

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 15 NUMBER 3  
MAY-JUNE 2016



**ROAD TRIPS**  
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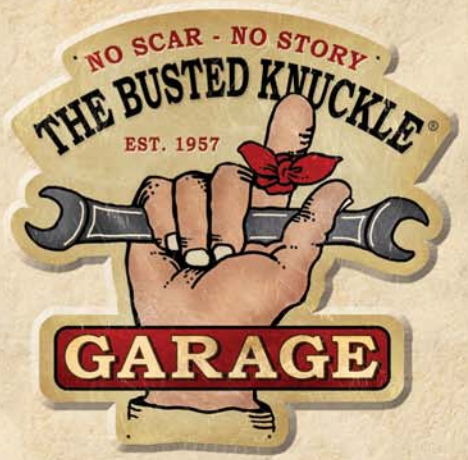
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# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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**COVER:** Graham Rahal in the Steak 'n Shake No. 15 Rahal Letterman Lanigan Racing Honda as the 2016 Verizon IndyCar Series season returned to Phoenix International Raceway for the Desert Diamond West Valley Phoenix Grand Prix. Photo: Randall Bohl.



Tyson Hugie

Joe Sage

Randall Bohl

Jan Wagner

Brian J. Neilson

NWAPA / Winnie Nguyen



We get the wheels turning and we cover some miles in this issue, as summer travel looms large and you may be thinking of some places to take a road trip. We visit Chiricahua National Monument in southeastern Arizona with **Tyson Hugie**, Universal Studios in Southern California with **Jan Wagner**, and take a look at South Dakota.

If you dream of having your car do the driving, join **Jennifer Johnson** as we check out the autonomous nightlife at Ford's secret Arizona proving grounds.

The wheels turn even faster at Phoenix International Raceway during both NASCAR and the return of IndyCar racing—under the lights—with photos by **Randall Bohl**. The wheels don't turn quite that fast, although they feel as though they do, as we join Shelby American at Wild Horse Pass Motorsports Park in the Shelby GT350 and GT350R.

Wheels retract in our *Arizona Flyer Magazine* feature, as we take off in a Fokker C-31A Troopship with the elite Golden Knights US Army Parachute Team during the Luke Air Force Base 75 Years of Airpower air show, with photos by **Doris Ong** and **Cathy Smith**.

Wheels and everything else get very muddy as we drive 28 of the toughest, hottest, coolest and most capable off-road-ready utilities and trucks on Washington's Olympic Peninsula during Mudfest—the NWAPA Outdoor Activity Vehicle of the Year competition.

Two wheels spin as **Jason Fogelson** tours central and northern Arizona aboard the new Yamaha FJR1300 sport touring motorcycle in our *Arizona Rider Magazine* feature.

New vehicle launches include the 2017 Chrysler Pacifica, Ford Edge and Kia Sportage.

**Kristin Barclay** really puts the Pacifica to the test, with the full Disney-family formula. And we take a number of other new cars, trucks and utilities for a spin. You'll also find information on upcoming concours d'élégance, car shows and auctions, as well as results from recent auction events.

Enjoy the ride.

**Joe Sage** - Publisher/ Executive Editor

Photo: Brenda Priddy

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**ARIZONA DRIVER MAGAZINE**

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 Advertising: 480-948-0200

- www.arizonadrivermagazine.com
- facebook.com/ArizonaDriverMagazine
- twitter.com/ArizonaDriver
- instagram.com/ArizonaDriver



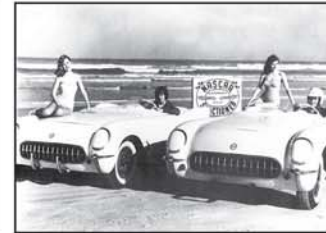
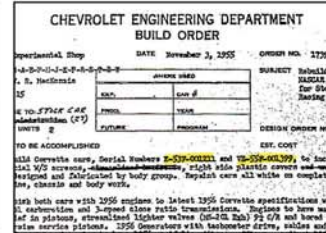
**ARIZONA DRIVER MAGAZINE IS A MEMBER OF:**

- IMPA:** International Motor Press Association
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- PAPA:** Phoenix Automotive Press Association
- RMAP:** Rocky Mountain Automotive Press
- TAWA:** Texas Auto Writers Association
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# AUTOMOTIVE NEWS UPDATE

**Bentley Continental GT Speed Black Edition**



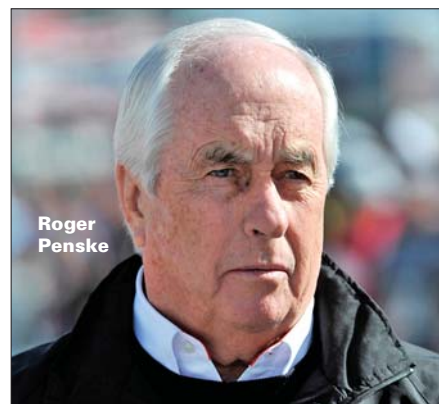
▼ **Bentley** has unveiled a revised Continental GT Speed—the fastest production Bentley ever, with a top speed of 206 mph. Engineers have tweaked the 6.0-liter twin-turbo W12 engine from 626 to 633 hp and torque from 605 to 620 lb-ft (figures converted from PS and Nm). The entire rev range has reoptimized boost control, raising the “torque plateau” from 2,000 to 5,000 rpm and dropping 0-to-60 time to 3.9 seconds. A new Continental GT Speed Black Edition, in both coupe and convertible versions, comes in the customer’s choice of body color, with high gloss black finish to exterior brightware, including window openings and lamp bezels. All-black 21-inch five-spoke directional wheels reveal brake calipers in your choice of red or black. The Black Edition has its own distinctive interior, as well. It takes 110 hours to handcraft each Continental GT in Crewe, and the upgraded W12 engine in Speed models is assembled by 30 dedicated workers over 12½ hours. The new GT Speed and GT Speed Black Edition models are available to order now, with deliveries this summer.

▼ **RM Sotheby’s**, the official auction house of the Amelia Island Concours d’Elegance, celebrated its 18th anniversary Amelia event on March 12 with \$38,685,100 in sales and 89 percent of all lots sold. Led by a series of best-of-category automobiles, the four-and-a-half-hour sale attracted a standing room only crowd, with bidders from 20 countries.

The sale was led by a 1962 Ferrari 400 Superamerica LWB Coupe Aerodinamico, which surpassed its pre-sale estimate of \$2.7-3.3m to sell for \$4,400,000, a world record auction price for this car. A 1954 Bentley R-Type Continental Fastback Sports Saloon in the most desirable configuration of factory LHD, 4.9-liter engine, center-shift manual transmission and “seats and spats” sold for \$1,815,000 (est. \$1.2-1.4m). American Classics also did well, with many exceeding estimates, headlined by a 1932 Packard Twin Six Coupe Roadster, regarded as the Clark Gable Twin Six, at \$1,210,000 (est. \$650-800,000), while a beautifully restored 1931 Stutz DV-32 Convertible Victoria brought \$1,100,000 (est. \$800,000-1m).

▼ **Roger Penske**, one of auto racing’s most notable team owners, will be hon-

ored in June by the International Motor Racing Research Center (IMRRC) in Watkins Glen, NY, with the 2016 Cameron R Argetsinger Award for Outstanding Contributions to Motorsports. As Team Penske celebrates its 50th year in motorsports in 2016, Penske will receive the award at a gala dinner presented by NASCAR, International Speedway Corp., Watkins Glen International and IMSA. The June 30 dinner will be held at the internationally renowned Corning Museum of Glass in nearby Corning, NY, preceding the Sahlen’s Six Hours of The Glen IMSA weekend at WGI, and is supported by Sahlen’s. This will be the third annual award presented by the IMRRC. NASCAR racing great Richard Petty was the 2015 Argetsinger Award recipient. Team owner and former



driver Chip Ganassi was the inaugural winner in 2014. The award memorializes Cameron R Argetsinger, founder and organizer of the first races at Watkins Glen almost 70 years ago. “To receive the



RM Sotheby’s preview on the lawns of the Ritz-Carlton at Amelia Island

Photo: Ben Majors © 2016 courtesy RM Sotheby’s

Cameron R Argetsinger Award in Team Penske’s 50th year in motorsports is truly a special honor,” Penske said, “and I am looking forward to a great evening with friends and colleagues on June 30.” The



Ford Everest (global)

dinner is open to the public. Tickets are limited, are \$250 per person, and can be purchased from Racing Research Center at 607-535-9044 or at racingarchives.org/order-tickets-now. The gala dinner is also supported by Corning, Bosch and SCCA.

▼ **Ford** Motor Company is putting \$170 million into expansion of its Silverton Assembly Plant in Pretoria, South Africa, to produce the all-new Ford Everest, along with a new Ford Ranger that was launched at the end of last year. The Ford Everest is a seven-seat SUV with body-on-frame construction, intelligent four-wheel drive and an Advanced Terrain Management System. Currently, the Everest is imported from Thailand, using a locally built 3.2L five-cylinder Duratorq TDCi engine. Everest has only been available in South Africa as a 3.2 Automatic in two trim levels, XLT and Limited. With the start of local production, a 2.2L Duratorq TDCi four-cylinder diesel engine will be added, along with more trim levels. Production hubs for the Everest will now include Silverton in South Africa, AutoAlliance Thailand in Rayong, Ford’s Chennai plant in India (where it is sold as the Endeavor) and the JMC Xiaolan Plant in Nanchang, China. Everest production at Silverton will start in the third quarter of 2016, with the first units delivering in the fourth quarter. South African-produced models will be sold locally and exported to markets across Sub-Saharan Africa. The Silverton Assembly Plant features state-of-the-art

automation utilizing Ford’s global manufacturing processes, and will be equipped to produce 10,000 Everests annually. Part of the expansion investment is directed toward production of the new Ranger,

which is already running at maximum capacity at Silverton, with domestic sales and export demand at an all-time high. Ford Ranger is exported to 148 countries in Africa, the Middle East and Europe, while engines and machined components are supplied to Argentina, Thailand, North America, India and China. In recent years, Africa has emerged as an increasingly important region for Ford, with continued investment and growth. The Silverton investment will create about 1,200 new jobs at Ford South Africa and within the South African supplier network. No plans have been announced to bring either the Ranger or the Everest to the US, so far.

▼ **ICON Vehicle Dynamics** has a new suspension system for one of the most off-road-capable vehicles around: the 1991-97 80 Series Toyota Land Cruiser.

After an in-depth R&D process, ICON engineers have developed an 80 Series Land Cruiser 3” Suspension System to improve on-road handling characteristics while also maximizing the Land Cruiser’s off-road potential. The system has ICON-designed dual rate coil springs, caster correction bushings, sway bar relocation components, all brackets and hardware needed for installation, and ICON 2.0 Aluminum Series or ICON 2.5 Series shocks. The dual-rate coils are specifically designed to yield a soft ride under normal conditions, then stiffen under compression for increased bottom-out resistance. The springs were also designed to prevent being unseated at full droop—no more coils falling out on the trail. An included caster correction kit returns steering geometry to an OE-like setup, improving on-road drivability and off-road handling characteristics. In traditional ICON fashion, components have been organized into three stages that fit varying driving styles and intended uses.

▼ **Swapalease.com**, the nation’s largest car lease marketplace, has investigated continued sunsetting of interest in manual transmissions, studying differences between the rate of use between men and women. They analyzed over 50,000 driver records from their marketplace dating back to 2012 to uncover some interesting trends. “Manual drift” is the phrase they have coined for gradual reduction of interest in manual transmissions in today’s cars. According to their recent analysis, the number of manual transmission vehicles driven by Amer-

KEEP RIGHT >>



ICON Vehicle Dynamics 80 Series Land Cruiser 3” Suspension System



icans has dropped roughly 22 percent from 2012 through 2015, but the rate of drift isn't occurring at the same pace for men as for women. While the rate of use is declining for both genders, it is happening at a faster pace for men than women.



Land Rover Series I "Reborn"

The percentage of men driving manual transmission vehicles has dropped from 85.4 to 81.2 percent from 2012 to 2015. Both genders overall were driving fewer manual transmissions during that time, but since the numbers for men are dropping faster, it has caused the share to actually increase for women. As a result, the rate for women moved up from 14.6 percent to 19.8 percent during that time.

▼ Launched in the United Kingdom in 2014, the award-winning **Mitsubishi Outlander PHEV** has effectively defined the emergence of the UK's plug-in hybrid sector. In 2013, the year before its arrival, the total plug-in hybrid market across all marques stood at just 989. Two years later, there were 21,053 Mitsubishi Outlander PHEVs on the UK's roads. Continuing the



Mitsubishi Outlander PHEV

success story, in the first three months of 2016 total new registrations of plug-in hybrids were 7,468, of which over half (52.3 percent) were Mitsubishi Outlander PHEVs. In two short years, its sales have overtaken every other plug-in hybrid and

pure electric car in the UK, even surpassing vehicles that have been around since 2011, such as the Nissan Leaf. Combining electric and gasoline engine power, the Mitsubishi has a range of 541 miles, of which 32 miles are in electric mode alone, more than enough to accommodate the average daily commute. As well as its official fuel consumption figure of 156 miles per gallon, the Outlander PHEV's low emissions of just 42g of CO2 per kilometer mean there's no vehicle tax to pay. It is exempt from the congestion charge and it qualifies for the UK government's £2,500 (\$3500 ±) plug-in car grant. Company drivers also reap the reward of low Benefit in Kind (BIK) tax, meaning a virtual pay



Volvo XC90 T8

▼ With a recent project cleverly named "Highway Robbery," with their endlessly-award-winning XC90 at its core, **Volvo** aims to spark conversation and engagement about how to create innovative new paths toward a future that is both cleaner and more powerful. Hosted in Southern California in March, the campaign proved that power can truly come from unexpected places, as the all-new XC90 T8 Twin Engine became the first plug-in hybrid vehicle to be powered by gas, electricity—and other vehicles. Over the course of two days, Volvo, with its advertising agency, Grey New York, used a custom peristaltic pump placed over the roadway that, as vehicles drove over it, generated electricity to fuel a nearby charging station—and the XC90 T8 connected to it. ■

rise of thousand of dollars per year. All this comes in a vehicle with the go-anywhere ability of four-wheel-drive.

▼ **Land Rover Classic** has launched a "Reborn" initiative for its original Series I, at Techno-Classica in Essen, Germany. The program offers 25 prospective customers the opportunity to purchase an original and highly collectible Land Rover Series I directly from Land Rover Classic. An expert team draws upon decades of experience to hand-pick 25 Series I chassis from Land Rover's global network. Each model undergoes complete restoration to the brand's original 1948 factory specs, using Land Rover Classic Parts for authenticity, including the choice of five period finishes: Light Green, Bronze Green, RAF Blue, Dove Grey and Poppy Red. Customers select their preferred base vehicle with the help of the restoration team and are able to follow the restoration of their own Series I from start to finish at Land Rover's new Classic workshop in the original Defender production center at Solihull.



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# Town, country and all around

MEET THE ALL-NEW CHRYSLER PACIFICA BY JOE SAGE

Minivans carry a certain panache and also a purpose. Though thoroughly useful for painters and florists, or taxis and hotels, they are forever connected to family first. There are certain commonalities with utility vehicles and some commercial vans, but the minivan is often first recognized by its big sliding side doors. These are not only handy as heck for the family who owns one, but kids love minivans, and they're so exuberant by the time they exit, the sliders may be welcome by anyone parked next to one.

Chrysler is in an especially good position to create an all-new van for the new millennium, as they are indeed the inventor of the minivan in the first place. When the Chrysler Town &

Country and Dodge Caravan were introduced for 1984, they were an immediate hit—and have remained so ever since. Till then, hauling a larger family in one vehicle meant a very crowded station wagon, a large commercial van built with windows and seats, or the underpowered original VW Microbus. It's the comparison with big commercial vans that gave the new breed the "mini" prefix.

Chrysler had created a segment that exploded to include the other domestic makers and most import brands. Asia and Europe had long made tiny cargo and passenger vans, but none had entered our market. The ones that joined the fray in the US copied the Chrysler/Dodge formula.

Chrysler has had plenty of time to get to know the family. From the tail end of Generation X, through the millennials and now beyond, the Chrysler minivan is often the first set of wheels any American experiences, as they are brought home from the hospital. It becomes an extension of the home, as families spend more time on the go than at the dinner table—from school sports, to vacations, then finally off to college.

For 2017, Fiat Chrysler Automobiles (FCA) reinvents their venerable niche. The new vehicle is so different—as are the lifestyles of its buyers—it has been renamed. Gone is the Chrysler Town & Country name. Meet the all-new Chrysler Pacifica. That name had

been used before, for a large crossover utility vehicle about a decade earlier, but it's such a refreshing name, it immediately takes on a new life of its own, as does the new van.

As with everything, the landscape has changed a bit over three decades, as SUVs and crossovers have picked up considerable market share. Chrysler has held its lead position in minivans, holding off 17 competitors till now there are just a handful. But they committed, telling us nothing else is as efficient and effective, and noting that we expect an additional four million kids by 2025.

To appeal to customers both new and prior, Chrysler has tackled this project from several angles: safety, comfort and convenience, efficiency, and technology.

Over 100 new safety features or improvements include 360-degree top view cameras, ultrasonic parallel and perpendicular park assist, stop-and-hold adaptive cruise control, forward collision warning with brake application and driver assistance, and lane departure warning with stages of alert and assistance.

Stow 'n Go seats are the segment's only such for both second and third row, have assist and easy-tilt access to the third row, and now let you leave a child seat installed while using them. Front seats can be tilted forward using a button in the second row. Sliding doors and liftgate can operate hands-free, and a tri-pane panoramic sunroof keeps everyone happy, even normally claustrophobic third-row folks. A standout available feature is the integrated tough-duty Stow 'n Vac RIDGID vacuum cleaner, mounted in the second row (always the dirtiest) with tools right at hand and a 14-foot hose long enough and nimble enough to reach every corner of the van, plus handle a few chores within decent reach outside—even your other vehicle. This is sure to be a can't-live-without accessory.

Chrysler Pacifica with a Pentastar V6 gasoline engine is rated at 28 MPG highway, the highest figure in the segment (it ties Honda but beats all the others, and Pacifica has 40



## 2017 CHRYSLER PACIFICA

ENGINE	3.6L Pentastar V6
DRIVETRAIN	FWD
HORSEPOWER/TORQUE	287 hp / 262 lb-ft
TRANSMISSION	9-spd Torqueflite auto
SEATING	7- or 8-passenger (2/2/3 or 2/3/3)
WEIGHT	4330 lb
TOWING	3600 lb
MPG	18/28/22 city/hwy/comb

## 2017 CHRYSLER PACIFICA HYBRID

ENGINE	3.6L Pentastar V6 Hybrid
DRIVETRAIN	FWD
HORSEPOWER/TORQUE	248 hp / 230 lb-ft
TRANSMISSION	Electrically variable with dual-motor EV drive capability
SEATING	7-passenger (2/2/3)
WEIGHT	4943 lb
TOWING	[ not recommended ]
MPG	tbd

BRAKES	F: 13.0x1.1 vented, single-piston R: 13.0x0.47 solid, single-piston
LENGTH / WHEELBASE	203.6 in / 121.6 in
CARGO VOLUME	32.3 to 140.5 cu.ft
CARGO WIDTH AT WHEEL WELLS	48.8 in
CARGO HEIGHT	47.8 in
LIFTOVER HEIGHT	24.9 in
GROUND CLEARANCE	5.1 in
TURNING CIRCLE	39.7 ft

BASE PRICE (gasoline)	\$28,595
BASE PRICE (hybrid)	tbd

Five models of the new Chrysler Pacifica with 287-hp 3.6L Pentastar gasoline V6 (below) will be joined in the second half of the year by a 248-hp Hybrid model (far right). Chrysler engineers say "the platform could handle" all-wheel-drive models. The grille and headlights suggest a Möbius Strip, all part of a softer sculptural athleticism, reflected below that in the front fascia's grille and fog light housings. Side rear view "pedestal" mirrors allow larger side windows and a small new one.





more horsepower than Honda). A hybrid version arriving later in the year is expected to deliver 80 MPGe (MPG equivalent) in the city.

Technology is threaded throughout—including the array of safety, convenience and powertrain features just mentioned, and also including two versions of Uconnect with 8.4-inch touchscreen interface, premium audio by Alpine and Harman Kardon with up to 20 speakers and 760 watts, and an all-new Uconnect Theater rear seat entertainment center with two 10-inch screens, wireless headphones, even 115-volt auxiliary power.

Chrysler was able to make every change it dreamed of, as the new Pacifica is built on an all-new platform, a clean-sheet, ground-up project—"an engineer's dream," says Brandon Faroute, head of Chrysler Design. The new van has its beltline, windshield and side glass moved up, the roof stylishly and aerodynamically tapered (its Cd of 0.3 is an industry best, "unheard of for a minivan"), and a wider track, longer wheelbase and larger wheels—up to 20 inches—for a strong stance.

The Pacifica's interior is also entirely new, developed with an eye for surfaces, shapes, contrast and spaciousness, with the functions of a front stack spread wide above and below a "waterline," and open space above

the forward console.

A seven-inch screen in the gauge cluster has rich blue graphics with detail and depth expected to please any watch aficionado.

The van's smooth and economical 9-speed automatic transmission is controlled through a rotary shifter on the streamlined center stack—knurled and taller to distinguish it.

Family usefulness rules throughout, with cupholders, map pockets, even seatback grocery bag hooks. And as a bonus to the Stow 'n Go seating, there is significant storage available below the floor.

Pacifica's interiors follow the Jeep Grand Cherokee theme of using desirable destination place names to anchor five choices: Santa Monica (cognac/alloy with liquid titanium accents and toffee stitching); Soho NY (black/alloy with mineral shiitake accents and sepia stitching); Sonoma County (black/alloy with cranberry wine accents, stitching and piping); and Santa Fe (black/deep mocha with liquid titanium accents and diesel grey stitching/piping). The hybrid will have its own Juneau, Alaska theme (black/alloy with anodized ice cave accents, ice blue stitching and black piping).

Occupants benefit from all those features, but also from increased quietness and

smoother ride and handling. One key innovation delivering this has to do with turning a traditional structural weakness of a vehicle with huge side doors on its ear. The structural tubs for those below-floor storage units, integrated with the Stow 'n Go seating engineering, became the stiff and strong center structure of the whole platform, doubling the vehicle's stiffness, a big handling benefit, too.

Advanced materials—including a number of industry firsts with aluminum and magnesium—shaved an impressive 250 pounds of weight off the upper body.

SUVs will still sell. But the combination of extensive family-friendly features and unmatched rear accessibility provided by sliding doors keeps Chrysler Pacifica at the forefront of its prime directive, as the ultimate family vehicle.

Pacifica pricing ranges from \$28,595 to \$42,495, each model feature-rich and successively richer. (The prior Dodge Grand Caravan is still available starting at \$22,595.)

Pacifica's 28 MPG highway rating comes with a 3600-pound towing capacity, 6005-pound GVWR, 5.1 inches of ground clearance, approach and departure angles of 14.0 and 18.8, and a 19-gallon gas tank. (Hybrid specs will vary.) Oh, the places you'll go. ■



## Pacifica Family Time

To get a thorough feel for the new Chrysler Pacifica, we traveled to Orange County, California, a habitat that includes not only the beautiful blue Pacific, but also a variety of family destinations—such great destinations that, in fact, several of our media colleagues brought along their families and stayed an extra day, to put the vans to their utmost test, in a family context. Our friend and colleague Kristin Barclay of Houston had the perfect formula: herself, her dad, her two kids ages 5 and 7, and an extra day.

Highlights: Even Dad had plenty of room in the back seat of the Chrysler Pacifica between two booster seats (upper left).

(Stack of five photos immediately left) The kids produced their own music video: plenty of room in the back; loved the hands-free liftgate; rockin' with rear-seat entertainment; thoughts of Mickey Mouse; look, Ma, no hands! (don't worry; we were still parked!).

The family made dreams come true at San Diego Zoo Safari Park, Disneyland, Cars Land at Disney California Adventure and chilling at their seaside base camp. The delighted daughter met Disney royalty, and the excitement in her son's face, his voice and the increase in his energy were contagious once they arrived in Radiator Springs.

And at the end of the day? A magical glow on their faces—and the kid who never sleeps in the car.

"This is what makes being a Mom the best gift ever. No words for the joy I feel today." And the verdict? The kids approved of the 2017 Chrysler Pacifica, and so does their Mom. The kids: "Pacifica is styling!" And their Mom: "Did I just call a minivan cool?" ■

**KRISTIN BARCLAY** is co-host and social media director of In Wheel Time ([www.inwheeltimes.com](http://www.inwheeltimes.com) and AM 1560 in Houston) and a lifestyle blogger at InDeepH2O ([www.indeeph2o.com](http://www.indeeph2o.com)).

She and these outlets can also be found on multiple social media channels.



# Far from the madding crowd by Tyson Hugie

Tucked into the southeastern corner of our great state lies an oft-overlooked National Monument that merits a weekend trip for anyone craving some fantastic Arizona scenery without being surrounded by tour buses. Best of all, it's free!

Chiricahua National Monument covers 18 square miles along the New Mexico state line. It's known for its vertical rock formations, believed to be the remains of a volcanic eruption millions of years ago. The monument was set aside 92 years ago, but it is far less-traveled than many of Arizona's other natural wonders. It's almost as if the Grand Canyon steals the show, and many of these smaller parks go unappreciated. I know for a fact that I've lived in the state for 10 years now and hadn't even heard of this one until just a few months ago.

It was a perfect day for road tripping on a Saturday morning, as I departed from the Phoenix area with three friends in search of a little adventure. Luckily we had two-way radios on hand for the duration of our 233-mile trip to Willcox, so we were able to pass the time by bantering back and forth (since we'd each opted to take our own vehicles—this was a “group drive,” after all).

Two other friends from Las Cruces, New Mexico met up with us in Willcox just in time for lunch. The service was top-tier at The Dining Car, but James didn't have much pos-

itive to say about his rubbery rack of ribs. Our next jaunt was to the entrance to the National Monument—extremely remote and only accessible via some twisty two-lane back road sections of Highway 186 that go where no T-Mobile cell signal has ever gone before. Our less fortunate friends on T-Mobile were out of cell phone range for virtually the entire day. It's no wonder we passed a blue sign stating NO SERVICES shortly after hanging a left onto Highway 181 for the last couple of miles.

The attendants at the Visitor Center were kind enough to draw out some instructions on a folded map. They asked if we'd be driving or hiking. “A little of both,” we answered. We learned about a 6-mile scenic drive that would take us past rock formations called Organ Pipe, Sea Captain and China Boy. She also gave us directions to a 3-mile and a 7-mile hike. And we were off! Back in tandem, we climbed in elevation to the final roundabout at “Massai Point,” at 6,870 feet. The wind was gusty but the skies were beautiful, and we hiked around on the nature trail, enjoying panoramic views. Jack and Chandler got feeling exceptionally brave and dangled their legs off a steep cliff. We also subjected ourselves to Jack's self-stick for a group shot.

The afternoon was full of scenery as we made our way around the National Monu-

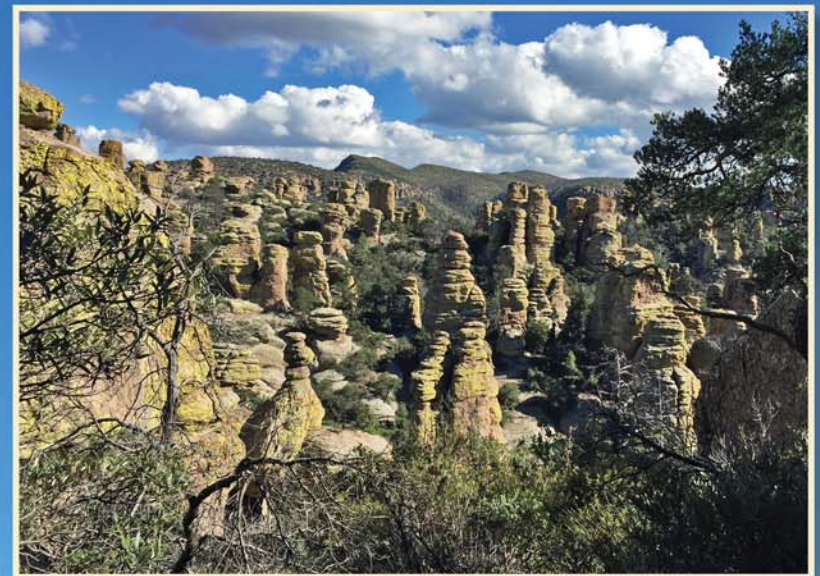
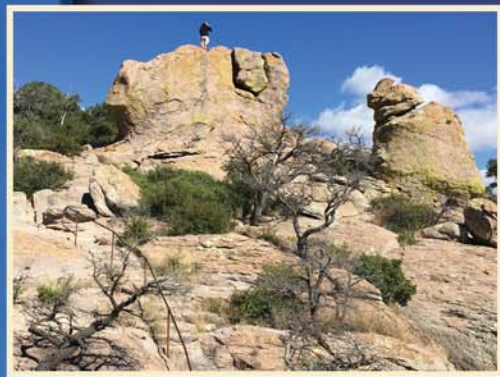
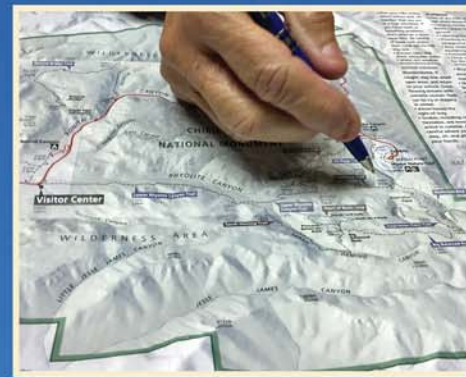
ment, snapping pictures and capturing a little GoPro video along the way, too. A favorite part of the hike was “The Grotto,” where we could actually climb through a cavern of sorts, created by all the rhyolite rocks coming together.

Around 4:30 pm, we set out on a hike up to a fire lookout station that's on the National Register of Historic Places. It was a steep and rocky trail originally blazed by the Civilian Conservation Corps in the 1930s. From the vantage point at the top, administrators could view conditions on a clear day for more than 50 miles in any direction. We hurried back down the hill and made it to the parking lot just in time for dusk. Then we rallied to the parking lot and returned to Willcox.

When inquiring with the front desk attendant at our Super 8 Motel for dinner recommendations, I asked, “What about that Rix's Tavern on Haskell Avenue?”

“You have to cook your own steak there,” he said. Well, forget that! We instead went to Isabel's South of the Border, a Mexican place with great tacos and some of the tastiest horchata I've ever had. I chugged two glasses at \$3 each, and they were worth every penny.

The next time you're entertaining a visitor who wants to experience some of the best scenery Arizona has to offer, give some thoughtful consideration to Chiricahua and leave the crowds behind. ■





# DESTINATION TRAVEL & EVENTS



Outdoor activities in **Morro Bay, California**, about 100 miles north of Santa Barbara, include the brand new Morro Bay BMX Bike Park, kayaking and paddle boarding the bay to mingle with sea life, or renting a sloop or beach cruiser and cycling out to Morro Rock. Indoor activities include an interactive Museum of Natural History in Morro Bay State Park (right next to a cormorant and heron rookery), several educational museums and centers along the Embarcadero, the world's biggest skateboard at the Morro Bay Skateboard Museum, and aquariums with 3D images of the estuary at the Estuary Nature Center. The Morro Bay Family Adventure Pass helps you make the most of your time in this seaside town boasting over 30 hotels and motels. The Morro Bay Tourism Bureau and Yosemite/Mariposa County Tourism Bureau have partnered for a new Summit to Sea Adventure Passport featuring exclusive deals on activities in the region from the mountains of **Yosemite National Park** to Morro Bay on the coast. For information visit [www.morrobay.org](http://www.morrobay.org).

Hacienda Del Sol Guest Ranch Resort, a historic **Tucson** landmark frequented by locals and visitors from around the world, has completed a multi-million-dollar expansion with 32 new guest rooms, including two-bedroom suites, located on the north side of the property's 34 acres,

bringing the total room count to 59. There are also a new ballroom, enhanced outdoor dining and event space, and an additional negative edge pool. This boutique resort is also known for its award-winning restaurant The Grill. The new rooms, designed to reflect the iconic Santa Fe style construction of the existing historic structures, are called the Catalina rooms, for their stunning views of the Santa Catalina Mountains. Each building houses a different number of rooms and is adorned with hand-painted Mexican tile murals, one-of-a-kind metal sculptures and over 4,000 tons of recycled Coronado brown stone. For more information, call 520-299-1501 or visit the resort online at [www.HaciendaDelSol.com](http://www.HaciendaDelSol.com).



Road trip! **Arizona** has some 25 National Parks, Monuments, Memorials, Historic Sites and Recreation Areas, and there are dozens more in our neighboring states. The **National Park Service** turns 100 on August 25, 2016, kicking off a second century of stewardship of America's most special places. In celebration, the NPS is launching a movement to engage communities through recreation, conservation and historic preservation programs, spreading the word about the amazing places they manage, the inspirational stories the National Parks tell, our country's natural resources and our diverse cultural heritage. They are working with Find Your Park, a group promoting education programs, community assistance projects and more. It's about state parks, local parks, trails, museums, historic sites, and the many ways that the American public can connect with history, culture and nature. Visit [www.nps.gov](http://www.nps.gov) and [www.findyourpark.com](http://www.findyourpark.com).

Look deep into time and space at **Capitol Reef National Park, Utah**, a 100-mile pinch in the earth's crust in the geographical middle of nowhere, overloaded with geological, cultural and sensory consequence. The area is named for what it looks like—white rock domes like the US Capitol, rocky ridges like marine reefs. Waterpocket Fold is a jagged scar where they say the devil dragged his pitchfork on the way to Las Vegas (it's a

monocline, the seam left over when shifting plates lifted one side of a fault by 7,000 feet, which took 70 million years and two major geologic events to create). The Waterpocket fold horizontalizes lay-



ers of white Navajo Sandstone, red Wingate, shale and pinkish Entrada Sandstone like an entropic chunk of tipped cake. Depending where you stand, the stripes are half an inch or half a mile wide. Ruined civilizations both ancient and recent include Fremont Indian rock shelters a mile and a thousand years from Mormon settlers' cabins.

Activities in **Sedona and Northern Arizona** range from laid-back to adrenaline-pumping. At the daring end, Flagstaff Extreme Adventure Course, near Fort Tuthill County Park, offers youth and adult courses that test the physical skill of adventurers maneuvering through obstacles and Ponderosa pine trees in the great outdoors. Closer to Sedona, thrill-seekers can opt for an Arizona Offroad Tours guided ATV tour into the red rock landscape. One tour package even includes a "Bikes to Balloons" experience, delivering both bird's-eye views and down-in-the-dirt experiences in the area. The Out of Africa Wildlife Park outside Sedona has animal shows, behind-the-scenes tours and stunning wildlife exhibits. The Predator Zip Line lets family members of all ages take flight over giant predator enclosures. Whether during an intimate moment feeding a tiger, or letting the kids get up-close-and-personal with a friendly giraffe, the family won't soon forget this visit. Families can also trek to Montezuma Castle National Monument and Montezuma's Well, on the outskirts of Sedona.

One of the best-preserved examples of Native American architecture in the Southwest, this massive five-story dwelling is built in a natural recess in a limestone cliff, high above Beaver Creek. The



deep alcove provides protection from the elements and is no doubt responsible for the excellent condition of the structure, where you can explore original petroglyphs and take in the natural history of the era. For info: [www.visitsedona.com](http://www.visitsedona.com).

The Slickrock Bike Trail, near **Moab, Utah**, is perhaps the most popular mountain bike trail in the world, boasting over 100,000 visitors per year. Only 12 miles long, it can prove infinitely challenging. Rarely do you leave your lowest gears and "spin" at an easy cadence. Bikers should allow 4 hours to ride the entire loop; more if side routes are explored. Carry more water than usual, because the warm, dry weather and physical exertion can cause dehydration quickly. First time "rockers"

might consider following the 2.3-mile Practice Loop before tackling the entire trail. Although no less difficult than the real thing, this loop allows you to get a feel for the trail without venturing too far from the trailhead. There is a small fee to enter the Sand Flats Recreation Area, which includes the Slickrock Bike Trail, whether you drive or ride to the trailhead. Proceeds are applied to protecting and rehabilitating the delicate ecosystem that has been impacted over the years.

The **Arizona Museum of Natural History in Mesa** can tune your kids in to these great outdoor destinations with Prehistoric Preschool (ages 4 and 5), a fun-filled dinosaur morning camp on Mondays in June, with creative movement, crafts and a special interactive learning circle. Schedule of topics: June 6 is Dino Super Heroes, June 13 is Dino Detectives, June 20 is Dino Pals and June 27 is Mighty Monsters. For kids 6-12 years old, the Museum has Dinosaur Days! Summer Camps, a series of programs exploring paleontology, including specialty tours, experiments, fossils, games, crafts and snacks. Programs in June and July include Walking with Dinosaurs, where budding scientists explore dinosaur anatomy and locomotion, Dino Discovery Camp where the dino detective method is used to discover hidden paleo clues, Mighty Mesozoic Monsters featuring a variety of scary creatures from the Mesozoic. Fees apply, with discounts for members. Call 480-644-3553, e-mail [azmnhgroups@mesaaz.gov](mailto:azmnhgroups@mesaaz.gov) or visit [arizonamuseumofnaturalhistory.org](http://arizonamuseumofnaturalhistory.org). ■



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## SPECIAL EVENTS : AUCTION / CONCOURS / AUTO SHOW NEWS



### Silver Auctions: Results Arizona in Spring: March 18-20, 2016

Silver Auctions now has three events in Arizona annually, with the atmosphere of a car show, a fascinating range of goods, generally without a fluffed-up provenance nor a fluffed-up price, and pretty much all ready to actually drive and enjoy. Here, the hobby still feels like a hobby. Some 135 out of 400 vehicles sold for a total of \$1,138,480, or an average of \$8433 each. The least expensive sale was a 1998 BMW 323ic at \$700, and the highest a 1940 Ford at \$69,500. Another 263 were still for sale, though Silver has a powerful post-sale process. Unsold vehicles had bid to over \$3.5 million in all, or \$13,558 each, average. The top two still for sale were a 2009 Rolls-Royce Phantom Drophead Coupe at \$160,000 and a 1979 Porsche 911 at \$130,000. To put things in perspective, the buyer of last January's top Arizona car—a 1937 Mercedes-Benz 540K Special Roadster sold by RM Sotheby's for \$9,900,000—could have shown up at Silver in March, right at the end, written a check for all 263 that were still for sale, and had six and a half million dollars left over.



### Barrett-Jackson Auction: Results Palm Beach FL: April 11, 2016

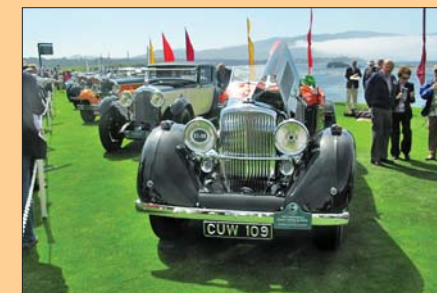
Barrett-Jackson's 14th Annual Palm Beach Auction had over \$23.2 million in sales—an increase in both total and average vehicle price—with dramatically more bidders and attendees—65,000 people over three days. Forty-two percent of bidders were first-timers, as interest continues to grow. The event was broadcast live for 19 hours in the US and Canada and 10 hours in the UK. Supercars included two rare Heritage Edition Ford GTs bidding to \$467,500 and \$412,500. Porsche

and Ferrari also generated significant interest. Eight charity vehicles brought \$1,050,000, with 100 percent going directly to charity (Barrett-Jackson has helped raise over \$89 million to date). William Shatner was on hand to auction and autograph his 2002 Aston Martin DB7 and 2004 Volkswagen Phaeton. Country music's Zac Brown and NASCAR's Kurt Busch also joined the fun. Barrett-Jackson will host its inaugural Northeast Auction at Mohegan Sun Resort & Casino on June 23-25, 2016. For information or to consign, visit [www.barrett-jackson.com](http://www.barrett-jackson.com).



### Russo and Steele Newport Beach CA: June 10-12, 2016

Rounding out Russo and Steele's annual calendar—which also includes Scottsdale in January and Monterey in August—is Newport Beach. Ranked among the Top 10 Resort Towns in the US and known as one of the Top 10 Best Family Beaches, the venue offers a mild climate, beautiful coastline, golfing and shopping to round out your visit. The Russo and Steele Newport Beach auction uses their trademark auction in the round layout and is held at Newport Dunes Waterfront Resort.



### Monterey / Pebble Beach: August 2016

Here are dates for highlights of this busy week:

- Mecum Auctions: August 18-20
- Russo and Steele Auction: August 18-20
- Rolex Monterey Historic Races: August 18-21
- Bonhams Quail Lodge Auction: August 19
- RM Sotheby's Auction: August 19-20
- Gooding & Company Auction: August 20-21
- Concorso Italiano: August 20
- Concours de LeMons: August 20
- Pebble Beach Concours d'Elegance: August 21



### 10th Annual Prescott Corvette Show Prescott AZ: September 23-24, 2016

Lamb Chevrolet and the Prescott Tire Pros are sponsors of the 10th Annual Historic Prescott Corvette Car Show hosted by the Prescott Vette Sette, featuring over 250 vintage and new Corvettes as well as the newest, a 650-hp 2016 Corvette Z06. This year's show will have awards for each Corvette generation. Admission is free to spectators. If you want to show your pride and joy, receive goodies, and participate in Friday night's event, the cost is \$45.00 per Corvette. The Prescott Vette Sette is a 501(c)(3) nonprofit organization. Complete information and participant registration can be found at [prescottvettesette.org](http://prescottvettesette.org).



### Arizona Concours d'Elegance January 15, 2017

The Arizona Concours d'Elegance is now accepting entries for next January, with no cost to apply nor for selected entrants. Featured Classes include Lincolns of the Classic Era, Cars of Ettore & Jean Bugatti, and Coachwork by Vignale. Sixteen Standing Classes include pre-1915 antiques, pre-war sports and racing, post-war American and European sports and racing, American and European classics open and closed, iconic pre-1967 American and European cars, preservation, avant garde and exotic. The weekend will again include automotive-themed panel discussions on Saturday and the Arizona Tour d'Elegance on Monday. The Arizona Concours d'Elegance benefits Make-A-Wish Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions. Event information and entrant submission form can be found at [www.arizonaconcours.com](http://www.arizonaconcours.com). ■



# Always ahead of the curve By Joe Sage

Almost a decade back, when the brand was still getting its footing in the US, Kia had a website called KiaMatch.com (“Drive the one you love”), where you would answer personality questions and such, getting an artificial intelligence match of your most appropriate Kia vehicle. The Kia Sportage in those days was a more meager affair. Yet, we who then drove a full-size 4x4 pickup and a sports car were solidly matched to the Sportage. Turns out a key Kia marketing executive from that era had also been matched with the Sportage, and he, too, was a bit surprised.

Today, we would not be at all surprised. The third-generation Sportage, introduced six years ago as a 2011 model, is a sharp little number. Not that little anymore, either, despite being the compact sibling to Sorento. Seating five, hauling 54.6 cu.ft. of cargo and towing 2000 pounds, it has

been a very capable entry in this segment.

We got wind of a fourth-gen Sportage last fall. The new Sportage was to be revealed at the LA Auto Show in November, and we would be there. The reveal was cleverly done. Masked in winter camo, a quasi-amorphous subcompact utility was surrounded by a performance troupe who quickly peeled away the disguise. As is often the case, the first teaser photos hadn’t given a full experience. As we walked around the new Sportage, taking in its shape and its details—a combination of curves and angles echoing the sleek, lightweight strength of a fighter jet—we had our first glimpse of a new styling direction of the most successful kind, briefly startling, then immediately current, making its predecessor the past, and suddenly the future is now.

The first Kia Sportage in the US arrived with

Kia itself for 1994, “and Sportage has been with us every step of the way,” says Kia Motors America COO Michael Sprague. This was just three years after the first Ford Explorer, and both at the time were available as four-doors or shorter two-doors (known by Kia as five- and three-doors, including hatch). While Explorer has grown a lot, Sportage picked up its big brother Sorento in 2003 and has stayed in the compact niche.

Sprague now declares another “reinvention of the Kia brand” in a rapidly changing marketplace, and the new Sportage rides the crest of this wave, “crafted for the urban pioneer.”

The tiger nose grille remains, while curvaceous headlights set high and back define a new three-dimensional flow. This may be among the most challenging things for stylists to achieve, whether in clay, computer generation, their own minds or

combinations thereof. The new machine carries a full dose of brand equity, while delivering a double dose of next direction.

Kia Sportage is a compact crossover, but could almost be taken for a small midsize. With Kia’s Sportage and Sorento crossover lineup, and with Sorento seating up to seven, Sportage does start to close that gap more than it used to, probably because of the market’s downsizing awareness as much as due to Sportage evolution. The new Sportage starts out at 3300 pounds or so, but with full turbo trim, options and all-wheel drive, it can approach two tons—a very solid compact utility.

This growth comes with impressive capabilities for a smaller machine. Kia recently entered the new Sportage in Mudfest, the NWAPA Outdoor Activity Vehicle of the Year competition (see elsewhere in this issue), where it proved itself on challenging off-road courses, as well as a paved handling and performance course. The new Sportage is stylish enough for every degree of urban duty and powerful enough for highway cruising, yet has some serious utility in its bones.

“A lot has changed” since the arrival of the prior Sportage in 2011, Sprague says, with tre-



mendous progress in performance, reliability, technology, safety and owner satisfaction. Kia is number two in JD Power’s Initial Quality Study, has Top Ten spots with Consumer Reports and ALG Residual Value Awards, and is a Top Safety Pick with IIHS. Seven Kia motorsports championships in six years are additional achievements.

The new Kia Sportage looks European, not



*The Anza-Borrego Desert between Arizona and San Diego was the perfect place to test our new Kia Sportage, with its combination of rough and ready capabilities and a stylish edge.*



## 2017 KIA SPORTAGE LX

ENGINE	.....2.4L GDI 4-cyl
DRIVETRAIN	.....FWD, AWD
HORSEPOWER/TORQUE	.....181 hp / 175 lb-ft
TRANSMISSION	.....6-spd auto
FIRST GEAR	.....4.212:1
FINAL RATIO	.....3.064:1 FWD / 3.195:1 AWD
WHEELS/TIRES	.....7.0Jx17 alloy / P225/60R17
BRAKES	.....12.0 / 11.9
WEIGHT	.....FWD: 3305 lb / AWD: 3596 lb
TOWING	.....1650 lb / w trailer brakes 2000 lb
MPG	.....FWD: 23/30/26 city/hwy/comb
	.....AWD: 21/25/22 city/hwy/comb

## 2017 KIA SPORTAGE EX

ENGINE	.....2.4L GDI 4-cyl
DRIVETRAIN	.....FWD, AWD
HORSEPOWER/TORQUE	.....181 hp / 175 lb-ft
TRANSMISSION	.....6-spd auto
FIRST GEAR	.....4.212:1
FINAL RATIO	.....3.064:1 FWD / 3.195:1 AWD
WHEELS/TIRES	.....7.0Jx18 alloy / P225/55R18
BRAKES	.....12.0 / 11.9
WEIGHT	.....FWD: 3305 lb / AWD: 3596 lb
TOWING	.....1650 lb / w trailer brakes 2000 lb
MPG	.....FWD: 22/29/25 city/hwy/comb
	.....AWD: 21/25/23 city/hwy/comb

## 2017 KIA SPORTAGE SX TURBO

ENGINE	.....2.0L Turbo GDI 4-cyl
DRIVETRAIN	.....FWD, AWD
HORSEPOWER/TORQUE	.....240 hp / 260 lb-ft
TRANSMISSION	.....6-spd auto
FIRST GEAR / FINAL RATIO	.....4.651:1 / 3.320:1
WHEELS/TIRES	.....7.5Jx19 alloy / P245/45R19
BRAKES	.....12.6 / 11.9
WEIGHT	.....FWD: 3666 lb / AWD: 3898 lb
TOWING	.....1650 lb / w trailer brakes 2000 lb
MPG	.....FWD: 21/26/23 city/hwy/comb
	.....AWD: 20/23/21 city/hwy/comb

SEATING	.....5
LENGTH / WHEELBASE	.....176.4 in / 105.1 in
GROUND CLEARANCE	.....6.4 in
TURNING CIRCLE	.....34.8 ft
CARGO VOLUME	.....30.7 / 60.1 / 129.3 cu.ft.
BASE PRICE	.....LX: \$22,990
	.....EX: \$25,500
	.....SX TURBO: \$32,500
AWD ADD TO ANY	.....+\$1,500
DESTINATION CHARGE	.....\$895

Various options and packages can bring LX and EX more toward SX Turbo feature set.



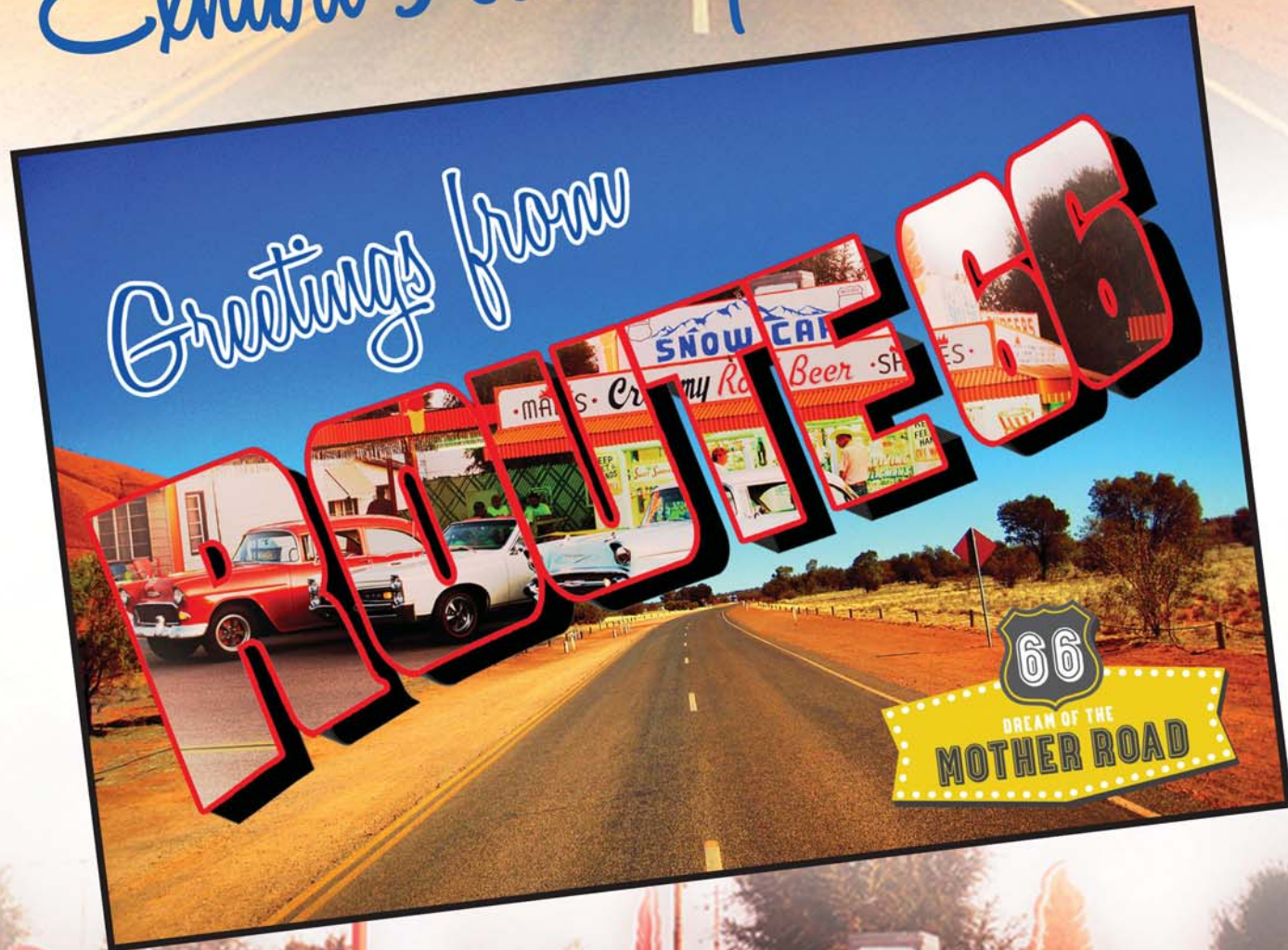


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Asian, says product planning VP Orth Hedrick. At 73 inches, it's now the widest in the segment, providing interior space, an athletic posture and a stable stance. Overall length grows by 1.6 inches, while sleek sheet metal drops Cd from .35 to .33. Swept-back, streamlined headlights are offset by a bold "ice cube" LED foglight cluster.

A wheels-to-the-corners stance helps improve approach angles for off-road duty.

The latest implementation of Kia's UVO system includes new 320-watt 8-speaker audio, capacitive gesture touchscreen, and both Apple and Android systems, with 14 free services via your smartphone. Hedrick describes "a feeling of precision and craftsmanship," with soft-touch surfaces, a larger panoramic sunroof and a console that tilts 7.2 degrees toward the driver. Legroom and headroom are up. Cargo space is increased 18 percent. Access, through a smart liftgate that opens in just three seconds, is two inches lower, and the floor can move down for maximum volume.

Advanced Driver's Assistance includes forward collision warning, autonomous emergency braking, rear cross traffic alert, lane departure warning and blind spot detection that monitors other vehicles as much as 230 feet behind.

The body is 51 percent advanced high-strength steel, shaving 55 pounds off the vehicle's weight. Fully 113 yards of structural adhesive prevent squeaks and rattles and provide a smooth ride.

A base 2.4-liter engine in LX and EX models has more torque at lower RPMs and delivers up to 30 MPG highway. The SX has a heavily revised 2.0-liter turbo four, boasting a quicker response and, at 240 hp versus 181 for the 2.4L, the feel of a much larger engine. Both have an upgraded 6-speed automatic that delivers smoother shifts with less gear-hunting. Brakes are upgraded for a 12 percent shorter braking distance.



For \$1500 on any model, a new Magna Dynamax intelligent AWD system is predictive rather than reactive, fully integrated with all vehicle electronics. It promises function that matches a fully mechanical unit, but without that weight and complexity. A presentation video on this technology showed mind-blowing precision.

Our drive started in San Diego and climbed through the big passes to the east, to Anza-Borrego Desert State Park—a route combining interstates, curvy two-lane mountain cruising and some time digging into the sand and dirt. At Mudfest, we tackled deep mud, steep climbs, ruts, hammer-hard log runs and more. The new Sportage was a gem in all instances.

The new Kia Sportage has matured nicely. It still starts at \$22,990. Our AWD SX Turbo included everything and hit \$34,000. If you prefer the 2.4L engine, LX and EX models can add what Hedrick calls "the most affordable features in the segment," such as heated seats (\$1500), Android/Apple (\$1505), full leather (\$2590) or 18-inch wheels (\$650). If budget allows, it's pretty hard to beat the line-topping SX Turbo with AWD. ■





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VEHICLE IMPRESSION : 2016 JAGUAR XF 35t R-SPORT RWD

# Mastery.

BY JOE SAGE

A favorite Jaguar in our office is the F-TYPE R (\$103,600 coupe, \$106,450 convertible), a rarified sports car with a 550-hp supercharged V8. Another favorite has long been the Jaguar XF mid-size sedan, with 340-hp supercharged V6, starting at just \$51,900. At half the price of an F-TYPE R, the XF delivers twice the interior and cargo utility and gets 30 MPG highway, a decent set of trade-offs, all within an unmistakable Jaguar wrapper.

The Jaguar XF 35t R-Sport is the top of three trim levels with this powertrain. An XF S tweaks horsepower to 380 hp and starts at \$65,700. All are available with either rear- or all-wheel-drive.

We had a full report on the launch of this all-new (yet fully familiar) XF in our January/February issue. Expanded use of aluminum architecture—which Jaguar has been perfecting for well over a decade—saves fuel and boosts power, while also enabling a longer wheelbase, more interior space, a long hood and more vertical grille, all a hair

shorter overall, with a shorter front overhang.

Despite 40 fewer horses than the XF S, the full XF model range delivers the same zero-to-60 time, the same top speed and the same torque. The price range is the same as it has been for years, other than there being no \$80,000 XFR now.

Also the same is the refreshingly nice implementation of features. Jaguar's rotary shift knob is not only elegant, accurate and well-positioned; it also delivers a satisfying brand presence each time it retracts when you power down. Auto start-stop, unlike most, is smooth and immediate.

Instruments are well allocated among binnacle readouts and instruments; stalk controls; a screen interface for media, climate, phone and nav, with one click into deeper functions; and an eco-normal-sport control bar behind the shifter that also appropriately incorporates a setting for slick conditions. Functions quickly become intuitive, eyes-off. A heads-up display (at \$990 a little pricey) also helps driver focus, though it's near-invisible through polarized glasses.

Everything we loved about the prior XF has been fleshed out just as well, and then some, in

SPECIFICATIONS

ENGINE	3.0L supercharged V6
HP/TORQUE	340 hp / 332 lb-ft
TRANSMISSION	ZF 8HP45 8-spd auto w/paddles
DRIVETRAIN	RWD
0-TO-60 / TOP SPEED	5.2 sec / 121 mph
WEIGHT	3770 lb
MPG	20/30/24 (city/hwy/combined)

BASE PRICE (XF 35t R-Sport RWD)	\$60,650
DARK SAPPHIRE METALLIC	550
GLOSS BURL WALNUT VENEER	300
COMFORT/CONVENIENCE PACK: Cooled front & heated rear seats, soft door close, pwr trunk close	2000
LUXURY INTERIOR UPGRADE PACK: Electric rear sunblind, manual rear side blinds, 4-zone climate, suedecloth headliner, 10-color ambient lighting, illuminated door sill finishers	2700
HEADS-UP DISPLAY	990
ADAPTIVE DYNAMICS	1000
DESTINATION CHARGE	995
<b>TOTAL</b>	<b>\$69,815</b>

this second-generation machine. Driving is firm, responsive, smooth and strong. Interestingly, our drive notes were relatively minimal in this one—the quality of our experience was so self-evident, it seems there was little more to say. ■

*The Jaguar XF in Europe has been crowned BBC Top Gear's Saloon (Sedan) Car of the Year; Best Executive Car at the Fleet News Awards; and SME Company Car Awards' Best Director's Car—in one recent month alone. The XF starts at \$52,000 but drives like a \$75,000 German performance sedan, with style and quality to back it up. Its 340-hp 3-liter V6 delivers 30 MPG highway with power on tap from the moment you tap it.*





# ARIZONAFLYER

THE ENTHUSIAST'S GUIDE TO LIFE ON THE WING

## THE QUICK ROUTE TO LUKE AFB

By Joe Sage



### IN FLIGHT : LUKE AFB : GOLDEN KNIGHTS US ARMY PARACHUTE TEAM

During the Luke Air Force Base "75 Years of Airpower" air show in April, a US Air Force liaison set us up to fly with the US Army Parachute Team—the Golden Knights—as they performed a group jump for the crowd.

We arrived at the base before O-dark-thirty, so K-9 Technical Sergeant Wax could give media and their vehicles a good sniff and security clearance. This also gave us lots of time to take in the air show hardware before the crowds poured in.

As the sun rose, so did the temperature. We had been advised to bring a jacket for the flight. We had also stashed gloves and a ski hat in our kit. It was getting hot enough that we almost stashed all that back in our car. Almost. But the plane would be wide open, and when the call came to assemble, we learned that it had been just 17 degrees Fahrenheit up there at 12,500 feet the day before, outside the plane and in.

The eighty-two men and women who make up the Golden Knights are separated into nine sections—the Black and Gold demonstration teams, a tandem team, four competition teams, an aviation detachment and the headquarters section.

#### THE DEMONSTRATION TEAMS

Golden Knights team members are qualified by hundreds of jumps before acceptance into the program, hundreds more during training, and thousands more as members of the Team.

Team members are also chosen for their ability to be top-notch ambassadors, conducting parachute demonstrations, competitions and a tandem orientation program to connect the Army with the public, nationwide and worldwide.

The Team also augments recruiting efforts.

They test and evaluate new equipment for military free fall teams and provide personalized coaching and assistance for military freefall infiltration skills and techniques, while preparing for deployment in support of Special Operations.

USAPT members are chosen for character and camaraderie needed to travel, work and live in close quarters for months on end. The single main ingredient of the Team is teamwork.

#### THE AVIATION SECTION

The aviators, known as Team Six, include both military and civilian former Golden Knight pilots, who ensure the Team a safe jump platform. They

Every step of preparation for the Golden Knights' jump flight is efficient and meticulous, from gear to aircraft to altitude, wind and weather checks.

KEEP RIGHT >>







Descent photo series: Cathy Smith



have flown over 113,050 hours under the most demanding weather and air traffic conditions.

Our Fokker C-31A Troopship is a military version of the commercial C-27 Friendship, built in the US from 1955 to 1987 by Dutch company Fokker in cooperation with US builder Fairchild.

The overall fleet includes two Fokker C-31A Troopships and three Canadian DeHavilland UV-18 Twin Otter STOL aircraft, a military version of the DHC-6-400 used by Grand Canyon Airlines.

### OUR FLIGHT

Powerful twin engines and large open doors on both sides in the rear—where we sit—provide a thrilling takeoff. Several loops above the West Valley gradually bring us to jump altitude, 12,500 feet, where today it is just 14 degrees. The hat, jacket and gloves prove to be a good idea.

We would not be jumping. Not that we would not, er, jump at the opportunity. We and our equipment were firmly bungied into the aircraft, as we were only a couple of feet from any unintended exit with no chute. With gloves and heavy rubber straps, it was cumbersome to use a camera. But we had one or two bars on our phone for much of the flight. In a late-breaking idea, we texted a friend attending the show on the ground, who grabbed the jump sequence photos at left.

Planning is meticulous, but quick. Tests are run to check wind and drift, then one jumper goes first, who will join the announcers as the rest of the Team descends. It takes the jumpers about 3 minutes and 40 seconds to join the audience. Aerobatics, colorful smoke trails and the unfurling of Old Glory all add to the show.

Our descent was impressively quick. We asked whether this is an STOL aircraft, like the Twin Otter. Ha, no, laughed the aviators, quite the opposite. Clearly, they are aces.

The Golden Knights have performed more than 17,000 shows in all 50 states and 48 countries, reaching more than 20,000 people per show. We thank the Army and Air Force for this opportunity.

You can find more information about the Golden Knights, including individual team member biographies, pictures, show schedules and more at [www.armykg.com](http://www.armykg.com). ■

Left: the US Army Parachute Team—the Golden Knights—with their Fokker C-31A Troopship (also called the Friendship). • At right: all smiles, camaraderie and confidence, the team works its way to altitude. Doors are wide open for the duration. “See ya on the ground!” Army Staff Sgt. Sherri Jo Gallagher exits the plane (bottom photo: US Air Force photo by Senior Airman James Hensley).



Bottom: US Air Force photo by Senior Airman James Hensley



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## AIR SHOW : LUKE AFB : 75 YEARS OF AIR POWER

Luke Air Force Base presented "75 Years of Airpower" to the Arizona community on April 2-3, 2016, a commemorative milestone for their popular annual air show. Visitors witnessed exciting aerial acts, and static displays both classic and ultra-modern. The show gave civilians a chance to interact with the Airmen who carry out the Luke mission of "Training the World's Greatest F-35 and F-16 Pilots." More than anything, it's a chance for the Airmen at Luke to say "thank you" to the community for the incredible support given to their mission each day.

Featured demonstrations included the US Air Force Air Demonstration Squadron, known to fans everywhere simply as the Thunderbirds, in a 75-minute show combining solo and formation flight, including the popular diamond formation and head-to-head passes that demonstrate the power and agility of their F-16 Fighting Falcon.

The US Army Golden Knights Parachute Team (featured on prior pages) took off from a strip elsewhere on the base and landed with the utmost precision right at the crowd's feet.

"Farmer Clem Cleaver" of the Alabama Boys ascended the announcers' stand demanding a flight lesson, "stole" a 1946 Piper J-3 Cub, then wowed the crowd by landing it atop a moving truck. The Commemorative Air Force brought history alive 75 years after Pearl Harbor with their "Tora! Tora! Tora!" attack simulation. Other features included Jack Lind's Screaming Sasquatch, the Desert Rat Warbird Demonstration Team, Red Bull Demonstration Team, Gregory "Wired" Colyer in his T-33 Ace Maker, and our hosts, the US Air Force, with their F-35 Heritage Flight Team.

Static displays ranged from the small T-6A Texan II, T-38 Talon and F-15 Eagle fighter jet, to the huge KC-135 Stratotanker and C-17 Globemaster II cargo plane. Bombers spanned the decades, from B-17, A-26 and B-25 Mitchell, to the blended-wing supersonic B-1.

Visitors also enjoyed booths of fried foods and chilled refreshments worthy of any county fair.

Crowds entering from the east also had a chance to spend some time getting up close with nine aircraft at the Luke Air Force Base Air Park, featuring planes that have served at Luke. ■

Thousands of attendees thrilled to aerobatics by the Thunderbirds (Doris Ong photo, top); this B-25 Mitchell Bomber catches the dawn light before the crowds arrive; "Tora! Tora! Tora!" the Commemorative Air Force recreates the attack on Pearl Harbor (but in a much dryer environment); and dozens of show-goers seek afternoon shade below a Fairchild Republic A-10 Thunderbolt II Warthog.



US Air Force Thunderbirds photo: Doris Ong



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**VEHICLE IMPRESSION : 2016 SCION FR-S (TOYOTA 86)**

**One door closes, another opens**

Scion brand canceled; long live the Toyota 86 by Joe Sage

**W**e had driven the Scion iA (a rebadged Mazda) and iM (a rebadged Toyota) a few months ago and found ourselves wondering why the Scion brand—every current model a rebadge—even exists anymore. We didn't know how that opinion might go over, but as it turns out, the entire brand was eliminated later that same month. (We had had an idea or two to bring Scion into the future, but apparently death was always another option.)

Thus we were a little surprised to have the Scion FR-S—a nifty classic, affordable hard-top sports car, but itself a rebadge of the Su-

baru BRZ—show up in our schedule. We had already speculated that Toyota might bring it over to their own dealerships, as it does exist everywhere else in the world as a Toyota 86. (In fact, the FR-S has had an "86" badge hiding in plain sight on its front flanks all along.) Sure enough, while we had the Scion in our hands, Toyota announced exactly that. Adios, Scion FR-S. Bienvenido, Toyota 86. Toyota's announcement was simple for now: "interior and exterior changes, as well as suspension and powertrain upgrades."

We hope Toyota doesn't try to upscale the car and lose track of the concept—a simple sports car at an affordable price, 200 pure fun horses in a low-center-of-gravity boxer engine format, all at a mid-\$20s price.

In fact, the FR-S a.k.a. 86 is more a value car than a simple car. Its bare bones

**SPECIFICATIONS**

ENGINE / DRIVETRAIN .....2.0L 4-cyl boxer / RWD  
 HP/TORQUE .....200 hp / 151 lb-ft  
 TRANSMISSION .....6-spd sequential auto / paddles  
 SUSPENSION ...F: MacPherson, R: double wishbone  
 18mm/14mm stabilizer bars F/R  
 WHEELS .....17 x 7.0 in  
 GROUND CLEARANCE .....4.9 in  
 TURNING CIRCLE .....36.1 ft  
 WEIGHT.....(auto as tested) 2806 lb (w/manual 2758)  
 MPG .....(auto as tested) 25/34/28 (city/hwy/comb)  
 (w/manual) 22/30/25 (city/hwy/comb)

BASE PRICE .....\$26,405  
 TRD REAR SWAY BAR SET .....550  
 TRD EXHAUST SYSTEM .....1100  
 TRD AIR FILTER .....75  
 DESTINATION CHARGE .....770

**TOTAL .....\$28,900**

price belies the inclusion of power windows, Bluetooth, above-adequate audio and such, although it does need a key to start and a hand to twist the A/C knobs. The TRD options on our tester push the price toward \$30k but were \$1725 well spent.

A little more power, with suspension to match, would be welcome. Tightening up the turning circle would be a bonus. The existing brakes are ripe for an upgrade.

Who knows. Maybe they'll stick to this affordable realm and push toward the higher end, both. Toyota 86 Supra, anyone? ■





# The fusion of mind and machine

Ford brings autonomous vehicle research team to Arizona for testing by Jennifer Johnson

Arizona's sunshine and hot weather climate brought Ford's autonomous vehicle research team to its Arizona Proving Grounds facility in Wittmann in March for a series of tests, some of which involved nighttime driving performance.

Jim McBride, Ford technical leader for autonomous vehicles, has been working on Ford's autonomous vehicle research team for more than a decade. He was in town to showcase the vehicle to local media at Co+Hoots co-working space, and to explain Ford's involvement in autonomous vehicle research.

"Our goal, when we get to production, is to make it affordable to the masses," McBride said, adding that he expects the technology to be ready for mass production in the next four to five years. "Almost all of the cars today that have adaptive cruise control or lane keeping aids have a radar on the car, and those radars used to cost \$20,000 or more. Today, they cost a couple of hundred dollars."

## Ford triples autonomous fleet

Earlier this year, Ford announced that it was tripling its fleet of fully autonomous Ford

Fusion Hybrid test vehicles—making it the largest autonomous fleet in the industry.

During 2016, Ford will add 20 Fusion Hybrid autonomous vehicles, bringing the company's autonomous fleet to about 30 vehicles being tested on roads in California, Arizona and Michigan.

Building on more than a decade of Ford autonomous vehicle research, this expansion is a key element of Ford Smart Mobility—the plan to take Ford to the next level in connectivity, mobility, autonomous vehicles, the customer experience, and data and analytics. The newest vehicles are on Ford's third-generation autonomous vehicle development platform, built using Fusion Hybrid sedans, similar to the second-generation platform.

## Sensing, software and hardware

Ford is using Velodyne's newest LiDAR sensors—named Solid-State Hybrid Ultra PUCK Auto for its hockey puck-like size and shape—on its third-generation autonomous vehicle platform. LiDAR emits short pulses of laser light to precisely scan the surrounding environment millions of times per second and

determine the distance to objects, allowing the vehicle to create a real-time, high-definition 3D image of whatever's around it.

Solid-State Hybrid Ultra PUCK Auto sensors boast a longer range of 200 meters, making them the first auto-specific LiDAR sensors capable of handling different driving scenarios. Ultra Puck will accelerate the development and validation of Ford's virtual driver software, which serves as the decision-making brain that directs vehicle systems.

In 2015, Ford transitioned from the research phase of development to the advanced engineering phase.

## No lights? No problem

National Highway Traffic Safety Administration data finds the passenger vehicle occupant fatality rate during dark hours is about three times higher than the daytime rate.

Under the cover of night, a Ford Fusion Hybrid autonomous research vehicle with no headlights has recently navigated lonely desert roads at the Arizona Proving Ground, a perilous task for a human driver.

Driving in pitch black is an important de-

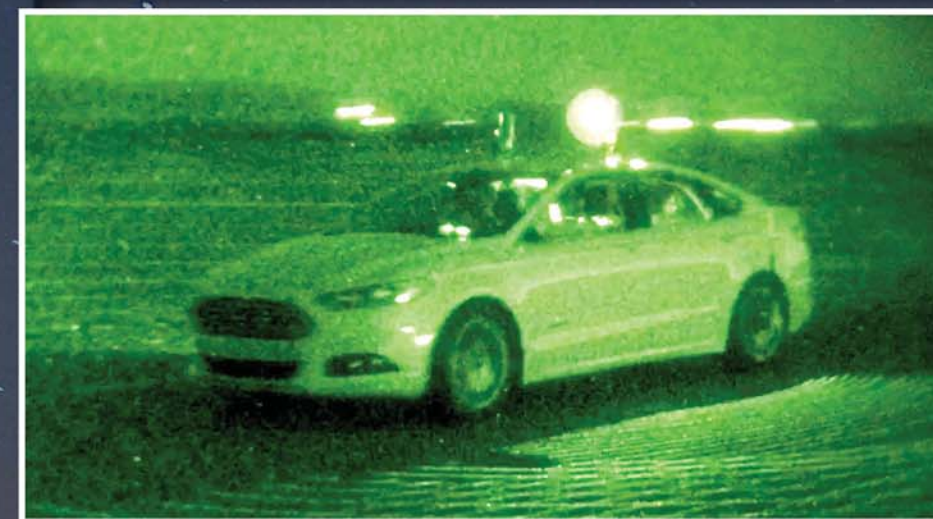
velopment, in that it shows that even without cameras, which rely on light, Ford's LiDAR—working with the car's virtual driver software—is able to steer flawlessly around these winding roads. While it's ideal to have all three modes of sensors—radar, cameras and LiDAR—the latter can function independently on roads without stoplights.

To navigate in the dark, Ford self-driving cars use high-resolution 3D maps—complete with information about the road, road markings, geography, topography and landmarks like signs, buildings and trees. LiDAR pulses pinpoint the car on the map in real time. Additional data from radar gets fused with that of LiDAR to complete the full sensing capability of the autonomous vehicle.

For the desert test, Ford engineers, sporting night vision goggles, monitored the Fusion from inside and outside the vehicle. LiDAR sensors shoot out 2.8 million laser pulses a second to precisely scan the surrounding environment. Night vision allowed them to see the LiDAR doing its job in the form of a grid of infrared laser beams projected around the vehicle as it drove past.

"Inside the car, I could feel it moving, but when I looked out the window, I only saw darkness," recounts Ford research scientist and engineer Wayne Williams. "As I rode in the back seat, I was following the car's progression in real time using computer monitoring. Sure enough, it stayed precisely on track along those winding roads."

"Adding the latest generation of computers and sensors, including the smaller and more affordable Solid-State Hybrid Ultra PUCK Auto sensors, helps bring Ford ever closer to having a fully autonomous vehicle ready for production," McBride said. ■





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VEHICLE IMPRESSION : 2016 DODGE CHARGER R/T SCAT PACK

## SWEET SPOT AND THEN SOME. by Joe Sage



Dodge has created the Charger lineup so well, it can be hard to pick the one you want most. Or it can be easy, each perfectly positioned by features, capability and price.

There are seven Chargers in the lineup: SE, SXT, three R/T models and two SRT models, one of which is the 707-hp SRT Hellcat. All seat five. They range from \$27,995 to \$50,995 for the first six, then jump to \$67,645 for the 707-hp supercharged SRT Hellcat. All are 8-speed automatics—no manuals as are available in the Challenger lineup—unfortunate, perhaps, but it simplifies the decisions.

The SE and SXT are frugal but stylish V6 models, the only ones with available AWD. Among R/T models are the R/T, the (redundantly named) R/T Road & Track, and the car we have here, the R/T Scat Pack.

We find the R/T models hit a great balance point, all with HEMI® V8s but starting at just \$32,995. The R/T Scat Pack costs \$6100 more than an R/T, but \$11,000 less than an SRT 392.

yet has the SRT's same 392 HEMI and more.

Visually, the R/T Scat Pack has satin black badges, decklid with spoiler, Scat Pack grille, and a few things it shares with SRT: a HEMI 392 badge, body-colored performance sills, integrated dual chrome exhaust tips and such. Most notable may be what one badge points out: it shares its 485-hp 392 cu.in. (6.4L) HEMI V8 with the non-Hellcat SRT (instead of the 370-hp 5.7L V8 in the other R/T models). R/T Scat Pack also has upgraded four-piston Brembo brakes, bigger rear axle, 3.09 rear end, 220-amp alternator and other performance strengtheners.

As with the smaller HEMI, this has deactivation of four cylinders for highway cruising and deceleration fuel cutoff, both of which help it achieve 25 MPG highway, an impressive figure for an almost 500-hp muscle car.

We played with the manual at first, but found that the automatic is masterfully executed, close to psychic in reading our needs.

### SPECIFICATIONS

ENGINE	SRT 6.4L HEMI® V8 w 4-cyl deactiv
DRIVETRAIN	RWD
HP/TORQUE	485 hp / 475 lb-ft
TRANSMISSION	TorqueFlite 8-spd auto
BRAKES	Brembo 4-piston high-po package
SUSPENSION	Performance tuned
CARGO CAPACITY	16.5 cu ft
WHEELS	20 x 8.0, polished alum, satin/black
TURNING CIRCLE	37.5 ft
WEIGHT / DISTRIBUTION	4395 lb / 55/45 F/R
MPG	15/25/18 (city/hwy/comb)

BASE PRICE	\$39,995
UCONNECT® 8.4 NAV	695
DESTINATION CHARGE	880
<b>TOTAL</b>	<b>\$41,685</b>

This Charger achieved a familiar unintended benchmark: when it was time to go home, we always wanted to keep driving. It's a strong performer, it's comfortable, visibility is great, instruments are among the best, audio is solid and the 392 HEMI sounds wonderful—pride and value in one sexy package. ■





# MARCH NASCAR HIGHLIGHTS

AT PHOENIX INTERNATIONAL RACEWAY • PHOTOS BY RANDALL BOHL

**K**evin Harvick has won 13 major professional races at Phoenix International Raceway, but it is safe to say he never worked harder for a victory than he did on Sunday, March 13, when he held off fast-closing challenger Carl Edwards to win the Good Sam 500 by the closest margin of any race in the 53-year history of the track—0.010 of a second.

Coming in, Harvick was the favorite to win. The 40-year-old from Bakersfield, California had won five of the last six NASCAR Sprint Cup races at the one-mile PIR oval, and he finished second in the one race he lost, despite leading for a race-high 143 laps, when the contest was shortened by rain.

Harvick only qualified 18th fastest in the No. 4 Jimmy John's Chevrolet, but he quickly began to climb through the field, advancing to 12th by Lap 22. He took the lead for the first

time on Lap 169 and looked set to score another comfortable win when Kasey Kahne blew a tire with four laps to go, bringing out the yellow caution flag. Harvick and second place Dale Earnhardt Jr, driver of the No. 88 AXALTA Chevrolet, elected to stay out and keep track position, while their pursuers came in for new rubber and a splash of fuel.

When the green flag came out on Lap 312, Harvick was able to maintain his advantage, but Edwards, driver of the No. 19 Stanley Toyota, used the better grip from his new tires to get below Earnhardt Jr. and take second going into Turn 3. As they took the white flag to begin the final lap, Edwards closed to the tail of Harvick's car as they circulated through Turns 1 and 2, but Edwards got below Harvick in Turn 3 and bumped him up the race track. The two cars were nearly even as they bumped again exiting Turn 4, and they

bumped a third time just before crossing the start/finish line. Edwards had tried his best to take the win, but it wasn't to be. It took a review of photo evidence to show Harvick had won by about three inches.

In leading 139 laps Sunday, Harvick joined Kyle Busch, driver of the No. 18 Skittles Toyota Camry, as the only two drivers to lead more than 2,000 laps at Phoenix.

Joe Gibbs Racing may have not gotten the win, but they continued their impressive weekend by placing all four cars in the top seven. No. 11 Denny Hamlin came home third, Kyle Busch, who led 75 laps early on, finished fourth, and No. 20 Matt Kenseth ended up seventh. No. 88 Dale Earnhardt Jr. came in fifth, and No. 24 Chase Elliott was the highest-finishing rookie in eighth.

The race was slowed by five caution periods for 30 laps, all caused by blown tires. No. 31 Ryan Newman, No. 27 Paul Menard, No. 17 Ricky Stenhouse Jr. and No. 2 Brad Keselowski all suffered damage after losing a tire before Kahne set up the final trophy dash. ■



# NASCAR FALL RACE WEEKEND

NOVEMBER 11-13, 2016  
TICKETS ON SALE JUNE 3

**N**ASCAR Fall Race Weekend at Phoenix International Raceway takes place in mid-November, with practice, qualifying and race events on Friday, Saturday and Sunday, November 11-13, 2016.

**Friday, November 11, 2016**  
**LUCAS OIL 150 +**  
**NASCAR SPRINT CUP**  
**SERIES QUALIFYING**

The weekend starts on Friday with Can-Am 500 NASCAR Sprint Cup Series Qualifying Sessions, followed by the NASCAR Camping World Truck Series battle under the lights in their annual visit to PIR in the Lucas Oil 150 at 6:30 pm.

**Saturday, November 12, 2016**  
**NASCAR XFINITY SERIES 200**

Saturday at 1:30 pm, you won't want to miss an exciting battle of NASCAR veterans and rookies in the NASCAR XFINITY Series 200, NASCAR XFINITY Series race.

**Sunday, November 13, 2016**  
**CAN-AM 500**

The weekend caps off on Sunday at 12:30 pm, with the Semi-Final Race in the Chase for the NASCAR Sprint Cup, when we find out which four drivers will enter the Championship as the Eliminator Round's final four.

As always, there will be driver fan sessions, live entertainment and fun on the midway. Tickets go on sale June 3 at PhoenixRaceway.com or by calling 866-408-RACE (7223). ■

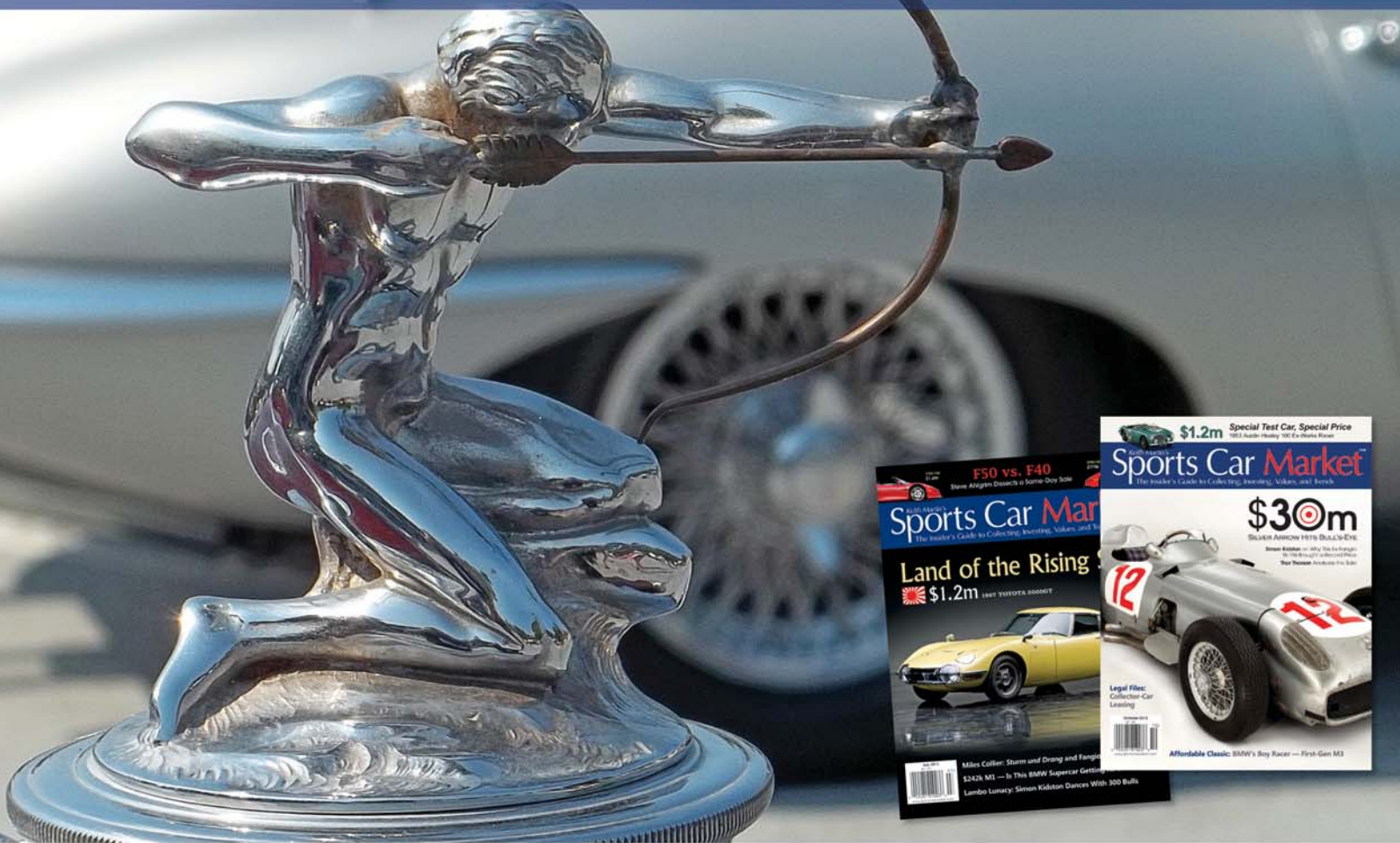


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## VEHICLE IMPRESSION : 2016 LEXUS RC-F COUPE

# Armor-plated

MEET THE SEXY LEXUS by Joe Sage

**W**ith the distinct mission of demonstrating that “sexy Lexus” is not—necessarily—an oxymoron, Lexus brings us the RC F, a \$62,805 steroid enhanced version of the \$39,995 Lexus RC. Long devoted to buyers of relatively stodgy sedans and SUVs, Lexus now has its own sexy high-performance sports coupe. Things are not as stodgy as they used to be. Witness the brand’s increasingly radical spindle grilles. Witness the F models, going from rumors in 2001 to the IS F reveal in 2007. Witness the GS F-Sport, uncharacteristically introduced on track in 2011. Witness our Nebula Gray Pearl RC F (below), but in Molten Pearl orange (at right, part of a \$4,400 package).

There is definitely something red hot afoot. The orange RC F looks as though it could set a track on fire, from its 467-hp V8 to its retracting carbon fiber rear deck spoiler. In grey, our sample is part Star Trek and part medieval suit of armor. Either way, the style and performance elements of contemporary Lexus lock together firmly in the RC F.

The RC F’s two tons of armor are noticeable in routine driving. Rear drive power delivery is optimized through a torque vectoring Torsen limited slip differential, engineered for straight straight-aways and smooth sweepers. You’ll want to apply

the Sport Direct Shift (via paddles or manumatic) for results that meet appearances. In full automatic, there were times all 467 horses felt lazy. On the plus side, we drove rural highways with an adult rear seat passenger, who reported not feeling one bump, unusual in a performance coupe.

We had skirmishes with a touchy touchpad, difficult audio interface, ill-positioned stop/start and parking brake pedal and such. As always, time and familiarity may mitigate these things.

The RC F overall is one very sleek battle wagon. If you showed up on a medieval battlefield in this, jaws would drop. At a minimum, the RC F is sure to turn a few heads in this millennium. ■

## SPECIFICATIONS

ENGINE	.....5.0L direct+port inj DOHC 32v V8
DRIVETRAIN	.....RWD w Torsen differential
HP/TORQUE	.....467 hp / 389 lb-ft
TRANSMISSION	...8-spd direct-shift, F-spec paddles
BRAKES	.....15.0" 6-piston front, 13.6" 4-piston rear, opposed aluminum calipers, high-friction pads
STEERING	.....elec PS, speed-sensing coax rack&pin
WHEELS	.....19-inch forged alloy
CARGO CAPACITY	.....10.1 cu ft
TURNING CIRCLE	.....35.4 ft
0-TO-60 / TOP SPEED	.....4.4 sec / 170 mph
WEIGHT	.....3958 lb
MPG	.....16/25/19 (city/hwy/comb)

BASE PRICE	.....\$62,805
19" SPLIT 10-SPOKE FORGED ALLOY WHEELS	.....850
PREMIUM TRIPLE BEAM HEADLAMPS	.....1160
LEATHER TRIMMED INTERIOR	.....800
NAV / BACKUP CAM / MARK LEVINSON AUDIO	.....2610
PERFORMANCE PACKAGE: Carbon fiber roof, carbon rear wing, torque vectoring rear diff	.....5500
PREMIUM PACKAGE: Heat/vent seats, carbon fiber interior trim, blind spot & rear cross alerts, park assist, rain-sense wipers, steering memory	.....3240
DESTINATION CHARGE	.....940
<b>TOTAL</b>	..... <b>\$77,905</b>





# UNIVERSALLY APPEALING

Six hours from Phoenix, a universe of fantasy worlds awaits  
 Story and photos by Jan Wagner - © Auto Matters and More

For over 50 years, Universal Studios Hollywood has been bringing images from the silver screen to life, stimulating all of the senses in ways that only being there can, enabling conversations with the characters, experiencing familiar adventures and creating brand new ones. These transcend mere words and images, expanding boundaries and adding to the narrative.

One of the best and most enduring attractions is the Studio Tour. Guided trams take you through the backlot, so you can experience firsthand some of the magic of Hollywood. Since this is a working studio, while you are on the tour you might be asked by your tour guide to be quiet while you observe actual productions that are underway.

Hold on tight as you watch the battle between King Kong and a towering dinosaur (in 3D), because your tram will be shoved around. Elsewhere

on the Studio Tour, you'll experience a sudden rainstorm and flash flood in old Mexico; a calamitous earthquake, fire and flood in an underground subway station (this is California, after all); and if you do not get wet there, perhaps you will in Amity Village, as a large great white shark, its jaws wide open, leaps out of the water right beside your tram!

As technology has continued to evolve, and popular new movies and TV shows have claimed their rightful places in the current popular culture, some of the older attractions on the Studio Tour have been replaced.

"Fast & Furious Supercharged" is the latest major addition to the Studio Tour. Located in a purpose-built 65,000-square-foot building on the backlot, and serving as the tour's finale, the tram drives along beside a star-studded, action-packed

car chase, while you watch it all unfold in 3D.

"Jurassic Park—The Ride" begins with a deceptively tranquil boat ride past docile dinosaurs. Without warning, other aggressive dinosaurs attack the jungle compound, and it gets very dark—too dark to see or to prepare yourself for what is about to happen next. Suddenly your boat drops out from under you, and you plummet down in a steep, terrifying, freefall drop until your boat splash lands in the water below.

On selected evenings you can take a nighttime Studio Tour, complete with dramatic studio lighting and sound effects (see the website for dates).

Universal Studio's long-running "WaterWorld" stage show is arguably one of the most popular theme park attractions of all time. The audience is seated in a stadium that faces a bleak, post-apocalyptic vision of the future, where the polar ice caps have melted and water covers the land, forcing people to live on floating islands made of rusting scrap metal and the derelict remains of ships. Most of the "stage" is a large body of water. This action-packed show features fiery explosions, speeding boats and Jet Skis, fights, stunt falls

from great heights—and even some golf. A surprise in the finale will leave you speechless and amazed.

Dining at Universal Studios Hollywood is an entertaining experience, too. In addition to the "Three Broomsticks" in Hogwarts (see sidebar), check out the new choices in "Springfield," home of the "The Simpsons." The spacious, two-story addition to the park accurately captures—with numerous authentic details—the heart and soul of the animated TV series. Head upstairs, where you can actually dine on a pool table. Familiar landmarks include the nuclear power plant, Duff Brewery Beer Garden, Springfield prison—with a jailbreak in progress, and Springfield Elementary School. Enjoy a Lard Lad donut, pose for a photo with the Simpsons and ride "The Simpsons Ride," where the waiting area is half the fun.

With so much to see and do, Universal Studios Hollywood is an incredible entertainment value in the heart of Southern California. Add to everything else a variety of restaurants and shops in the adjoining Universal CityWalk, easy freeway access, plenty of parking and a great location, and you'll see why Universal Studios Hollywood is billed as "The Entertainment Capital of LA." For details, visit [universalstudioshollywood.com](http://universalstudioshollywood.com). ■

## THE WIZARDING WORLD OF HARRY POTTER OPENS AT UNIVERSAL STUDIOS HOLLYWOOD

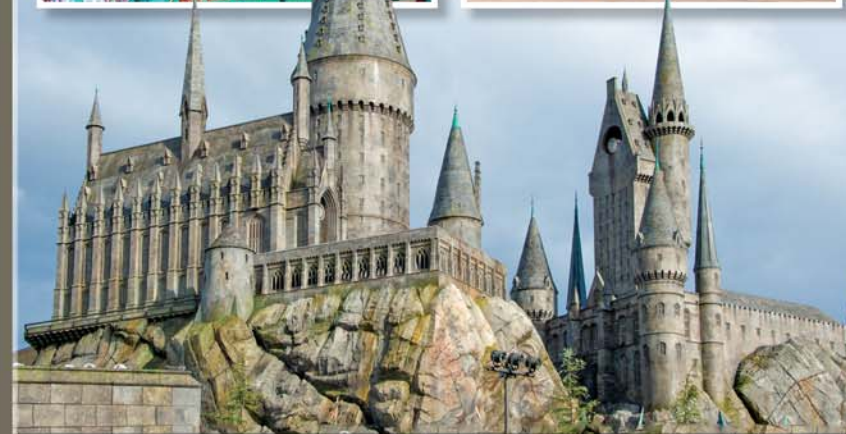
More than five years in the making, the wonderful, magical "Wizarding World of Harry Potter" at Universal Studios Hollywood is now welcoming guests from around the world. Hogsmeade is a quaint, bustling, snow-capped village, where the steaming Hogwarts Express locomotive waits in the station at the village entrance.

Incredibly detailed rooms and corridors inside the massive, dark and imposing Hogwarts castle lead to the most intense ride we have ever experienced. "Harry Potter and the Forbidden Journey" is a technological and creative tour de force—the state of the art in robotic ride systems—with frightening creatures, thrilling 3D action film sequences, sound effects and narration. You will speed along on your broomstick, forward and backwards, banking, soaring, diving and even turning upside down as you follow Harry Potter and dodge obstacles in your path.

Sip a refreshing frozen Butterbeer as you explore fascinating shops and themed dining. At Ollivanders, you might be chosen by an interactive wand, whose spells bring life to the magical shop windows. For lunch in the traditional British "Three Broomsticks" tavern, we recommend the hearty beef, lamb and Guinness stew, served in a bread bowl.

Enjoy the talented performers in the Frog Choir and the Triwizard Spirit Rally, and take a ride on the "Flight of the Hippogriff"—the park's first outdoor roller coaster.

"The Wizarding World of Harry Potter" stimulates and challenges the imagination, and bridges the generation gap. Children who grew up devouring the books have carried their enthusiasm and love for them into adulthood. This colossal new undertaking is built upon over 50 years of Universal Studios' talent, passion, imagination, attention to detail, whimsy, exceptional execution and a top-to-bottom, sincere dedication to a welcoming guest experience. ■





# What Do You See From Your Lens?

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## VEHICLE IMPRESSION : 2016 NISSAN TITAN XD SL 4X4

# Foothold

Big news that (almost) needs no introduction by Joe Sage

We had met the new Nissan Titan XD several times already. Last summer, we toured the Cummins engine plant in Indiana, where its turbodiesel V8 was being developed. Last fall, we drove final preproduction units in the Texas Truck Rodeo, where it won the coveted Truck of Texas Award. And we covered its production launch event, held this winter in Arizona. The truck is built for tough duty, but there's nothing tougher than being a newcomer in the most loyally established vehicle segment possible. Even without all our familiarity, the new Titan XD comes to market looking like it fits right in.

To make a splash, Nissan has been clever to differentiate at launch. One distinction is that the first model to market—the Nissan Titan XD driven here—is a diesel, featuring a new-to-Nissan and in fact new-for-Cummins 5.0L V8 turbodiesel. Another is that it hits a balance point between nominal half-ton and three-quarter-ton domestic pickups, a care-

fully calibrated formula bringing a truck that specs higher than the volume market, yet maintains the kind of price range, heft and drivability buyers seek for everyday use.

All models at launch are full crew cab with six-and-a-half-foot bed, in five trim levels, of which our SL is next-to-top. An S model with 2WD starts at \$35,290. At \$5440 less than range-topping Platinum Reserve, our SL has remote start, a handsome leather interior, 20-inch wheels and Rockford Fosgate audio.

There's a PRO-4X model with an off-road emphasis at \$4060 less than our SL, but we took ours to a rocky trail, after some in-town familiarization. We had loved it in the Texas mud, rivers and boulder climbs, and we loved four-wheeling on our volcanic Arizona gravel and rocks. Tough duty is where 555 lb-ft of diesel torque really sinks its teeth in.

Around town, we would improve the aim of the backup camera's guidelines, and the action of the column shifter could be fine-tuned.

The Titan XD enters the realm with an air of great familiarity, yet we noticed many a pickup owner—compact or full-size, domestic and import—craning their necks for a better look.

Nissan will follow up with single-cab and King Cab models, some with an 8-foot bed. A gasoline model Titan revealed at this winter's shows will also arrive very soon. ■

## SPECIFICATIONS

ENGINE.....	Cummins 5.0L 32v V8 Turbo Diesel
DRIVETRAIN.....	part-time 4WD
HP/TORQUE.....	310 hp / 555 lb-ft
TRANSMISSION.....	6-spd Aisin auto
TRANSFER CASE.....	4WD HI 1.000 / 4WD LO 2.717
ALTERNATOR / STARTER.....	200 A / 550 cold crank A
BRAKES.....	vented disc: F 14.17 / R 14.37
PARKING BRAKE.....	foot pedal / mechanical
BODY/CHASSIS:	Body-on-frame fully-boxed ladder-type, corrosion-resistant & high-strength steel
SUSPENSION:	Fr: double wishbone, 36mm stabilizer bar; R: multi-leaf w/solid axle, 18mm stabilizer bar
GROUND CLEARANCE.....	F: 9.0 in / R: 9.5 in
BED/CARGO AREA:	77.9" bed, Utili-track channel system, spray-in bedliner, 4 fixed tie-down hooks, 4 movable aluminum cleats, removable lockable damped tailgate, 110-volt outline right rear, cargo bed lights, LED lights under bed rail
TOWING:	11,638 lb, integrated gooseneck hitch, trailer sway control, 4- and 7-pin connector, receiver hitch, optional brake control and light function check, front tow hooks
WHEELS.....	20x7.5J machined alloy, full-size spare
TURNING CIRCLE.....	53.8 ft
WEIGHT / GVWR.....	7402 lb / 8990 lb
FUEL/CAPACITY.....	Ultra low sulfur diesel / 26.0 gal
MPG.....	n/a (heavy duty)

BASE PRICE.....	<b>\$55,030</b>
CARPETED FLOOR MATS.....	200
DESTINATION CHARGE.....	1195
<b>TOTAL.....</b>	<b>\$56,425</b>





Living in the Southwest, it's easy to take the climate for granted. Dedicated motorcyclists, though, look at Arizona as a paradise where great roads and an abundance of sunshine mean year-round riding is more than just a possibility—it's a near certainty.

## RED ROCK SPORT TOUR

BY JASON FOGELSON  
PHOTOS BY BRIAN J. NELSON

Yamaha, the Japanese motorcycle manufacturer with its US headquarters in Atlanta, Georgia, used Arizona as the canvas for the rollout of its newly updated sport touring motorcycle, the FJR1300.

The motorcycle market can be divided into classes, just like the automotive market. Sport bikes are the sports cars of the bike world. They're fast and fancy, and sacrifice comfort for speed. Riders contort to fit the bikes with bent knees and toes pointed downward. Kawasaki Ninja, Suzuki Hayabusa, Yamaha R1 and other bikes fill this category. Cruisers are the sedans—low, comfy and old-fashioned, they sacrifice some lean angle for

style and relaxation. This is where you'll find the Harley-Davidson Fat Boy, Indian Chief and Star Bolt. You're more likely to see a rider's toes pointing up on a cruiser. Then there are the adventure bikes—the two-wheeled SUVs. Designed to look like they could be ridden as easily in the rough as on the road, adventure bikes combine dirt bike attributes with an upright seating position. The BMW GS bikes, Triumph Tiger series and Yamaha Super Tenere exemplify the breed. Then, there's the heavyweight touring class, which some riders would compare to the minivan of motorcycles. These are the big bikes, loaded with comfort and convenience features like hard luggage, radios, navigation and communications systems, cruise

control and even air bags, in some cases. The Harley-Davidson Electra Glide, Honda Goldwing and Kawasaki Vulcan are great examples of heavyweight touring bikes. There are more classes, but those are the main ones.

The FJR1300 fits into an increasingly popular class: sport touring. Sport touring bikes borrow features from multiple classes, attempting to compile a bike that is versatile and comfortable, fast and stylish. Riders are freed from the sport bike crouch, with a more relaxed, upright riding position. Powerful engines with tall gearing for highway use motivate the bikes, retaining performance but smoothed out a bit for ease of use. Essential touring features, like hard saddle bags, are usually standard equipment, but the extras like stereos, communication and navigation systems are left to the aftermarket. As a result, a sport touring bike can be a good choice for a wide swath of riders, from sport bike riders looking for a little more comfort and utility, to cruiser riders who want a little more performance, to heavyweight touring bike riders who still want to ride

long distances, but want a nimbler ride for the fun roads. Even commuters often select a sport touring motorcycle for their daily rides. The 2016 Yamaha FJR1300 has received a redesign that attempts to address the needs of each of these groups with refinements and upgrades to a bike that has been in production since 2003.

To demonstrate the capabilities of the newly refined 2016 FJR1300, Yamaha gathered a group of motorcycle journalists for a two-day ride. Day one followed a meandering path through the Tonto National Forest to Payson, then over to Prescott and concluding with an overnight stay in Sedona; and day two took a more direct route back from Sedona through Jerome and the Prescott Valley, then south on Interstate 17 back to Phoenix. The routes provided a good sampling of roads from congested low-speed commuting to wide open highway to twisting mountain passes. Arizona's climate cooperated with temperatures ranging from the low 50s to the low 80s along the

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### FOOD AND SNACKS ON THE ROAD

#### Scoops Ice Cream & Espresso

Coffee culture has truly reached every corner of the state, and is now filling in the middle. The folks at Scoops pour a mean, sophisticated brew, and they make delicious ice cream to boot. A great, friendly stop on our route—and free WiFi, too.

201 W Main St, Payson AZ 85541  
PaysonScoops.com | 928-474-3957

#### Prescott Brewing Company

A motorcycle tour runs on gasoline and food. The Prescott Brewing Company is in the town's vibrant center, and caters to tourists and locals alike. Good pub food and a rustic tavern atmosphere make this a comfortable place to fuel up for the next leg of the ride. Leave the beer alone while you're riding, though—stick to the fried mozzarella.

Bashford Courts  
130 W Gurley St, Prescott AZ 86301  
PrescottBrewingCompany.com  
928-771-2795

#### Mile High Grill and Inn

The former ghost town of Jerome will never be abandoned again, thanks to comfortable and welcoming establishments like Mile High Grill and Inn. This cozy lunch counter is decorated with travel and entertainment memorabilia from the middle of the 20th century, and serves a great breakfast, a great cup of coffee and a dose of hospitality that makes you want to move to Jerome and become a regular.

309 Main Street, Jerome AZ 86331  
MileHighGrillandInn.com | 928-634-5094

#### Rock Springs Café

There's always that place off of the main highway with the old-fashioned frontage and a big, bustling parking lot. What's going on in there, and why is everyone stopping? At the Rock Springs Café, it's homemade ice cream, delicious thick milkshakes, a big American breakfast and lunch menu and a friendly staff in a rustic atmosphere. Road food at its best, and the kind of atmosphere traveling motorcyclists love to discover.

35769 Old Black Canyon Highway  
Black Canyon City AZ 85324  
RockSpringsCafe.com | 623-374-5794



way, with dry pavement at every turn.

Two models of FJR1300 are available for 2016. The FJR1300ES (\$17,990) incorporates Yamaha's electronically adjustable suspension system and LED cornering lights, while the FJR1300A (\$16,390) has a manually-adjustable suspension and does not offer the cornering light feature. The ES model's suspension adjustment features are accessible through a nested menu screen operated by controls on the left handlebar. Suspension adjustments can only be accessed at a stop, for safety reasons. The A model has a tool-free lever to change rear suspension from Hard to Soft—one of the easiest manual adjustments available, and absolutely clear in intent and operation. Bravo. The differences in setup on both the electronic and manual suspension units perform as advertised, within a narrow range. The suspension is always a little firm, just like you want it to be on a performance-oriented bike.

Yamaha's designers spent some energy on the FJR's appearance for this year, redesigning the LED-twin-headlight assembly and converting to all-LED taillights. Available only in Cobalt Blue, the FJR looks like a grown-up's motorcycle, but still has some sharp angles and interesting shapes to

match the sporting character of its performance.

The FJR1300 gets its mojo from a liquid-cooled, fuel-injected 1,298cc inline four-cylinder engine with four valves per cylinder and tuned to produce 101.8 lb-ft of peak torque at 7,000 rpm, up slightly from 2015 specs. (Yamaha doesn't quote horsepower figures.) The engine is smooth and powerful, and the torque delivery is broad. This isn't a bike that requires a lot of sawing through the gears to ride smoothly. It pulls in all of the lower gears, simplifying power delivery on technical roads. Shaft drive performs beautifully, with no driveline lash or jacking. Standard Traction Control (Yamaha's D-Mode), anti-lock braking, throttle-by-wire and cruise control enhance the touring package. Unified Braking, Yamaha's linked braking setup, engages two front brake pistons when the rear brake is activated under certain circumstances, a feature that performs transparently to improve braking performance.

The FJR received a significant upgrade in the gearbox this year with the addition of a sixth gear. In the spirit of refinement, the six-speed gearset fits into the same space as the outgoing five-speed thanks to a new dog setup and a change to helical gears. The gears have been spaced more

evenly than before, and sixth gear is a 0.86 overdrive, which has the effect of lowering revs at highway cruising speeds for a smoother ride. Clutch pull has been reduced by 20 percent, and the clutch is now an "Assist and Slipper" wet clutch with three small springs, as opposed to the single spring of the five-speed. The combination of refinements has resulted in a super smooth-shifting bike that is easy to operate at takeoff with delightfully smooth upshifts and downshifts.

The electrically-adjustable windshield has five inches of travel, and does a good job of smoothing airflow for the rider. The windshield retains its position when the ignition is turned off and back on, so you can find your favorite position and know that it will be in place for the next ride.

A one-liter storage compartment is tucked into the top left side of the fairing. It can only be opened when the ignition is on, and hides a convenient 12-volt outlet for GPS or cellphone charging—a very nice feature. Heated grips are standard, as are manually adjustable side wind deflectors. Seat height is adjustable by 20mm up and down without tools, and there are three positions of adjustment for the handlebars (with tools).

A few details let the FJR down a bit, unfortu-

nately.

The flat seat is too hard, causing discomfort after about 60 miles. For a bike that is a candidate for long rides, that's a crime. The aftermarket will come to the rescue here.

For some reason, Yamaha has not equipped the FJR with self-cancelling turn signals—a flaw that is not easily remedied by the aftermarket. Some riders don't mind this, but riders from other brands will have to adjust.

Then there are the saddlebags. Hard bags are standard, and have good capacity at 60 liters combined. They are clamshell style, opening with a keyed latch. An extra-large full-face helmet won't fit. Even when using Yamaha's fitted accessory saddle bag liners, it's a struggle to close the bags. The bags do remove from the bike quite easily without tools, which is a nice feature. The bike gets a single good-old-fashioned key for ignition and bag locking, putting it at a slight disadvantage with competitors that offer electric locking and key-free operation. A top box from

Yamaha's accessories catalog would make everyday use easier, allowing owners to leave the saddlebags in the garage between touring rides.

The gold standard in sport touring is the BMW R1200RT, which comes in at least \$1,000 higher than the FJR when comparably equipped. The Kawasaki Concours 14 ABS starts at about \$1,000 lower, but doesn't offer traction control or electronically-adjustable suspension options. Don't overlook the Ducati Multistrada or Triumph Trophy SE for additional inspiration.

Overall, the FJR1300 is a fast, fun and smooth sport touring bike that can be even better with a few easy tweaks and personalization. With a big 6.6-gallon gas tank and a rational appetite for regular 86-octane or higher gasoline (estimated at 36 mpg), it begs to be pointed toward our gorgeous roads and ridden—briskly. ■



## ACCOMMODATIONS

### Phoenix Marriott Tempe at the Buttes

The Phoenix Marriott Tempe at the Buttes was the starting point for our tour of Central Arizona. Located just three miles from Phoenix Sky Harbor International Airport, the hotel is conveniently located and unexpectedly beautiful. The multi-level hotel is built into a hillside, and takes full advantage of gorgeous views. Resort-like features include waterfalls, two pools, a full-service spa and multiple restaurants, including the lovely Top of the Rock Restaurant.

2000 W Westcourt Way, Tempe AZ 85282  
Marriott.com | 602-225-9000

### Amara Resort and Spa, a Kimpton Hotel

An overnight stay in Sedona should be relaxing and serene, and Amara Resort and Spa does its best to help riders achieve those states with cool modern design, a saltwater infinity pool, a restaurant with healthy choices and an onsite spa. Located in the middle of town, the Amara is walking distance to shopping, dining and psychics. A secure enclosed parking garage protects resting motorcycles from the elements and from prying eyes.

100 Amara Lane, Sedona AZ 86336  
Amararesort.com | 928-282-4828 ■



**JASON FOGELSON** is a freelance automotive journalist. Currently in his second term as president of the Motor Press Guild, he has covered cars, trucks, SUVs and motorcycles for a variety of print, web and broadcast media, including *AOL Autos*, *Autotrader*, *CNN.com*, *the Los Angeles Times*, *Mazdasport Magazine*, *Entrepreneur Magazine*, *Maximum Drive Magazine* and *Fine Living Network*. Jason also writes music, theater and film criticism, in addition to the occasional screenplay. Jason is a contributing writer for *Forbes.com* (luxury automotive, motorcycles and lifestyles), an expert for *About.com* (SUVs, crossovers and minivans), and he writes a weekly column about motorcycle travel for Best Western Hotels' travel blog. His first book, *100 Things for Every Gearhead to Do Before They Die*, is available at BooksForGearheads.com.



# Mudfest!

WHEN THE GOING GET'S TOUGH, THE TOUGH GET MUDDY

By Joe Sage / Photos: NWAPA / Vinnie Nguyen and Joe Sage

To assess vehicles for our own wettest and muddiest conditions, whether in the high country or during a Sonoran Desert monsoon storm, we headed to the Pacific Northwest—where there is always a better than average chance of rain, with almost perfect odds of mud—for our fourth participation in the annual NWAPA (Northwest Automotive Press Association) Outdoor Activity Vehicle of the Year competition, known best as Mudfest.

After a few years at Dirtfish Rally School in the Cascade Mountains, Mudfest last year moved to

a new location near Shelton, Washington, northwest of Olympia in the southern reaches of the Olympic Peninsula. This year, it moved to another location nearby—The Ridge Motorsports Park, a 170-acre facility with a 2.47-mile 16-turn track with 300-foot elevation change. A kart track added last year is a one-sixth-scale replica of the big track. We had off-road courses built specifically for our event, with additional extreme climb, obstacle and water hazards for qualifying vehicles.

Each vehicle has been carefully chosen by its manufacturer as having the right stuff to conquer

one of six categories—four for utilities, one for pickups (added last year) and an extreme class open to either. There is also an overall winner.

Sixteen manufacturers entered 28 vehicles—five from Detroit, nine from Europe and fourteen from Asia (eleven from eight Japanese brands and three from the two Korean brands).

Twenty-eight media members drove and voted, with 22 brand specialists on hand to point out features or answer any questions, plus ten hard-working press fleet representatives to run the event.

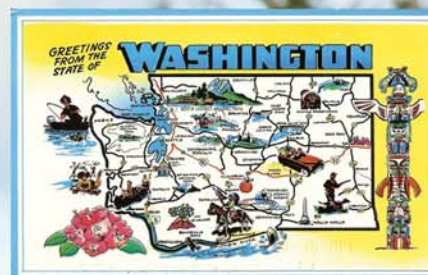
No matter how well each vehicle will do in the mud and ruts, most ownership miles center on the rubber hitting the road. The first day's sealed-surface events started in the paved paddock area, with a coned grid to test the vehicles' backup and proximity systems. Next was a straightaway for acceleration and braking, which led to the kart track, where tight turns and 50-foot elevation changes tested steering and handling.

Day two was what makes Mudfest Mudfest—the off-road portion. We were in luck with weather—it had rained quite a bit, yet had let up for most of our time on the course—mud below and occasional sunshine above, a winning combination. Since the course was new and built just for us, the crews made a few adjustments during the course of things. All in all, everyone was pleased with the new digs at The Ridge Motorsports Park.

You just about can't buy a bad vehicle these days. But this competitive event in various extreme conditions is a great way for differences large and small to make themselves clear.

Scoring considers a number of things: vehicle specifics (powertrain, braking, exterior styling, in-

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OUTDOOR ACTIVITY  
VEHICLE OF THE YEAR  
2016 Jeep Grand Cherokee  
75th Anniversary Edition

Photo (1): NWAPA / Vinnie Nguyen

BEST COMPACT: 2016 Mazda CX-3 Grand Touring



BEST PREMIUM COMPACT: 2016 Volvo V60 Cross Country T5 AWD



Photos (2): NWAPA / Vinnie Nguyen

BEST FAMILY: 2016 Jeep Grand Cherokee 75th Anniversary Edition



Photo (1): Joe Sage





Photos (7): Joe Sage

terior comfort, function and technology), ride and handling on-pavement, and handling and capability off-pavement. Factors are added for fuel economy and relative value. Despite this event being rooted in the dirt, paved and off-road attributes carry equal weight, reflecting real world use.

Each vehicle's numbers are added up to determine first, second and third place finishes in each category, sometimes confirming a gut favorite and sometimes delivering a surprise.

Results are often very tight. Anecdotal favorites discussed over lunch may not score a number one spot, but each category does produce a statistical winner.

Categories and results are as follows. All were 2016 models except for one 2017 Kia as noted.

### Compact Utility Vehicle

- Fiat 500X Easy AWD
- Kia Sportage SX AWD (2017)
- Mazda CX-3 Grand Touring AWD ★
- Mitsubishi Outlander Sport GT S-AWC
- Subaru XV Crosstrek 2.0i Premium
- Toyota RAV4 Hybrid Limited AWD

PRICE RANGE .....\$26,240 Subaru > \$36,231 Toyota  
 HP RANGE .....148 HP Mazda > 237 HP Kia  
 HWY MPG RANGE...23 MPG Kia > 34 MPG Subaru/Toyota\*  
 \*Toyota's best MPG is city, with hybrid powertrain

▼ As segments start to blend, merge and overlap, this group contained compacts and subcompacts. With a spread of 60 percent in horsepower, 48 percent in fuel mileage but only 38 in price, it might seem that a more expensive vehicle would win. Four out of six were priced in the \$20s, though, keeping that factor balanced.

**WINNER: Mazda CX-3 Grand Touring AWD**  
 ▼ 148 HP, 32 MPG hwy, \$27,640 as tested

### Premium Compact Utility

- Acura RDX AWD Advance
- BMW X1 xDrive28i
- Volkswagen Tiguan SE 4Motion
- Volvo V60 Cross Country T5 AWD ★

PRICE RANGE .....\$35,050 VW > \$49,775 Volvo  
 HP RANGE .....200 HP VW > 279 HP Acura  
 HWY MPG RANGE...26 MPG VW > 32 MPG BMW

▼ Three of these are new or updated within the past few years. The veteran VW bore a price thirty percent lower than the top in the group, but ditto its power, though it scored well in our own tally. The Volvo Cross Country is a raised version of the V60 wagon, and whereas it didn't score the highest in the dirt (though most were close), it hits in most other categories, an efficient highway car you can take almost anywhere.

**WINNER: Volvo V60 Cross Country T5 AWD**  
 ▼ 250 HP, 28 MPG hwy, \$49,775 as tested

### Family Utility Vehicle

- Ford Explorer Platinum 4WD 3.5L EcoBoost
- Honda Pilot AWD Elite
- Hyundai Santa Fe Sport 2.0T Ultimate AWD
- Jeep Grand Cherokee Ltd 4x4 75th Anniv ★
- Kia Sorento SXL AWD
- Mitsubishi Outlander 2.4 SEL S-AWC

PRICE RANGE .....\$33,095 Mitsubishi > \$54,760 Ford  
 HP RANGE .....166 HP Mitsubishi > 365 HP Ford  
 HWY MPG RANGE...22 MPG Ford > 29 MPG Mitsubishi

▼ This group of larger SUVs feels like the meat of things overall, though compacts are leading sales currently. These entries cover an impressive range of value, even when outfitted toward premium levels. All have fuel mileage in the 20s, respectable for their strength and capability. All are exemplary, but a familiar face took the crown.

**WINNER: Jeep Grand Cherokee Limited 4x4 75th Anniversary Edition V6 EcoDiesel**  
 ▼ 240 HP, 28 MPG hwy, \$51,315 as tested

### Premium Utility Vehicle

- BMW X5 xDrive40e
- Lexus LX570
- Mercedes-Benz GLE450 AMG Coupe
- Volvo XC60 T6 AWD Drive-E ★
- Volkswagen Touareg VR6 Sport w/Techn

PRICE RANGE .....\$47,655 VW > \$97,405 Lexus  
 HP RANGE .....280 HP VW > 383 HP Lexus  
 HWY MPG RANGE...18 MPG Lexus > 27 MPG Volvo\*  
 \*BMW plug-in hybrid hits 56 MPGe in electric cycle

▼ The premium group's prices overlap the family group in two out of five cases (VW and Volvo). The top-dollar Lexus swaps top and bottom spots with Volvo for horsepower and fuel mileage (not counting BMW when used as a plug-in electric). The combination of midrange power and low end price in the group added up to another Volvo win.

**WINNER: Volvo XC60 T6 Drive-E**  
 ▼ 302 HP, 27 MPG hwy, \$52,505 as tested

### Extreme Capability

- Jeep Wrangler Unlimited 4x4 75th Anniv ★
- Nissan Titan XD Pro4X
- Range Rover Sport HSE Td6

PRICE RANGE .....\$48,035 Jeep > \$84,260 Range Rover  
 HP RANGE .....254 HP Range Rover > 310 HP Nissan\*  
 HWY MPG RANGE...20 MPG Jeep > 29 MPG Range Rover\*  
 \*RR and Nissan are diesels w/ torque 443 and 555 lb-ft  
 \*As heavier-than-1/2-ton, Titan is not MPG rated

▼ Two years ago, this category pitted an affordable Jeep Wrangler and Toyota 4Runner against a Range Rover well over \$100k, a big disadvantage for the Range Rover. This year Jeep moved upscale, Range Rover moved down, and Nissan Titan at \$58,165 filled the middle, leveling the

KEEP RIGHT >>

### BEST PREMIUM: 2016 Volvo XC60 T6 AWD Drive-E



### BEST EXTREME CAPABILITY: 2016 Jeep Wrangler 75th Anniversary Edition



### BEST PICKUP: 2016 Ram Rebel



Photos (3): NWAPA / Vinnie Nguyen



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playing field considerably. And the Jeep still won.

**WINNER: Jeep Wrangler Unlim 75th Anniv**

▼ 285 HP, 20 MPG hwy, \$48,035 as tested

## Pickup Trucks

**Chevrolet Colorado 4WD Z71 Crew DuraMax**

**Nissan Titan XD Platinum Reserve**

**Ram 1500 Rebel Crew Cab 4x4 5.7 HEMI ★**

**Toyota Tacoma TRD Off-Road 4x4 Dbl Cab**

PRICE RANGE .....\$37,610 Toyota > \$63,270 Nissan

HP RANGE .....181 HP Chevrolet > 395 HP Ram\*

HWY MPG RANGE...21 MPG Ram > 29 MPG Chevrolet\*

\*Chevy and Nissan are diesels w/ torque 369 and 555, though gasoline Ram has torque of 410 lb-ft

\*As heavier-than-1/2-ton, Titan is not MPG rated

▼ Pickups entered their second year of competition at Mudfest. We had considerable variety from four entries—two high-torque diesels, two full-size and two midsize trucks, variously tricked out for differing degrees of off-road, on-road or premium fitment advantage. An almost 70 percent price range and more than 2-to-1 power range, yet with all delivering 20-something MPG, makes for a truck-shopper's paradise. When the tallies came in, FCA had its third category win.

**WINNER: Ram 1500 Rebel Crew 4x4 5.7 HEMI**

▼ 395 HP, 21 MPG hwy, \$53,150 as tested

## Vehicle of the Year

Beyond the point-by-point scoring in six categories above, an overall best is voted subjectively, as the statistical tallies can't compare meaningfully from group to group. We each simply pick a first, second and third choice, then those are tallied to determine the year's king daddy.

The "best overall" winner—the NWAPA Outdoor Activity Vehicle of the Year—does not need to have won a category, but that's pretty likely. This year's champion was also the Family Utility Vehicle winner, suggesting that this category may indeed be the spiritual core overall.

**WINNER: Jeep Grand Cherokee Limited**

**4x4 75th Anniversary Edition V6 EcoDiesel**

▼ 240 HP, 28 MPG hwy, \$51,315 as tested

## Relativity

Our own tallies and votes compared with the collective wins much as in the past. We had voted the same first place choice in four out of seven cases. Our second choice won first in another, and in two we had a clean miss. (This suits us. If we had a one hundred percent match, we couldn't tell you any of this, or you'd know how we voted.)

Though it includes a healthy dose of subjectivity, the process ultimately reflects the complexity of your own purchase decision. Quite a few of the vehicles entered in this event have notably won other recent events with other criteria. ■

## VEHICLE IMPRESSION : 2016 DODGE DART RALLYE

### RALLYE TO THE RALLY

Dodge has made its mark, loud and clear, with the muscle of Challenger, Charger and Viper. But for under \$20,000, we have the compact Dodge Dart Rallye that transported us between the Seattle airport and the Olympic Peninsula for Mudfest. In fact, this is an upscale trim—Dart starts at just \$16,495. With 184 horses pulling its 3200 pounds, this is a lively ride that still hits 35

MPG—and well outfitted here with style and performance upgrades, well-executed 8.4-inch Uconnect and Laser Blue Pearl Coat paint that brightens up even a rainy day. Options are very reasonably priced (see below), and you can shave another \$1250 with a 6-speed manual transmission—a win-win in our book. We maneuvered tight city blocks around the airport, long stretches of I-5 and best of all, scenic two-lanes through aggressive hills, curves and waterfront to our event. ■

### SPECIFICATIONS

ENGINE .....2.4L PZEV M-Air 4-cyl  
 DRIVETRAIN .....FWD  
 HORSEPOWER/TORQUE .....184 hp / 174 lb-ft  
 TRANSMISSION .....6-spd man / opt auto  
 BRAKES...F: 305mm, R: 264mm single-piston  
 SUSPENSION: F: MacPherson strut, coil over gas shocks, stabilizer bar; R: multi-link independent, coil, gas shocks, link-type stabilizer bar on Rallye  
 SEATING .....5  
 CARGO VOLUME .....13.1 cu ft  
 TURNING CIRCLE .....36.5 ft  
 WEIGHT .....3215 lb  
 FUEL/CAPACITY .....87 regular / 14.2 gal  
 MPG .....23/35/27 city/hwy/comb

BASE PRICE .....\$19,395

6-SPD POWERTECH AUTO / AUTOSTICK .....1250  
 RALLYE APPEARANCE PACKAGE: 17x7.5 granite crystal aluminum wheels, touring suspension, rear stabilizer bar, leather shift knob and wheel, black grille crosshair and surround, fog lamps, dual rear exhaust w bright tips, floor mats .....595  
 CUSTOMER PREFERRED PACKAGE: 8.4-inch Uconnect touchscreen (no CD), backup cam, remote USB, iPod control, illuminated panel surround .....595  
 SIRIUS SATELLITE RADIO (1 YR) .....195  
 RADIO 8.4 NAV: GPS nav, SiriusXM Traffic/Travel...595  
 SPORT APPEARANCE HOOD .....495  
 COMPACT SPARE .....395  
 DESTINATION CHARGE .....995

TOTAL .....\$24,510

Photo: Joe Sage





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### VEHICLE IMPRESSION : 2016 SUBARU WRX STI HYPERBLUE

## CULT HERO IN HYPERBLUE BY JOE SAGE

We grabbed our Subaru WRX STI Series HyperBlue and drove it straight out to Phoenix International Raceway. We were only grabbing our race credentials, but doesn't that just sound right? After all, STI is what makes a Subaru a Subaru—the most radical one in the lineup.

The Subaru WRX STI is not shy. When it hits the stage, it gains immediate applause. Just post a few pix of the STI online, and watch the clicks roll in, immediately and in a sustained manner. The fan base for this car is among the most enviable in the industry.

The WRX STI defines its niche—a factory-ready super pocket rocket. The niche used to be shared with Mitsubishi Evolution, but with Evo out of the market, STI reigns supreme.

This is not just a local corner meetup reign—the Subaru WRX STI dominates competition worldwide. The car has just come off wins at 100 Acre Wood in the Rally America Championship, and at the Oregon Trail Rally, and has announced its team and equipment for another record run at the famed Isle of Man TT event in the British Isles in late June.

A non-STI WRX is no slouch. Its 2.0-liter boxer engine puts out 268 hp and 258 lb-ft of torque. The WRX STI, however, has a turbocharged, intercooled 2.5-liter boxer with 305 hp and 290 lb-ft, built with specially reinforced die-cast aluminum, integral cast iron cylinder liners, five main bearings, semi-closed deck cylinder design, and SI-DRIVE to fine-tune it. It has a high-performance chassis and driver-controlled center differential.

The big wing, the quad tailpipes, the low stance—all are here for the most purposeful

of purposes. The car likes being showy—the showier the better. You've seen blue STIs before—World Rally Blue and Lapis Blue are both very popular—but here we have a special edition of just 700 units, the WRX STI Series HyperBlue. It has most of the features of the WRX STI Limited top trim, but with distinctive Hyper Blue paint, coordinated blue stitching on a rugged interior and STARLINK 7.0-inch Multimedia Navigation.

The WRX STI comes with a 6-speed manual transmission—so tight, smooth and perfectly ranged we had been motivated to put the shifter on our cover a couple of years ago. STI has ample legroom front and rear, with plenty of seat travel for the driver, so you can get your clutch reach just right. It also has a big trunk, for those rally road trips.

The WRX STI is born sporty and lives sporty all day every day. Multi-mode Vehicle Dynamics Control (VDC) gives the driver specific control over an already highly capable drivetrain. The center differential has six levels of manual or automatic options and SI-DRIVE has Sport or Sport# (Sport Sharp) options. You will find your favorite combination, for road and weather conditions at hand or for your driving style. For us, the click to Sport# was simple and effective, with a great front-to-rear dry pavement split and smoothest steering through the sweepers. Other settings offer particular advantages in sand, snow, ice, mud and so on.

If the rear wing is just too much for your office parking lot or PTA meetings, you can order your WRX STI without it—a low profile rear lip spoiler is a no-cost option. ■



### SPECIFICATIONS

ENGINE .....2.5L DOHC intercooled turbo 4-cyl boxer  
DRIVETRAIN .....AWD  
HP/TORQUE .....305 hp / 290 lb-ft  
TRANSMISSION .....6-speed manual  
BRAKES .....Brembo F 12.8" 4-piston, R 12.4" 2-piston  
WHEELS .....18 x 8.5J cast alloy  
TURNING CIRCLE .....36.0 ft  
ROAD CLEARANCE .....4.9 in  
SEATING / CARGO CAPACITY .....5-p / 12.0 cu ft  
WEIGHT .....3411 lb  
FUEL / CAPACITY .....91 octane premium / 15.9 gal  
MPG .....17/23/19 (city/hwy/comb)

BASE PRICE .....\$38,995  
SERIES HYPERBLUE: Hyper Blue paint, leather and alcantara interior w/ blue stitching, black 18" BBS alloy wheels, black mirror housings, black badges and fender garnish .....INCL  
DESTINATION CHARGE: .....795  
TOTAL .....\$39,790



# APRIL INDYCAR HIGHLIGHTS

AT PHOENIX INTERNATIONAL RACEWAY • PHOTOS BY RANDALL BOHL

High speeds, strategic pit stop gambles, unexpected mechanical problems and amazing car control came into play as IndyCar returned to the Valley in the Desert Diamond West Valley Phoenix Grand Prix on April 2. Reigning Verizon IndyCar Series champion Scott Dixon, driver of the No. 9 Chevrolet for Chip Ganassi Racing, scored his first victory at Phoenix International Raceway. It was the first Indy car race at PIR since 2005 and the first run under the lights. Though the 250-lap race was slowed by six caution flags, including a final one with two laps to go when Alexander Rossi grazed the wall, Dixon still recorded the fastest-ever winning speed—139.822 mph—in the 53-year history of PIR's one-mile oval, scoring the 39th win of his storied career, tying Al Unser for fourth on the all-time Indy car winners list.

"It was definitely one of the toughest races on these short ovals. It's our first time back here, and definitely I think we can make some adjustments for next year to get some more side-by-side stuff going on. I'm just so happy for the team," said Dixon, a 35-year-old New Zealander.

Dixon, who qualified sixth-fastest, benefitted from nearly identical problems experienced by two Team Penske members. Pole sitter Helio Castroneves—who became the first driver in history to top 190 mph for a lap at a one-mile oval during time trials—led the first 39 laps before a flat right front tire sent him high in Turn 1. The three-time Indy 500 winner used every bit of his skill to keep his Penske Dallara-Chevrolet off the wall. Castroneves' teammate, Juan Pablo Montoya, took over the top spot and led for 56 laps before he also got a flat right front tire, displaying masterful car con-

trol to avoid the outside barrier. Slow trips to the pits and time for service left both stars two laps behind. They fought hard to get back onto the lead lap, but never again got close to the leaders.

Dixon moved up as the field started to encounter lapped traffic. When Montoya slowed, it was Dixon who inherited the lead on Lap 95. The four-time series champion withstood attacks from two other Penske drivers, Will Power and Simon Pagenaud, as well as his own teammate, Tony Kanaan, over the final 155 laps, to take the checkered flag, beating Pagenaud by .06825 of a second, with Power third, followed by Kanaan, as Chevrolet engines swept the top four positions. Graham Rahal was the highest-placed Honda pilot in fifth.

Earlier in the day, Kyle Kaiser had a dominant performance to win his first Indy Lights race, leading all 90 laps after qualifying on the pole. Ed Jones finished second, and RC Enerson, Santiago Urrutia, and Dean Stoneman rounded out the top five. There was one caution for a spin by Heamin Choi, who was uninjured. ■



## INDIANAPOLIS MOTOR SPEEDWAY MUSEUM

LEGENDS • DARING • SPEED

**Indianapolis Motor Speedway Museum's new name honors the glory of motor racing: focus on legends, daring and speed drive Museum makeover**

INDIANAPOLIS, IN. - The Hall of Fame Museum has revealed a new brand and name: the Indianapolis Motor Speedway® Museum (IMSM). The name aligns with an unrivaled collection of automobiles and racing artifacts that follow the history of motor racing, Indy racers and the story of the extraordinary people who helped create the American automotive industry.

Incorporating an image of the Borg-Warner Trophy into a bold new logo represents the first step toward enriching the visitor experience to the world-renowned raceway museum in this, the 100th year of running at the Indianapolis Motor Speedway and 60th year of the Museum.

Five miles northwest of downtown Indianapolis on the grounds of the famous Speedway, the Museum is home to the most recognized winners in racing, where the stories, heroics, cars and historical memorabilia come to life. The Museum commemorates more than a century of racing at the Speedway and fosters public understanding of the innovation, thrill and adventure of motor sport racing.

The Museum's new website has improved navigation and functionality, with detailed information about automobiles and drivers, including interviews with Indy500 winners. The new site is compatible with browsers and mobile devices.

Following a master planning initiative by Indianapolis architects, Schmidt Associates, a schedule will be announced for updating and redesigning the museum and exhibiting its large array of valuable artifacts and racing memorabilia. ■



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### VEHICLE IMPRESSION : 2016 GMC SIERRA 1500 4WD CREW CAB SLT

# BRANDED

BY JOE SAGE

It has always seemed sort of self-sacrificial to us that GM splits its pickup sales between Chevrolet and GMC, ensuring that Ford's F-Series always takes the number one sales spot in this segment. Presumably this gives them exponentially more opportunity for two flavors of brand loyalty. And it lets them position the GMC lineup as Professional Grade, a slogan backed up by its burly and capable work image, in turn backed up by a successfully burly and capable job by the GMC styling and features departments.

Add to this a range from base to Denali premium and from 1500 to 3500HD, and you can buy into a full-size GMC pickup from \$27,715 to \$54,575 (almost precisely twice as much) before options and packages.

The truck we have here starts at that low end but moves to just above the middle when set up with the full crew cab and short box,

4WD and a 5.3L EcoTec3 V8, some of which is interdependent. At this point, we've hit \$37,425. The SLT top trim level brings us heated leather seating with memory, some chrome details, 4.2-inch binnacle display plus 8-inch touchscreen and a soft-touch instrument panel, expanded electronics inside and out, the highly desirable EZ Lift & Lower tailgate (with remote locking), rear camera, upgraded wheels and upgraded trailering. Add an All-Terrain Package with Z71 off-road upfitting, the rest largely about style and creature features, and we're within \$2000 of a Denali 1500 with same body and engine.

If you find the Denali badge and luxury irresistible, you're at about the same price. If you find the rougher, tougher looks, features and off-road-ing edge of this upfitted SLT more to your taste, it is tough as nails, yet comes with a pretty much Denali level of premium features included. ■

### SPECIFICATIONS

ENGINE / DRIVETRAIN	.....5.3L V8 EcoTec3 / 4WD
HORSEPOWER/TORQUE	.....355 hp / 383 lb-ft
TRANSMISSION	.....8-speed automatic
SUSPENSION	.....F: independent coil-over-shock, twin-tube shocks; R: solid axle w/ semi-elliptic variable rate 2-stage multileaf springs, splayed shocks, twin-tube shocks
STEERING	.....Electric power-assist rack and pinion
BRAKES	.....Power 4-wheel disc, 4-wheel ABS, Duralife vented rotors front 13.0 and rear 13.6
GROUND CLEARANCE	.....9.1 in
WEIGHT / GVWR	.....5490 lb / 7600 lb
TURNING CIRCLE	.....46.9 ft
FUEL (FLEXFUEL)	.....Regular unleaded or E85
MPG	.....15/21/17 city/hwy/comb

### BASE PRICE .....\$46,970

**ALL-TERRAIN PACKAGE:** 18" bright machined aluminum wheels, Z71 off-road suspension w/ mono-tube Rancho shocks, spray-on bedliner, carpeted floor mats, body-color bumpers, Bose audio, full leather bucket seats, center floor console w/ USB and wireless charging .....1965

**ALL-TERRAIN SLT CREW CAB PREMIUM PACKAGE:** chrome assist steps, 20" ultra bright machined aluminum wheels w/ paint accents, front/rear park assist, heated steering wheel, power sliding rear window .....2450

**POWER SUNROOF** .....995

**HIGH PERFORMANCE LED HEADLAMPS** .....500

**GMC INTELLILINK AUDIO SYSTEM:** 8-inch color touchscreen, nav, Apple CarPlay capability .....495

**TRAILER BRAKE CONTROLLER** .....275

**DESTINATION CHARGE** .....1195

**ALL TERRAIN SLT CREW PREMIUM DISCOUNT** .....(1000)

**TOTAL** .....\$53,845





# Family Face

by Joe Sage



Ford Escape pretty well founded the compact crossover segment (and the term) when it was launched in 2000. As such, its looks have tended to stand on their own, while Ford overall sought shifting uniformity, some models with a three-plate grille, some with a hexagonal approach, some such as Explorer dancing to their own beat. The most recent Escape had always seemed a bit brand-indistinct to us, so we looked forward to the 2017 model. Indeed, it comes through as a Ford all the way.

But enough about appearances. There is a lot going on under this skin.

Number one inside is the feature every Ford lover has been anticipating—now rolling out as quickly as it can across the lineup—the third iteration of Ford’s infotainment system, SYNC 3. In addition to resolving a great many issues users had with the first-gen SYNC and second-gen MyFord Touch systems, it delivers another feature every new vehicle buyer is clamoring for, and in both flavors—Apple CarPlay and Android Auto—along with Ford’s own suite of remote

connectivity features via FordPass and SYNC Connect, enabling you to lock, unlock and locate your Escape, schedule remote starts (nice on very hot or very cold days) and check fuel level.

Below the touchscreen are a redesigned center console with more storage space than the previous model and easier access to a lighted USB port and power outlet.

Driver assist technologies are also working their way through the lineup, bringing available adaptive cruise control, enhanced active park assist and lane-keeping features introduced in the Edge and Explorer over the last year or two. Using data from the lane-keeping system, driver alert can detect fatigued driving and warn you in the instrument cluster and via steering wheel vibration.

There are three trim levels available for the 2017 Escape—S, SE and Titanium. SYNC Connect is included on top-trim Titanium and available in a Technology Package on the SE. There is also a new Sport Appearance Package available for SE or Titanium, with Ebony Black painted 19-inch wheels, Ebony Black



The prior Escape’s front sheet metal didn’t coordinate styling with much else in the Ford lineup (maybe the current Transit Connect, a bit), but did have a lot of commonality with the prior generation Hyundai Tucson (Tucson/Escape above left). The new Escape bears a lot of resemblance to the new Hyundai Tucson (Tucson/Escape above right; the Tucson came first both times), but this time it also resembles the Ford family.

high-gloss painted upper grille and side vents, Piano Black high-gloss fog lamp bezels, Absolute Black painted mirror caps, and dark headlamp and taillight trim.

We’ve known to expect great things from even Ford’s smallest EcoBoost engines since we first got behind the wheel of a Fiesta with 1.0L three-cylinder EcoBoost on the track at Dearborn a few years ago—wow. And the 2.3L four-cylinder EcoBoost in the new Mustang, tuned to 300 hp, makes for a seriously tough decision against the V8 GT.

The 179 horses living in the Escape’s four-cylinder 1.5L EcoBoost are impressive, as well, or for 245 horses, there’s a twin-scroll turbo 2.0L EcoBoost four.

Base (S) trim comes with a 2.5L naturally aspirated engine, bigger, less powerful and thirstier. Unless shaving every dime at purchase time, count us in for the SE or Titanium, with either of the EcoBoosts—and we’ll earn back the difference in MPG and grins.

Auto start/stop systems are becoming standard on many vehicles now, one more means to achieve CAFE fuel standards and to clear the air—the vehicle shuts down while idling and restarts when the light turns green. Early systems from some makers were a bit rough, and some still are, but Ford is especially proud of the new system incorporated in the 2017 Escape, which they point out is the first implementation in a high-volume vehicle. Standard with either of the EcoBoost engines, the auto start/stop system claims a restart time under half a second—still a little slow in the more aggressive parts of metro Phoenix, but you can learn to feather the pedal and beat the lag. Either way, the new Escape’s auto restart is very smooth, and that’s most welcome.

Despite the difference in cost between our two launch drive samples (see sidebar), the pricier one not only had 4WD, but was Titanium grade. Our front-driver SE represents the middle grade, which has accounted for 60 percent of 2016 sales (entry-level S 14 and Titanium 26). Escape starts at \$23,600 for an S trim with the old 2.5L engine and front-wheel

drive (only). Volume seller SE starts at \$25,100 with the 1.5L EcoBoost. Going for the 2.0L will cost you \$1295 and set you back just 1 MPG in fuel mileage. Four-wheel drive adds \$1750, and we’d go for that. The 2.0L EcoBoost can tow 3500 pounds to the 1.5L’s 2000 (or the base model’s 1500). You know what you tow, and for some people, either will be fine. To us, the whole nature of a utility vehicle is to expect (or invite) the unexpected, so we’d equip ourselves with the tow capacity and near-match MPG of the 2.0L EcoBoost, then decide between SE and Titanium trim levels and options.

Ford Escape has been dominant in this segment for a long time, and the new model shows they intend to stay that way. ■

## DRIVEN: SE FWD 1.5L

ENGINE	1.5L EcoBoost inline-4
TRANSMISSION	6-spd auto w/paddles
DRIVETRAIN	FWD
HORSEPOWER/TORQUE	179 hp / 177 lb-ft
WEIGHT	3526 lb
TOWING	2000 lb
MPG	23/30/26 city/hwy/comb

## BASE PRICE: \$25,100

OPTIONS (NOT ITEMIZED): SYNC 3 with SYNC connect, reverse sensing, roof rack and side rails, blind spot info, halogen projector w/ LED signature lighting, 9-speaker audio, one-touch up/down, 110V outlet, power liftgate, panoramic vista roof.

## TOTAL as tested: \$29,380

## DRIVEN: TITANIUM 4WD 2.0L

ENGINE	2.0L twin-scroll EcoBoost inline-4
TRANSMISSION	6-spd auto w/paddles
DRIVETRAIN	4WD
HORSEPOWER/TORQUE	245 hp / 275 lb-ft
WEIGHT	3765 lb
TOWING	3500 lb
MPG	22/29/25 city/hwy/comb

## BASE PRICE: \$32,145

OPTIONS (NOT ITEMIZED): Enhanced active park assist, auto high beams, heated steering wheel, lane-keep, rain-sensing wipers, adaptive cruise, navigation, panoramic vista roof.

## TOTAL as tested: \$38,315





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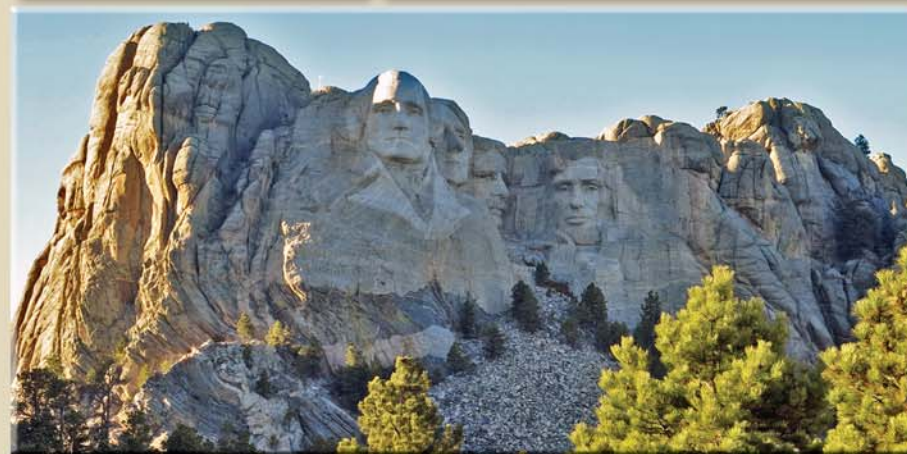
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**TRAVEL DESTINATION : WESTERN SOUTH DAKOTA**



**Far Corner  
of the West**

Looking at a map, with all its rectilinear West-ern states, it's easy to think South Dakota is a Plains state, and overall it is. But the western reaches of South Dakota blend into the Mountain West, from the Black Hills on into Wyoming.

The wonders of this region are many: historic Deadwood; Sturgis, the motorcycle capital of the world; Devils Tower, Wyoming, across the state line but best reached during a South Dakota tour; the Black Hills and Badlands National Park, and of course Mount Rushmore National Memorial. Lodging is plentiful throughout the region, as are dining opportunities, from motorcycle bars to fine restaurants to some surprisingly good Mexican cafés.

The area is reached by the finest of road trips from Arizona, about 17 hours north and east of Flagstaff (about 630 miles north and 390 miles east, about 1100 highway miles). You can head north through Utah and Wyoming; east then north through New Mexico, Colorado and Wyoming; or combinations thereof. With wide open highways, dramatic desert and mountain scenery, several National Parks, and your choice of classic roadside lodging or world class resorts en route, the treasure trove of sights at the northern end, as well as the drive itself, are not to be missed.

For more information, check out the following:

www.travelsouthdakota.com

www.deadwood.com

www.sturgisareachamber.com



**Sturgis Motorcycle  
Museum names new  
Executive Director**

Time to Honor the Ride. Build the Legacy. The Sturgis Motorcycle Museum mission is unchanged, while the means to its goals get a boost as diehard motorcyclist Myrick Robbins has been named Executive Director.

The Museum's Hall of Fame celebrates its 15th anniversary in June and will induct the Class of 2016 in August during the annual Sturgis Motorcycle Rally, the Black Hills Motor Classic.

"The Sturgis Museum belongs to everyone, but they have left me with the keys to take it for a joy ride," says Robbins. "How great is that? For a life-long rider who wants to live in a world filled with loud pipes, endless curvy roads and great conversations at the next fuel stop, this really is the opportunity of a lifetime."

You are invited to meet Robbins and honor the 2016 Hall of Fame inductees, including Arizona's Buddy Stubbs, at the induction breakfast on August 10 at the Lodge at Deadwood in Deadwood, South Dakota. Tickets are available for a \$35 donation, tables of eight \$300, available at 605-347-2001 or on-line at sturgismuseum.com/shop/hall-fame-breakfast.



# Track ready street 'stangs

By Joe Sage

Shelby American and Ford Performance have been barnstorming America with a Track Tour to promote the Shelby GT350 and Shelby GT350R. We had an invitation to attend last fall at Mazda Raceway Laguna Seca, near Monterey, but had a schedule conflict—one that, in fact, flew us directly over the track, just as the event was gathering. Fate might suggest we were destined to connect with the event again at some point, or perhaps that we weren't. And fate took a turn when the event came to Wild Horse Pass Motorsports Park, near Chandler, this spring.

A consumer event, the tour is designed to inform and entice likely prospects for the car, such as local Mustang car club members.

The half-day program included compre-

hensive presentations covering GT350 parts and technology, Ford Performance operations, and an in-depth vehicle walk-around.

Each session also included right-seat hot laps with a pro driver from Ford Performance Racing School in Utah, as well as ground school and safety instruction, with information on seating, visibility and the fundamentals of cornering techniques.

Ultimately, attendees had a chance to take their own lap in either a GT350 or GT350R.

The Shelby GT350 and GT350R are conversions, built from your donor 2015-16 Ford Mustang GT, adding Shelby visuals and engineering, a big dose of Ford Performance parts and engineering, and third-party components, all highlighted at right. Get your car to Shelby American in Las Vegas, they do the work, and you'll have a very memorable drive home.

For 2017, there will be some upgrades and changes in options and inclusions. A Track Package will become standard on the GT350, including aluminum tower-to-tower brace, high-downforce decklid spoiler, oil, transmission and differential coolers, and a magnetic ride damping system.

For paint, Deep Impact Blue and Competition Orange are out, while deep Ruby Red Metallic, Lightning Blue and Grabber Blue (a Boss Mustang classic color) are in.

An optional Electronics Package will bring

## SHELBY GT350/GT350R

**ENGINE** .....5.2L flat-plane crankshaft V8

**TRANSMISSION** .....Tremec TR-3160 6-spd manual

**POWER/TORQUE** .....526 hp / 429 lb-ft at 4750 rpm

**EXTERIOR:** Carbon fiber front splitter, hood, rocker panels, rear spoiler, rear diffuser, Shelby badging and stripes; special upper and lower grilles.

**INTERIOR:** Shelby GT dash plaque, Shelby GT engine plaque; Shelby embroidered headrests, Shelby floor mats and Shelby sill plates.

**EXTERIOR:** 20" WELD Racing wheels, Michelin tires; Ford Performance handling pack, short throw shifter, exhaust with Shelby tips, cold air intake.

**BASE CONVERSION PRICE** .....\$23,995

*NOTE: This is the conversion price, does not include your donor Mustang GT, plus Shelby retains parts removed from the original during the process.*

**OPTIONS/EXTERIOR:** Carbon fiber hood extension, mirror caps, taillight panel, painted carbon fiber components; convertible light bar.

**OPTIONS/INTERIOR:** Katzkin interior; roll cage, race seats and 5-point harness; 3-gauge dash pod for boost, fuel and oil pressure; Shelby engine cap.

**OPTIONS/PERFORMANCE:** Ford Performance 670-hp supercharger; Ford Performance half shafts; differential and transmission cooling; Wildwood brakes 6-piston front and 4-piston rear; brake duct kit; camber/caster plates; adjustable rear control arm; 3.73 rear end.

welcome SYNC 3, voice-activated navigation and nine-speaker audio, while a Convenience Package includes all the same, but replaces Recaro manual seats with leather-trimmed power sport seats. The GT350R can also upgrade to nine-speaker audio through a R-Electronics Package option.

2017 version production starts in June. ■







▼ The **Automotive Hall of Fame** 2016 Induction Ceremony on Thursday, July 21, is moving to the newly renovated Cobo Center in Detroit. The ceremony will be held in Cobo's Grand Riverview Ballroom, part of a \$279 million overhaul to Cobo that began in 2010 and was completed in 2015. The ballroom stands in the space formerly occupied by Cobo Arena. Its regal interior and modern amenities will provide an excellent venue to honor our 2016 inductees. As in years past, there will be a cocktail reception in the ballroom, dinner, music and display vehicles that celebrate the inductees. A VIP reception will be held in the atrium just outside the ballroom, which boasts an expansive glass wall and a magnificent view of the Detroit River and Canadian shoreline. The additional space of the Grand Riverview Ballroom has become necessary due to the success and growth of the induction ceremonies in recent years. The induction class of 2016 was yet to be announced.

▼ **BMW i** Ventures has made a strategic investment in RideCell, a leading provider of software to power mobility-as-a-service (MaaS), including car sharing, ride sharing, fixed route, and dynamic transit services. RideCell has pioneered a groundbreaking mobility software platform that enables multi-city mobility providers, cities and campuses to launch new mobility services in weeks and to scale them to tens of millions of users, with minimal operational expenses. RideCell's unique

differentiator is "autonomous fleet operations™" technology that automates end-to-end business operations, from consumer apps to day-to-day fleet management, demand and supply analytics, marketing, CRM and payments.

▼ A new "Today in Energy" brief from the US Energy Information Administration (EIA) looks at what's behind an increase in US consumption of **premium gasoline**. Since 2013, the share of premium gasoline in total motor gasoline sales steadily increased to 11.3 percent by August and September 2015, the highest share in over a decade. Although lower gasoline prices may be supporting demand for premium gasoline, they see the upward trend in sales as more likely driven by changes in fuel requirements for light-duty vehicles in response to increasing fuel economy stan-



dards, which will have widespread implications for future gasoline markets.

▼ Chevrolet and General Motors have supported the US military for over 100 years. GM has produced more US military vehicles than any manufacturer in history. Continuing their tradition of military support, **Chevrolet** is expanding its military discount program for all 21 million US military veterans and their spouses through May 31, in honor of National Military Appreciation Month. The program is typically available to US military veterans within one year of separation, to active-duty personnel, reservists, retirees and to their spouses. For May, the program expands to include all veterans—regardless of their separation date—and their spouses. The discount can be combined with most current incentives. Chevrolet is also sponsoring the USX team as it seeks to put the first active-duty soldiers—and first combat-wounded US veteran—atop the world's tallest peak, Mt Everest. "We sincerely appreciate the support of Chevrolet as we take on this bold challenge," said US Army Capt Matt Hickey, USX co-founder and team member. "Although our goal is big, so are the needs of today's veterans, and our mission and Chevrolet's support inspires others to get involved." For updates from the Mt. Everest expedition, follow Chevrolet on Facebook or Twitter. To learn more about the Chevrolet military discount program and military support, visit ChevySalutes.com.

▼ France's **PSA Group**—parent company of Peugeot, Citroën and DS Automobiles—maintained its position as that nation's leading patent filer in 2015, topping



the French National Institute of Industrial Property's (INPI) annual list with 1,012 patents filed, advancing the Group's strategy in three key areas: clean technologies, autonomous and connected vehicles and overall brand attractiveness. In 2015, PSA Group spent over \$9 billion on research and development. More than 130 patents were filed to achieve the shift from standard to semi-autonomous to fully-autonomous vehicles, covering human-machine interface, advanced driver assistance systems and adapted interior equipment. Autonomous Citroën C4 Picassos have driven over 12,000 miles on open road. Another 60 patents in the area of connected vehicles include Car Easy Apps, a software platform for future smartphone applications, and telematics for automated emergency calls to first responders. PSA Group is the European leader in reducing carbon emissions. Another 120 patents cover PSA's 3-cylinder EB Turbo PureTech petrol engine, voted International Engine of the Year 2015. The engine uses 18 percent less fuel and emits 18 percent less CO2 than its predecessors. And more than 100 patents have been filed for Selective Catalytic Reduction diesel engine pollution abatement, which combines with an additive Diesel Particulate Filter for urea injection management and tank design.

▼ Based on its successes in autonomous vehicle prototype programs and a wide range of unmanned applications, **KVH Industries, Inc.** is developing a fiber

optic gyro (FOG)-based, low-cost inertial sensor for self-driving cars. KVH has introduced a Developer's Kit to support integration and testing of FOG-based inertial measurement units (IMUs) into

driverless cars. "Extremely precise heading based on fiber optic gyro technology is absolutely essential for autonomous vehicle performance," says Martin Kits van Heyningen, KVH's CEO. "Each driverless vehicle concept in development around the world is being designed in a unique way. With so many different possibilities, developers can accelerate their progress." The new Developer's Kit includes the user interface software and all



components needed to immediately connect a KVH FOG or FOG-based IMU to a computer in order to configure, analyze, and test the unit. Transportation experts, automotive manufacturers and engineers alike predict that driverless cars will be commonplace soon. FOGs and FOG-based IMUs are key parts of the sensor mechanisms that are essential for highly accurate autonomous car performance. KVH's FOGs and FOG-based IMUs are

also in use for production programs for underwater unmanned vehicle navigation and rail/track geometry measurement systems, and their inertial products have been widely adopted for commercial applications such as land-based street mapping platforms, unmanned aerial systems, camera stabilization systems and remotely operated subsea systems.

▼ **LucasOilRacing.TV**, the first 24/7 On Demand all-motorsports network, has added over 1400 hours of national and international racing, car shows and "live" streaming events to its global programming. "Live" streaming brings complete racing action, plus behind-the-scenes and in-the-heat-of-battle interviews, all commercial-break-free. Find Lucas Oil Racing TV on Roku, Amazon Fire TV, Android TV and LucasOilRacing.TV for computers, tablets and smartphones.

▼ Racers and fans of old motorcycles will have three days of action-packed racing at Mid-Ohio Sports Car Course in Lexington, Ohio, July 8-10, during the **American Motorcyclist Association's** AMA Vintage Motorcycle Days. The event will feature vintage and post-vintage competition in hare scrambles, motocross, dirt-track, trials and road racing. The moto-



cross, trials, hare scrambles and vintage road racing events are part of the AMA Vintage Grand Championship, which crowns national champions in these disciplines, while the half-mile dirt track, at nearby Ashland County Fairgrounds, offers one round of the AMA Vintage Dirt Track National Championship Series. An addition this year is mini road racing in the upper paddock. Operated by the AMA-chartered Ohio Mini Roadracing League, the program includes practice on Friday and two full days of racing on Saturday and Sunday. While the mini road racing is not part of the national championship program, top riders in each class will be recognized based on the cumulative points earned during both days of competition. ■



# UPCOMING FEATURES

Road trip: Bisbee, Arizona and Colossal Cave



FCA "What's New" 2017 at Chelsea Proving Grounds



TAWA Auto Roundup / MAMA Spring Rally



Driving shoes



Pickups: Ram Rebel, Toyota Tacoma



Dodge-SRT-Hellcat-Viper on track at Bondurant



Cars: Buick, Hyundai, Kia, Volkswagen and more



Crossovers: Jaguar, Jeep, Kia, Mitsubishi and more



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### STANDARD TURBO KIT

Fits all Twin Cam® applications from 88CI to 110CI. Includes a 3pc finned plenum, complete exhaust, TiAL™ blow off valve and wastegate, Accufab clamps, billet cam cover, oil feed & drain lines, pre-programmed Thunder-Max tuner, high flow injectors, 2-bar map sensor, and all necessary hardware. CMP Turbos™ are assembled and ready for installation. Polished kits come standard with a chrome RSD cam cover and polished Accufab clamps.

### RETAIL PRICING:

COMPLETE BLACK KIT \$7895  
 COMPLETE BLACK & POLISH KIT \$7995  
 COMPLETE FULL POLISH KIT \$8195



### HIGH OUTPUT KIT

Fits all Twin Cam® applications from 111CI to 124CI. Includes a Garrett® ball bearing turbo, 3pc finned plenum, complete exhaust, TiAL™ blow off valve and wastegate, Accufab clamps, billet cam cover, oil feed & drain lines, pre-programmed Thunder-Max tuner, high flow injectors, 2-bar map sensor, and all necessary hardware. CMP Turbos™ are assembled and ready for installation. Polished kits come standard with a chrome RSD cam cover and polished Accufab clamps.

### RETAIL PRICING:

COMPLETE BLACK KIT \$8495  
 COMPLETE BLACK & POLISH KIT \$8595  
 COMPLETE FULL POLISH KIT \$8795

CMP TURBO KITS ARE MADE TO OUTLAST AND OUT PERFORM THE COMPETITION. OUR ENDLESS CUSTOMIZABLE OPTIONS COMBINED WITH OUR SUPERIOR RELIABILITY MAKE US THE FIRST CHOICE FOR THE NATION'S TOP BUILDERS. OUR REPUTATION FOR BEING THE BEST HAS FUELED OUR GROWTH AND WE ARE LOOKING FOR DEALERS.



IF YOU WOULD LIKE TO BECOME A DEALER OR REQUEST MORE INFORMATION PLEASE VISIT US AT [CMPMOTORCYCLES.COM](http://CMPMOTORCYCLES.COM)

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