

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 16 NUMBER 6  
NOVEMBER-DECEMBER 2017

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Innovation that excites

# ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

## news/features

## November-December 2017

### Business / Motorsports

**Phoenix Raceway: a new facility and a new name** **A** ..... 5  
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### A Week With

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 This two-dozen-vehicle three-day event in Oregon puts media behind the wheel in sports, luxury and muscle coupes, sedans, supercars, convertibles and SUVs—totaling some 10,000 hp and \$2 million—for about 500 miles total, with awards presented (for the first time) in four categories and overall. By Joe Sage

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Phoenix Raceway



Mark Elias



Joe Sage



Joe Sage



Randall Bohl



Joe Sage



Some people find it easy to decide what vehicle to buy next, others have no idea whatsoever and most are probably somewhere in between, with several possibilities germinating but a daunting task ahead, deciding among them. To help with the process, most automotive media associations host comparative drive events of one sort or another on an annual basis, each with its emphasis on performance, off-roading, special applications and so on and categorized awards for the most mathematically fortunate among top manufacturers, each of whom have brought their best of the best. To this end, we belong to a number of these associations and participate in several highly significant such events. In this issue, we have no fewer than three (a road-based event in the Pacific Northwest, an off-road-emphasis event in Texas and a privately hosted event in Arizona that combines elements of both). From subcompact utilities ready for rocks and rivers, to six-figure supercars, we bring you impressions and each event's cumulative results.

We also travel to the Bonneville Salt Flats in northern Utah, home to many a world land speed record for generations, to visit with Scottsdale's Valerie Thompson, the Queen of Speed, who holds the title of World's Fastest Female Motorcycle Racer, but is intent on displacing anyone of any gender who has held a global title above hers. Her stunning craft is so precise, powerful and well balanced, it requires just the right wind, water and weather conditions, all of which would become part of this fall's weeklong adventure.

Closer to home, other seasons are looming. Phoenix Raceway finishes its 2017 NASCAR season and starts its 2018 NASCAR and IndyCar seasons, as its \$178 redevelopment progresses toward completion (note: we'll all soon quit saying "Phoenix Raceway" or "PIR," as you will learn on page 5). January's Arizona Auction Week season is also upon us, with the latest schedule information, as consignments are already being taken.



Photo: Brenda Priddy

Enjoy the ride.

Joe Sage - Publisher/ Executive Editor

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**NEW FACILITY, NEW EXPERIENCE AND A NEW NAME**

The Phoenix Raceway Project Powered by DC Solar \$178 million modernization has continued on pace toward November's race dates. On October 18, Phoenix Raceway and partner Okland Construction held a topping out ceremony as they installed the highest piece of steel in the new grandstand, with track president Bryan R Sperber; NASCAR Hall of Fame driver and Motor Racing Network analyst Rusty Wallace; elected officials from Avondale and Maricopa County; and hundreds of construction workers and season ticket holders on hand. Guests, workers and VIPs signed the steel beam midmorning; after opening remarks, it was raised into place. Track partners Chick-fil-A and Coke provided lunch. The topping out marks approximately one year until the completion of the upgraded venue featuring first-of-its-kind fan experiences and state-of-the-art technology offerings.

Phoenix Raceway and ISM Connect, a pioneer in smart venue technology, have announced a multi-year partnership—including naming rights and installation of a groundbreaking "digital fan engagement experience." Beginning in 2018, the track long known as PIR will become ISM Raceway. ISM's 360° Connect network will add advanced technology and data capabilities to the extensively rebuilt facility—interconnecting fans, partners and the venue itself with digital display screens, interactive experiences, social media integration and a mobile app providing in-seat ordering and other content. The ISM Connect network will power fan activations and experiences throughout the venue, including the new infield Fan Zone, new pedestrian tunnel between the infield and the new seating areas, and one of the two new immersive and interactive Canyon entrances. ISM Connect also gets naming rights for one of the Canyons—



**ISM RACEWAY**  
 PHOENIX, ARIZONA

with over 20,000 square feet of fan engagement and brand activation up multiple concourse levels.

The deal reinforces a significant ISM Connect presence in motorsports: the company has brought ISM Vision Powered by BoldVu®, the World's Largest 360° Digital Engagement Venue Network, to the NASCAR experience across the country.

Curve—a brand new, all-inclusive Fan Hospitality Club with a bird's-eye view of the track from the Suite Level high above Turn One—will be ready by Can-Am 500 NASCAR Semi-Final Weekend in November (see details, sidebar). Here, fans can enjoy all-day culinary service, track action and even mountain sunsets, away from the crowds.

The 5,840-square-foot club has 300 capacity and an air conditioned lounge with dining tables for up to 126 people, bar tables and stools for 61, three large sofas and 21 lounge chairs—opening to 51 plush stadium seats high above the track, for easy mingling. Curve's third seating area is an 844-square-foot private outdoor patio with dining tables for 24 people, plus sofas and lounge chairs. There is free WiFi throughout the facility.

Included with a package are preferred VIP parking, Pit Road and pre-race ceremonies access (with some limitations for minors) and an exclusive lanyard. Cost per person is \$1399 for November 2017's three-day Can-Am 500 NASCAR Weekend, \$1099 for the March 2018 two-day Spring NASCAR Weekend, and \$299 for the April 2018 one-day Verizon IndyCar Series Race. ■



Photo: Phoenix Raceway



**CAN-AM 500 NASCAR SEMIFINAL RACE WEEKEND NOVEMBER 10-12, 2017**

Phoenix Raceway features a full weekend of NASCAR action this fall, three races over three days, including semifinial racing in the Can-Am 500 Monster Energy NASCAR Cup Series, as PIR is once again home to the Series' elimination races that set the final four seeking a series championship trophy the next weekend at Homestead-Miami.

**FRIDAY: LUCAS OIL 150**

Gates open at 9am for pre-race pit access, NASCAR XFINITY Series practice and Can-Am 500 NASCAR Series practice and Gatorade Qualifying to set the starting lineup for Sunday, plus practice and qualifying for the Lucas Oil 150, NASCAR Camping World Truck Series Race at 6:30pm (150 laps/150 miles).

**SATURDAY: TICKET GALAXY 200**

Gates open at 9am for pre-race pits, additional Can-Am 500 practice, and qualifying for the Ticket Galaxy 200, NASCAR XFINITY Series Race, which runs at 1:30pm (200 laps/200 miles).

**SUNDAY: CAN-AM 500**

Gates open at 8am for pre-race pits and other fun. Driver introductions are at 11:50am, with the Can-Am 500, Monster Energy NASCAR Cup Series Race at 12:30 pm (312 laps/312 miles). Send off Dale Earnhardt Jr on his last ride out west, before Tucson native Alex Bowman takes over in the No 88 in 2018.

**2018: ISM RACEWAY NASCAR SPRING RACE WEEKEND**

Gatorade Pole Day, DC Solar 200 and champions taking on young guns—Monster Energy NASCAR Cup Series 500 make a perfect Spring Break weekend, March 9-11, 2018.

**INDYCAR PHOENIX GRAND PRIX**

Verizon IndyCar Series Phoenix Grand Prix returns on Saturday night, April 7, 2018—second race of the season, after a March 11 street circuit opener in St Petersburg FL.

**TICKETS:** Buy online at ISMRaceway.com, by phone at 866-408-RACE (7223) or in person at the Raceway ticket office, 125 S Avondale Blvd, Suite 200, Avondale AZ 85323. ■

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# AUTOMOTIVE NEWS UPDATE



McLaren 570S Spider

▼ **McLaren Automotive** was named as Britain's leading mid-market growth company in a recent national survey. Following successive record-breaking years for vehicle sales and financial performance, the luxury sports and supercar builder has been ranked as the number one company overall in *The (London) Sunday Times* Top Track 250 league table, which ranks some of Britain's biggest companies by sales, growth and profitability. McLaren saw sales rise 44 percent to about \$860 million (£650M) in 2016, with profits more than doubling to ±\$87 million, due to rising demand from North America and Europe. Last year, the company sold a record 3,286 cars. A 2,100-strong workforce designs, develops and hand-assembles cars at its global headquarters at the McLaren Production Centre in Woking, Surrey, UK. This was McLaren Automotive's fourth consecutive year of profitability in only six years, since the start of sales in 2011, an increase in profit before tax of 70 percent for 2016 over 2015. Operating profit was the company's highest ever, at 10 percent of turnover and a 180 percent increase year-over-year (all without "needing" an SUV). During 2016, McLaren Automotive invested ±\$170 million in new projects for its three defined product families: the Sports Series, Super Series and Ultimate Series. As part of its long-term Track22 business plan—The Road to 2022—the company plans to release 15 new models or derivatives by the end of 2022. First was the McLaren 720S, which quickly sold

out for this year with 1,500 orders taken. McLaren invests heavily in research and development, with a track record of technology firsts from introducing carbon-fiber into Formula 1, to the P1TM hypercar, the world's first hybrid in that segment. The company aims to produce more than 4,500 vehicles annually by the end of 2022, with at least 50 percent featuring hybrid powertrain technology. McLaren Automotive is the largest part of the newly



Shelby Cobra Daytona Coupe  
427 big block limited production continuation car

formed McLaren Group, a single corporate structure that also includes a Formula 1 racing team and technology business.

▼ **Shelby American** is finishing a "secret weapon" program Carroll Shelby had envisioned for 1964's 24 Hours of Le Mans, with a limited production series of big block Shelby Cobra Daytona Coupes. Six aluminum cars will be built to Shelby's

specifications for the original race car. The first in the series of the limited production build (CSX2603) was introduced to the public during Monterey and Pebble Beach events in mid-August. In 1964, Carroll Shelby had asked renowned fabricator John Ohlsen to lengthen the chassis of one of his six Daytona Coupes (CSX2286) to replace the 289 Ford V8 with a NASCAR-inspired big block. The experimental racecar was supposed to become Shelby's "secret weapon" for the 1964 Le Mans race. Phoenix's Bob Bondurant was one of the development drivers for the big block car, stating that the Cobra's tremendous torque allowed him to burn rubber and get sideways in any gear. Bondurant noted that the Shelby "went like stink" and speculated that it could have topped 200 miles per hour at Le Mans. Weighing about 2,200 pounds, with world class aerodynamics and the power of a big block, the car had tremendous performance potential. However, destiny intervened. The truck carrying CSX2286 to Le Mans was involved in an accident that damaged the Shelby too much to be repaired in time for

the race. It never ran a lap in competition with the 427 and was returned to small block configuration by Shelby American. Dan Gurney and Allen Grant drove CSX2286 at Le Mans with the smaller 289 engine the next year, but the Cobra did not finish the race. The continuation big block Daytona Coupes follow the same specs as the Ohlsen modified racecar. Their aluminum body can be painted in

any race livery. Each will feature a 3-inch-lengthened chassis and hood to accept a powerful 550-plus-horsepower aluminum 427 medium-riser big block motor supplied by the Shelby Engine Company,



matched to a period-correct 4-speed manual transmission. Each will be assigned a Shelby CSX2000 series serial number for documentation in the official Shelby Registry. CSX2603 debuted at the Rolex Monterey Motorsports Reunion at Mazda Raceway Laguna Seca in August, finished in polished aluminum bearing the number "4" and sporting a pair of white stripes with a single blue between them—the number and stripe scheme that CSX2286 would have worn for the 1964 Le Mans. For more details, visit [www.Shelby.com](http://www.Shelby.com).

▼ **Barrett-Jackson** rallied around Las Vegas first responders and those affected by the October mass shooting tragedy with several initiatives during the 10th Annual Las Vegas Auction at the Mandalay Bay Resort, October 19-21, 2017. The entire \$1 million sale price of a rare 2007 Ford Shelby GT500 Super Snake 40th Anniversary Edition—donated by Barrett-Jackson president Steve Davis from his personal collection—went to support Las Vegas first responders through the Injured Police Officers Fund. The car, bought by DC Solar, was originally owned by former Ford Motor Company CEO Mark Fields and is documented as the seventh built that year. Not only was it one of the first Shelby GT500s to be built since the 1970 model year, it was transformed by Shelby Automobiles (now Shelby American) in Las Vegas into a Super Snake edition car under the watchful eye of Carroll Shelby himself, who

signed a special book documenting the car. The over-600-hp muscle car was recorded as the eleventh Super Snake manufactured that year. The car also received the coveted 40th anniversary

option, with commemorative badges, upgraded brakes, new suspension and many other enhancements.

"All of us at Barrett-Jackson are overwhelmed with grief and sorrow for the victims and their families," said Davis. "We're in awe of the first responders and the miraculous effort they put forth to illustrate once again what makes our country and our people special. We truly feel that we're part of the Las Vegas com-



2018 Saleen Sport Truck

munity, and I couldn't think of a better way to show support than giving something (that's) so close to my heart. I'm honored to sell it at Barrett-Jackson to help the great men and women who risked their lives to help save others."

Other charitable sales included a 1972 Ford Maverick Custom Coupe built at the SEMA Garage, raising \$95,000 for the SEMA Memorial Scholarship Fund for stu-

dents pursuing a career in the automotive industry; and a 1965 Shelby Cobra Recreation built by Bill Jordan, raising \$150,000 for Convoy of Hope for ongoing efforts to rebuild in Texas and Florida after hurricanes Harvey and Irma.

▼ **Saleen Automotive**, known for innovative high performance vehicles of all kinds, returns to the truck market with a new 2018 Sport Truck. Available beginning in November, the truck is based on the Ford F-150 platform. Engine options include enhanced EcoBoost 2.7 and 3.6-liter naturally-aspirated engines and a supercharged 5.0-liter V8. "Our Sport Truck heritage includes many race wins, as well as a national championship," says CEO Steve Saleen. "In the past, our Saleen S331 Sport Trucks and the extremely popular Ford Harley-Davidson F150 SC were produced at the Saleen Automotive factory. The time is right that we return to the market with a product that feeds an audience of hungry Saleen truck enthusiasts." The Saleen Sport Truck is instantly recognizable as a Saleen exclusive. New bodywork includes a functional air dam, front brake ducting, racing inspired grille and hood with center sculpting. The rear features Saleen nameplate trim in the center of the tailgate and large rear exhaust tips

KEEP RIGHT >>

orders for delivery at the end of this year—call 800-888-8945. Next up for the builder, with the release of a new 2018 Ford Mustang, are three new 2018 Signature Saleen Mustangs.



▼ Warner Bros. Pictures brings the mega superhero movie *Justice League* to theaters in November, and Mercedes-Benz will join Batman, Wonder Woman, Aquaman, Cyborg and The Flash as they race to save the planet from an alien assault of catastrophic proportions. Featured are the new E-Class Cabriolet, the Mercedes-Benz AMG Vision Gran Turismo (with a new interior developed for the film), and the G-Class 4x4<sup>2</sup>. The E-Class Cabriolet will be driven by Diana Prince, better known as Wonder Woman, on a mission to speak with Victor Stone, aka Cyborg. The Mercedes-Benz AMG Vision Gran Turismo is Bruce Wayne's ride when he drops in on Barry Allen, aka The Flash, to recruit him into the League. Initially revealed to the public in 2013, the Mercedes-Benz AMG Vision Gran Turismo has had its interior fully fleshed-out with illumination, racing seats and a virtual dashboard section for *Justice League* production purposes. Filming required the whole vehicle to be enlarged to 110 percent compared to the original show car, to accommodate the film's 6-foot-3.5-inch Bruce Wayne while keeping its sleek, low roofline.

▼ The Historic Vehicle Association (HVA) has released its latest documentary film, *The McGee Roadster: Hot Rod Legend*, taking a deep dive into the birth of hot rodding in America and trends, styles and history throughout the decades, with never-before-seen photos and the behind-the-

scenes story from hot rod legends and the men who created one of the most significant hot rods and modified cars ever built—the McGee Roadster, based on a 1932 Ford V8 Roadster and built by Bob McGee,

a World War II veteran who returned to attend and play football for the University of Southern California. McGee raced the car on the dry lakebeds of California, and used the car to change hot rodding from an outlaw activity to working with law enforcement to promote (and certify) hot rod safety. The iconic car was featured on the cover of *Hot Rod* magazine in 1948. "Hot rodding is something so important to our American heritage, and it was almost



forgotten. This car exemplifies the pinnacle of that," said Bruce Meyer, owner of the McGee Roadster and founding chairman of the Petersen Museum in Los Angeles. The McGee Roadster hot rod is the 16th automobile added to the National Historic Vehicle Register in recognition of significance in American automotive history. It was displayed on the National Mall in April 2017 as part of the HVA's annual

Cars at the Capital exhibition. The HVA is dedicated to preserving and sharing America's automotive heritage. In 2014, the HVA established the National Historic Vehicle Register in partnership with the US Department of the Interior, Historic American Engineering Record (HAER), National Park Service Heritage Documentation Programs and Library of Congress to document historically significant automobiles in America's past. The HVA is supported by over 400,000 individual historic vehicle owners, key stakeholders, corporations and individual benefactors. Visit [historicvehicle.org](http://historicvehicle.org).

▼ Nissan, a global pioneer in electric vehicles, has a new longer range zero-emissions van that goes farther than ever on a single charge. The new 40kWh battery for the 100 percent electric e-NV200 offers a 60 percent extended range, with its single-charge range now increased by 62 miles or up to 174 miles total NEDC (New European Driving Cycle). With no increase in size of the battery itself, there is no reduction in either load space or payload. They aim to make 100 percent electric "last miles" delivery achievable for businesses and professional drivers everywhere. The new longer range e-NV200 was unveiled at Nissan Futures 3.0 in Oslo,

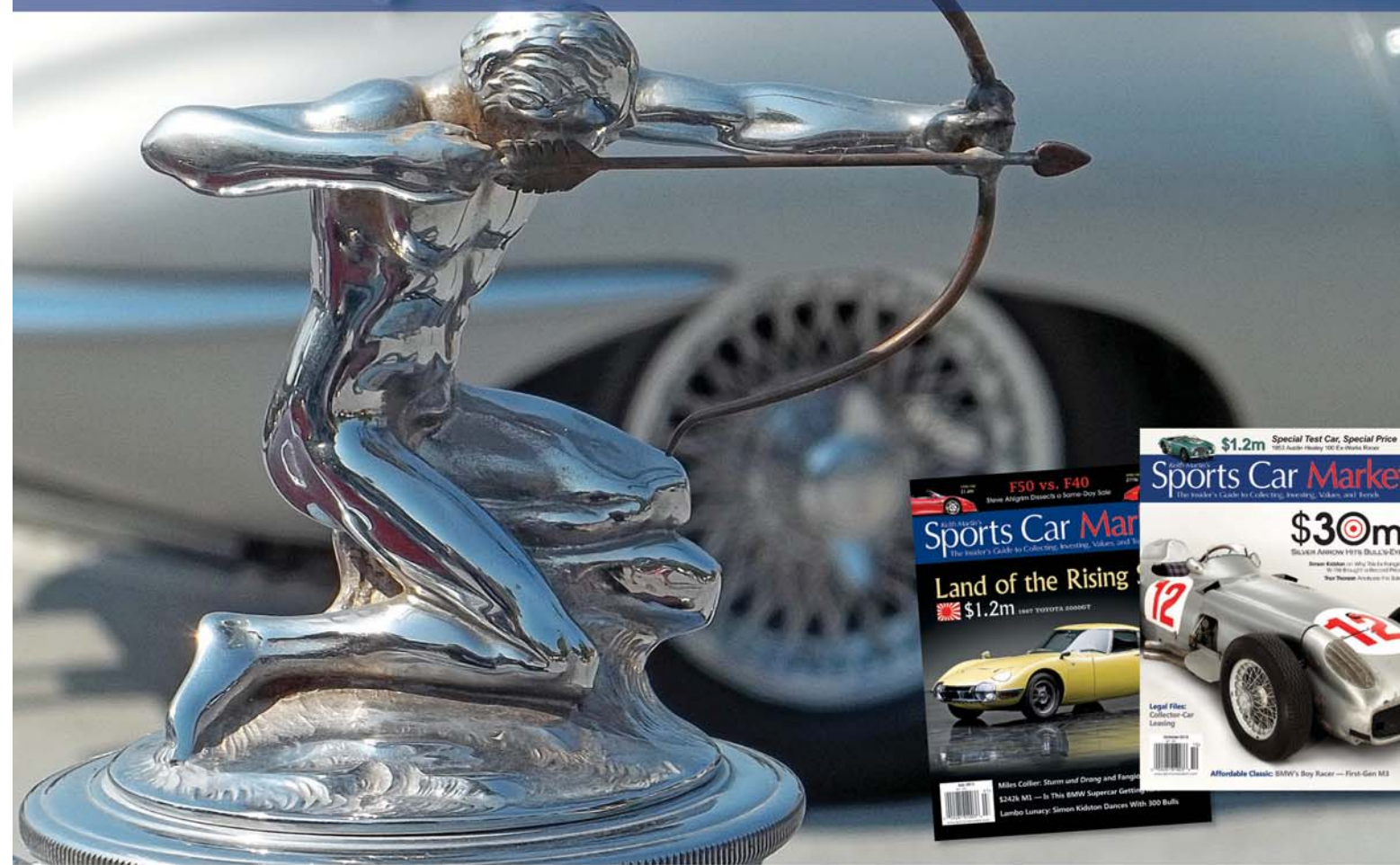
Norway (Europe's Green Capital for 2019). As well as helping business customers enhance their green credentials, the van represents a key pillar in Nissan's wider commitment to cutting the level of CO2 emissions in city centers caused by professional drivers making deliveries and collections. The new e-NV200 with upgraded 40kWh battery will be available to order before the end of 2017. ■

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# Going places doing things

**On-road, off-road, green, luxurious or all of the above and more, being highly active is the common thread**

Photos by Mark Elias or as noted

Over two dozen vehicles—ranging from full-size pickups to minivans, full-electric hatchbacks and compact crossover hybrids—recently competed in the 14th annual Active Lifestyle Vehicle of the

Year awards in Arizona. ALV is the only program in the US combining the input of automotive journalists with that of cyclists, runners and professional athletes to determine which vehicles currently in production best meet the needs of active buyers.

Vehicles entered in nine categories were put through their paces both on-road and on off-road trails and climbs at the Butcher Jones Recreation Site in Tonto National Forest near Saguaro Lake.

Athletes at the event included former Arizona Cardinals tight end and long snapper Mark Walczak, internationally-ranked cyclist Paul Thomas, elite triathlete and mountain biker Lewis Elliott, and race car driver and instructor Rodney Riley from the Bob Bondurant School of High Performance Driving.

Automotive media from Arizona and across the US—*Arizona Driver Magazine*, Phoenix-area lifestyle magazines, the *Boston Globe*, *Business Jour-*

*nal*, plus various radio and television outlets—added their perspective to the competition.

A team from The CARLAB, including automotive analysts Eric Noble and Maeva Ribas, designed the off-road course, set judging standards and tabulated the results.

The event has operated under different formats over the years, last year with media driving on one day and elite athletes on the other. This year, both groups drove on the same day, swapping on- and off-road duties at halftime.

“By compacting what had formerly been a two-day event into a single day, we were able to make this year’s program more focused, giving journalists, OEMs and athletes the opportunity to interact directly,” said ALV co-founder Nina Russin. “While it’s technically a car-of-the-year competition, ALV’s primary focus remains that of education, giving

automotive manufacturers the opportunity to interact directly with opinion leaders in the active community.”

Vehicles were scored after each drive, while impressions were fresh, on a scale of one to five each on attributes representing handling and performance specific to on- and off-road duties, as well as suitability to the core mission of the event: appropriate space for lots of active lifestyle gear, including specifically bicycles, as well as the vehicle’s perceived ease of cleaning after an active day. Unlike many such events, there were no judges’ selections for favorite or top three in each category. Rather, the numbers for all attributes were tabulated, either by straight arithmetic or perhaps by an algorithm unknown to us.

Vehicles were the newest model year available for each, a mix of 2018 and 2017 models.

Following are categories, contenders (alphabetically) and winners (indicated by ★ and in bold):

**Best Value Off-Road**

- ★ **2017 JEEP COMPASS TRAILHAWK**
- 2018 Subaru Crosstrek

**Best Value Extreme Off-Road**

- 2018 Chevrolet Colorado ZR2
- ★ **2018 NISSAN TITAN PRO-4X**
- 2018 Ram Rebel
- 2018 Toyota 4Runner

**High Luxury Off-Road**

- 2018 Nissan Titan XD
- ★ **2018 RAM LARAMIE LONGHORN SOUTHFORK**
- 2017 Volvo V90 Cross Country

**Best Value On-Road**

- 2018 Chevrolet Equinox
- 2017 Fiat 500X
- 2018 Honda CR-V Touring
- 2018 Nissan Pathfinder
- 2018 Toyota Camry XSE
- ★ **2018 VOLKSWAGEN TIGUAN**

**Luxury On-Road**

- ★ **2017 ALFA ROMEO STELVIO**
- 2018 Volvo XC60

**Best Value Family**

- ★ **2017 CHRYSLER PACIFICA HYBRID**
- 2018 Volkswagen Atlas

**Luxury Family**

- 2017 Acura MDX Hybrid
- ★ **2018 DODGE DURANGO SRT 392**
- 2018 GMC Acadia Denali

**Green**

- ★ **2017 CHEVROLET BOLT EV**
- 2017 Kia Niro

**Urban**

- ★ **2018 HONDA FIT**
- 2017 Kia Soul Turbo

According to The CARLAB’s Noble, “This was the most thoroughly judged and tightly scored ALV competition in the last five years. Kudos to the journalists and athletes.” ■

**BEST VALUE OFF-ROAD: Jeep Compass Trailhawk**



**BEST VALUE EXTREME OFF-ROAD: Nissan Titan PRO 4X**



**HIGH LUXURY OFF-ROAD: Ram Laramie Longhorn Southfork**



**BEST VALUE ON-ROAD: Volkswagen Tiguan**



**LUXURY ON-ROAD: Alfa Romeo Stelvio**



**BEST VALUE FAMILY: Chrysler Pacifica Hybrid**



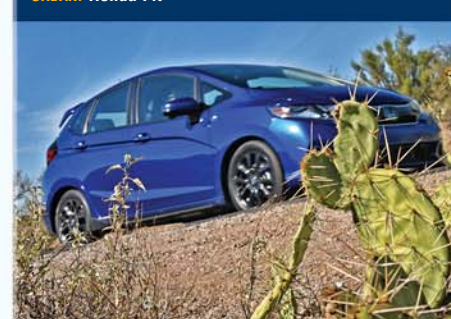
**LUXURY FAMILY: Dodge Durango SRT**



**GREEN: Chevrolet Bolt EV**



**URBAN: Honda Fit**



Volkswagen Tiguan photo: manufacturer

Chevrolet Bolt EV photo: Joe Sage

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## Size and significance by Joe Sage

There are multiple ways to measure the world's top automaker—production, delivery or sales; calendar years or model years; full conglomerates and cross-partnerships. The top spots have been very close and juggling around for the past few years among Toyota, Volkswagen, GM, Renault-Nissan and Ford. Last year, VW nudged Toyota out of the top spot, per some but not all formulas.

Passat has grown from midsize to large car class, and with the Phaeton now dropped even in Europe, Passat is basically the biggest sedan in 2017 from the biggest automaker in 2016. It's not VW's biggest vehicle—the new seven-passenger Atlas SUV holds that spot—but no matter how you factor all of the above, it's a highly significant entry from a highly significant manufacturer.

Maybe we had grown accustomed to the sleek Volkswagen CC, or to the general proliferation of four-door coupes and other sleek five-seaters, thus spotlighting the Passat as a pleasing classic sedan, broadcasting its spacious cabin, all pulled together in solid, clean billet-style form.

This SEL Premium is the top 1.8T four-cylinder turbo trim; there are also two V6 models (see sidebar). V6 models use a 3.6L engine—twice the displacement (the car is about 10 percent heavier) for 65 percent more horsepower and 40 percent more

torque. Purchase price is about 10 percent higher and fuel mileage 14 to 18 percent lower, so if its mpg doesn't faze you, the V6 may be compelling.

On surface roads and freeways, the 1.8T accelerated like a fuel-sipping banshee, with no turbo lag. Gear ratios are considerably higher than in the V6 for the first four gears—some 53 percent higher in first—providing quick launches and nimble maneuvers, then about matching the V6 in 5th and 6th, for the same solid highway cruising. The lively 1.8T satisfied our lust for power—and mid-30s fuel mileage numbers will always be welcome.

VW packaging has been greatly simplified—our tester included everything in its base price. Top SEL trim includes impressive Fender Premium Audio, with a clean and thorough interface, impressive range over a three-band equalizer, and nice clean bass, as we'd expect from a company that made the guitars and amps we grew up with.

Passat is built in Tennessee with 59 percent NAFTA parts (30 percent US/Canadian and a Mexico-built engine). The transmission is from Japan.

The 1.8T Passat has so much perceived power, it's hard to wonder why you'd even need the V6; however, we'd love to try that and have little doubt it would answer that question. It must be a knock-out, because the turbo four is quite a performer. ■

### SPECIFICATIONS

ENGINE	1.8L TSI DOHC turbo intercooled 4-cyl dir inj
DRIVETRAIN	FWD
HP/TORQUE	170 hp / 184 lb-ft
TRANSMISSION	6-speed automatic
SUSPENSION	F: strut-type w lower control arms, coils, telescopic dampers, anti-roll bar R: multilink w coils, telescopic dampers, anti-roll bar
STEERING	rack & pinion, elec power assist
BRAKES	power assist, dual circuit F: 12.3x1.0 vented discs; R: 10.7x0.4 solid discs
WHEELS/TIRES	18-in alum alloy / 235/45R18 94H AS
LENGTH / WB / GRND CLEAR	191.9 / 110.4 / 5.4 in
TURNING CIRCLE	36.4 ft
WEIGHT	3263 lb
CARGO VOLUME	15.9 cu.ft.
FUEL CAPACITY	18.5 gal
MPG	23/34/27 (city/hwy/comb)

BASE PRICE ..... \$30,995

VW CAR-NET® EQUIPPED: App-Connect (smartphone integration and interface); Guide & Inform (nav & infotainment); Security & Service (emergency assistance, remote access & vehicle health, limited emergency services w deliver, full trial available, subscription required) .....incl

FORTANA RED PAINT / CORNSILK BEIGE INTERIOR .....nc

DESTINATION CHARGE .....820

TOTAL ..... \$31,815

### FULL VOLKSWAGEN PASSAT LINEUP

1.8T	S	\$22,440
	SE	25,495
	SE w/Tech	27,995
	SEL Premium (this sample)	30,995
R-Line	1.8T R-Line	23,975
V6	SE w/Tech	29,295
	SEL Premium	33,995
	V6 HP/TORQUE	280 hp / 258 lb-ft
	V6 MPG	23/28/23 (city/hwy/comb)



# SPECIAL EVENTS: JANUARY AUCTIONS



## Barrett-Jackson

47th Annual Collector Car Auction Event

Nine days: Saturday, January 13 - Sunday, January 21, 2018

WestWorld, 16601 N Pima Road, Scottsdale AZ 85260 (AZ Loop 101 & FLWright Blvd)

▼ Sales of \$102.4 million at last winter's Barrett-Jackson Auction, at a 99.5-percent sell-through rate, included 40 world records from among a record 1,719 vehicles consigned. Top ten sales ran the gamut, led by a 1964 Aston Martin DB5 at \$1,485,000 and a 1960 Chevrolet Engineering Research Vehicle (CERV) 1 at \$1,320,000. The 146-vehicle Charlie Thomas Collection brought over \$1.7 million. Over 1,800 automobilia items brought over \$2.5 million. Many celebrities were among 320,000 attending. \$2.2 million was raised for charity (to date, Barrett-Jackson has raised over \$93 million). ▼ Barrett-Jackson auctions include Scottsdale, Palm Beach, Northeast at Mohegan Sun and Las Vegas. [www.barrett-jackson.com](http://www.barrett-jackson.com)



## Bonhams

7th Annual Scottsdale Auction

Thursday, Jan 18, 2018 (viewing Tuesday-Thursday, Jan 16-18)

Westin Kierland Resort & Spa, 6902 E Greenway Pkwy, Scottsdale AZ 85254

▼ Bonhams' Scottsdale sale last winter, with top results from historic race cars and rare coachbuilt cars, had three of the top four sales of the week and an 82 percent sell-through rate. An Australian GT Championship-winning 1963 Jaguar E-Type Lightweight Competition set both E-Type and post-1960 Jaguar records (\$7,370,000). World records were also set by a Scuderia Ferrari 1952 Ferrari 340 America Vignale Spider competition car (\$6,380,000), a Pebble Beach multiple prize-winning 1928 Mercedes-Benz Type S 26/120/180 Supercharged Sports Tourer (\$4,812,500), a 1964 Porsche 904 GTS (\$2,310,000) and more. Ferraris continued to do well. ▼ Bonhams—since 1793—hosts a wide variety of auctions of many types worldwide all year. [www.bonhams.com](http://www.bonhams.com)



## Gooding & Company

11th Annual Scottsdale Auction

Friday-Saturday, Jan 19-20, 2018 (viewing Weds-Sat, Jan 17-20)

Fashion Square, 4700 N Scottsdale Rd, Scottsdale AZ 85251 (Goldwater & E Highland Ave)

▼ Gooding & Company totaled \$33.4 million here last winter, with nine world records (Ferrari, Bugatti, Porsche, AMC) and an 84 percent sell-through rate on 126 lots. Average price was \$315,327 per car. Tops were a 1925 Bugatti Type 35 Grand Prix (\$3,300,000) and a 1965 Ferrari 500 Superfast (\$2,915,000). Prewar classics were strong, topped by a 1932 Alfa Romeo 6C 1750 Series V Grand Sport (\$1,595,000). A new record was set with a 1920 Stutz Series H Bearcat (\$451,000). Postwar sports cars records included a 1969 AMC AMX/3 (\$891,000) and a 2011 Ferrari 599 SA Aperta (\$1,485,000). ▼ Gooding & Company is the official auction of the Pebble Beach Concours in August and has an auction at Amelia Island in March. [www.goodingco.com](http://www.goodingco.com)

	SATURDAY 13	SUNDAY 14	MONDAY 15	TUESDAY 16	WEDNESDAY 17	THURSDAY 18	FRIDAY 19	SATURDAY 20	SUNDAY 21
Barrett-Jackson	[Bar]								
Bonhams	[Bar]								
Gooding & Co	[Bar]								
RM Sotheby's	[Bar]								
Russo and Steele	[Bar]								
Silver Auctions	[Bar]								
Worldwide Auctioneers	[Bar]								



## RM Sotheby's

18th Annual Automobiles of Arizona

Thursday-Friday, Jan 18-19, 2018 (preview Weds-Fri, Jan 18-20)

Arizona Biltmore, 2400 E Missouri Ave, Phoenix AZ 85016 (24th and Camelback)

▼ A 1939 Mercedes-Benz 540 K Special Roadster (\$6,600,000) led \$53.8 million in sales at an 89 percent sell-through rate at RM Sotheby's last year. The next six sellers were all Ferrari, followed by Bugatti, Tucker and Lamborghini. Records were set by a rare Ferrari 365 GTS (\$3,602,500) and one of just two black Ferrari F50s in the US (\$3,135,000). Close behind were a Ferrari 400 Superamerica SWB Coupe Aerodinamico (\$3,080,000), a 218-mile-a-hour 2003 Ferrari Enzo hypercar (\$2,695,000), a 2013 Bugatti Veyron 16.4 Super Sport 300 (\$2,090,000) and a rare 1948 Tucker 48 (\$1,347,500). In all, 15 cars hit seven figures. ▼ RM Auctions is the official auction of Amelia Island Concours and hosts auctions in Monterey and worldwide. [www.rmauctions.com](http://www.rmauctions.com)



## Russo and Steele

18th Annual Sports & Muscle in Scottsdale

Wednesday-Sunday, January 17-21, 2018 (preview same, not confirmed)

Salt River Fields, 7555 N Pima Rd, Scottsdale, AZ 85258 (Indian Bend Road at AZ Loop 101)

▼ Russo and Steele ran a four-day-and-night auction event last winter and indicates this will be five for 2018. Sales were reserve or not, at seller's discretion, with Sunday all No Reserve. Russo moved to a new location last year: Salt River Fields at Talking Stick, next to the Arizona Diamondbacks' spring training ballpark, with more vendor booths. With 606 of 780 lots sold, a 78 percent sell-through rate, Russo had \$22.1 million in sales. Tops were a 1954 Mercedes-Benz 300 S Cabriolet A (\$423,500), 1973 Ferrari Dino 246 GTS Spyder (\$379,500), 1969 Ford Mustang Boss 429 (\$335,500), 2006 Ford GT (\$261,750) and a 2006 Mercedes-Benz McLaren SLR (\$253,000). ▼ Russo and Steele has events in Scottsdale, Newport Beach and Monterey. [www.russoandsteele.com](http://www.russoandsteele.com)



## Silver Auctions

21st Arizona January Auction

Thurs-Sunday, Jan 18-21, 2018 (check-in from Tues Jan 16) - not confirmed

We-Ko-Pa Resort & Conference Center - (AZ 87 Beeline Hwy, north of Fountain Hills)

▼ The display lot at Silver Auctions feels like the coolest random used car lot in the world. Want a '40s Jeep? Rolls-Royce? '70s 4x4 pickup? '30s sedan? Mopar, Riviera or '57 Chevy? Silver has it all, and more—with plenty of time to really check out your favorites. Last January, 241 vehicles sold at Silver, for a total of \$3,343,913—less than \$15,000 each, average. Sales ranged from a 1952 Nash Healey Pininfarina roadster (\$65,000) to a 2001 Audi A4 (just \$450). Fully 125 vehicles sold under \$10,000. ▼ Now with new owners, Silver Auctions is the only event running more than once here, in fact three times—in January, March and November. Other events are held in Washington, Oregon, Idaho, Wyoming and the Dakotas. [www.silverauctions.com](http://www.silverauctions.com)



## Worldwide Auctioneers

2nd Annual Arizona January Auction

Wednesday, Jan 17, 2018 (preview Sunday-Wednesday, Jan 14-17)

6460 E McDowell Road, Scottsdale AZ 85257 (McDowell Rd & 64th St/Galvin Pkwy)

▼ A seventh auction arrived here last year—Worldwide Auctioneers, from the automotive heartland of Auburn, Indiana—with a one-night auction on Wednesday (first on the calendar except nine-day Barrett-Jackson). They concentrate on a low volume, high quality and diversity; all last year were at no reserve. Sixty-four vehicles brought \$11.4 million, an average \$178,171 per car. Top two sales were a 1967 Chevrolet Corvette L-88 Roadster (\$1,980,000) and a 1955 Lancia Aurelia GT B24S Spider America (\$1,100,000). Least expensive on four wheels was a 1931 Pierce-Arrow 8-43 Club Sedan (\$19,800). Don't miss year two. ▼ Worldwide also has auctions in Texas, California and Indiana, and performs auctions of private collections. [www.worldwide-auctioneers.com](http://www.worldwide-auctioneers.com)





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**A WEEK WITH : 2017 LAND ROVER RANGE ROVER SPORT HSE Td6**

**Highly adaptable** by Joe Sage

Being equally able to take your rig to the country club or a South American off-road rally is a familiar Range Rover refrain. Always a key part of the vehicle's versatility, it remains so—in diesel form (as on our example here) able to do either with a prodigious 443 lb-ft of torque applied to either free-way ramp or rugged off-road hillclimb.

Similar in appearance and stance to the bigger Range Rover, with a touch of streamlining evocative of the smaller Evoque, Range Rover Sport can seat either five or seven—basically a five-seater, with two additional seats optional (and intended for limited use). Large three-row SUVs can be very appealing even if you don't need seven seats, or seven seats can be very appealing occasionally even if you don't want that size, so this creates an especially handy niche.

When you get in, the seat is down low (and the start button up high), so even at over six feet tall, you feel like a kindergarten kid again. Finding the fix was quite a treasure hunt, during which you'll find a few other Easter eggs.

Range Rover's electronic shift took a bit of extra care or mastery typical of such systems, while its electronic transfer case delivers strength and capability with white glove ease.

Digital instruments in the form of analog

dials offer a variety of styles, with and without additional features wrapped in the lower area, a neat trick with lots of possibilities.

An audiophile will find much to like in this vehicle. Three Meridian systems range from 250 to 825 to 1700 watts; ours had the middle unit (\$1100), with four versions of stereo and four-part equalizer with separate subwoofer. We modified settings frequently by source but would expect that to stabilize. And of course we want to hear that 1700-watt unit.

As a style point, the steering wheel could use a redesign, looking like a game controller from 30 years ago, while the rest is so chic.

We drove the vehicle on spirited two-lane country highways and pure 4WD dirt trails. Elegant as the Range Rovers are, they're sort of the James Bond of off-roaders, charming in a tuxedo, but ready to strip down for combat at the slightest provocation.

On pavement, we were happiest in the sport setting, noticeable at launch though not essential through the full power band. This is a sporty machine, considering it weighs some two and a half tons, is about as wide as a full-size pickup, can tow 7716 lb and can conquer off-roading with the best of them. It's not a sports car, but it's telling that we found ourselves looking at it from that point of view. ■

**SPECIFICATIONS**

SEATING	.....5+2
ENGINE	.....3.0L turbocharged V6 diesel
HP/TORQUE	.....254 hp / 443 lb-ft
TRANSMISSION	.....8-speed automatic
DRIVETRAIN	.....full-time 4WD
TRANSFER CASE	.....single-spd electronic, Torsen diff
BRAKES	.....power-assisted 4-wheel disc
0-TO-60 MPH	.....7.1 sec
STEERING	.....electrical power assisted
SUSPENSION	.....4-wheel indep electronic air sus
	pension w auto load leveling & driver-selectable
	modes incl access, standard, off-road, extended
	height; terrain-sensing, cross-link valving.
	F: dbl-wishbone, air, adap damp, anti-roll bar
	R: multi-link, air, adap damp, anti-roll bar
LENGTH / WHEELBASE	.....191 in / 115.1 in
TURNING CIRCLE	.....39.7 ft
CARGO CAPACITY	.....62.2 / 27.7 / 17.3 cu.ft
FUEL / FUEL CAPACITY	.....diesel / 27.7 gal
MPG	.....22/28/24 (city/hwy/comb)

**BASE PRICE** ..... **\$72,650**

**INCLUDES:** power seats, power tilt/tele wheel, Oxford perforated leather seats, Bluetooth, USB, InControl apps, 250w audio, touchscreen, handsfree power tailgate, solar reflective windshield, rear privacy glass, cruise, Homelink, ambient interior lighting, 60/40 rear seats w load-through, passive entry, front/rear park aides, more

**LUX CLIMATE & VISIBILITY PKG:** 16-way power front seats, twin blade visors, heated/cooled front/rear seats, 4-zone climate, heated wheel, adaptive xenon heads w auto high beam, auto-dim ext mirrors.....2700

**VISION & CONVENIENCE PKG:** soft door close, surround cameras, configurable interior mood lighting (and on HSE, also TFT virtual instrument panel).....1900

**DRIVE PRO PKG:** driver condition monitor, intelligent speed limiter, traffic sign recog, adaptive cruise w queue assist & intelligent braking, lane keep assist, blind spot assist w/ rear traffic detect.....2500

**EXTRA DUTY PKG:** terrain response 2 auto; adaptive dynamics, two-speed transfer case (hi/low), all terrain progress control.....1750

**INDIV OPTIONS:** ebony headliner (350); 825w Meridian premium audio (1100); tow package receiver/elec (650); 360° parking aid (300); heads-up display (1300); sliding pano roof (500); advanced tow assist (400); Narvik black contrast roof (650); park assist (900); Scotia Gray (695); RR Sport protection package (537).....7382

**CALIFORNIA EMISSIONS** .....100

**DESTINATION CHARGE** .....995

**TOTAL** ..... **\$89,977**



# Big numbers on the open road

**WE COVER OVER 500 INLAND NORTHWEST TWO-LANE HIGHWAY MILES IN ABOUT TWO DAYS IN 24 PERFORMANCE VEHICLES WORTH ABOUT \$2 MILLION AND BEARING ABOUT 10,000 HP**

By Joe Sage - Photos by Joe Sage and Doug Berger / NWAPA

**T**ry this mental drill on the freeway sometime: add up the cars in your immediate vicinity and see how many millions of dollars' worth it is. It's enlightening, but only moreso at Run to the Sun—where we have our own specially selected fleet including supercars running into six figures each.

Hosted by the Northwest Automotive Press Association (NWAPA), Run to the Sun brings this scenario to life each fall in the Pacific Northwest, most often in north-central Oregon, where terrain, grasslands, lava outcrops and roads themselves are very similar to parts of Arizona's high country.

Run to the Sun has long been distinguished from other multi-vehicle comparo drives by two factors:

First, it's the only multi-vehicle event we attend—and possibly the only one in the industry—that predetermines not only the route but vehicle and

driver sequence, essential to making sure each person drives each car, all within the allotted time. Other events—road, track or off-road—have fixed staging areas and a fixed course or courses, losing time as everyone returns to the pool and decides what to drive next, often with bottlenecks around a couple of superstar models. Run to the Sun covers a lot of ground, each swap is in a different spot, and it's important to keep things moving.

Second, Run to the Sun has pretty much stood alone by never having its vehicles categorized and not generating awards. Each manufacturer simply brings something very special from their lineup. The event was originally an all-convertible affair, but began evolving when convertibles were few, adding muscle, supercar and luxury vehicles. The common threads are sport and performance.

Nothing is as reliably constant as change, however, and for this year's event the cars were categorized and judged, and awards were given in four groups: Convertibles, Performance Coupes, Performance Sedans and Performance SUVs. Participating media would for the first time vote for a favorite in each category, as well as one overall.

Variety has always been the name of the game

here. Now with judging categories overlaid, variety becomes all the more apparent. The performance sedan group ran from under \$20k to almost \$80k base, convertibles from the \$30s to over \$200k, performance coupes from about \$60k to the upper \$100s, and so on—each diverse group vying for the same single trophy in that class. Vehicles were a mix of 2018 and 2017 models (and one 2016).

Categorization was partly motivated by the addition of SUVs to the event this year, with new premium performance utilities from several makers.

Following is our drive sequence. (Sidebar photos are alphabetical by group.) Fuel mileage stated is highway; two prices stated are base and ours as outfitted. The Corvette Grand Sport changed categories (but not its drive sequence) as its removable hard top suggested the convertibles group, and one vehicle went out of service, all noted below.

**Day One.** Each driver grabs their first vehicle at Portland International Airport and drives about an hour to our base camp near Welches, Oregon (elevation 1320 feet) at the base of Mt Hood. It's a one-vehicle Day One with an extra long drive, which gives the event a head start and eases the load a little for the next two busy days. We started things off with a bang, with our longest drive of the entire event in the McLaren 570S Spider, our first in the convertibles class.

## CONVERTIBLES

### McLaren 570S Spider

• 562 hp • 23 mpg est • \$208,000 est base  
McLaren is not the only highly sculptured high-horsepower midengine supercar, but it's the only one from a small (and rapidly growing) UK builder. Their latest entry, the 570S—

here in power retractable spider form—is the most affordable, dramatically so by McLaren standards. In an era of cookie-cutter prestige, a McLaren—certainly this one in Curacao Blue—still turns heads. With great handling, ample power and an inviting balanced-tech cockpit, this car stakes out distinctive turf.

**Day Two.** For the longest drive day, with 15 segments, we first resumed with convertibles.

### Mercedes-AMG GT C Roadster

• 550 hp • tbd mpg • \$157,000 / \$179,065  
We had driven the Mercedes-AMG GT and GT C Roadsters—AMG's second-ever in-house build—at their launch in Arizona last spring, and they went straight to our cover (May/June 2017). A full family of coupes and convertibles in two powertrains each, these are poised to potentially displace a good proportion of 911 sales.

### Mazda MX-5 Miata Grand Touring RF

• 155 hp • 33 mpg • \$32,620 / \$33,885  
We had also recently driven the Mazda MX-5 RF, which also scored a cover (Sept/Oct). Replacing the old ragtop Miata, this retractable hardtop, the most affordable and fuel economical in this group, has perfect 50/50 weight distribution among its many appealing traits.

### Chevrolet Corvette Grand Sport Coupe

• 460 hp • 25 mpg • \$65,495 / \$99,230  
*(Note: this removable-top car was driven in sequence with Performance Coupes, below, but moved to Convertibles for voting.)*  
Grand Sport has always occupied a great balance point in the Corvette lineup—a high-horsepower model closer in price to the base Stingray than to the Z06. Ours had options bumping its price 50 percent—the \$15,000 Carbon 65 Edition package atop a \$9745 3LT package, limited to just 650 copies. There is an actual GS convertible available (\$4000 more), but the coupe's removable hardtop prompted organizers to move it in with convertibles.

KEEP RIGHT >>

## CONVERTIBLES (alphabetical)



Chevrolet Corvette Grand Sport Coupe



Mazda MX-5 Miata Grand Touring RF



McLaren 570S Spider



Mercedes-AMG GT C Roadster

## PERFORMANCE COUPES (alphabetical)



Acura NSX



Dodge Challenger SRT Hellcat Widebody



Infiniti Q60 Red Sport 400



Lexus LC 500 Coupe



Nissan GT-R NISMO



## PERFORMANCE SUVs

### MINI Cooper S E Countryman ALL4

• 221 hp • 27 mpg, 65 MPGe • \$36,800 / \$39,700  
A first from the brand, this rugged off-road-capable MINI is electrified, powered by a three-cylinder turbo gasoline engine and electric hybrid synchronous motor, all applied with a version of MINI's ALL4 all-wheel-drive system. It has the lowest horsepower in the group, but among the highest fuel economy and the lowest purchase price.

### BMW X4 M40i

• 355 hp • 26 mpg • \$58,100 / \$67,495

Reviewed elsewhere in this issue from a weeklong drive back home in Arizona, this Sport Activity Coupe achieves the elusive synthesis of a utility basis, coupe styling and M-adapted power and trim, combined in the even-numbered X Series in a moderately pricey, powerful package.

### Volvo XC60 T8 E-AWD Inscription

• 400 hp • tbd mpg • \$52,900 / \$71,590

Volvo has won awards in the hundreds for its larger XC90 utility and recently introduced a new XC60, driven here in top Inscription trim with T8 electrified powertrain—400 hp and 472 lb-ft of torque from a combination of a 313-hp 2.0L turbocharged-plus-supercharged gasoline four-cylinder and an 87-hp electric motor. (Also in this issue, the XC60 did well at the Texas Truck Rodeo.)

### Audi SQ5 3.0T quattro tiptronic

• 354 hp • 24 mpg • \$54,300 / \$61,375

This Audi utility is a bit of a Goldilocks in this class and in the Audi lineup. It's in the middle of their utility size and price range, an S model sitting between base and RS, and has average fuel mileage and pricing among the event group. Its style, fit and finish are classic Audi.

### Alfa Romeo Stelvio Ti Sport AWD

• 280 hp • 28 mpg • \$43,995 / \$53,640

The Alfa Romeo Stelvio was one of the most anticipated vehicles at the event. It was new, of course, but it takes more than that. The jaded press corps just especially wanted to get its hands on this sexy, sporty Italian utilitarian (as we called it in our September/October review).

### Jeep Grand Cherokee Trackhawk

• 707 hp • 17 mpg • \$85,900 / \$100,960

This is Jeep's answer to the Charger and Challenger SRT Hellcat models, achieving their same 707 hp in a highly technical and lightweight road-going utility vehicle. To

help differentiate it in the Jeep lineup and align it in the competitive market, it has a high level of luxury fitment.

### Dodge Durango SRT 392

• 475 hp • tbd mpg • \$62,995 / \$73,360

The hot-selling 7-passenger Durango had topped its lineup to date with a luxury model and a performance-oriented R/T. Powerful Charger and Challenger siblings have now influenced Durango even more, with a new top-performing SRT 392 model—power and glory taking kids to soccer practice or hitting the nightclubs. (The obvious question: will there be a 707-hp model down the line?)

**GENERIC LEG:** One high-dollar, low-volume car had a service glitch and was removed from competition, not a big thing but with a part not readily available. For this leg, we drove a support vehicle that was not in competition.

## PERFORMANCE SEDANS

### Genesis G80 AWD 3.3T Sport

• 365 hp • 24 mpg • \$57,750 / \$58,725

Also reviewed in this issue from a weeklong drive in Arizona, this full-size all-wheel-drive turbocharged sport sedan delivers sure-footed power and autobahn leanings that can be compared to considerably pricier Europeans.

### Mercedes-AMG E43 Sedan

• 396 hp • 25 mpg • \$72,400 / \$91,175

Nine vehicles now comprise a unified Mercedes-AMG 43 family: AMG C43 Coupe, Sedan and Cabriolet; this AMG E43 Sedan; AMG SLC43 Roadster; and four different AMG 43 SUVs and wagons. With AMG 63 and 65 models farther up the lineup, the AMG 43 models provide a compelling starting point in the stratosphere.

### BMW M550i xDrive Sedan

• 456 hp • 25 mpg • \$72,100 / \$88,985

This BMW 5 Series with M modifications followed new value-point contender Genesis G80S and close competitor Mercedes-AMG in the run sequence—all three with AWD and performance upgrades. Between the two Germans, the most significant preferences are likely to be based on brand loyalties, though the BMW, while not a pure M car, bears 15 percent more horses (but Mercedes-AMG also offers an AMG E63 if budget allows).

### Subaru WRX Limited

• 268 hp • 27 mpg • \$31,595 / \$34,555

Of the two most affordable entries in this group, WRX has a 13 percent higher price and 18 percent lower fuel

mileage (or with Sport Lineartronic CVT, 24 mpg), but 28 percent more horsepower, a fair tradeoff. Subaru's customer loyalty rate is among the highest in any business, and any WRX model has instant brand recognition.

### Volkswagen Jetta 2.0T GLI

• 210 hp • 33 mpg • \$27,895 / \$28,715

VW's popular Jetta comes in three turbo drivetrains: 1.4T (150hp), 1.8T (170hp) and GLI with a 2.0T (210 hp). All are front-drivers. Top-trim GLI costs almost 60 percent more than the 1.4T for 40 percent more horsepower, but also has features and finishes that may have you comparing with Audi. Entry and mid trims offer manual transmission and up to 38 mpg. GLI's price goes up \$1650 for 2018.

**Day Three.** After dinner and a good night's sleep at base camp, Day Three had eight vehicles, which sounds easy after a 15-vehicle day, but includes some of the longest legs and ends earlier, with voting and departures by midafternoon.

### Ford Focus RS 5-Door Hatchback

• 350 hp • 25 mpg • \$35,900 / \$39,560

Ford has gone full Euro with this model, delivering a high-horsepower all-wheel-drive performance hatch while keeping the price in the \$30s and fuel mileage in the mid-20s, feeding a 2.3L EcoBoost four through a 6-speed manual. It's a great head-turner, conversation starter and performer. (This was a 2016 model.)

### Honda Civic Type R Touring

• 306 hp • 28 mpg • \$33,900 / \$34,775

From showy sheet metal and red trim highlights to its prominent rear wing, the new Civic Type R demands to be seen, heard and driven. Civic Type R compares with Civic Si (also in this issue) at about 50 percent more power, 40 percent higher price and 26 lower fuel mileage. Drive-by-wire is one of many technologies that keep weight just a hair over 3000 lb and provide precision power and handling while still a front-driver.

## PERFORMANCE COUPES

### Infiniti Q60 Red Sport 400

• 400 hp • 27 mpg • \$51,300 / \$56,705

We drove this refined beast at Circuit of the Americas last spring among a group not running quite as high in power and price as the group here. Among performance coupes at Run to the Sun, the Infiniti has the lowest

horsepower and also the lowest price, but the comparisons are a mix—it costs barely more than half the next-lowest vehicle by horses, while it has just 57 percent the power of the next-lowest vehicle by price. This is what makes a horse race. Or a price race.

### Dodge Challenger SRT Hellcat Widebody

• 707 hp • tbd mpg • \$63,795 / \$76,180

After seeing this as a static display in Michigan three months earlier, this was our chance to drive. Dodge has done two things with this model—it gives customers a new way to buy a Hellcat, a model on which nobody would otherwise want to change a thing; and it delivers the raw widebody stance of the dragstrip-ready SRT Demon, a vehicle people love to look at but fewer buy.

### Nissan GT-R NISMO

• 565 hp • 22 mpg • \$174,990 / \$177,980

Nissan's rock solid supercar has by far the longest heritage among the group, and with good reason. This is another car on which most people would beg not to change a thing. Its cockpit and tech are a great mix of classic style and function with top technology, and its powertrain and handling are far more accessible than its numbers or reputation might suggest.

### Chevrolet Corvette Grand Sport Coupe

(Note: driven here, Corvette GS moved to convertibles for voting)

### Lexus LC 500 Coupe

• 471 hp • 26 mpg • \$92,000 / \$103,500

A buyer's toughest choice is between this 5.0L powertrain and the LC 500h hybrid (which we also drove at Circuit of the Americas last spring). The hybrid costs \$4000 more and has lower horsepower (354) but higher fuel economy (35 mpg). At COTA, it was in a performance coupe group, which generated discussion about whether it could have run with that event's supercars—33 percent more horses in this gasoline model clarifies that.

### Acura NSX

• 573 hp • 22 mpg • \$156,000 / \$200,700

We finished the 24-car series as powerfully as we had started out, in Acura's return of their halo supercar, a technical wonder with a sport hybrid AWD drivetrain comprising two mechanically independent front-wheel electric motors and a midengine twin-turbo V6 powering a direct-drive motor for the rear wheels, running through a 9-speed dual clutch trans. The setup keeps city and combined fuel mileage at 21 and delivers sure-footed exhilaration throughout your drive experience.

KEEP RIGHT >>

## PERFORMANCE SEDANS (alphabetical)



BMW M550i xDrive Sedan



Ford Focus RS 5-Door Hatchback



Genesis G80 AWD 3.3T Sport



Honda Civic Type R Touring



Mercedes-AMG E43 Sedan



Subaru WRX Limited



Volkswagen Jetta 2.0T GLI



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**Awards.** That's a wrap on driving. Now the results of first-ever Run to the Sun voting. Would vehicles in each diverse category win by performance? Price? Intangibles? All of the above?

**BEST CONVERTIBLE:** Mercedes-AMG GT C Roadster  
Corvette might have won based on power/price balance. Miata might have won based on lowest price. McLaren might have won with top dog power and price status. But the Mercedes-AMG GT C Roadster, part of a whole new performance two-seater lineup, edged them all out.

**BEST PERFORMANCE COUPE:** Acura NSX  
In a group with three six-figure supercars and the highest-horsepower vehicle of the day, the combination of second-highest horsepower, highest price and racecar-worthy technologies in the Acura NSX took the crown.

**BEST PERFORMANCE SEDAN:** Honda Civic Type R  
There was a lot of style and power in this group, but the Honda Civic Type R took this category, with a strong power-to-price ratio, plus the glow that inevitably comes along for the ride with a brand new model.

**BEST PERFORMANCE SUV:** Audi SQ5 3.0T quattro  
The Audi had three competitors with more horsepower, two with less and one within a point of identical. Its price falls about mid-pack (with greater variance once options were added to all). Goldilocks prevailed here.

**MOST FUN OVERALL:** Mercedes-AMG GT C Roadster  
Participants were also asked to name one "most fun to buy vehicle" they would buy themselves.

Arizona tends toward more rarified sport and performance vehicles—go top dog or go home—and most of our roads are this clear and dry most of the time. We suspect a couple of wins would be different here, but as always with Run to the Sun, there was not a loser in the entire group.

We'll be interested to see how entries line up next year, now that the event will be known well in advance to have been redefined with categories and awards. ■

### PERFORMANCE SUVS (alphabetical)



Alfa Romeo Stelvio Ti Sport AWD



Audi SQ5 3.0T quattro tiptronic



BMW X4 M40i



Dodge Durango SRT 392



Jeep Grand Cherokee Trackhawk



MINI Cooper S E Countryman ALL4



Volvo XC60 T8 E-AWD Inscription



# Nicely done.

by Joe Sage

A quick refresher: Genesis and Equus used to be Hyundai models (though neither bore a Hyundai badge) and had their own subset dealer sales and service experience to pamper their premium/luxury customers. All rear-drivers (in some cases with optional all-wheel-drive), models included a full-size Genesis Sedan, a sporty two-door Genesis Coupe that appeared unrelated but shared the Sedan's bones, and the big Equus limousine-sedan. In late 2015, Genesis announced it would become a standalone brand (under the greater Hyundai umbrella).

The prior (Hyundai) Genesis Sedan became the new Genesis G80, and the prior (Hyundai) Equus became the new Genesis G90. The prior Genesis Coupe has departed, and a new Genesis G70 four-door coupe GT will be revealed shortly (already easily found online in spy form). For now, the Genesis dealer experience takes largely the same subset approach (which spreads the smaller-volume luxury brand across more locations).

It's a smooth transition. The vehicles are familiar; only the small-volume Equus went through a total name change; the combined Genesis name raises brand awareness across the board; and its premium image is strengthened for existing as well as new and future customers.

If you're familiar with Hyundai vehicles, as millions are, you'll find the move upscale to Genesis comfortably easy: seats, mirrors, feature set-up, screen interface and such are straight evolutions of what you already know. Added are carefully crafted premium elements and customization options, such as a heads-up display that can be projected in white,

orange or green as conditions vary. The electronic shifter addresses a current common pitfall of many, with top lever position R illuminated in red, to mitigate confusion with Park via a button above.

Details include a console bin with long-life LED interior lighting (but an ill-fitting tray). The headlight stalk could use backlighting—we needed our phone to find it and turn the lights on. High beams are strong, but low beams are not. The electronic shifter is very sensitive, twice popping into neutral with a brush of the hand while driving. The Koreans excel at continuous improvement, so we'd not be surprised if these things have already been fixed.

Quantum Logic premium audio from Harman Kardon (with ClariFi bit-rate restoration) is powerful and clean ("mind-blowingly good," per our logbook), with multiple modes including audience or stage (nice for those of us who used to perform).

Sport was our favorite drive mode, typically for us, but it also improved low-speed handling, which was needed. The transmission exhibits exceptional presence and strength—smooth, powerful and frugal as it bursts quickly through the first three or four gears with a subtle powertrain growl.

There are three Genesis G80 models, and they intertwine considerably. All are now available as either rear-drivers or with AWD (you used to have to

make an engine/drivetrain tradeoff decision). Suspension and steering use the same layout on all, though the AWD turning circle is slightly larger.

Engines include a 3.8L V6, a 5.0L V8 and the G80 Sport's 3.3L twin turbo V6. Respective horsepower is 311, 420 or 365 (with premium fuel on the V8 and the twin turbo, though they can run on regular with fewer horses). Torque on the V8 and twin turbo V6 Sport is close to identical (and the Sport is 42 pounds lighter). Fuel mileage is also a point or two better for the twin turbo Sport than the V8.

Price for the base V6 is in the low to mid \$40s (RWD or AWD). The tougher choice is between the V8 and the twin turbo V6 Sport, both in the mid to upper \$50s, overlapping between the AWD Sport and RWD V8. Between the two upper models, you are largely free to make your decision based on how you like the particular handling and performance of either, with budget secondary.

We came to the G80 Sport straight out of a hot little sport coupe, and this big sedan with full-size cabin comfort quickly put the other in our rear view mirror. Twin turbo acceleration is smooth and strong, and its AWD grip and focused tracking run with the best when powering through a city corner, freeway sweeper or country highway curve. The Genesis G80 Sport delivers a finely engineered balance of nimble performance that used to be found only in European autobahn scorchers. ■

## SPECIFICATIONS

ENGINE	.....3.3L twin turbo DOHC 24v V6 w D-CVVT
DRIVETRAIN	.....RWD (AWD available)
HP/TORQUE	.....365 hp / 376 lb-ft
TRANSMISSION	.....8-spd electronic auto, Shiftronic man
SUSPENSION	.....F: indep 5-link w high-perf gas shocks, hollow stblzr bar; R: indep 5-link w high-perf gas shocks, solid stblzr bar
STEERING	.....rack-mount motor driven elec PS, variable
BRAKES	.....F: 14.2" vented disc, four-piston R: 13.0" vented disc, single floating piston
WHEELS/TIRES	.....F: 19x8.5J / P245/40R19 A/S R: 19x9.0J / P275/35R19 A/S
LENGTH / WB / GRND CLEAR	.....196.5 / 118.5 / 5.3 in
TURNING CIRCLE	.....(RWD) 36.2 ft
WEIGHT	.....4519 lb
LUGGAGE CAPACITY	.....15.3 cu.ft.
FUEL CAPACITY	.....20.3 gal
MPG	.....17/25/20 (city/hwy/comb)
BASE PRICE	..... <b>\$55,250</b>
EVERYTHING INCLUDED:	vehicle stability, ESC, ABS, brake assist, traction control, auto emergency brake w pedestrian detect, driver attn alert, blind spot, rear cross traffic, lane keep assist, smart cruise w stop/start, multi-view camera, front/rear park sensors, electronic park brake w vehicle hold, rain sense wipers, auto defogger, paddle shifters, sport suspension w intelligent drive mode, dark chrome quad sport exhaust tips, 19" sport alloys, carbon fiber & alum int trim, power tilt/slide pano roof, auto heads w high beam assist, LED heads, LED DRLs, premium leather, suede headliner, 16-/12-way power front seats, heated/vented front seats, dual zone climate, color heads-up display, auto dim mirror w compass, 7" color multi-info display, 9.2" touchscreen navi/HD, Android/Apple, Lexicon 17-spkr audio w ClariFi, wireless charge pad, power rear & manual rear side sunshades, hands-free smart power trunk lid, much more .....all incl
DESTINATION CHARGE	.....975
TOTAL	..... <b>\$56,225</b>

The Genesis G80 Sport makes its position among three Genesis G80 models clear with its performance-oriented style points and a tight, high-torque twin turbo V6.



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## CONQUEROR

We could personally get by in a two-seater, but always seem to fall for full-size seven-passenger SUVs. Maybe it's our years loading a band into a sedan. Maybe it's for magazines by the ton. Maybe it's the times six other people do come along. Maybe it's all the years driving full-size 4x4 pickups, crossed with A/C for Arizona's climate.

Dodge Durango is equally at home in refined or rough conditions, much like its five-passenger cousin Jeep Grand Cherokee, and similarly offers performance models—the 5.7L HEMI R/T and upcoming 6.4L HEMI SRT 392. Durango was born during the DaimlerChrysler days and quietly shares some basic bones with the Mercedes-Benz GLS, but at a fraction of purchase, service and parts costs.

Now built in Michigan, the first Durangos were built in Newark (New-ark), Delaware, appropriately the home of equally tough and talented George Thorogood. We flew east to Newark (New-erk), NJ recently, with lots of miles and lots of people on

our agenda over four nights. For our time there, we scored an all-wheel-drive Dodge Durango GT.

At \$37,495 RWD (\$40,095 AWD), the GT falls dead center in a lineup that runs from the \$29,995 SXT to the \$40s for Citadel and R/T models, soon also to \$62,995 for the 2018 Durango SRT 392. GT hits a value point—leather (just not Nappa like pricier models), lesser audio but with upgrades available, and so on. Ours stickered at \$49,065, at which point our eye might wander to the R/T with 5.7L HEMI. But FCA is masterful at model, feature and price positioning within a tight value range.

Do you need a big 4x4 on a beautiful fall weekend back East? For *Escape From Newark Airport*, it was a winner. We picked up our Durango and were immediately in the real world shown below. The first few miles took an hour, but the Durango conquered all. And we were soon miles away, auto-bahn-cruising on wooded Interstates.

Durango (and smaller Journey) sales are booming. We're not surprised. Dodge Durango belongs on anyone's short list. —Joe Sage



## The Queen of Speed aims ever higher

“The World’s Fastest Female Motorcycle Racer,” Arizona’s own Valerie Thompson, and her quest to run “The Fastest Motorcycle on Earth.”

Story and photos by Randall Bohl

Say “Bonneville” to any motorsports enthusiast and they know you’re talking Land Speed Records on the salt. Well, a few may picture the Triumph Bonneville motorcycle, but even it owes its name to Bonneville Raceway on the Salt Flats just east of Wendover, Utah.

The Bonneville Motorcycle Speed Trials (BMST) is a yearly six-day event held at the Salt Flats. Records are certified by FIM (Federation Internationale De Motocyclisme) and the AMA (American Motorcyclist Association).

We headed there to join Valerie Thompson of Scottsdale, The World’s Fastest Female Motorcycle Racer, and Denis Manning, owner of Team 7 Racing and the BUB Seven Streamliner in which Thompson had set the standing measured mile record here at 304.163 mph on September 1, 2016.

That’s a speed determined by the average of two runs through a measured mile in



the middle of a ten-mile course. The runs are made in opposite directions: if a driver runs a record-setting speed in one direction, they turn around and make a return run for an average they hope sets a class record.

Some, such as Team 7 Racing, haul the whole support trailer—their pit on wheels—to the end of the course to prep the cycle for that second run, refueling

and repacking parachutes. (One rider we met in the pits had put his bike into quarantine—because performance enhancing changes are not allowed between the two runs—so he could rest and rehydrate before making his return run.)

The Team 7 Racing crew consists of 16 people listed on the side of the BUB Seven Streamliner. It’s a family affair, Denis Manning says. He’s a third-generation salt racer; also on the team are Peter Manning, Jack Manning and granddaughter Charlotte Manning, while Delvene Manning happens to be the BMST owner and event manager.

Valerie had not yet made a run. The BUB Seven Streamliner is slippery as a fish (in fact, its shape is inspired by a salmon, tail fin and all), requiring winds of 0-3 mph, but the breeze had surpassed that for two days. The plan was to return at 6am Monday morning, set up pits at the starting line, be ready—and wait again for calm.

We arrived at the BMST entry at 5:30am Monday in total darkness. The Salt Flats are simply otherworldly, especially riding five miles out to the pits, following a blue-stained line on the salt past the only three-dimensional objects for miles around—orange highway cones spaced out farther than a motorcycle headlamp shines. Even in daylight, space and time are difficult to judge out on the salt, with no normal reference points and the mountains so far away they change little as the miles go past. We’d passed someone setting up a camera a quarter-mile before stopping at the Team 7 trailer. Pre-dawn is silence like we’ve never experienced, being almost the first to the pits. There’s no sound, because there are no people, no animals, no insects, no breeze whatsoever, and not even a bird, it seems, ventures here—why would it?

As the sun begins to reveal a horizon, we note



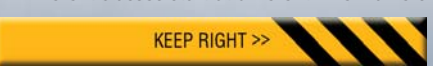
virga, rain streaming from clouds, to the southeast. Finally, there’s the sound of vehicles coming across the salt, as racers arrive with a video crew, who quickly set cameras on the sunrise. This is the other crew with Valerie and Team 7 for six days on the salt. P51 Pictures LLC is filming *Rockets and Titans*, featuring the only three vehicles of this type competing for the two-wheel land speed record.

The BUB Seven is one. Another is the current world record-holding Ack Attack Streamliner of Mike Akatiff, ridden by Rocky Robertson. Third is the Triumph Streamliner engineered by Matt Markstaller and ridden by Guy Martin. Triumph has a long history at Bonneville, being the namesake of their most famous motorcycle.

Valerie is after the absolute world speed record, gender aside, and Akatiff’s 367.382 mph is the number she must beat. And then some. Being the first to 400 mph is the goal of all three teams.

Valerie, her husband Ray and the Team 7 crew begin preparations by moving the streamliner trailer, tool truck and bus out to the VIR (Very Important Racer) pit. This puts the whole operation at the starting line, so if wind conditions are optimal, all other racing stops, and they run without delay.

Different classes start at different mile markers



on the course, depending on the speeds they run and how many miles they need to accelerate before the measured mile. We were 3.5 miles from the pit area, with motorcycles that run 175 to over 200 mph in staging lanes only about a quarter-mile from us, using about 3.25 miles to accelerate into the measured mile speed traps. Staging lanes and speed traps closer to the pits are for slower classes that need less acceleration time.

Valerie's start will be at the 1.5-mile mark. She'll run just 250-300 mph on the first pass, a shake-down to check the streamliner top to bottom, then use the full course for an all-out record attempt.

By 7:30am, the BUB Seven is under the trailer's canopy being prepped. We recognize the smell of methanol immediately. A small ice water tank at the nose is being filled, to cool Valerie's suit. Another water tank will spray water on the chain, which gets extremely hot at over 300 mph and could blow its O-rings all over the engine compartment (learned by experience, we are told).

Arch Owens is the team's IT guy, and he hooks up his laptop to check all systems during warmup.

All is well, except the warming sun has created a light breeze, so we will wait. We learn that the blowing silks on mile markers are the worst thing in the world to see. Even when they fall flat at our 1.5 mile marker home, the radio may say there is still a 5 mph wind 8 miles away, at the other end of the course. Patience is the operational word.

Denis has stories of speed trials past (he's been here 51 years) and explains weather patterns around the valley. The pause is an opportunity for film production—Valerie steps on-camera for

some rider coaching from Denis, while other film crew fly their drone for aerial shots of the scene.

The engine is understandably of unidentified origin. It's a turbocharged V4, double overhead cam, with highly machined everything. John Jans is the expert machinist. The crew is amiable, but beyond what the camera and the eye can see, they're not giving up any secrets. Questions are answered politely but vaguely, and who can blame them?—every piece is their custom work. Denis says only that the motor is of their own design, though someone mentioned an engineer and university professor contributed to it.

Overall length is about 25 feet, wheelbase about 12 feet and the Goodyear Eagle tires have been tested to 450 mph. Front suspension travel is about 1.5", and that big beautiful swing arm in the back seems to be a hard tail. The full body is carbon fiber covered with lightweight, rigid Kevlar.

Unlike on a motorcycle, Valerie has a foot throttle and brakes. Much as on a conventional motorcycle, she uses both hands to steer with left and right yokes, the right side having the shift button for a four-speed transmission. Denis says, "It felt kind of funny putting that 400 mph gear in there," while telling Valerie it was up to her when to shift into fourth gear. Though it looks round from a lot of angles, the streamliner really is a tall oval—like a salmon—with retractable skids on both sides, so it does not fall over when stopped. Incredible work has been put into the balance of the ma-



chine, but it still needs to be towed up to 50 mph, at which point Valerie retracts the skids, like an aircraft going wheels-up, and releases the tow rope, like a glider cutting loose. Shift points are 7,500 rpm into second and third gears, putting her well over 250 mph, then fourth gear depends completely on how the ride feels. At the end of the measured mile, she has three parachutes to deploy and almost five miles to stop, again dropping the skids when she's down to about 50-60 mph.

The day began cool, but by midafternoon temperature had reached 96 degrees. By then, with the reflective white of the salt, even shade doesn't feel like shade. A breeze just over 3 mph is really almost imperceptible—you feel no cooling but see the ride-killing silks blowing.

Walking the pits was like seeing the history of motorcycling from the 1950s to today. It seems anything that has ever run on the salt still does, with engineers tweaking bikes of all types for record attempts in their class. We kept one eye at all times on our small group 3.5 miles away, the Team 7 pit, looking for signs the BUB Seven was moving to its starting position on the course.

About 4:30 pm, the breeze calmed, the silks fell almost still, Denis said "go," and the team moved trailer and streamliner onto the course between the marker flags. Everyone began active preparation for the run, as Valerie disappeared into her bus to suit up. The film crew took up positions, with their drone circling above to capture it all. Delvene Manning was on site with radio, relaying wind reports to Denis from down course and ready to stop the other classes' runs if conditions were perfect for Valerie's run.

Unfortunately, conditions were never perfect. Somewhere over the 8.5 miles the wind was over 3 mph, and in a vehicle with virtually no downforce that's just too much breeze. As the

sun got lower and the temperature began to drop, it only got worse. At about 5:30 pm, Denis called the run off, and the crew turned to packing it in and returning to the pits, as all speed trials end at 6 pm. It was disappointing, but Denis kept everyone optimistic, saying, "We pack it ready to go, come back at 6 am tomorrow, move it back up here and get a shot in the still of the early morning."

His prediction of a still morning was not just optimistic, it was correct. By 6:30 am, the Team 7 trailer, Valerie's bus and the film crew were already at the 1.5-mile marker and preparing to run. It was a beautiful sunrise on the salt, with about 30 people gathered—friends of the crew from Grass Valley, California and other riders who wanted to see Valerie's run. With the silks lying flat on the mile marker poles, it seemed all systems go. An engine warmup was initiated, as Arch hooked up the laptop and started running down his checklist. We were not privy to the details, but there were computer glitches in the streamliner's systems (including one we overheard, indicating the parachutes might want to deploy on their own).

Arch and crew members worked diligently, but the rising sun and temperature were going against them, and soon the breeze was back. The doors in the tail were open, exposing parachutes and the plungers that push them out, and Arch had IT in Australia on the cell phone all morning. Denis's mood was much more serious. He becomes the captain of the ship when it's run time and needs to remain so. It was not a time to ask questions.

Fully suited up and ready to go when the problems crept up, Valerie needed to stay both occupied and relaxed. The film crew kept her busy for awhile, but when it was apparent the waiting would continue, she headed to the bus to get out of her driving suit. (And we spent some time with a Leatherman, chipping salt off our own motorcycle's pipes and from between the fins in preparation for the ride home to Arizona.)

By noon, Arch was still on the phone with Australia. The breeze was maybe 5 mph—2 mph too much, regardless. Arch did win the tech war, but over two more days, the conditions never allowed for a run. We quote Valerie: "It's not failure, it's unfinished success!"

Valerie Thompson, Denis Manning and Team 7 Racing returned to the Salt Flats September 20-24, during Mike Cook's Bonneville Land Speed Shootout, to try again. The weather did not cooperate, however—after four days of wind and substantial rain, the event was curtailed on the morning of the fifth day.

Further success remains unfinished, but we are confident it is in the cards. Records, after all, are made to be broken. ■

## MOTORCYCLE SPEED TRIALS



Valerie Thompson's record run was scheduled during the annual Bonneville Motorcycle Speed Trials (BMST), August 26-31. This dual-sanctioned event offers a chance to set AMA national and FIM world records. Indeed, dozens are usually set, broken and set again, as often as not within thousandths of a mile per hour. Classes are many, from run-whatcha-brung to multi-million-dollar streamliners. For this year's complete results, visit [bonneville-speedtrials.com](http://bonneville-speedtrials.com). ■

## GETTING TO THE SALT FLATS



There are lots of ways to get from Arizona to the Bonneville Salt Flats, near Wendover, Utah. All include spectacular scenery and wide open spaces. Some routes use more Interstate, some are classic two-lanes, and most combine the two. Figure 11 or 12 hours plus gas, meals and maybe an overnight. We rode north past Flagstaff on US 89 to Kanab, Utah, then I-15 to Salt Lake City and I-80 west to the Salt Flats (or you can cut off the SLC part with some two-lanes). Or you can go via Nevada, to Las Vegas, then north on US 93. The Salt Flats are near the Utah-Nevada line, with most hotels and restaurants on the casino side. We returned via Salt Lake, but exited I-15 at Nephi and took US 89 south. Our overnights both ways were in Fredonia, Arizona, just south of Kanab. Our total ride was 1585 miles—761 up, 824 back. Being Bonneville Motorcycle Speed Week, we did the trip on two wheels, in the saddle of a 1995 Honda CB750 Nighthawk. ■





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## A WEEK WITH : 2017 BMW X4 M40i

## M synthesis

BY JOE SAGE

When SUV coupes first came along, some people wondered why. They deliver elements of completely different types of vehicles in one, but might that compromise each? Then came performance versions, which no doubt had a lot of the same people scratching their heads. But this is where the seemingly odd mix of elements really comes together. These, too, deliver elements of completely different vehicles in one, now definitely enhancing one another—the intent all along.

We had learned this during pavement sessions at a utility comparo event, in the M version of X4's original bigger sibling, an X6 M. Performance is top-spec, with a power-to-weight ratio delivering well-sub-5 acceleration times, all atop reliably responsive BMW suspension and chassis.

In daily driving, you won't even be aware of the bulk and hulk of its shape—which is familiar enough now to not draw debate (and so popular that other manufacturers have followed suit). And even in this smaller of the BMW X "Sport Activity Coupes," you'll benefit from almost 50 cubic feet of cargo space behind the front seats.

The instruments of the X4 are well laid out—though very complete in content, simple in presen-

tation. Many features and readouts in the binnacle are invisible in an overall black field, unless in use, and can be customized extensively. On-or-off-as-you-prefer digital charge and temp gauges round out the speedo and tach. Even this era's electric steering and electronic shifter are getting better.

In a sign of the times (and, to a degree, the particular brand), we noted annoyances from application of electronics to seats, overly aggressive lane warnings, backup camera and a few other details. Bottom line may be that while BMW forces you to buy multiple option packages to get a lot of these, the good news is you may be able to think twice about a number of them and save thousands.

The X6 M mentioned above was a full M model. Here we have the X4 M40i, in what has become an ever-finer line of distinction between M features and full-M. The X6 M has power and torque in the 500s, the X4 M40i in the 300s, yet the X4 M40i's 4.7-second acceleration time is healthy against the X6 M's 4.1, and the X4 M40i's base price is barely above half that of the X6 M—apples and oranges, as we are also comparing two sizes, but it's a comparative you might want to embrace. There's an X4 xDrive 28i at a base price of \$47,600, but the first step from that to an M40i may be the best \$12,000 or so you'll spend. ■



## SPECIFICATIONS

ENGINE	3.0L twinscroll turbo inline-6
DRIVETRAIN	4WD
HP/TORQUE	355 hp / 343 lb-ft
TRANSMISSION	8-spd sport automatic
SUSPENSION	F: Double-joint spring strut axle R: Five-link axle in lightweight construction
STEERING	electric power
ACCEL / TOP SPD	0-60mph 4.7 sec / 155 mph
BRAKES	F/R: 1-piston floating caliper vented
WHEELS	(standard) F/R: 8.5x19 / 9.5x19
TIRES	(standard run-flat) F: 245/45 R19 98 R: 275/40 R19 101
LENGTH / WHEELBASE	183.9 / 110.63
TURNING CIRCLE	39.04 ft
GRND CLEAR	8.03 in
WEIGHT	4056 lb
TOW CAPACITY (BRAKED/NOT)	5291 / 1653 lb
LUGGAGE CAPACITY	49.44 / 17.66 cu.ft
FUEL CAPACITY	17.7 gal
MPG	19/26/25 (city/hwy/comb)
<b>BASE PRICE</b>	<b>\$59,250</b>
MELBOURNE RED METALLIC	550
WHEELS & TIRES	20" M Double-spoke 680M wheels w/non-RFT Michelin Pilot Super Sport tires
COLD WEATHER PACKAGE	Heated seats front and rear, heated wheel, headlight washers
DRIVING ASSISTANCE PACKAGE	Heads-up display, active blind spot, instrument cluster w extended contents, speed limit info
DRIVING ASSISTANCE PLUS PACKAGE	Adaptive full LED lights, auto high beams
PARKING ASSISTANCE PACKAGE	Surround view cameras, park distance control
NAVIGATION	1700
DESTINATION CHARGE	995
<b>TOTAL</b>	<b>\$67,995</b>

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ACTIVE BLIND SPOT DETECTION (à la carte)	500
BMW ULTIMATE CARE	600
BMW ULTIMATE CARE & CARE+1 BUNDLE	2049
BMW iPad HOLDER	188
BMW WIRELESS CHARGING CASE	75

# Mixin' it up in the Texas dirt

TEXAS TRUCK AND UTILITY COMPETITION PRODUCES INTRIGUING DATA AND HAS UNIVERSAL IMPACT

As American as baseball, the Texas Truck Rodeo, hosted by the Texas Auto Writers Association and presented by the Steel Market Development Institute (SMDI), also produces results equally interesting to an enthusiast or statistician.

The event is also highly significant for truck and utility manufacturers. Texas means trucks (it's the truck capital of the world for ownership, manufacturing, testing, even one headquarters). A win here is so important, you will see it mentioned everywhere from global news to Super Bowl ads.

Many people say you just can't buy a bad vehicle these days. With universal application of many safety and technology features, plus vast improvements in construction methods, this is a defensible point. Manufacturers enter their best contenders, and final vote tallies are often separated by just tenths, hundredths or last year even thousandths of a point. But only one vehicle per category goes home with a trophy.

There are a number of factors in creating competitive entry categories. Whether something is a pickup or not is easy, as is telling midsize from full-size pickups. Commercial vehicles can be open to more interpretation, often also including pickups.

For utilities, it's more complex. What's an SUV, and what's a crossover (CUV)? Manufacturers are free to designate either as they see fit, and they can self-select entries as off-road or luxury (similarly with utilities and pickups). As you skim the lists of contenders and winners, you will see that some of this is crystal clear, some subjective, most maybe a little of both. Hardest of all for classifying utilities is size (also true of passenger cars today). The EPA and other standards organizations have long had a basis for this, but measures have been increasingly overlapping. It's not uncommon for a vehicle to be classified as a compact but have an

EPA-spec midsize or full-size interior, and so on. For cars, some manufacturers avoid this by marketing with such terms as "executive sedan."

It's increasingly a point of discussion in event organization. Bottom line for now: the manufacturers have the most influence on size designations and the SUV/CUV option, as any who win a trophy deserve a plaque that represents the vehicle as they market it, such as a midsize crossover.

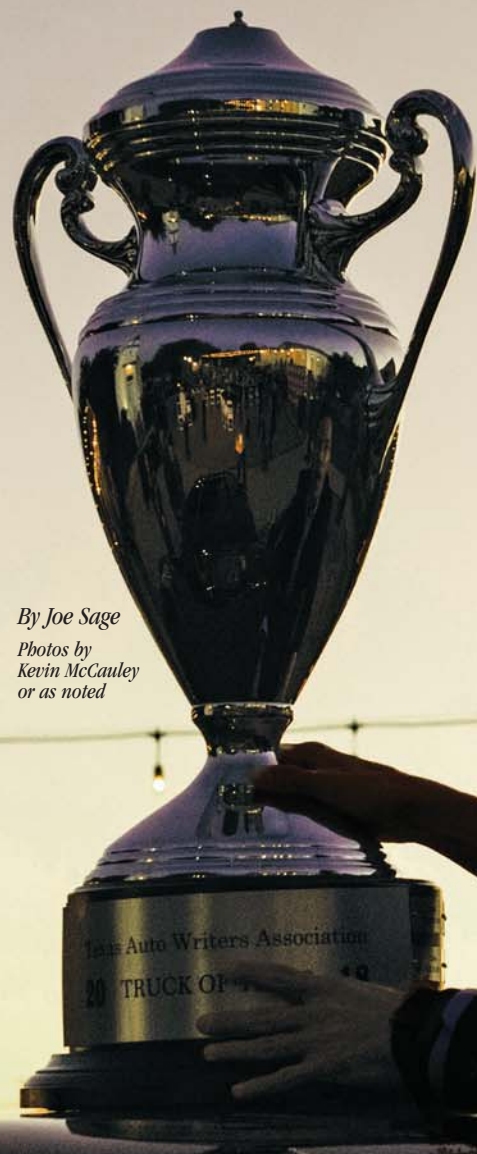
At this year's Truck Rodeo, sixty-four trucks and utilities with a combined value of nearly \$4 million—2017 or 2018 models—were compared over two days at Longhorn River Ranch in the Texas Hill Country, near Dripping Springs outside Austin.

Three levels of off-road course are prepared (with each vehicle designated appropriately), successively including rougher terrain, rock climbing, creek crossings—all sometimes also dodging the host ranch's exotic wildlife. Two-lane highways are also available for pavement evaluation. Engineers from competing manufacturers are on hand to point out key features and answer questions.

More than 70 automotive journalists as judges spend more than 300 hours driving. They vote on each vehicle individually, with a point-score applied to a matrix of attributes—exterior, interior, performance, value and personal appeal.

Seventeen categories consider vehicle type, size, off-road intentions, luxury level and so on, as listed on following pages.

The event for years generated one top



By Joe Sage  
Photos by Kevin McCauley or as noted

## TITLE AWARD WINNERS

(at right, top to bottom):

### Truck of Texas

2018 Ford F-150

★ Ford F-150 Raptor (specifically) also won Off-Road Pickup and scored best for Exterior and Personal Appeal

### SUV of Texas

2018 Volvo XC60

★ XC60 also won Best Connectivity, Best Powertrain, scored 2nd best for Interior and 3rd for Personal Appeal

### Crossover of Texas

2018 Alfa Romeo Stelvio

★ Alfa Romeo Stelvio also scored 2nd best for Interior and Personal Appeal and 3rd best for Performance

dog Title Award—Truck of Texas—but now there are three: Truck, SUV and Crossover of Texas (and thus arguably implying Truck, SUV or Crossover of the world in the eye of many consumers).

The Title Awards are based on a separate ranking for each of the three vehicle types by the judges, with those results then weighted with a carefully engineered algorithm incorporating the individual categories' ratings as well.

Results are as they are with any contest: exhilarating for the winners, sometimes frustrating for the other contenders—after all, each has brought the best of the best from their stables—and fascinating for statisticians with access to all the details. As you skim the results, this is apparent.

It's always interesting to see brands that dominate categories but do not grab the Title Award and/or vice versa. But upon the closest scrutiny, the process always stands up, revealing the depth and complexity of the mission itself.

Some years, the Truck of Texas title award is easy to guess up front: the first all-aluminum Ford F-Series in 2014 or the first full-size Nissan Titan XD in 2015. But you never know till the votes are tallied. There was nothing so obviously "new and shiny" this year, although a series of new Eco-Boost engines and 10-speed transmissions may have contributed to the Ford F-150's title win.

Individual categories are just as important, though. Among six pickup categories, title winner Ford won just one, while Ram and Nissan each won two and Toyota one.

SUVs and crossovers are inherently more complex and certainly less predictable. While Volvo took the SUV title trophy, out of seven SUV cate-

KEEP RIGHT >>

(Bottom right): Our host venue's namesake at the 1632-acre Longhorn River Ranch near Dripping Springs, in the Texas Hill Country outside Austin. TAWA members with extensive off-road experience create an extreme off-road course, a moderate off-road course and one simple gravel course on site, with manufacturer input for special features; we also use neighboring two-lane Hill Country roads for pavement impressions of certain vehicles.





### CATEGORY WINNERS: PICKUPS

(Near left, top to bottom; runners-up alphabetical):

#### Midsize Pickup

2017 Toyota Tacoma TRD Pro  
vs. ....2017 Honda Ridgeline RTL-E  
.....2018 Nissan Frontier Midnight Edition

#### Full-Size Pickup

2018 Nissan Titan Midnight Edition  
vs. ....2018 Ford F-150 King Ranch  
.....2018 Ford F-150 XLT  
.....2018 Ram 1500 Rebel  
.....2018 Toyota Tundra Limited 4x4 CrewMax

#### Heavy Duty Pickup

2018 Ram 2500 Limited Tungsten  
vs. ....2017 Ford F-250 King Ranch

#### Off-Road Pickup

2017 Ford F150 Raptor  
vs. ....2017 Nissan Titan PRO 4X CrewCab 4x4  
.....2017 Ram 2500 Power Wagon

#### Luxury Pickup

2018 Ram 1500 Laramie Longhorn Southfork  
vs. ....2018 Ford F-150 Limited  
.....2018 Ford F-250 Limited  
.....2017 Nissan Titan Platinum Reserve CC 4x4

#### Commercial Vehicle

2018 Nissan Titan King Cab SV  
vs. ....2018 Ford F-150 XL  
.....2018 Ford F-250 XL  
.....2017 Mercedes-Benz Sprinter Crew Van  
.....2018 Ram 5500 Chassis Cab Tradesman (w/dump)

gories, that was their only win, while Jeep and Dodge took four, and Nissan/Infiniti won two. FCA also won the Crossover of Texas title award, while Mazda swept the other three CUV categories.

Texas Truck Rodeo also grants several Feature Awards, in categories self-nominated by the manufacturers and voted upon based on each judge's collective experience from the two days. Here, the SUV Title-winning Volvo XC60 catches up, winning both Best Connectivity and Best Powertrain. The Best Technology trophy went to Nissan ProPilot Assist, an impressively implemented set of driving aids carefully balanced to not be autonomous, rather to help a driver but not take over.

One final step taken by the results statisticians is to tally the numerical votes for all vehicles in each evaluation category, not for trophies but rather just for interest (and glory, for some). When all scores for Best Overall Exterior were added up, Ford F-150 Raptor was highest, followed by the new Alfa Romeo Stelvio and the new Ram Laramie Longhorn Southfork trim. Ram Longhorn

(Far left, top to bottom): History on display, as Ford brought a running 1948 Ford F-1 to mark F-Series' upcoming 70th birthday. // History in the making with a running prototype of the Bollinger B1 electric utility truck (en route next to desert testing in Utah, then SEMA in Las Vegas). // Emus running free at the ranch kept us entertained and alert, with personalities part Dr Seuss, part *Jurassic Park*. The flightless birds, standing about six-foot-three, were not shy—poking their heads into vehicles, joining us on walks and climbs, opening ice chests with their beaks, and helping themselves to bottled drinks and bagged ice. They seemed to be everywhere all the time, but most agreed there were actually only two or three.

### CATEGORY WINNERS: UTILITIES

(Top to bottom by column; runners-up alphabetical):

#### Subcompact SUV

2017 Jeep Renegade Desert Hawk  
vs. ....(no others in category)

#### Compact SUV

2018 Nissan Rogue Platinum  
vs. ....2018 Jeep Compass Limited  
.....2018 Jeep Compass Trailhawk  
.....2018 Toyota RAV4 Adventure

#### Compact Luxury SUV

2018 Infiniti QX30 Premium AWD  
vs. ....2018 Mercedes-Benz GLA250 4MATIC

#### Midsize SUV

2017 Jeep Grand Cherokee Trailhawk  
vs. ....2018 Volkswagen Atlas

#### Midsize Luxury SUV

2018 Volvo XC60 T6 Inscription / T8 Inscription  
vs. ....Jeep Grand Cherokee Summit  
.....Mercedes-Benz G550  
.....Land Rover Discovery HSE Luxury Td6  
.....Land Rover Discovery HSE Luxury

#### Full-Size SUV

2018 Dodge Durango SRT 392  
vs. ....2018 Nissan Armada Platinum

#### Off-Road Utility Vehicle

2017 Jeep Wrangler Unlimited Rubicon Recon  
vs. ....2018 Toyota 4Runner TRD Pro

#### Compact Crossover

2018 Mazda CX-3 Grand Touring FWD  
vs. ....2017 Fiat 500X Urbana Edition  
.....2017 Nissan Rogue Sport SL  
.....2018 Subaru Crosstrek 2.0i Limited

#### Midsize Crossover

2017 Mazda CX-5 Grand Touring GT  
vs. ....2017 Nissan Murano Platinum AWD  
.....2017 Volkswagen Tiguan SEL Premium 4MOTION

#### Full-Size Crossover

2018 Mazda CX-9 Grand Touring AWD  
vs. ....2017 Nissan Pathfinder Platinum 4x4

#### Luxury Crossover

2018 Alfa Romeo Stelvio Ti Sport  
vs. ....2017 Lexus RX 350 F SPORT

Southfork also tallied tops for Best Overall Interior, followed by Volvo XC60 and Land Rover Discovery. Best Overall Performance reflects the overall balance of entries, with the brand new Dodge Durango SRT 392 first, underscoring the reason for a paved component to the event, followed by the extreme off-road-capable Ram 2500 Power Wagon and the some-of-both Alfa Romeo Stelvio. As pickup popularity and prices soar, Nissan has shown enough restraint to sweep Best Overall Value with three different Titans. Since a statistical tally is never the last word when vehicle shopping, any more than it is when choosing a spouse or a house, the Highest Overall Personal Appeal score adds dimension, with Ford F-150 Raptor again tops, followed by yet another "place" for the Alfa Romeo Stelvio and another "show" for the Volvo XC60.

Ultimately, despite all the moving parts in the process, certain trends—whether transient or running deep—do become apparent.

As always, we look forward to next year. ■



Ford F-1, Bollinger B1 and emu photos at left: Joe Sage

# STREET CRED.

Honda Civic Si shows itself to have a noticeably high popularity-to-price ratio.

BY JOE SAGE

The sporty version of Honda's compact Civic—the Si—has been around for over 30 years, first in the Japanese domestic market, soon arriving in the US, and going through many evolutions and eight iterations over ten Civic generations, with changes in the body type basis for the model, degree of engineering versus style adaptations, engines and transmissions—each the subject of hot debate among the cognoscenti, in its time and often ongoing. If you want to revisit it all, prepare to spend a good week digging deep in the enthusiast forums online. You can parse all the details, but overall, it speaks to the enormous enthusiasm for the model over its entire history.

But today we will talk about today.

The 2017 Honda Civic Si we are driving here is the latest, arriving after a gap for 2016. It's the first to use a turbocharged engine—a 1.5-liter direct-injected four-cylinder low-inertia mono scroll turbo with electronic waste-gate and dual variable valve timing control (VTC), generating 205 hp (more than a gen-one Boxster) and 192 lb-ft of torque. Virtually every component of the engine has been thoroughly reengineered and optimized. Your foot now triggers this beast via a drive-by-wire throttle system, which cuts weight and increases precision and responsiveness. This power runs through a nice, tight six-speed manual, the only transmission build

for this model—also reengineered for quicker shifts and increased endurance, packaged in a stronger and lighter case. Shift points are right where we wanted them. We could drive it like a performance 4-speed on surface streets and a 5- or 6-speed on the freeway or for the long haul.

This compact powerplant outperforms the prior 2.4-liter engine in every spec, and its power and torque curves come on tap much more quickly, now at 5700 rpm for power (improved from 7000) and a stunning 2100 rpm for torque (vastly improved from 4400). Yes, it's a rocket, surely the best Si yet.

It's sometimes easy to gauge the subjective response to anything we're driving, from our fellow travelers. Our Energy Green Civic Si Coupe predictably turned many a head and inspired many a boy racer during our week. Maybe it's the paint, perhaps the aggressive bodywork, but we soon felt that for \$24 grand, we had almost the persona of an Italian supercar—and in a corner of the Valley that has no shortage of those.

Part of this feel comes from the car's aggressive stance—wheels planted well toward the corners, enhanced by the fastback form and rear wing—creating handling that is pure magic. The car still exhibits a bit of front-drive torque after all these years, not the kind that would wander into another lane, but enough to feel

while powering through a freeway sweeper. The good news is, more power conquers this. In fact, it's mild enough that you can still shift during a turn—problematic torque steer would require both hands on the wheel. The important thing is you're in control, not the car. The market for this car pretty much lives and breathes front-drivers, anyway, so most would probably not only not notice but probably like that.

The interior is a knockout, with red stitching, carbon-look inserts and handsome Si-embossed sport seats unique to this model.

The screen interface (which continues the Si theme with red graphics) is very touch-dependent for a car that invites high attention to driving itself and could benefit from a knob or two (though audio volume and such can be controlled from the wheel). Speaking of which, the Si's 450-watt, 10-speaker audio is top-notch, with clean DTS sound across the full range with just three-band EQ.

Civic Si includes Honda's breakthrough right-hand rearview camera in the screen. Though nothing should replace looking over your shoulder and checking your blind spots (a habit you don't want to break, as you'll need it in other vehicles), it's very responsive in such a responsive car, definitely augmenting your ability to know your surround-

ings while shifting, turning, exiting or even just changing lanes on the freeway.

Our sample is the Civic Si Coupe; the model is also available as a sedan, just 17 pounds heavier but otherwise spec'ing the same on the basics.

Buying is a breeze: there is just the one thoroughly outfitted Si trim, and the price is the same for Coupe or Sedan. Options are minimal: one wheel option, and beyond that such minor items as cargo net or wireless phone charger. Basically just pick a color (or take what they have on the lot, as these are sure to be red hot sellers).

Also of note is the upcoming Civic Type R, a 306-hp, 295-lb-ft 2-liter turbo hatchback at \$33,900. This halo car will undoubtedly drive enthusiasm for the Civic Si higher, too, especially for those who want to save \$10 grand at purchase and about 4 mpg at the pump, ongoing.

And yes, we had that telltale thing of an enjoyable car: when it was time to go home, we could always invent just one more errand because we never felt like parking the Civic Si quite yet. ■

## SPECIFICATIONS

ENGINE	.....1.5L dir inj turbocharged 4-cyl
HP/TORQUE	.....205 hp / 192 lb-ft
TRANSMISSION	.....6-spd manual
REAR END	.....helical limited slip differential
DRIVETRAIN	.....FWD
BRAKES	.....F: 11-in vented, single-piston; R: 11-in solid single-piston, alum calipers
STEERING	.....double-pinion variable ratio elec
SUSPENSION	.....F: MacPherson strut w 27x4.5mm tubular stabilizer bar R: multilink w 18mm solid stabilizer bar
WHEELS	.....18" machine-fin alloy, gloss blk insert
TIRES	.....235/40R18 91W
LENGTH / WHEELBASE	.....177.4 in / 106.3 in
TURNING CIRCLE	.....37.8 cu.ft
CARGO VOLUME	.....11.9 cu.ft
WEIGHT / DISTRIB	.....2889 lb / 61.4/38.6%
FUEL CAPACITY	.....12.4 gal
MPG	.....28/38/32 (city/hwy/comb)

## BASE PRICE: \$24,100

**EVERYTHING IS INCLUDED:** Premium 10-sprkr-subwoofer audio, 7" display, multi-view rear camera, Bluetooth hands-free link, USB audio, Android/Apple, HD Radio, SiriusXM, Pandora, Honda LaneWatch, pushbutton start, filtered dual-zone climate, front heated sport seats, leather wheel & shift knob, 60/40 fold rear seat w cargo access, one-touch up/down front windows, elec parking brake, sport pedals, 12v power outlet, cruise, power moonroof w tilt, auto on/off headlights, fog lights, LED taillights, rear wing spoiler, center outlet sport exhaust, smart entry & security system, heated power mirrors, variable intermittent wipers, capless fuel filler, stability assist, ABS/EBD, LED daytime running lights.....incl

DESTINATION CHARGE:.....875

TOTAL .....\$24,975

## 2018 HONDA CIVIC LINEUP

SEDANS	LX-Touring.....\$18,840-26,700
	Civic Si.....24,100
COUPES	LX-Touring.....\$19,250-26,325
	Civic Si.....24,100
HATCHES	LX-Sport Touring.....\$19,900-28,500
	Civic Type R.....33,900





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## A WEEK WITH : 2017 TOYOTA TUNDRA 4X4 LIMITED CREWMAX

# Ready to rumble

BY JOE SAGE

Tackling America's traditionally hyper-loyal full-size pickup market has always seemed a quixotic quest. Toyota did not dive in head first with the Tundra: its 2000 introduction picked up on the earlier T100, a sort of 3/4- or 7/8-size pickup, after a few years' absence in the US. A true full-size arrived in 2007 and ten years in remains largely unchanged.

Many factors play into market share. Ford, Nissan and Ram are growing by healthy margins (with Ram now right on the heels of long-time number two Chevrolet). Nissan's full-size Titan has the sharp growth of an all-new entry. Midsize pickups have had strong increases, including Toyota Tacoma (though the venerable Nissan Frontier, the newest Honda Ridgeline and two new entries from GM keep Tacoma's share the same). Tundra reflects Tacoma, keeping about its same market share as the full-size segment grows overall.

Tundra is offered in a wide variety of models: 4.6L and 5.7L V8s, and 18 combinations of

trim level and cab format, in 4x2 or 4x4. All 4-bys have an electronic two-speed transfer case. Fuel mileage is within a point or two across the lineup. Tundra remains the only full-size pickup available only as a nominal half-ton, surely a big factor in its market share.

Our 4x4 sample is in medium-high trim with the biggest cab. Four packages and 17 individual options raise the price just 15 percent (but still lacking keyless entry and start). The lineup is built on just two wheelbases (as is typical, with varying cabs and beds). Ours was among the longest, yet its 44-foot turning circle felt nimble, and its steering and handling were precise. The 5.7L V8 has a nice rumble, worthy of windows-down listening even on a hot day.

Big truck interiors vary widely; Tundra's is quite neutral, with comfortable and utilitarian seats in a durable leather. Instruments are minimalist and easy to operate (thanks to a few key knobs). Ours had optional top audio, but that falls short. Cruise is via a stalk that rotates with the wheel, an awkward setup.

Tundra cleared its original hurdle, making a mark in the full-size pickup market. In the next generation, it will surely have to up its game. ■



## SPECIFICATIONS

ENGINE	.....5.7L I-FORCE E85 flex fuel DOHC EFI V8 alum block, 32v alum alloy head w Dual VVT-i
DRIVETRAIN	.....4x4 demand system 2-spnd electronically controlled transfer case
HP/TORQUE	.....381 hp / 401 lb-ft
TRANSMISSION	.....6-speed auto overdrive
SUSPENSION	.....F: indep high-mount dbl-wishbone, 1.42" stblzr bar, low pressure nitrogen gas shocks R: live axle w trapezoid multi-leaf springs, out-board-mounted low pressure nitrogen gas shocks
STEERING	.....rack & pinion hydraulic pwr, fluid cooler
BRAKES	.....F: 13.9" 4-piston vented discs R: 13.6" single-piston vented discs
WHEELS/TIRES	.....20-in alum alloy / P275/55R20
LENGTH/WB/GRND CLEAR	.....228.9 / 145.7 / 10.6 in
APPROACH/DEPARTURE	.....26 / 16 degrees
LEGROOM (F/R) / BED LENGTH	.....42.5" / 42.3" / 5.5 ft
WEIGHT	.....5670 lb
TURNING CIRCLE	.....44.0 ft
TOW CAPACITY	.....9800 lb
FUEL	.....87 octane min / E85 capable / ULEV II
FUEL CAPACITY	.....38.0 gal
MPG	.....13/17/15 (city/hwy/comb)
BASE PRICE	.....\$44,195
LIMITED PREMIUM PACKAGE	driver assist tech .....1065
TRD OFF-ROAD PACKAGE	wheel, tire, shock upgrades; skid plates; tow hooks; bed side decal .....100
ENTUNE PREM JBL AUDIO	w nav, apps, rear cam .....785
MOONROOF	power tilt/slide, sliding sunshade .....850
OPTIONS	Bed mat (139); "Tundra" tailgate insert (99); paint protection film (395); spare tire lock (75); first aid kit (30); tablet holder (99); TRD rear sway bar (299); console storage tray (85); TRD performance air filter (75); mini tie-downs w hooks set of 2 (45); remote engine start (499); TRD performance dual exhaust (1100); TRD shift knob (150); TRD skid plate (425); alloy wheel locks (80); all weather door sill liners (219); deck rail camera mount (56).....3870
DESTINATION CHARGE	.....1195
TOTAL	.....\$52,060

# Phoenix Molecular Imaging

The Prostate Cancer Imaging Specialists



## C11-Acetate PET Imaging

The first and only facility in the Western US approved to produce and use C11 Acetate for the evaluation of prostate cancer under multiple clinical trials.

The physicians at Phoenix Molecular are conducting studies to determine how well C11 Acetate PET/CT scans can improve their

ability to detect residual or recurrent prostate cancer.

Through advanced imaging, such as C11-Acetate PET/CT, we now can know the true limit or extent of prostate cancer. With this information, better treatment decisions can be made.

## Multi Parametric MRI

Avoid the discomfort and in accuracy of Random Prostate Biopsies.

If you have a high PSA or are under Active Surveillance for Prostate Cancer, Multi Parametric MRI is the best non invasive way to determine if there is clinically significant cancer that needs further attention.

## GENTLEMEN, START YOUR ENGINES— BUT FIRST CHECK UNDER THE HOOD.

Prostate cancer is one of the most common types of cancer in American men, with more than 220,000 new cases diagnosed annually, and is the second-leading cause of cancer death in men. One in seven American men—fathers, sons, husbands, brothers, partners and friends—will be diagnosed with prostate cancer in his lifetime.

While the exact cause of prostate cancer is still not known, it is known that the risk of developing the disease increases as you get older, and that early detection is the key to survival. In fact, when detected early enough, the chance for survival is very good. The PSA test is one of the most important tools available to aid in the early detection of prostate cancer. It measures the level of PSA, or prostate-specific antigen, in the bloodstream. PSA is usually found in the blood in low levels, as very little PSA escapes from a healthy prostate. Elevated PSA readings can be a sign of prostate cancer or other prostate conditions.

The Prostate Cancer Research Institute (PCRI), AMIFund.org, Phoenix Molecular Imaging and Insight Imaging work tirelessly every day on prostate cancer awareness and research.

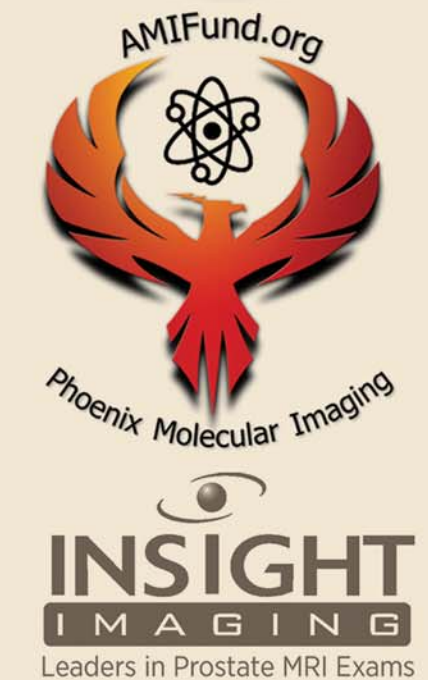
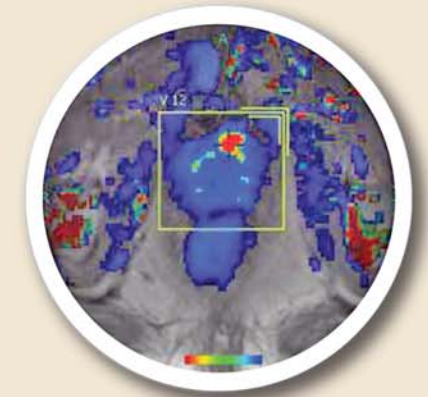
Last year, Prostate Cancer Awareness fielded a team at the Grand Prix of Scottsdale—and won the race! The winning car was auctioned last January at Russo and Steele, selling for \$12,650, with all proceeds donated to charity. The purchase

included entry in this year's racer under new livery, if the buyer so chooses.

Your life could depend upon getting tested. Early detection tools such as PSA tests should be part of a regularly scheduled checkup for men starting at age 40. It's an important way to establish baseline information, identify problems and begin treatment as soon as possible. After all, early detection is your best chance for a cure.

Phoenix Molecular Imaging is the first and only facility in the Western US approved to produce and use C11 Acetate for the evaluation of prostate cancer under multiple clinical trials. Their physicians are conducting studies to determine how well C11 Acetate PET/CT scans can improve their ability to detect residual or recurrent prostate cancer. Through such advanced imaging, they now can know the true limit or extent of prostate cancer, so better treatment decisions can be made.

Avoid the discomfort and inaccuracy of random prostate biopsies: if you have a high PSA or are under active surveillance for prostate cancer, Phoenix Molecular Imaging uses Multi Parametric MRI, the best non-invasive way to determine if there is clinically significant cancer that needs further attention. To learn more about your prostate health and treatment options, visit PCRI.org. You can also work to end prostate cancer through a tax deductible donation. Every dollar counts. ■



Proud Sponsor of the **Prostate Cancer Awareness Vintage Race Team and Grand Prix of Scottsdale**

## Phoenix Molecular Imaging

4540 E Cotton Gin Loop, Ste 150  
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602.368.3055  
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## Phoenix Molecular Imaging

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Ask your doctor to schedule you for a Prostate MRI Exam. Exams are performed at:

## Insight Imaging – Fountains

5620 W. Thunderbird Road, Suite A / Glendale, AZ 85306  
602.627.9933 / fax 602.225.0919  
myCDI.com/Insight/AZ

Photo: Lindsay Meggers, Prostate Cancer Research Institute

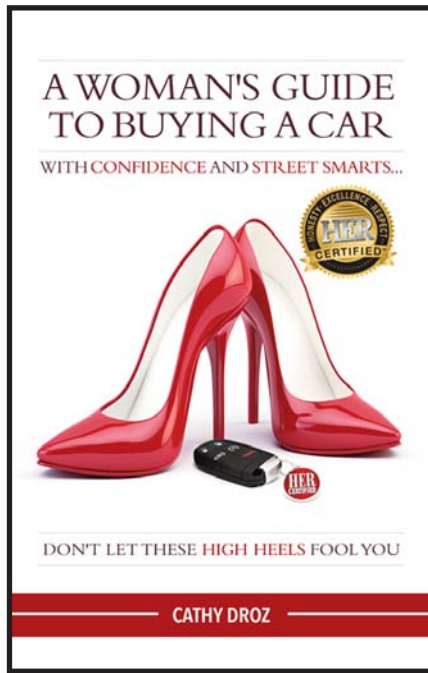


Photo: Joe Sage





Cathy Droz  
HER Academy  
HER Certified



▼ At age ten, **Cathy Droz** started accompanying her father on his yearly mission to buy the family cars, and at 17 she did it on her own. It was her age that surprised dealers, not her gender. An advocate and mentor for women, Droz now educates the female consumer on how to buy a car, and she educates dealers and manufacturers on how to give women what they've been asking for in a car buying experience. She feels if you can negotiate a car deal, you can negotiate anything in life. Her book—*How to Buy a Car with Confidence and Street Smarts (Don't let these High Heels Fool You)*. **HER Academy** learning center and **HER Certified** studios—combined with speaking engagements, TV, radio, car reviews and digital content—all spread the win-win message Droz brings to the industry. The H.E.R. acronym stands for Honesty, Excellence and Respect, and Droz's trademark of Red Heels represents confidence (as well as a great tool for breaking the glass ceiling). Passionate about making a change and selective in the dealers she will certify, Droz hopes to entice more women to enter auto dealer sales, service, finance and technology. Her book is available from Amazon or the HER Certified website. Learn more about women making a

difference in the male-dominated automotive industry at [www.hercertified.com](http://www.hercertified.com).

▼ **ElectraMeccanica Vehicles Corp.** of British Columbia has signed a manufactur-



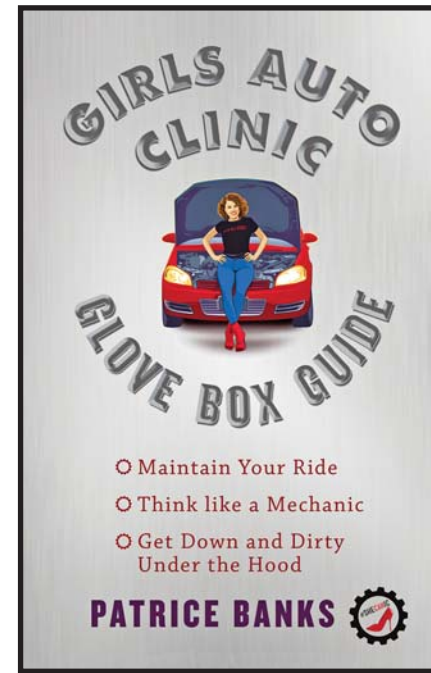
ing agreement with Zongshen Industrial Group Co., Ltd in China to produce 75,000 SOLO all-electric vehicles over the next three years. Specifically, the plan calls for the production of 5,000 SOLOs in 2018; 20,000 in 2019; and 50,000 in 2020. The SOLO made its world debut in 2016 and to date has amassed combined corporate and retail orders totaling over 20,000 units, representing close to CDN\$400 million in

anticipated purchase price value. SOLO is powered by a 16.1 kWh lithium-ion battery, with a drive system tuned for both speed and mobility, a range of 100 miles and a top speed of 80 mph. ElectraMeccanica is offering dealer opportunities and taking fully-refundable C\$250 deposits for SOLO and C\$1,000 deposits on the Tofino all-electric sport coupe, at [EMVauto.com](http://EMVauto.com).

▼ **General Motors** Chairman and CEO Mary Barra has announced a major element of GM's vision of a world with zero crashes, zero emissions and zero congestion, introducing two new all-electric vehicles over the next 18 months, incorporating everything they've learned from producing the Chevrolet Bolt EV—the first of at least 20 new all-electric vehicles they plan to launch by 2023. GM continues a multiple-solutions approach with a two-pronged plan for electrification—battery electric and hydrogen fuel cell electric, depending upon each application's requirements. GM also introduced SURUS—the Silent Utility Rover Universal Superstructure—a fuel cell-powered, four-wheel-steer concept vehicle on a heavy-duty truck frame, driven by two electric motors. With its flexible architecture, SURUS could be used as a delivery vehicle, truck or even an ambulance—all emissions-free.

▼ There was a time when author **Patrice Banks**, a self-described former "auto-air-head," didn't know the first thing about her car and would ignore the dashboard lights because she felt uncomfortable taking her car in. Seeking a female mechanic, she found that despite being the majority of owners and drivers, women account for less than two percent of auto mechanics. So Banks got her engineering degree and became a certified automotive technician. After twelve years as an engineer, she began leading car care workshops for women in the Philadelphia area and started an all-female garage. Aimed at any woman who may feel powerless when it comes to her car, thinks mechanic-speak sounds like a foreign language, wonders whether an auto repair was unnecessary or overpriced, or wants to learn the fundamentals

(how do you tell if you need new brakes? how often are you supposed to change your filters? what does that light on your dashboard mean?), her new **Girls Auto Clinic Glove Box Guide**—a one-stop do-it-



herself guide to maintenance, repairs and roadside emergencies—offers answers. (ISBN 978-1-5011-4411-0; \$25.00)

▼ As part of **Ford** Motor Company's commitment to science, technology, engineering, arts and math (STEAM) education, the company has teamed up with Academics in a Box—designers of the award-winning Groovy Lab in a Box product line—to deliver an education kit right to a student's doorstep at no cost. The box is designed to engage kids in learning core STEAM principles and challenge them to think like a Ford engineer, giving them the tools to build a prototype of a Mustang GT—designing a vehicle frame out of origami and kirigami modeling, working with copper tape which conducts electricity to create a working motor, and creating headlights and taillights using LED lighting. Ford is also expanding its work with Girl Scouts of the USA bringing the Ford Girls' Fast Track Races to eight Girl Scout councils.

▼ **Pirelli** has engineered a tailor-made OE version of its P Zero tire for the new **Hyundai** i30 N. Produced at Pirelli's high-tech plant in Settimo Torinese, Italy, it is a unique variant of Pirelli's P Zero UHP summer tire (size 235/35 R19), marked "HN"

on the sidewall. This collaboration with Hyundai Performance N follows Pirelli's "Perfect Fit" strategy, where their engineers develop individual tires for each car manufacturer, to specifically complement



and enhance a particular car's technical requirements and characteristics. The i30 N is Hyundai's first high-performance car under the N lineup. Built on the new generation i30 (sold as the new Elantra GT in North America), the i30 N is developed for both road and track and goes on sale in Europe by the end of this year. No word yet on Performance N coming here.

▼ **Bollinger Motors** has received more



than 10,000 reservations for its B1 all-electric sport utility truck, hitting the mark in just 60 days by taking pre-orders from interested individuals on the [bollingermotors.com](http://bollingermotors.com) website. These pre-orders represent hundreds of millions of dollars in potential revenue for the company from eventual vehicles sales, and they expect even more once they start taking fleet orders after final pricing is announced.

▼ Are **sat navs** rapidly turning us into "zombie drivers"? A new study commissioned by London black cab app *mytaxi* suggests many drivers are wasting an average of 62 hours each year driving the wrong way. The study quizzed 2000 British drivers on their relationship with sat nav technology. Not surprisingly, given that *mytaxi's* drivers have spent years doing "The Knowledge," it found that a massive 88 percent of Londoners now use the devices, higher than the national average of 76 percent. Moreover the study found that one in five Londoners admit they have lost the ability to navigate back home without the aid of a sat nav, while a massive 65 percent feel they would be totally lost without the technology when embarking on unfamiliar journeys. To highlight the problem, *mytaxi* has released a hidden-camera prank video, with a minicab rigged with micro-cameras in an experiment to see how far Londoners would travel with a satnav-obsessed driver. Tempers of passengers reach the boiling point as a driver stubbornly follows the satnav despite their protestations. Andy Jones, general manager at *mytaxi*, says, "Sat nav technology is undoubtedly a huge help to many people, but it is certainly not flawless, and the results can be

# UPCOMING FEATURES

**Bogi's all-women '57 Chevy Montage SEMA build**



**2018 Kia Stinger launch drive**



**Rebelle Rally recap**



**Polaris Slingshot drive**



**Lyn St James Talladega 30th Anniversary**



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THE BUSTED KNUCKLE GARAGE • AN AUTOMOTIVE GIFT SHOP

# ALL STEEL TOOL BOXES WITH LIFT OUT TRAYS



## New! New! New!

The Greasemonkeys have been developing a full line of all steel metal tool boxes with lift out tray and the most cool car guy graphics. We may have to call these "deco-boxes," as we've got the feeling that they just may be too good to stash tools in.

- 16-inch durable steel tool boxes
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- Powder coated rust resistant
- Quality color graphics
- Nickel-plated steel latch and hinge provides added security
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### Car Guy Car Repair Steel Tool Box

SKU: 10-BKG-MCR

**\$39.95 each**

Eligible for free shipping!

♥ 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

♥ 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

♥ First, let me be the one thanking you! I honestly cannot remember such extraordinary customer service.  
— Thanks again, "JR" Jean



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