

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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COVER: We navigate off-road at Bartlett Lake in the 2016 Ram 1500 Rebel Crew Cab 4x4, an award-winning truck masterfully modified for more extreme duty, while losing not one iota of its original-spec fuel economy, towing capacity, utility or durability in the process. Photo: Joe Sage.



Always an adventure! In this issue, the rubber hits the road (or the dirt) at many speeds, in many conditions, behind the wheel of many vehicles. To push 50 cars and crossovers to their limits—the better to gauge their performance in normal use—we fly to Texas Motor Speedway for the award-granting Texas Auto Roundup. After doing hot laps there with Volkswagen Andretti Rallycross champion **Scott Speed**, we met Speed and his team again in Phoenix, where they do things most mere mortals only dream about, airborne in their 600-hp lightweight rally cars at the Red Bull GRC. We also spent a day at the **Bob Bondurant** School of High Performance Driving, where mere mortals do push the envelope—in Challenger Hellcat, Charger Hellcat and Viper—for free, in fact, if they have recently bought or leased an SRT. If two wheels are more your speed, check out the results of AMA Flat Track racing at Turf Paradise in our *Arizona Rider* pages.

At a more sedate pace, we take a road trip to Bisbee and discover Colossal Cave with **Tyson Hugie**, and get a look at the bustling Port of San Diego with **Jan Wagner**.

New vehicle launches take us to Southern California twice—once for the compelling new Fiat 124 Spider, a thoroughly modern return of a classic from 50 years prior, and once for the new Ford Fusion—while **Sue Mead** flies to the exotic deserts and shores of Montenegro to drive Jaguar's first foray into utilities, the F-PACE.

Ford makes a splash hauling water for the annual Salvation Army effort to keep those in need fully hydrated, as reported by **Jennifer Johnson**, and Piloti makes a splash returning to the market—with a special commemorative edition on the way. Race driver **Emilio J Lezcano** gives us tips on racing shoes and on how to get your head properly in gear for the track.

Enjoy the ride.

Joe Sage

Publisher/ Executive Editor

Photo: Brenda Priddy



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Get a grip

Anybody who starts getting more serious about driving has soon found themselves contemplating driving shoes.

Some driving shoes are specialized for track use, the kind you would wear only then. Others are more multipurpose, some even dressy. Tradeoffs may center around price or utility, or both. (See sidebar on Piloti lineup.)

Two questions commonly asked by newer drivers thinking about their first driving shoes are [a] whether driving shoes will really make a difference, and [b] whether they might disrupt your existing style, habits and form if you suddenly change over. We posed these questions to accomplished race driver Emilio J Lezcano over dinner before a recent track event. His take:

"Racing is one thing and having a good time is another thing. When you drive the

Viper tomorrow, like me—with my normal shoes you have to be very careful because the shoes slide on the pedals, and this is very, very dangerous because sometimes what you want is to push the gas pedal for speed, and what happens is your shoes slide, and you have no speed. And maybe the guy who is behind you hits you. You know, it isn't worth having the wrong shoes. The shoes for racing are shoes for racing. Use. Your. Shoes.

"Because racing shoes are like a punch, you know, they grab. They form a good combination with the metal of the pedals. Your shoes have a grip, so when you brake or when you push the gas pedal, your foot is right there, no slipping, which is important. That's basically it. I recommend that you use it. Use it!"

Q: When we get in the car tomorrow and we've never worn them before, will it feel different? or will it feel just normal but better?

"No, better! better!" ■



Piloti honors 24 Hours of Le Mans with special edition

Piloti has a new multi-year partnership with one of the world's oldest and most prestigious automotive endurance races. In 2017, Piloti (Italian for "driver") will debut 24 Hours of Le Mans special edition driving shoes, designed for fans, driving enthusiasts and lovers of the culture epitomized by this event. The partnership was coordinated by IMG, exclusive licensing agency for Automobile Club de l'Ouest (ACO), organizers of the race.

The race runs on the Circuit des 24 Heures du Mans in Le Mans, France—with a mix of closed public roads and a specialist racing circuit, designed to balance speed with a car's ability to endure 24 hours of racing—and is broadcast in more than 190 countries.

The special edition shoes reflect the race, combining "innovation and performance" with "chic and glamor." They will be sold at 24 Hours of Le Mans boutiques in Le Mans and Paris, and in specialty motorsports boutiques worldwide. Visit www.24h-lemans.com and www.boutique.lemans.org.

Popular from 1999 to 2012, Piloti re-entered the marketplace in 2014. Piloti FIA and SFI certified *Performance* driving shoes (\$150 to \$240) are favored by motorsports professionals. A made-in-Italy *Luxury* line of premium leather driving shoes (\$350 to \$500) fuses Italian design, racing style and patented biomechanics. For driving and general use, the street-friendly *Casual* line (\$150 to \$240) has patented Roll Control Heel technology and Piloti's vintage racing tire-inspired tread pattern.

Piloti footwear and apparel are sold at select motorsport and luxury retailers. Visit Piloti.com for more details. ■

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AUTOMOTIVE NEWS UPDATE



European Ford Mustang

▼ **Ford Mustang** this spring became the number-one-selling sports coupe in Germany, according to the German Federal Motor Transport Authority, KBA. “Germans have fallen in love with the Mustang,” says Wolfgang Kopplin, Ford Germany managing director. “Driving a Mustang GT on the Autobahn is a one-of-a-kind experience for people who love cars.” Mustang was the top-selling sports coupe worldwide in 2015, according to IHS Automotive registration data—the only sports coupe to sell more than 100,000 units globally last year, with about 110,000 coupes and 30,000 convertibles sold. Once a North American phenomenon, Mustang is now on sale in 140 markets. The record was achieved despite limited availability for most of the year in such key markets as China and the UK. In Australia, Mustang was sold out through 2017 before receiving an extra allotment of cars. Global customers are most interested in V8 Mustangs, the choice of over 90 percent of buyers in Australia and New Zealand. Germany has the highest take-rate for the convertible model, at one in three sales.

▼ **Mustang Club of America (MCA)** will celebrate its 40th anniversary at Indianapolis Motor Speedway with a heart-pounding lineup of performance cars and events, September 1-4, for enthusiasts of all ages from around the globe. There will be track events, performance ride-and-drives, vendor booths and performance technology demonstrations. MCA will also

have designated car corral areas for individual chapters, and for Shelby American Automobile Club and Team Shelby. Nightly events will include a Night at the Museum on Thursday, the world’s longest Mustang Parade on Friday and an MCA banquet on Saturday night featuring special guests and honorary speakers. Between the first meeting in 1976 and today, the club has grown to over 13,000 members, with more than 190 chapters worldwide holding multiple national judged events around the country each year.

▼ In late May, **Acura** celebrated the roll-out of their first serial production 2017 Acura NSX at the new Performance Manufacturing Center in Marysville, Ohio, the exclusive manufacturing home to Acura’s new supercar. The first customer, Rick Hendrick, owner of Hendrick Motorsports



2017 Acura NSX VIN No. 001

and Hendrick Automotive Group, took delivery of VIN 001 from NSX lead engineer Clement D’Souza. Hendrick earned the right to custom order the first production NSX with his winning bid of \$1.2 million at Barrett-Jackson in January, with proceeds going to two charities: the Pediatric Brain Tumor Foundation and Camp Southern Ground. Hendrick drove his NSX off the line. VIN 001 features Valencia Red Pearl paint, exclusive interwoven wheels, carbon ceramic brake rotors, leather and alcantara interior trim and carbon fiber upgrades including engine cover, roof, and rear decklid spoiler.

▼ With the market presenting expanded used automotive lease options, national online auto lease marketplace **Swapalease.com** recently looked at monthly payments on two popular trucks today, a 2016 GMC Yukon 4WD SLE and a 2016 GMC Sierra Crew Cab 4WD SLE, if bought new, then compared what the monthly payment would be on the same trucks if leased three years later. The 2016 Yukon (avg MSRP \$53,885) new averaged \$614.57 monthly, while at 36 months used averaged \$424.80 (plus taxes in all cases). The sample 2016 GMC Sierra (avg MSRP \$48,050) averaged \$513.61 per month new or \$421.29 used. “There’s plenty of talk in the marketplace about the prospects of used lease deals, which historically haven’t been a large part of lease availability,” said Scot Hall, Swapalease.com executive VP. “We wanted to

provide a snapshot (of) what some average comparison deals might look like as a way to provide education ahead of any possible deals.”



Lamborghini Huracán

▼ **Lamborghini** presented its expanded three-model Huracán range at the 14th Beijing International Motorshow in late April. The Lamborghini Huracán LP 580-2 is the two-wheel drive version of the V10 coupé with a naturally aspirated V10 5.2L engine sending 580 hp to the rear axle and its dry weight is just 3062 lb. The Huracán LP 610-4 Avio, produced in a run of only 250 with special edition colors and materials paying tribute to the world of aviation and aeronautics, has a naturally aspirated 610-hp 5.2L V10, 7-speed gearbox with double clutch, hybrid aluminum and carbon fiber chassis, a power/weight ratio of only 5.13 pounds per hp and acceleration from zero to 62 mph in 3.2 seconds with a maximum speed of over 202 mph. The Huracán Spyder is an open top version of the Huracán LP 610-4, with a 3.4-second 0-to-62 time and 201 mph top speed.

▼ The new 2017 **Nissan** GT-R NISMO made its world debut in late May at the famous Nürburgring race course, known as one of the longest and most challenging race tracks in the world—and as the place where the Nissan GT-R was developed, honed and tuned. Like the GT-R Premium, the GT-R NISMO’s front end has a freshened fascia. To help cool the car’s high-output engine, the dark chrome V-motion grille has been enlarged, without reducing aerodynamics, helped by a new significantly reinforced hood that avoids deformation at extremely high

speeds, allowing it to keep its slippery shape. The front bumper of the GT-R NISMO has layers of carbon fiber, carefully overlapped for ideal stiffness. The canards have been designed to improve

aerodynamics and downforce—the most downforce of any Nissan production car to date. The cabin goes more upscale. Its touchpad screen is larger and switches are fewer, down from 27 to just eleven. Unique to GT-R are leather-appointed Recaro seats with red alcantara inserts. Performance of the all-wheel-drive GT-R NISMO has also been upgraded, thanks in part to the standard model’s significantly reinforced body. The stiffened body structure allowed engineers to further refine the GT-R NISMO’s shock absorbers, springs and stabilizers, all of which, when combined with the car’s added downforce, deliver better handling. Slalom times and cornering performance are both up by nearly two percent from the previous model. The twin-turbocharged 3.8-liter V6 still produces 600 horsepower. The 2017 Nissan GT-R NISMO will be



2017 Nissan GT-R NISMO

available in four colors. It is assembled in Tochigi, Japan, with engines hand-assembled in Yokohama.

▼ A strategically located parcel of vacant land on **Detroit’s** east side—promoted as a centerpiece in the state’s auto industry resurgence—will gain a major new tenant in the ongoing campaign to attract manufacturing jobs to the city. Flex-N-Gate owner Shahid Khan said his company will invest \$95 million in construction and capital costs for a facility that will supply parts to Ford Motor Company. Potential additional investment in the project could push the project to at least \$100 million. Khan said the project will create between 400 and 650 new jobs in Detroit over the next three years; at full capacity, up to 750 total jobs may be added.

▼ **BMW** announced a new model range of its compact electric BMW i3 for the 2017 model year, offering a new version



BMW i3

with more than 50 percent better battery capacity. The new BMW i3 (94 Ah) has a capacity of 33 kWh, thanks to the higher energy density of its lithium ion cells. The

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team worked to ensure that the battery dimensions remain unchanged, while offering a significant range increase.

▼ As Ford Motor Company readies the



50th Anniversary Shelby GT40 MK II

latest generation of the Ford GT to compete at Le Mans, **Shelby American** will offer a limited run of twenty 50th Anniversary Shelby GT40 MK II cars to honor the original car's historic racing achievements. In the mid-1960s, Carroll Shelby helped Ford take the international sports car championship, including an overall win in the world's biggest car race, the 24 Hours of Le Mans, with a 1-2-3 sweep of the 1966 Le Mans race, then winning for three more years straight. The continuation cars are built around an original style steel monocoque unibody chassis and fully independent unequal length A-arm suspension. Two-thirds of parts are interchangeable with the original racecar. The car stays true to the original's dimensions (163 inches long and the 40-inch height that gave the car its name), with the same two 10-gallon fuel tanks. Even the cockpit

stays true to the original, with Smith style gauges and silver riveted seats. The GT40 can be ordered in left- or right-hand drive and in three colors—black/silver, blue/white or red/white—with original 15-inch

Halibrand style pin drive wheels. Other than having A/C and a Ford FE 427 big block engine, the car looks and feels like it just stepped out of Parc Ferme. The car costs \$169,995 for a rolling chassis. For more information, visit www.Shelby.com.

▼ **Ram** Truck has added a new limited-edition Ram 1500 Stinger Yellow Sport, available in Crew Cab 4x2 and 4x4 configurations. Among its standard features are a 395-hp HEMI® V8, 8-speed TorqueFlite transmission, dual chrome-tipped exhaust, vented sport hood and 22-inch wheels (20-inch on 4x4 models). The Sport interior complements the Ram 1500's exterior design with a predominantly black cockpit, highlighted with Light Black Chrome and yellow

low details. Interior treatments include body-color accent stitching, Sport embroidery on the seats, accent color Ram's head logo on the headrests and black leather seats with colored accent sport mesh inserts. The special edition trim also includes the 8.4-inch Uconnect system with navigation and standard rear-view camera system. The Stinger Yellow Ram 1500 Sport starts at \$43,145.

▼ The US Department of Energy (DOE) and General Motors have crowned Ohio State University as this year's winner of the **EcoCAR 3** Advanced Vehicle Technology Competition (AVTC)—challenging 16 North American university teams to redesign a 2016 Chevrolet Camaro to reduce its environmental impact while maintaining the performance expected from the American ponycar—during an awards ceremony at the Hotel del Coronado in San Diego. This is the second stage of an ongoing four-year competition that culminates in 2018. Ohio State took first place last year, as well as in the final year of EcoCAR 2, making this the team's



Ohio State EcoCAR 3

third consecutive win. Competing teams began the finals at GM's Desert Proving Grounds in Yuma, Arizona for a week of rigorous safety, technical, drive quality and emissions testing mirroring those used for real-world production vehicles, followed by several days of scored presentations in categories including consumer appeal, project management, mechanical integration and innovation topics judged by industry and government officials in San Diego. The Ohio State team earned 880 out of 1,000 points, had eleven first place category finishes and placed top five in 30 out of 36 categories, winning \$10,000, the Year Two trophy and bragging rights, heading into the competition's third year. ■

2016 Limited-Edition Stinger Yellow Ram 1500 Sport



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BUY IT LIKE YOU MEAN IT DRIVE IT LIKE YOU STOLE IT

BY JOE SAGE

Mention Bondurant anywhere in the world, and the cognoscenti are likely to grin and blurt out, "Vipers in the desert!" A new Dodge/SRT relationship with the Bob Bondurant School of High Performance Driving was announced in November, and its image has caught on as fast as an SRT Hellcat in Launch Control mode.

One of the first fruits of the relationship is that every customer who buys or leases a new Dodge SRT receives a full day of professional instruction and track time at a high-performance program christened the Bondurant Racing School, as a perk (with an upgrade option for two, three or four days).

We headed to Bondurant, south of Chandler, to try that SRT customer experience. We met the Dodge team in Paradise Valley and drove down in a Challenger R/T Scat Pack—one of our favorites, with a 485-hp 6.4L HEMI V8, priced at \$38,995, a great point in the Challenger's overall range from \$26,995 for a 305-hp V6 SXT to \$64,195 for a 707-hp SRT Hellcat.

Plus we would be driving Hellcats at the School all day, anyway. Or most of the day. We would also hit the track in a 645-hp Viper.

Proven race techniques and hours of track time are an unmatched way to gain hands-on experience that translates directly to street driving skills. Instruction includes skid control, accident avoidance and flat-out performance driving. You learn from world class instructors, and best of all, Bondurant programs are 80 percent seat time.

Dodge/SRT welcomes the extreme duty their cars receive here. Intense usage helps them learn about maintenance schedules, parts life and extreme thermal conditions.

CLASSROOM Presentations from School president Pat Bondurant, Le Mans champion race driver Justin Bell, operations manager and chief instructor Mike McGovern, and race champ Bob Bondurant himself emphasize concentration, attitude, vision, vehicle dynamics and line technique.

We are reminded of a key mistake most new drivers make on the track: they look at where they are or what they don't want to hit. Always look at where you want to go, zenlike, and look ahead by three to six seconds.

As big as any vehicle is, everything comes

down to weight transfer and the small contact patches of the tires. Reducing speed will transfer weight to the front, better for turning. Increasing speed transfers weight to the back, better for power in these rear-drivers. Master this before you hit the turns, where things get more complex.

"Be smooth with how you apply the controls," Bob reminds us all, as McGovern adds "take a break if it's not coming together."

SKID CAR One of the Bondurant School's most distinctive programs is its skid car training. Whether you may be headed to winter in the high country or sandy roads in the dunes, this will prove enlightening and is sure to improve your skills. For this, Charger Hellcats are equipped with specially engineered outrigger wheels that simulate skids in slick conditions. The car itself has duty-specific Goodyear tires and upgraded brake pads.

We drove a coned oval course, and at the instructor's sudden instruction would change over to a figure-eight, approximating the surprise factor of a moose, falling tree or other random surprise on a slippery road. Skills

gained in the skid car are quick and measurable. You will feel it, when you have crossed into the control zone.

TRACK Bondurant's purpose-built 1.6-mile road course is one of several tracks at the facility, and this is where we would take laps in all three cars: Challenger Hellcat, Charger Hellcat, and the Dodge Viper SRT TA 2.0.

The TA 2.0 bears a great many enhancements, and Bondurant adds a few more (see caption). It's a nimble 3390-pound track car with 1200 pounds of downforce at 150 mph.

SRT customers who qualify can also get their hands on the Viper ACR, the fastest street-legal Viper track car ever—with more track records than any production car in the world, thirteen, achieved in just its first year.

We discussed the event the night before with seasoned race driver Emilio J Lezcano, who said, "Usually people make a big mistake in this kind of event. I don't know if they want to impress, but people who don't have any idea what they're doing want to go fast! Don't go fast. Take one or two or three laps, easy. When you are in the major league of racing, like the 12 Hours of Sebring, you have to tolerate that somebody in front of you is warming the tires, pushing, then braking, to get the right pressure. Let me get the feel of my pedals and controls, then go fast. People who really know how to race take advantage of the first two laps and never go fast. They

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The Dodge Viper SRT TA 2.0 is an enhanced model at about \$10 grand less than an ACR, with modified front dive planes, carbon fiber front corner splitters, extended rub strips, a larger rear wing, carbon fiber rear applique, some badging and special interior stitching. Bilstein two-mode suspension has unique spring rates and shock tuning, solid sway bars front and rear, and competition alignment. Unique Brembo brakes have slotted, vented high thermal capacity two-piece wide annulus rotors and pads, and anodized calipers with orange Viper logo. Matte black Sidewinder II lightweight track wheels at Bondurant bear Kumho tires, as on the ACR. Bondurant Vipers also have racing harnesses, roll cages and other modifications. The Bondurant Viper SRT TA 2.0 delivers 1200 pounds of downforce at 150 mph.

SKID CAR/SKIDPAD DODGE CHARGER SRT HELLCAT

ENGINEsupercharged 6.2L HEMI V8
TRANSMISSION8-spd auto
HORSEPOWER/TORQUE707 hp / 650 lb-ft
WEIGHT4570 lb
MPG13/22 city/hwy
BASE PRICE\$67,645

ROAD COURSE/TRACK DODGE VIPER TA 2.0

ENGINE / DRIVETRAIN8.4L V10
TRANSMISSION6-spd manual w/OD
HORSEPOWER/TORQUE645 hp / 600 lb-ft
WEIGHT3390 lb
MPG12/21 city/hwy
BASE PRICE\$109,490

ACCEL/AUTOCROSS DODGE CHALLENGER SRT HELLCAT

ENGINEsupercharged 6.2L HEMI V8
TRANSMISSION6-spd man / 8-spd auto
HORSEPOWER/TORQUE707 hp / 650 lb-ft
WEIGHT4469.6 lb man - 4476.2 lb auto
MPG13/21 man 13/22 auto city/hwy
BASE PRICE\$64,195

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Hot Sellers!



- ♥ My husband just loves everything, especially me for getting him such cool stuff. I'd have to say we will be lifetime customers, oh ya!! Thank you, Greasemonkeys. — Sincerely, Pam
- ♥ Not only are your products awesome, but the service and the people are too! I very much intend to pass the word along about how great it is to do business with the Busted Knuckle Garage. — Many thanks! Jackie B.
- ♥ I just had the most wonderful buying experience! I only hope my father asks for something from The Busted Knuckle Garage for Christmas so I can do business with such a wonderful company once more. — Cheers! Michelle
- ♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service. — Thanks again, "JR" Jean

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look at the reference points, till they're good with the track. If I'm competing, I'm not going to risk my race trying to pass you in turn number one, because you may be better than me in that turn. But sooner or later, I find a corner where I am better than you, and this is my opportunity. Racing is patience. Any track has at least ten turns. I used to play baseball, and sometimes there is a batter a pitcher can't eliminate, or vice versa. Sooner or later, he has to deal with my curve ball."

We didn't throw our colleagues any curve balls, but we had a good half-dozen laps in each car—Challenger Hellcat, Charger Hellcat, Viper TA 2.0—enough to familiarize with each, then really open them up.

CONTROL Next were timed acceleration with an accident avoidance drill, then autocross, both in the Challenger Hellcat (also with Goodyears and upgraded brake pads).

We had done quarter-miles in the Hellcat on the track in Oregon, and eighth-mile runs at FCA's Chelsea Proving Grounds in Michigan, both with the option of using Launch Control mode, which guarantees a heroic start to the run. At Bondurant, we ran without Launch Control, so any heroics were our own. At the end of a max-acceleration straightaway were three coned lanes with traffic signals above. At the last split second, our coaches would switch the lights, and it was our responsibility to hit the green lane (and no cones)—a quick chicane.

Adjacent to that was an autocross course, with turns tight and broad, one decent straightaway and demands on our hot brakes—all with the clock running.

We came out of our day nicely seasoned, tasting, as Pat Bondurant said, "a teaspoon of the School today." Full program participants will emerge highly skilled.

BONDURANT Bondurant is a destination school, with most participants flying in—four times as many this year already, even from Canada, Europe and South America.

More than 500,000 students have learned the Bondurant Method since 1968, ranging from racers to celebrities, teens to police.

Dodge/SRT customers have one year from purchase or lease to take the program (they handle their own flights and hotel). Non-Dodge owners can also purchase the same programs and drive the School's same fleet of Challenger and Charger SRT Hellcats and Vipers. For more information on the School's programs, visit bondurant.com. ■



DESTINATION TRAVEL & EVENTS



Heber Valley, Utah

▼ Summer is cool and green in the high mountain lakes and rivers around **Heber City**, where US 40 east of Salt Lake City meets US 189 north of Provo Canyon—a great destination with world class fishing and hiking. The Provo River is a premier blue ribbon trout fishery with rainbow and brown at record lengths, typically 18 inches or bigger. The river flows from the Uinta Mountains through Heber Valley and cuts Provo Canyon. Rocky Mountain Outfitters guide service for all levels can show you the best spots in the 5,000-fish-per-mile Provo River, year-round (hatches in summer and fall make this blue-ribbon river its blue-ribbonest). Deer Creek Reservoir State Park covers some 3,000 acres, and the entire shore has unrestricted public access. Jordanelle Reservoir State Park, well-known as a trophy smallmouth bass fishery, is popular with locals. Take the Heber Valley Historic Railroad to Vivian Park in scenic Provo Canyon (also home to Sundance Mountain Resort). Strawberry Reservoir, 23 miles southeast of Heber on US 40, supports one of the West's leading cutthroat fisheries and at 7,600 feet elevation is the state's premier cold-water fishery. About half of over 1,000 natural lakes and 400 miles of streams in the Uintas support game fish. Temperatures above 10,000 feet are rarely above 80 degrees in the middle of the summer. Night temperatures are commonly 30-40 degrees. It's a

great place to hike, bike, take a glider flight or just put your feet up. For more information or to plan your trip, visit utah.com.

▼ Three out of four **car seats** are incorrectly installed, and vehicle crashes are one of the leading causes of death among kids. Properly installed car seats can dra-



matically reduce injury and prevent death. Buckle Up for Life, a national car seat safety program from Cincinnati Children's and Toyota, offers these key tips:

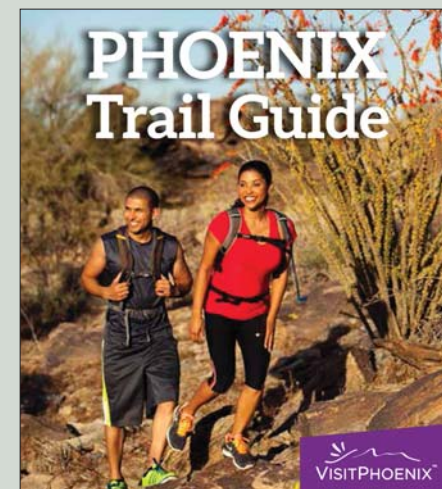
- 1) Always use the "Inch Test" and "Pinch Test." Pinch the seat strap near the child's shoulder; if you can pinch a wrinkle in the fabric, tighten the strap until it is snug. For the "Inch Test," grab the car seat from the back and bottom and tug from side to side and front to back. If the seat moves more than an inch in either direction, tighten it.
- 2) Never add towels or extra layers between the seat and your child, even if car

seats get hot. They can interfere with the seat's ability to restrain the child in a crash. Only use accessories and products specifically approved by the seat's manufacturer.

- 3) If the car seat is hot in summer, cool the car down before placing your child in the seat. Feel buckles to make sure they are not hot. Open the windows or turn on the A/C before buckling children in. Never leave children alone in the car, especially in summer, when temperatures can escalate dangerously in a matter of minutes.
- 4) If you rent a car, bring your own car seat. Don't rent a seat. You don't know facts about it that could affect its ability to protect your child (expiration date, crash history, etc.). Most airlines let you check your car seat for free.

- 5) Make sure any loose items—beach chairs, coolers, umbrellas, suitcases—are tightly secured in your vehicle. Any could become projectiles in the event of a crash.

The tips are part of Buckle Up for Life's mission to educate families about the proper use of car seats and seat belts and provide free car seats to families in need.



▼ Greater Phoenix has more recreational open space—nearly 190,000 acres—than any other major metropolis in the US. To help you plan, the pocket-sized **Phoenix Trail Guide**, published by Visit Phoenix, has information on more than 140 trails in Phoenix, Maricopa County and Scottsdale, with easy, moderate and challenging trail recommendations from local outfitters, info about guided hiking tours, trails

open to dogs, horses or mountain bikes, safety, trail etiquette and suggestions for hiking trips to other parts of Arizona. Pick up a copy at the Visit Phoenix Information Center, 125 N 2nd Street (Monday-Friday,



The Ritz-Carlton Dove Mountain Marana, Arizona

8am to 5pm), or from an orange-shirted Downtown Phoenix Ambassador sidewalk concierge. You can also download a digital version at visitphoenix.com.

▼ **Morro Bay**, on Highway One north of Santa Barbara, California, makes it easy for cyclists to get around town, with a detailed Bike Route Map highlighting the town's many bicycle-friendly trails. Begin your adventure downtown, ride to Morro Bay State Park and Marina on the Back Bay, travel to North Morro Bay over the newly opened Morro Creek Trail Bridge through Cloisters Park and down to the Embarcadero, where you can ride the Harbor Walk path out to landmark Morro Rock. Pedal down to the beach and enjoy miles of bike-friendly paths along the gorgeous Pacific shoreline. Didn't bring your bike? Surreys, bicycles and beachcombers are available for rent at Farmer's Kites and Surreys on the Embarcadero. Plan your trip at www.morrobay.org.

▼ Arizonans looking for the perfect staycation spot will find ample opportunity to make the memories of a lifetime playing, relaxing and discovering in **Marana** this summer. The award-winning Ritz-Carlton Dove Mountain resort and spa, tucked in the foothills of the Tortolita Mountains, is

offering nearly \$500 off nightly rates for luxury casitas this summer, at \$319/night. The resort's Summer of Adventure package is available through September 8, 2016 and includes a luxury room and \$50

resort credit per night starting at just \$199/night. Enjoy cooling off at one of the resort's three gorgeous pools with ancient petroglyphs and stunning mountain vistas as backdrops. An adults-only pool at the spa is available with a spa treatment or cabana rental. At two all-ages pools, young and young at heart guests will love the



Morro Bay, California

240-plus-foot water slide, splash pad, open swim area and lounges. Don't miss the opportunity to indulge in signature Ritz services and amenities, enjoy uniquely Ritz-Carlton cocktails and culinary creations, or treat the littles with a Ritz Kids adventure at deeply discounted rates. Learn details about these and other Ritz-Carlton, Dove Mountain packages here.

▼ IndyCar fans who attended the historic 100th running of the Indianapolis 500 on Memorial Day Weekend have a special opportunity from **Watkins Glen Interna-**

tional. Indy 500 ticketholders can get special pricing—\$40 general admission, \$200 for one trackside or non-trackside camping spot—for the recently announced September 1-4 IndyCar Grand Prix at The Glen, the Series' first stop in the picturesque Finger Lakes Region of upstate New York since 2010. The 60-lap event, set to be broadcast live on NBC Sports Network and the Advance Auto Parts INDYCAR Radio Network, XM 209 and Sirius 212, will be the 15th stop on the 16-race schedule and will likely play an integral role in the chase for the 2016 Verizon IndyCar Series championship. Call 866-461-RACE (7223) and mention the Indianapolis 500 ticketholder offer to receive their discount, which is nearly 50 percent off general sale pricing. Located within a few hours of New York City, Buffalo and other airports, Watkins Glen International is a premier North American road racing facility, voted "Best NASCAR Track" by readers of *USA Today*.

▼ An orphaned mountain lion cub rescued by Arizona Game and Fish has a new home at **Out of Africa Wildlife Park** in Camp Verde, 30 minutes south of Sedona. After its rescue near Sells AZ and recovery at Adobe Mountain Wildlife Facility, Chairman Edward Manual of the Tohono O'odham Nation permitted transfer of the cub



Mountain lion at Out Of Africa Wildlife Park

to a new permanent home at Out of Africa Wildlife Park. Releasing the orphaned cub back into the wild was not an option, as young lions need to learn hunting and survival skills from their mother until they are 12 to 18 months old. Out of Africa has frequently assisted Arizona Game and Fish with large animal rescues. Two years ago, the department confiscated two illegally owned tigers in Phoenix that have since come to be visitor favorites at the Park. Visit www.outofafricapark.com to learn more. Out of Africa Wildlife Park is three miles west of I-17 on SR-260. ■

Bonding with a new breed of Jaguar

BY SUE MEAD

Jaguar expects its all-new tall sports car, with wide proportions and the largest “trunk” of any Jaguar vehicle, will triple its sales in the US market and quickly become the automaker’s best-selling model. The 2017 Jaguar F-PACE is the most affordable Jaguar ever offered, and the British automaker sees it as a game changer that will help move the marque from what many perceive as an older person’s or heritage brand, to a young person’s brand. Think of it as a James Bond car that will appeal to millennials, says Jaguar.

F-PACE is engineered with a top speed of 155 mph and 0-to-60-mph acceleration of 5.4 seconds, when outfitted with its standard 340-hp all-aluminum 3.0-liter supercharged V6 with torque-on-demand all-wheel drive. Additional powertrain options include a high-performance 380-hp version of the supercharged V6 (with a 0-60 time of just a tick over 5 seconds), or a 180-hp 2.0-liter four-cylinder turbo diesel due later in the year; all are mated to an eight-speed automatic with manual shift control and steering-wheel-mounted paddles.

In addition to its all-aluminum engines, aluminum is used throughout the chassis—from its hood and body, to its Lightweight Aluminum Architecture suspension and underpinnings—in an effort to keep it as svelte as possible. It tips in at just over 4,000 pounds (or just under for the diesel).

The exterior has a highly-nuanced and sensual silhouette with a sleek roofline. The front is punctuated by an assertive grille and Jaguar’s iconic power bulge on the hood. There are short front and rear overhangs, with front wheels teased forward and muscular rear haunches, a steeply raked rear window, and elegant LED taillights. Its simple architectural styling is finessed with surfaces that are beset with speed lines and accen-

tuated by large wheel wells that accommodate 22-inch wheels.

The interior persona of the five-seater speaks to luxury, comfort and convenience with a “Sports Command” driver’s cockpit as its focal point. The cabin is bright and airy, with ambient lighting and adorned with premium materials like authentic metal and hand-crafted wood veneers. The instrument panel features two bold analog dials and a central TFT display, or an optional 12.3-inch virtual cluster featuring a choice of four visual themes and full-screen navigation. The 40:20:40 split rear seats allow through-loading, where there is 33.5 cu. ft. of stowage behind and up to 63.5 cu. ft. when the second row is folded flat. Jaguar says its rear leg room is class-leading.

Onboard are a suite of state-of-the-art safety and convenience technologies and an impressive array of driving aids, such as a color laser heads-up display, autonomous emergency braking with pedestrian detection, lane departure warning and lane keeping, blind spot monitor and reverse traffic detection, a driver fatigue sensor, semi-automatic park assist for parallel and perpendicular parking maneuvers, and adaptive cruise control with queue assist that maintains a safe distance from the vehicle in front and will bring the F-PACE to a complete stop, if needed.

We drove the new model more than 200 miles

in the small Balkan nation of Montenegro, along a varied collection of roads that included narrow and twisty mountain passes, with both good and poor surfaces, traveled through small villages and urban areas, and along a rock-littered off-road track. The sports-minded crossover was unshakable in its drive and was comfortable and quiet in all settings, with fast-moving and highly responsive performance when indulged. We especially liked the heavily-weighted, linear steering and impressively agile suspension tuning. Its aluminum architecture and rear-drive-biased platform give it a light-on-its-toes feel that has been patterned after the F-TYPE. Invigorating the throttle is rewarded with a seductive and addictive exhaust note, and we were grateful that the two-ton ute stops in a confident demeanor, with tall brakes. Of note: although engineered with a rear-drive bias, the electronically-controlled driveline controller uses algorithms for driver input and also reads the road surface under the tires; the center coupling can send up to 90 percent of the torque to the front axle, if needed, and can also transfer torque from side to side.

Engineered for light to moderate backcountry travel, the F-PACE also has prowess in the lands where the pavement ends; it has a competent Adaptive Surface Response system borrowed from its Land Rover brethren that gives slow and mannered crawl control, and off-road dynamics that keep it from getting hung up on rocky bits or getting mired in mud troughs. It’s also aided by its good angles of approach and departure and an impressive ground clearance of 8.4 inches.

EliteCare includes a five-year/60,000-mile warranty, plus roadside assistance and complimentary maintenance. ■

2017 JAGUAR F-PACE

ENGINE (20d)	2.0L turbo diesel 16v 4-cyl
HP/TORQUE	180 hp / 318 lb-ft
WEIGHT	from 3913 lb
0-TO-60 / TOP SPEED	8.2 sec / 129 mph
ENGINE (35t)	3.0L supercharged 24v V6
HP/TORQUE	340 hp / 332 lb-ft
WEIGHT	from 4015 lb
0-TO-60 / TOP SPEED	5.4 sec / 155 mph
ENGINE (S, FE)	3.0L supercharged 24v V6
HP/TORQUE	380 hp / 332 lb-ft
WEIGHT	from 4015 lb
0-TO-60 / TOP SPEED	5.1 sec / 155 mph

TRANSMISSION	8-spd auto
DRIVETRAIN	AWD
MPG	TBD

GROUND CLEARANCE	8.4 in
APPROACH ANGLE	25.5 degrees
DEPARTURE ANGLE	25.7 degrees
BREAKOVER ANGLE	20 degrees
WADING/FORDING DEPTH	20.7 in
CARGO VOLUME	33.5 cu.ft.

BASE PRICE	20d AWD: \$40,990
.....	35t AWD: \$42,390
.....	S AWD: \$56,700
.....	FIRST EDITION: \$69,700
F-PACE First Edition w/exclusive trim and features is limited to 275 units in the US.	
DESTINATION CHARGE	\$995

MONTENEGRO

AMAN SVETI STEFAN, MONTENEGRO: Our drive location was a charming Adriatic coastal villa resort with 15th-century architecture, on an expansively forested island estate. Adjacent to Croatia, Bosnia-Herzegovina, Serbia and Albania, it was once considered the top resort in the world. Jaguar wanted to make an international statement about its first crossover that will be sold around the globe, to catch the eye of its brand loyalists, as well as appeal to upscale new buyers who would likely find the vehicle and the exotic venue a perfect match. ■

COOL TECHNOLOGIES

TRAFFIC SIGN RECOGNITION uses stereo cameras to read traffic signs and to keep the driver informed of speed limits, including temporary speeds that might apply in construction zones, via the instrument cluster (or heads-up display, if equipped). An intelligent speed limiter can automatically monitor vehicle speed to match the posted speed limits.

ADAPTIVE DYNAMICS monitors the vehicle’s body movement 100 times per second to adapt suspension damping according to road conditions. When paired with Configurable Dynamics, the system allows the driver to select dynamic or normal modes for throttle mapping, transmission shift strategy, steering feel and adaptive damper setting, all using the central touchscreen.

INCONTROL TOUCH: The standard system has an 8-inch screen with smartphone/tablet controls, such as swipe and drag features. Optional InControl Touch Pro gets a 10.2-inch screen that can be customized with apps and widgets like a tablet and allows drivers to access useful apps via both Android and Apple smartphones. Onboard WiFi has access to location-based navigation and can determine whether there’s sufficient fuel to complete a journey. If not, filling stations along the way are displayed on the map; tapping on one of them will add it as a waypoint. Another “smart” feature is the ability to share destination and ETA with others via email or a text message; if your ETA changes, the system can automatically send updates. A handy Commute Mode learns your daily drive and uses historical and real-time traffic information to offer alternative routes to help avoid congestion.

ACTIVITY KEY: Jaguar’s new water- and shock-proof wristband allows the key fob to be locked safely within the vehicle, so you can participate in wet or active sports, such as surfing or kayaking. When locked using the Activity Key, the system will disable key fobs as left inside. This works on the same RF frequencies as the other keys and can lock and unlock the vehicle by holding it in close proximity to the ‘J’ of the Jaguar badge on the tailgate. Another novel feature? It has no battery. ■



Turns out the tough trails of Montenegro have a lot in common with our own.





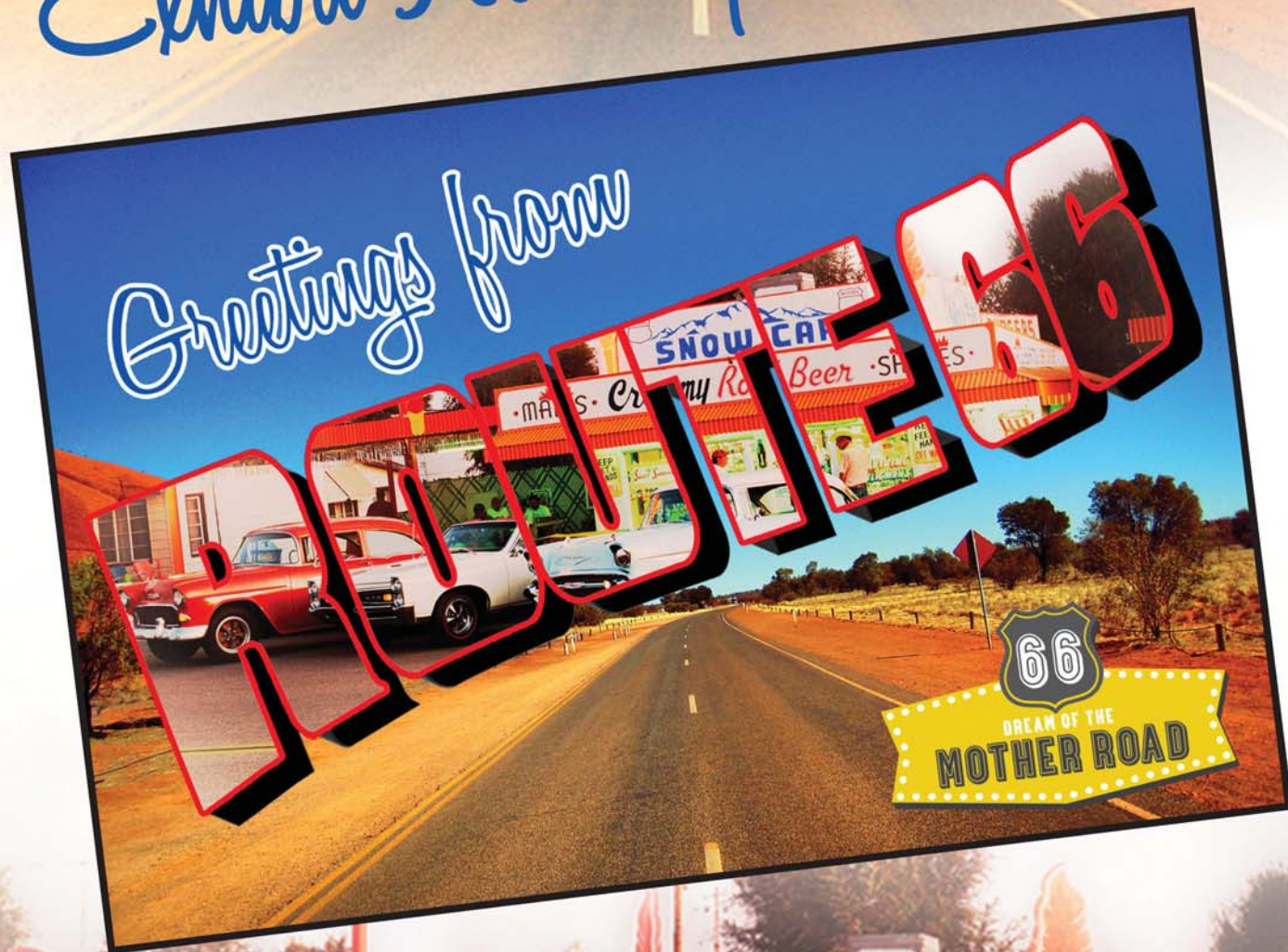
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VEHICLE IMPRESSION : 2016 KIA OPTIMA SX TURBO

Ten BY JOE SAGE

The midsize sedan segment remains the biggest in the US marketplace (although compact crossovers are now right on its heels). There are a lot of reasons for this—purchase and operating economies, balance of capacity and function to everyday parking and handling, and so on—and the market has responded in kind, with a great many very solid and attractive choices.

Nothing and nobody is perfect, so our headline may be partly tongue in cheek, but Kia does have its 10-year/100,000-mile powertrain warranty as a tie-breaker (as does its cousin, Hyundai). Kia overall also has proven itself statistically, now ranking number two in the JD Power Initial Quality Survey (only Porsche beats it) and number one in the 2016 AutoPacific Vehicle Satisfaction Awards. Kia is one of just two brands to have two winners (Optima and Soul) on the latest *Parents* magazine and *Edmunds.com* 10 Best Family Cars of 2016 list. Optima has been Kia's top-selling vehicle for three years running and is their first vehicle to sell over 150,000 units in a year.

With these accolades, it would be remiss not

to have Optima on your list in this segment.

Our 2016 Kia Optima SX Turbo is the next-to-top model in a lineup with MSRP from \$22,140 to \$36,040, from LX and EX to SX and SX Limited.

LX and EX variously offer 2.4L naturally aspirated or 1.6L turbo, achieving as much as 39 MPG highway. SX and SXL (a.k.a. SX Limited) have a potent 245-hp 2.0L turbo and extensive features (our car is 370 pounds heavier than the 39-MPG model), yet are still rated at 32 MPG highway.

With a starting price under \$30 grand, this SX may hit the sweetest spot in the lineup. Ours ratcheted up with one comprehensive package (see sidebar), which gives you arguably everything you might shop a German premium sedan for (at two or three times the price), but all for \$4800 well spent. In fact, with this package, our SX is pretty indistinguishable from the top-dollar SXL.

The lineup will also add an all-new 2017 Optima Hybrid and Kia's first PHEV, the 2017 Optima Plug-in Hybrid, both revealed at the Chicago show this winter and on sale later this year. (The 2016 Optima Hybrid available now is based on the prior-generation 2015 Optima.)

Our week of routine driving in the Optima was as transparently blissful as anticipated, benefiting from its ratio of turbo power to advanced light weight, its well-executed electric rack-and-pinion steering, potent brakes and advanced suspension, as well as a spacious cabin laden with technology, style, features and a favorite of ours,

SPECIFICATIONS

ENGINE	2.0L 4-cyl DOHC turbo
DRIVETRAIN	FWD
HP/TORQUE	245 hp / 260 lb-ft
TRANSMISSION	6-spd automatic
BRAKES	hydraulic vacuum power-assist FR: 12.6 vent; R: 11.2 solid disc
STEERING	rack and pinion elec (R-MDPS)
SUSPENSION	FR: indep MacPherson strut, coil springs, anti-roll bar; R: indep multi-link coil springs, anti-roll bar
WHEELS / SPARE	7.5J x 18 alloy / temp spare
LENGTH / WHEELBASE	191.1 in / 110.4 in
TURNING CIRCLE	35.8 ft
WEIGHT	3594 lb
FUEL / FUEL CAPACITY	87 octane reg / 18.5 gal
MPG	22/32/25 (city/hwy/comb)

BASE PRICE\$29,690

SXT PREMIUM TECHNOLOGY PACKAGE: HID headlights w/high-beam assist, panoramic sunroof, Harman Kardon QLS premium surround sound, front passenger power seat w/lumbar, heat/vent front seats, heated outboard rear seat cushions, front collision warning, blind spot, rear cross traffic, rear park assist, lane departure warning, autonomous emergency braking, adv smart cruise, surround view, LED o'head interior lighting ..4800

DESTINATION CHARGE:825

TOTAL\$35,315

top-notch Harman Kardon premium audio.

We drove this new car at its launch last fall, in the Colorado high country. At the time, we noted that Kia does not try to present Optima as a "3-killer" (as so many do, with BMW in their sights). But, as noted then, they really could. ■



Colossal weekend by Tyson Hugie

“We’ll leave the light on for you.” So says the famous Motel 6 slogan. And I love Motel 6—for the most part. Accommodations are predictable, inexpensive, and (usually) liveable. But my friends and I showed up at a hotel earlier this year that not only didn’t leave a light on for us, it left us out on the street with the front door locked.

The time was about 7:30 pm, and we had just pulled up—tired and ready to settle in—after a 3.5-hour drive from the Phoenix area. We were standing at the door to the historic 1902 Hotel San Ramon in teeny Bisbee, Arizona, just 9 miles north of the Mexican border. And there was nobody there to let us in.

I dialed the phone number written on a piece of paper taped to the glass window in the door. “Welcome to Verizon Wireless. Your call cannot be completed at this time.” I tried again and got the same message. I looked at my road trip partners, Armando and Chris, with a bit of desperation. I already knew that vacancy was limited all over this little town of 5,000 people on a holiday weekend, and the chances of finding a backup plan were slim. Would we end up driving 50 miles to Benson to find a place to stay?

As a last ditch effort, I walked next door to

a Mexican restaurant called Santiago’s. “By chance do you know the keypad code to get into the hotel next door?” I asked the hostess. The girl disappeared behind a dividing wall and returned with a woman who was already on her cell phone trying to come to our rescue. Luckily, the two were able to get in touch with the hotel proprietor and find out our 4-digit entry code.

Moments later, we were lugging our bags up a flight of stairs to room 6. The hotel, as it turns out, only has six rooms in total. Aside from the check-in experience, everything else about San Ramon was positively charming. Our room was unlocked when we found it, with two keys on the dresser. Two small Valentine’s Day goody bags were on top, with a few chocolates, and silk rose petals were scattered on the floor. Eat that, Motel 6!

At about 450 miles, this overnight weekend trip was an opportunity to introduce two visiting friends to the sights, sounds and tastes of Arizona. After a delicious dinner at Santiago’s, Armando and I explored the night life for a little bit, while Chris decided to hit the sack.

Just steps away from the front door of San Ramon was the Stock Exchange Saloon. Its double doors and neon sign beckoned, so

Armando and I went over to check it out. This building, dating back to 1905, once housed a stock brokerage firm called Duey and Overlock. According to the employee behind the counter, who was born and raised in Bisbee, this was the only branch of the New York Stock Exchange outside of New York at the time. Today, the venue retains some of the original elements from those days, including its original tally board along the back wall, under plexiglass. Armando and I cued up a few hits on the jukebox, including “Walkin’ on Sunshine,” before calling it a night.

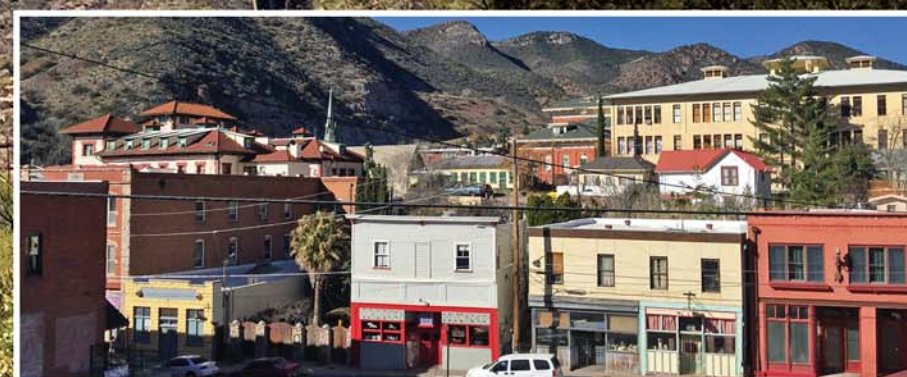
On Monday morning, I rolled open the wooden windows of the second floor hotel room and admired the perfect weather outside. It was President’s Day, and we departed the San Ramon to drive over for breakfast at Bisbee Breakfast Club (BBC), a mile and a half away in historic Lowell. If the streets of Bisbee were a snapshot of the 1880s, then Lowell moved us forward about 80 years to the 1960s. The entire main street was lined with classic cars, varying in condition from scrap heap to show-ready. We stepped inside and feasted on chiles rellenos.

The rest of our morning was filled with sights and sounds of the American Wild West. We stopped just briefly in Naco, Arizona, at the Mexican border—but not too close, as none of us had our passports handy, and we

didn’t want to chance an “accidental” international border crossing. On the way there, we saw more evidence of the mining industry that attracted settlers to the area in the first place. Bisbee’s strong heritage as a copper and gold mining town lives on, and I will surely be going back for a tour of the mine soon. The Queen Mine Tour runs \$13 for adults, and reservations via phone are required.

I knew we had a 1:00 pm cave tour to get to near Tucson, so by about 11:00 am, we said our farewells to Bisbee and headed out. Our last stop on the trip was to a large underground cave about 20 miles east of Tucson in Vail. Our talkative tour guide stretched a 45-minute walking tour (covering roughly a half mile and almost 400 steps) into about an hour and 15 minutes. Colossal is a “dry” cave that was inhabited up until about 1450 AD by the native Indian tribes. It was later discovered by a man named Solomon Lick in 1879, while he was looking for stray cattle. The Civilian Conservation Corps constructed a series of hiker-friendly pathways inside the cave, which continue to be used on today’s \$16 basic cave tour. Adventure-seekers will be pleased to know that there are other more involved hikes involving ladders and crawling through tight spaces, for those who want to pay a little extra.

We enjoyed having experienced some more of what Arizona has to offer, but were surely glad to surface for daylight at the conclusion of our tour. ■



Bella e potente

FIAT'S FORMULA FOR FUN BY JOE SAGE

This has to be about the coolest possible kind of all-new car. Not only is it in everybody's favorite classic sports car niche, the two-seat open roadster (forget supercars—if you looked in the dictionary under sports car, this is what you'd find), but it has an air of European romance and mystery, and it has a pedigree.

It all started with the postwar sports car boom of the '50s, as GIs had come back from Europe with little wonders they had discovered there—MG, Austin-Healey, Triumph. These stole everyone's hearts and stayed popular through the '60s and '70s. In the mid-'60s, Fiat joined the fray with a hugely successful 124 Spider (see sidebar).

In the '70s, early emissions controls and safety regulations either took some of the fun away or made it too much trouble and expense for manufacturers to bother with adapting to our market.

By the '80s, the convertible was declared dead for all time. The only remaining affordable sports cars were a different type—the Datsun/Nissan Z-Car coupe, and for awhile the Toyota Supra.

But this all changed when Mazda introduced the (MX-5) Miata—a classic two-seat open roadster with a soft convertible top—in 1989. The car was an immediate hit as a rumor, then as a pro-

duction car, and it remains a hit today, now in its fourth generation. Miata's success begat the pricier Porsche Boxster, BMW Z3/Z4, Mercedes-Benz SLK and a few lesser players. Lightweight, affordable droptop fun, with the wind in your hair on a winding road, was back. The concept continues to thrive, now well into its third decade of rebirth.

Fiat (with the 124 Spider and the X1/9) had left the US in 1983, and it took over 25 years for them to return. The Fiat 500 in 2011 was the first fruit of the new Fiat Chrysler partnership, nicely timed against extremely high US fuel prices and a major shift toward smaller vehicles of all types.

Put all that together, and what comes next is a brand new Fiat 124 Spider for the new millennium.

The original 124 Spider earned a pedigree, and the new 124 Spider is born with its own. It has the proven 1.4-liter turbo of the Fiat 500 Abarth and an adaptation of the proven Miata chassis.

Yet the 124 Spider is very much its own animal. It carries the Abarth engine in every model from base on up. Unlike its beloved forebear from 50 years prior, it's built with just as much precision reliability as it is with sexy Italian bloodlines (the car is assembled at Mazda's Hiroshima plant).

The Miata platform gave the developers a good

starting point, but that's all. The wheelbase is the same, but the Fiat is 5.5 inches longer, accommodating a longitudinal mounting of the Abarth turbo for rear-wheel drive, and all the better to create the 124 Spider's neatly aggressive heritage shark-nose styling. The trunk is also bigger.

The only commonality you might notice is the instrument panel and console, though wrapped in Italian Saddle leather, the Spider's develops its own personality. You'll find keyless entry and start, Bluetooth and charging ports galore. FIAT Connect 7.0 with Pandora, Stitcher and Aha services is available, as is Bose premium nine-speaker audio. Available safety technologies include blind spot and rear cross path warning, and rear camera.

Fiat's 6-speed manual comes from the prior-gen Miata, a better match for the Abarth turbo in the Spider. The Fiat has five more horses (and the Abarth nine more) and 16 more lb-ft of torque than the MX-5. Fuel mileage is a match or within one point (either way) in all categories. And so on.

Really, one look will tell you almost everything you need to know. One drive will tell you the rest.

The lineup is refreshingly simple yet thorough. There are two basic trims—Classica and Lusso—and an Abarth. These meet two of the team's key goals: a great sports car under \$25,000, and the whole lineup under \$30,000. Act quickly, and you can bend that last rule with the collectible Prima Edizione model, of which just 124 will be built.

CLASSICA: The base model, Classica, is rec-

ognizable by a black roll bar and body-color head-

er, side sills and door handles. Sexy Italian details include dual-tip exhaust, 16-inch alloy wheels, halogen headlamps and LED taillamps. Seats are Nero (black) premium cloth, and the soft-touch instrument panel has light silver accents.

Six colors include Rosso Passione or Bianco Gelato (red or white) and four metallics—Nero Cinema, Grigio Argento, Grigio Moda or Bronzo Magnetico (black, two greys or bronze).

A 6-speed manual shift is standard, a 6-speed automatic an option. The Fiat 124 Spider Lusso is priced at \$24,995 (manual) or \$26,345 (automatic).

LUSO: The Lusso ("luxury") model builds on the Classica, now recognizable by its silver-painted header and roll bars, dual-tip chrome exhaust and 17-inch alloy wheels. The interior has premium leather heated seats in Nero (black) or Saddle and a leatherette-wrapped cluster brow. The lower instrument panel is also wrapped in leather-

ette, with Piano Black accents throughout.

Seven colors include the same six as Classica, plus a Bianca Perla crystal white pearl tri-coat.

The Fiat 124 Spider Lusso is priced at \$27,495 with a manual or \$28,845 with an automatic.

ABARTH: With the whole lineup already bearing Abarth's 1.4-liter turbo, modifications to the 124 Spider Abarth model were made in other areas. It has a sport mode and gains four ponies from a sport-tuned, chrome-tipped quad exhaust (which also delivers those potent Abarth sound effects). It receives Bilstein sport suspension front and rear, a front strut tower bar and mechanical limited-slip differential. Brembo brakes and Recaro seats are options. Visuals include its own front and rear fascias, 17-inch gunmetal aluminum wheels and gunmetal exterior accents.

The Fiat 124 Spider Abarth comes in five of



Fiat 124 Spider program manager Leia Horton introduces us to the new Azzurro Italia (blue) Prima Edizione Lusso (124 copies, of course) with Saddle leather interior, along with the original for comparison. Horton's first car was a manual shift convertible—a VW bug at age 16—one motivator for her to bring us this beautiful new manual shift convertible today. She has happily put a million miles on the new Spider, driving every possible kind of road worldwide, to develop its suspension. She also made sure her 6'4" husband would fit comfortably.



FIAT 124 SPIDER HERITAGE

The Fiat 124 Spider, styled and built by Italian coachbuilder Pininfarina, debuted at the Turin Auto Show in 1966. Joining other two-seat open sports cars such as Austin-Healey, MG and Triumph, the Fiat 124 Spider was first sold in the US in 1968. It was ahead of its time with five-speed manual, twin-cam 1438cc engine, four-wheel discs, intermittent wipers and column-mounted lighting controls. The Fiat 124 Spider sold for \$3,265 with a 12-month or 12,000-mile warranty.

Americans loved the Spider's unassuming Italian styling and its watertight soft top, quickly lowered from the driver's seat. The car was so successful it was virtually unchanged for its 19-year run and is still considered one of Pininfarina's greatest hits.

The 124 Spider was such a success here that Fiat began producing the car exclusively for the US in 1975. In 1979, with a 1995cc engine, it was renamed Spider 2000. In 1982, Fiat built the last Spider 2000, as Pininfarina launched its own Pininfarina Spidereuropa in Europe and Pininfarina Spider Azzurra in the US, here complete with leather, cassette stereo and power windows.

Nearly 200,000 Spiders were built by the time production ended in 1985, outliving all competition except the Alfa Romeo Spider. More than 170,000 Fiat 124 Spiders were sold in the US from 1968 to 1985. There are nearly 8,000 still registered today. ■

Keith Martin's

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those colors with the sexy Italian names: red, black, grey, white clear coat or crystal white pearl tri-coat. A hand-painted hood stripe is available.

The Fiat 124 Spider Abarth is priced at \$28,195 with a manual or \$29,545 with an automatic.

If you don't opt for the Abarth, Mopar is working on a catalog of performance and style accessories specific to the 124 Spider, so you can sport up your Classica or Lusso.

PRIMA EDIZIONE LUSSO: The Fiat 124 Spider Prima Edizione Lusso is a celebration of the car's return—a limited edition of appropriately just 124, exclusively in Azzurro Italian blue paint with Saddle premium leather seats (shown on the prior page) and individually numbered with a commemorative badge. You also receive a matching blue leather bag, a journal with pen, and a poster showcasing original design illustrations with vehicle dimensions. The Prima Edizione Lusso is available with automatic only, priced at \$35,000.

We drove the Fiat 124 Spider Lusso all morning through the hills and deserts of east San Diego County, taking advantage of everything a sports car seeks: tight and twisty mountain two-lanes, open straights, climbs and descents.

After lunch, we ran the Spider Classica and the Abarth both on an autocross course—a large one with every challenge and opportunity such a car loves to tackle. The Abarth had a Mopar bypass air valve, generating a notable audible burst with every shift, a guaranteed conversation-starter.

The car's turning circle is one of the best we've seen, just 30.8 feet (a MINI's is 35.4 feet)—one more reason this car goes wherever you point it.

The soft top goes up or down in a couple of seconds, by hand, after releasing one latch. We popped it back up and took I-5 back to the hotel.

Combine the original Fiat 124 Spider's heritage, Abarth heritage and Miata heritage, and you have a package that's just about unbeatable. Classica, Lusso and Abarth offer a 6-speed manual that costs \$1350 less, is 40 pounds lighter, and hey, it's a sports car. Seems like a triple win. But it's hard to take our eye off that auto-only Prima Edizione.

The Fiat 124 Spider arrives this summer and the Abarth later in the third quarter. The car's program chief Leia Horton told us that after a million miles behind the wheel developing this car, it "still puts a smile on my face every day." We say she has made the world a better place. *Congratulazioni!* ■

2017 FIAT 124 SPIDER

ENGINE	1.4L MultiAir® turbo
HP/TORQUE	160 hp / 184 lb-ft
	Abarth: 164 hp / 184 lb-ft
TRANSMISSION	Classica: 6-spd man or auto
	Lusso: 6-spd auto
DRIVETRAIN	RWD
SUSPENSION	F: Sport double wishbone
	R: Sport multi-link
	w/stabilizer bars F/R
STEERING	double-pinion tuned elec power
BRAKES	F: 11" floating vented;
	R: 11" floating solid
PARKING BRAKE	mechanical lever type
WHEELS	16" Classica, 17" Lusso
LENGTH / WHEELBASE	159.6 in / 90.9 in
TRACK: F/R	58.9 / 59.1 in
TURNING CIRCLE	30.8 ft
WEIGHT	2436 lb manual / 2476 lb auto
WEIGHT DISTRIBUTION	54/46 percent
SEATING / LEGROOM	two / 43.1 in
TRUNK CAPACITY	4.94 cu.ft
FUEL / CAPACITY	87 ok 91 rec / 11.9 gal
MPG	manual 26/35/30 (city/hwy/comb)
	auto 25/36/29 (city/hwy/comb)

MSRP: Classica	\$24,995
MSRP: Lusso	\$27,495
MSRP: Abarth	\$28,195
MSRP: Prima Edizione Lusso	\$35,000
DESTINATION CHARGE	\$995



Water: the gift of life

By Jennifer Johnson / Photos by Tony Silva

Ford Motor Company and 13 metro Phoenix-area Ford dealerships recently teamed up with Big Surf Waterpark and the Salvation Army in support of the Extreme Heat Hydration Program to collect bottled water. As a result of the 4th annual "Fill an F-150" water drive, approximately 175,000 bottles of water were collected at Valley Ford dealerships.

"The Salvation Army is grateful to the Metro Phoenix Ford dealers for their annual support of our Hydrate Arizona campaign," said Major John Brackenbury, Salvation Army, City of Phoenix coordinator. "As temperatures continue to rise, clean drinking water becomes a life and death issue. Thanks to the partnership with Ford Motor Company, we are able to provide relief to thousands of men, women and children exposed to extreme conditions."

Anyone who donated a case of water in late April or early May received a half-off voucher to Big Surf Waterpark in Tempe, redeemable this summer. For the fourth consecutive year, Glendale-based Sanderson Ford collected more bottles of water than any other Ford dealership at more than 79,000 bottles.

"Phoenix has the highest temperatures in the entire nation, so we have an obligation to help the less fortunate with food, shelter and of course

water, here in the desert," said David Kimmerle, president of Sanderson Ford. "The Salvation Army provides all of this and so much more for anyone that needs it and that's why we're proud to support the Extreme Heat Hydration Program."

Chapman Ford of Scottsdale also put up a solid effort, collecting more than 44,000 bottles, followed by Berge Ford of Mesa at 10,000 and Earnhardt Ford of Chandler at 8,000.

"This is our fourth year hosting a bottled water drive in conjunction with Big Surf and the Salvation Army and we nearly tripled last year's total of 61,000," said Steve Papanikolas, Phoenix Regional Manager for Ford Motor Company. "Our dealers strive to go further in the communities where we do business. Thanks to the teams at Sanderson Ford and Chapman Ford, and to all our dealerships for their efforts in making this 4th annual bottled water drive a success."

The Salvation Army's Extreme Heat Hydration Program was launched in 2006 to distribute water and provide respite and safety information to those in need at mobile hydration stations in Metro Phoenix on days with excessive heat warnings. According to the Arizona Department of Health Services, more than 1,500 weather-related deaths from exposure to heat have occurred in Arizona since 2000.

In addition to conducting the Valley-wide bottled water drive, Ford Motor Company has granted \$10,000 to the Salvation Army this year in support of the important programs they offer to the Greater Phoenix community like the water drive and the annual turkey drive. ■



Chassis 0116/A in the pits at Le Mans 1951, courtesy of the Flavien Marcqais Collection



RM Sotheby's Monaco: Results Le Sporting Monte Carlo: May 14, 2016

RM Sotheby's returned to Monte Carlo during the Grand Prix Historique in mid-May, for two sales in one day, RM's 2016 Monaco tally exceeded ±\$31 million and set several records. The top sale on Saturday evening was 1951 Ferrari 340 America Touring Barchetta, chassis no. 0116/A, one of the first "big engine" competition Ferraris. It raced in the 1951 and 1952 Le Mans 24 Hours, ran in nine Mille Miglia road rallies from 1984 to 2006, and sold for ±\$8.256 million. Second highest of the night was 1997 Porsche 911 GT1 Evolution, chassis no. GT1 993-117, also with deep pedigree, for a record ±\$3.144 million. Third was very original 1966 Ferrari 275 GTS, chassis no. 07805, which realized ±\$2.032 million. Modern era supercars were strong, including a 2004 Aston Martin DB AR1 for an auction record ±\$381,000, while a 1995 Lamborghini Diablo SE30 Jota beat estimate at \$762,000, an auction record. A 2001 Ferrari 550 Barchetta Pininfarina beat estimate at ±\$572,000. (Prices approximated from euros at auction time.)



Original Spring Classic 2016: Results Indiana State Fairgrounds: May 17-21

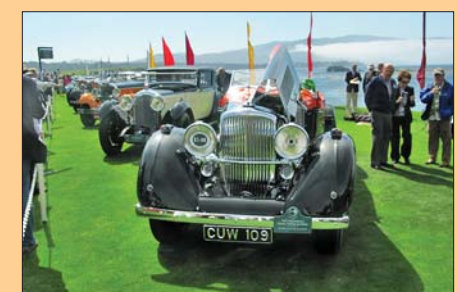
Mecum's 29th Annual Original Spring Classic auction in May saw 1,567 vehicles cross the auction block, with 1,094 sold, a 70 percent sell-through rate with \$48,873,590 in total sales. With post-auction sales continuing through Mecum's "Bid Goes On" program, final totals will likely exceed \$50 million. Top sales for the Indianapolis event were for two '60s-era Shelby Cobra Roadsters, each in excess of \$1 million. There were more than a dozen private collection offerings, most dominated by classic muscle cars. Friday saw all

17 cars in the headlining Joe McMurrey Collection sell, for a total of \$3,412,000. Three of McMurrey's cars landed in the auction's top 10 sales with his 1967 Shelby Cobra (Lot F124) commanding the highest price of all five days at \$1,100,000. His two Shelby GT350 Fastbacks also commanded serious coin: his '65 (Lot F125) at \$500,000 and his '67 (Lot F127) at \$285,000. A 1964 Shelby 289 Cobra Roadster (Lot F163) later that day commanded a final bid of \$1 million.



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

Rounding out a calendar that also includes Scottsdale in January and Monterey in August is the Russo and Steele Newport Beach auction, held at Newport Dunes Waterfront Resort in Russo's auction-in-the-round layout. Results include a 1957 Mercedes-Benz 300SL at \$1,430,000; a 1964 Ferrari 330 America at \$505,000; a 1971 Mercedes-Benz 280SE 3.5 at \$440,000; a 1966 Ferrari 330 GT 2+2 at \$404,250; a 1969 Chevrolet Camaro ZL1 at \$335,500; a 1966 Shelby GT350 at \$313,500; a 1970 Oldsmobile 442 W-30 at \$308,000; and a 1974 Porsche 911 2.7 RS at \$302,500.



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.



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. ■

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SERIOUS STUFF
PURE JEEP IN A NEW PACKAGE by Joe Sage

There are many sizes and flavors of Jeep, and there are many flavors within each model. You can have a Renegade that out-toughs a Wrangler, or you can have a Wrangler that out-toughs a Renegade. On an emotional level, different people deal with different things. On a practical and specifications level, there's not a Jeep in the lineup today that is not all Jeep. And that certainly goes for this newest addition: the diminutive Italian-built Renegade.

This little Solar Yellow beauty is the base trim level, Sport, though it has the 4x4 drivetrain (okay, there are some that may not quite be all Jeep, at least in a Rubicon sense—you can get a 4x2 of all Renegade levels other than Trailhawk). Sport 4x2 has a base price of \$17,995 and certainly delivers more family flavor than most other options in that price range. Latitude and Limited models run the price up by \$3400 and then another \$3725 (and with 4x4 another \$2000 on any). The off-roading hero of the Renegade lineup, Trailhawk, actually comes in at \$26,745—\$375 less than a 4x4 Limited. The steps in this lineup are simple, and the decisions are mostly easy.

Manual transmission is standard on Sport or Latitude; the Fiat-derived 9-speed automatic is available on these and standard on Limited or Trailhawk, which in turn do not offer a manual. Our Jeep's 1.4L MultiAir turbo is standard on Sport or Latitude, while a 2.4L Tigershark with MultiAir2 is optional on these and the only choice on Limited or Trailhawk.

The 2.4L has 20 more horses than the 1.4L, but 9 points less torque (175 lb-ft), so its \$1480 add-on may make more sense for highway drivers than off-roaders, but is an absolute need if towing (the 2.4L is good for 2000 lb of tow capacity, while the 1.4L is not for towing, at all). The 9-speed auto is a no-cost option when available.

The Trailhawk is always compelling—its approach, breakover and departure angles are all greater than the others (especially approach, at 30.5), and its turning circle is a foot tighter, handy even around town. Its price is more than fair, and it can do anything. But you can't get it with a manual, which is too bad.

And that brings us right back to our tester here. For a rock bottom price (or close—we would go 4x4, definitely), you can't tow, but you can shift, and short of the Rubicon, you can go places. ■

SPECIFICATIONS

ENGINE.....	1.4L MultiAir® turbo
DRIVETRAIN.....	4x4: auto disconnecting 4x2 mode
HP/TORQUE.....	160 hp / 184 lb-ft
TRANSMISSION.....	C635 6-spd manual
SUSPENSION: F.....	MacPherson strut, coil springs, flat front steel crossmember, high-strength steel double shell lower control arms, stabilizer bar
R.....	Chapman strut, high-strength steel links, isolated steel rear cradle, stabilizer bar
STEERING.....	Electric rack and pinion
BRAKES...F:	12x1.1 vent single-p, R: 10.95x-.47 solid
PARKING BRAKE.....	electric motor on caliper
WHEELS.....	16x6.5 styled steel
TIRES.....	215/65R16 LBL all-season
LENGTH.....	166.2 in
WHEELBASE.....	101.2 in
TRACK: F/R.....	60.6 / 60.6 in
HEIGHT.....	66.5 in
CARGO VOLUME.....	18.5 / 50.8 cu.ft
GROUND CLEARANCE.....	7.9 in
APPROACH/BREAKOVER/DEPART.....	21.0 / 24.0 / 32.1
TURNING CIRCLE.....	36.3 ft
WEIGHT.....	3183 lb
MPG.....	24/31/27 (city/hwy/comb)

BASE PRICE.....	\$19,995
UCONNECT 5.0: 5.0" touchscreen, SiriusXM, streaming, voice command, Bluetooth, GPS antenna input, 180-watt 6-spr audio, backup cam.....	695
POWER AND AIR GROUP: Power heated mirror, A/C, cruise control.....	1495
MYSKY: Fixed/removable roof panels.....	1095
BLACK SIDE ROOF RAILS.....	195
DESTINATION CHARGE:.....	995
TOTAL.....	\$24,470



Red Bull GRC By Joe Sage

We have never met a Red Bull event we didn't love—from wet cardboard Flugtag fun, to adrenaline-pumping high-speed Red Bull Air Races, to a variety of motorsports. It is beyond amazing what an enthusiastic, visionary and flat out fun CEO can do with the proceeds from selling a lot of very special red sports fluids.

We first caught wind of the Red Bull Global Rallycross heading to Phoenix in a propitious but happenstance manner: we were taking our turn in the Volkswagen Golf R on the track at Texas Motor Speedway (see Texas Auto Roundup feature in this issue), and VW gave us a right-seat ride-along, who turned out to be none other than rally champion Scott Speed. (Knowing this, we invited his specific point-by-point instruction at speed, then swapped seats with him for a number of even more memorable laps.) He mentioned he'd be in Arizona before long, for an event.

Next thing we knew, we were invited to join Speed and Volkswagen Andretti Rallycross (VARX) teammate Tanner Foust for the 2016 season's

inaugural Red Bull Global Rallycross races at Wild Horse Pass Motorsports Park, to get a look behind the scenes—and take some hot laps in the GRC's highly modified 600-hp rally cars (all right seat for us, this time with Tanner Foust at the helm).

Saturday: Round 1 GRC Supercar
Two-time Red Bull Global Rallycross champion Tanner Foust kicked off the 2016 season with a victory at Red Bull GRC Phoenix, the series' inaugural event, at Wild Horse Pass Motorsports Park. The Volkswagen Andretti Rallycross driver held off Bryan Herta Rallysport's Patrik Sandell and Chip Ganassi Racing's Brian Deegan for the win.

"I like the track!" Foust said after capturing his record-setting eighth Supercar victory. "It's a real Jekyll and Hyde kind of a track. You've got the road course, where you need to be real buttery smooth, and you've got that chaotic gravel when you are coming over the jump with tire stacks at 80 miles per hour. So there is a lot of the fun factor and technical spots!"

VARX dominated the preliminary rounds, with Foust and Scott Speed winning two heats apiece. From there, Foust won the first semifinal over the brand new Honda Red Bull Olsbergs MSE entry of Joni Wiman, while Speed held off Sandell to win the second semifinal. In the main event, Foust led from flag to flag, withstanding early challenges from Sandell and Speed to establish a comfortable lead. A late-race issue ended Speed's podium hopes, dropping him from second to fifth.

New manufacturer Honda put both of its Civic Coupes in the main event, with Joni Wiman finishing second in his semifinal and Sebastian Eriksson placing second in the last chance qualifier. Wiman, now in his third year with Olsbergs MSE, earned a sixth-place result in the event.

Sunday: Round 2 GRC Supercar
Tanner Foust extended his Red Bull Global Rallycross career win record by taking Sunday's GRC final in Phoenix. Foust took the ninth victory of his Red Bull GRC career over Volkswagen Andretti Rallycross teammate Scott Speed.

As with Saturday, the Beetles were dominant

KEEP RIGHT >>



KEEP RIGHT >>



Two-time Global Rallycross champion Tanner Foust had a perfect season-opening doubleheader in Phoenix: the quickest time in each qualifying session, and wins in each heat, semifinal and both main events. Volkswagen Andretti Rallycross (VARX) teammate and GRC defending champion Scott Speed won all his heat races and semifinals, and second place on Sunday, putting him in second place in the points standings behind Foust.

TANNER FOUST is a three-time US rallycross champion, has four X Games gold medals and holds two Formula Drift championships. His world records have included the Hot Wheels Double Loop Dare, a 66-foot loop-the-loop, the indoor speed record for TV's *Top Gear USA* and a 332-foot ramp-to-ramp Hot Wheels truck jump at the Indy 500. His race experience includes open wheel competition, the Pikes Peak Hill Climb, rally racing, sports car racing, SCORE



in the preliminary rounds, with both Foust and Speed sweeping their respective heats and semi-finals. Brian Deegan, coming off a third place finish in Saturday's main event, won the last chance qualifier but only made his way up to sixth in the main event. In the final, Foust beat Speed in a drag race off the line and never looked back.

Honda took its first rallycross podium, in only its second race, as Honda Red Bull Olsbergs MSE driver Sebastian Eriksson placed third. Eriksson, last year's runner-up, held off Saturday runner-up Patrik Sandell in a thrilling battle that lasted for the entire 10-lap final.

GRC Supercar Phoenix fast facts

Tanner Foust (#34 Volkswagen Andretti Rallycross Beetle) earned the eighth and ninth victories of his Red Bull GRC career while sweeping the weekend's doubleheader, allowing him to claim the all-time Supercar win record. He also became the first driver to sweep more than one doubleheader event in his Red Bull GRC career.

Scott Speed (#41 Volkswagen Andretti Rallycross Beetle) earned the 14th podium of his Red Bull GRC career with Sunday's second place finish. Speed now has eight podiums in his past 10 Red Bull GRC starts.

Volkswagen Andretti Rallycross (VARX) did not lose a heat, semifinal, or main event all weekend.

Patrik Sandell (#18 Bryan Herta Rallysport Ford Fiesta ST) earned the eighth podium of his Red Bull GRC career with Saturday's second place finish, becoming one of only four drivers (with Foust, Speed, and Brian Deegan) to earn a podium finish in each Red Bull GRC season from 2013 to 2016.

Brian Deegan (#38 Chip Ganassi Racing Ford Fiesta ST) earned the 12th podium of his Red Bull GRC career with Saturday's third place finish. It marked the first time that Deegan had taken a podium in a season-opening race since 2014, when he accomplished the feat in Barbados.

Sebastian Eriksson (#93 Honda Red Bull Olsbergs MSE Civic Coupe) earned the sixth podium of his Red Bull GRC career with Sunday's third place finish, also giving Honda its first-ever podium finish in its first season of Red Bull GRC.

Sebastián Saavedra (#77 AD Racing Ford Fiesta) made his Red Bull GRC debut in Phoenix with AD Racing. Saavedra is a five-time Indianapolis 500 starter and four-time Indy Lights race winner.

Unofficial points ranked the drivers as 1 Tanner Foust (125), 2 Scott Speed (100), 3 Patrik Sandell (94), 4 Steve Arpin (81), 5 Brian Deegan (79), 6 Sebastian Eriksson (67), 7 Jonie Wiman (41), 8 Jeff Ward (41), 9 Austin Dyne (36), 10 Rhys Millen (34) and 11 Sebastián Saavedra (3).

Manufacturer points stood at 1 Volkswagen (10), 2 Ford (7) and 3 Honda (7).

GRC Lites Recap

Every competitor drives an Olsbergs MSE-built GRC Lites car in this up-and-coming group. Miki Weckstrom and Conner Martell split victories in their Phoenix doubleheader—Weckstrom on Saturday in his first-ever GRC Lites start, and Martell on Sunday, holding off rookie Cabot Bigham.

On Saturday, polesitter Alex Keyes and Weckstrom each won both of their heats and shot out to the lead, with sophomore Collete Davis chasing until contact from Travis PeCoy and a resulting slide into a tire barrier eliminated her from podium contention. Keyes and Weckstrom traded the lead early, with Martell chasing until he took second, while Keyes ended up in third.

On Sunday, Weckstrom jumped to an early lead in the final as Martell and Bigham chased. Clever timing of the joker leg (bypassing the jump) left Weckstrom in third, behind winner Martell and rookie Bigham in third. Alejandro Fernandez came back from serious damage, but was disqualified by an overly aggressive maneuver.

Balance of 2016 season

The 12-race 2016 Red Bull Global Rallycross season runs through October, finishing in Los Angeles. The GRC Championship airs live on NBC and is available online live and on demand. For information, visit www.redbullglobalrallycross.com. ■



Baja and the Race of Champions three times. Foust is a host on *Top Gear USA* and does stunt driving for TV, commercials and film, including *Need 4 Speed*, *Bourne Legacy*, *Bourne Ultimatum*, *Fast and Furious: Tokyo Drift*, *Dukes of Hazard*, *Red Dawn* and *Iron Man 2*.

SCOTT SPEED moved from eight years of karting to open-wheel racing in 2001, winning the Formula Russell title in his first try. In 2002, while competing in the Barber Formula Dodge and Star Mazda series at age 19, he won the Red Bull Driver Search and headed to British Formula Three, then to German Formula Renault and Eurocup championships in 2004. He made his Formula One race debut at the 2006 Bahrain Grand Prix, the first American to race in F1 since Michael Andretti in 1993. Speed later turned to NASCAR, driving for Red Bull Racing and two other teams in the Sprint Cup Series. He is the reigning GRC champion, having won for Andretti in 2015.

ANDRETTI AUTOSPORT, based in Indianapolis and led by racing legend Michael Andretti, competes in the IndyCar Series, Indy Lights, Pro Mazda Championship, FIA Formula E and Global Rallycross. The Andretti group has four IndyCar Series championships, two Indy Lights titles, one Pro Mazda championship, one USF2000 championship—and had won the famed Indianapolis 500 three times as of their GRC visit to Phoenix. The very next weekend, Andretti notched up their fourth Indy win, as Alexander Rossi made history as the second rookie ever to take the trophy—and on its 100th running. ■



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Hey, handsome. VW shakes off aura of older New Beetle by Joe Sage

It's surprising to realize the new (A5) Beetle is now in its sixth year, about to enter its seventh. This seems to indicate how long it takes to reset perceptions after the relatively slow-selling New Beetle of 1998-2011. Introduced in 2011 as a 2012 model, this new Beetle ("new" is no longer part of the actual name) clearly aimed to capture more of the feel of the original, along with more of the market, than the prior old New Beetle had.

Even the best industrial designers and product planners can make a misstep, especially if they try to overfocus on a characteristic or segment. (J Mays and Peter Schreyer, both the best of the best, were involved in the Concept One show car and production New Beetle.) We can think of a couple of instances of this. The early 2000s Macintosh G3 and iBook, with their swirly shapes, bright colors and general aura of oh-so-creative users turned off the entire business segment, as well as designers who didn't pride themselves in silliness. And the prior generation New Beetle, hell-bent on seeking the Flower Power aura of '60s Beetles modified in the '70s, turned off about

half the population with the whole persona that started with its front-and-center bud vase and spread from there throughout the car. (The Malibu Barbie New Beetle may have been that generation's ultimate expression.)

Apple got back on track when they introduced the Quicksilver model, in a businesslike Graphite skin. It's not hard to see parallels to our handsome new Beetle, especially this one, with a handsome Platinum Grey Metallic skin, 19-inch Tornado machined aluminum-alloy wheels and quicksilver-fast 210-hp turbocharged engine.

This sample is maxed out: add all the features of SE, SEL and R-Line, and you have a car that needs no options (see sidebar). The 2-liter engine beats a base (\$25,490) 1.8L turbo by 40 horses, not as fast as a Golf R, but getting there. The R-Line spec adds sport suspension and sport seats, as well as a variety of visuals.

Even with the top down, this new Volkswagen Beetle is lean and mean. ■

SPECIFICATIONS

ENGINE	.2.0L TSI DOHC 16v direct-inject 4cyl Turbo
DRIVETRAIN	.....FWD
HP/TORQUE	.....210 hp / 207 lb-ft
TRANSMISSION	.....6-speed DSG automatic
BRAKES	.....F 12.3x1.0 vented, R 10.0x0.4 solid
SEATING	.....4
CARGO CAPACITY	.....7.1 cu ft
TURNING CIRCLE	.....35.4 ft
WEIGHT	.....3278 lb
FUEL TANK	.....14.5 gal
MPG	.....23/31/26 (city/hwy/comb)

BASE PRICE\$36,050

R-LINE® SEL INCLUDES: Bi-xenon auto headlights; LED DRLs; keyless entry/start; leather multifunc wheel and shift knob; A/C; 3-color ambient light; Bluetooth; USB; leather sport seats, heated front; cruise; addtl glovebox; 50/50 fold rear seat; rear spoiler; heated power mirrors; performance gauges; trip computer; MIB II Discover Media 6.3" color touchscreen; nav; VW Car-Net App-Connect; Fender premium audio; voice control; rear camera; blind spot, rear traffic alert; sport suspension; R-Line bumpers, door sill plates and fender badges; red calipers; allow-look pedals; gloss black mirror housings and door sills; foglights; 19" Tornado alum-alloy wheels.

DESTINATION CHARGE:\$20

TOTAL\$36,870



Ford foundation

by Joe Sage

For years, Taurus was Ford's top seller (a mid-size when introduced 30 years ago, a full-size later, as cars and categories both evolved). Taurus died in 2007, after the full-size Five Hundred and midsize Fusion had arrived in 2005. Five Hundred was then given the Taurus name within a year of Taurus's short death, but the midsize Fusion had already found a spot and would continue to capitalize on it. Fusion sales approached 150,000 each of its first few years, rocketed past 200,000 by 2010 and above 300,000 for the past two years,

with record market share for the past three years.

Ford has its eye on the gold medal. While sales of Toyota Camry and Honda Accord have dropped, Fusion's have grown, narrowing their leads to five percent and just two percent, respectively.

Fusion is arguably a foundation for the full Ford lineup, as midsize sedans are the number one starting point for consumers' brand awareness. Fusion styling is continually influencing other Ford models, while its volume guarantees it will gain quick inclusion of new technology and features.

Ford Fusion has also become the foundation for its own very complete lineup. There are all-wheel-drive models, four gasoline drivetrains, and hybrid and plug-in hybrid drivetrains. Trim levels start at \$22,120 and reach up to premium Platinum with AWD at just under \$40 grand, or a plug-in Energi Platinum PHEV also just under \$40 grand.

Engines include 1.5L and 2.0L EcoBoost fours, a 2.7L twin-turbo EcoBoost V6 (see Fusion Sport sidebar) and a non-turbo 2.5L Duratec in base trim. Electrified models include both hybrid and plug-in hybrid options (see Fusion Energi sidebar).

Much like the 2017 Ford Escape, covered in our previous issue, the 2017 Ford Fusion is largely a refresh. Chief engineer Bill Strickland told us, "We avoided change for change's sake. The new Fusion's refinements enhance what our customers

have consistently said is a winning design."

A new interior has controls in handier positions, more connectivity and storage (increased 40 percent), a space-saving electric parking brake, and a rotary shifter, one of the smoothest we've used (though it could benefit from firmer detents in its positions). The Platinum trim level tackles the premium segment, with quilted leather seats (heated and cooled) and leather throughout, plus moonroof. Electronic driving and safety systems all advance, as the lines between your driving and autonomous systems continue to blend (e.g. for lane-keeping, you choose a warning, active aid or both).

Despite its familiar face, advancements are so comprehensive throughout that we have to remind ourselves of one feature that really turns the

page for 2017—the integration of SYNC 3, Ford's much more user-friendly third-generation infotainment and communications system now working its way through the whole Ford lineup, replacing MyFord Touch. In addition to a much cleaner and easier interface, Apple- and Android-friendly SYNC 3 brings Siri EyesFree functions, as well as a suite of SYNC Connect services (free for five years) that let you remotely start your car, schedule future starts, or lock and unlock the car using your smartphone. The technology provides vehicle location information, as well as tire pressure, battery and fuel levels. SYNC Connect comes with complimentary activation for five years.

Plug in your smartphone. If so inclined, plug in the whole car. And fire up a new Fusion. ■

2017 FORD FUSION GASOLINE MODELS

(all are base MSRP)	FWD	AWD
Fusion S	\$22,120	---
Fusion SE	23,120	---
Fusion Titanium	30,120	\$32,120
Fusion Platinum	37,245	39,245
Fusion Sport	---	\$33,475

(destination charge or any incentive plans not included)

2017 FUSION ELECTRIFIED MODELS

(all are base MSRP)	FWD	AWD
Fusion Hybrid S	\$25,185	---
Fusion Hybrid SE	25,990	---
Fusion Hybrid Titanium	30,520	---
Fusion Hybrid Platinum	37,020	---
Fusion Energi SE PHEV	\$31,120	---
Fusion Energi Titanium PHEV	32,120	---
Fusion Energi Platinum PHEV	39,120	---

(destination charge or any incentive plans not included)



FUSION ENERGI PLUG-IN HYBRID

A study shows most drivers think the longest plug-in hybrid (PHEV) range is just 261 miles. Ford has news for them: the Fusion Energi PHEV already achieves 550 miles in the 2016 model, and with updated powertrain software and regenerative braking has an estimated 610-mile range for 2017, highest in the US and nearly triple that of the upcoming Tesla Model 3, projected by Tesla at 215 miles.

The Fusion Energi is engineered for about 21 miles in all-electric battery mode, then one combined battery-engine mile, then 588 gasoline miles.

A PHEV is great if you don't have EV charging at work, or if you take trips beyond current EV infrastructure.

With six electrified vehicles, Ford is number one in PHEVs (for 2015 and to date 2016). They are investing \$4.5 billion to add 13 new electrified vehicles by 2020, projecting over 40 percent electrified by the end of this decade.

Fusion Energi sales have hit almost 30,000 since 2013. The 2017 model is rated 43/41/42 MPG (city/hwy/comb), has a 14-gallon tank and 21-mile all-electric range—and is on sale now. ■

FUSION SPORT

Since the prior Fusion launched in 2012, buyers and dealers have been asking for a performance version.

Following the formula of Explorer Sport and Edge Sport, Ford introduces an all-new Fusion Sport, with a 325-hp 2.7L twin-turbo EcoBoost V6, 380 lb-ft of torque and all-wheel drive standard—"an all-out assault on more expensive German sport sedans."

Ford hopes to attract shoppers looking at V6 Honda or Toyota, but also seeks to displace cars costing "a five-figure premium" above Fusion Sport. One in five buyers of Explorer Sport has been a conquest from Audi, BMW or Mercedes-Benz.

While Explorer sales rose 24 percent from 2013 to 2015, Explorer Sport more than doubled, at 103 percent. Edge sales were close to flat over that same period (during model changeover), but Edge Sport jumped 62 percent.

The 2017 Ford Fusion Sport starts at a very un-German sports sedan price of \$33,475—with all-wheel drive. ■



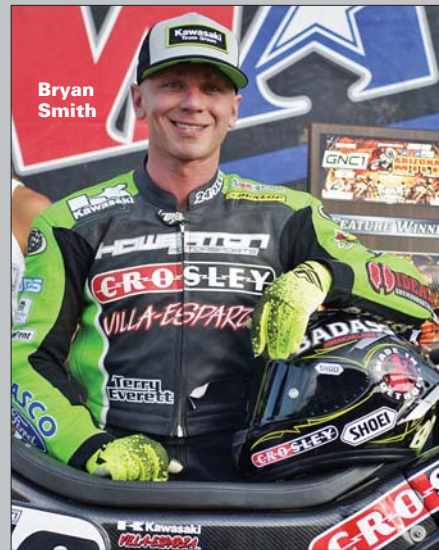
▼ **AMA Pro Flat Track** made its return to the Valley for the first time in 30 years with the Law Tigers Arizona Mile, scheduled as round four of the 2016 AMA Pro Flat Track season, on Saturday, May 14 at Turf Paradise in Phoenix. The Arizona Mile was the first AMA Pro Flat Track race in southern Arizona since 1986, when motorcycle racing legend Bubba Shobert won a half-mile event in Phoenix aboard a Honda RS750, completing the “Grand Slam” of motorcycle racing, winning a Mile, Half-Mile, Short Track, Tourist Trophy and Road Racing main event that year. In addition to the AMA Pro Flat Track action on the race track, the 2016 event, presented locally by Buddy Stubbs Harley-Davidson, had a variety of family-friendly entertainment including stunt performances and a vendor area. Buddy Stubbs got everyone in the spirit by signing autographs at his museum on Friday before the race. Bryan Smith won AMA Pro Flat Track’s inaugural Law Tigers Arizona Mile in stunning fashion. The “Mile Specialist” lived up to his nickname, topping defending Harley-Davidson GNC1 presented by Vance & Hines champion No. 1 Jared Mees by 12.646 seconds in front of a standing room only crowd at Turf Paradise. With temperatures soaring above 100 degrees, Smith, mounted his No. 42 Crosley/Howerton Motorsports Kawasaki Ninja 650 and showed that heat wasn’t a factor for him. The Michigan native set a

blistering pace all day, winning his heat race by a remarkable 10.942 seconds to start from pole position in the main, then leading every lap of the main in flawless succession. Like Smith, defending series champ Mees showed speed early to take the win in his heat race by 7.457 seconds. But the Harley-Davidson-mounted rider was unable to keep Smith’s pace in the night’s main event. After bolting to the



front at the start of the race, No. 65 Cory Texter settled into a rhythm behind Smith and Mees to earn the first GNC1 podium finish of his career.

▼ Vintage meets custom in the **BMW R 5 Hommage**. At the core is an original 500cc two-cylinder engine provided by motorcycle enthusiast Sebastian Gutsch.



This boxer engine had been damaged in a race and provided the starting point for creating the BMW R 5 Hommage. The homage bike was elaborately hand-crafted from scratch. Brothers Ronny and Benny Noren, who have been building tailor-made customer bikes for more than 30 years, produced missing parts for the engine and gearbox according to specifications of the BMW Motorrad Design

Team. 80 years ago, BMW presented the BMW R 5 to the international public—an exciting new technological development that was to influence motorcycle construction right through to the 1950s. Inspired by the 500 cc factory racing machine of 1935, it was one of the groundbreaking sports motorbikes of the late 1930s with its newly designed light frame. To mark

the 80th anniversary, BMW Motorrad honored the BMW R 5 Hommage at the Concorso d’Eleganza Villa d’Este 2016.

▼ The **Harley-Davidson® Screamin’**



Eagle® Factory Team is unleashing the new-generation XG750R, its first all-new flat track race bike in 44 years, to battle in fierce, adrenaline-filled competition on dirt ovals across the US. The XG750R made its official competition debut on May 29 at the AMA Pro Flat Track Springfield Mile in Illinois. Powered by the 750cc Revolution X fuel-injected, liquid-cooled V-Twin engine, the XG750R is strictly for race competition and not offered for sale at this time. The new flat tracker is powered by race-modified version of the Revolution X V-Twin designed for the Harley-Davidson Street 750, a bike built for maximum urban maneuverability with rebellious Dark Custom attitude. The engine and a racing frame for the XG750R were developed by Vance & Hines Motorsports, who are also the partner for the factory Harley-Davidson Screamin’ Eagle/Vance & Hines drag racing program where V-Rod motorcycles have won eight of the past 12 NHRA Pro Stock Motorcycle drag racing championships.

▼ **EBR Motorcycles** has partnered with **Splitlath Racing** for the 2016 Superbike racing season. Splitlath will be racing at select international venues to showcase the EBR 1190. John Dimbylow, team principal of Splitlath Racing, has worked with Erik Buell for a few years, but will now be fully integrated into the EBR family. Splitlath has been racing in 2015 and 2016 mainly in the emerging Chinese Pan Delta Superbike series,

where crowds and TV coverage are huge. The team has won every race entered to date, against full factory efforts from big players. Splitlath also attended the Isle of Man TT and Macau GP, more to produce

videos of these amazing events and the experience around them, than to go for the win. Splitlath anticipates returning to the US to compete. They are currently talking to potential sponsors and working on approval from the US organization.

▼ In keeping with its mission to Honor the Ride, the **Sturgis Motorcycle Museum** has instituted a new Freedom Fighter award recognizing an individual who has fought to protect the rights of motorcy-



clists. For 2016, the Freedom Fighter is Gary Wetzel, a Vietnam veteran and Congressional Medal of Honor recipient who has been active for decades in raising awareness of veterans’ issues, and also protecting riders rights. A longtime rider, he has ridden with Rolling Thunder since the second ride in 1989—he has had the honor of riding the lead bike almost every

year—and has stepped up countless times as an advocate for the disabled. One of the first formal events of Harley-Davidson’s 110th Anniversary Celebration was Military Day, with a fundraising motorcycle ride to the VA hospital and Gary Wetzel leading the way. Gary Wetzel will be honored at the 2016 Sturgis Motorcycle Museum & Hall of Fame 2016 Induction Breakfast on August 10, 2016 at the Lodge at Deadwood in Deadwood, South Dakota. Breakfast tickets are a \$35 donation, tables of eight \$300. Tickets are available at 605.347.2001 or online at sturgismuseum.com/shop/hall-fame-breakfast.

▼ Slalom races, slow races, keg pushes and other casual motorcycle games are part of the **AMA Classic Field Meet Challenge** scheduled daily during AMA Vintage Motorcycle Days July 8-10 at Mid-Ohio Sports Car Course in Lexington, Ohio. ABATE of Ohio will oversee registration and officiating for the field meet, which is provided free to all those attending AMA Vintage Motorcycle Days.

▼ **Arizona Bike Week** are set for April 5-9, 2017. It’s going to be ABW’s 21st birthday, and they intend to celebrate it, biker style. They will be opening up RV camping reservations in September. If you reserved an RV site at the 2016 event,

they will email you with a chance to rebook your same spot for 2017, before opening the signup to the general public. If you need to change the email they have on record for you, please send a note to info@azbikeweek.com, with your name from the 2016 reservation, old email address and new one, and the space number you had in 2016, if you know it. ■



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VEHICLE IMPRESSION : 2016 RAM 1500 REBEL CREW CAB 4X4

all gain no pain
BY JOE SAGE

This is the off-road pickup you might end up with if you spent enough time and money modifying a stock truck, but you'd make a few compromises. The Ram team has already done it for you, every bit engineered within spec, affordably and without compromise. On your own, you'd likely trade fuel mileage for power, towing for aggressive stance, or highway ride for rough duty. Ram Rebel is an amazing off-road truck, but what's remained especially impressive to us is that it trades off no such things, adding huge capability without compromising one iota of original specs. Even as a 5.7 HEMI 4x4, its multi-displacement system deactivates four cylinders for fuel economy, but in Ram's implementation keeps that beautiful V8 rumble, via an additional set of baffled mufflers.

Rebel is also available with a 305-hp 3.6L Pentastar V6. The V8's MDS puts it close to V6 efficiency, with maximum off-road or tow utility.

The Rebel tows within 20 pounds of a regular Ram 1500. It sits atop 33-inch tires, yet suspension adjusts over a 3.5-inch range for entry/exit (2.5 inches lower) or off-road use (an inch higher).

We've driven Ram Rebel in Texas Truck Rodeo competition, Mudfest competition, and through the most challenging sand-mud-dirt-rut-climb conditions in the hills outside Phoenix. Off-road, Rebel rates a 10. Around town, a 10. Full sports car freeway or two-line driving, maybe a nine, but it has such ample power and presence that earn bonus points in aggressive traffic, bringing it back up to a 10. The only thing we haven't done yet is long-distance touring, but it's hard to imagine any downsides. The cabin is comfortable and as fully equipped as any modern pickup. ■

One rap of the knuckles on Rebel's cool two-scoop hood confirms its aluminum construction, one more way—along with aluminum wheels and some suspension parts—that Ram has delivered a rough-duty truck weighing no more than some compact crossovers.

2016 RAM 1500 REBEL CREW 4X4

ENGINE	5.7L V8 HEMI® MDS VVT
DRIVETRAIN	4x4
HORSEPOWER/TORQUE	395 hp / 410 lb-ft
TRANSMISSION	Torqueflite 8-spd auto
REAR AXLE	optional high-ratio 3:92
MPG	14/21/17 city/hwy/comb
SEATING	five (2/3)
LENGTH / WHEELBASE	229.0 in / 140.5 in
GROUND CLEARANCE (F/R AXLE)	9.3/8.8 in
APPR/DEP/BRK (OFF-RD MODE)	25.3/23.0/25.4"
TURNING CIRCLE	39.8 ft
WEIGHT	4330 lb
TOWING	10,130 lb
BASE PRICE	\$45,100
LUXURY GROUP: Upgraded mirrors and visors; LED bed lighting, overhead console	660
PROTECTION GROUP (SKID PLATES)	150
REAR CAMERA & PARK ASSIST GROUP	595
8-SPEED AUTOMATIC	500
ANTI-SPIN REAR AXLE	370
5.7L V8 HEMI®	1150
7" REBEL RECONFIG INSTRUMENT CLUSTER	175
UCONNECT® 8.4 NAV	1105
RAM BOX SYSTEM	1295
TRAILER BRAKE CONTROL	280
SPRAY-IN BEDLINER	475
DESTINATION CHARGE	1195
TOTAL	\$41,685



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VEHICLE IMPRESSION : 2016 KIA SEDONA SXL

LUXURY LINER

WITH SPEED BOAT AGILITY BY JOE SAGE

Kia's people mover has the general shape and tell-tale sliding doors of a minivan, and that's what the prior Sedona was. But they've taken a new angle on the machine, and thus the term, now calling the Sedona a multi-purpose vehicle—an MPV. With its unmistakable family face, from the front it could almost be taken for a Sorento crossover, or maybe even an Optima midsize sedan. From the driver's seat, this sizable ride can easily be taken for a performance sedan. That's what Kia promised us when the new Sedona was introduced, and we'd say they delivered.

On the road or in tight spots, it feels much smaller than it is. Maneuverability is tops, with a turning circle just 16 inches wider than a MINI in a vehicle 50 inches longer. The traditional minivan experience of being the unwitting pilot of a barge is completely gone

from the Sedona. Yet, it still has 142 cubic feet of cargo space behind the front row, 40.9 inches of legroom in front and a generous 40.6 in the second row, with Slide-N-Stow seating that quickly folds upright for cargo—or up to 51.4 inches with phenomenal "First Class lounge" reclining seats. The third row retracts completely into the flat cargo floor.

The new Kia Sedona is a very well-executed vehicle, with top-notch interfaces and controls. The UVO screen and surround cameras offer a clean layout and a clear image.

We had no specific need for a, well, minivan-equivalent during our week with the Kia Sedona, yet we greatly enjoyed just driving it.

Lean and nimble as this is, other drivers may still treat this aggressively, as they often do a minivan. But with the 276-hp Sedona in your hands, you can deal with it. ■

SPECIFICATIONS

ENGINE	.....3.3L DOHC GDI V6, alum heads/block
DRIVETRAIN	.....FWD
HP/TORQUE	.....276 hp / 248 lb-ft
TRANSMISSION	.....electronic 6-spd auto/Sportmatic
STEERING	.....rack mounted electronic p/s
SUSPENSION	...F: MacPherson struts, coils, anti-roll bar; R: multi-link w/struts, coils, PLD dampers.
WHEELS	.....6.5Jx19 chrome alloy
BRAKES	.....F: 12.6 vented / R: 11.9 solid disc
SEATING	.....7 / optional 8
CARGO CAPACITY	.....33.9 / 78.4 / 142.0 cu ft
LENGTH/WHEELBASE	.....201.4 in / 120.5 in
TURNING CIRCLE	.....36.8 ft
WEIGHT / DISTRIBUTION	.....4656 lb / 57/43 F/R
TOWING CAPACITY	.....3500 lb
FUEL / FUEL TANK	.....87 octane regular / 21.1 ga
MPG	.....17/22/19 (city/hwy/comb)

BASE PRICE	.....\$39,900
SXL TECHNOLOGY PACKAGE	Xenon HID headlights w high beam assist, lane departure, forward collision warning, surround view monitor, smart cruise control, chrome side sill trim, luggage zone 115V power inverter
	.....2800
REAR SEAT ENTERTAINMENT SYSTEM1095
DESTINATION CHARGE895
TOTAL\$46,690



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**Cigarette Racing Team
41' SD GT3 boat and
Mercedes-AMG GT3 racecar**

Mercedes-AMG and Cigarette Racing have joined forces for the sixth consecutive year to present the Cigarette Racing Team 41' SD GT3 boat inspired by the Mercedes-AMG GT3 racecar. The most powerful "open performance" boat ever produced by the Cigarette Racing Team, the 41' SD GT3 reflects the styling and thoroughbred motorsport technology of the Mercedes-AMG GT3. Developed to comply with the FIA's GT3 race rules, the Mercedes-AMG GT3 competes in the world's most hotly contested customer race series. The GT3 racecar is based on the Mercedes-AMG GT S, which launched in the US in April 2015. The GT S provided ideal prerequisites for the GT3 racing model, with low center of gravity, perfect weight distribution and wide track, for precise cornering, high lateral acceleration, agility, a high level of traction and low inertia when having to change direction fast. Power from an AMG 6.3L V8 runs through a rear trans-axle six-speed sequential racing gearbox. Double-wishbone suspension is almost entirely aluminum. The Cigarette Racing Team 41' SD GT3 is powered by two 1100-hp NXT6 Drive Mercury Racing engines. The 11' beam boat has a prop limited top speed of more than 100 mph and weighs just over 20,000 lbs, with a focus on big water performance. Its handcrafted interior and exterior feature matte compo-

ments, a complete teak wood floor and full extreme marine grade leather interior—a first for Cigarette. The boat has Bluetooth, computerized controls, three high-definition 17-inch displays, and next-gen integration of Garmin and Cigarette navigation and audio. Mercedes-AMG and Cigarette Racing began their collaborative partnership in 2007, primarily for joint customer and marketing activities.

Leigh McMillan and Matt Cornwell of Land Rover Ben Ainslie Racing experienced ultimate sailing conditions using the wind tunnel testing facility at the Motor Industry Research Association (MIRA) national center of automotive excellence in the Midlands UK. Three days of intense testing and aerodynamic analysis were part of Land Rover's commitment to apply its expertise in advanced engineering, technological innovation and design, to support the team's ambition to build the winning team for the America's Cup Final in Bermuda 2017. McMillan and Cornwell simulated a host of sailing maneuvers and positions to look at ways of reducing drag on performance and boat speed. Wind tunnel test speeds reach up to 60 mph, and a smoke effect allows engineers to analyze wind movement around the boat and the sailors themselves, to simulate real-world conditions. Land Rover BAR's



**Land Rover
Ben Ainslie
Racing**

wind tunnel testing will help the sailors' and engineers' understanding of the aerodynamic impact that the crew have on the boat, and ultimately its maximum speed.

Boat Owners Association of the United States (BoatUS) and National Marine Manufacturers Association (NMMA) urge boaters to be mindful when selecting fuel for their boats, as the federal Renewable Fuel Standard (RFS) is increasing the risk of misfueling. Even one mistake at the pump can bring expensive, warranty-voiding repairs or even engine failure. Boats can only run on 10 percent or less ethanol (E10) fuel. Many boaters prefer ethanol-free (E0). Federal ethanol fuel mandates may have boaters facing a much harder time finding the fuel they need this summer. Some 95 percent of boats are filled at retail gas stations, but a 2016 poll found that 60 percent of consumers believe any gas sold at retail stations is suitable for all engines and products. Only 36 percent knew E15 (15 percent ethanol) is harmful to some engines, and just five percent knew its use in those engines is also illegal. Federal mandates require increasing amounts of biofuels—including corn ethanol—to be blended into the fuel supply every year. As more E15 is forced into the fuel supply, the risk of accidental misfueling grows, especially at gas stations with blender pumps. ■

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VEHICLE IMPRESSION : 2016 TOYOTA TACOMA TRD OFF-ROAD 4X4 DOUBLE CAB

Lotta truck for the buck

A ONE-YEAR MODEL by Joe Sage

Evolution is important on this one, and a bit of a work in progress. Toyota Tacoma is all new for 2016, the third generation of Tacoma, the second generation of Tacoma as a mid-size and the ninth generation of compact-to-midsize smaller Toyota trucks overall.

An extreme-capability TRD Pro Series—for Tundra, Tacoma and 4Runner—was introduced in 2015, bringing Baja-caliber modifications straight from the factory.

New TRD Pro Tundra and 4Runner models were released for 2016, but the Tacoma TRD Pro will be a 2017 model, revealed at the Chicago show in February and on sale this fall.

For 2016, Tacoma offers two TRD models: the TRD Sport and TRD Off-Road, but this is not a TRD Pro Off-Road—Pro skips a year.



The base 4x2 Tacoma SR starts at \$23,660 and the SR5 at \$25,745. TRD Sport adds about \$4300 of style and features to the SR5. And the TRD Off-Road is about \$1100 above that. Any are available as rear-drive or 4x4. The TRD Off-Road has electronic locking rear differential, terrain select, 16-inch alloys (the TRD Sport has 17-inchers), integrated fog-lights, 120v power in the bed and, most importantly for the toughest duty, crawl control.

We were just getting off the plane from Mudfest—the Outdoor Activity Vehicle of the Year competition in the Pacific Northwest—when we were greeted by our second TRD Off-Road of the week, in the same Inferno orange paint (a perfect color for it, the most distinctive of three 2015 TRD Pro colors), so it put a smile on our face to see it again.

Prices have not been announced for the 2017 Tacoma TRD Pro, but the 2016 4Runner and Tundra TRD Pros run about \$11-13,000 above base, so we'd expect the next Tacoma TRD Pro to be a few thousand dollars more than the TRD Off-Road here. The TRD Pro is a real tour de force, aimed at the same kind of niche as Ford Raptor or Ram Rebel, with full skid plates, extreme suspension and such, plus leather and premium audio inside. It's appropriately 4x4 only, but will offer the welcome option of a manual transmission (this year's TRD Off-Road is automatic only).

You know if you just have to wait for the

2016 TOYOTA TACOMA TRD OFF-ROAD

ENGINE	3.5L V6 Atkinson cycle Dual VVT-i
TRANSMISSION / DRIVETRAIN	6-spd ECT auto / 4x4
HP/TORQUE	378 hp / 265 lb-ft
4X4 TRANSFER CASE RATIO	1.00:1 / 2.57:1
BRAKES	FR: vent disc 10.75 in, R: drum 10.0 in w/ ABS, EBD, brake assist, TRAC, VSC, auto LSD
STEERING	power rack and pinion
SUSPENSION	FR: coil, double wishbone, stabil.bar R: leaf spring, staggered outboard gas shocks
WHEELS	16-inch machined contrast alloy
LENGTH / WHEELBASE	212.3 / 127.4 in
GROUND CLEARANCE	9.4 in
APPROACH / DEP / BREAKOVER	32 / 23.5 / 21
TURNING CIRCLE	40.6 ft
WEIGHT / PAYLOAD / GVWR	4480 / 1175 / 5600 lb
TOW CAPACITY	(V6 w/ tow prep pkg) 6400 lb
GCWR	11,360 lb
FUEL / FUEL CAPACITY	87 octane reg / 21.1 gal
MPG	18/23/20 (city/hwy/comb)

BASE PRICE \$33,730

PREMIUM & TECHNOLOGY PACKAGE: Front dual zone climate control, heated front seats, parking radar, blind spot, rear cross traffic, color keyed rear bumper, auto headlights, moonroof.....2330

V6 TOW PACKAGE: Class IV receiver hitch, ATF cooler, engine oil cooler, power steering cooler, 130-amp alternator, 4- and 7-pin connectors/converter, trailer sway control.....650

DESTINATION CHARGE:900

TOTAL \$37,610

TRD Pro. If, on the other hand, you'd like its style and feel, and a decent degree of its capabilities now, or maybe don't even relish the extreme version, this TRD Off-Road truck is your one-time chance to save a few bucks. ■



The Port of San Diego

Bananas, wind turbines and cars, lots of cars

Story and photos by Jan Wagner - © AutoMatters & More

The Port of San Diego is absolutely vital to the sustained economic development of the local area, the state of California, the region and the nation. To provide insight into this and to commemorate Maritime Month, each May the Port of San Diego shares its vast wealth of knowledge via narrated, educational chartered boat and bus tours along San Diego Bay's waterfront—incredibly free of charge.

Experiencing this bustling, vibrant area by both sea and land provides two distinctly different and complementary opportunities to learn about the Port of San Diego. It encompasses shipbuilding, repair and maintenance; the US Navy; cruise terminals; cargo terminals, which handle thousands of automobiles, as well as tons of cargo as diverse as bananas and cement; the hotel industry; entertainment; recreation; and the commercial fishing industry.

Maritime Month has a long and colorful history, dating back to 1933 when "the joint Congressional Resolution established May 22 as National Marine Day to recognize the men and women of the US

Merchant Marine, and the many other maritime industry workers that have transported cargo and defended the United States since 1775."

Legislation created the Port of San Diego back in 1962 to manage San Diego Bay, promoting commerce, navigation, recreation and fisheries. Today, the maritime industry generates billions of dollars in annual economic impact and thousands of jobs with family-supporting salaries that are above the region's median income. The Port of San Diego's cargo terminals are one of only 17 commercial "strategic ports," designated to support cargo and vessel operations for the US military's Transportation Command and Military Sealift Command. Naval Base San Diego is the principal homeport of the Pacific Fleet, home to 213 individual commands and comprising over 1,600 land acres and 326 acres of water. The boat tour passes by and describes, in fascinating detail, many different types of US Navy ships and their functions.

Only 20 miles from the Mexican border, the Port of San Diego offers easy access to



three major interstate highways and on-dock rail access, providing straight hauls to major metropolitan markets.

The Port of San Diego is multipurpose, handling what are called breakbulk cargoes. These include anything that does not fit neatly into a container, such as very large parts like windmill components, with their long blades and towers; free-flowing cargo including cement, sand and gravel; lumber; newsprint; and heavy equipment.

Cold storage dockside warehousing and a multi-acre refrigerated container facility accommodate perishable cargoes. Container ships are loaded with Dole bananas, pineapples and other fresh fruit from Costa Rica and Ecuador. Over 185 million bananas per month are processed here.

After they are unloaded from the ships, containers are plugged into over 500 refrigerated container outlets to keep their cargo cold. Some of the containers are unloaded and broken down into pallets,

for transshipment to local grocery stores.

With its orderly rows of automobiles that stretch almost as far as the eye can see, the Port of San Diego is a major vehicle import/export facility. Some of the new vehicles have their hood raised or a flag tied to their antenna to alert workers to what the vehicles need, such as port-installed accessories and services. Mitsubishi has final assembly of utility trucks done here, which saves on tariffs.

Pasha has a thriving business between National City and four different islands in Hawaii, to handle any vehicles from Hawaii that need to be salvaged. Of the thousands of rental car fleet vehicles returned to the mainland annually, many seem to be Mustang convertibles.

Other exports that pass through the Port of San Diego include sodium sulfate, soda ash and potash, which are mined in the Death Valley area of California. These materials are loaded onto ships by a 2,000 tons per hour bulk loader/unloader.

Hotels along the waterfront are part of the Port of San Diego's real estate operations, along with 22 waterfront parks.

The Port of San Diego built the convention center in 1989 and then turned it over to the City of San Diego to run.

Lasting several hours, these boat and bus tours are interesting, informative and thought provoking, and provide numerous photo opportunities for visitors and residents alike. We wish they ran year-round, but start planning for next May. ■



QUICK PORT STATS

! The US Bureau of Transportation Statistics ranks the Port of San Diego as one of America's top 30 US container-ship ports, bringing in nearly 3,300,000 metric tons of cargo per year. Together with National City Marine Terminal, it is the primary US port of entry for Acura, Honda, Isuzu, Mitsubishi Fuso, Nissan, Volkswagen and Hino Motors. The Port holds a 20-year lease with Dole, bringing in much of the country's banana crop. ! The Port of San Diego is a self-supporting public-benefit corporation, governed by a seven-member Board of Port Commissioners, one each appointed by Chula Vista, Coronado, Imperial Beach and National City, and three by San Diego. ! Other major West Coast ports include Los Angeles, Long Beach, Oakland, Portland, Seattle and Tacoma. ■

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Sensibilities by Joe Sage

Meet the Buick Cascada. New to the US this year, Opel has built the car in Europe since 2013. But with a new badge, we have a sexy new premium German convertible here. It's Buick's first convertible since the 1991 Reatta and their first two-door since the 1999 Riviera. It has a different look for the Buick brand.

Buick last winter announced a new logo—like before, but “returning” to the use of red, white and blue—saying “it is part of an all-new grille design inspired by the award-winning Avenir concept, which sets the new chrome insignia against darkened waterfall grille bars.” They also say Cascada signals a “perception-shifting” year. We’re surprised they didn’t adapt the highly recognized Buick waterfall grille to this car (all the more so since Cascada means waterfall in Spanish). We like Cascada’s black and silver logos, but also wonder where all that red, white and blue buzz went.

Family brand points aside, Cascada the individual car brings you premium German engineering at Detroit prices. It also retains European sensibilities.

There is no keyless entry or start. Seat adjustments seemed limited. The steering wheel has mechanical tilt. There is auto climate control, but no sync. In one oxymoronic feature, you have to go several layers into the screen to set one of three “auto” fan speeds, and that’s your speed, not so auto. Touchscreen tabs are narrow and very close to the edge, hard to use with big American hands. Some of these things will probably become more Americanized. For now, take them as “foreign car” charm.

Cascada is firmly road-connected. We could feel the pavement through its run-flat tires, a smooth, strong ride. The car has front-wheel drive and electric steering, but neither one showed its bad side—the car was catlike in curves, and the steering was solid and sure.

The convertible top is quick—with windows not involved, we timed it at 14-odd seconds down, 15-odd up. Officially, it’s a 17-second open, windows included, although you are dry in about 11.

GM almost sold off Opel during the economic

SPECIFICATIONS

ENGINE/DRIVETRAIN	.....1.6L turbo VVT dir.inj. / FWD
HP/TORQUE	.....200 hp / 207 lb-ft (221± w/overboost)
TRANSMISSION	.....Hydra-Matic 6T45 6-spd auto
WHEELS/TIRES	.....20-in aluminum / 245/40R20 ALS
BRAKES	.....F: 12.6 vent / R: 11.5 solid single-piston
STEERING	.....rack-mount elec, var assist rack/pinion
SUSPENSION	Fr: HiPer Strut indep., tuned coils, direct-activ. stabilizer bar, hydraulic ride bushings
	R: compound crank torsion beam, Watts Z-link
SEATING	.....four (2/2)
CARGO CAPACITY	.....top up 13.4 / top down 9.8 cu.ft
WEIGHT / DISTRIBUTION	.....3979 lb, 57/43 F/R
LENGTH / WHEELBASE	.....184.9 in / 106.1 in
TURNING CIRCLE	.....38.7 ft
FUEL / CAPACITY	.....premium rec/not req'd / 14.3 gal
MPG	.....20/27/23 (city/hwy/comb)

BASE PRICE	.....\$36,065
DESTINATION CHARGE	.....925

TOTAL\$36,990

downturn of 2008-09. We were glad they didn’t, as it’s a source of many technologies and cars. Cascada offers considerable value with one model at \$33k and this one at \$36k. Buick service costs should also be an advantage over German-branded badges in the US. We figure Buick Cascada is bringing us European pomme de terre elegance at an American potato price. ■



TEXAS TRACK TIME

Story and venue photos: Joe Sage
Winner photos: Major League Photography

Every fall, the Texas Auto Writers Association (TAWA) hosts the Texas Truck Rodeo, where the toughest pickups and utilities vie for prestigious awards on challenging specialty courses in the hill country near San Antonio and Austin. In spring, we trade rivers and rocks for the track—Texas Motor Speedway near Forth Worth—for the Texas Auto Roundup. Raptors and Ram Rebels give way to Mustangs and MX-5 Miatas, as well as crossovers and minivans.

A record number of media participants, 58, came from eleven states and from as far away as The Netherlands this year.

Manufacturers ship in the best of their best, vehicles appropriate for the top Car of Texas and Family Car of Texas titles, but knowing full well there is the potential of track time. We have three options at our disposal: a route out onto public roads that includes a chance to merge and purge on the Interstate; a set of ring

roads on the track property, with various curves, dips and straightaways (but sharing rules of the road with the occasional working civilian); and the infield road course at the track. The larger track, a full-blown speedway with 24-degree banked turns, was in use by IndyCar teams training for Memorial Day Weekend and the 100th running of the Indy 500—giving us great background sound effects and a general air of excitement.

Any of our vehicles can be driven on the public roads or ring roads, while some of the more obvious ones are also specifically allowed on the infield track—Viper, SRT Hellcat, Volkswagen Golf R, Fiat 500 Abarth, Lexus GS-F and many others (including some you might not expect to see on the track). In some cases, the manufacturers provided absolute top-tier right-seaters, such as John Rutherford (Johnny's son) for SRT, or Scott Speed for VW.

The only thing better than having a premier driver in your right seat is having them in the driver's seat and yourself in the right seat. We took a number of highly memorable laps in the VW Golf R with Scott Speed at the wheel, demonstrating once again that no matter whether any of us think we are pushing a car's limits, we generally are not. We thought we'd raise our smartphone for a track sequence during Speed's speed laps, but we may as well have been attempting a windshield



selfie during a space shuttle launch, such were the g-forces. This is also when we first learned that Speed would be in Phoenix in a couple of weeks for Red Bull Global Rallycross at Wild Horse Pass Motorsports Park, also featured in this issue.

Last year was our first time attending Texas Auto Roundup. It was held in March, and it poured almost the whole time, precluding track time. (A couple of vehicles braved right-seat-only laps with champions driving toward the very end.) This year, the event was moved to May, and the weatherman was on our side. Lucky timing, actually, as parts of Texas experienced record newsmaking flooding within a couple of weeks of this. This year, we had a little bit of rain, but not for long and not enough to change our plans.

Manufacturers make their own entry decisions. We had 50 vehicles to try, from 21 brands. Five brands entered the most,

KEEP RIGHT >>



BEST MINIVAN, FEATURE, INTERIOR + FAMILY CAR OF TEXAS: CHRYSLER PACIFICA



BEST PERFORMANCE COUPE + CAR OF TEXAS: 2016 SHELBY GT350R



BEST PERFORMANCE SEDAN: 2016 DODGE CHARGER SRT HELLCAT



SUPERCAR OF TEXAS: 2016 DODGE VIPER GTC



BEST ACTIVITY VEHICLE: 2016 NISSAN MURANO PLATINUM



BEST FULL-SIZE LUXURY CAR: 2016 CADILLAC CT6



BEST PERFORMANCE UTILITY: 2016 VOLVO XC90 T6 AWD



BEST COMPACT CAR: 2016 HONDA CIVIC TOURING





four each: Chevrolet, Chrysler, Dodge, Nissan and Toyota. There were 20 from the US (22 if you count Fiat, part of Detroit's FCA), nine from Europe (including Fiat) and 20 from Asia (18 Japanese and two Korean, both from Kia). Corporate-wise, top representation was from FCA with eleven, GM eight, Toyota-Lexus seven and Nissan-Infiniti six.

Judging falls into 13 vehicle award categories by size, performance, luxury, utility, green credentials and combinations thereof. Subcompacts were folded in with compacts this year, as lines continue to blur in many segments. Even Tesla sent a vehicle, the first time we've seen them participate in such an event (their new Model X was entered not as a Green Vehicle but rather Performance Utility).

Two ultimate prizes are for the annual Car of Texas and Family Car of Texas.

Awards are also given for best new feature and best new interior.

There was one display-only vehicle: the upcoming 2017 Fiat 124 Spider (which we drove in California a few weeks later, as featured elsewhere in this issue).

It's a go-go-go day-and-a-half effort, each of us with checklist in hand, trying to drive all 50 (as we will be voting on all 50, efficiently via an online interface). It's mad dash after mad dash, car to car, with a chance to visit with manufacturers and colleagues in the gaps. Selections are discretionary, as available, and demand for some was, not surprisingly, red hot.

Each category receives votes for first, second and third place, and a weighted algorithm determines first place and runner-up in each category. A deeper dive into raw scoring generally shows just how tight the scoring gets—there is not a vehicle entered that's not worthy of a win.

Entrants and winners are as follows. All are 2016 models unless noted. The first grouping includes cars in five categories:

COMPACT CAR

1st: Honda Civic Touring

2nd: Mazda3 5-Door Grand Touring

OTHERS: Chevrolet Cruze Premier

Fiat 500X Trekking Plus AWD

Honda Civic Coupe LX-MT

Nissan Sentra SL

Volkswagen Beetle Dune Convertible

Volkswagen Jetta 1.4T S

MIDSIZE CAR

1st: Kia Optima SXL

2nd: Nissan Altima SL

OTHERS: Chevrolet Malibu Premier 2LZ

Chrysler 200 Limited Platinum

Toyota Camry XSE V6

MIDSIZE LUXURY CAR

1st: Infiniti Q50 Red Sport 400

2nd: Lexus ES 350

OTHERS: Buick Cascada Premium 1SP Convrt

Volvo S60 T5 Inscription FWD

FULL-SIZE CAR

1st: Dodge Charger R/T Scat Pack

2nd: Nissan Maxima Platinum

OTHERS: Chrysler 300S Alloy w/Mopar Stage1

FULL-SIZE LUXURY CAR

1st: Cadillac CT6

2nd: Chrysler 300 Platinum

Next, a small group of crossovers (this makes sense, as most will instead enter the Texas Truck Rodeo) and minivans:

ACTIVITY VEHICLE

1st: Nissan Murano Platinum

2nd: Volvo XC60 T6 AWD Drive-E

OTHERS: Ford Edge Sport

Infiniti QX60 AWD

Kia Sportage SX AWD (2017)

Toyota RAV4 Hybrid Limited

MINIVAN

1st: Chrysler Pacifica Limited (2017)

2nd: Toyota Sienna Limited

As this event is held at a major race-track, there are several performance categories, some echoing the categories above, plus a new Supercar category with just one entrant (wait'll next year?):

PERFORMANCE COMPACT

1st: Mazda MX-5 Miata Club

2nd: Volkswagen Golf R

OTHERS: Fiat 500 Abarth

PERFORMANCE COUPE

1st: Shelby GT350R

2nd: Dodge Challenger SRT Hellcat

OTHERS: Cadillac ATS-V Coupe

Chevrolet Camaro Coupe Convrt 2LT

PERFORMANCE SEDAN

1st: Dodge Charger SRT Hellcat

2nd: Cadillac CTS-V Sedan

OTHERS: Jaguar XF-S

Lexus GS-F

Subaru WRX Limited

Volkswagen Jetta GLI SEL

PERFORMANCE UTILITY

1st: Volvo XC90 T6 AWD R-Design

2nd: Jeep Grand Cherokee SRT

OTHERS: Range Rover Sport

Tesla Model X

SUPER CAR OF TEXAS

1st: Dodge Viper GTC

The Green category is perhaps less distinct all the time, as frugal efficiency gets mainstream. As noted above, Tesla opted to enter as Performance, not Green.

GREEN VEHICLE

1st: Lexus RX 450h

2nd: Chevrolet Volt Premier Hatchback (2017)

OTHERS: Toyota Prius Four Touring

New technologies and upgraded cabins are big news in every vehicle, but in these categories, manufacturers can highlight something particular. Minivans don't usually get the most attention at this track-based event, but this year the new Chrysler Pacifica won both of these, bringing their tally to three at this point:

BEST NEW FEATURE

1st: Uconnect Theater, Chrysler Pacifica

OTHERS: Driver Mode Selector, Chevrolet Camaro

Teen Driver, Chevrolet Malibu

Regen on Demand, Chevrolet Volt

Adaptive Steering, Ford Edge

Bird's Eye View, Toyota RAV4

1.4 Engine Offering, Volkswagen Jetta

BEST NEW INTERIOR

1st: Chrysler Pacifica Limited (2017)

OTHERS: Honda Civic Touring

The event's biggest trophies are determined by a separate vote from among all vehicles. And now Pacifica has four wins:

CAR OF TEXAS

Shelby GT350R

FAMILY CAR OF TEXAS

Chrysler Pacifica Limited (2017)

Some votes focus on specifics, some are subjective, and most are a bit of both. Some results are as expected, and there are always surprises.

Statisticians parse the results further. A few insights were that Viper scored highest among all vehicles across all categories for exterior, as well as for performance; Volvo XC90 scored highest among all for interior; and Mazda MX-5 Miata had the best overall score for value. ■

VEHICLE IMPRESSION : 2016 HONDA ACCORD TOURING V6

DFW TO THE TRACK AND BACK

We would have some 50 vehicles at our disposal during the Texas Motor Speedway event, but still needed to cover about 50 miles round trip between the airport and the track.

For this, we scored a new Honda Accord in top trim—Touring V6—which, in typical Honda fashion, required no options (to call it full-featured is an understatement, as generous as an Acura, yet at a Honda price).

There are 26 sedan and coupe models in the Accord lineup, from \$22,205 for an LX sedan with 6-speed manual (manuals are available in a number of Accords), up to a \$31,025 EX-L V6 coupe.

Two samples of its compact sibling Civic at our event spanned that lineup's range: a manual LX coupe and a line-topping Touring V6 sedan. All new for 2016, Civic was a strong performer on our private road

course. This bigger sibling Accord, in its fourth year, had incorporated some the new Civic's wonders earlier and will surely evolve some more.

Traditionally a midsize, Accord sedan is now EPA classified as full size, thanks to its spacious cabin (the coupe is still midsize). This suggests a sweet spot on the cusp of two segments, and the Accord has hit it.

The V6 has cylinder deactivation, seamless in our local street and freeway time. Its nav system required pulling over to input, but won our hearts in this particular concrete-spaghetti dash. ■

SPECIFICATIONS

ENGINE3.5L SOHC 24v i-VTEC Earth Dreams V6

HORSEPOWER/TORQUE278 hp / 252 lb-ft

TRANSMISSION6-spd auto w/ sport mode

MPG21/34/26 city/hwy/comb

BASE PRICE\$34,580

DESTINATION CHARGE.....820

TOTAL.....\$35,400



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VEHICLE IMPRESSION : 2017 HYUNDAI ELANTRA LIMITED

Substance By Joe Sage

Hyundai styling was very eye-catching in its previous generation—distinctive creases and curves really helped the brand make its mark. The Sonata toned down in 2015, and now Elantra has taken that path. With a little less swoop and a stately Genesis-style grille, the car's essence is preserved, but has evolved. The brand has proven itself in both style and substance for years. This subtle change in styling lets the focus fall on substance. And there is plenty of that.

The Elantra lineup starts at \$17,150. At \$22,350, this line-topping Limited includes hill assist, blind spot and rear cross traffic alerts, dynamic rear camera, gorgeous 17-inch alloys, LED lighting, door handle vanity lights, 7-inch touchscreen, 6-speaker audio, USB, Bluetooth, BlueLink, dual climate, well-executed wheel controls and binnacle interface, heated leather and power seats, keyless entry and start, even a hands-free smart trunk.

We had driven the new Elantra at launch a few months earlier and had noted that if you compare

specifications, you will find that all the technology of a \$50k-plus Genesis from just a year and a half earlier is now in the \$20k-plus Elantra. We recently drove a premium German car which, at almost \$40k, didn't have keyless entry and start or such a simple feature as two-side sync for dual-zone climate control. In the Elantra Limited, for just over \$20k, you have all that and more. And the inclusions in two reasonably priced option packages—see sidebar—take it straight to the top.

Door height was a little tight for a tall driver, but inside, it's pretty indistinguishable from a mid-size. You could live with this car for a long, long time. There is no coupe in this sixth generation. But there will be an Elantra GT joining the lineup, which we're guessing will have the 2.0L twin scroll turbo available in the Sonata and pumping out 245 hp in that configuration. (Note that this Sonata is still priced in the \$20s.) Quicker in the daily freeway ramp faceoff, a Hyundai Elantra GT is likely to prove just about totally irresistible. ■

SPECIFICATIONS

ENGINE / DRIVETRAIN	.....2.0L 4-cyl DOHC / FWD
HP/TORQUE	.....147 hp / 132 lb-ft
TRANSMISSION	.....6-spd automatic w/Shifttronic drive mode select (normal/sport/eco)
BRAKES	.....FR: 11.0 vent; R: 10.3 solid disc
STEERING	.....rack and pinion, motor-driven power
SUSPENSION	.....FR: indep MacPherson strut, coils, hydraulic twin-tube gas shocks, 22mm stabil bar; R: coupled torsion beam, mono gas shocks, coils
WHEELS	.....17" alloy
LENGTH / WHEELBASE	.....179.9 in / 106.3 in
CARGO VOLUME	.....14.4 cu.ft
TURNING CIRCLE	.....34.78 ft
WEIGHT	.....3924 lb
MPG	.....22/32/25 (city/hwy/comb)

BASE PRICE	.....\$22,350
TECH PACKAGE	Navigation AVN 4.0 8" touchscreen, Android & Apple, Infinity 8-sprk premium audio w/center channel & subwoofer, Clari-Fi music restoration tech, 4.2" color TFT cluster display, power sunroof, heated front/rear seats, auto-dim mirror/HomeLink/compass.....2500
ULTIMATE PACKAGE	HID headlights w/dynamic bending, auto emergency braking w/ pedestrian detect, smart cruise, lane keep, driver's seat & outside mirrors memory.....1900
CARPETED FLOOR MATS125
DESTINATION CHARGE835
TOTAL\$27,710

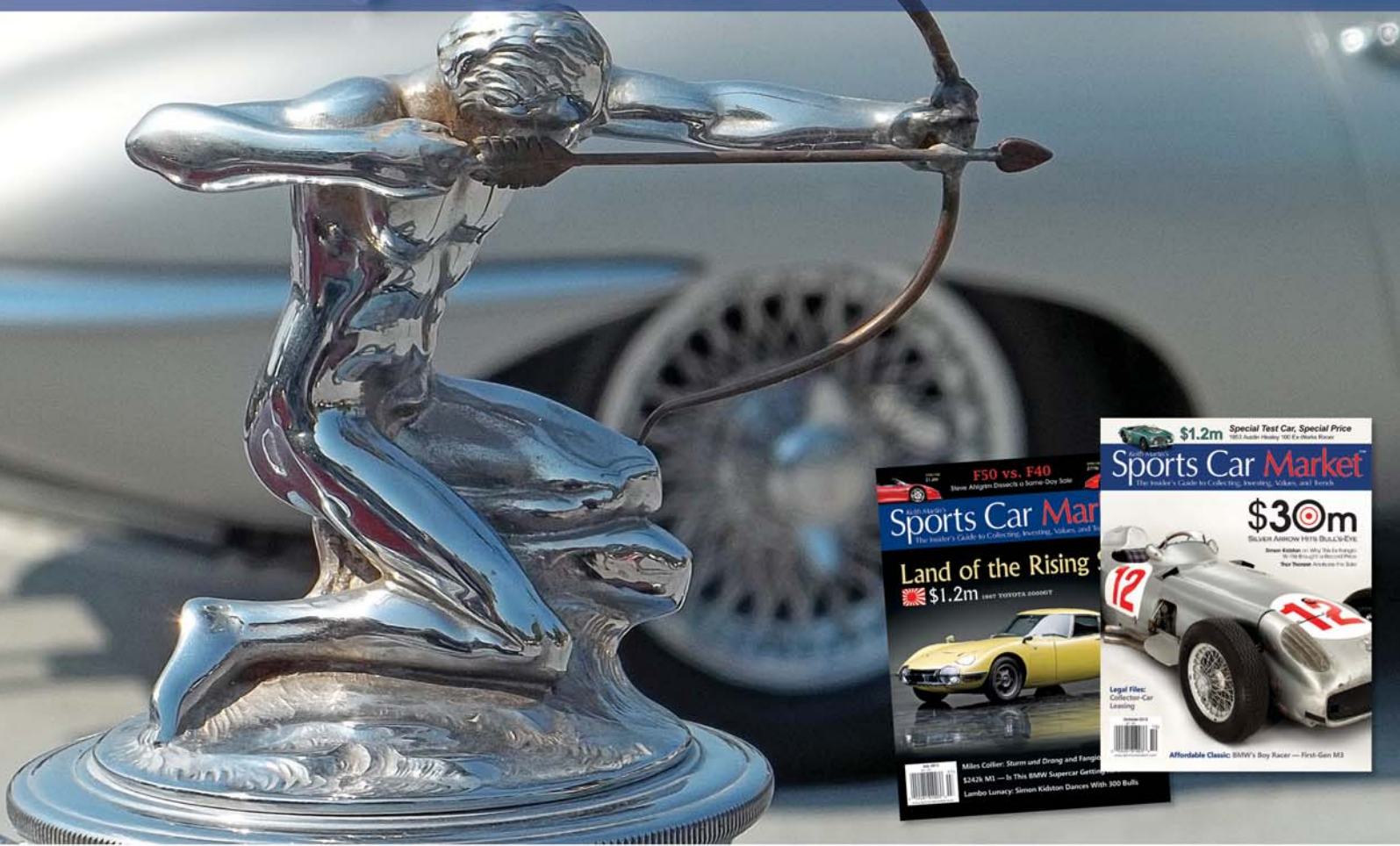


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VEHICLE IMPRESSION : 2017 KIA SPORTAGE SX TURBO FWD

New age

BY JOE SAGE

We had driven the new Kia Sportage at its launch event just three months prior, and we were eager to get our hands on it again. This vehicle has been with us since the arrival of Kia in America for 1994, so it demonstrates the brand's maturation process as dramatically as anything in the lineup. The third-generation Sportage had already become crisp, handsome and contemporary. This fourth-gen effort builds on that, with well-evolved three-dimensional body language sure to take it into the future with a very solid footing.

The new body—both elegant and muscular, carrying the essence of the prior version but clearly a whole new direction—is best seen in person, with a full walkaround, or better yet, in motion, which is where it belongs. The 2017 Kia Sportage is ready for any active duty you can throw its way. Our sample here is a top trim SX Turbo, pumping 240 horses (and 260 lb-ft of torque) through either the front or all four wheels. (The only thing ours was lacking was AWD, \$1500 we would spend in a heartbeat. In addition to the added traction on pavement or off, it gives you a bit more ground clearance, with better approach/breakover/departure

angles [the approach angle is most dramatic, 67.6 percent greater than the FWD model].)

At the entry end of the scale, an LX with FWD weighs as much as 600 pounds less and hits the 30 MPG mark with its 181-horse naturally aspirated four. The lineup starts at \$22,990, although if you option it up (which you can to quite a degree), you do narrow the price and weight gaps.

Speaking of a very solid footing, Sportage has its wheels pushed wide and to the corners, great for paved handling or mild off-roading, and giving it an aggressive stance. The stance is no facade, either—this crossover's power-to-weight ratio gives it such potent off-the-line performance, we quite noticeably chirped the tires several times without even trying (one more thing that would be all the better in the AWD version).

We have a habit of liking a lot of 7-passenger SUVs even though we don't need one—maybe for power or tow capacity, but often just because style and balance work so well at that size. Kia Sportage nails it at compact size. It delivers 90 percent of what most people need in a crossover at any size, whether head count, cargo capacity, towing ability, power, off-pavement ability or all of the above. And it does this all at Kia's reasonable purchase price (and with affordable service prices, if you ever even need that, what with their 10-year/100,000-mile powertrain warranty and number two JD Power Initial Quality rating, behind only Porsche). Put it all together, and this is a pretty tough smaller crossover package to beat. ■

2017 KIA SPORTAGE SX TURBO FWD

ENGINE / DRIVETRAIN	2.0L Turbo GDI / FWD
HORSEPOWER/TORQUE	240 hp / 260 lb-ft
TRANSMISSION	6-spd auto / drive mode select
SUSPENSION	F: MacPherson strut & stabilizer R: Multi-link
STEERING	Motor power-assist rack and pinion
BRAKES	RE 12.6 / R 11.9 disc
WHEELS	7.5J x 19 alloy
TIRES	P245/45R19 / temp spare
GROUND CLEARANCE	6.4 in
WEIGHT	3666-3898 lb
SEATING CAPACITY	5
LEGROOM	FR 41.5 in / R 38.2 in
CARGO VOLUME	30.7 / 60.1 cu.ft
TURNING CIRCLE	34.8 ft
FUEL / CAPACITY	87 regular / 16.4 gal
MPG	21/26/23 city/hwy/comb

BASE PRICE \$32,500

INCLUDED: ABS, traction control, ESC, downhill brake, hill start assist, dual-zone climate, 8" nav, Android Auto, Harman Kardon premium audio w/ Clari-Fi, UVO SiriusXM, USB/aux, leather, heated/vented front seats, keyless entry/start, heated wheel, paddle shifters, 4.2" color TFT LCD meter cluster, rear camera, blind spot and rear cross traffic alert, lane change assist, lane departure warning, front/rear park assist, autonomous emergency braking, HID auto headlights, dynamic bending lights, high beam assist, LED DRLs, LED fog and taillights, power-fold heated mirrors w/LED signals, panoramic sunroof, smart "hands free" power liftgate *incl*

DESTINATION CHARGE: \$895
TOTAL \$33,395

2017 KIA SPORTAGE FULL LINEUP

LX (2.4L)	FWD/AWD	\$22,990 / 24,490
EX (2.4L)	FWD/AWD	\$25,500 / 27,000
SX Turbo (2.0L T-GDI)	FWD/AWD	\$32,500 / 34,000





Toyota Rally RAV4

▼ Ryan Millen and codriver Christina Fate won the 2WD class in their **Toyota** RAV4 SE at the Oregon Trail Rally in April, also placing in the top five overall. They fought for the win. “The big open class boys were pulling out boulders,” says Millen. “There was no way to dodge them all. We bent a wheel, but overall...the RAV...has so much wheel travel, we don’t have to slow down as much as some of the other cars.” Three events into the Rally America series, they were squarely in the hunt for the championship, with five rallies to go. At the Olympus Rally, at Shelton WA in May, Millen and Fate won the 2WD Class by over five minutes, also finishing ahead of all but four 4WD competitors. Next they were off to Wellsboro PA, for the Susquehannock Trail Rally on June 3-4, where Millen and Fate came in second to Cameron Steely and Preston Osborn. Millen congratulated them, noting, “it’s going to get really interesting now that we are tied for the championship.” Next are Maine in July, Minnesota in August and Michigan in October.

▼ Kia Motors Corporation in late May held two groundbreaking ceremonies, to mark the start of construction on a pair of new community-run auto mechanic training centers in Ethiopia and Kenya, part of Kia’s global corporate social responsibility program, the Green Light Project. A global social mobility program started by Kia in 2012, the project aims to improve access to healthcare, education and employment in disadvantaged African communi-

ties and to help them achieve self-sufficiency. Construction is due to be completed in the first half of 2017. Both projects are supported by a \$4 million investment by Kia Motors and the Korea International Cooperation Agency (KOICA).

▼ **Toyota** and **Uber** have entered into a memorandum of understanding to start trials in countries where ridesharing is expanding, taking into account regulations, business conditions and customer needs. As part of the deal, Toyota Financial Services Corporation and Mirai Creation Investment Limited Partnership are making a strategic investment in Uber.

▼ **Volkswagen** Group has taken a \$300 million stake in **Gett**, a rapidly growing mobility-on-demand ride hailing provider. The two expect very strong growth mo-

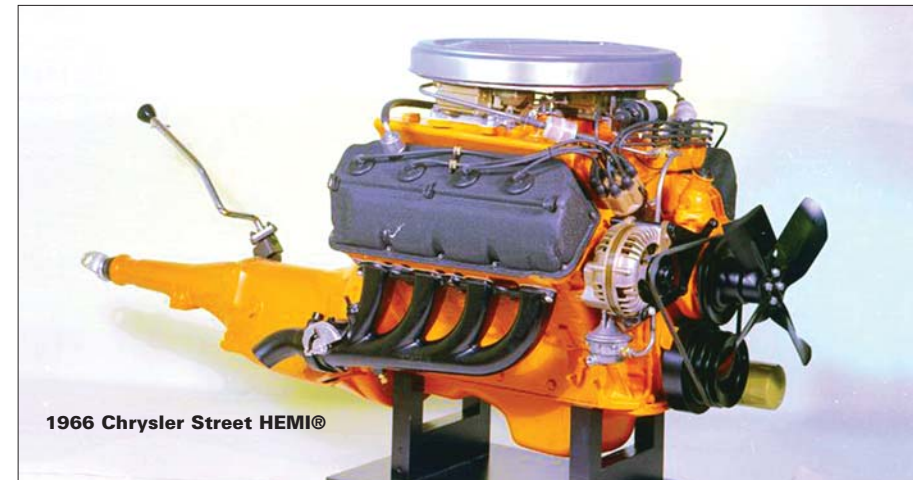
mentum and huge earnings opportunities in coming years. They see the ride-hailing market—a service that sets riders up with licensed taxis—as having the most market potential in on-demand mobility, as they develop the technological platform for tomorrow’s mobility business models. Volkswagen’s expressed goal is to generate a substantial share of sales revenue from such new business models by 2025. Gett is a leading provider in the European ride hailing market, with development facilities in Israel, and available in more than 60 cities worldwide, including London, Moscow and New York. In London alone, half of all the black cabs use Gett.

▼ 2016 marks the 25th anniversary of the Carlisle **Chrysler** Nationals, and this year’s event, July 15-17, promises to be the biggest ever. Anyone who has been coming to Carlisle since the event’s inception knows that it’s *the* place to be for all things Mopar. Growing from an event that barely filled the infield in 1991, Chrysler weekend draws enthusiasts from around the world, some just to look, some to scour the swap meet, the biggest of its type in the hobby. 2016 marks 50 years since the Street HEMI was released to the public, and this summer’s show will feature an array of 1966-1971 cars with the wide valve covers, in just about every available factory combination. Another display will focus on Charger, which also celebrates 50 years in 2016. Carlisle Events has teamed with M2 to create a



Kia groundbreaking, Ethiopia and Kenya

1:64 scale 1966 Charger that’s limited to just 600, with a Carlisle Events-designed Charger 50th logo that will also appear on license plates, banners and stickers. (In fact, the logo came out so well that Dodge



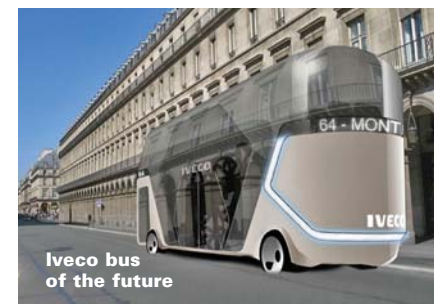
1966 Chrysler Street HEMI®

asked to use a modified version of it on their own merchandise.) Special guests will include the Ramchargers and the Golden Commandos. Catherine Bach (Daisy) and Rick Hurst (Cletus) from the *Dukes of Hazzard* will be on hand, as well as Rachel DeBarros of *All Girls Garage*, attending as an industry guest, personal Mopar fan and Challenger owner. The King, Richard Petty, and his former crew chief Dale Inman will be on hand Saturday at the show. Bach, Hurst and DeBarros will be at Carlisle all weekend.

▼ The music-loving **Kia** hamsters are back in a new campaign for the Soul, with a catchy new tune that transforms the classic “Dueling Banjos” into an internationally-inspired anthem. Appearing on pre-show movie screens nationwide, the 60-second “Soul Jam” spot in an idyllic park setting with roots sensation Nathaniel Rateliff trading guitar licks with a banjo-playing hamster, as additional hamsters join the fray, morphing into a world music inspired jam session and dance party as nearby city-dwellers join in with instruments of their own, from a sitar and African and Korean drums to a ukulele, bagpipes, violins and more. Created by ad agency David&Goliath, Kia’s most ambitious hamster commercial production to date, “Soul Jam” required nearly 3,000 hours of CGI work and the support of professionals from the UCLA Herb Albert School of Music’s Department of Ethnomusicology.

▼ With the rise of smart cities and the technologies that are defining them, the Design department at **CNH Industrial** collaborates with design schools around

the world to find new ways of thinking from the designers of the future. Paris Bus 2035 is a recent collaboration with **Iveco**



Bus, a student project at Nantes School of Design in France. Students in a Transport Design program were asked for their ideas on future buses for Paris. Fifteen



Kia hamsters

students presented digital sketches, 3D models and mock-ups. One student will be chosen for an internship program at CNH Industrial in France, where they will work closely with the Bus Design team.

▼ Watkins Glen International announced today that **Jaguar** Cars North America will

sponsor the United States Vintage Grand Prix weekend, one of the largest vintage racing events on the national calendar. Jaguar has a storied history at Watkins Glen, with legendary drivers Hurley Haywood, Chip Robinson and Martin Brundle, among others, piloting the marque at various events around the historic New York circuit. Pre-race ceremonies will also showcase Jaguar’s racing success, with Davy Jones—who won the 1990 24 Hours of Daytona driving a Jaguar XJR-12 and is currently Lead Driving Instructor for Jaguar—serving as Grand Marshal. The SVRA US Vintage Grand Prix presented by Jaguar returns to its traditional fall weekend the Glen, September 9-11, 2016. The weekend kicks off on Friday with practice and qualifying and continues on Saturday and Sunday with eleven race groups competing on the 3.4-mile long course.

▼ The city of **Moscow** has received the 2016 Transport Achievement Award for its approach to improving traffic conditions in the Russian capital. The prize is presented by the International Transport Forum (ITF), a Paris-based intergovernmental organization and policy think tank with 57 member countries. After twenty years of almost uncontrolled urban traffic development, Moscow introduced a rigorous and comprehensive set of policies to address the gridlock on its streets. Over the past five years, these measures have reduced the number of cars in central Moscow by 25 percent and increased the average speed of traffic by 12 percent,

despite 600 new cars being registered in the agglomeration each day. Measures put into place in Moscow include Paid car parking, Development of public transport, Innovative ticketing (tolls), governance reform, development of cycling, car sharing and taxi reform, and environmental requirements for cargo vehicles. ■

UPCOMING FEATURES

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



Road trip: Arizona-Alaska round trip



Lyn St James, RPM Foundation and East Valley Institute



Hollywood movie cars



MINI Cooper S Convertible



Family road trip: 9 states and 7 National Parks by RV



Toyota 4Runner Trail Premium



Monterey and Pebble Beach



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COMPLETE FULL POLISH KIT \$8195



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RETAIL PRICING:

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COMPLETE BLACK & POLISH KIT \$8595

COMPLETE FULL POLISH KIT \$8795

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