natural speech voice control. Cargo capacity claims best-in-class status at 85.7 cu.ft., while its 7-passenger seating claims class-leading third row legroom. Add a panoramic sunroof, 19-inch ten-spoke alloy wheels on the Momentum, LED fog lamps with corner illumination, keyless entry/start, rear camera and hands-free power liftgate. Electronics remain extensive, including

Volvo's breakthrough pedestrian and cyclist (day/night) detection features, plus electronics for road edge, lane departure, roll stability (backed up by inflatable curtain airbags), next-gen whiplash protection and more. Features climb from there, including Bowers & Wilkins 1400-watt 19-speaker audio and available 20- and 21-inch wheels (inclusions varying by model). The Volvo XC90 T6 AWD Momentum starts at \$48,900 and Inscription at \$54,500. Details and pricing will follow for the XC90 T6 R-Design, as well as an XC90 T8 twin-engine plug-in hybrid.

MAZDA SALES CLIMB

Mazda North American Operations reported September US sales of 23,980 vehicles, an increase of 6.7 percent versus last year. Year-to-date sales through September were up 9.3 percent versus 2013, with 240,953 vehicles sold. The Mazda6 recorded its best September in nine years, with 4,263 vehicles sold, an increase of 34.6 percent year over year. Coming off best-ever August sales, Mazda CX-5 saw best-ever September sales, with 8,097 vehicles sold, an increase of 28.9 percent year over year. More than 84 percent of Mazdas sold in September were equipped with SkyActiv®, Mazda's suite of technologies to optimize both performance and fuel efficiency. ■

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First Mustangs in Arizona

Story and photos by Joe Sage

Ford brought two preproduction samples of the new 2015 Mustang to Arizona this fall for a quick media drive—we were able to take both the 5.0 GT and the four-cylinder EcoBoost out for about an hour. You have seen the car before, by now, perhaps on the show circuit, and the 50 Year Limited Edition model as our May/June cover car. This was our first time behind the wheel.

The new car has been totally restyled, yet is 100 percent recognizable as a Mustang from every angle. Gone from the side is the familiar faux side scoop behind the doors, but that turns out to work well with the broad haunch emphasizing the power of the car's rear-wheel drive layout.

The Mustang GT, with its 5.0-liter V8, delivers a more traditional muscle car experience, with its

meaty growl and ample power, while their show-piece EcoBoost four has its own lean and mean power curve and 21st century tech sound effects and feel. There is also a 3.7-liter V6 model.

Together, these make the 2015 Mustang the first car to offer four-, six- and eight-cylinder models, each producing at least 300 horsepower.

All have an all-new front and rear suspension, with high-performance independent rear.

SPECIFICATIONS: 5.0 V8

ENGINE.....upgraded 5.0L V8
 POWER/TORQUE435 hp / 400 lb-ft
 EXHAUST MANIFOLDstainless steel tubular hdrs
 COMPRESSION RATIO, FUEL11.0:1, reg unleaded
 TRANSMISSION.....6-spd manual or 6-spd auto
 WEIGHT.....3705 lb manual, 3729 lb auto
 MPG (CITY/HWY/COMB) ...15/25/19 man, 16/25/19 auto

SPECIFICATIONS : ECOBOOST 4

ENGINE2.3L EcoBoost 4
 POWER/TORQUE310 hp / 320 lb-ft
 EXHAUST MANIFOLD3-port integr w alum head
 COMPRESSION RATIO, FUEL9.5:1, reg unleaded
 TRANSMISSION.....6-spd manual or 6-spd auto
 WEIGHT.....3532 lb manual, 3524 lb auto
 MPG (CITY/HWY/COMB) ...22/31/26 man, 21/32/25 auto

SPECIFICATIONS : 3.7L V6

ENGINEstandard 3.7L V6
 POWER/TORQUE300 hp / 280 lb-ft
 EXHAUST MANIFOLDcast iron
 COMPRESSION RATIO, FUEL10.5:1, reg unleaded
 TRANSMISSION.....6-spd manual or 6-spd auto
 WEIGHT.....3526 lb manual, 3530 lb auto
 MPG (CITY/HWY/COMB) ...17/28/21 man, 19/28/22 auto

The new Mustang will start to appear in showrooms this fall, with prices starting at \$23,600. ■



We also had a chance to take the 2014 Ford Fiesta ST hot hatch for another ride (above; and see Run to the Sun in this issue, where we drove the ST on the highways of central Oregon). 197 hp, 35 MPG highway.

The 2015 Ford Mustang is immediately distinguishable from the rear, where its sheetmetal has been nicely restyled (2.3L EcoBoost 4 in yellow, 5.0 GT red).



SUBTLE HUGE NEWS (A)

Breakthrough technology delivered in a very familiar package **STORY BY JOE SAGE PHOTOS BY GREG JAREM**

Kia has offered an alternative powertrain in the Optima Hybrid sedan since 2012. First cousin Hyundai has a Sonata Hybrid sedan and has now entered a less-populated realm, with a 2015 Tucson Fuel Cell model (for lease only and in Southern California only, to start).

Kia has mostly concentrated on an impressive breed of small but potent high-efficiency gasoline engines to deliver highly competitive fuel economy—which has brought great success in mileage ratings, on the dealers' books and through a great many industry awards.

So an electric vehicle from Kia is big news—an important move into an emerging technology. Applying it to the Soul is more subtle. Using a familiar, approachable model is appropriate to the increasing mainstreaming of the electric vehicle

option—and it ensures broad spectrum affordability. Thus, they deliver a comfortable flavor of the latest thing.

Kia attributes a significant leap forward in their brand awareness and sales since the unveiling of the original Soul in 2008. "Before Soul" and "since Soul" became their product and market benchmarks.

Will we soon talk in terms of "before EV" and since? Could this effort lead to an EV in every garage? It's too early to tell, but it will be interesting to watch unfold. And our experience so far is promising.

We traveled to Southern California to meet the 2015 Kia Soul EV, where project manager Steve Kosowski identified the core reasons they picked this hot-selling model as the basis for Kia's first EV. The vehicle is already a high-profile representative of the Kia brand and is considered

cool. It's a good urban size, already delivering efficiency, utility and function in its gasoline version. Structurally, the battery pack could be added readily underneath.

The car contains a lot of new technology, notably a battery pack claiming higher energy density in its cells than Leaf, Focus, BMW and others. This not only provides the juice, but it enables a smaller pack (see middle photo at lower right), equating to more interior space, a lower center of gravity and better crash zones.

The pack addresses thermal stability and degradation over time, providing a much more reliable "distance to empty," thus promising to remove one mystifying layer from EV ownership. Other efficiencies also increase the Soul EV's range. Its HVAC system offers a heat-pump system to reverse energy losses, and a setting for



driver-only ventilation. Energy consumption is reduced by 27 percent.

Other efficiencies are familiar in the EV realm: super low rolling resistance tires, advanced aerodynamic touches and regenerative braking (a third-gen system).

The Soul EV also has a different grille than a regular Soul, special wheels and a modified rear fascia with LED taillights. The interior uses bio-based materials, including plastics made from corn and sugar rather than petroleum. The car is available in blue and white, or pure white. Red and black will follow, as will silver.

You can use your smartphone for 911 or call center contacts, to check your battery state and range from anywhere, to doublecheck or apply door locks, to heat or cool the car while parked, to locate charging stations, or to schedule home charging during lower rate periods.

Kia points out that only the Tesla S can beat the Soul EV's EPA-estimated 93-mile range, quickly reminding us that theirs includes a \$70,000 purchase cost.

If there's one immediate, overall and lasting impression we received from the launch drive, it was that the Soul EV was

tailor-made for its task and its niche, could perform seamlessly as regular transportation within the vast sprawling suburbs of a huge metropolitan region—equal parts novel and familiar, but with the basic experience definitely familiar.

The Soul EV does not make you live as though you've just signed on to somebody's science project. You'll find enough novelty in it to entertain yourself and feel good about your little breakthrough beast, but you will live with it just about as normally as any other 'round-towner. We anticipate it will take no time at all for this vehicle to have completely settled into your life as the new normal.

The Kia Soul EV will be sold with a simple grade strategy: a base model and a Plus ("+" model (see details at right). The car can be leased for \$249/month.

The Kia Soul EV is first available right next door in California, based on a high sales rate and significant charging infrastructure. Next year they will add Oregon, then the East Coast, then Atlanta, Austin and so forth—by customer demand.

If you're interested, make the call. Kia expects demand to outstrip supply. ■



2015 KIA SOUL EV + (PLUS)

POWER.....109-hp (81.4 kW) AC synchronous electric motor. 27 kWh lithium ion polymer battery. 6.6 kW on-board charger (OBC). DC fast charge port (480V). Regenerative braking system.

TRANSMISSION.....1-speed gear reduction

DRIVETRAIN.....FVD

HORSEPOWER.....109 hp @ 2730-8000 rpm

TORQUE.....210 lb-ft

STEERING.....Motor-driven power steering

TURNING CIRCLE.....34.8 ft

WHEELS.....16-inch alloy

BRAKES.....Power 4-wheel disc, 11.8" vented front, 11.1" solid rear, regenerative @ 9-12 percent kinetic energy recovery; electronic parking brake.

WEIGHT.....3289 lb

MPGe.....120 city / 92 highway / 105 comb

RANGE.....(EPA est.) 93 miles

ZERO-TO-60.....11.2 seconds

INCLUDED: Advanced front airbags, side front airbags, full-length curtain airbags, child seat anchors-tethers, ABS, brake assist, ESC, vehicle stability, TPMS, electronically powered AC and heat pump HVAC, 8-inch nav and UVO, 3 months SiriusXM, USB-aux jacks, Bluetooth, EV charging station locator, energy usage monitor, leather seat trim, heated/vented front seats, heated rear outboard seats, 60/40 split rear seats, keyless entry/start, tilt/tele steering wheel, park assist with front/rear sensors, 3.5-inch OLED cluster, rear camera, front fog lights, lighted sliding charge port door, heated power-fold mirrors with turn signal indicators.

WARRANTY

10 years / 100,000 miles powertrain
10 years / 100,000 miles battery
5 years / 60,000 miles basic
5 years / 60,000 miles roadside assist

"+" (PLUS) BASE PRICE.....\$35,700

CARPETED FLOOR MATS.....125

DESTINATION CHARGE.....800

"+" (PLUS) TOTAL.....\$36,625

(FEDERAL TAX CREDIT).....**(\$7500)

"+" (PLUS) TOTAL AFTER CREDIT...\$29,125

2015 KIA SOUL EV (BASE)

NOTE: Our test example, shown in photos at left and specs above, was the "+" (Plus) model, which adds features and amenities such as leather seat trim, front/rear sensors and parking assist, front fog lights, projector beams and more. Other noted features and inclusions are the same on the Base model, including the generous warranty. (A list of modest options is available for either.)

BASE MODEL BASE PRICE.....\$33,700

(FEDERAL TAX CREDIT).....**(\$7500)

BASE TOTAL AFTER CREDIT.....\$26,200

****FEDERAL TAX CREDIT NOTE:** Your Kia dealer, accountant and/or government offices can give you complete details on tax brackets, marital status, timeline and other details.

SUBTLE HUGE NEWS (B)

Enough changes for a new category name and new markets

STORY BY JOE SAGE
PHOTOS BY GREG JAREM

You may have thought you knew that ubiquitous beast, the minivan. Such a vehicle offers a high degree of usefulness and practicality, perfect for raising a family. But it turns out that half the segment's buyers now do not have kids. A couple of generational swells have moved through the minivan era, and competitors are dropping out (while prices have risen 17 percent over the past five years.)

These buyers' evolving lifestyles likely include such things as pets, antiques and projects, road trips and lots of friends. Yet while these empty nesters have shown signs of rejecting minivan style and design, they have remained attached to the category's basic attributes.

To compete—or excel—in today's market, Kia is catching the front of this wave. They are taking traditional minivan values such as comfort, safety and utility and marrying them to attributes such as sportiness and a greater sense of driver involvement. They are appealing to shoppers who may be thinking twice about

their favorite vehicle—perhaps moving to an SUV or crossover, or even a sportier sedan or a coupe. With all this in mind, the Kia Sedona has been transformed.

The new vehicle is redone to the point that Kia prefers not to think of its third-generation Sedona particularly as a minivan at all. The changes are subtle enough to satisfy the loyal minivan customer, but significant enough to deliver a whole new experience—and with it perhaps some new customers. Kia says there is nothing “mini” in the new Sedona and suggests we call it a Multi-Purpose Vehicle.

Actually, the vehicle is marketed worldwide, but only in the US has it been generally known as a minivan. Sliding rear doors may be a heritage niche giveaway.

Nonetheless, from style and stance to performance, the 2015 Kia Sedona brings a moderate seismic change to the table.

Let's start with its stance. The wheelbase is over ten feet, with all four wheels pushed noticeably toward chassis corners. This is about more than just style, as it not

only creates sportier handling, but also allows for generous ingress in the front, and all the moreso through enormous rear sliding doors, with increased cargo space and increased room for occupants in all rows, as well as clearance for flat tracks behind the Slide-N-Stow second row seats (which one person can easily fold up against the front seats), removing obstacles for third-row access. This is also the only such vehicle with heated second row seats (8-passenger version), again emphasizing its adult nature, front and rear.

Nappa leather reclining First Class Lounge seats in row two of the top trim SX Limited let pampered passengers stretch out fully, utilizing the most second-row space in the segment, for a trans-oceanic business class seat experience.

Those second row seats may make you want to be a passenger in your own vehicle, if you ever get the chance. On the other hand, you may never want to leave the driver's seat. We drove the Sedona on a Southern California route we've used

for the sportiest of test launches. If you never look over your shoulder (where rear visibility is, by the way, excellent), you truly might never know you were in, well, a minivan. We cruised stretches of freeway, but we also tackled steep and tightly winding mountain two-lanes with speed and agility—and passed a few slowpokes.

Inside, the paradigm has also shifted. As has the shifter—from instrument panel to console. It turns out the minivan-classic pass-through feature thus created previously was either never used, used for other things, or if used to move about was unsafe, anyway. This is a big step toward the new Sedona's conventional vehicle look and feel—leading also to space for an 8-inch UVO eServices screen, while creating a horizontal driver-centric cockpit, as well as two gloveboxes. The overall impression is clean and modern—now more tech-friendly than jelly-sandwich-ready.

The new Sedona uses 76 percent ultra-

high and high-strength steel—eclipsing the 36 percent of former best-in-class Honda Odyssey—for a solid ride, more strength and better energy flow in a crash.

If your kids are beyond jelly sandwiches but still borrowing the keys, the Sedona offers geofencing, as well as curfew and speed alerts. And for everyone, there are Sirius real-time traffic, weather and fuel pricing, plus Yelp and other features.

There is quite a trim level range (see sidebar), something for every budget or purpose, with a value equation throughout. If you find second-row lounge seating irresistible (it's hard not to), you move straight to the top. If the basic handsome, safe, spirited and useful package works for you, you have a great bargain entry point. For leather, your bump from L to LX is just \$2200, which includes other upgrades, too. There are many variables, and of course ways to option most of them somewhere in between. ■

A modern, driver-centric instrument panel and shifter set the tone for this evolved vehicle, fulfilled by the segment's most spacious second row (with available First Class Lounge reclining seats) and still plenty of utility (third row access is easier than ever). It all takes the 2015 Kia Sedona beyond what's been known as the minivan, we think even echoing aggressive style studies such as their Niro concept vehicle (lower left). Owners of all types will appreciate the Sedona's smart power liftgate, which opens hands-free (and feet-free) when it senses the key fob nearby for three seconds; you can also tailor its height to individual preference.



2015 KIA SEDONA

ENGINE	.....3.3L V6 naturally aspirated, aluminum heads, aluminum block
TRANSMISSION	.....Electronically controlled 6-speed automatic with overdrive
SEATING	.....7/8 passengers
DRIVETRAIN	.....FWD
HORSEPOWER	.....276 hp @ 6000 rpm
TORQUE	.....248 lb-ft @ 5200 rpm
STEERING	.....Rack & pinion hydraulic power
TURNING CIRCLE	.....36.8 ft
TOW CAPACITY	.....3500 lb
CARGO VOLUME	.....total 142.0 cu.ft.
	.....behind 2nd row 78.4 cu.ft.
	.....behind 3rd row 33.9 cu.ft.
WHEELS	.....6.5x17, 6.5x18, 6.5x19 (by trim)
BRAKES	.....Power hydraulic vacuum, ABS
WEIGHT	.....4414-4720 lb
MPG	.....17/22/19 to 18/25/21 city/hwy/comb

INCLUDED [VARIES BY TRIM LEVEL(*): Body-color power-fold heated mirrors w LED turn signals(*), power sunroof two rows w tilt front row(*), solar control glass(*), heated rear glass, dual power sliding doors(*), height adjustable smart power liftgate(*), variable wipers, rear wiper/washer, projector beam headlights, LED markers(*), fog lights(*), LED taillights(*), roof rails(*), keyless entry (all) plus start (EX and up), AM-FM-CD-MP3-Sirius (Infinity audio upper trim levels), Bluetooth-USB, wheel-mounted controls, UVO infotainment (some w eServices), rear camera(*), backup warning (all), front-rear park assist (SX Ltd), blind spot detection and rear cross traffic(*), drive mode select(*), cooling glovebox(*), leather seats(*), lumbar support(*), heated front seats(*), vented front seats(*), slide-n-stow 2nd row seats (up to SX), first class 2nd row lounge seats (SX Ltd).

L BASE PRICE	.....\$25,900
LX	.....28,100
EX	.....32,100
SX	.....36,100
SX LIMITED	.....39,700
DESTINATION CHARGE	.....895

KIA MILESTONES: 20 YEARS IN US

Kia is celebrating its 20th anniversary in the US. Steady model updates have included 16 new or significantly redesigned vehicles in the last five years, seven in 2013 alone. Kia passed half a million sales for the second straight year in 2013, with all-time records for Optima (155,000) and Soul. 2014 brought the flagship K900. Kia began 2014 as the 7th largest US brand by volume. Kia achieved its first-ever top ten ranking in the JD Power 2013 US Initial Quality Study (IQS); a move up Interbrand's Top 100 Best Global Brands list and a spot on its Best Global Green Brands list; Sorento and Optima named to Kelley Blue Book's "10 Best Under \$25,000" lists; Soul best-in-segment in the JD Power IQS; and the Cadenza and Forte the first Kia vehicles to win major auto enthusiast magazine comparison tests. ■





Barrett-Jackson

THE WORLD'S GREATEST COLLECTOR CAR AUCTIONS™

A smashing success (while smashing records)

In its seventh year, Barrett-Jackson had the most cars in its Las Vegas history, with sales of over \$33.3 million and \$1,642,500 in sales for charity (all figures pending final audit).

Held at the Mandalay Bay Event Center on Thursday-Saturday September 25-27, Barrett-Jackson had more than 700 consigned vehicles and some 339 collectible automobilia pieces cross the block.

"With the largest docket in our Las Vegas auction's history, the collection of vehicles crossing the block was truly amazing," said Barrett-Jackson chairman and CEO Craig Jackson. "From a 2013 Lamborghini Aventador to a '28 Model A Ford and the first Dodge Hellcat, there was something for everyone on this year's docket. And virtually all of our vehicles were sold at No Reserve, indicating the true market value of the collector car hobby."

The record setting docket attracted huge crowds, including celebrities such as Richard Petty, Linda Vaughn, Wayne Newton, Penn Jillette (Penn & Teller), and Corey Harrison and Austin "ChumLee" Russell of *Pawn Stars*. From muscle cars and historic hot rods to the latest exotic collectible vehicles, the lineup created a spirited, electric atmosphere.

Cars auctioned for charity

Barrett-Jackson teamed up with the Detroit Three automakers and Richard Petty Motorsports to auction five vehicles for the benefit of local and national charities during the Las Vegas event. Included were the first 2015 Dodge Challenger SRT Hellcat, the last 2015 Ford Mustang 50 Year Limited Edition, the first 2015 Chevrolet Corvette Stingray, a 2014 Chevrolet Camaro Z/28 and a Richard Petty Motorsports Ford Fusion race car.

KEEP RIGHT >>



TOP 10 BARRETT-JACKSON SALES AT LAS VEGAS (INCL COMMISSION)

2013 Lamborghini Aventador .....(Lot #454).....	\$440,000
1971 Plymouth HEMI 'Cuda.....(Lot #799).....	\$385,000
2006 Ford GT .....(Lot #764).....	\$291,500
1966 Ford Shelby GT350 .....(Lot #776).....	\$220,000
2013 Lamborghini Gallardo .....(Lot #728).....	\$220,000
1936 Packard Eight Phaeton .....(Lot #780).....	\$176,000
2011 Bentley GTC Supersports .....(Lot #791).....	\$176,000
1969 Chevrolet COPO Camaro.....(Lot #769).....	\$172,700
1957 Mercedes-Benz 190SL roadster .....(Lot #777).....	\$165,000
1968 Ford Shelby GT500 Fastback.....(Lot #788).....	\$165,000

Where the roads are dry and the cars are slick.



Arizona Driver Magazine

www.arizonadrivermagazine.com

Advertising: sales@arizonadrivermagazine.com

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Lot 3001: The first retail production 2015 Corvette Stingray, VIN 001, with 8-speed automatic, crossed the block on Friday evening. The driver-centric interior features a flat-bottom steering wheel, rigid weight-reducing magnesium seat frame structure and premium soft-touch materials, including Nappa leather, aluminum, carbon fiber and a suede microfiber-wrapped trim package. The exterior has wider flared fenders and larger vents, with a more aggressive aerodynamic package. Proceeds of \$400,000 go to benefit the CARE House of Oakland County, Michigan.

Lot 3002: 2014 Chevrolet Camaro Z/28, VIN 003, crossed the block Saturday afternoon. Its hand-assembled LS7 naturally aspirated small block 7.0L V8 has 505 hp and 481 lb-ft of torque, with Tremec close-ratio 6-speed manual. This Camaro has a full aerodynamics package, large front splitter, unique front fascia, functional hood vent, Pirelli PZero R tires and forged aluminum wheels. The interior has a flat-bottom steering wheel and shift knob in suede, RECARO seats and a rear seat modified for weight reduction. Its \$147,500 proceeds will go to benefit the YMCA of Southern Nevada.

Lot 3003: The last production unit of the 2015 Ford Mustang 50 Year Limited Edition, badge No. 1964, was auctioned late Saturday afternoon. Based on the all-new 2015 Mustang GT with performance package, the 50 Year Limited Edition model has appearance cues, and a plaque on the instrument panel engraved with its serial number and the signature of Ford executive chairman Bill Ford. This beautiful Mustang brought \$170,000 for Get Your Heart Racing, a fundraising event supporting Henry Ford Health System's Edith and Benson Ford Heart & Vascular Institute.

Lot 3004: 2015 Dodge Challenger SRT Hellcat VIN 0001 is a one-off special edition of the fastest and most powerful stock muscle car to this point, with a 6.2L supercharged HEMI V8, an NHRA-certified quarter-mile time of 10.8 seconds hitting 126 mph, with 707 hp and 650 lb-ft of torque right from the factory. This is the only Dodge Challenger to ever have a Viper-exclusive Stryker Red exterior—hand-painted at the Viper plant—and it includes special Hellcat badging, specific VIN documentation and one-of-a-kind

memorabilia. Dodge/SRT president and CEO Tim Kuniskis took center stage on Saturday night as the Hellcat sold for \$825,000. The sale benefits the not-for-profit Opportunity Village organization of Las Vegas. This whopping amount (more than half the charity total, or \$7500 more than the next four combined) was then matched by long-time friend of Barrett-Jackson, the Engelstad Family Foundation, bringing the total to \$1,650,000. The Hellcat raised more money for charity than any other car in Barrett-Jackson history.

Lot 3005: A 2012 No. 43 NASCAR Sprint Cup Series Ford Fusion race car driven by Aric Almirola at the STP 400—the first race at Kansas Speedway in 2012—was donated by Richard Petty Motorsports and seven-time NASCAR Champion and Hall of Fame Inductee Richard Petty. This race Fusion has a 358 cu-in Roush Yates engine with dry sump oil system, roller cam valvetrain, 830 cfm Holley carburetor, 12:1 compression ratio and over 700 hp and 500 lb-ft of torque. The STP livery is as driven by Richard Petty during the '90s. The car is track ready (not street legal), with race brakes, transmission, rear gear, seat, safety belts and safety systems. Its \$100,000 proceeds benefit Paralyzed Veterans of America.

"The desire and collectability for these cars is simply unmatched," said Barrett-Jackson president Steve Davis. "Our team is proud to be a part of the auction of these cars and waive all bidding and consignment fees, so that 100 percent of the sales can go directly to the charities."

In all, Barrett-Jackson Las Vegas auction sales raised \$1,642,500 for charity. The overall charitable total with the Engelstad match is \$2,467,500.

TV coverage and upcoming events

The Las Vegas auction also ends Barrett-Jackson's 18-year relationship with the FOX family of networks and Nat Geo channel. Starting with Scottsdale 2015, Barrett-Jackson will be broadcast by Velocity and Discovery Channel, with over 100 hours of coverage in 2015.

It starts with the Barrett-Jackson Scottsdale event, January 10-18, 2015.

Barrett-Jackson hosts four annual auctions: Scottsdale in January, Palm Beach FL in spring, Reno/Lake Tahoe in August, and Las Vegas in September. For information, visit www.barrett-jackson.com ■



BARRETT-JACKSON LAS VEGAS CHARITY CARS AND BENEFICIARIES

2015 Dodge Challenger SRT Hellcat VIN0001 .....(Lot #3004).....	\$825,000
• Benefitting Opportunity Village Foundation	donated by Chrysler
2015 Chevrolet Corvette Stingray VIN 001 .....(Lot #3001).....	\$400,000
• Benefitting the CARE House of Oakland County.....	donated by GM
2015 Ford Mustang 50 Year Limited Edition.....(Lot #3003).....	\$170,000
• Benefitting Get Your Heart Racing	donated by Ford
2014 Chevrolet Camaro Z/28 VIN 003 .....(Lot #3002).....	\$147,500
• Benefitting the YMCA of Southern Nevada.....	donated by GM
2012 Ford Fusion Race Car.....(Lot #3000).....	\$100,000
• Benefitting the Paralyzed Veterans of America	donated by Richard Petty MS
TOTAL CHARITABLE SALES.....	\$1,642,500
+ Engelstad Family Foundation Challenger SRT Hellcat match.....	\$825,000
TOTAL CHARITABLE PROCEEDS	\$2,467,500

BEAUTIFUL, TOUGH AND FAST BY JOE SAGE

It's not hard to tell that we liked the last generation of Dodge Charger—it made our cover exactly one year ago. And it's equally easy to see that we liked the 2015 Challenger, which just graced our previous cover this year. So take a dose of Charger. Add a dash of Challenger—with a 707-hp Charger SRT Hellcat added to the lineup. And let's see what we get.

Most obvious at first glance is the front sheetmetal, all new (and varying by trim). It's a master stroke of redesign, startlingly different the first time you see it, then better than its predecessor every time after that. Gone is the once-characteristic large grille. In its place is an equally aggressive and equally big-air-breathing wide mouth.

A new rear spoiler has a more refined, distinctive and effective shape. Scalloped sides remain in spirit from the prior gen-

eration, but only the roof and rear doors are actually carryover panels. The biggest changes lurk under the hood, in the driveline and inside.

Let's jump right to the SRT Hellcat. The top model, this incorporates the same 707-hp 6.2-liter HEMI® supercharged V8 (with 675 lb-ft of torque) as its Challenger SRT Hellcat stablemate. The two Hellcats use the same 8-speed automatic (though Challenger is also available with a 6-speed manual). The Charger weighs a little more than the Challenger, but as a four-door can brag as the quickest, fastest and most powerful sedan in the world (acceleration, top speed and horsepower/torque).

The angelic and non-feline Charger SRT 392 has a normally aspirated 485-hp 6.4L HEMI V8. Hellcat starts at \$63,995, the SRT 392 at just over \$47 grand. The bang

for the buck equation is easy to grasp.

The lineup starts with a Charger SE and SXT, bearing a 3.6L Pentastar® V6 at 292 hp (or 300 hp with a Rallye Group option) and 260 (or 264) lb-ft of torque. (This engine is one of two at the heart of the don't-even-try Charger Pursuit police package; the other is the R/T's 5.7L HEMI.)

Of the many option packages available for the Charger, the Rallye Group applies to the SXT only, adding cold-air induction and sport-tuned exhaust, nudging horsepower from 292 to 300, and torque a few lb-ft as well. The package also adds badging and trim differences, performance suspension, 20-inch black aluminum wheels, wheel-mounted shift and sport modes—and a high-powered BeatsAudio system, in case you tire of that exhaust note. Option pricing has not yet been released.

2015 Dodge Charger SRT Hellcat



Charger SE and SXT are the only two offering all-wheel drive, although the top 31 MPG of an RWD V6 slips below 30 when you go this route. All-wheel drive is automatic, with a class-exclusive active transfer case and front axle disconnect to preserve fuel economy when not needed.

Next up—a compelling combination of power, styles, features and fuel economy—is the R/T. The HEMI V8 kicks in here, a 5.7-liter delivering 370 hp (about halfway from the V6 to the SRT). You rate 25 MPG highway, and city fuel mileage dips a couple of points—an easy tradeoff for any gearhead who requires V8 rumble. And purchase price moves up just three grand.

An R/T Road & Track package brings upgraded brakes and tires, Super Trak Pak suspension, a high-speed engine controller and a higher rear end, all adding up to just what its name declares: a perfectly road-capable Charger that's always happy to spend time on a track.

The R/T Scat Pack has much the same mission, but even moreso, swapping to the same 485-hp 6.4L HEMI as an SRT 392. There is a psychological jump here, from what feels like just over \$30 grand to about \$40 grand, so your best bet is to compare the whole list of features. This does give you the SRT's engine, while the actual SRT 392 badge and fitments will take you close to \$50 grand.

But only an SRT is an SRT, and that badge—and its upgraded brakes, wheels, suspension, electronics, interior and more—does deliver in this pecking order. If you shop SRT, you know who you are, what you need and why you want it.

There's only one way to really top the pecking order, though, and that's with the



aftermentioned 707-hp Charger SRT Hellcat. Despite its immense capability on the track—which we proved at Summit Point Motorsports Park in West Virginia—the Hellcat, as with its Challenger cousin, is an extremely friendly daily driver road car, as well. Each model level delivers something more, and there are no functional tradeoffs—just some cash and a bit of MPG.

That does, of course, leave one beast that actually tops any pecking order—the Dodge Charger Pursuit, whether it has the V6 or the 5.7L HEMI V8, as in either case it also has a light bar and a badge.



This brief chart adds up to nine 2015 Dodge Charger models, not even including the Pursuit—plus there are extensive options and packages. "It's our formula car," Dodge says, perfect for the family, and right on up to the fastest four-door sedan in the world.

2015 DODGE CHARGER

SE, SXT	.....BASE: \$27,995 / 29,995
3.6L V6 • 292 hp • 8-sp auto • RWD/AWD	
R/T, R/T R&T	.....BASE: \$32,995
5.7L HEMI V8 • 370 hp • 8-sp auto • RWD	
R/T SCAT PACK	.....BASE: \$39,995
6.4L HEMI V8 • 485 hp • 8-sp auto • RWD	
SRT 392	.....BASE: \$47,385
6.4L HEMI V8 • 485 hp • 8-sp auto • RWD	
SRT HELLCAT	.....BASE: \$63,995
6.2L HEMI V8 s/c • 707 hp • 8-auto • RWD	





MARCH

MARCH 13-15, 2015

★ **6th SPRING NATIONALS** ★

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

MARCH 20-22, 2015

★ **5th SPRING LONE STAR NATIONALS**

Texas Motor Speedway - Fort Worth, TX
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Track Cruise, Swap Meet, Cars 4 Sale Corral and All American Sunday.
#GGSPRINGLONESTARNATS

MARCH 28 & 29, 2015

★ **33rd ALL AMERICAN GET-TOGETHER** ★

Alameda County Fairgrounds - Pleasanton, CA
Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet and Cars 4 Sale Corral. #GGAAGETTOGETHER

APRIL

APRIL 10-12, 2015

★ **15th MEGUIAR'S DEL MAR NATIONALS**

Del Mar Fairgrounds - Del Mar, CA
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday. #GGDELMAR NATIONALS

APRIL 17-19, 2015

★ **1st NORTH CAROLINA NATIONALS** ★

North Carolina State Fairgrounds - Raleigh, NC
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Saturday Night Demolition Derby, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGNC NATIONALS

APRIL 24-26, 2015

★ **2nd FLORIDA NATIONALS** ★

Osceola Heritage Park - Kissimmee, FL
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGFLORIDANATIONALS

MAY

MAY 15-17, 2015

★ **10th NASHVILLE NATIONALS** ★

LP Field - Nashville, TN
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.
#GGNASHVILLENATIONALS

★ National Event	🏎️ Drags
🏁 AutoCross	🇺🇸 All American Sunday

MAY 30 & 31, 2015

★ **22nd SUMMER GET-TOGETHER** ★

Alameda County Fairgrounds - Pleasanton, CA
Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet and Cars 4 Sale Corral. #GGSUMMERGETTOGETHER

JUNE

JUNE 5-7, 2015

★ **2nd INDY NATIONALS** ★

Indiana State Fairgrounds - Indianapolis, IN
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Goodguys Friday Night Drags at Lucas Oil Raceway Park, Saturday Night Demolition Derby, Indoor Car Show, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGINDYNATIONALS

JUNE 12-14, 2015

★ **23rd GRUNDY WORLDWIDE INSURANCE EAST COAST NATIONALS**

Eastern States Exposition - West Springfield, MA
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Indoor Car Show, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGEASTCOASTNATIONALS

JULY

JULY 3-5, 2015

★ **24th HEARTLAND NATIONALS** ★

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

JULY 10-12, 2015

★ **18th PPG NATIONALS** ★

Ohio Expo Center - Columbus, OH
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Friday Night Vintage Drags at National Trail Raceway and All American Sunday. #GGPPGNATIONALS

JULY 24-26, 2015

★ **28th WESCO AUTOBODY SUPPLY PACIFIC NORTHWEST NATIONALS**

Washington State Fair Events Center - Puyallup, WA
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral, Friday Night Vintage Drags at Pacific Raceways and All American Sunday. #GGPNW NATIONALS

AUGUST

AUGUST 14-16, 2015

★ **14th GREAT NORTHWEST NATIONALS**

Spokane County Fair & Expo Center - Spokane, WA
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Indoor Car Show, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday. #GGGNW NATIONALS

AUGUST 21-23, 2015

★ **29th WEST COAST NATIONALS**

Alameda County Fairgrounds - Pleasanton, CA
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Vendors, Swap Meet and Cars 4 Sale Corral. #GGWESTCOASTNATIONALS

SEPTEMBER

SEPTEMBER 11-13, 2015

★ **18th COLORADO NATIONALS** ★

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

SEPTEMBER 18-20, 2015

★ **4th NOSTALGIA NATIONALS**

Beech Bend Raceway Park - Bowling Green, KY
Featuring All Vehicles '72 and Older and American Made or Powered Vehicles of Any Year, Goodguys Nostalgia Drags All Weekend Long, Goodguys AutoCross, Vendors, Swap Meet and Cars 4 Sale Corral. #GGNOSTALGIANATIONALS

OCTOBER

OCTOBER 2-4, 2015

★ **23rd LONE STAR NATIONALS** ★

Texas Motor Speedway - Fort Worth, TX
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Track Cruise and All American Sunday.
#GGLONESTARNATIONALS

OCTOBER 30 - NOVEMBER 1, 2015

★ **22nd SOUTHEASTERN NATIONALS**

Charlotte Motor Speedway - Concord, NC
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross, Vendors, Swap Meet, Cars 4 Sale Corral, Track Cruise and All American Sunday.
#GGSOUTHEASTERNATIONALS

NOVEMBER

NOVEMBER 14 & 15, 2015

★ **26th AUTUMN GET-TOGETHER** ★

Alameda County Fairgrounds - Pleasanton, CA
Featuring All Years of American Made or Powered Hot Rods, Customs, Classics, Muscle Cars and Trucks, Goodguys AutoCross, Indoor Car Show, Vendors, Swap Meet and Cars 4 Sale Corral. #GGAUTUMNGETTOGETHER

NOVEMBER 20-22, 2015

★ **18th SOUTHWEST NATIONALS** ★

WestWorld of Scottsdale - Scottsdale, AZ
Featuring Hot Rods, Customs, Classics, Muscle Cars and Trucks thru '72, Goodguys AutoCross Shootout, Goodguys "Top 12" Vehicles of the Year, Vendors, Swap Meet, Cars 4 Sale Corral and All American Sunday.
#GGSOUTHWESTNATIONALS

Goodguys Schedule as of 9/17/14. All dates subject to change.

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Goodguys
PO Box 9132 • Pleasanton CA 94566
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Charger sales have grown by 62 percent over the past five years, double the rate of its full-size sedan segment. Buyers are on average 15 years younger than those of the competition. Those buyers will find what they're looking for inside: Uconnect 8.4-inch touchscreens, remote start and lock/unlock, on-demand WiFi mobile hot spot, audio from BeatsAudio and Harman Kardon, and Aha by Harman, iHeart-Radio, Pandora and Slacker, all accessible using your existing device's data plan. Available navigation has one-step voice destination entry and enhanced 3D maps.

Electric power steering is new to the Charger, but it's engineered to make you feel more connected with the road, with normal, comfort and sport settings. Upgraded Performance Pages offer transmission, engine and suspension tweaks and upgraded launch control. The electronic shifter adds physical linkage feel, so you know your position, eyes-on or eyes-off.

Finish off your cockpit from among 19 combinations of interior colors and materials, including cloth, leather, Nappa or Laguna leather—throughout the lineup.

The average person in North America is about 21 pounds heavier than in Europe or 50 pounds heavier than in Asia, and one



to three inches taller. The spreads were even wider a generation ago. Building a big sedan is second nature to Dodge.

Whether you grew up driving mom and dad's big American sedan or have only lusted after them, the 2015 Dodge Charger will fit you like a pair of jeans that would still look good with a tuxedo. Similarly, it will handle anything you can throw at it, while proving just as strong, purposeful and raw stylish.

Dodge and SRT director Tom Sacoman brings the Charger lineup into focus via three models. The Hellcat is "the industry's most irreverent four-door supercar," one in which you can run an 11-second quarter-mile, "then strap the kids in and

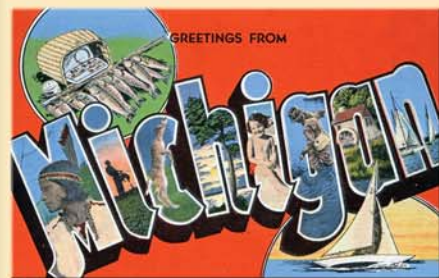
get 22 MPG on the way home." The new R/T Scat Pack is the fastest four-door under \$40 grand. Or for under \$30 grand, you can have an SE or SXT, with the same DNA and all-wheel drive.

Sacoman boasts of the same muscle car attributes as Mustang or Camaro, but with four-door sedan practicality. He calls it a "3-in-1" car: occasionally supercar, a practical muscle car and always a family car.

The Dodge Charger was not designed by focus groups—decidedly not. It's a car conceived and built by professionals with vision, who know how to do it right. The car "defines itself," says Dodge president and CEO Tim Kuniskis. What you get is all "because of the honesty of the car." ■



2015 Dodge Charger R/T Road & Track



DODGE AT 100

By Kevin A Wilson

Say Happy Birthday to the Dodge brand. Or maybe it should be happy independence day?

It was July 1, 1914 when the Dodge Brothers, John and Horace, ended their long-standing relationship as a—no, make that *the*—major supplier to Ford and set out to build cars under their own name. Sadly, they wouldn't live to see the Roaring Twenties as individuals, but the company they started 100 years ago thrives today.

The brothers didn't actually build a car until November of that year, and the first one didn't sell until mid-December, so today's company fittingly commemorates the occasion with a few 2015 models, which it showed alongside a fleet of historic vehicles from the Chrysler archives that were made available for the press to drive in Michigan this summer.

You're likely to see a lot of these pre-

served examples over the upcoming auto show and concours season.

The Dodge Brothers caught an early break when the Oldsmobile factory in Detroit burned down in March, 1901 and Ransom Olds contracted with them to build transmissions.

They supplied many parts, including major elements like engines, transmissions, axles and chassis to several manufacturers, but the tie-in with Ford proved most productive, especially after the Model T arrived in late 1908. Years later, Ford was still building essentially the same car but assembling them more quickly and selling them for less money, creating the mass market.

By mid-1913, though, the Dodges perceived both a danger in over-dependency on their behemoth client, and an opportunity in that they believed technology had advanced enough that a market was growing for a better car. "I'm tired of being in Henry Ford's vest pocket," John purportedly declared. They formally informed Ford that they would stop supplying parts and instead launch their own carmaking operation one year hence.

And so they did. Their first car, the Dodge Model 30, had a steel frame and body when most makers still used wood in their assembly, a stronger four-cylinder engine (35 hp vs Ford's 20), a 12-volt electric system and sliding-gear transmission. It sold for significantly more money than Ford's Model T but found a market ready for a better car, and Dodge ranked second in sales in 1916.

With Henry Ford's finances strained as he developed his giant River Rouge factory complex (where he aimed to have his company build every part of the car itself),

KEEP RIGHT >>



MEADOW BROOK HALL DISPLAYS DODGE BROTHERS' HISTORY

Also marking the occasion was the unveiling of a new historic display telling the Dodge Brothers story at Meadow Brook Hall in Rochester Hills, Michigan. The Meadow Brook mansion was the home of Matilda Dodge Wilson, widow of John Dodge. She and her second husband, lumber baron Alfred Wilson, had it built on the large farm property where the

brothers had planned their automobile. The new display is housed in the former Wilson family garage for now, though there are plans to move it to a more Dodge-appropriate site elsewhere on the property later. It tells how John and Horace were born in Niles, Michigan in 1864 and 1868, became accomplished machinists in that railroad town, and set up Dodge Brothers in Detroit in 1900. (Photos above/below: the author)





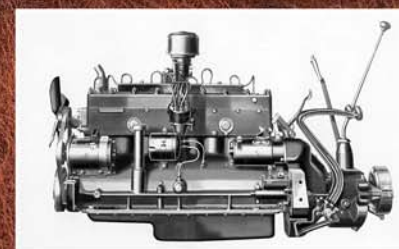
he stopped paying dividends to shareholders. The Dodges had accepted stock in Ford's company in lieu of payment for work they'd done early in the relationship and now held nearly 10 percent, so they sued for the dividends of about \$1 million per year. Instead, a settlement gave them a timely \$25 million award.

Helping to grow the Dodge brand's reputation for reliability and durability, young Army lieutenant George S. Patton used three Dodge Model 30s during a raid into Mexico in pursuit of Pancho Villa. General John J. Pershing subsequently ordered Dodge cars for officers to use in Europe in World War I.

The brothers were riding high in the saddle then, when they set out to exhibit at the New York Auto Show in early 1919. In their travels, however, both caught influenza (the pandemic of 1918-1919 was underway) and both developed pneumonia as a result. John died in January; Horace recovered but died of cirrhosis in December. He'd been subjected to some rather punishing medical treatments but it was also said he'd been distraught at the loss of his brother.

The widows ran the company for a time after promoting Frederick Haynes to the presidency. In 1925, they sold the company to Dillon, Read & Co. (the other bidder was General Motors). Three years later, Walter P. Chrysler would acquire the firm and fold it into his growing empire. ■

KEVIN A. WILSON is an automotive editor, writer and historian. A contributing editor to both *Car and Driver* and *Popular Mechanics*, he previously worked at *AutoWeek* in various roles including Executive Editor, Senior Editor for Special Projects and as a columnist. He has judged many automotive art shows, car shows and concours, and is chief judge for the annual Ypsilanti Orphan Car Show.



Major Transition

Story by Jennifer Johnson
Photos by Joe Sage

Ford's all-new full-size Transit van to replace venerable E-Series

Ford brought the all-new 2015 Ford Transit to Phoenix International Raceway to show off its features, performance and capability as part of the 18-stop nationwide Truth About Transit tour. More than 500 fleet customers, automotive enthusiasts and business owners came out to PIR over the course of three days to learn more about the full-size van. First, the media received a full briefing, then took their turn behind the wheel in the full range (as well as in the updated smaller Transit Connect van).

Transit is now on sale for the first time in US and Canadian dealerships, where it will eventually replace America's best-selling van of 35 years, the E-Series, first sold in 1961 as Ford Econoline. The new Transit delivers as much as 46 percent better fuel mileage than Ford E-Series and offers Ford van customers more choices and capability, including three engine options, three roof heights and two wheelbases.

"Transit has a proven legacy, with more than 7 million units sold worldwide since being introduced in Europe in 1965," said Megan Gillam, Commercial Vehicles Brand and Fleet Communications Manager at Ford. "Transit represents One Ford at its best, building on lessons learned from our decades of leadership in the commercial vehicle markets in the United States and Europe."

Peak performance and efficiency

Transit comes standard with a 3.7-liter V6 engine.

Customers also can choose from an available 3.5-liter EcoBoost® or 3.2-liter inline-5-cylinder Power Stroke® diesel. When equipped with the 3.5-liter EcoBoost engine, the all-new 2015 Transit low- and medium-roof regular wheelbase vans get a 14 MPG city/19 MPG highway EPA-estimated rating. This reflects an improvement of as much as 46 percent compared with the 10 MPG city/13 MPG highway rating for the Ford E-Series 6.8-liter V10 premium gas engine. The improved fuel mileage translates to savings as high as \$1,700 annually, based on EPA data.

Transit van delivers as much as 4650 pounds of maximum payload capacity—more than competing vans from General Motors and Chrysler. Maximum payload increases by at least 600 pounds across all sizes of Transit vans versus comparable E-Series vans. Transit delivers a maximum towing capacity of 7500 pounds.

Built Ford Tough

The globally proven 3.2-liter Power Stroke diesel engine underwent over 4000 hours of rigorous dynamometer testing specifically for Transit. Testing included running at maximum engine power for 750 hours (the equivalent of 14 nonstop round trips from New York to Los Angeles), simulating 10 years' service over 150,000 miles. To simulate the heavy use fleet and commercial customers put their vans through, Ford testers opened and slammed Transit doors 250,000 times—nearly

three times more than for a car.

The all-new Transit van offers a best-in-class gasoline engine maximum cargo capacity of 487.3 cubic feet when properly equipped—75 percent more than the largest E-Series van. The extended-length wagon model offers best-in-class cargo storage (100.5 cubic feet) behind the last row of seats in a 15-passenger version—ideal for shuttle service.

Transit high-roof van models offer best-in-class cargo height to make loading easier, and high-roof wagon models deliver best-in-class passenger compartment height, enabling passengers as tall as 6 feet 4 inches to stand upright.

Transit also has a best-in-class rear door opening height, and available 270-degree swing-out rear cargo doors offer quick and easy access.

"The all-new Transit offers our customers more choices than ever before," said Jim McGuire, commercial account manager at Earnhardt Ford in Chandler. "Business owners and fleet managers have diverse needs when it comes to vehicles, which is what makes the Transit such a good choice. There truly is something for everyone."

Customers can choose from van, wagon, chassis cab and cutaway body styles; three body lengths and two wheelbases for van and wagon, along with three roof heights; and XL and XLT trim levels. Transit vehicles can be custom-configured at TransitUpfits.com. For more info on the Truth About Transit tour, visit FordTransitTour.com ■



The Transit van includes easily replaced body panels in more vulnerable areas and available 270-degree opening rear doors.

Endlessly adaptable, high-strength steel members come predrilled and precut to accommodate about every imaginable add-on inside, and graphic wraps can be designed—and ordered—via an online interface.

The Transit chassis can adapt to everything from stakes and flatbeds to box trucks. Long, short, high or low, it's a lean and nimble handler on the road and autocross.

The big Transit lets the name of the smaller Transit Connect, new to the US about five years ago (fourth from left, main photo), finally make sense here, as in Europe all along.

JENNIFER JOHNSON is a freelance automotive journalist based in metro Phoenix. She has more than 15 years' experience in the fields of journalism, public relations and communication covering a wide variety of business sectors. Her emphasis is in special events and media within the automotive field, with a particular affinity for all things Ford. Jennifer earned her bachelor's degree in journalism from the Walter Cronkite School of Journalism and Mass Communication at Arizona State University. When not covering auto news, she enjoys spending time with her young kids and husband, swimming year-round and taking road trips with her family.



The Ford Transit comes in van, wagon, chassis cab and cutaway body styles; three body lengths and two wheelbases, three roof heights; with three engines available; and XL and XLT trim levels. (Fourth from left is the smaller Ford Transit Connect.)



Photo: John M. Vincent/NWAPA

Sometimes a road trip opportunity comes out of the middle of nowhere, and it also takes you to the middle of nowhere.

We'll cross that bridge when we get to it...Yuma's BRIDGE TO NOWHERE

Story and photos by Tyson Hugie

On a Tuesday at the office in Scottsdale, my coworker Greg sent me an email entitled, "Seen this?" with a screen capture of what is known as the Bridge to Nowhere. Of course, I dropped all work-related activities and headed straight for Google. My colleagues at the office know me well. What I soon uncovered was the history of a very little-known 800-foot-long suspension bridge about 8 miles north of the desert community of Yuma, Arizona.

I took to the streets bright and early on Sunday morning in my Acura and headed westward. Yuma sits along Interstate 8, and it's only 7 miles north of the Mexican border. The sun shines for about 90 percent of days in Yuma, making it the sunniest place on earth (specifically, the city receives 4,015 hours of sunshine per year). The city's population booms in the wintertime when snowbirds from the Midwest roll in with their fifth wheel travel trailers and spend a few months in its perfect climate.

At Fortuna Road, Exit 12, I rolled off the main highway and headed north toward US 95. Following some directions I'd printed from Roadside America, I knew exactly where I'd be seeing the bridge. Sure enough, its two tallest spires beckoned from afar, as I hit the brakes in the ILX and made a left-hand turn onto a gravel road that truly did look like it was in the middle of nowhere. Just a half mile or so up the dirt road, I'd driven as far as I'd be able to. Multiple warning signs urged me to not take any further steps toward the bridge. BRIDGE CLOSED; NO TRESPASSING; and UNSTABLE were some of the notifications I received. Still, I felt like I needed to get a closer look, so I parked the car and started hiking.

The bridge was built in 1929 in the name of Henry Harrison McPhaul, a notable resident of Yuma. Just a little fewer than 40 years later, in 1968, it was deemed unfit for modern traffic needs—not difficult to understand, given its narrow width. A larger bridge



was built upstream, along with a dam that rerouted the river.

Today, the McPhaul Bridge is nothing but a roadside relic. It doesn't go anywhere or serve any purpose at all, except for inquisitive road trippers like me.

The actual deck of the bridge is completely shut off with a fence and padlock, so I did not walk along the top of it. I did, however, hike down underneath the platform. Thick wooded brush was difficult to navigate, and I was wearing shorts, so the sticks would frequently jab at my legs and scratch them. I had to tread carefully down there. The view of the underside of the bridge was worth it. What was once a riverbed is now most-

KEEP RIGHT >>



TYSON HUGIE loves Acura, loves road trips and loves writing to bring those passions together. His *Drive to Five* website takes readers along in his over-500,000-mile Acura Legend coupe and his late model Acura ILX as they discover offbeat destinations and enjoy the scenery along the way. Travel along at drivetofive.wordpress.com.



ly dry, since the flow of water had been diverted in 1968.

Not even a mile up the road, another quick stop was to be made. A white, hand-painted sign along Highway 95 said, "Pause; Rest; Worship." Another dirt road presented itself to my left, so I veered north toward the tiniest church building I've ever set foot in. The "Tiny Church," as it has indeed been named, dates back to 1995 and was built by a farmer on his property. I spent at least 20 minutes at the church and saw nobody else around. The front door was unlocked, so I let myself in. There are six tiny pews in the 8-foot by 11-foot interior. The front row had bottled waters and some pudding on it, maybe in case any worshipers needed sustenance? Sitting on top of the pulpit was a Holy Bible and a guest book, which I signed.

My return trip to the Phoenix area was smooth sailing, as Interstate 8 on a Sunday morning is very quiet and there are remarkably few 18-wheelers along that stretch of road. I did make just one more visit before calling it a day.

Dozens of times I'd driven past Exit 67 for Avenue 64E to Dateland, but it wasn't until this Sunday that I let my curiosity get the best of me, and I pulled off I-8 for a closer look. I'd known that Dateland was famous for its date shakes, but not much else. I was greeted by a modern service station and adjoining Quizno's sandwich shop. For \$4.50, I indulged in a date shake. The flavor reminded me just remotely of a jamocha flavored shake from Arby's. The consistency was really thick, and the chunks—well, they were a bit much. It was so chunky, in fact, that my straw kept getting plugged.

Dates, I've learned, are a fruit that grows on a certain type of palm tree called a Phoenix *Dactylifera*, which can grow up to 75 feet in height. Dateland, Arizona started out as a stop along the railroad line in the 1920s. Its irrigation pool doubled as a swimming pool at that time.

Today, Dateland's source of industry primarily comes from its convenience as a pit stop for motorists cruising between Yuma and Phoenix along the interstate corridor. If you ever get the chance to swing by on your way to San Diego, I'd recommend it—just enjoy your date shake with a spoon instead of a straw. ■

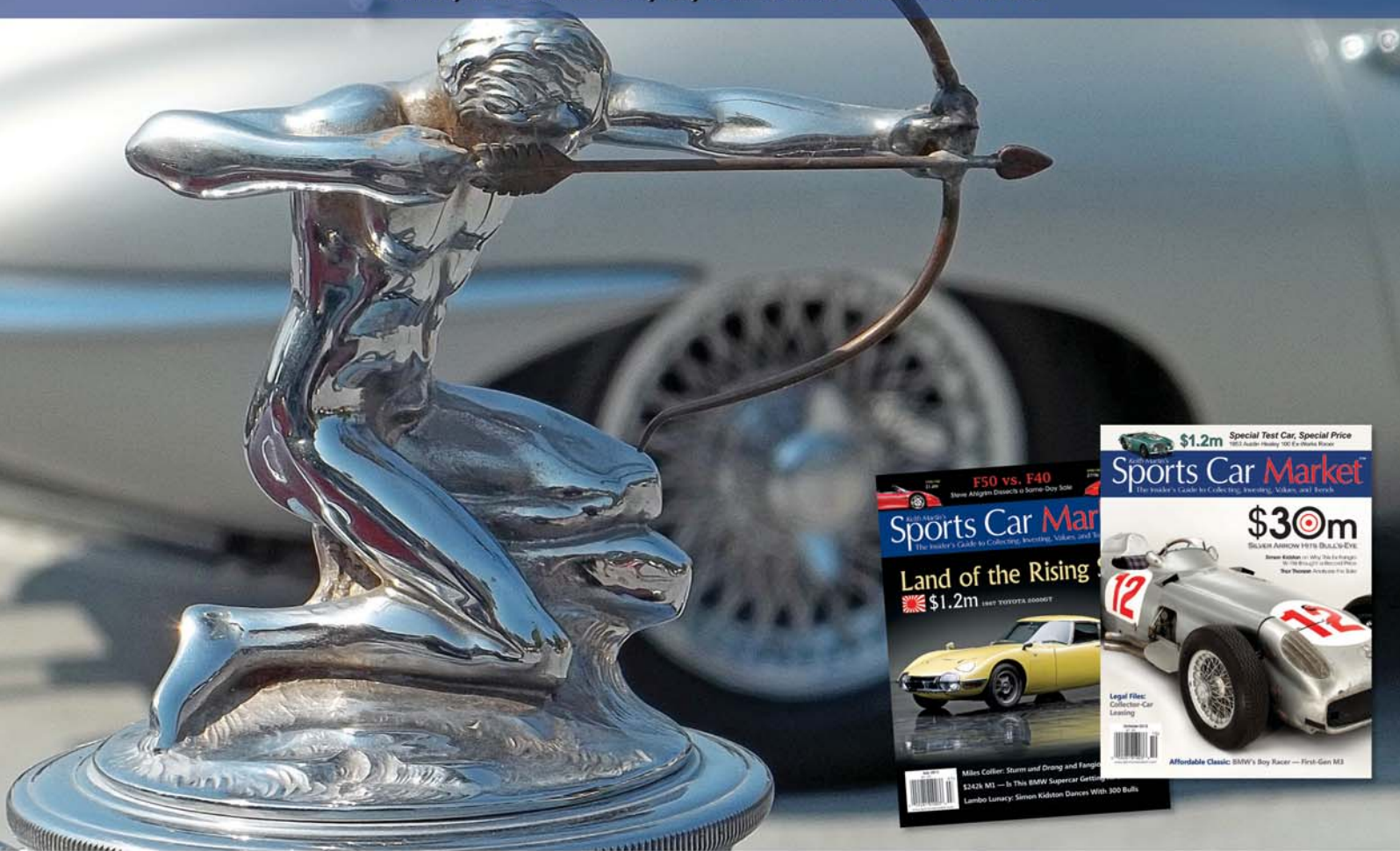


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EQUIPMENT : MARICOPA FIRE DEPARTMENT UPDATES FLEET

37 MPG Ford Fusion sedans replace gas guzzlers

Frugal fire fighters

The City of Maricopa Fire Department has added four new Ford Fusions to its fleet, replacing aging large SUVs and trucks, to serve as emergency response vehicles for executive staff. The Fusions, purchased through the fleet department at Chapman Ford in Scottsdale, have been outfitted with department lettering, decals, and emergency response lights and sirens, to ensure the safety of on-scene staff when responding to emergencies. The mission of the fleet is to provide the most efficient, effective and safe vehicles for members of the department.

Almost doubling the fuel efficiency of the vehicles they replaced, the change has had a significant impact on the fleet's fuel budget. The Fusion's fuel economy is rated at 25 MPG city and 37 MPG highway. The vehicles they replaced had an average fuel economy of 14 MPG.

"We included all the members of the Resource

Management Division in the decision-making process and then underwent an extensive competitive search to find the best fit for our needs," said Fire Chief Brady Leffler. "The Ford Fusions are efficient, safe and reliable."

The Department is currently in the process of adding a new Ford Explorer with the Interceptor package to the fleet, along with a possible F-450 Fleet Support vehicle for mechanics to use for in-field repairs. The Department is also planning to add two 2015 Ford F-150s (with the high-efficiency aluminum bodies) as support vehicles for administrative work. These will be wrapped in life-safety and fire-prevention signage.

When the department was established in 1976, the first vehicle that was purchased was a Ford 1948 F-4 Fire Engine. This engine is still in the department and will soon be fully restored, as funds become available. ■



MARICOPA FIRE DEPARTMENT

The City of Maricopa Fire Department is located approximately 18 miles south of Phoenix and covers the 45 square miles of the City of Maricopa. The department utilizes four fire stations and a full-time paid staff of 63 to provide all-hazards and Emergency Medical Service response and protection. As part of the Phoenix Regional Automatic Aid system the department helps provide coverage to the Phoenix metropolitan area and the 27 cities and towns and 4.2 million residents that includes. For more information, visit www.maricopa-az.gov



Photo: City of Maricopa Fire Department

User-friendly synthesis

A CROSSOVER THAT EARNS THE TERM — By Joe Sage

You would be forgiven for half-thinking Subaru must have had some hybrids for awhile now. After all, they are innovative, and their vehicles are known for frugal operations (even with spirited driving). But this is their first.

There are some probable reasons they have waited. Not only do they have a positive reputation for fuel economy already, but their lineup doesn't include any gas hogs (big pickups, SUVs) that it needs to offset, either in collective CAFE numbers or in brand image. And they keep their purchase costs down, while complex drivetrains could work against this. They would not want to build a hybrid vehicle unless it could still deliver at least as much value as the brand always has.

Motivated by a combination of factors, they have now created exactly this.

The Subaru XV Crosstrek was chosen as the basis—a broadly popular vehicle with all-terrain capabilities, in a package that suits both car and crossover buyers.

One point we came back to repeatedly

during our time with the XV Crosstrek was that this is a vehicle that truly deserves to be called a crossover. Anyone who might just about be happy with a Legacy or Impreza, but wants to tackle some more aggressive activities—or anyone who might just about be happy with a Forester, but wants something a bit lower, smaller and, well, carlike—will be very happy with this cross-category conqueror.

Its tough little outdoor-industrial shape beckons adventure, while carlike enough to raise no eyebrows around town. Much of its character is owed to its aggressive stance. Ground clearance is the same 8.7 inches as in the gasoline model (with its same convenient step-in height).

The XV Crosstrek Hybrid builds off the same core 2-liter boxer engine used in the gasoline model, but with its compression ratio boosted to 10.8:1 (compared to 10.5:1 on the gasoline model) and optimized to further minimize friction. EGR (exhaust gas recirculation) capacity is increased, while its temperature is cooled.

The Hybrid also has a sportier chassis than the gasoline-only XV Crosstrek, with modified suspension and quick-ratio electric power steering. Its parallel hybrid system can power you on pure electricity when accelerating from a stop, or boost acceleration while underway.

The vehicle has an auto start-stop system, but unlike those in many purely gasoline cars, it works well—with more of a sense of purpose—with this hybrid system, bringing you back to electric system readiness when the traffic light turns green. In most cases, this was one of the most transparent start-stop systems we've driven, although when really hot out (we had this in early September), the gasoline engine may restart before you resume motion, for the sake of air conditioning—a fair trade, considering its advantages.

The Hybrid's turning circle of 34.8 feet is the same as that of the gasoline model (tighter than a MINI), but its EPS delivers full lock-to-lock in just 2.8 turns, compared to 3.2 for the gasoline-only model.

The result is U-turn ability or parking agility that is more than the sum of its parts—nimble, quick and tight.

Once you add a 13.4-hp electric unit to the 148-hp, 145-lb-ft gasoline engine, you have at your fingertips and feet a 160-hp vehicle that delivers a full 163 lb-ft of torque very quickly, by just 2000 rpm. This gives it a good kick in the pants during routine maneuvers. As an example noted in our logbook, we were at the top of a freeway overpass, with a red light, at a spot where the next move is a tight (and very competitive) turn, where two lanes merge into one: "We grabbed the green light, gave it some gas and accelerated well through the curve—not a sports car, but not bad! It's really an impressive overall machine."

This is exactly what Subaru has delivered: a vehicle you will appreciate for its sporty, go-anywhere characteristics (and styling), while the hybrid powertrain lives largely in the background, giving you the same 33 MPG highway as a gasoline model, but 29 MPG city (vs 25 with similar CVT, or vs 23 with manual—some 16 to 26 percent better fuel mileage).

The hybrid system does add about 250 pounds to the car, though passenger volume is the same and cargo volume just about the same (trunk liftover height is just three-tenths of an inch higher, about as small a number as imaginable with the addition of a hybrid battery pack).

Subaru is always one of the most user-friendly brands we experience. Instruments and features have few points of confusion, with redundancies only when convenient, and no unnecessary interlinks and interlocks among starts and doors and belts. (Our XV Crosstrek could use a larger backup camera.) The brand is so user-friendly, it's no wonder its users are generally such a genial bunch.

The Subaru XV Crosstrek Hybrid starts at \$25,995—just \$1000 higher than a nicely-optioned gasoline-only Limited. On the other hand, our Touring model starts at \$29,295, while the base (or "Premium") gasoline model starts at just \$21,995—suddenly quite a spread.

If purchase economy is job one—and/or if you want a 5-speed manual transmission, available only on the base model—you are in the game for just \$21,995. (At this price, you can order the distinctive Tangerine Orange Pearl paint,



or several other choices, but not our test car's Plasma Green Pearl.) Available options are numerous, but basically in the "details" department; you can't buy the base (e.g. for its 5-speed) and build your way up to the other, since leather, GPS or other major variables are not options.

If you don't desire that manual transmission, the comparison between a higher-featured gasoline Limited and base Hybrid is tougher. For a thousand dollars less, you do get leather, automatic climate, upgraded audio and such, but no hybrid. For a thousand dollars more, you lose a couple of those creature comforts, but gain the Hybrid's sportier feel, along with its around-town fuel advantage—an advantage that could have you stopping for gas considerably less often.

To have it all, you do approach thirty grand. It's a clever positioning move by Subaru, adding that sporting character of steering, suspension and chassis to the Hybrid. It's just enough to tip your scale to the top XV Crosstrek Hybrid Touring model, with full features, plus an effective system to slash your fuel costs, as a bonus—especially around town.

But, again, fuel economy is not the Hybrid's only trick. Although MPG numbers match on the highway, its enhanced steering and suspension give it an advantage there, too. And either is great off-pavement, but the Hybrid has a steering advantage in tight spots. We suspect Subaru will let the Hybrid maintain these advantages for some time to come. ■

SPECIFICATIONS

PAINT	Plasma Green Pearl
ENGINE/HYBRID	2.0L DOHC 4-cyl boxer engine w alloy block and heads. Hybrid system w integrated electric drive motor, starter/generator for auto start-stop
TRANSMISSION	CVT (continuously variable)
DRIVETRAIN	Symmetrical all-wheel drive
HORSEPOWER	Gas engine: 148 hp Electric motor integrated w CVT: 13.4 hp Total hybrid system: 160 hp
TORQUE	Gas engine: 145 hp Electric motor integrated w CVT: 48 hp Total hybrid system: 163 hp
STEERING	EPS quick-ratio rack & pinion
WHEELS	17x7 aluminum alloy (aero)
BRAKES	Power 4-wheel disc, 11.6" vented front, 10.8" solid rear, hybrid regenerative.
WEIGHT	(Touring) 3484 lb
FUEL CAPACITY	13.7 gal
MPG	w/9/33/31 (city/hwy/comb)
INCLUDED:	Roof rails, fog lights, privacy glass, power moonroof, auto climate control w filtration, AM-FM-CD/nav, XM radio & USB w/iPod connectivity, wheel-mounted audio controls, Bluetooth, color multifunction display, cruise, tilt/telescope, power locks, power mirrors, rear camera, power windows (driver auto up/down), keyless entry/start, leather-trim upholstery, leather-wrap wheel & shifter, all-weather package, heated front seats. Brake assist, electronic brake-force distribution, TPMS, alarm/immobilizer, DRLs.
WARRANTY	3 years / 36,000 miles basic 5 years / 60,000 miles powertrain 5 years / unlimited rust perf 3 years / 36,000 miles 24/7 roadside assist
BASE PRICE	\$29,295
OPTIONS:	[na]
DESTINATION CHARGE	825
TOTAL	\$30,120



DRIVING IT MAKES ALL THE DIFFERENCE

STORY AND PHOTOS BY JOE SAGE

We are compelled to start by revisiting Infiniti's renaming scheme. It's easy to remember the cars are all Q-something now, and the SUVs and crossovers all QX-something (alphanumeric by tens, all). We could just learn all the new names on a clean-sheet basis, but whether Infiniti meant to throw out a decade or more of brand awareness or not, we find it useful to cross-compare. Here goes:

	.....NEW	.....OLD
CARS	.....Q50	.....new model*
	.....Q60	.....G (G25,35,37)
	.....Q70	.....M (M35,45,etc)
SUVs-CUVs	.....QX50	.....EX (EX25,35,etc)
	.....QX60	.....JX (JX35)
	.....QX70	.....FX (FX35,45,etc)
	.....QX80	.....QX (QX56)

**When we heard we'd be getting a test Q50 earlier this year, the renaming game almost made us not notice at first that it was an all-new model, something that would have made a bigger splash had it not come during the name changeover.*

The Q names for cars are an homage to Infiniti Q cars of a decade or more prior—despite that name having been dropped

after 2006. The one SUV that was a QX all along, the QX56, receives a new number. Here, we meet the QX70, the former FX.

We had never been huge fans of the styling on the Infiniti FX. It had struck us as looking as though it were overinflated and then sat upon. Or perhaps looked like a "sensible shoe" (worn by necessity).

But we can now say that if we were luke-warm on the FX, we like the QX70, despite their being the same vehicle. This time, in this trim, even the styling grew on us.

The Sport package on this sample (which bore a "QX70S" badge, though its Monroney sticker identifies it as simply a "QX70") seems to be what made a huge difference. Included are much larger wheels (21-inch instead of standard 18-inch) in a dark finish—which may be all it takes for the body to look lean, ready to pounce from its haunches. This improves the overall relationship of body elements, now making its small greenhouse seem sleek and evocative of a four-door sports

coupe. Also included in that \$3550 package are a dark finish grille and other body trim, contrast stitching and a dark headliner inside, aluminum pedals and magnesium paddle shifters, and power bolsters on the driver's seat.

And driving makes all the difference.

Around town, we took to it almost immediately. As we first sat down, we had the usual couple of notations about minor annoyances with seat adjustments, touchscreen and mirrors, all things a full-time owner will soon find manageable. But as far as driving, the QX70 offers a nice fit and a nice feel. Turn the key and hit the road, and it's a great handler, with smooth power from its 325-hp V6; good visibility, despite its sleek shape and seemingly large D-pillar; and a solid command of the road, without feeling overly big.

The EPA ranks the QX70 as a small SUV (the same as a little Buick Encore), despite its interior volume of 102.5 cubic feet (close to that of a Jeep Grand Cherokee,

rated as a standard SUV, at 105.4 cu.ft.). Inside, the QX70 feels quite spacious, while the vehicle is very manageable, with steering that is easy, fast, flat and sure. We were able to perform boulevard U-turns seizing the center of three lanes, despite its 36.7-foot turning circle spec.

We took the Infiniti QX70 on a fairly long and very spirited drive on particularly winding and hilly two-lanes away from the Valley, where it may still look a bit like a beachball, but handles like muscle beach. The vehicle felt luxurious, tight and firm, while suspension was solid, capable and comfortable. The QX70 delivers exactly what you would expect from Nissan when they build a premium brand—solid, straightforward features and drive experience, transformed by a thorough and well-executed luxury overlay.

We found the seven-speed automatic smooth and well-spaced, but also enjoyed its rev-matching manual mode both around town and on the open road.

We didn't take the QX70 off-pavement, though with 7.36 inches of ground clearance, it should do quite well—if you're willing to risk rock chips on that beautiful Graphite Shadow paint job. Our example was a rear-driver; AWD adds just \$1450 to the cost (and about 112 pounds to the weight, either model coming in over two



tons), while dropping fuel mileage a point or two. Ours did include a snow mode, probably pretty effective for what its name implies, though we'd still opt for all-wheel drive even if headed instead to desert camping or river adventures.

Put it all together and for mid-40s base, or under 60 grand with all the upfitting that won us over, you have a luxury sport utility that can hold its own against some high-dollar Europeans, but at \$30-50,000 less. ■

SPECIFICATIONS (RWD)

ENGINE	.....3.7L longitudinal V6
TRANSMISSION	.....7-speed automatic
DRIVETRAIN	.....RWD with snow mode
POWER/TORQUE	.....325 hp / 267 lb-ft
WHEELS	.....standard 18-in aluminum alloy
WEIGHT	.....(52/48 distrib) 4209 lb
FUEL CAPACITY	.....23.8 gal
MPG	.....17/24/19 (city/hwy/comb)

INCLUDED: Leather, heated 10-way driver's seat w 2x lumbar, HID xenon heads, fogs, one-touch power moonroof, dual zone climate/filter, rear heat/cool (console/below seats), Homelink, power liftgate, black lacquer interior trim, rear cam, 7" display, keyless entry/start, Bose 11-speaker audio, brake assist, EBF, ABS, dynamic and traction control, alarm and more.

BASE PRICE **\$45,850**

TECH PACKAGE: Intelligent cruise, lane depart warn/prevent, intelligent brake assist, forward collision warn, distance control, adaptive/auto-level heads, rain-sensing wipers, front pre-crash seatbelts2950

PREMIUM PACKAGE: Hard drive nav, 8" touchscreen, voice recognition, NavTraffic/NavWeather, surround view, front/rear sonar, moving object detection, Bluetooth streaming audio, CD-DVD, dual memory seats, entry/exit assist for driver4330

SPORT PACKAGE: 21-inch 6-spoke dark finish wheels, aluminum pedals, dark finish front grille, roof rails, fog lamp surround, mirror housings, side air vents, lower side molding and trunk finishes, interior contrast stitching, dark headliner, heat/cool front seats, front sport seats with driver 4x power bolster, magnesium paddle shifters3550

ILLUMINATED KICK PLATES: 440

DESTINATION CHARGE:995

TOTAL **\$58,085**



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SPECIAL EVENT : ARIZONA INTERNATIONAL AUTO SHOW



Arizona International Auto Show: Thanksgiving Weekend

Phoenix Convention Center
Thanksgiving Weekend: November 27-30, 2014

The 2015-model Arizona International Auto Show rolls into town this Thanksgiving weekend, with hundreds of the latest cars, trucks, crossovers and more. Check out the newest rides, sit behind the wheel, experience the latest in-car technology and even take a test drive—right at the show. The show will feature a dazzling collection of luxury, sports and family cars, utilities, vans and trucks, plus electric and plug-in hybrid vehicles, all with manufacturers' representatives on hand to answer questions.

DATES AND TIMES: Thursday, Nov 27 (Thanksgiving)9am-7pm
Friday, November 289am-9pm
Saturday, November 29.....9am-9pm
Sunday, November 309am-7pm

LOCATION: Phoenix Convention Center
100 N 3rd Street, Phoenix AZ 85004
• Easy in and out parking: follow signs off 7th St.

TICKETS: Adults.....\$11
Seniors (62 and older).....\$ 7
Military with DOD ID.....\$ 7
Children (7-12).....\$ 7
Children 6 and younger.....free
Sunday Family Day 12 and under w/adultfree

ADVANCE E-TICKETS: www.AutoShowPhoenix.com
Receive a FREE one-year subscription to *Motor Trend* magazine (a \$12 value) with each online ticket order or box office purchase, sponsored by the Valley Auto Dealers Association (VADA). The Arizona International Auto Show is owned and presented by the Valley Auto Dealers Association and produced by Motor Trend Auto Shows, LLC, the nation's largest auto show producer. ■



The 2nd Annual Arizona Concours d'Elegance

Arizona Biltmore Resort, 24th and Camelback
Sunday, January 11, 2015

The Arizona Concours d'Elegance will again serve as the start of the famed January classic car auction week in the Scottsdale/Phoenix area, following a highly successful inaugural event.

This select display of exceptional vintage automobiles takes place on the manicured inner lawns of the historic Arizona Biltmore Resort, at 2400 E Missouri Avenue, just northeast of N 24th Street and E Camelback Road in Phoenix. The second annual event will be held on Sunday, January 11, 2015.

The 2015 Arizona Concours d'Elegance will include more than 20 judged classes. Well-known veteran concours judge John Carlson will again serve as chief judge, as he did for the inaugural event. Also returning for 2015 is Keith Martin, the charismatic publisher of *Sports Car Market* and *American Car Collector*, to serve as host and emcee.

Frank Lloyd Wright—widely acclaimed as the most influential American architect of the twentieth century—was also a dedicated auto enthusiast whose artistic eye influenced his choices of fine luxury and sporting vehicles. The 2015 Concours will feature cars owned by Wright, including a rare piece of motoring history: his 1937 AC 16/80 "Ace" roadster, making its post-restoration debut after being out of the public eye for more than 40 years.

To ensure a spacious and enjoyable concours experience at this dramatic location, the organizers are limiting the number of tickets that will be sold. Spectators are urged to purchase tickets early or risk missing this unique event. Tickets for the 2015 event are now on sale at the event website.

ENTRANTS: Owners and caretakers of exceptional vehicles are invited to apply for entry to the 2015 Arizona Concours d'Elegance, and vehicle entry is absolutely free. Visit the website, click on Vehicle Submission, fill out the form, and attach one or more photos of the entry vehicle.

TICKETS/INFORMATION: For tickets, vehicle entry or general information, visit www.arizonaconcours.com.



Sir Stirling Moss to attend

British auto racing legend Sir Stirling Moss OBE will be an honored guest at the Arizona Concours d'Elegance, attending with his wife, Lady Susie Moss. Entrants and spectators will have an opportunity to meet him as he takes in the event. Moss, an active octogenarian and acclaimed world-traveling diplomat for historic motorsports, competed in vintage racing events until just a few years ago. He still provides on-track demonstrations of some of his most famous race cars and regularly takes part in classic car rallies.

Moss began his remarkable motorsports career in 1948 at the age of 18, driving a Cooper 500—purchased with his winnings from horsemanship competitions. His exceptional driving skills soon earned him coveted spots with the world's greatest racing teams. During his career through 1962, Moss competed in 529 races and won 212 of them, driving 84 different marques in a wide variety of sports and grand prix classes and events. Moss is recognized as one of the greatest Formula 1 drivers ever, though he never won a world championship, but came in runner-up four times.

Perhaps the most memorable race of Moss's career was the 1,000-mile classic Mille Miglia of Italy in 1955, driving a streamlined Mercedes-Benz 300 SLR at an average speed of 97.96 mph on public roads, finishing far ahead of the competition and setting a course record that was never equaled.

Moss retired from professional racing in 1962 after a near-fatal crash at Goodwood. These days, much of his global travel and personal appearances are as brand ambassador for Mercedes-Benz Classic.



Concours merchandise

The Arizona Concours d'Elegance has an all new selection of men's and women's hats, shirts and jackets now available online—great gifts this holiday season. Visit: www.arizonaconcours.com



Photo: Joe Sage

Arizona Auction Week

January 10-18, 2015

Barrett-Jackson

44th Annual Collector Car Auction Event
Saturday, January 10 - Sunday, January 18, 2015
WestWorld - Frank Lloyd Wright Blvd at AZ Loop 101 - Scottsdale

Last year, Barrett-Jackson had the most successful auction in its history, with sales over \$113 million, as they sold 1399 cars to the delight of some 300,000 attendees. A whopping 14 vehicles were sold for the benefit of local and national charities. The auction was held for the first time at the all-new facility at Westworld of Scottsdale, a facility that included hundreds of exhibitors and non-stop entertainment. For 2015, an advance purchase All-Week Pass is \$100 for an adult, \$75 for senior, military or student with ID (gate prices are \$175 and \$125 respectively). Daily tickets are available, with prices varying day to day, as well as full day to evening, from \$5 to \$40 per single day, advance purchase (or \$8 to \$60 at the gate), with special rates for seniors, military, students and kids. Barrett-Jackson hosts annual auctions in Scottsdale, Palm Beach, Reno/Lake Tahoe, and Las Vegas. www.barrett-jackson.com

Bonhams

4th Annual Scottsdale Auction
Thursday, January 15, 2015 (viewing Tuesday-Thursday, January 13-15)
Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale

The fourth annual Bonhams Scottsdale Auction returns to the Westin Kierland Resort & Spa, promising something exceptional from among the world's finest motorcars. Last year, roughly 100 lots of automobilia and 100 lots of vehicles successfully crossed the block at Bonhams. Five vehicles sold in the seven-figure range. Top seller was a 1951 Ferrari 212 Export Berlinetta at \$3,190,000. An ex-Bill Harrah 1910 Thomas Flyer Model 6-40 Touring sold for \$275,000; and the only Fogni et Falaschi-bodied Bentley ever Built, 1947 Bentley MK VI Coupe sold for \$605,000. Despite a rarified atmosphere, affordable purchases exist, perhaps because Bonhams is newest among the high-strata auctions here. For example, a 1960 MGA 1600 Roadster sold for \$24,200, and a 1948 Fiat 500B Topolino Cabriolet went for just \$18,700. The latter may have been impacted by following the exciting sale of a \$3.08 million Zagato Alfa. The Bonhams catalog, including entry, is \$330 (domestic delivery). Bonhams—since 1793—hosts a wide variety of auctions of many types, worldwide, throughout the year. www.bonhams.com

Gooding & Company

8th Annual Scottsdale Auction
Friday-Saturday, January 16-17, 2015 (viewing Weds-Sat, January 14-17)
Fashion Square - 4700 N Scottsdale Rd, corner of E Highland Ave - Scottsdale

Gooding & Company appeals to the top end of the classic car collecting hobby with a focus on "best-of-category" vehicles. General admission to the viewing and auction is \$40 per person. An auction catalog for \$100 admits two to the viewing and auction. Children under 12 attend for free. For bidders, \$200 includes a catalog, admission for two to the viewing and auction with reserved seats (as available). Over the past seven years, Gooding has consistently achieved the highest individual sale of the Scottsdale auction week, except for last year, when their \$6-million-plus top sale was edged out by RM's \$8-million-plus top sale. Total sales for Scottsdale 2014 hit \$49,461,550, with a total of thirteen sales hitting seven figures. Gooding & Company is the official auction of Pebble Beach Concours and has an auction during Amelia Island. www.goodingco.com

RM Auctions

16th Annual Automobiles of Arizona
Thursday-Friday, January 15-16, 2015 (preview Weds-Fri, January 14-16)
Arizona Biltmore - N 24th St and E Camelback Rd - Phoenix

For 2015, RM Auctions will again run a two-day Arizona sale. Last year, they achieved \$45,563,450 million in sales, with ten vehicles at seven figures and a couple of new auction records set. A highly prized 1958 Ferrari 250 GT LWB California Spider by Scaglietti was their headliner, one of only 50 built, with matching numbers and high provenance, and it sold for \$8,800,000—a new record for the Arizona auctions. Several other Ferrari sales also hit seven figures, and records were set for individual models from Bentley, Mercedes-Benz and even a 1986 Toyota Celica IMSA GTO at \$242,000. The official auction catalog admits two to the preview, for \$40. The auction is limited to bidders and consignors only. Bidder registration includes the catalog and admission for two (price not available yet, but \$200 in the past). RM Auctions is the official auction of Amelia Island Concours and hosts auctions worldwide. www.rmauctions.com

Russo and Steele

15th Annual Sports & Muscle in Scottsdale
Wednesday-Sunday, January 14-18, 2015
N Scottsdale Rd and E Mayo Blvd at AZ Loop 101 - Scottsdale

Phoenix-based Russo and Steele specializes in European sports, American muscle, hot rods and customs, presented in a signature "auction in the round" format. The five-day 2014 event had record attendance, estimated at 35 percent higher than the previous year. Over \$21 million in sales had a sell-through rate approaching 70 percent. One of Lamborghini's very first road cars, the 350 GT, set a record at \$742,630. Another world record was set with a 1963 Pontiac Tempest Le Mans Super Duty drag racing car, at \$335,630. Russo's week also includes a charity gala, memorabilia auction, seminars and panel discussions. General admission is \$20 for one day, \$55 for three days or \$80 for five days. Bidder registration is \$200. Russo and Steele hosts annual auctions in Scottsdale, Newport Beach, Monterey and Las Vegas. www.russoandsteele.com

Silver Auctions

18th Annual Fort McDowell AZ Auction
Thursday-Saturday, January 15-17, 2015 (check-in begins Weds Jan 14)
Fort McDowell Resort & Casino - (AZ 87 Beeline Highway, north of Fountain Hills)

Silver Auction grows each year as an alternative where thousands of buyers and sellers can participate within a personally comfortable arena—real cars and real deals. While the average car sold at most of these auctions is well into six figures, the average at Silver is about \$15,000. In 2014, the highest sale price at Silver was for a 1972 Jaguar E-Type Series III, at \$75,000. Forty-two cars sold in the \$20,000s, forty-six in the teens, and eighty-two went for under \$10,000. The least expensive was a 1995 Oldsmobile VistaCruiser wagon, at \$1600. Silver sold roughly 60 percent of the 325-plus cars that crossed the block. The cars that sold—all 190 of them—totaled just over \$3 million. If you want a something-for-every-budget event—everything but the seven-figure cars you would probably never drive, from the other auctions—attend Silver as a bidder, and see what strikes your fancy. You can head there with \$5000 or \$50,000 in your pocket and come out as the happy new owner of something fun. Admission is \$20, and children under 12 attend for free. Silver Auctions has two annual events each in Portland OR and Arizona. For more information visit www.silverauctions.com

Market adjustments

\$7B being invested in North America

We were racing against the arrival of tropical storm Odile, headed north from Baja and forecast to be bringing many inches of rain in a very short amount of time. The storm in fact burned out north of Rocky Point and never amounted to much in the Valley. But we were ready, snug in the cabin of our Jetta TDI diesel.



Volkswagen recently brought a few of their 2015 models to show us, including four flavors of Jetta—gasoline and TDI, one manual and one automatic of each—and one flavor of Golf, the GTI.

We had just driven the 2015 GTI for a good stretch of open roads in Oregon a few days earlier, during the Run to the Sun event (see elsewhere in this issue), so we concentrated this evening's drive time on the Jetta models.

Updated Jetta, all-new Golf

The Volkswagen Golf—including the GTI—is all new for 2015, longer and wider, more spacious inside. At a base of \$30,695 (the most basic Golf will start at \$17,995), the hot hatch that continues to define the hot hatch segment gives you 210 hp, 258 lb-ft of torque and 33 MPG highway fuel mileage with 6-speed Tiptronic shift, or 34 MPG with manual.

Watch for a new Golf R next year, always a highly anticipated model. The R (or R32) has appeared intermittently over the years, always with all-wheel drive, but varying between manual and automatic transmissions, as well as between 2-door and 4-door models. Expect to have choices this time around.

The existing Jetta gets a light refresh for 2015. Despite major revision (and upsizing) of the Golf lineup, the Jetta—basically a Golf with a trunk, conceived for the US market—is largely the same for now, although the SportWagen is dropping off the Jetta menu. Jetta's full evolution will follow next year.

Once the Jetta gets its redesign, the SportWagen will move over to be a Golf model. We get so used to the Jetta being a distinct car—America's best seller, the benchmark VW—at first blush this seems a surprising change,

kind of like Audi moving the allroad from A6 to A4 basis. In fact, it's basically a nameplate change. Since the Jetta and Golf originate as variants of each other, the SportWagen could really carry either name, but be the same car. It has been a Golf SportWagen in the rest of the world for years. Especially as the models grow in size, VW figures we will respond as enthusiastically and meaningfully as everyone has all along elsewhere, and as a few savvy and lucky buyers have with the Jetta SportWagen all along, here. But a wagon is not all that different from the 5-door hatch the Golf already is, you may say. Indeed, there is that. We look forward to seeing the product.

Jetta with a 115-hp naturally aspirated 2.0L gasoline engine starts at \$16,215 for 2105, while the 170-hp 1.8T turbo starts at \$20,095 and the top model SEL at \$25,380. Golf TDI diesel base prices start at \$22,740 and run to \$27,510 for the Golf TDI SEL.

Folks used to pay a premium for TDI partly because diesel fuel had been considerably less expensive for years, but it also delivers long life, easy maintenance, great fuel mileage and range, and—as even our quick comparative Jetta drive on city streets confirmed—not only 150 hp, but a whopping 236 lb-ft of torque. And the TDI has manufacturer-estimated fuel economy of 45 MPG highway.

VW in the USA

Volkswagen group is the second largest auto manufacturer in the world in sales, with the highest revenues and biggest assets.

Regional sales operations manager Manny Jesus tells us that while global car sales are up 4.7 percent, VW is up some 15 percent better, at 5.4 percent. TDI clean diesel sales are 23.3 percent of VW's nationwide mix, but 28 percent in the Pacific Region, which includes Arizona. In Arizona, VW is really on fire—with overall sales up 95 percent, Jetta up 100 percent (doubled) and TDI up 145 percent (245 percent of the prior year's diesel sales).

Through 2018, Volkswagen is investing an additional \$7 billion in North American manufacturing, including \$900 million in their Chattanooga plant, which is expanding to build a new 7-passenger SUV to be introduced soon, and creating 2000 new jobs. VW is beefing up product planning, growing to 200 research and development engineers in Chattanooga.

The plan is to shorten product cycles to five years, develop a broader and deeper product portfolio in the US, and bring brand recognition and sales on a par with the manufacturer's huge strength globally. ■

Run to the Sun

Lewis and Clark never had it so good



For a coastal state, central Oregon has more in common with our own inland Western state than most—from dry hills and winding mountain roads, to volcanic parks and lava fields, punctuated by rivers, lakes and small towns with plenty of individual character.

When it comes to multi-vehicle media drives, Run to the Sun—an annual two-day event of the Northwest Automotive Press Association—has less in common with many others.

The main difference is that this is not a competitive event. No winners are chosen, and no awards are given. As such, we don't have to keep detailed track of drive experiences. There is no voting. We can simply take it all in.

With that in mind, we bring you the 25 vehicles we drove—about two and a half million dollars' worth (from a \$20,695 Mitsubishi Lancer or \$21,400 Ford Fiesta to a \$370,000 Rolls-Royce)—with a few basic facts and an impression or two. To put 25 drivers behind the wheel of 25 cars, and keep the ball rolling, everyone had the same sequence, but a different daily start. These are ours.

Central Oregon's terrain was ideal for two days in 25 road hungry performance cars. Below, the Dodge Challenger SRT Hellcat approaches switchbacks on OR 218, Antelope to Shaniko.

DAY ONE

1: Lexus IS-F (2014) : The IS-F is top dawg in the Lexus IS series. With 416 hp, it beats the pants off the regular IS at 204 hp, and this was that kind of drive. Whereas the regular IS gets 30 MPG highway, the IS-F still gets 23 MPG, a solid rating for a high-performance 5.0L V8 sedan. Our sample had a base price of \$63,350 and was out the door for \$67,419 with a \$2490 hard disk nav system, backup camera and Lexus Enform, plus park assist and trunk mat/net. A sleeper four-door in traffic, this road-burner was a great way to start the event. So far, there is no IS-F for model year 2015.

2: Ford Fiesta 5-Door Hatch ST (2014) : At just \$21,400 base—\$25,955 total for ours with Molten Orange paint, nav (just \$795), Recaro seats and 17-inch painted wheels—the Fiesta ST showed off its bang-for-the-buck attributes immediately. We were encouraged to really nail it, and nail it we did. Its 1.6-liter GTDI EcoBoost I-4 engine and 6-speed manual put out 197 hp, com-

pared to a regular Fiesta's 120 hp. The ST weighs just 164 pounds more than the regular 5-speed Fiesta (or 114 more than an automatic, but the ST is 6-speed manual only). That's still just above 2700 pounds, so this thing is a rocket. And it still gets 35 MPG highway (compared to 39 MPG for

the base Fiesta). This hot little hatch rocks.

3: Honda Civic Si Coupe (2014) : The Civic Si Coupe has had a complete makeover, and our car's Orange Fire Pearl shows off the new styling well. Base price is just \$22,990, and our highly-featured sample (including 360-watt 7-speaker audio) had no options. Summer tires add \$200, or a satellite-nav system with voice recognition adds \$1500. Fuel mileage is 31 MPG highway and the engine rates 205 hp—a few more than the Fiesta ST, but without as responsive a transmission.

4: Fiat 500c Abarth Cabrio (2014) : There are legions of Fiat 500s taking to the streets, but watch for the Abarth badging on this hot version of the car. Abarth has a performance heritage from way back, and we previously drove this on the track in Nevada. A hot little number. This 2512-pounder has a 5-speed heavy duty manual transmission, 160 hp (and 183 lb-ft of torque) and a highway fuel economy rating of 34 MPG. For 2015, it will also be available with a 6-speed automatic.

5: Mitsubishi Lancer SE (2014) : Mitsubishi is famous for its high-performance Lancer Evolution, a head-on competitor for the Subaru WRX STI. But there are only three event-fleet samples in the US, with none available that week. So, the regular Lancer made a nice intermezzo—straightforward and friendly and with a very friendly price of \$20,695—the lowest in the group. Note that 2015 is slated to be the last year for the Evo. The twin-clutch auto MR will run through the end of the year, and the manual GSR through next spring. Expect a higher-powered and tricked-out special edition, in a run of 2000, to mark the end of its era.

6: Hyundai Genesis RWD 3.8 Sedan (2015) : This knockout premium sedan from Hyundai was completely reengineered and launched last spring for 2015 (see our May/June issue for a complete writeup). Horsepower and interior space match or in most cases beat a long list of well-known expensive competitors. Typical of Hyundai, our car included everything, at a base price of \$38,000.

The Genesis Sedan has big value, style and performance. This rear-drive 3.8L V6 model rates 311 hp and 29 MPG highway. AWD adds \$2500, and a 420-horse V8 model starts at \$51,500.

7: Acura TLX 2.4L Tech (2015) : This sports sedan is an all-new entry for 2015 and comes in three flavors: a four-cylinder and two V6 models, the V6 also available with AWD. We had the base front-wheel-drive four, with a price of \$35,025 and no further options. With everything from dual-zone climate, to 10-way power driver's seat, to voice-activated nav, it didn't need any. The car has 206 hp and is rated 35 MPG highway.

8: Chevrolet SS Sedan (2014) : This was one of our most anticipated drives of the day: a powerful rear-drive sedan sourced from GM's Holden in Australia and ready for solid police duty or solid highway fun—all in a spacious, family-ready four-door sedan. Clearly more about power than hyper-



The 2015 Dodge Viper rules the road on US 97, passing over the gorge at Peter Skene Ogden State Park north of Terrebonne, Oregon, oblivious to hundreds of feet of open air below.

miling, the SS has a 415-hp 6.2L V8 and 6-speed automatic (this one) or Tremec 6-speed manual (great news), clearing 21 MPG highway, thanks in part to weight kept below 4000 pounds. Included is magnetic ride control, as on the Cadillac XTS flagship sedan. Turning circle is tight and handling is nimble. With a base price of \$43,475, plus a power sunroof and gas guzzler tax, this SS is yours



for \$46,670. You might not find this satisfying a performance sedan at twice the price.

9: Mercedes-Benz S550 4MATIC Sedan (2014)

: Just knowing this is the Mercedes-Benz flagship sedan tells you a lot. Knowing it goes for \$128,545 tells you the rest. Base price is \$95,900, but you need most of the option packages: audio is \$6400, keyless entry/start requires a \$4500 package, heated seats (and wheel) add \$2600, electronic driving aids Mercedes had first (blind spot, lane keep, pre-brake, etc.) still cost \$2800 extra, and so on. If you have the price of entry, you will likely never think twice about anything you might have bought instead. (If you have two or three times that price of entry, see Bentley and Rolls-Royce, below.) This all-wheel-driver has 449 hp and 516 lb-ft of torque, yet achieves 26 MPG highway.



10: Kia K900 (2015) : Introduced earlier this year (see our March/April issue, plus another drive in this issue), the flagship Kia K900 leapfrogged the previous year's Cadenza by moving to V8 power and rear-wheel drive. Its 420-horse 5.0L engine rates 23 MPG highway, even hauling 4555 pounds of Kia luxury; a 3.8L V6 offers 311 hp and 27 MPG. This was number six of six four-door sedans we drove in a row, and we could have happily driven it all day. But two-door sports beckoned next.

We would wrap up day one with the Jaguar F-Type, Viper, Nissan GT-R and BMW i8... quite a run. These were shorter legs, but among the most challenging—switchback climbs up the McKenzie Pass Highway to 5325 feet above sea level, heading up through forests, then impressive buildups



of lava for dozens of square miles, with dramatic views of Mt Jefferson and The Sisters peaks.

11: Jaguar F-Type R Coupe (2015)

: This was next after our run of four-door sedans, and the difference was even more striking than you might imagine. Its 550-hp 5.0L supercharged V8 and 8-speed QuickShift transmission propelled the luxurious coupe like a well-planted rocket, to blend metaphors. With a base price of \$99,000, ours added panoramic sunroof, intelligent lighting, front sensors, rear camera, black trim pack and red seatbelts, all for a total of \$103,975. As mentioned, there was no voting, but we heard quite a few people say this was their favorite car of all.

12: Dodge Viper SRT (2014)

: The Viper is big news wherever it shows up, but the big news this



week was a \$15,000 price drop. This brought our test car down from a base of \$99,885 (\$120,480 with one extensive package plus gas guzzler tax) to just \$84,885 (\$105,480 as outfitted). If you already own one, you can get \$15,000 toward a new one, or a second one. Our drive leg with the Viper was one of the livelier ones—with extremely narrow, tight switchbacks, all at an aggressive pace, and oncoming traffic at times, even a truck with horse trailer. Earlier Vipers had been known as a handful to handle, but this cooperated under all challenges. With 645 horses from the 8.4L V10 under its long hood, connected to the rear via six-speed manual, every stretch was a satisfying thrill. It's all that. And if that's not enough for you, for \$10 grand more, you can check out the new Viper GT, then midyear watch for the TA at \$100,995 and the GTS at \$107,995—all with the same powerplant, but distinguished by an array of fitments and features. In case it's a factor in your Viper decision, the car is rated 19 MPG highway.

13: Nissan GT-R Black (2015)

: We already know the GT-R as a powerful yet very accessible supercar. We've spent two-lane highway time in it before, at speed, and time with it in metro Phoenix and found it just fine—in fact, super—as a daily driver. Instruments and controls are especially clear, and highly e-customizable. Power is smooth from its 3.8L twin turbo V6, with a remarkable 545 hp and 463 lb-ft of torque. This was our ride on the final climb, as eons-old piles of lava rock reached higher and higher on both sides of our little ribbon of road—an impressive entry to the summit, where we would meet up with the rest of the group. Base price is \$111,510 and ours included floor mats (and destination charge) for a total of \$113,400. No gas guzzler tax—fuel mileage from this pleasant monster is 23 MPG highway.

14: BMW i8 (2014)

: If you had asked us at the



start which cars we were most excited to drive, the BMW i8 was one. Since its show circuit concept in 2011, we've had our eye on it. Another concept and a prototype followed in 2012 and 2013. Its innovative and intricate electric-gasoline powertrain—a hybrid, but that seems so mundane—telegraphed the neck-snapping performance of an electric supercar, with a dash of practicality, serving up the range an electric-only cannot. A three-cylinder direct-injection turbo produces 228 hp and 236 lb-ft of torque. Add an eDrive electric motor with 129 hp and 184 lb-ft, and you have an AWD system totaling 357 hp and 420 lb-ft. Expecting to feel like Will Smith in a sci-fi supercar, we were surprised by a disappointingly conventional drive experience. Our route was back down the other side of the pass into Sisters, Oregon, with slower speed limits, so some track time might give us a different feel. Our last impression was egress. Scissor doors that do not open all that wide struck us as stylish, but—with also a very high door sill—an obstacle to practical use. The BMW i8 starts at \$136,650. Add-ons and upgrades are in the thousands. On the plus side, expect a 0-to-60 time of 4.4 seconds and equivalent fuel mileage in the 135 MPG range.

DAY TWO

15: Alfa Romeo 4C (2015)

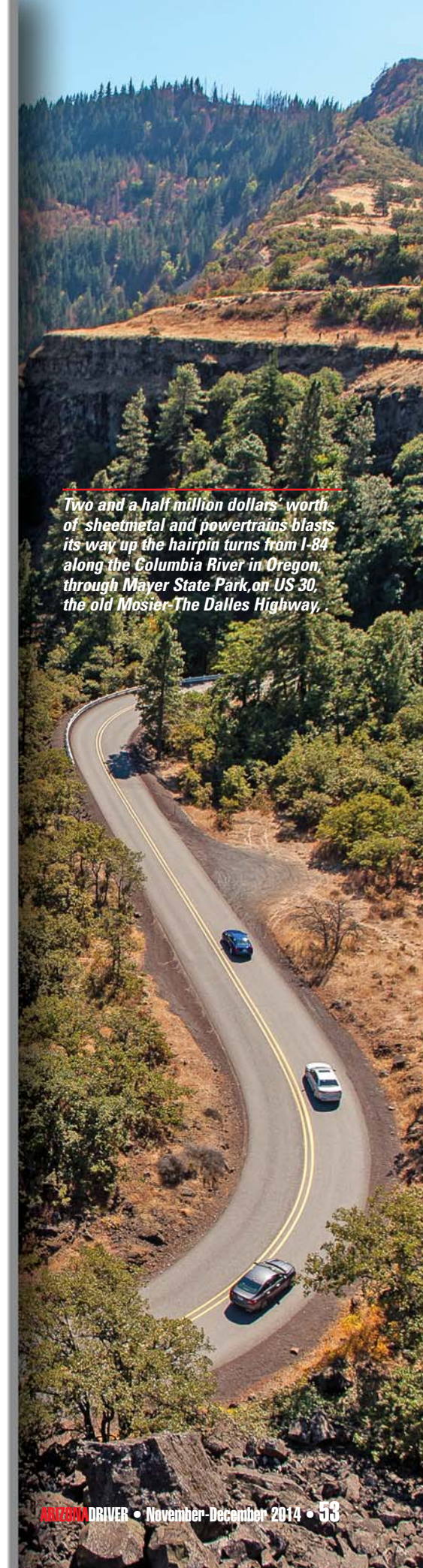
: When it comes to which cars we most anticipated driving, the Alfa Romeo 4C would be the first. (We had already driven the Challenger SRT Hellcat, after all; see our previous issue.) This would be a great way to start our second day, departing our high country motel on a chilly early fall morning. From the punch of the start button, a well-developed growl expresses the car's promise. This is an automatic, but unlike any you've seen, with a pushbutton setup on the console, tucking under the instrument panel in a compact way that would never accommodate a manual if it had to. The Alfa is so much fun to drive, you won't particularly care about that. The car has full mechanical steering—as with everything on this car, to optimize road feel and driver connectedness. The 4C's mid-mounted 237 hp and 258 lb-ft of torque power a magical 2300-pound package. Base price is \$53,900. Our sample added a convenience

KEEP RIGHT >>

US 97 presents hills, curves, rivers and gorges, plus spectacular views of Mt Bachelor, The Sisters, Mt Jefferson and Mt Hood.



Two and a half million dollars worth of sheetmetal and powertrains blasts its way up the hairpin turns from I-84 along the Columbia River in Oregon, through Mayer State Park, on US 30, the old Mosier-The Dalles Highway.





package, black leather, red brake calipers, very cool racing exhaust (just \$500) and a few other features for a total of \$64,045, very tricked out. You may be tempted to compare the Alfa with a Boxster, Cayman, Miata or any number of things. But sports cars are an affair of the heart. If this one moves you, ask it out. We did, and we had a blast.

16: Dodge Challenger SRT Hellcat (2015) : We drove this—and the whole 2015 Challenger lineup—several weeks earlier, including track time. (See our Sept/Oct issue.) You know the fundamentals: 707 hp in the muscle car with the most comfortable cabin. Our Run to the Sun time in the Hellcat confirmed what we had learned earlier, when we had road time in all Challenger models. The Hellcat is one blindingly capable supercar track car that is also a very manageable road car—something that is hard to say about the top-horsepower pony models it competes with. The police were out for this leg, but it didn't matter—at any speed, you can feel the heat and enjoy the beat.

17: Rolls-Royce Wraith (2014) : We did a launch drive of this wonderful land yacht in Arizona last

winter (see our Jan/Feb 2014 issue), spec'ed exactly the same: \$284,900 base, \$370,850 total. The least expensive option was a \$700 umbrella; even the destination charge is stratospheric at \$2500. With weight approaching three tons (5380 lb), its 6.6L V12 delivers 624 hp (590 lb-ft) and 21 MPG highway. Classic build techniques make even routine touches feel special. You could drive it for weeks on big 'bahns, but it is surprisingly nimble on the two-lanes. And unsurprisingly blissful.

18: Bentley Continental GT V8 S Convertible : We personally wouldn't specify the Glacier Blue paint (though some loved it). Color aside, the Continental GT is one of our favorites. We favor the coupe's style, but who doesn't like a convertible? And this was one of the few at this event with "Sun" in its name. The V8 S Convertible is newest in the lineup. After the Rolls, this seems a bargain, at \$216,200 base, tricked out at \$251,070 (audio \$7300, sports exhaust \$2480 and so on). Other specs are not far off the Rolls, at 5445 lbs (or 5060 hardtop), with its 4.0L V8 making 521 hp, 502 lb-ft and 0-to-60 in 4.5 seconds (up from the basic Continental GT). With all this, the car still

rates 24 MPG highway. This one is also unsurprisingly blissful, but with a different kind of edge.

19: Scion FR-S (2014) : We came back down to earth with this pure sports coupe at \$24,700 (no options, though it is well equipped, with everything from keyless entry/start to 300W 8-speaker audio and touchscreen display). Its 2-liter boxer engine puts out 200 hp, and the car weighs only 2758 lb with its 6-speed manual (auto available). This is bliss of a different sort, pretty universally praised as a return to sports car roots of light weight, low cost, fun and value—and it delivers 30 MPG highway manual, 34 MPG automatic.

20: Mazda MX-5 Miata Grand Touring PRHT (2015) : Basically identical to the 2014 model we reviewed in our last issue, this is a car everyone loves and has loved since it was invented. Now available with a miraculously fast power hardtop, its 2-liter I-4 has 167 hp and gets 28 MPG highway. A \$29,450 base price rises to \$32,935 with sport suspension and a premium package (keyless, SiriusXM, xenon, Bluetooth). Specs, price and purpose may suggest comparison with the

FR-S, and we drove them back-to-back. But they are different animals. The Scion is more spartan and raw, while the MX-5, in this trim, is more polished and balanced. They are both wonderful, approachable sports cars, and your decision may just come down to whether you want a convertible. But, especially with the superb power hardtop, the Miata is almost sure to win the day.

21: Audi S4 quattro S tronic (2014) : We're big fans of the Audi quattro drivetrain, and we've never met an S we didn't like. An Audi A4 starts at \$35,500 (and an A3, much like an A4 from a few years prior, at \$29,900). This S4 has a base of \$49,500 and totaled \$55,045 with paint, nav and sports differential (a surprising option on an S). Its supercharged 3.0L four rates 333 hp and 28 MPG highway, all with the surefootedness Audi quattro has mastered for decades. You can save about \$1400 by getting a 6-speed manual instead of the 7-speed S tronic automatic—to us, a win-win.

22: Subaru WRX STI Launch Edition (2015) : Our cover car two issues ago, this segment-topper, arguably monopolizer, pleases almost everybody, unless they just don't like its big rear wing, and if they drive it, then pretty much everybody, period. At \$37,395, the fun does not come cheap, but it will last for many years—because of Subaru reliability and because it just doesn't get old. A 2.5-liter boxer four with 305 hp in a 3386-pound AWD body and chassis means rally durability, though just 23 MPG highway. It was great when we had it around town on a daily basis, and it was great on these open highways, twists and hills.

23: Mercedes-Benz C400W4 Sedan (2015) : Fully refreshed for 2015, this C-Class is a close competitor with the Audi S4, two cars prior. At 329 hp, with 7-speed auto (only) and 4MATIC all-wheel drive, at a base price of \$48,590 and with

29 MPG highway, it sounds very close. Our sample quickly climbed to \$63,705 with nine options, from panoramic sunroof to leather, air suspension, an upgraded multimedia setup and more. The drive experience hits the expected high spots, with an emphasis on style and features.

24: Cadillac ATS 2.0T Coupe (2015) : As the CTS Coupe is to the CTS Sedan, so is the ATS Coupe to the ATS Sedan. These are wonderful American midsize and compact premium cars, with the CTS Coupe bearing a distinctly sportier and more personal look and feel and the ATS Sedan bearing the 3-Series-killer size and price intended. The ATS Coupe combines and nails all of the above. With a 272-hp 2.0L turbo and 6-speed automatic—sadly no manual at this time—and 33 MPG, its base of \$37,995 (\$39,440 with heated seats) seems a decent deal for a rear-driver (AWD available) at this level, sort of an American Audi A5 at a steep discount.

25: Volkswagen Golf GTI Autobahn (2015) : VW brought its latest Golf and Jetta models to Phoenix, just a few days after this event. The Arizona media hordes had one desire: to drive the GTI. Lucky for us, we just had, for some time and distance up in Oregon. The Golf is all new for 2015, longer and wider, more spacious inside. At a base of just \$30,695—and just \$31,865 with wheel locks, trunk mat, first aid kit and destination charge—this 6-speed Tiptronic hot hatch has 210 hp, 258 lb-ft, and gets 33 MPG highway. Watch for a new Golf R next year, this time with a manual and both 2-door and 4-door models.

That GTI brought us to the finish line, back at the Portland airport. A fantastic two days, in the literal sense of the word. Twenty-five cars that are on anybody's wish list, and not a bad one in the bunch. We look forward to next year. ■

The McKenzie Pass Highway (OR 242) took us to the Dee Wright Observatory at the summit of the Belknap Crater Lava Fields. Towering fields of sharp black volcanic rock make this a good place to stay on the pavement.

We regroup to swap cars at the Rowena Crest Viewpoint on US 30 in Mayer State Park, Oregon, high above the Lewis and Clark Memorial Highway (Interstate 84) along the Columbia River Gorge. Yonder hills are in Washington State.





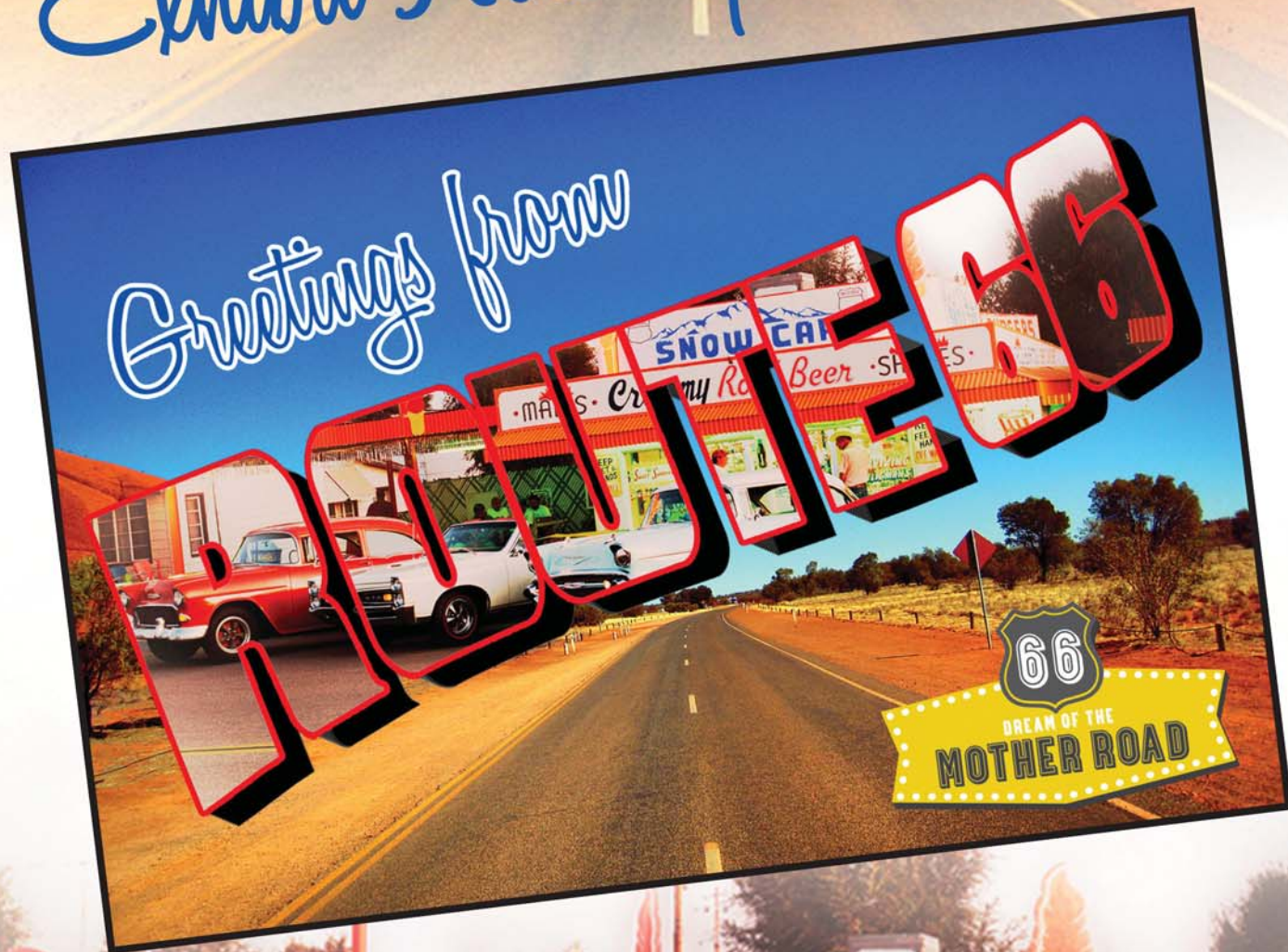
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VEHICLE SNEAK PEEK : DAIMLER SPRINTER VANS

Mercedes-Benz or Freightliner, German built, assembled in the USA New and exclusive tricks

Just as this issue was headed to press, we headed to South Carolina, for an in-depth look at the Daimler Trucks facility near Charleston, where Sprinter Vans are assembled for both Mercedes-Benz and Freightliner. It's an innovative plant with an innovative plan, set up to avoid huge import duties by having the trucks originally built in Düsseldorf, Germany, knocked down into separate powertrain and body packages, shipped separately, then reassembled in South Carolina. The buyer receives the original German build, at an incremental cost that's only a fraction of what full-unit import and duties would have been.

Also innovative is the Sprinter itself.

Features we had hands-on time with included factory four-wheel-drive—an electronically-controlled mechanical transfer case system that can handle the toughest construction site, backwoods terrain or snowy road—a standout among its competition as a factory-built feature.

Next is their electronically controlled and mechanically responsive Crosswind Assist tech-

nology—tested against 90-to-100-mph crosswinds generated by some good ol' South Carolina and Florida swamp jet boats.

And we took these tall vans, with hundreds of pounds of high-mounted weight and outriggers for system-off demo, at high speed through very tight and sudden emergency swerves, to show off their Adaptive ESP yaw controls to their fullest.

There is a new 161-hp standard 4-cylinder turbodiesel engine and 7-speed transmission, with up to 18 percent better fuel economy (high 20s MPG), as well as a 188-hp V6 turbodiesel and 5-speed powertrain (mid 20s MPG).

The cabin is completely reworked for function and functional comfort, with advanced telematics and a variety of cargo layouts offering as much as seven feet of vertical interior space.

There is also a huge upfitters program, and several of these folks—from Airstream to more task-oriented solutions—were also on hand for demonstrations and test drives.

Check our next issue for complete details. ■



ARIZONA VINTAGE RACERS SHINE AT RMMR

Arizona sunshine on the Monterey Peninsula

Story by Tim Sharp / Photos by Tim and Kristin Sharp

Did the Arizona drivers bring the sun with them, or were the racing gods smiling on the Rolex Monterey Motorsports Reunion this year? Whatever the case, the usual morning drizzle was absent, and the sun was shining brightly on the race this year.

No Arizona vintage drivers shone more brightly than the Valley's Mike McGovern, Dyke Ridgley, Alex Curtis and Lyn St. James. They were in the thick of the competition all weekend, and two finished on the podium—quite a feat, considering that the planet's top vintage race drivers attend the Mazda Raceway Laguna Seca event each August.

Chandler's Mike McGovern led the largest contingent of Arizona drivers, in the stacked 1966-1972 Trans-Am race. Finishing third in a 1969 Boss 302 Mustang, Mike had a vicious battle with eventual winner Ken Epsman, driving a 1971 AMC Javelin. McGovern was joined by Walt Brown Jr (19th) and Craig Jackson (27th) from Scottsdale. The Trans-Am "Pony Car Wars" were the apex of road racing back when Ford, GM, Chrysler and AMC each had factory teams. Always a crowd favorite, the action packed Trans-Am race did not disappoint.

Scottsdale's Dyke Ridgley drove Rob Walton's 1960 Maserati Tipo 60 "Bird-

cage" to a well deserved podium finish (3rd) in the 1955-1960 Under 2-Liter Sports Racing class. Dyke also finished 6th in Group 3A with his 1961 Ferrari GT Berlinetta, so it was a very successful weekend for Ridgley. Scottsdale's Craig Taylor and Mike Silverman finished 35th and 36th respectively. Silverman's 1957 MGA was well driven, but had little chance against the faster Ferraris and the Alfa-Romeo SZ in this class.

Phoenix's Lyn St. James showed that she has not lost a step since her pro driving days, when she raced Indy cars and wickedly fast IMSA GTP prototypes. Placed in a giant field of over forty 1963-1972 FIA Manufacturers Championship Cars, Lyn drove Ned Spieker's two-liter 1963 Lotus 23B-BMW to a remarkable 6th place finish—remarkable because she was racing against newer Ferrari, Porsche and Chevron sports racers, most of which had 50 percent larger engines and superior chassis. Lyn also finished 11th in the

1600cc formula car race, in a 1972 March 722. Congratulations to Lyn on winning a well deserved "Overall Excellence Award" in Group 2B.

Scottsdale's Alex Curtis also had a great weekend, racing in two different classes. Driving a 1955 Mercedes 300SL Gullwing production sports car, Alex finished a well deserved 7th in this class dominated by lightweight 1947-1955 Jaguar and Porsche Specials. The race was won by Rob Manson in the Tatum Baldwin Special. Alex also won this class's "Overall Excellence Award" in the 300SL Gullwing.

Alex's little 1660cc 1935 Frazer-Nash Colmore finished a very respectable 13th in the Pre-War Group. Not surprisingly, the race was won by Bruce McCaw's powerful 1929 Bentley 4.5 liter machine. You need big power to pull the hill on the front straightaway.

In other races, Scottsdale's Eric Edenholtm finished 13th in his 1986 Toyota Celica GTO, and Tucson's Jim Cantrell fin-

KEEP RIGHT >>



Racing legend Lyn St. James of Phoenix (#67, top) leads a pack of sports racers in Group 2B, 1963-1972 FIA Manufacturers Championship Cars, finishing 6th just 5.384 seconds behind group winner Gray Gregory of Houston in his 1969 Chevron B16.

It's easy to get out of control in the famous "Corkscrew" at Mazda Raceway Laguna Seca, as proven here (second photo from top) by Fred Della Noce of Rio De Janeiro in his 1966 Ginetta G12 (#18), also in Group 2B.

Dyke Ridgley of Scottsdale in his 1960 Maserati Tipo 60 (#43, far left) leads a cluster of sports cars in Group 1B, 1955-1961 Sports Racing Cars under 2000cc, on his way to a 3rd place finish.

Alex Curtis of Scottsdale, in his red and silver 1935 Frazer Nash Colmore (#35, near left) finished 13th in the first race of the weekend, Group 1A, Pre-1940 Sports Racing and Touring Cars—the oldest and most diverse group in vintage racing.

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Mike McGovern of Chandler started the Trans-Am race in 4th (above) in a 1969 Mustang Boss 302 owned by Jim Click of Tucson. Mike—Chief Instructor at the Bob Bondurant School of High Performance Driving—finished 3rd in a hotly contested race won by Ken Epsman of Santa Clara CA in his 1971 AMC Javelin.

This 1957 Porsche 356A driven by Andrew Prill of the UK (#152, right) only needs three wheels in the corners.

A rare 1952 Maserati A6GCS (below), one of the stunning race cars brought to Mazda Raceway Laguna Seca during the Rolex Monterey Motorsports Reunion, for that featured marque's 100th anniversary celebration.

ished 18th in his 1987 Corvette. Both were overmatched by the winning newer and lighter 1992 Mazda RX7-92 prototype.

Sedona's Lon Walters' 1964 Elva Courier finished 17th in its race. Chandler's John James Hendrix's 2800cc Porsche 914/6 finished 18th in Group 5A, a race won by John Hildebrand in a Camaro with a 7400cc power plant. Not exactly a fair fight.

Phoenix's Bob Hardison in his 1958 Ecidna Special bested Scottsdale's Dyke Ridgley in his 1960 Maserati Tipo 61 with a 20th place finish to Ridgley's 24, but neither driver could catch the lightning fast 1958 Lotus 15 driven by Don Orosco of Monterey in the 1955-1961

Over 2-Liter Sports Racing Class.

In the newer Can Am class, Tucson's Jim Cantrell finished 22nd in his 1969 Lola T163. However, Craig Bennett's newer 1974 Shadow DN4 had too much speed for everyone in the class. Craig checked out early and left no forwarding address.

MONTEREY 2015

It's never too early to make your plans for attending the Rolex Monterey Motorsports Reunion next August. The Mazda Laguna Seca Raceway website has information on tickets, airports, hotels, restaurants and the many activities going on during Monterey Car Week: www.mazdaraceway.com.



MASERATI CENTENNIAL HONORED

While hard to believe, Maserati has been in business for 100 years. Owned today by Fiat, which also owns Ferrari, Maserati's racing roots go back to 1926, when a Maserati Tipo 26 won the Targa Florio in Italy. Maserati also won the Indianapolis 500 in 1939 and 1940 in the hands of the legendary Wilbur Shaw. More successes followed in the 1950s, when Juan Manuel Fangio won the 1957 Formula One World Championship. Other famous drivers such as Sir Stirling Moss and Carroll Shelby also raced "Birdcage" Maserati Tipos in the 1960s.

One of the wonderful things about attending the Rolex Monterey Motorsports Reunion each year is that you get to see the beautiful automobile display of the honored marque. This year, one could trace the remarkable evolution of Maserati race cars from the early days to the present. Watching the classic 1930s Maserati Grand Prix cars race around the track, and listening to the sweet music made by the new Maserati MC12 racing engines, is only part of the allure of the Rolex Monterey Motorsports Reunion. Walking the paddock and exploring the history of racing technology over the last century is just as enjoyable as watching the vintage cars race on the track.



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CONTEST WINNER : ARIZONA MAN WINS SLOT IN FORD F-150 VIDEO CHALLENGE SERIES

Arizona military vehicle engineer wins opportunity Tough desert duty

Brian Schober, a systems engineer for military vehicle testing in Arizona, has won an opportunity from Ford Motor Company—out of more than 15,000 entrants—to test drive the all-new aluminum 2015 Ford F-150 before anyone else, in Ford's "You Test It" contest. His video test drive can be found at BuiltToughTest.com.

This video series is designed to put the truck through real-world testing scenarios using actual Ford customers. Entrants described how they would test the toughness of the new F-150 pickup.

In all, four lucky truck customers won this opportunity. Each of the four will test a 2015 Ford F-150 Lariat 3.5-liter EcoBoost 4x4 around North America—from military-intensive off-road trails in the Arizona desert; to hauling boulders in Oregon; to towing hay bales in Montana; to transporting supplies more than 900 miles across the Arctic from Fairbanks, Alaska to Inuvik, North-

west Territories, Canada.

The first video features Arizona's Schober, who ran the 2015 F-150 through a series of off-road tests in the Arizona desert—some of which are used for the military vehicles he tests as a systems engineer. The F-150 was put to the test for 36 straight hours, navigating a rugged 10-mile loop including rock crawls, sand washes and suspension challenges in triple-digit temperatures.

"I work at the US Army proving grounds, where I drive approximately 350 miles a day on gravel and dirt roads, hauling parts and people. I've gone through my fair share of vehicles," said Schober. "We currently rent a 2013 F-150 and consider it a workhorse. With a new F-150 on my radar for my next vehicle, the 2015 looks like it will do the trick."

More than 550,000 F-150s with 3.5L EcoBoost engines have been sold since they became available in 2011. ■

F-150 WORK MARKET SHARE

The light-duty pickup market is one of the most competitive and aggressive there is, and challenges are growing. Ford F-150—the top-selling vehicle in the US, period—still claims top spot for light-duty pickups among workers in some of the toughest vocations. Percentages are based on IHS Automotive, Polk US light-duty pickups for Ford F-150, Chevrolet Silverado 1500, GMC Sierra 1500, Chevrolet Avalanche 1500, Ram 1500 and Toyota Tundra combined new registrations January 2013 to May 2014, within:

- Admin-Environmental Quality Programs
- Agricultural Production-Livestock
- Auto Repair Services and Parking/Rental
- Electric Gas and Sanitary Services
- Emergency Vehicles
- Executive Legislative and General Govt
- Heavy Construction Except Building
- Hazardous Materials
- Road/Highway Maintenance
- Pipelines Except Natural Gas
- Manufacturing
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MONTEREY AUCTION IMPLICATIONS FOR ARIZONA 2015

By Tim Sharp

Can you imagine paying \$38,000,000 for a used car that had been wrecked and had no CarFax? Well, it happened at the Bonhams Auction in Carmel Valley this August, as a 1962 Ferrari 250 GTO Berlinetta set a world record for any car sold at auction.

Of course, this was no ordinary Ferrari. It was driven to a second place finish in the Tour de France by Ferrari factory driver Jo Schlesser. Still, one has to wonder what the winning car would bring if it were sold at auction with a clean CarFax.

Seriously, what is happening in the world of classic car auctions? One might say that the Ferrari sold at Bonhams was a fluke; however RM Auctions sold a 1964 Ferrari 275 GTB/C Speciale for over

\$26,000,000, while Gooding & Company sold a 1961 Ferrari 250 GT SWB California Spider for over \$15,000,000.

So, auction fans, what we have here is a trend. Perhaps just a Ferrari trend, but a trend nonetheless. Moreover, some classic car "investors" are big on upward trends, and they will ride the wave until it crests.

"Were the Ferraris the only cars which sold for more than usual?" you may ask. No, there were other examples of cars which sold for obscene prices, considering what they were. Consider the upwardly trending market of "preservation vehicles," which are classic cars which have not been restored and are usually in need of body repairs. One example of this was a 1956 Lancia Aurelia B24S Spider Amer-

ica which was badly in need of paint and body work. It sold for \$880,000.

While the Lancia was rare, it was not as rare as a beautifully restored 1954 Pegaso Z-102 Cabriolet which sold at the Gooding & Company auction for \$990,000. Back in the day, Pegasos were more expensive, rarer and faster than production Ferraris. So why aren't the Pegasos bringing as much money as the Ferraris? There are several reasons: a) Ferrari survived and is now a world famous marque; b) you would be the only one in your state in the Pegaso Owners Club; and c) most people buying Ferraris at auction have no clue what a Pegaso is. We are going with "c."

Enter the new breed of buyer

If you explore the automotive and financial pages online, you will learn about a new breed of classic car buyers who are investing in classic cars. Disillusioned with the relatively low rate of return on CDs, precious metals and other collectibles, these new players are investing in "rolling art" or classic cars. This is their new toy, and they are going to play with it

until it breaks. Then they will move on to something else.

In a way, it all makes perfect sense. You cannot take your stock portfolio, CDs or gold bars for a spin around the block. Nor can you display your Picasso on the lawn at the Pebble Beach Concours d'Elegance. However, you can do this with your vintage Ferrari Daytona or Mercedes-Benz 300SL Gull Wing. Essentially, rare classic sports cars are practical rolling art which appreciates over time.

Unfortunately, along with this new breed of classic car investors come new problems for the serious classic car collector. Many of the hottest cars at auction are going for world record prices, and the Ferrari which was once within your reach is now unobtainable. This also applies to other vintage cars like Lancia B24s, Aston-Martins DB6s and Shelby Cobras. They have all become too expensive for the average collector.

Fear not, because as with the stock market, "what goes up must come down." (Or should come down).

In the meantime, the smart play is to buy a classic car which you can enjoy today that also offers some future appreciation potential. ■

WHERE TO GO AND WHAT TO BUY

Muscle cars, hot rods, American sports cars:

It is no secret that Barrett-Jackson is the biggest classic car auction on the planet. Craig Jackson puts on a fantastic auction. However, consider that you are not merely bidding against the buyers in the audience, but also online buyers from all over the world. Therefore, it is always wise to check out the cars in advance and set your bidding limit on each car.

Traditionally, some of the best buys at Barrett-Jackson have been early on the first day and late on Sunday. However, if the car you desire is selling during "prime time" on Saturday night, you will need to step up, or you probably won't get it.

Russo and Steele also has some of its best deals early and late in their auction. However, here's the challenge: If you are planning to bid on a car at Barrett-Jackson and another at Russo and Steele, how can you be at both auctions simultaneously?

Here's the answer: Look over both of their auction catalogs and get a "run schedule" from Russo and Steele before the auctions. Russo and Steele does a good job of predicting when their cars are going to cross the auction block. With some planning, you can probably attend both auctions and bid on the car you want.

Classic European sports cars, exotics, blue chip cars:

If you are looking for an exotic European sports car or upscale touring classic, RM Auctions offers an excellent selection of automobiles. Rob Myers (Mr. RM) meticulously researches his offerings, so you know virtually everything about the history of each car. While RM Auctions features some pricey Ferraris, they also sell affordable British and German sports cars.

Whether you are buying a Ferrari or an MG, you know the cars have been well vetted by RM Auctions and are some of the finest examples in the world.

Gooding & Company mixes up their offerings, from rare Ferraris to some affordable and unique autos. While they sold a 1961 Ferrari 250 GT SWB for over \$15,000,000 at Monterey, they also sold a 1959 Volvo PV544 for \$29,700.

David Gooding has a very good eye for new trends and nostalgic-interest automobiles. At Monterey, he sold a 1980 Toyota FJ40 Land Cruiser for \$137,500 and a tiny Autobianchi rag top for \$104,500. While not as good a deal as the Kurtis 500s for \$170,000, it shows a positive trend for classic 4x4s and huggable little cars.

Bonhams Auction is similar to Gooding, regarding the cars they feature. While they broke the world record for a car sold at auction in Monterey, they also had some affordable sports cars for sale. In addition, Bonhams auctions exotic engines, transmissions and rare mascots (hood ornaments). In this area, they are the best.

CLASSIC CARS WITH UPSIDE POTENTIAL

First, The Disclaimer: As with all classic car purchases, there is no guarantee of future appreciation. Past appreciation is no guarantee of future appreciation. Future classic car values may be affected by a number of factors, including but not limited to the economy, vehicle rarity, condition and how many flakey or uninformed buyers are in the market at any given time. Perform your own due diligence before purchasing any classic car. When in doubt, consult an expert appraiser.

Here is this author's opinion as to which affordable classic cars may have upside potential over the long term. However, use your best judgment and buy what you like.

BMW 2002: 1969-70 BMW 2002s are the original 2+2 "pocket rockets," and rust-free ones are quite hard to find. Do not pay over \$30,000 for a Condition #1 car, ideally with a steel sunroof. It may be less at Barrett-Jackson or Russo and Steele if it goes through with a group of muscle cars. A 1972 BMW 2002 would be even better.

Kurtis 500S: A 1954 Kurtis 500S with an incorrect/newer Chevy engine went through Gooding's auction for \$170,000. A very rare vintage 2-seat race/sports car, the Kurtis is perfect for vintage racing or the Copperstate 1000. Usually powered by a Buick or Cadillac V8, these cars beat comparable Ferraris of the day frequently. Want an American sports car with Cobra acceleration at a third the cost? Try to snag one of these at auction at \$200,000. (Note: It must be a genuine 1953-55 Kurtis 500S and NOT a "continuation car.")

Porsche 356: While early Porsche 911s brought higher prices at Monterey than usual, the Porsche 356 Speedsters seemed to have leveled off around \$400,000. Also, the 356 Cabriolet prices seemed to have stabilized, so watch what happens at Scottsdale and Phoenix. The late 1964-65 (dual grille) 356 Super 90 Cabriolets are highly sought after, so they still may bring over \$200,000. If the Porsche 356 ragtops are trending down or have leveled off, you might pick up a bargain at Scottsdale.

Sting Ray 'Vette: Russo and Steele may have had the deal of the week at Monterey, selling a 1966 Corvette Stingray 427/425 HP roadster with matching numbers for \$69,300. However, Monterey auctions do better selling foreign sport cars than American sport and muscle cars, so watch the trend at Scottsdale. A similar Corvette could sell for well over \$100,000. Let's see.

PRICE AND REFERENCE GUIDES

One final word of advice before attending the auctions. Pick up a copy of the *Hagerty Price Guide*, which tracks trends of blue chip cars, muscle cars, and British, Italian, German and American sports cars. NADA and *Kelley Blue Book* also publish classic car price guides. ■

TIM SHARP is an automotive writer and photographer with an emphasis on vintage racing, concours d'elegance, classic car tours and road rallies, and collector car auctions—as well as a precision driver performing precision driving for training videos; a vehicle performance analyst; and a high performance driving instructor.

Photo: courtesy of RM Auctions



The Kia fit for a king

By Joe Sage

This is a full-size, rear-drive, premium V8 sedan that is lacking nothing, other than perhaps brand envy enjoyed by those who came before. It lacks the world's most lyrical nameplate, surprising considering the catchy names in the rest of the Kia lineup.

The Kia K900 delivers more than everything you hope a flagship will, and at a price the previously-enthroned can't, or won't.

Sixty grand is not bargain basement territory, but for that price, this car is handsomely and capably equipped. Our car's one six-grand package (sidebar) takes the car even higher, though with features from full Nappa leather to the Lexicon 900-watt sound system standard, you could be happy at \$59,500. To fully grasp the deal, go ahead and option up the competitors to this level. It's easy to add 30 or 40 grand to those (and hard to find a stripper on the lot, even if you wanted one).

The K900 weighs over two tons, but feels as nimble as it does solid. Handling is direct, with good road feel—a driver's car with comfortable luxury. The chassis is very rigid,

with 75 percent high- and ultra-high-strength steel. NVH was tackled via more than 200 sound origination points, variously coated, covered or freed from friction, and there is extensive insulation and noise-reduction, including laminated windows, plus an underbody airflow system.

The hydraulic component delivers well above typical electric power steering. Shift points on its 8-speed automatic—designed and developed in-house—are well-spaced, with a straight power curve you can enjoy or ignore, depending upon your driving purpose and style.

Kia built up to this car, with the front-drive Cadenza sedan, which we called a flagship a year earlier. And a quantum leap in quality, value and content in the Optima, prior to that, had also set the stage. With the K900, Kia in one bold stroke has become a luxury carmaker, expanding the brand from a value equation to upper niche lust. ■

K900: Kia's highly-appointed rear-drive flagship powerhouse.



Kia K900 brand ambassador LeBron James

SPECIFICATIONS

ENGINE	.....5.0L direct injection V8
POWER/TORQUE	.....420 hp / 376 lb-ft
TRANSMISSION	.....8-speed automatic
DRIVETRAIN	.....RWD
STEERING	.....electro-hydraulic
SUSPENSION	.....multi-link front/rear
BRAKES	.....4-wheel disc, ABS
WHEELS	.....19x9.0
TIRES	.....245/45R19 front / 275/40R19 rear
WEIGHT	.....4555 lb
MPG	.....15/23 (city/hwy)

INCLUDED: Nappa leather seats/trim, wood accents, seats vented front heated front/rear, 12-way power driver's seat w lumbar/memory, keyless start/entry, illuminated door plates, power tilt/telescope heated wheel w leather/wood, leather shifter, dash, console, door panels, power close trunk, power rear sunshade, manual side sunshades, rear seat ski passthrough, panoramic sunroof w power shade, adaptive LED heads, markers, fogs, power fold auto-dim mirrors, hydrophobic front windows, rain sense wipers, chrome exhaust tips, LED taillamps, shift-by-wire, Lexicon Logic 7 900-watt 17-speaker surround audio, UVO eServices, nav w 9.2" display, 3 months SiriusXM, 3-zone climate, advanced airbags w seat side and side curtain, ABS, traction, ESC and VSM, blind spot, rear cross traffic, lane departure, front/rear cameras, front/rear parking sensors/guide system.

WARRANTY:
 10-year/100,000-mile limited powertrain
 5-year/60,000-mile limited basic warranty
 5-year/60,000-mile roadside assistance

BASE PRICE.....\$59,500

VIP PACKAGE: soft-close power doors, driver's seat cushion extend, front power headrests, power recline rear seats, vented rear seats, lateral adjust rear headrests, rear seat lumbar, 12.3" LCD display, heads-up display, surround view, smart cruise, active vehicle safety mgmt.....6000

FREIGHT AND HANDLING:.....900

TOTAL.....\$66,400

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Aluminum takes the gold

Texas Auto Writers convey coveted crowns by Joe Sage

Vehicle comparison events vary in many ways—by scope, location, duration, participation and of course specific vehicle content.

Mudfest, in Washington state in spring-time, had 23 vehicles this year, in five categories, run one day off-road and one day on, with five category winners and one winner overall. Run to the Sun, in Oregon this fall, had 25 vehicles, driven over many highway miles in a consistent rotation, so each driver definitely drove each car. In that event, there are no awards, just impressions and a good time. The Active Lifestyle Vehicle Awards, in Arizona in late fall, have eight categories and eight trophies, with typically about 30 vehicles from a dozen brands (see next issue).

These comparative events all provide a good time for those behind the wheel, but they are also serious business. Events also vary in how far and wide their results resonate. The Texas Truck Rodeo—held each fall outside San Antonio, where trucks are king, and many are built and even more are tested—produces awards of huge significance and consequence. As Ford truck group marketing manager Doug Scott says, this is “one of the three big ones, along with the *Motor Trend* and North American Truck of the Year awards.”

Imagine what it takes at any of these events for manufacturers to go through their own decision processes about what to bring, in what trim, for what category or categories—multiplied by the logistics and costs involved in having them all in one often distant location by a specific time—multiplied by the key personnel who come along for presentations, demonstrations and general Q&A, as well as to anxiously await the outcome—multiplied again by the event personnel themselves, as well as the venues, the courses and trails that must be built and/or prepped—and everything else that goes with all of the above. Imagine all that, and then apply it to this granddaddy

of all truck events, the Texas Truck Rodeo.

This year set records even before the trophies were presented, including 168 registered attendees, a record; 60 journalists, a record; 75 vehicles entered, a record; with 18 brands represented and 17 award categories to be filled.

New this year was a Title Sponsor, the Steel Market Development Institute. This was a welcome development for the implementation of this huge event, but it raised a few eyebrows in bemused curiosity, as the 800-pound elephant in the lineup was Ford’s new aluminum alloy F-150 (which contains plenty of high-strength steel, too, of course). Ford was hoping to displace the Truck of Texas winner of the prior two years, the RAM 1500 pickup (EcoDiesel last year, Lone Star Edition the year before). This gave the Institute’s presence a bit of a “hey, don’t forget about your old buddy steel” feel, to some.

Also bound to make a splash were GM’s new midsize pickups, the Chevrolet Colorado and GMC Canyon.

Xpel protective coatings kicked in as the event’s Hospitality Sponsor.

The Texas Truck Rodeo presents three major awards: Texas Truck of the Year, Texas SUV of the Year and Texas CUV of the Year. A fourth major award is the overall Truck Line of Texas. There are also winners in each individual vehicle category and three specialty categories.

So off we all went to the competition fields. Parked in a huge green South Texas meadow at historic Knibbe Ranch were all 75 vehicles, grouped by the award categories. We would each grab them randomly and could choose to drive an off-road course (or rough road, really—very rough at times, with ultra-steep descents and ascents, water crossings, sudden drops, the works), or we could head onto a dandy stretch of Texas two-lane, full of tight hills and curves. The latter was most appropriate to vehicles in the crossover and some luxury categories.

Each judge’s first place vote receives three points, second receives two and third receives one, multiplying the value of the higher votes. This creates the possibility of some oddities in the outcome, whereby an uneven split among first, second and third could result in a second-place finisher receiving the most votes and the trophy—theoretically. As participating judges, we could study a complete breakdown of scoring results, which made for some fascinating parsing of details. Although there were some very tight races—very—there were no place-swapping anomalies. When all was said and done, the winners were:

TRUCK OF TEXAS:
2015 Ford F-150

SUV OF TEXAS:
2015 Jeep Grand Cherokee

CUV OF TEXAS:
2015 Lincoln MKC

TRUCK LINE OF TEXAS:
Ford

Mid-size Pickup:
2015 Chevrolet Colorado Crew Cab 4WD

Full-size Pickup:
2015 Ford F-150
King Ranch 4x4 SuperCrew

Luxury Pickup:
2015 Ford F-150 Platinum SuperCrew

Heavy Duty Pickup:
2015 Ram 2500 Longhorn

Off-road Pickup:
2015 Ram Power Wagon

Compact SUV:
2015 Jeep Cherokee

Mid-size SUV:
2015 Jeep Grand Cherokee Overland 4x4

Full-size SUV:
2015 Chevrolet Tahoe

Compact Luxury SUV:
2015 Land Rover
Range Rover Evoque 5-door

Mid-size Luxury SUV:
2015 Jeep Grand Cherokee
Summit EcoDiesel 4x4

Full-size Luxury SUV:
2015 GMC Yukon Denali



Compact CUV:

2015 Honda CR-V Touring

Mid-size CUV:

2015 Subaru Outback 2.5i Premium

Full-Size CUV:

2015 Kia Sedona SX

Luxury CUV:

2015 Lincoln MKC

Off-road Utility Vehicle:

2015 Jeep Wrangler

Commercial Vehicle:

2015 Ford Transit 250 MR

Best Technology:

Ford F-150 Aluminum Alloy Body

Best Connectivity:

Chrysler Group's Uconnect® Access

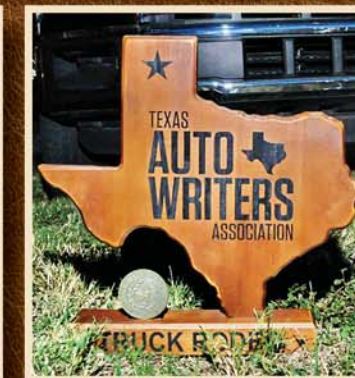
Best Powertrain:

Chrysler 3.0-liter V6 EcoDiesel

So RAM pickups passed the Truck of Texas trophy to a new champ in an aluminum suit this year, the F-150, which was reinforced with a Best Tech award for its aluminum body, but Chrysler Group’s EcoDiesel V6 still went home with Best Powertrain; RAM won two out of five pickup classes and Ford two; Jeep won half the SUV categories plus Off-Road Utility; and Ford took the commercial prize with its new Transit van. These two companies clearly dominated.

There was some talk about whether the SUV and CUV awards should be split off into another event. But see above—the costs and logistics of getting not only all the vehicles here, but all the people all at the same time—then factoring in the number of other events (not just comparos, but major auto shows and new product launches) that appear on everyone’s annual calendars—manufacturers and journalists alike—and it does seem to make the most sense to keep this whole Texas range together as one event. (There is also a Texas Auto Roundup.)

This event is everything its buzz sets it out to be, and we are already looking forward to next year’s Texas Truck Rodeo. ■



Quiet power

By Joe Sage

LOTS OF PLUSSES AND A FEW QUIRKS

The Ford C-MAX tackles that widely interpretable terrain comprising crossovers, small vans, wagons and whatever else it evokes for you. It does so within its own specialized niche: the C-MAX comes two ways, as a C-MAX Energi Plug-In Hybrid and as a regular ol' C-MAX Hybrid—the car we have here.

When we last drove the C-MAX Hybrid, about a year and a half earlier, we noted that it also dovetails with Ford Escape product planning: As the C-MAX Hybrid entered the world, an Escape Hybrid became no longer part of the mix. Conversely, there is no all-wheel-drive C-MAX. It's one or the other. To compare and contrast (using 2015 figures, recalibrated from the 2014 sticker figures at right), the C-MAX Hybrid rates 42/37 MPG city/highway, while its Energi Plug-In variant rates 40/36 MPG (and costs about \$7500 more). A front-drive Escape is \$1500 more than the C-MAX Hybrid and rates 23/32 MPG, while an AWD Escape adds about \$1750 and rates 22/30 MPG.

There are other differences, of course. The Escape is about five inches longer, can tow 3500 pounds and has 7.9 inches of ground clearance to C-MAX's 5.5. If you can manage your needs in just the electric mode of a C-MAX Energi Plug-In Hybrid, it could have appeal, though it takes awhile to get your \$7500 back. If you want AWD, it's Escape all the way. If not, the C-MAX Hybrid—with its much higher fuel mileage—is essential to shop while shopping the hot-selling Escape.

Driving the C-MAX is largely a treat—its powertrain delivers a real kick in the pants, taking anything we threw at it on the freeways, and it's quite maneuverable, although its turning circle gets mixed reviews (see sidebar). This little multiple segment invader demands a spot on your small crossover shopping list. ■

SPECIFICATIONS (2014)

ENGINE ..2.0L DOHC inline-4, Atkinson-cycle
POWER: Engine horsepower141 hp
 Engine torque.....129 lb-ft
 Total system power (sustain)..188 hp
TRANSMISSIONeCVT hybrid powersplit
DRIVETRAINfront-wheel drive
SEATINGfive
WEIGHT3640 lb
TOP SPEED115 mph
 Top speed electric-only mode.....62 mph
MPG:..(old method) 45/40/43 (city/hwy/comb)
TOTAL RANGE.....540 miles
INCLUDED: 17" machined aluminum wheels, blind spot power mirrors, manual bucket seats (6-way driver, 4-way front passenger), cloth seats, cruise, 2nd row 60/40 fold flat, dual-zone auto climate, in-floor rear storage, leather wrap wheel/shift, smart gauge/ecoguide, 6-speaker AM-FM-CD-MP3, LiOn battery, power locks/windows, remote keyless entry, traction control, 110v outlet and more.
BUILTChihuahua, Mexico
WARRANTY: Extended hybrid warranty.
BASE PRICE.....\$25,170
EQUIP GROUP 203A: Power liftgate, rear parking aid, reverse sensing, ambient interior lighting, MyFord Touch/Sirius/nav.....2290
EQUIP GROUP SAVINGS:.....(295)
DESTINATION CHARGE:.....825
TOTAL\$28,285

LOGBOOK NOTES

One quirk is the power liftgate—dirt slow and not readily overridden by your own firm push. Though we're sure the engineers had the best of intentions, using the key fob is the best way to at least reduce this annoyance.

There are the usual annoyances (or more) with the MyFord Touch interface, notably audio. With time, you can learn it better.

We found a conundrum with steering. While trying to do a U-turn in a familiar easy spot, this little guy required a three-point turn. Our lead photo shows the wheels turned as tight as possible—not very. Yet in another instance (a parking lot with no obstacles), it seemed fine. Other reviewers have noted the same. Ford oddly seems to publish no turning circle specification.

Most of our driving was comfortable, smooth and pleasant, though we did find suspension brutal on a speedbump or two.



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THE INSIDE TRACK: BRIEFS & RUMORS



■ The **Volkswagen XL Sport** concept, revealed at the Paris Motor Show, is centered around a V-Twin engine adapted from the new Ducati 1199 Superleggera, the world's most powerful two-cylinder motorcycle. Based on the ultra-fuel-economy Volkswagen XL1, of which only 250 will be built, and the Superleggera, also a limited edition of 500 units, the XL concept combines hand fabrication with high-precision industrial manufacturing, using lightweight carbon and magnesium design technology. The concept was created to demonstrate synergy across the wide range of Volkswagen Group brands.

■ The new **Lamborghini Huracán GT3** rolled out on track for the first time in Vallelunga (Rome) this fall, testing on the Piero Taruffi circuit, under the supervision of Giorgio Sanna and the two official Lamborghini Squadra Corse test drivers—Adrian Zaugg and Fabio Babini. With the Huracán GT3, Lamborghini Squadra Corse has taken the next step toward development and production of a race car for one of the most demanding and prestigious international categories. The 610-hp Huracán LP 610-4 had 700 immediate orders when previewed last spring. The Huracán family also includes the Lamborghini Huracán LP 620-2 Super Trofeo, introduced this summer during the festivities at Monterey and Pebble Beach—an all-new car created from scratch “with a clear racing concept.”

■ **Ford** of Canada's Oakville assembly plant in Ontario will add more than 1,000 hourly jobs as it ramps up its transformation into an advanced global manufacturing plant. In 2013, the company announced a C\$700 million investment to convert the plant to meet growing demand in North America and around the world. The new jobs will bring total employment at the plant to more than 4,000 by year-end. Ford had already added 300 jobs in 2013 to meet growing demand. Oakville currently builds the Ford Edge and Flex, and the Lincoln MKX and MKT, and has been chosen to build the all-new 2015 global Ford Edge, which will go on sale early next year. The 2015 Ford Edge will be exported to more than 100 countries from Oakville.



■ **Zero Motorcycles** has announced its 2015 electric motorcycle lineup with new standard equipment including Showa suspension, Bosch ABS and Pirelli tires. New battery cells provide 10 percent greater capacity on the Zero S, Zero SR and Zero DS. Combined with the Power Tank accessory, this yields an industry leading range of up to 185 miles in the city, 94 miles on the highway at 70 mph or 115 miles at 55 mph. “With no shifting (and) up to 106 ft-lbs of instant torque...we invite all consumers to go for a ride on these impressive new machines,” said Richard Walker, CEO of Zero Motorcycles. The 2015 lineup also features new design elements and componentry—new cast alloy wheels on the Zero S, Zero SR and Zero DS with carrier-less front rotor and hollow front axle to reduce unsprung weight. New mirrors improve rearward



visibility while reducing motorcycle width. Seat ergonomics, grips and throttle controls are bear upgrades. The new lineup will arrive at dealers in December.

■ The **Peugeot Quartz** concept, revealed alongside new production models at the Paris Motor Show, combines elements of a next-generation SUV with those of a high-performance car. Likely to be pow-

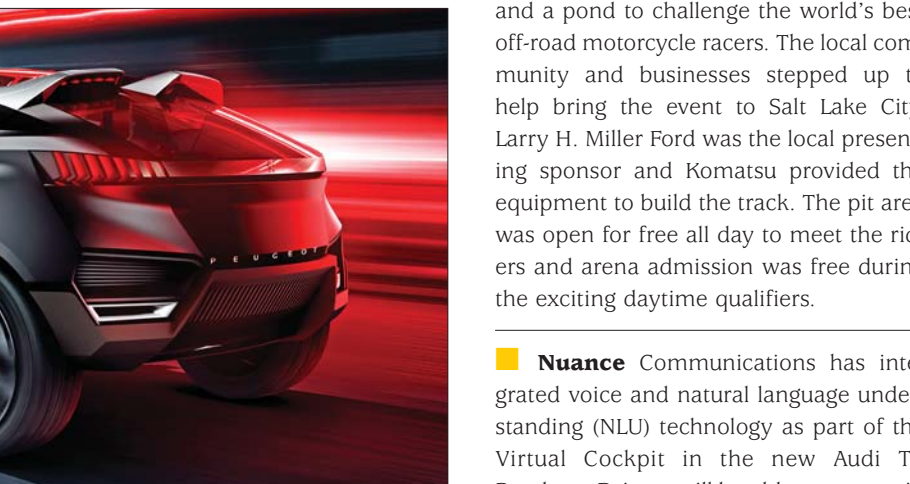


ered by a choice of Peugeot BlueHDi diesel engine or PureTech three-cylinder gasoline turbo, a production version would contain the full range of Peugeot driver electronics and connected apps.

■ **Jaguar** has debuted a new global marketing campaign, “British Intelligence,” led by a new cinematic 30-second TV spot starring British actor Nicholas Hoult and directed by Oscar-winning British director Tom Hooper. The ad showcases the full Jaguar model lineup, including the F-TYPE, XJ, XF and the just-revealed XE (see *Auto News Update*), highlighting technology and craftsmanship of each model.

■ The **Rolls-Royce Phantom Metropolitan Collection**, unveiled at the Paris Motor Show, features design inspired by the modern metropolis. Central to the concept is an interior furnished in fine materials, hand-applied by master craftspeople at Rolls-Royce in Goodwood, England. It features meticulous marquetry—the art of inlaying small pieces of wood veneer to form decorative motifs. Phantom's signature picnic table presents occupants with a view of the city, created through the application of 500 individual wood veneer pieces. The process of hand-cutting, coloring, shaping and applying is so complex it takes an expert wood crafts-person several days to complete. Just 20 of these hand-crafted motor cars will be available to commission.

■ EAA AirVenture 2014, in Oshkosh, Wisconsin this summer, was the biggest show to date for **ICON Aircraft**, with the public unveiling of ESN-1, the first production IKON A5 amphibious plane. Over



100 team members attended, along with A5 owners, suppliers, guests and media. Demand for the A5 was strong, with nearly 200 new orders placed that week, an all-time record, bringing the list to over 1500. The public unveiling came three weeks after the plane's first flight on July 7, in Tehachapi, California. The aircraft was built over a period of six months, from January to June, and represents the culmination of years of research, design, engineering and manufacturing work. ESN-1 was built with production tooling, parts and processes. Following its successful maiden flight and debut at Oshkosh, ESN-1 resumed the flight-testing phase to verify it meets ICON standards. ESN-1 is one of three aircraft that will support the FAA approval process before customer deliveries begin in May of 2015.



■ In October, the GEICO **AMA Enduro-Cross** Championship made its first ever visit to Utah. Energy Solutions Arena, home of Utah NBA basketball, was covered with dirt, rocks, logs, tractor tires and a pond to challenge the world's best off-road motorcycle racers. The local community and businesses stepped up to help bring the event to Salt Lake City. Larry H. Miller Ford was the local presenting sponsor and Komatsu provided the equipment to build the track. The pit area was open for free all day to meet the riders and arena admission was free during the exciting daytime qualifiers.

■ **Nuance** Communications has integrated voice and natural language understanding (NLU) technology as part of the Virtual Cockpit in the new Audi TT Roadster. Drivers will be able to engage in a more natural, conversational dialogue with Audi's infotainment and navigation



capabilities, the same way they would talk to their friend. With intuitive voice commands, drivers and passengers can control system menu, phone, tuner, media and navigation features through everyday speech, without having to stick to defined commands. ■

UPCOMING FEATURES

BMW M235i Coupe



Jaguar F-Type Coupe



Active Lifestyle Vehicle Awards : Phoenix athlete event



Los Angeles Auto Show



2015 Arizona auction preview



NASCAR at Phoenix International Raceway



Rolls-Royce Ghost



Acura MDX



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noun

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