

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 19 NUMBER 2
MARCH-APRIL 2020



2020 Chevrolet
Corvette C8
Stingray

AUCTION RECAP
CONCOURS & SHOWS
C8 CORVETTE FIRST DRIVE
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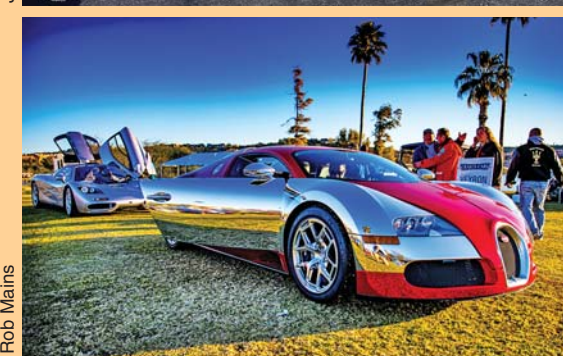
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| Special Event | Hagerty Test Garage Youth Learning Experience A10 Collector and enthusiast support business giant Hagerty once again exposes kids at Travan Elementary in Phoenix to the wonders of the automotive and driving worlds. |
| A Week With | 2020 Jeep Wrangler Unlimited Rubicon 4x4 EcoDiesel13 A weeklong followup to our recent southwest Utah launch drive of this efficient high-torque Wrangler. |
| New Vehicle Launch Drive | 2020 Chevrolet Corvette C8 Stingray B14 You've heard the rumors and speculation for a few years. Finally, we get behind the wheel of this new mid-engine affordable supercar marvel. By Paul Strauss |
| A Week With | 2020 Mazda3 Hatchback w Premium Package AWD21 This one is up for World Car of the Year and other awards. |
| Special Events | Arizona Auction Week 2020 results-recap C22 Now up to eight events, our local-global festival of collector car and rarities resales remains the bellwether of each coming year in the hobby-slash-industry. |
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| A Week With | 2020 Jaguar I-PACE EV400 HSE36 It's the "I" not the "E" that's electric in this lineup, and it's an E-equally I-impressive performer. |
| Special Event | Chicago Auto Show 2020 F38 As the coronavirus scare leads to some huge international shows being cancelled, the impact of the Chicago show may turn out to be even more than the sum of its parts. We traveled to the Windy City to bring you highlights from a number of manufacturers. |
| Special Event | Future Collector Car Show 2020 G42 As generations began to shift in the collector car market, ClassicCars.com created this metro Phoenix show during auction week to put a spotlight on—and inspire—the future of the hobby. |

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COVER: Rumored for years, presented as a concept from time to time, known about and revealed in stages for the past couple of years, and now on the roads and potentially in your own garage is the entirely new generation-eight 2020 Chevrolet Corvette—known as the C8, bearing the Stingray name from the mid-'60s (one word this time) and, most notable of all, now a mid-engine machine, with supercar blood and bones but starting under \$60,000. Is it that good? Paul Strauss gives us the lowdown starting on page 14.



Summie Schwartz

Paul Strauss

Joe Sage

Rob Mains

ClassicCars.com

START YOUR ENGINES : FROM THE PUBLISHER

People, places and things—these are the threads that knit together into the world of the automotive enthusiast. It's a big part of what makes Arizona such a great place for our interests, and what better than the globally-renowned collective experience of Arizona Auction Week in January! Not only does the sheet metal of dreams change hands at an almost inconceivable pace and often at almost inconceivable prices, but the magic comes from the hundreds of thousands of people who travel far and wide to be here for it. Results of all eight auctions are featured in this issue.

The auctions started it all, but they are not the only thing happening in January. Various car shows and concours d'élégance have come and gone, some for the masses, some aimed at the elite, though here that means pretty much all of them for pretty much everybody's enjoyment. Enduring, growing and thriving are the Future Collector Car Show (formerly Future Classic) and Concours in the Hills, both represented in this issue.

As deep an experience as our favorite pastimes are at face value, much goes on behind the scenes, some of it fantastically hard work, some of it enlightening, all of it great fun. **Randall Bohl** gives us a glimpse of what's behind prepping for an NHRA event.

If some of this starts to sound like big kids' toys, that's not off the mark, but just as tomorrow's adults have long dreamed about getting their hands on the wheel as long as there have been wheels, Hagerty comes to town to kindle those flames by letting them do so today, at the Hagerty Test Garage Youth Learning Experience, also covered here.

And yes, through it all there is always new sheet metal. We enjoyed a couple of days of snow and cold to bring you highlights of the Chicago Auto Show, and we take a week-long spin in a variety of enticing rides covering a very wide spectrum. Perhaps most highly anticipated of all is our cover story by **Paul Strauss**—the launch drive of the years-rumored-and-finally-here mid-engine Chevrolet Corvette, the 2020 "C8" Stingray.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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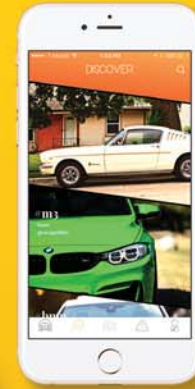
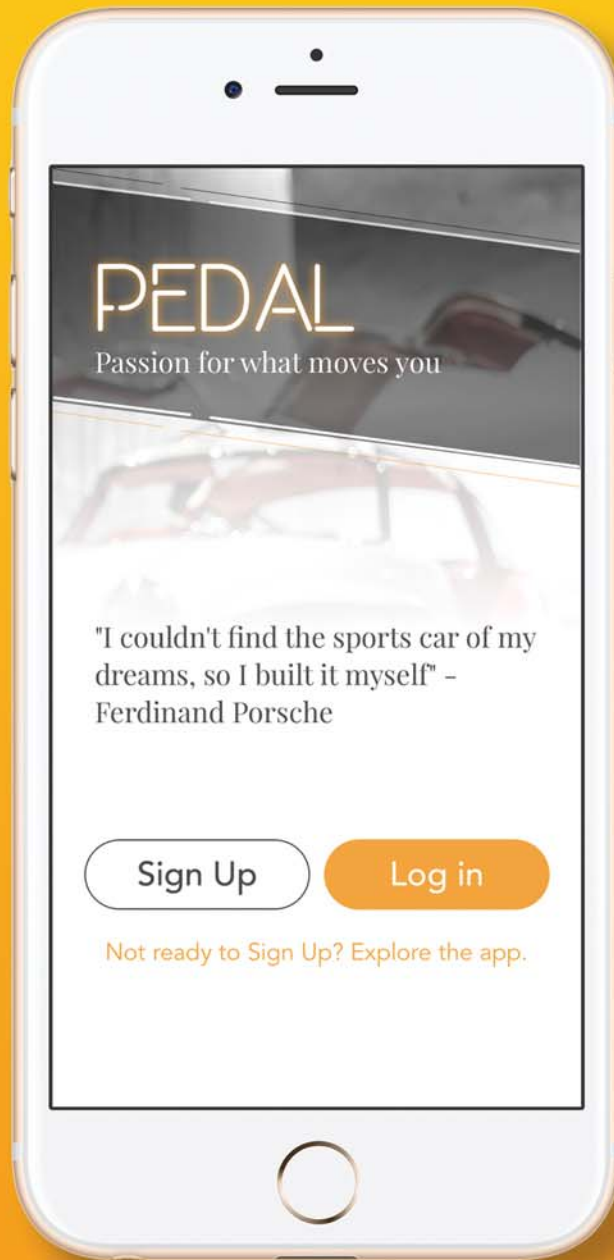
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Aston Martin Vantage Roadster



▼ **Aston Martin's** new driver-focused Vantage Roadster joins the Vantage Coupe, which was launched in 2018, powered by a 4.0-liter, 503-hp, 505 lb-ft twin-turbo V8 mated to an eight-speed ZF transmission, capable of zero-to-60 in 3.7 seconds, with a maximum speed of 190 mph. The fabric roof features an ultra-compact mechanism and sub-7-second operation, the fastest for any fully automatic convertible. Structural shear panels and chassis components ensure the Vantage Roadster retains the strong, refined sporting dynamics of the Coupe, with Sport, Sport + and Track modes tuned specifically for the Roadster—equally at home on road or track. The convertible top drops into a particularly slim stack, preserving its 7-cu.ft. trunk (big enough for a full-size golf bag and more). New options across the Vantage range celebrate the 70th anniversary of the Vantage nameplate, including Aston's classic "vane" grille as an option on both Coupe and Roadster as an alternative to the track-inspired "hunter" grille; a new range of optional alloy wheels in a variety of finishes; and a 7-speed manual transmission as an option on the Coupe (initially only available on the limited-edition Vantage AMR). Chief engineer Matt Becker says, "Convertible sports cars are often seen as compromised when compared to their coupe equivalents, but the Vantage Roadster remains absolutely dedicated to its mission of delivering precise, agile and expressive handling dynamics combined with stonk-

ing [huge, exciting, remarkable—British] straight-line performance. And of course, there's the added dimension of driving a great-sounding sports car with the roof down." Vantage Coupe starts at about \$150,000, the Roadster at about \$166,000 US. The car is now available to order, with deliveries beginning in the second quarter of 2020.

▼ **Karma** Revero GT has been named the



Green Car Journal 2020 Luxury Green Car of the Year™, as electric vehicles stole the limelight during the Washington (DC) Auto Show. (BMW Wireless Charging won 2020 Green Car Technology of the Year.) "The Karma Revero GT exemplifies what can be accomplished with stunning design, great technology, and a sophisticated extended range electric drivetrain," said Ron Cogan, editor and publisher of *Green Car Journal*

and *GreenCarJournal.com*. Karma Automotive, a startup with manufacturing facilities in Southern California, devoted significant design and engineering efforts to evolve its earlier Karma Revero into the more sophisticated Revero GT, which features an all-new series hybrid drivetrain delivering a greater 80-mile battery-electric-only range and 360-mile overall range with electricity from its BMW-sourced engine-generator. All Green Car Awards™ finalists are honored for environmental achievement and contribution toward greater environmental performance in the auto industry. Other finalists for 2020 Luxury Green Car of the Year were BMW 745e, Lincoln Aviator Grand Touring, Porsche Taycan and Range Rover Evoque.

▼ **Spring Mountain Motor Resort & Country Club** and the Ron Fellows Performance Driving School continue a long-standing partnership with Chevrolet as the Official High-Performance Driving School for the new gen-8 Corvette Stingray. Starting in April, the Ron Fellows Performance Driving School is offering enhanced two-

day programs featuring the all-new 495-hp C8 Corvette (already named 2020 *MotorTrend* Car of the Year and 2020 North American Car of the Year) and designed for drivers of all experience levels. The 8th-gen Corvette Owners School is an exclusive program subsidized by Chevrolet, providing first owners of a new and unused 2020 Corvette with a two-day school for \$1,000, which includes a one-night

stay in one of Spring Mountain's luxury condominiums, clubhouse access, and breakfast and lunch prepared by Spring Mountain's on-site chef. Call 800-391-6891 or visit www.CorvetteOwnersSchool.com.



Spring Mountain Motor Resort & Country Club is an 866-acre motorsports facility 55 miles west of Las Vegas, boasting the longest road course in North America, with over six miles of racetrack, as well as resort-style amenities including a clubhouse, luxury condominiums, SM Estates and a freshwater lake. Call 800-391-6891 or visit www.racespringmountain.com.

▼ **Nikola Motor Company**, headquartered in Phoenix, has revealed a first look at their Badger pickup, which will be available with both fuel cell electric (FCEV) and battery-electric (BEV) zero-emission power, or a blend of the two. The truck, which is to be manufactured through a partnership with another manufacturer yet to be named, will generate 906 hp peak (455 hp continuous) and 980 lb-ft of torque, with an anticipated zero-to-60 time of ±2.9 seconds. Power is from a 160 kWh lithium-ion flooded module battery and a 120 kW fuel cell, with Advanced Supercapacitor Launch Assist to blend lithium ion and fuel-cell. Designed to be a hard-working truck, the five-seat Nikola Badger will have a tow capacity of 8,000 pounds (with combined weight of 18,000 lb), can operate on grades up to 50 percent without stalls, and can operate in environments down to -20° F with no significant performance or state-of-charge losses. For field work, the truck includes a 15-kW power export outlet. Range is expected to be 600 miles in fuel-cell-plus-battery mode, or 300 miles in pure BEV mode,

when hydrogen fuel sources are not handy (though Nikola is also hard at work on 700 hydrogen fuel stations in North America, with the first round of new stations to be announced in early 2020). You

can sign up now to receive updates, with reservations coming online this year. Nikola Badger will make its first in-person appearance at Nikola World 2020, this fall. Visit www.nikolamotor.com/badger.

▼ **Maserati** premiered their new Levante Royale special series during the recent Snow Polo World Cup in St Moritz, Switzerland, showcasing a new Royale special series available across all V6 models in



their lineup. Just 100 Maserati Levante, Quattroporte and Ghibli Royale models will be built, with engines ranging from 275-hp 3.0L V6 diesel to 350- and 430-hp 3.0L V6 gasoline engines. Maserati has created exclusive models and series over the years, including a 1986 Royale version of the third-generation Quattroporte, which featured special blue and green colors, upgraded interiors with soft leather

seats and extensive use of wood in the instrument and door panels, with only 51 of those produced. Maserati's new Royale special series will be available similarly in two exclusive colors, Blu Royale and Verde Royale, adding 21-inch Anteo Staggered Anthracite bespoke wheels and silver brake calipers. GranLusso-based luxury interiors feature Pelletessuta™ Cuoio (tan) leather by Ermenegildo Zegna or black/tan two-tone Pieno Fiore leather, high-gloss metal net finishes, Bowers & Wilkins audio, tinted windows, electric sunroof, and a "One of 100" plate. Cold Weather, Premium, and Driving Assistance Plus Packages are standard. The Royale Special Series is available in Europe, Middle East, Africa, China and Asia-Pacific countries.

▼ **Toyota** launched the GR Supra just over a year ago, with great emphasis on its 3.0L straight-six engine, a significant nod to the Supra's heritage from its prior generations (and sourced from BMW, with some revisions). This year, that engine gets a boost, from 335 hp to 382 and from 365 lb-ft to 368, from engine and exhaust upgrades including new lower-compression pistons (10.2:1 instead of 11:1) and dual-branch exhaust with six ports instead of two, reducing heat. The chassis and steering are also retuned in the new

model. And following suit to 2020's limited edition (1500) Launch Editions is a new A91 Edition, limited to 1000 copies, with a variety of model-specific features inside and out. But that's not all—for 2021, the GR Supra will also be available with a four-cylinder engine—a 2.0L turbo—which gives buyers an increased set of possibilities.

KEEP RIGHT >>

ties spanning the Toyota 86, GR Supra 2.0 four and GR Supra 3.0 six. Numbers for the new Supra four are 255 hp, 295 lb-ft and a zero-to-60 time of 5.0 seconds versus the 3.0L six's 3.9 seconds (itself up from the

Day Warrior™ with 2019 engine, Shelby supercharger, custom billet aluminum wheels, Brembo brakes, four-link suspension, Fox racing shocks and more (including an optional twin turbo). The standard

can car hasn't won First Overall at Le Mans since 1967, and Glickenhaus figures it's time. With both "Le Mans" and "Hypercar" in the 007's name, they are challenging themselves with this mantra: "If it can't race the 24 Hours of Le Mans, it's not that hyper." When the ACO and the FIA published regulations to establish a new top class of endurance racing, SCG saw an opportunity—they could build a beautiful sports car to race in the top class of the FIA World Endurance Championship and at Le Mans. Glickenhaus hopes to see their sleek and competitive Hypercars usher in a new era in motorsports, where a small manufacturer like SCG can fight the big guys for an overall win on La Sarthe circuit. They have brought together a world class team, top veterans of F1 and LMP1 racing, for the challenge. An SCG team led by Michael Young and Jim Glickenhaus partnered with Podium Advanced Technologies (with a track record of successes together over the last decade, eight seasons of 24-hour racing, eight 24 Hour finishes including five First in Class, one Second in Class, and one Third in Class) to design the new car. Preliminary wind tunnel analysis is complete, and an extensive wind tunnel testing campaign is well under way. They plan on completing engineering by June, assembling the subsys-



Gateway Bronco (\$250,000 Coyote Edition)

2020's 4.1 seconds). At 3400 lb, the new 3.0L six is just three pounds heavier than the 2020 model, while the 2.0L turbo four weighs in at 3181 lb. Also coming this summer is a new 430-hp turbo-six GR Supra GT4 from TMG (Toyota Motorsport GmbH). This range of choices should give the Supra lineup itself a big boost.

Gateway Bronco 5.0L spec is 460 hp and 420 lb-ft of torque. The supercharged Roush version promises 60 mph in under five seconds from this classic work and recreation beast. (The Roush model's hp/torque has not yet been stated, nor were we given a zero-to-60 time for the 460-hp engine, but you get the idea.)

▼ There is tremendous buzz afoot about the impending launch of an all-new **Ford Bronco**. Whether it's due to this or generally strong interest in heritage pickup and utility models, Gateway Bronco in Hamel, Illinois, 30 miles northeast of St Louis, is also on a roll, with their own line of thoroughly modernized classic Broncos. Gateway has now teamed up with Roush Performance to integrate a Roush supercharged generation-3 Ford 5.0L V8 and Ford's 10-speed automatic transmission into classic Broncos, the first such combination. Each bears a "Powered by Roush" badge on both the dash and engine. Other classic Ford Bronco models already produced by Gateway Bronco include the \$150,000 Fuelie Edition (with 2018 Coyote 5.0L V8, "original" interior in leather, Wildwood four-wheel discs and more, available with five-speed manual or four-speed automatic (and 3-year warranty). The \$250,000 Coyote Edition (shown) has that same engine, a six-speed Raptor transmission, Porsche leather interior, Wildwood four-wheel discs, and noise and vibration reduction tech (plus 5-year warranty). For \$300,000, there's the Modern

▼ Scuderia Cameron **Glickenhaus** (SCG) of Sleepy Hollow NY (on the Hudson River



Glickenhaus 007 Le Mans Hypercar

in Westchester County, north of NYC), is an NHTSA-Approved Low Volume Manufacturer, which allows them to make 325 US-road-legal cars per year. Newest is the \$2,000,000-Euro Glickenhaus 007 Le Mans Hypercar, weighing just 1100 kg (2425 lb), powered by a 3-liter TT V6 developed for and branded by Glickenhaus, able to put out 840 hp for 30 hours straight, and eligible for Le Mans in 2020/2021. An Ameri-

tems in July, building the car in August, and hitting the track by September for its first shakedown. There are four confirmed manufacturers enrolled in the project: Toyota, Aston Martin, ByKolles, and SCG, and they have their eye on the prize. Founder Jim Glickenhaus says, "We will be standing in the rain at Le Mans, watching a car we created blur past. It will be a proud day for us and America." ■

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Hagerty inspires 100 new auto enthusiasts

Photos: Sunnie Schwartz

Arizona Auction Week attracts car lovers to town from all over the world, a perfect time for Hagerty to host its annual Test Garage, during which they teach local kids what all the excitement is about, in a hands-on day.

This year's event at Tavan Elementary in Phoenix provided an opportunity for some 100 fifth graders to tinker with classic cars themselves and learn the ins and outs—and the magic—of a variety of historical rides.

Enthusiast experts in the field led students through a variety of automotive activities—from slot car racing, to highlights of automotive history, to fun and exciting rides in a variety of very cool collector cars courtesy of the Automotive Restoration Club of Sun City West, including:

- 1901 Oldsmobile Curved Dash
- 1972 Buick Skylark

- 1957 Chevrolet Bel Air 4-door sedan
- 1953 Mercury Monterey convertible
- 1962 Chevrolet Corvette convertible

Additional awe-inspiring cars—used to explain automotive history, for photography, and for general overall fun and learning—included an early racing Bugatti, a 1981 Ferrari and a 1994 Dodge Viper.

“Hagerty has brought Test Garage to Tavan Elementary for four years now,” says Rachel Ventimiglia, Hagerty Assistant Manager of Car Culture.

“Our students today were in second grade during the program's first year, and they have been waiting for this day ever since. We gained 100 new automotive enthusiasts today, and we can't wait to see these kids get their driver's license in four more years!”

Students and staff at Tavan Elementary were just as excited and motivated:

“When I hear the word driving, I think of traveling and wonder,” says Alexander Mendez, age 11. “Driving is important to me because I can explore the world and it will be fun.”

“Driving is so important, and my dream car would have many cool features,” notes Madison Benedict, age 11. Features might include “a lot of leg room, the wheels can turn 90 degrees and become hover boards, and the doors would open upward. There would be a hand scanner and lots of other cool features.”

Fifth grade teacher Shelly Rose says, “Tavan Elementary is so excited our fifth grade students got to participate in Hagerty Test Garage for the fourth year in a row. Most of our students would never dream of seeing classic cars up close, let alone being able to sit in one. This is the highlight of their year.” ■





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A WEEK WITH : 2020 JEEP® WRANGLER UNLIMITED RUBICON 4X4 ECODIESEL

HOT JEEP IN THE CITY

BY JOE SAGE

In the face of a burgeoning class of SUVs and crossovers, Jeep Wrangler remains pretty completely in a class all its own—somebody in the market for a Wrangler does not typically have a lot they'll cross-shop. That leaves any wish list items within this Category of One unfilled until they're filled by Wrangler. On the wish list for some has been a diesel—notably the highly successful and popular EcoDiesel engines that have made their way into Ram pickups over the last year or two. Now the EcoDiesel has made it to Jeep Wrangler.

We had already spent a couple of solid days with the new Jeep Wrangler EcoDiesel, on-road and off-, at its launch drive in southwest Utah (see full feature in our previous issue). You get a flood of information and experience at these, but what you don't get is much quiet reflection nor much serendipity, as these have two drivers per vehicle and are very carefully planned and executed. Even just a few weeks later, a full week's drive back home is always both reinforcing and enlightening.

As it turns out, we had the new Wrangler diesel for not the usual one week, but two, due to a disturbance in the Force with another scheduled vehi-

cle. We had the Jeep during the end-of-year holidays, which almost included an all-seasons, all-conditions, rocky, snowy, muddy road trip—but instead we stuck around town, also useful.

We moved to the diesel Jeep straight from an electric performance utility, knowing everything would be completely different in the Jeep, right? Yes and no. Both have degrees of utility, both differing in form and function from the most standard SUVs. Both have elements of fuel economy, arrived at different ways. Both exhibit unusually high degrees of power, again for different reasons. And both surprise their unsuspecting fellow travelers. One pricey crossover driver made a point of triumphantly pulling up next to us at a succession of red lights, gunning his engine as though he knew he could beat big boxy us. With 442 lb-ft of torque, however, we just had to leave him in the dust.

Maximum off-road chops—a given. Vastly improved highway manners—proven at the Wrangler JL launch in Tucson and again at the Wrangler EcoDiesel launch in Utah. Competitive strength in the mean streets of the northeast Valley? That's the latest checkbox checked. ■

SPECIFICATIONS

| | |
|--|---|
| ENGINE |3.0L 24v 90° turbo diesel V6, compacted graphite iron block, aluminum alloy heads; chain-driven DOHC, hydraulic lash adjusters w roller fingers followover; common rail 29,000 psi, solenoid injectors; compression ratio 16.0:1; max 4600 rpm |
| HP/TORQUE |260 hp / 442 lb-ft |
| TRANSMISSION |8HP75 8-spd-overdrive auto |
| ELECTRICAL |ALT: 180A; BATT: 650 CCA mntnc-free |
| DRIVETRAIN |4WD |
| TRANSFER CASE |RUBICON: NV2410R Rock-Trac part-time 4.0:1 low, 4.10 axle |
| AXLES |RUBICON (F/R): 3rd-gen Dana axles, Tru-Lok electronic locking, 3.73 ratio |
| SUSPENSION |F: solid axle, link coil, leading arms, track bar, coil springs, stblzr bar (electr sway-bar disconnect on Rubicon). R: solid axle, link coil, trailing arms, track bar, coil springs, stblzr bar |
| SHOCKS |RUBICON: high-pressure gas-charged monotube w MTV tech and hydraulic rebound stop |
| STEERING |14.3:1 electro-hydraulic pwr, 3.13 lock2lock |
| TURNING CIRCLE |(4-door) 39.4 ft |
| TOW CAPACITY |3500 lb |
| FUEL / CAPACITY |ultra low sulfur diesel / 18.3 gal |
| MPG |tbd |
| BASE PRICE |\$41,795 |
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| LED LIGHTING GROUP |1045 |
| 8.4" PREMIUM AUDIO GROUP |1695 |
| DUAL-TOP GROUP |2295 |
| SAFETY GRP: rear park asst, blind spot, cross-path |895 |
| ADVANCED SAFETY GRP: adpvt cruise w stop, adv brake asst, full-speed forward collision warn plus |795 |
| STEEL BUMPER GROUP |1395 |
| SOFT TOP WINDOW STORAGE BAG |75 |
| 8-SPD AUTO w hill descent, tip start |2000 |
| 3.0L V6 TURBO DIESEL, 18.3-gal fuel tank |4000 |
| REMOTE PROXIMITY KEYLESS ENTRY |495 |
| DESTINATION CHARGE |1495 |
| TOTAL |\$60,465 |



Yep, it's that good

Corvette lovers have been dreaming of a mid-engined version of the great American sports car for decades. Now, for 2020, that wish has been fulfilled. After spending two fun-packed days in the Nevada desert putting the new Vette through its paces, I'm thrilled to report that it's one of the best performance cars you can buy—for any amount of money.

Story and photos by Paul Strauss
95octane.com / theawesomer.com



Thanks to some incredible engineering and a little help from physics, the new C8 Chevrolet Corvette Stingray offers muscle car launch speeds, the handling prowess of a Porsche, a luxurious interior, reasonable cargo space and the latest in technology.

The mid-engined configuration changes the Corvette's center of gravity dramatically, shifting roughly 60 percent of the weight to the rear of the car, improving cornering and traction. That change also means a shorter, lower hood, which increases forward visibility, keeping your eyes on the road ahead instead of on the hoodline.

The C8 packs a new 6.2-liter small block V8 that sits just behind the passenger compartment. The LT2 power plant makes 495 horsepower and up to 470 lb-ft of torque with the Z51 package (490 hp/465 lb-ft without). This engine has a built-in dry sump oil system, which means it stays lubricated even during hard cornering. It's also more efficient at power delivery than the outgoing model thanks not only to its position, but to its new 8-speed Tremec dual-clutch transmission. This gearbox is always at the ready with the next gear, so there's no loss of torque as it upshifts and downshifts. Some may gripe about the lack of a manual, but once you realize just how fast and smooth the DCT is, it's a sacrifice worth making.

Whether on the street or on the track, the transmission always seemed to know just the right gear to be in. It's especially impressive in Track mode, where it holds right up to the redline before

KEEP RIGHT >>

SPECIFICATIONS

| | |
|-----------------------------------|--|
| ENGINE | LT2 6.2L V8 VVT with direct injection & Active Fuel Mgmt (cylinder deactivation; cast alum block w cast-in iron cyl liners & nodular main bearing caps; cast alum heads; 59cc chambers; 2/cyl OHV, dual-equal VVT |
| FIRING ORDER | 1-8-7-2-6-5-4-3; (with deact 1-7-6-4) |
| LUBRICATION / SYSTEM | dry sump-type incl oil-spray piston cooling; Dexos 2 0W40 synthetic |
| COMPRESSION RATIO | 11.5:1 |
| HP/TORQUE | (w perf exhaust) 495 hp / 470 lb-ft |
| TRANSMISSION | M1L 8-spd dual-clutch (DCT) |
| DRIVETRAIN | RWD |
| 0-1-60 / TOP SPEED | (w Z51 pkg) 2.9 sec / 194 mph |
| SUSPENSION | F: short/long arm (SLA) dbl wishbone, forged aluminum upper & cast aluminum L-shape lower control arms; monotube shocks (46mm); Magnetic Selective Ride Control 4.0 avail on Z51. Adjustable front lift w memory avail. R: short/long arm (SLA) dbl wishbone, forged alum upper & cast alum L-shape lower control arms; direct-acting stblzr bar; monotube shocks (46mm); Magnetic Selective Ride Control 4.0 avail w Z51 |
| STEERING | Bosch/ZF variable-ratio rack-and-pinion w elec power assist; ratio 15.7:1; incl Active Steer Stops w avail Magnetic Ride Control 4.0 |
| BRAKES | Front & rear E-boost-assisted discs w Brembo 4-piston/2-piece front & 4-piston/monobloc rear calipers. (Z51: front & rear E-boost-assisted discs w Brembo 4-piston monobloc caliper front & rear F: 12.6x1.18 (Z51: 13.3x1.18) R: 13.6x1.02 (Z51: 13.8x1.06) |
| WHEELS/TIRES | F: 19x8.5 / 245/35ZR19 R: 20x11 / 305/30ZR20 |
| TURNING CIRCLE | 38.05 ft (w/Mag Ride 36.42 ft) |
| LENGTH/WHEELBASE | 182.3 / 107.2 in |
| HEADROOM/LEGROOM | 37.9 / 42.8 in |
| WEIGHT | (dry) 3366 lb |
| CARGO VOLUME | 12.6 cu.ft |
| MPG | 15/27/19 (city/hwy/comb) |
| STARTING PRICE | \$58,900 |
| | (incl destination) \$59,995 |
| PRICE AS TESTED | \$83,330 |



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shifting under hard throttle application. As I made my way around the 2.2-mile north-south circuit at Spring Mountain Motorsports Ranch, I started out using the paddle shifters as my pro driving instructor recommended. But after a few laps, I switched into full-automatic and let the DCT work its magic all on its own. It was pretty amazing to hear the lead car calling out manual shift points and to see how the gearbox was nearly lock-step with his recommendations.

The C8 corners like no Corvette ever before it. It's precise and balanced and in some ways one of the easiest sports cars to drive—certainly with this kind of power. Sure, you can get yourself into trouble if you disable enough nannies and try hard enough, but I haven't felt this confident going this fast on a track since the first time I drove a Nissan GT-R. While it has supercar looks, the Corvette is in some ways a better car to drive than much pricier models from Ferrari or Lamborghini. It's more predictable than other exotics I've driven, and that means you feel more in control at higher speeds. Keep in mind that I only drove in vehicles with adaptive damping aka "Magnetic Selective Ride Control" (an \$1895 option), so it's possible that the base suspension isn't quite as agile.

Push your foot down, and the C8 goes. With launch control engaged, you'll get pushed back into your seat like a rocketship, with 60 mph approaching in just 2.9 seconds (assuming you go with the Z51 package). Even without using launch control, it's damned quick off the line. The passing power in this car is truly impressive.

One place I wouldn't expect high marks from

During a break, Hattie B's Nashville hot chicken in Vegas. Spicy, exceptionally crispy, just the right amount of grease. Used 20 napkins. Thumbs way up.

any previous-gen Corvette is an autocross course. That all changes with the C8. This car is crazy quick around the bends and is impressively flat as it corners. I barely applied my brakes throughout the entire course, in part thanks to the super sticky Michelin Pilot Sport 4S summer tires that come with the Z51 package.

Chevy really wants drivers to enjoy their Corvettes no matter how or where they drive them, so they offer lots of configurability. There are drive modes for touring, sporty everyday driving, aggressive track driving and inclement weather, along with customizable modes which let you store your preferences for throttle, steering, transmission and suspension (assuming you have the adaptive damping option).

The digital 12-inch instrument cluster automatically changes based on drive mode and is also highly configurable so you can show just the information you find important. There's even a stealth mode for night, which dims pretty much everything on screen except the speedometer. Chevy also recognizes that rear and side visibility can be a challenge with a car like this and includes an HD digital rearview mirror and rear park assist as standard equipment.

Blind spot monitors, rear cross-traffic alert and a front curb-view camera are worthwhile options for protecting this special ride from parking lot

KEEP RIGHT >>



dings and dents. There's also a nifty option which lets you raise the front end of the car up by an inch, which should reduce front splitter scrapes on speed bumps and parking lot ramps. It can even store GPS coordinates of up to 1000 locations where you want it to automatically lift its front.

As Corvette interiors go, the C7 was leaps and bounds above the C6, and the C8 goes even further. It's a dramatic cockpit, with bold angular lines, and makes no bones about the fact that the driver is the most important person inside. All of the controls are angled toward the driver, and the left side of the cabin just feels more spacious than the right. That's not to say that it's cramped for either seat, though the right seat position does have fairly limited elbow room due to the design of the center console.

There are three different seats available, with progressively higher levels of bolstering—the base GT1, the mid-range GT2 and the track-oriented Competition Sport seats (see photo). I found the adjustable side bolstering to be quite good on these seats, though the hip and butt area is a little narrow for anyone with a wider frame. Headroom isn't too bad for something this sleek, and I was able to comfortably fit inside with an XXL racing helmet on without being a contortionist.

The materials in use are top notch—especially in the top-end 3LT trim I experienced. Fully tricked out, there's real aluminum, carbon fiber, elegant hand-stitched leather and not the slightest bit of plastic to be seen. My vehicle was decked out in a bold and beautiful two-tone blue leather called "Tension/Twilight."

Thanks to some clever packaging, the C8 also

Early mule in Australia // Final chassis and frame // Mid-engine provides incredible balance // Interior with your choice of seatbelts in a variety of colors.

has an impressive amount of storage—at least as exotic sports cars go. Since the engine has moved to the middle, there's a front trunk ("frunk") that's great for groceries or other small bags. But there's also a storage area behind the engine that's actually big enough to hold two full sets of golf clubs if stacked properly. Keep in mind that's the same space where the removable roof section would be stored, so you can't pack both at the same time.

While the Corvette has been around for more than 65 years, moving to a mid-engined platform represents both a major risk and a major revolution for Chevrolet's prized performance nameplate. Given the fact that this is basically the first generation of a whole new car, Chevy's engineers and designers got almost everything right. What they've achieved is something very special indeed—a true supercar that starts at just under \$60,000 and tops out under \$90,000 with every single bell and whistle.

There's really no other car out there that comes close to its price/performance ratio. For a vehicle to start out with this strong an initial showing, I can only imagine what Chevy can achieve in future years as they refine and upgrade the C8. It's almost a sure bet we'll eventually see a Z06 variant, and I wouldn't doubt some kind of hybrid-electric enhancements down the road, too. But if you're one of the lucky ones to be getting your hands on a 2020 Corvette Stingray, you will be very, very happy with your purchase decision. ■



Our Top 10 reasons the C8 is a fantastic sports car

10) THE SIDE PROFILE: The C8 has bold and imposing looks from every angle, but it's especially awesome when viewed from the side or a 3/4 angle. With its short front overhang, large rear wheel arches and angular air intakes, this Vette has more in common with European exotics than ever. Everything about its aerodynamic design says this thing is a fast car, and that proves itself out with the Corvette's impressive powertrain.

9) CONFIGURABILITY: Not only does the Corvette offer multiple drive modes for touring, sport, track and bad weather, it lets drivers customize each of its tuning parameters and store them for quick recall. You can tweak the car's throttle mapping, steering, exhaust and suspension tuning, and it will also remember your settings between restarts. In addition, its 12-inch digital information display changes dynamically based on the mode you're in, and its elements can be configured, as well. Track mode is our favorite, both for its aggressively-tuned steering and suspension, as well as its slick visuals with an emphasis on the tachometer, temperature and pressure gauges.

8) STORAGE SPACE: When you think of two-seat sports coupes, the last thing you expect is any meaningful space for luggage or other items. But the designers and engineers at Chevy managed to figure out a way not only to provide space for backpacks, groceries and other small items where a front engine would normally go, but there's an impressive amount of storage behind the engine. There's enough room to carry the removable roof panel and a couple of small bags, or two full golf bags stacked on top of each other.

7) THE COCKPIT: A car this special deserves a dramatic interior, and the Vette achieves that with its sharply-angled contours and no-holds-barred approach to making the driver feel like the master of his or her domain. Every control and screen is angled towards the pilot. The squared-off steering wheel allows easier entry and exit and improved sightlines over the dashboard. The aggress-

sively-bolstered competition sport seats keep you firmly in place while hard cornering. And in the top-of-the-line 3LT trim, you get real aluminum, premium leather and microsuede, and can opt for real carbon fiber trim. The cabin has great legroom for both the driver and passenger, and there's enough headroom to drive comfortably on track with a helmet on.

6) IT'S A SURPRISE GRAND TOURER: With its comfortable cabin and reasonable cargo space, a road trip in the Stingray is only a natural thought. With heated and ventilated seats, dual-zone climate control, and tech like Apple CarPlay and a 14-speaker Bose audio system, it's got the creature comforts down. But what really makes the C8 so good on-road is how composed it is. Not only is the transmission and torque application smooth as butter, but its suspension can soak up bumps pretty well too, though we highly recommend the Magnetic Ride Control option, which dynamically adapts ride firmness based on speed, driving surface, drive mode and more. Also, the Stingray manages an impressive 27 mpg on the highway, thanks in part to cylinder deactivation tech.

5) ITS ORIGIN STORY: Over the years, there had been numerous rumors that Chevy was working on a mid-engined Corvette, but it wasn't until 2014 that they built out a working proof of concept. This awesomely weird looking test prototype, dubbed "BlackJack," was used to wring out some of the early kinks of the engine layout, hiding a highly modified C7 cabin, inside a custom-machined body built from billet aluminum, and a small block V8 behind its passenger compartment. It was made to look like an Australian Holden Ute and even had a non-functional front radiator to help convince onlookers it was a front-engine car, should they stumble across it during development.

4) THE CHASSIS: Built primarily from cast aluminum, with strategically-placed bits of magnesium, carbon fiber and fiberglass, the structure of the C8 is incredibly stiff, even with the roof removed. These materials help keep

weight down, as well, and combined with the rearward weight distribution, this is the sharpest and most precise-handling Corvette we've ever driven.

3) IT'S A TRACK BEAST: Launching out of pit lane from a dead standstill to 60 mph in 2.9 seconds is an achievement that few production vehicles can muster, never mind ones that start around \$60,000. With a whip-smart 8-speed dual-clutch transmission, there's no loss in torque as it bangs through the gears. In the corners, it's impressively balanced and won't easily oversteer or dive forward like a typical front-engine, rear-wheel-drive car. It's flat as a pancake as it corners and lets you get on the power early, thanks to its stability and predictability. Plus, the shorter hood and skinny "A" pillars mean excellent visibility through the track.

2) IT'S AN AUTOCROSS BEAST: Well that's something we never thought we'd say about a Corvette, but the mid-engine car's 40/60 front/rear weight balance means the C8 pivots around the driver. So basically, it's like driving an oversized go kart around an autocross. With little practice, we were pulling off crazy fast laps through a narrow pathway of cones, cornering with an absolute minimum of braking and never overshooting or under-shooting our marks. We recommend going with some nice grippy summer tires for such an exercise, and the Michelin PS4S rubber that comes with the Z51 package is definitely up to the challenge.

1) THE PRICE: Ultimately, what makes the 2020 Corvette Stingray a true wonder is its value. Even in the \$59,995 base model, you get the vast majority of the car's capabilities—and a very well-equipped model, loaded with the finest materials, the Z51 performance package, Magnetic Ride Control and competition seats, can be had for just a bit over \$80,000. This represents an extraordinary deal for a car that by all definitions is a supercar and is every bit as well designed, engineered and equipped as cars costing two to three times as much money. Kudos to Chevrolet for creating an aspirational sports car that real humans might actually be able to afford at some point in their lifetime. •



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Straight arrow

BY JOE SAGE

Driving the Mazda3 Hatchback is like throwing a dart, traveling straight and true wherever you intend. Too bad that name's already taken.

The gen-four Mazda3, new in 2019, picks up strengthened Kodo design language styling cues from the top models, for a rich feel beyond its price tag. Substantial rear pillars and smaller side windows build a profile that echoes classic brougham styling used on large personal luxury cars over the years, suggesting a very private cabin. (Interior rear visibility is nonetheless quite good.)

Inside, screen settings and options are extensive—we spent awhile going through all—yet especially well organized. Functions on the wheel use switches that proved less intuitive.

Mazda3 is for driving, the hatch version livelier than most—the right size, power and spirit, responsive (even with its simple rear suspension) and small enough (eight inches shorter than the sedan) to conquer rush hour freeway maneuvers in the presence of both pricey, powerful luxe utilities and lightweight sports cars, outgunning them with just 186 hp.

Though engineered from a front-drive basis, this AWD has zero torque steer characteristics, tracking rock solid, with a nicely weighted steering feel. The six-speed automatic plus AWD add more than 200 lb, but it's not noticeable. Gunning it through a 90-degree surface street turn can challenge its shift points (though sport mode may help—base performance is good enough that we just forgot about sport mode most of the time).

We're six-feet-plus, but had plenty of legroom, with more seat travel left over, rare. Rear legroom is above average (matching the sedan), while cargo volume is 52 percent more than the sedan.

The Bose unit fell short of expectations, though a custom audio shop could surely easily tweak it.

We had an episode with its smart brakes (presumably) panic-stopping us twice while stop-and-go exiting a supermarket parking lot in a column of five cars—groceries to the floor, reason unknown.

Mazda3 sedan starts at \$21,500, the hatchback at \$23,700. AWD is available on all hatches, and a 6-speed manual is available on the top Premium Package hatch (but not the sedan), very nice when so often relegated to base models only. Top trim also brings you leather. There were options we'd add to ours (satellite radio), though we could skip

SPECIFICATIONS

| | |
|---------------------------|--|
| ENGINE |alum alloy SKYACTIV-G 2.5L DOHC 16v VVT |
| HP / TORQUE |186 hp / 186 lb-ft |
| DRIVETRAIN |AWD |
| TRANSMISSION |SKYACTIV-DRIVE electronic 6-spd |
| TOP SPEED |130 mph |
| SUSPENSION | F: Indep MacPherson strut; R: torsion beam axle |
| STEERING |elec power-assist rack & pinion |
| BRAKES | F: 11.61 vented; R: 10.43 solid |
| WHEELS / TIRES |18x7J / 215/45R18 M+S |
| LENGTH / WHEELBASE |175.6 / 107.3 in |
| TURNING CIRCLE |34.76 ft |
| HEADROOM (F/R) |(w/moonroof) 37.5 / 36.5 in |
| LEGROOM (F/R) |42.3 / 35.1 in |
| CARGO CAPACITY |20.1 cu.ft |
| WEIGHT |(hatch, auto, AWD) 3255 lb |
| FUEL / CAPACITY |reg unleaded / 12.7 gal |
| MPG |24/32/27 (city/hwy/comb) |
| BASE PRICE |\$28,900 |
| PREMIUM PKG INCL: | Paddle shifters, active driving display, front and rear LED signature lighting, adaptive front lighting, leather seats, power sliding glass moonroof, black finish alloy wheels. |
| OPTIONS: | Cargo mat (100), illuminated door sills (425), auto-dim frameless mirror (275), navigation SD card (450), rear bumper guard (125), wireless charging (275).....1650 |
| DESTINATION CHARGE |920 |
| TOTAL |\$31,470 |

a couple, too. That's just the short version, if you're ready to build. It's a nifty lineup, easy to navigate, and the hatchback is especially distinctive. ■

Mazda3 is a World Car Awards finalist for both World Car of the Year and World Car Design of the Year. Winners will be announced during the New York International Auto Show in April.





Barrett-Jackson

49th Annual Collector Car Auction Event
Nine days: Saturday, January 11 - Sunday, January 19, 2020
 WestWorld - 16601 N Pima Rd - Scottsdale AZ 85260 (AZ Loop 101 & FLWright Blvd)

▼ Barrett-Jackson, the granddaddy of Arizona auction week, hit 49 years this time around, putting them on the "Road to 50"—get ready for a lot of celebrating leading up to next year. The celebrating may have already started, as they hit their highest-grossing auction in history this year, with over \$141 million in sales, all at no reserve, with over 1,900 vehicles bringing more than \$129.7 million, over 1,200 pieces of automobilia bringing more than \$3.7 million, and \$7.625 million raised through the sale of nine charity vehicles. Nine collections, their most ever, included the Paul Walker Collection (including a 1995 BMW M3 Lightweight sold for \$385,000, a new record more than double the previous record). Other celebrity cars included Simon Cowell's 1977 Ford Bronco and 2009 Bentley Azure; Mariano Rivera's 2020 Toyota Supra Launch Edition; and John Elway's 1992 Dodge Viper. Dozens of high profile attendees included Fortune 500 business leaders, entertainers, racing champs and pro athletes. The world's first mid-engine Corvette, 2020 Chevy Corvette Stingray VIN 001, sold for \$3 million, and the first production 2021 Lexus LC 500 Convertible Inspiration Series VIN 100001 for \$2 million. Manufacturers chose Barrett-Jackson for several global vehicle unveils. Chairman and CEO Craig Jackson noted a surge in new buyers snatching up high-quality, drivable customs and resto-mods. "Our 'Road to 50' is a year-long celebration toward our 50th Anniversary Scottsdale Auction in 2021," said Jackson. "Over the coming months, we're going to ramp up for what promises to be the 'can't-miss' automotive event of the last half-century." ▼ Barrett-Jackson auctions include Scottsdale in January, Palm Beach in April, Northeast at Mohegan Sun in June, and Las Vegas in September. www.barrett-jackson.com



Bonhams

9th Annual Scottsdale Auction
Thursday, Jan 16, 2020 (viewing Tuesday-Thursday, Jan 14-16)
 Westin Kierland Resort & Spa - 6902 E Greenway Pkwy - Scottsdale AZ 85254

▼ In its ninth year here, Bonhams achieved more than \$8.3 million in sales on 87 of 100 lots, a 79.09 percent sell-through rate. The top ten sales totaled \$4.7 million. Among featured vehicles was a Classic-certified, Pebble Beach award-winning 1951 Ferrari 212 Inter Vignale Cabriolet (Lot 54), estimated between \$2-2.4 million, the top seller of the event at a final \$1,930,000. Second highest was a 1955 Lancia Aurelia at \$810,000, third a 1924 Rolls-Royce Silver Ghost at \$368,000. The top three fell a bit short of their estimated prices, while the rest of the top ten fell right in range, with two exceptions, one high, one low: a 1992 Dodge Viper RT/100 estimated at \$100-125,000 and selling at \$285,500; and a 1912 Winton Model 17C 48hp 7-Passenger Touring estimated at \$200-300,000 and selling at \$140,000. A notable bargain among the top ten may have been the Rolls, estimated at \$450-650,000 but selling at \$368,000. Also featured was the Philip Reed Collection of Southern California, mostly pre-war American and European, all at no reserve, including such Brass Era rarities as a 1901 Winton bought from Gene Autry and sold at \$142,800. Fourteen cars from the Collection sold for \$549,920 total, from a 1924 Ford Model T Roadster at \$5600, the most affordable sale of the entire event, to the Winton at top. It's not all brass antiques and classics—supercars included a 2005 Ford GT selling for \$285,500, while a 2008 Koenigsegg CXC Coupe and 2008 Bugatti Veyron 16.4 went unsold. ▼ Bonhams—headquartered in London and operating since 1793—hosts a wide variety of auctions of many types worldwide throughout the year, with their Motor Car department working "from Goodwood to Geneva, Monterey to Monaco." Bonhams followed Arizona this year with Amelia Island in early March. www.bonhams.com



Gooding & Company

13th Annual Scottsdale Auction
Friday-Saturday, Jan 17-18, 2020 (viewing Weds-Sat, Jan 15-18)
 Fashion Square - 4700 N Scottsdale Rd (at E Highland Ave) - Scottsdale AZ 85257

▼ Gooding & Company, selling 123 out of 138 lots, an 89 percent sell-through rate, totaled \$35.9 million, at an average of \$291,606 per car sold. Eight sales topped the \$1,000,000 mark. Gooding claimed the week's top total sales, highest average price, and most sold over \$1 million, among all eight auctions, including five of the week's top ten sales. Their 1995 Ferrari F50 was highest for the week overall, at \$3,222,500. Four of Gooding's top ten sales were Ferrari (the 1995 Ferrari F50, as well as a 1967 330 GTS at \$1,985,000, a 1972 365 GTB/4 Daytona Spider at \$1,930,000 and a 1960 250 GT Series II Cabriolet at \$1,242,500). Also among the top ten were a 1932 Hispano-Suiza J12 (\$2,425,000), a 1948 Tucker 48 (\$2,040,000), a 1969 Lamborghini Miura P400 S (\$1,242,500), a 2014 McLaren P1 (\$1,160,000), a 1970 Porsche 914/6 GTO (\$995,000) and a 1958 Mercedes-Benz 300 SL Roadster (\$940,000). Gooding's top ten sales added up to about \$17.4 million of the \$35.9 million total. Five new world record prices were also hit at Gooding, including the Hispano-Suiza and Porsche 914/6 GT from the top ten list, as well as a 1930 Stutz Series M Boattail Speedster (\$445,000), a 1990 Mercedes-Benz 190E 2.5-16 Evolution II (\$434,000) and a 1995 Land Rover NAS Defender Limited Edition (\$165,200). ▼ Gooding & Company moved next to Amelia Island in early March, where they had consigned notable cars from a 1914 Rolls-Royce Silver Ghost Torpedo Phaeton estimated in the millions, to a top-dollar Ferrari 250 GT California Spider, to a series of low-mileage supercars. Gooding & Company then moves to their first-ever London auction in early April, the "Passion of a Lifetime" masterpiece collection of 16 cars. And Gooding is the official auction of the Pebble Beach Concours d'Elegance in August. www.goodingco.com



Leake Auction Co.

1st Scottsdale Auction
Thursday-Sunday, Jan 16-19, 2020 (preview Wed Jan 15)
 Salt River Fields at Talking Stick - 7555 N Pima Rd - Scottsdale AZ 85258

▼ Leake Auction Company (pronounced Lake) was a newcomer this year, but it's far from their first rodeo—established in 1964, it claims status as America's first collector car auction. In January 2018, Leake was acquired, as their collector car sector, by Ritchie Bros of British Columbia, a global asset management and disposition operation with emphasis on industrial sectors. With an existing online audience of 3.9 million registered users, Ritchie brings Leake one of the largest buyer bases in the collector car industry. Leading Leake's operation is Arizona auction week veteran Gary Bennett, along with his wife Muffy—a huge factor in the event's huge and highly polished launch event here, held at Salt River Fields at Talking Stick. The inaugural event had sales of \$17 million from hundreds of vehicles over an ambitious four days, attracting thousands of visitors. "It was an amazing event," says Bennett. "There were many highlights during our four-day auction, but John Staluppi's Cars of Dreams collection certainly brought the most excitement. We also set a new world record hammer price for a 1957 Chrysler 300C convertible (\$357,500)." Top dollar came from a 2012 Lexus LFA Coupe at \$434,500. A 2020 Jeep Gladiator IASO Rubicon raised \$175,000 (\$145,000 sale plus \$30,000 from the crowd) to benefit the Austin Hatcher Foundation for pediatric cancer research; and a 2020 Indian Springfield Jack Daniels motorcycle was sold three times during the event, raising a total of \$130,000 for The Armed Forces YMCA and Jack Daniels Operation Ride Home. ▼ Leake's next event is in Tulsa in early June. Visit LeakeCar.com or RitchieBros.com





MAG Auctions

(formerly Silver Auctions AZ, now Motorsport Auction Group)
Friday-Sunday, Jan 10-12, 2020

Peoria Sports Complex - 16101 N 83rd Ave - Peoria AZ 85382

▼ MAG Auctions has been the only auction house during January's Arizona auction week with additional events in Arizona each year. Originally Silver Auctions (based in Spokane and operating mostly in the Pacific Northwest plus Arizona), it then split off as Silver Auctions Arizona (with local ownership here) for a couple of seasons. The operation gets its new name—short for Motorsport Auction Group—as this year it was folded into the Sparks, Nevada-based group that runs the auction during Hot August Nights in greater Reno each summer. The Arizona venue was the same as last year, the Seattle Mariners' and San Diego Padres' Spring Training home, Peoria Sports Complex, making this also the only January auction that's not in the Scottsdale-Phoenix-Tempe axis. It was also distinguished this year by being the first to run, starting even before Barrett-Jackson's notably early pre-sale days. MAG Auctions (including as Silver) has a different vibe from the others, where you'll find yourself mingling and chatting in the parking lots, in the auction tent, even with the drivers of vehicles lined up to cross the block, untouchable at most events. It still feels like a hobby here, not so much an industry, not chasing world records and top sale of the week, but rather selling drivable vehicles, some in top condition, others perfect for further restoration or daily driving as is, each with its own particular appeal. MAG doesn't produce much in the way of results information, but they generally have dozens of vehicles under \$10,000, many under \$5000, a few even just in the hundreds. We like the idea of going there with zero preconceived mission and just raising our hands for a few things that ring our bell. ▼ MAG's next Arizona auction is in late April. Watch for a possible fall event, if they follow suit to the earlier Silver plan. www.motorsportauctiongroup.com



RM Sotheby's

21st Annual Automobiles of Arizona
Thursday-Friday, Jan 16-17, 2020 (preview Weds-Fri, Jan 15-17)

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

▼ At 21 years, the second-longest-running event of Arizona auction week, RM Sotheby's was held again at the historic Arizona Biltmore, returning to an interior space after its marquee tent location last year, as always with extensive outdoor displays, as well. Sales totaled \$30.4 million at a 90 percent sell-through rate, with high interest in best-of-category cars, from great classics to modern supercars. The two-evening auction welcomed bidders from 26 nations, in person and via phone and internet, with nearly 25 percent RM first-timers. Top sales included several modern supercars: a 2018 Pagani Huayra Roadster with less than 200 miles (\$2,370,000); a low-mileage 2008 Bugatti Veyron 16.4 (\$1,105,000); and a 2017 Ford GT (\$923,500 at no reserve). Europeans included a one-of-99 1967 Ferrari 330 GTS by Pininfarina (\$1,710,000) and a Rosso Corsa 1971 Lamborghini Miura P400 SV by Bertone (\$1,391,000). The Miura was from a private 18-car collection that also sold a 1991 Vector V8 Twin Turbo (a new marque record at \$720,000) and a 2002 Dodge Viper GTS ACR Final Edition (generating much bidding to a sale at \$114,800). Mercedes-Benz did well at RM, including a CCA Full Classic 1937 Mercedes-Benz 540 K Coupe coming from forty-some years of private Nebraskan ownership (\$995,000), a 1955 Mercedes-Benz 300 SL Gullwing with matching-numbers engine and gearbox (\$1,270,000) and others. ▼ RM Sotheby's followed Arizona with their annual Paris sale during Rétromobile week in early February. Other US events through late October include Amelia Island (they are the official auction house of the Amelia Island Concours d'Elegance), Palm Beach, Elkhart, Auburn (spring and fall), Monterey and Hershey. European auctions in addition to Paris include Essen, Monaco and London. www.rmsothebys.com



Russo and Steele

20th Annual Sports & Muscle in Scottsdale
Wednesday-Sunday, January 15-19, 2020 (preview Weds on)

18555 N Scottsdale Road - Scottsdale AZ 85255 (Scottsdale Rd & AZ Loop 101 fwy)

▼ Celebrating 20 years, Russo and Steele, locally owned by Drew and Josephine Alcazar, moved from its recent location at Salt River Fields back to its longstanding 20-plus-acre site at Loop 101 and N Scottsdale Road, with five football fields' worth of vehicle display tents and its trademark auction-in-the-round stage, where sales hit \$10.7 million. "The excitement at returning to this spot was palpable," said president and CEO Drew Alcazar, "as night after night the cars crossed the block to a standing room only crowd." Thousands of spectators and bidders witnessed more than 500 cars crossing the block over four days and nights. Known for an emphasis on European sports, American muscle, hot rods and customs, Russo's top five sales included a 1957 Mercedes-Benz at \$1,045,000; a 1971 Ferrari Daytona at \$550,000; a 1956 Porsche 356 Speedster at \$258,500; a 1970 Plymouth Superbird at \$222,000; and a 1959 Creative Workshop Sport Speciale at \$181,500. The top ten were rounded out by a 1966 Ford Mustang Shelby, 1973 Lamborghini Espada Series III, 1959 Chevrolet Corvette, 2013 McLaren MP4-12C and 1958 Desoto Firesweep (at \$115,500). A 2000 Butler Cobra Roadster Replica (courtesy of Russo and Steele and QuikTrip), sold for charity on Friday night, raised \$60,000 for national non-profit Folds of Honor, providing educational scholarships to spouses and children of America's fallen and disabled service members. ▼ In addition to Scottsdale in January, Russo and Steele runs its second sale at Amelia Island in March and continues its longstanding presence at Monterey in August, both during their respective Concours d'Elegance events. www.russoandsteele.com



Worldwide Auctioneers

4th Annual Arizona January Auction
Wednesday, Jan 15, 2020 (preview Sunday-Wednesday, Jan 12-15)

Singh Meadows - 1490 E Weber Drive - Tempe AZ 85281

▼ Worldwide Auctioneers, in its fourth year here, remains first of the one- and two-day high-end auctions on the schedule. The event moved a couple of miles south this year from their prior McDowell Road location to the manicured lawns of Singh Meadows, on the Tempe side of the line. Interest was high during four days and three evenings of preview with a meticulously curated selection of rare muscle cars, European sports and classics, concept cars, and the private Chuck Morgan Estate Collection comprising exceptional pre-war cars, leading up to a Wednesday evening full house boutique sale. Top sales included a restored 1936 Auburn 852 SC Boattail Speedster (one of fewer than ten ACD-certified) from the Chuck Morgan Estate Collection at \$880,000; the high-interest 1956 Chrysler Ghia Plainsman one-off concept car built by Ghia of Italy, extensively documented and fully restored to its original western motif with genuine cowhide interior, selling at \$742,500; another fine classic with excellent provenance and ACD Certification from the Chuck Morgan Estate, a 1930 Duesenberg Model J Berline with coachwork by Willoughby at \$605,000; and an exceptionally rare 1997 Porsche 911/993 Turbo S at \$341,000. Other highlights include a 1965 Corvette roadster (\$40,700), 1953 Chevy five-window pickup (\$44,000), 2002 BMW Z8 roadster (\$176,000), 1965 Austin Healey 3000 Mk III BJ8 (\$77,000), 1954 Buick Skylark convertible (\$81,400), and several other Auburns, including a 1936 852 SC Phaeton Convertible at just \$88,000. ▼ Worldwide has two additional events this year in its automotively famous hometown of Auburn, Indiana (in June and September) and another in Pacific Grove during Monterey-Pebble Beach week in August. They also perform select stand-alone auctions of private collections. www.worldwideauctioneers.com



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A WEEK WITH : 2020 NISSAN ALTIMA 2.5 SV AWD SEDAN

Mid-lineup mid-trim midsize

by Joe Sage

In broadcast media, MOR programming means middle-of-the-road. This does not mean nondescript or vanilla—it means its content has the widest appeal. Such is the case with the popular Altima, Nissan's entry in the until recently top-selling midsize sedan category (currently usurped by compact crossovers). And such may be the case with this particular model, a mid-level trim.

Altima overall offers five front-wheel-drive trim levels with a 2.5L naturally-aspirated four-cylinder engine (of which this SV is the middle), each also offering AWD (adding \$1450 to our SV). Base prices for the range run from \$24,100 to \$33,530.

Add two more models with a 2.0L turbo, which bumps output up from 188 to 248 hp and torque from 180 lb-ft to 273—a powertrain available only on second-from-lowest SR trim and top-top Platinum, and only with front-wheel drive. Base prices for the two turbos are \$29,750 and \$35,180.

All have the same xTronic continuously variable transmission (CVT).

All-wheel drive adds 131 pounds; rear brakes and stabilizer bar dimensions are slightly different to accommodate its build; fuel mileage drops by two or three points across the board; horsepower is six points lower, and torque two—acceptable tradeoffs for AWD traction and tracking.

The styling—all-new in the 2019 model year—

has evolved in several subtle ways. In a departure from brandwide cues, gone are the Z-car-inspired headlights with their notch along their upper edge. The corporate grille remains but is evolving, now framing most of the grille opening. Gloss black inserts in the C pillar are a cue from Maxima, simultaneously giving the car an attractive, distinctive and more premium look and feel.

Overall, the new Altima retains its image (now rich enough that it can almost even be taken for that pricier Maxima in the absence of a side-by-side comparison).

For \$2460 more than our SV, you can choose the SL. Or in the apples and oranges department, you could opt for the move from SV to SL (staying with FWD) instead of adding AWD to the SV. This migration costs \$1010 more than adding AWD, but would give you leather seating, Bose nine-speaker premium audio and other upgrades. It's an interesting drill, made all the more interesting when you consider the full five trim levels. (The availability of the 2.0L models adds to this complexity, but also simplifies it, if you're interested, thanks to its two-trim, one-drive-configuration lineup.)

Add the Versa and Sentra below Altima in size (starting at \$14,730 and \$19,090), and the Maxima above (starting at \$34,250), and your day at the dealer could sound confusing, but will probably be

SPECIFICATIONS

| | |
|---------------------------------------|---|
| BUILD | unibody: corrosion-resistant high-strength steel; aluminum-alloy hood |
| ENGINE | 2.5L alum/alum transverse DOHC 4-cyl |
| HP/TORQUE | (AWD) 182 hp / 178 lb-ft |
| DRIVETRAIN | (optional) AWD |
| TRANSMISSION | xTronic CVT |
| SUSPENSION | F: indep strut w coils, alum links, 25mm stblzr bar; R: multi-link indep, 22mm stblzr bar (AWD) |
| STEERING | dual pinion electric power, speed-sensitive |
| BRAKES | 4-whl pwr-assist EBD, ABS: F: 11.65x1.02 vented; R: (AWD) 11.02x0.38 solid |
| WHEELS | (SV) 17-in machined alum-alloy, painted inserts |
| TIRES | 215/55R17 AS, 16x4T temp spare/steel wheel |
| LENGTH / WHEELBASE | 192.9 / 111.2 in |
| TURNING CIRCLE | 37.4 ft |
| GROUND CLEARANCE | na |
| HEADROOM (F/R) | 39.2 / 36.9 in |
| LEGROOM (F/R) | 43.8 / 35.2 in |
| CARGO CAPACITY | 15.4 cu.ft |
| WEIGHT | (SV AWD) 3399 lb |
| FUEL CAPACITY | (AWD) 16.0 gal |
| MPG | 26/36/30 (city/hwy/comb) |
| BASE PRICE | \$29,230 |
| SPLASH GUARDS | 205 |
| MATS/NET/HOOKS | floor mats, trunk mat, hideaway net and dual trunk hooks.....300 |
| GROUND LIGHTING | 380 |
| INTERIOR ACCENT LIGHTING | 455 |
| ILLUMINATED KICK PLATES | 400 |
| REAR SPOILER | 420 |
| IMPACT SENSORS | 210 |
| DESTINATION CHARGE | 895 |
| TOTAL | \$32,495 |

liberating. Start with your size preference and budget, see where that puts you, and cross-shop from there. You really can't go wrong. ■



Concours in the Hills smashes records

Fountain Hills event drives world-class care for Phoenix Children's Hospital

Annual car show raises \$250,000 for Center for Cancer and Blood Disorders

Photos by Rob Mains
www.robmainphotography.com



The 7th annual Concours in the Hills presented by Gila River Hotels & Casinos, a Scuderia Southwest event, raised \$250,000 for Phoenix Children's Hospital on Saturday, February 8. In just one of several records broken in 2020, the annual car extravaganza smashed its own goal to satisfy a five-year, \$500,000 pledge in just three years.

The family-friendly show was free to the public, with donations generated by participating sponsors and vehicle owners, and attracted 30,000 spectators, an increase of 5,000 over last year, with 118 sponsors. Now a signature attraction in the Southwest, the event continues to garner national attention and sponsorships.

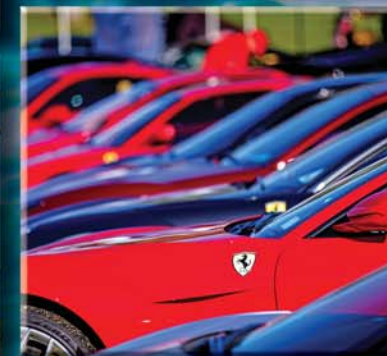
An exciting new addition this year promised more star power when Disney Corporation delivered a Ferrari P4 replica and a Ford GT40 replica for display along with fun champagne-popping photo booth ops. Stunt drivers from the Oscar winning *Ford v Ferrari* movie also made buzz-generating appearances.

Against the lush backdrop of sprawling Fountain Park, car enthusiasts from across the Southwest showcased a record 1,052 collector and exotic vehicles. The show launched with an announcement of "Drivers, Start Your Engines" from celebrated pros including Derek Daly (who competed for five years in F1 and Indy Cars for eight years); Arie Luyendyk (two-time Indy 500 winner, Daytona and Sebring winner); Didier Theys (Daytona, Sebring, Spa and LeMans winner); Lyn St James (Rookie of the Year at Indy, winner at Daytona and Sebring); and Harley Cluxton (who raced for Ferrari at LeMans and is owner of the Mirage Racing Team). All are local residents of the Phoenix-Scottsdale area.

The exciting diversity in vehicles ranged from American to international sports cars, including the very rare and valuable. The show also featured military brawn, including a US Marine Corps attack helicopter flown in from San Diego. Porsche USA featured a special reveal presentation of the Taycan, their all-electric high-performance sports car. The show featured music from local radio station 94.9 The Wow Factor, food trucks and fanfare for a lively, social atmosphere where car fanatics and casual observers converged for a good cause.

"Concours in the Hills exceeded all ex-

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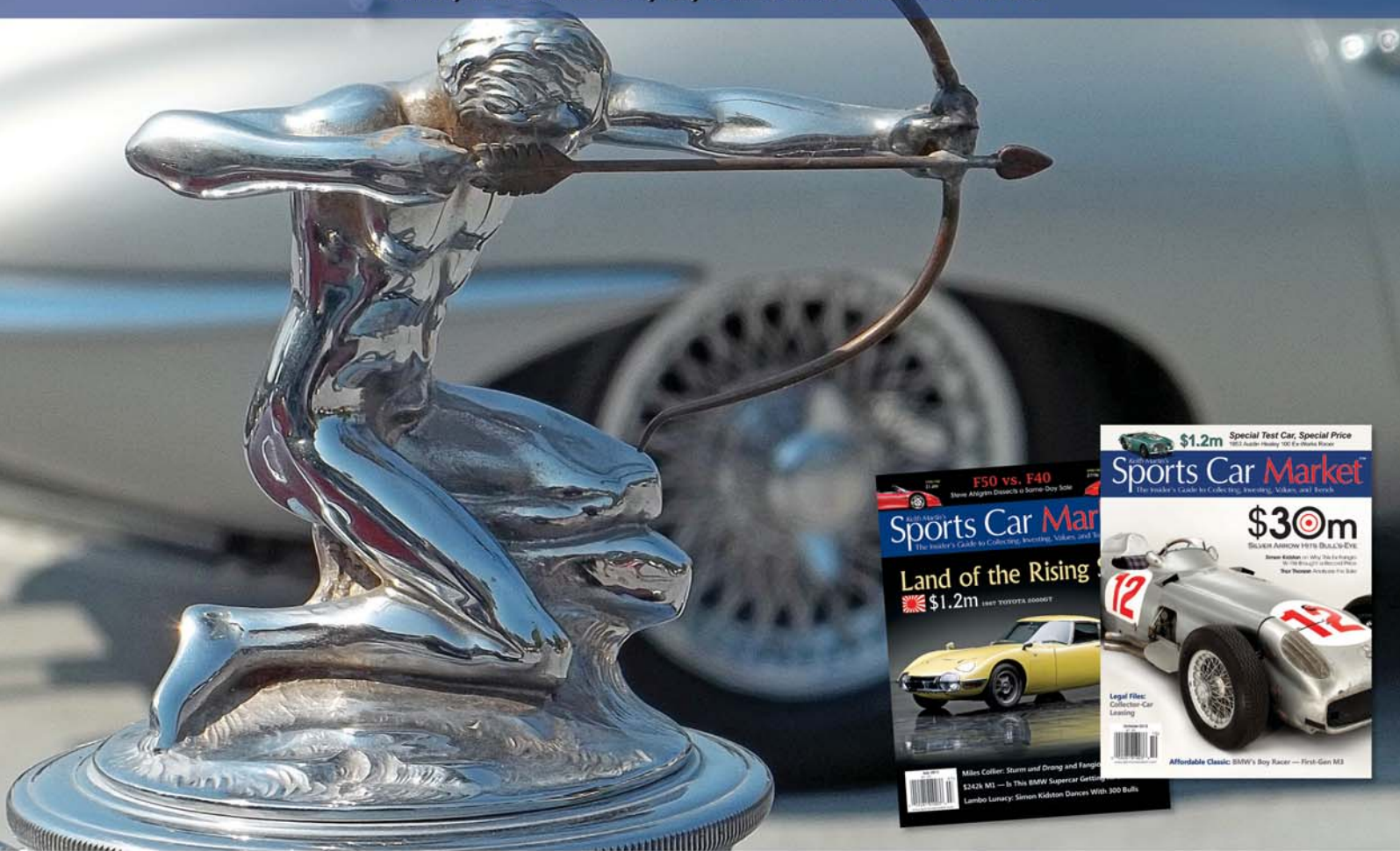


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“Scuderia Southwest’s continued commitment to the children and families at Phoenix Children’s is fueled by Peter Volny and David Crofford’s relentless drive. This year, his team thrilled spectators with showmanship on wheels and military muscle. It’s so fitting these world-class cars help raise funds for world-class care, and we’re grateful.”

Peter Volny, the event’s founder, along with colleague David Crofford at Scuderia Southwest, says this active club of car aficionados is as passionate about helping kids with cancer as they are about cars. A pediatric cancer survivor, former racecar driver and marketing pro, Volny said he and his wife Linda visited the Hospital and were touched by the strength and resilience of the children they met there.

“Mother Nature played her part in giving us idyllic weather conditions, and it’s safe to say Scuderia Southwest Club accelerates fundraising as quickly as their cars, since we met our goal of \$500,000 over five years in just three,” Volny said. “This event is a mammoth one to execute. It wouldn’t have been possible without an army of dedicated volunteers; there are no paid staff. It fills us with gratitude to know that while we’re enjoying our ‘toys,’ we can help children facing the most difficult challenge of their lives enjoy a space in the Hospital where they can find toys, too.” ■

Scuderia Southwest is Arizona’s largest car club for high performance, exotic and collector cars. The objective of Scuderia Southwest is to bring owners together to enjoy these vehicles and meet new friends who share this passion. Scuderia Southwest is the organizer of the Scottsdale Motorsports Gathering at the Scottsdale 101 Shopping Center as well as Concours in the Hills. For more information on the group, visit scuderiasouthwest.com.

Phoenix Children’s Hospital is Arizona’s only children’s hospital recognized by *US News & World Report’s* Best Children’s Hospitals. Phoenix Children’s provides world-class inpatient, outpatient, trauma, emergency and urgent care to children and families in Arizona and throughout the Southwest. As one of the largest children’s hospitals in the country, Phoenix Children’s provides care across more than 75 pediatric specialties. The Hospital is poised for continued growth in quality patient care, research and medical education. For more information on Phoenix Children’s Hospital, visit phoenixchildrens.org.



The long and the short of it

BY JOE SAGE

Fate delivered us two out of six in Toyota's SUV-crossover lineup recently, not at the same time and without any disciplined event at hand, but impossible to miss as a casual comparo opportunity. One is the biggest (though not the priciest)—Sequoia—and one is the smallest—C-HR.

Wait, you might ask, is the \$50k-or-so Sequoia the biggest? Or is it the \$85k-and-up Land Cruiser? Fair question. Luxury level and features aside, the Land Cruiser has the same powertrain as Sequoia and is also a three-row eight-seater (or five-seater on one model). Its length and wheelbase are about ten inches shorter than Sequoia, for notably less legroom in the second and third rows, though Land Cruiser's turning circle is about half a foot bigger.

The Sequoia and C-HR are popular models, potentially even attracting the same shoppers, subject to personal tradeoff factors. They weren't with us back-to-back, but we knew both were coming.

With other vehicles between the two, directly comparing driving or emotional experiences could suffer or could benefit. We're not here to choose one over the other, for ourselves nor certainly for you, anyway, rather just to say here they both are.

(To round it all out further, we unexpectedly had a brief drive in the same general timeframe in their middlest-sized SUV—an all-new Highlander.)

SEQUOIA TRD PRO (the biggest)

Anyone who loves pickups, or who loves traditional body-on-frame SUVs in their own right, will appreciate the Toyota Sequoia, a structural close cousin of the Tundra full-size pickup.

And anyone who loves traditionally-missioned SUVs—conceived in an era of outdoor utility more so than country club utility—will appreciate the Sequoia's straightforward approach to the driver interface, such as its big gnarly knurled knobs you could operate with gloves on, as in the similarly durably-purposed and eternally popular 4Runner.

A number of vehicles offer two "top" models—perhaps one sportier and one more luxurious. As with many big 4x4s, Sequoia offers two top models—one beefier and one more luxurious. If your duty leans more toward the club, you might choose Platinum luxe. If you shop for Arizona's rocky and rough terrain, TRD Pro is the choice (and it's even a couple of grand cheaper, while still providing such niceties as a leather-with-red-stitch interior, all in all a win-win for even potential off-roaders).

There are five trims total for Sequoia, starting with the SR5 at \$49,980. All have the same 381-hp 5.7L V8 and 6-speed automatic, and all weigh in the neighborhood of three tons, factors that deliver its not unexpected tradeoffs—you don't buy it

SPECIFICATIONS: SEQUOIA TRD PRO

| | |
|--------------------|---|
| ROWS / SEATS |3 rows / seats 8 |
| ENGINE |alum 5.7L 32c DOHC V8 w dual indep VVT-i |
| HP / TORQUE |381 hp / 401 lb-ft |
| DRIVETRAIN |4x4 |
| TRANSMISSION |6-spd ECT auto |
| SUSPENSION |F: high mount coil indep dbl-wishbone w low-pressure gas shocks, 1.42" hollow stblzr bar; R: coil indep dbl-wishbone w low-pressure gas shocks, 0.91" hollow stblzr bar (avail rear air, adaptive var) |
| STEERING |eng speed-sens variable flow rack & pinion |
| BRAKES |F: 13.9 vented; R: 13.6 vented |
| WHEELS / TIRES |8.0x18 / P275/55R18 111H |
| LENGTH / WHEELBASE |205.1 / 122.0 in |
| TURNING CIRCLE |38.1 ft |
| GROUND CLEARANCE |10.0 in |
| APPROACH / DEPART |27 / 21 deg |
| HEADROOM (F/2/3) |34.8 / 34.9 / 34.5 in |
| LEGROOM (F/2/3) |42.5 / 40.9 / 35.3 in |
| CARGO CAPACITY |18.9 / 66.6 / 120.1 cu.ft |
| WEIGHT |5985 lb |
| TOW CAPACITY |7100 lb |
| FUEL / CAPACITY |87-octane reg unleaded / 26.4 gal |
| MPG |13/17/14 (city/hwy/comb) |

| | |
|---|----------------------|
| BASE PRICE (TRD PRO) |\$64,030 |
| OPTIONS: Cargo cover (245), TRD performance exhaust system (1050), carpeted mats/door sill protect (379) |1674 |
| DESTINATION CHARGE |1325 |

TOTAL (lineup starts at \$49,980).....\$67,029

for its fuel economy, and despite its power, shifts can be a little slow in aggressive urban freeway or rural grade-climbing competitive conditions.

But its storm trooper persona (certainly in this Super White paint) underscores its solid bearing—power and presence, with a sense of purpose, but without the arrogance of a luxury badge.

SPECIFICATIONS: C-HR LIMITED

| | |
|--------------------|--|
| ROWS / SEATS |2 rows / seats 5 |
| ENGINE |2.0L 16v 4-cyl DOHC w Valvematic |
| HP / TORQUE |144 hp / 139 lb-ft |
| DRIVETRAIN |FWD |
| TRANSMISSION |CVT w intel & shift mode (CVT-i-S) |
| SUSPENSION |F: Indep MacPherson strut w 26mm stblzr bar, coils, hydraulic shocks; R: multi-link w coils, trailing arms, 26mm stblzr bar, hydraulic shocks |
| STEERING |elec power steering |
| BRAKES |F: 11.7 vented; R: 11.1 solid |
| WHEELS / TIRES |7x18 / P225/50R18 95V |
| LENGTH / WHEELBASE |172.6 / 103.9 in |
| TURNING CIRCLE |34.2 ft |
| GROUND CLEARANCE |5.9 in |
| APPROACH / DEPART |14 / 26 deg |
| HEADROOM (F/R) |38.1 / 38.3 in |
| LEGROOM (F/R) |43.46 / 31.7 in |
| CARGO CAPACITY |19.1 / 37.0 cu.ft |
| WEIGHT |3300 lb |
| TOW CAPACITY |(na) |
| FUEL / CAPACITY |91-octane+ unleaded / 13.2 gal |
| MPG |27/31/29 (city/hwy/comb) |

| | |
|---|----------------------|
| BASE PRICE (LIMITED) |\$26,350 |
| OPTIONS: Audi Plus incl HD radio (465), special Supersonic Red paint (425), two-tone paint (500) |1390 |
| DESTINATION CHARGE |1120 |

TOTAL (lineup starts at \$21,295).....\$28,860

C-HR (the littlest)

C-HR stands for compact high roof, compact high rider, coupe high rider or cross hatch R-something, depending who you ask. (Most of these do help you remember where to put the hyphen in C-HR.)

Price comparison alone might suggest the C-HR is half the vehicle the Sequoia is. On the other

hand, you could buy two of these for the price of one of those, with ten grand left over.

Weight is about half, power way less than half, seat count five versus eight, cargo capacity less than a third, and tow capacity zilch. The C-HR is 85 percent shorter (but its turning circle less-pro-rata tighter). Fuel economy, though, is roughly double.

Any real "utility vehicle" comparison between these two fades quickly. C-HR ground clearance is carlike (41 percent less than Sequoia TRD Pro), and C-HR is not available with all-wheel drive.

Our initial drive home from the airport at 2 am demonstrated a general lack of power, with presence of front-drive torque steer characteristics.

You can adjust for lower power, of course, and that's just what we did all week, logging repeat instances of giving up traffic advantages for lack of oomph to grab a spot, its small size not adding enough nimble squeezability to make up for that.

The C-HR is a sharp-looking little unit, though. We'd be more than a little curious to see whether they could engineer some more horses into it.

AND BETWEEN? (the middlest)

At roughly the center of six Toyota utilities sit two different flavors—4Runner and Highlander. As fate would have it, we also had a very short drive in the all-new 2020 Highlander in Tempe, a week after seeing the already-newer 2021 Highlander at the Chicago Auto Show. Meet Highlander at right. ➔

SPECIFICATIONS: HIGHLANDER

| | |
|--------------------|--|
| ROWS / SEATS |3 rows / seats 7 or 8 |
| ENGINES |[V6] aluminum alloy 3.5L DOHC V6 ...[4-hyb] aluminum alloy 2.5L L4HV DOHC hybrid |
| HP / TORQUE |[V6] 295 hp / 263 lb-ft ...[4-hybrid] 186 hp / 175 lb-ft |
| DRIVETRAIN |FWD, AWD |
| TRANSMISSION |8-spd auto / CVT |
| SUSPENSION |F: Indep MacPherson strut, stblzr bar, trailing-wishbone; R: multi-link, stblzr bar |
| STEERING |elec power-assist rack & pinion |
| BRAKES |F: 13.3 vented; R: 13.3 solid |
| WHEELS / TIRES |18-in, 20-in |
| LENGTH / WHEELBASE |194.9 / 112.2 in |
| TURNING CIRCLE |37.4 / 36.1 ft |
| GROUND CLEARANCE |8.0 in |
| APPROACH / DEPART |17.9-18.1 / 22.7-23 deg |
| HEADRM (F/2/3) |38.4-39.9 / 37.1-39.4 / 36.1 in |
| LEGROOM (F/2/3) |40.4 / 41.0 / 27.7 in |
| CARGO CAPACITY |16 / 48.4 / 84.3 cu.ft |
| WEIGHT |4145-4595 lb |
| TOW CAPACITY |3500 / 5000 lb |
| FUEL / CAPACITY |87 oct+ unl / 17.1-17.9 gal |
| MPG |20/27/23 to 36/35/36 (city/hwy/comb) |

| | |
|---------------------------|--|
| BASE PRICE |FWD \$34,600-46,850 |
| |AWD \$36,200-48,800 |
| |Hybrid FWD \$38,200-48,250 |
| |Hybrid AWD \$39,800-50,200 |
| DESTINATION CHARGE |1120 |



HIGHLANDER (the newest)

Adding perspective about the two models at left, we met and drove the all-new gen-four 2020 Toyota Highlander briefly, not long after the others. Our time with the all-new RAV4 a few months earlier (see our JanFeb issue) was also useful, as the new Highlander picks up many of its key styling and build cues. Built on a version of the K platform used for Camry, Avalon and RAV4, Highlander hits the Goldilocks spot it aims for, with a 295-hp 3.5L V6, 8-speed automatic and up to 5000-lb tow capacity. There is also a hybrid model. While the 2021 version is also already being shown, Toyota is still actively selling the 2019 Highlander, as well, starting at \$31,830 (or \$37,520 hybrid). Watch for an in-depth look at the new Highlander in a subsequent issue. ■



2020 Toyota Sequoia 4x4 TRD Pro



2020 Toyota C-HR Limited

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NHRA ARIZONA NATIONALS

Backstage with Randall Bohl

We visited the NHRA (National Hot Rod Association) Arizona Nationals at Wild Horse Pass Motorsports Park in late February, behind the scenes with Wally Cahill and Kim Quintero of 3TV's "Good Morning, Arizona!" as they performed race day live spots with the drivers.

We had missed out on this opportunity last year, as a winter storm had enticed all the TV remote crews to Northern Arizona to capture the excitement of high country snow.

Our visits included executive chef Malcolm Clark of Don Schumacher Racing, prepping to feed hundreds of crew and guests out of a 53-foot semi trailer galley; six-time World Champion Top Fuel racer Clay Millican, who was excited to talk about *Your Car Your Data Your Choice* (yourcaryourdata.org); Top Fuel driver and 2017 Champion Brittany Force; John Force, who shared Wally Cahill's Sunday morning 3TV car review of the 2020 Camaro; and a last stop with Tommy Johnson Jr, Funny Car driver for Schumacher.

Millican was out in the first round, Brittany Force went out in the second round, and John Force went out in the Semi-Final round, while Johnson went on to win the event, defeating Jack Beckman in the Final.

Del Worsham had won in Funny Car after we visited his morning live shot in the past, so who knows—maybe we're good luck for Funny Car. ■



Electric cat

BY JOE SAGE

If you think “E” as in “electric,” the I-PACE name can throw you. E-PACE (they do prefer all caps) might seem more appropriate. But Jaguar already has an E-PACE (as well as an F-PACE). For these, think Jaguar sedans—XF is the bigger one, XE the smaller one; and the gasoline-powered F-PACE and E-PACE utilities (which already existed) follow suit. Along comes an EV in their utility lineup, and I-PACE it is, a meet-the-new-rules vehicle in name as well as in motivation technology.

In form, size and powertrain, I-PACE is a solid synthesis of current market directions—it’s a crossover, it’s a compact, and of course it’s an EV. And a very potent EV at that. With strong rear haunches and a near-fastback roofline, this Jaguar has big-cat-like posture and pose, and its electric powertrain has the chops to back up this lean, powerful image.

As always, there are a number of features we would implement differently. But none of those matter much when you do what matters most—turn onto a freeway ramp, apply the pedal, sweep up that lane with silent speed that feels like magic, and you’ll promptly be in love with this thing. The driving experience

of this EV is perfectly normal despite its alternative powertrain—normal, that is, for a potent performance vehicle, a utility with the soul and center of a high-end sport tourer.

Basically all EVs have “neck-snapping” (so to speak, in a good way) acceleration. In some vehicles, this isn’t very well controlled, providing more of their instant power than you want or need when you first step on the pedal. Jaguar has this nicely tamed in the I-PACE. We were able to get incredible performance without ever feeling we were past the edge of control, leaving only positive EV awareness in our drive experience.

Any EV is by its very nature basically silent (at least before pedestrian warning whirs are added back); the I-PACE provides an especially quiet and tranquil cabin experience.

We liked the I-PACE so well overall, we were a little surprised to look back at our many nitpicks we had had during our week: an odd storage space in the console, too small for our sunglasses case from the front, too tight for our hands from the sides; tastefully engraved notations on the shift lever base that are hard to see (and only light up

after you’ve hunted them down and shifted into one); a tight footwell, making it too easy for a bigfoot like us to hit the brake again en route to the accelerator pedal; oddly low seatbelt attachments if you’re tall; lack of a right-mirror dip in reverse, useful in a car with reduced over-the-shoulder visibility; what looks like two radio knobs, but if you go for the left one in search of on-off-volume you will hit the vehicle start-stop button; displays with very fine black lines against off-white, tastefully unreadable like iPhone apps that were soon abandoned a few years back; several specifics within the screens, as always with pretty much everything; and a number of other little details and operations.

We had this midwinter, but it was a warm stretch, and we found ourselves not achieving the cabin cooling we sought. EVs provide heating and cooling unconventionally, so we contemplated whether the system might put out less robustly in marginal temperatures but more so once it’s 50 or 60 degrees warmer here again. We’d like to give that a try.

But those are FYIs. All you have to do is run this thing up one freeway on-ramp, on fresh black asphalt between white dotted lines at night, give it the pedal, and you’re never going to want to let it go. ■

SPECIFICATIONS

| | |
|--|---|
| VEHICLE TYPE |5-seat AWD premium midsize CUV |
| ELECTRIC MOTOR |permanent magnet synchronous |
| LAYOUT |perm 4WD: one front EDU, one rear EDU |
| POWER OUTPUT |197 hp front EDU, 197 hp rear EDU |
| TOTAL HP/TORQUE |394 hp / 512 lb-ft |
| TRANSMISSION |automatic / single speed |
| BATTERY |lithium ion / NMC chem, 90 kWh gross, liquid-cooled, 388-volt, 432-cell, 320 kWh |
| OPTIMAL OPERATING TEMPERATURE |77-86° F |
| 0-TO-60 / TOP SPEED |4.5 sec / 124 mph |
| SUSPENSION |F: double wishbone; R: integral link |
| F/R: |electronic air suspension w var ride height |
| STEERING |elec power assist rack & pinion |
| BRAKES |F: 13.78" / R: 12.8" |
| WHEELS/TIRES |(depending on trim) 18", 20", 22" |
| LENGTH/WHEELBASE |184.3 / 117.7 in |
| TURNING CIRCLE |39.3 ft |
| APPROACH / BRKOVER / DEPARTURE |16.0 / 12.0 / 19.0° |
| WADING / GROUND CLEARANCE |19.7 in / 5.6 in |
| HEADROOM (F/R) |39.9 / 38.1 in |
| LEGROOM (F/R) |40.9 / 35.0 in |
| CARGO VOL |25.3 / 51.0 cu.ft / "frunk" 0.95 cu.ft |
| WEIGHT |4784 lb |
| SUPPLIED CHARGING CABLES |Mode 2 Universal |
| CHARGE TIME (230V AC / 32A) |0-80%: 10.1 hr |
| |0-100%: 12.9 hr |
| DC CHARGER (TO 80%) |50kW: 85 min |
| |MAX: 40 min |
| MPGe |(equivalent) 80/72/76 (city/hwy/comb) |
| KW-HRS |44 kW-hrs per 100 miles |
| RANGE |234 miles |
| BASE PRICE |\$80,900 |
| WHEELS: 22" 5-split-spoke diamond turned |1700 |
| PAINT: Yulong White Metallic |710 |
| PREMIUM INTERIOR PROTECTION PKG |549 |
| CHROME WHEEL LOCK PKG |259 |
| HEATED STEERING WHEEL |250 |
| CONFIGURABLE AMBIENT INTERIOR LIGHTING |250 |
| BASIC REAR SEAT CONVENIENCE PACK |229 |
| PANORAMIC SUNSHADE PACK |199 |
| FRONT FOG LIGHTS |100 |
| CAR CARE KIT |55 |
| DESTINATION CHARGE |1025 |
| TOTAL |\$86,226 |



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- Reduces Discomfort Brought On by Standing On Hard Surfaces
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- Must Have for Every Garage!



Lost 10mm Anti-Fatigue Garage Comfort Mat (shown) / SKU: 10-BKG-GBSK
Found it! Your 10mm socket is right on the corner of this mat. Ask your friend to pick it up and hand it to you. The background is a well used concrete that will probably blend right into your own garage floor.

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CHICAGO AUTO SHOW

FEBRUARY 2020

The big auto shows come in basically two flavors. There are dealership-group-backed consumer shows in just about every major city, where the curious can kick tires and sit in seats without the usual one-on-one sales pitch of a dealer visit. And there are big international shows, several of which happen in America. As in Geneva, Paris, Shanghai and other exotic locales, the Los Angeles, Detroit and New York shows are of international caliber, venues for global vehicle reveals, planning conferences and more.

Chicago arguably sits somewhere in between, as the oldest US auto show still running today, holding a more-than-the-sum-of-its-parts aura. LA starts the major-show cycle at the end of the prior year, then the calendar continues through Detroit, Chicago, Geneva, New York, and forward from there. This cycle has profound impact on the manufacturers, who have to carefully decide what to reveal, when and where, at considerable cost and with significance to timing. (Through all this, there is also increasing automotive presence at various huge tech and electronics shows, including CES in Las Vegas.)

This year something new is afoot. After decades of Detroit's North American International Auto Show (NAIAS) running in frigid January, it moves this year to summer. Over time, this will likely inspire more OEMs to have more major reveals in Chicago, and checking the pulse of this is one reason we attended this year. There was some movement in that direction, while overall, the new schedule seems to be still getting its legs. Let's visit the highlights.

CHRYSLER revealed new "utility-vehicle-inspired" styling for its hot-selling Pacifica minivan in Chicago, along with a slew of other details including available automatic mechanical-electronic all-wheel-drive (absent since 2004 and added without sacrificing its Stow 'n Go seating or its built-in vacuum cleaner, and available on all trim levels), new five-times-faster customizable Uconnect 5 including Alexa, a new birds-eye-view rear-child-seat FamCAM™, and a new total of 97 standard safety features (plus 19 more optional). A new Pacifica Pinnacle luxury model has quilted Nappa leather seats with a feature extremely popular at its reveal—matching lumbar comfort pillows. Driving dynamics have been upgraded with the addition of a rear sway bar and revised suspension tuning front and rear. Ride height is increased by almost an inch. And Pacifica still claims the only hybrid in its segment.

DODGE introduced Black and Redline Stripe appearance packages for Durango SRT—with a 475-hp 470-lbft 392-cubic-inch HEMI® V8, the most powerful and fastest three-row American SUV (capable of zero-to-60 mph in just 4.4 seconds, as well as delivering class-topping 8,700-pound tow capacity). The Black package adds Midnight Grey Metallic and Gloss Black exterior accents and offers optional 20-by-10-inch Matte Vapor wheels. The Redline Strip package is immediately recognizable by a full-length Satin Black center stripe with Redline Red accent tracers along each edge. Either package is available on a Durango in any of ten paint colors: Billet Silver, DB Black, Destroyer Grey, F8 Green, Granite Crystal, Octane Red, Reactor Blue, Redline, White Knuckle and Vice White. The Durango SRT Black package starts at \$1,495, Redline Stripe at \$1,295. Both are available to order starting in March.

Our first stop in Chicago was with **FORD**, the night before full media reveals, where we were given a confidential pre-reveal of their stunningly rich new Ford GT Liquid Carbon, which shows off the supercar's lightweight carbon fiber weave body (surprise to us: not everybody seems to have known this), paintless, bearing only a special clearcoat. This limited edition runs about \$750,000, compared with about \$500,000 for a base Ford GT, and will be limited to about a dozen copies (already spoken for). Also revealed was a new Gulf Racing Heritage Livery model (about \$115,000 above base and now featuring number 6 in lieu of number 9 as on last year's, honoring back-to-back Le Mans wins in 1968-1969). For the first time, carbon fiber wheels are available on the Heritage Livery model (instead of standard aluminum alloy). The whole Ford GT lineup for 2020 has a 13-hp boost and vastly improved cooling technology.

Following an embargoed media reveal in Miami the week prior and a Korean reveal before that, small-volume luxury spin-off brand (formerly part of Hyundai) **GENESIS** revealed their first SUV, the GV80, based on a rear-drive platform and offered with 2.5L or 3.5L turbocharged engines. Other brand firsts introduced on the GV80 include electronic suspension control, active road noise cancellation and an "active motion driver's seat" (with seven air cells to reduce fatigue from long hours of driving). Styling inside and out—from its Crest Grille to advanced quad lights to "power lines" above each wheel—comes from a collaboration among Genesis Design studios located in South Korea, the United States and Germany. The GV80's body structure is of hot-stamped, high-strength steel, with lightweight aluminum doors, hood and tailgate. The vehicle includes a wide range of safety, technology and luxury features.

Having introduced an all-new 2020 Sonata midsize sedan just a month and a



• 2021 Chrysler Pacifica



• 2020 Dodge Durango SRT Black and Redline Stripe



• 2020 Ford GT Liquid Carbon and Gulf Racing Heritage Livery editions



• 2021 Genesis GV80



• 2020 Hyundai Sonata Hybrid

KEEP RIGHT >>

half earlier (see our launch drive feature in the JanFeb 2019 issue), **HYUNDAI** revealed its next iteration at Chicago: the Sonata Hybrid (see our launch drive feature in the upcoming May/June issue). With a 54 mpg highway rating on its Blue model (51 on SEL and Limited), it boasts best-in-class fuel mileage, topping its two main Japanese rivals. And at 192 net horsepower, it even tops the regular gasoline Sonata. Driving range is estimated at an impressive 686 miles, and if you want even more, add the solar roof system (providing enough electricity for an estimated annual range extension of some 700 "free miles"). Picking up from the regular Sonata, the Hybrid offers top front legroom and headroom in the segment, integrated aerodynamics-boosting details throughout, and active control making shifts 30 percent faster and smoother.

Auto shows, once open to the public, are fun for the whole family. And Hot Wheels are fun for kids of all ages. **JAGUAR** brought it all together with the North American reveal of a new 2021 Jaguar F-TYPE and its range of four-, six and eight-cylinder engines, while also celebrating a Jaguar and Hot Wheels collaborative effort that set a *Guinness World Records* title. The record-setting track (built at the Show) measured 69.5 feet and had seven loops unassisted by power boosters—the most ever, breaking the previous record by two loops. Jaguar and Hot Wheels also announced a new Jaguar & Hot Wheels Ultimate Track Challenge, in which college-level engineering students partner with a local Jaguar dealer to build the most complex, record-setting Hot Wheels track imaginable, meeting demanding Hot Wheels and *Guinness* parameters. The prize: a \$50,000 to that college or university's scholarship fund.

JEEP® had wide-ranging reveals at Chicago. First was Gladiator Mojave, the first Jeep to wear a new Desert Rated badge for high-speed off-roading and sandy conditions, benefiting from Gladiator's best-in-class approach-break-over-departure angles and 11.6-inch ground clearance, adding specially-tuned FOX 2.5-inch internal bypass shocks with external reservoirs, FOX front hydraulic jounce bumpers, reinforced frame, one-inch front suspension lift with silver front skid plate, stronger axles with cast-iron steering knuckles, and standard 33-inch Falken Wildpeak A/T tires outside, aggressive front seats with integrated upper bolsters inside. Other reveals included High Altitude models for both Gladiator and Wrangler, with premium features outside and in, from gloss black 20-inch wheels to extensive LED lighting to full leather interior. Rounding things out in a separate Mopar booth was a limited-edition Jeep Wrangler JPP 20 showcasing Jeep Performance Parts, including 2-inch lift, Rubicon Warn Winch, LED light package and more. All of the above become variously available for order and delivery this spring and summer.

A great many people, when first exposed to **MERCEDES-BENZ** vans, have the same inspired response: can they turn one of these into a camper or RV? Extensive upfitter programs have made this possible with Sprinter in particular for some time. At Chicago, they revealed their "first new modern, practical pop-up camper van" for the US market, the Mercedes-Benz Metris Weekend—built with Driverge Vehicle Innovations (located adjacent to Mercedes' North Charleston SC factory) in partnership with Peace Vans. The rig, an immediate hit with the media corps, has seating for five and sleeping for four—two in the pop-up roof area and two "downstairs" in a bed that folds out from the multipurpose rear seat, which itself has four different rail-mounted positions to accommodate varying cargo needs, while front seats swivel 180 degrees to create a full campsite lounge. A second battery powers your devices, extendable via additional optional off-grid and solar panel power features. Camping upgrades include an 8-foot awning, mosquito/bug screens for



• 2021 Jaguar F-TYPE (with Hot Wheels and Guinness World Records)



• 2020 Jeep Gladiator Mojave

the rear hatch and sliding doors, a quick-attach rear liftgate tent, roof racks for surfboards, skis or storage, and a pullout rear kitchen.

It was the old, new and even newer on the horizon for **NISSAN** Frontier, starting with a press-days-eve reveal of an all new 49-hp-more-powerful standard 3.8L V6 (built in Tennessee with 93 percent new parts versus the prior engine) and 9-speed automatic. This will go into 2020 model year Frontiers starting this spring, a jumpstart of the all-new 2021 Frontier coming next year. The evening then moved to a celebration of a million-mile rear-drive, 4-cylinder, 5-speed-manual Frontier owned by Chicagoland delivery driver Bill Murphy, who bought it new in 2007 already determined to take it to a million; he achieved this just the week before the Chicago show. Despite the stop-and-go nature of his work, Murphy drove with mission in mind, getting 801,000 miles out of his original clutch and replacing his timing chain only preventively at 700,000 miles. Nissan surprised him with the gift of a new V6 automatic Frontier.

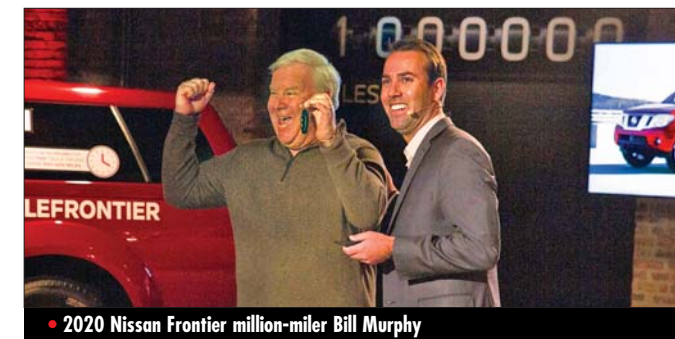
Among the **SUBARU** hardware at Chicago were samples of their limited production run of 500 WRX and 500 WRX STI Series. White models, previously revealed at the LA Auto Show in November, in exclusive Ceramic White paint, with matte bronze 18-inch wheels (WRX) or 19-inch forged BBS wheels and Michelin Pilot Sport Cup 2 tires (WRX STI), Bilstein sport-tuned suspension, and Brembo brakes with red or silver calipers. The WRX has 268 hp and 6-speed manual, the WRX STI a turbocharged 310 hp. Capturing the most attention, though, may have been Subaru's soft-and-cuddlyware, as they continued their mission to unite pets with loving homes by hosting adoption events during the show, where attendees were invited to meet pets from three shelters in the Chicago area and potentially adopt and take one home. Even before the public days, many media wondered whether one could fit in their luggage.

TOYOTA brought a wide range of products to Chicago, from GR Supra special builds including Heritage Edition and Hyperboost Edition concepts, to a first look at the 2021 Highlander, to the new RAV4 Prime, capped off by a collection of six total 2021 4Runner, Sequoia, Tacoma and Tundra models evoking the great outdoors on the one hand, and urban night moves on the other. Low-volume-run Trail Special Editions of these pickups and 4Runner (in Army Green, Cement, black or white) feature black badging, black-with-tan-stitch seats, a variety of special tires (Kevlar A/T on the Tacoma), additional cargo and lockable storage features, even a cooler that keeps ice frozen for seven days in the 4Runner. Even lower-volume Nightshade Editions of the pickups and Sequoia (in black, Magnetic Gray, and two or three shades of pearl or white) tackle the late life with dark or black wheels, black trim details and darkened badging. Both Special Editions will arrive later this year as 2021 models.

VOLKSWAGEN showed a new facelifted 2021 Atlas seven-seat SUV, picking up a three-bar grille extending into front lights from the new Atlas Cross Sport, and with interior, tech and driver-assistance features upgraded. The steering wheel is new and all but base trim have an 8-inch infotainment screen. Options include leather with contrast stitching, VW Digital Cockpit, Fender premium audio, ambient lighting, three-zone climate, heated rear seats, vented front seats, wireless charging and remote start. The chassis is the same, but new front and rear bumpers make the vehicle almost three inches longer. R-line trims have distinct bumper, side skirts, R-line badging, and available 20- or 21-inch aluminum-alloy wheels. The 2021 Atlas offers a 276-hp V6 or a 235-hp 2.0L turbo four (now even on top trim), 8-speed automatic and available AWD (new on the 2.0T). V6 models can tow up to 5,000 pounds. ■



• Mercedes-Benz Metris Weekend pop-up camper



• 2020 Nissan Frontier million-miler Bill Murphy



• Subaru WRX STI — and pet adoption program



• 2021 Toyota Trail Special Edition Tacoma-Tundra-4Runner



• 2021 Volkswagen Atlas



Fast Forward

The Future Collector Car Show (originally Future Classics Car Show), presented by *ClassicCars.com*, is an annual automotive enthusiast event in parallel with Arizona's collector car auction schedule each January. It's a family-friendly event, affordable to enter and free to spectators.

Modified to preserved to even restored vehicles of any make, model, year and/or condition participate in a curated display of vehicles poised to become collectible for the next generation of auto enthusiasts. The event draws makes and models from around the globe, including many that were never originally sold in the US.

This year's fifth consecutive show, on Sunday, January 12, drew 150 cars and thousands of spectators to the upscale High Street retail, dining and entertainment complex in north Phoenix (just east of Desert Ridge Marketplace, just north of the Loop 101 freeway between 56th Street and Tatum).

Vehicles on display included current collector cars like the Plymouth Barracuda; cars gaining momentum as collectors' items like the first-generation Acura NSX and gen-three Toyota Supra; and

up-and-coming collector cars like the E36 and E46 BMW M3 and first-generation Mazda Miata.

This year's show awarded trophies in eight categories plus Best of Show, which was chosen by a panel of expert judges including *ClassicCars.com* editor and chief judge Andy Reid, Formula Drift judge Ryan Lanteigne, *ClassicCars.com*-sponsored drifter Andrew Schulte, and Fielding Shredder, star of the Netflix show *Hyperdrive*.

Winning Best of Show was an intricately detailed and modified "FD" (generation-three) 1993 Mazda RX-7 owned by Timothy Eull, who acquired it in Hawaii almost two decades ago and transported it to Arizona.

A Honeywell engineer by trade, Eull took a restrained, detailed approach to the evolution, preservation and modification of his rare Mazda, adding a Garrett turbocharger and an intercooler of his own design. Its 13B rotary engine now produces over 450 horsepower, but retains the factory air conditioning—and stays cool during Phoenix summers thanks to a custom owner-engineered water injection system. The car's tastefully modi-

fied interior includes the signature of Takaharu Kobayakawa, project manager of the original FD RX-7 program, on the dash.

"This car absolutely floored us during judging," said chief judge Andy Reid. "The RX-7 is still an affordable car that is rare and beautiful. If you are thinking about picking one of these up, do it now—they are becoming very collectible, and Eull's car is a beautiful example."

Luxe and City also hosted a fashion show at the event, showcasing 60 outfits from six designers. A pet adoption drive found new homes for 20 animals, while, further up High Street, Shriners Hospitals for Children hosted the Kid Zone, a play area for children, with space for parents to relax.

"This year's Future Collector Car Show exceeded all expectations," said Roger Falcione, CEO of *ClassicCars.com*. "The quality of cars continues to improve each year, while new displays at the event expand the appeal beyond auto enthusiasts. We hope to return again next year with even more cars and more for the public to explore and enjoy."

ClassicCars.com, founded in 2007 and headquartered in Phoenix, is home to the largest community of collector car enthusiasts, connecting sellers of classic and collector vehicles with buyers online, featuring over 40,000 vehicles for sale by private sellers, auction houses and specialty dealerships around the world.



WINNERS

BEST OF SHOW

Timothy Eull.....1993 Mazda RX-7

BEST MODIFIED

1st: Nick Hammon.....1992 Mazda Miata
2nd: Jhae Pfenning1997 Acura NSX-T
3rd: Jose Flores2009 Nissan GT-R

BEST PRESERVED

Brian Abraham1988 BMW M3 Evo 2

BEST RESTORED

Presented by Barrett Jackson

Theril Lund.....1970 Plymouth Barracuda

BEST FORD

Presented by Steeda Performance Vehicles

David Jacobelli.....1979 Ford Mustang

BEST TRUNK

Presented by Slime

Mike Klenofsky.....2015 Dodge Charger RT

FAN FAVORITE

Austin Connelly2006 Subaru Impreza WRX

ROOKIE OF THE YEAR

Johnny Juavez.....2014 Subaru Impreza WRX

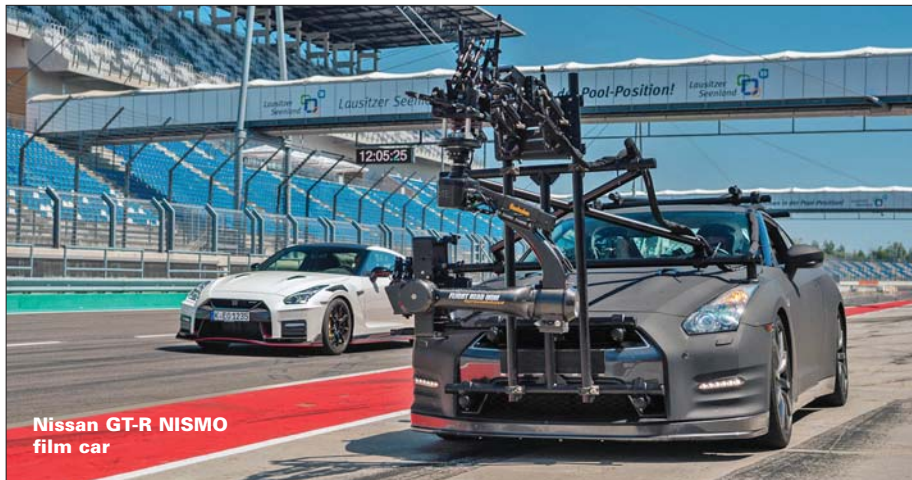
STUDENTS' CHOICE

Presented by Universal Technical Institute

Krisztina Athanasakis ...2014 Mustang GT

Photos: *ClassicCars.com* ■





Nissan GT-R NISMO film car

▼ **Nissan** built the Nissan GT-R NISMO for maximum performance, with its engine upgraded, aerodynamics further enhanced, and weight shed through the use of exotic materials. But when the time came to document the newest Nissan super sports car in its natural habitat, on the track, there was a challenge—how to film it. Enter Mauro Calo, professional precision driver and automotive video expert, known for his work on big-budget blockbuster movies and automotive TV shows. His vehicle of choice for this type of filming to date would be a high-performance SUV, but he figured those generally lack the speed or agility to follow the fastest performance cars on track. Instead, he decided that the perfect car to chase and film the 2020 GT-R NISMO would be another GT-R. Nissan helped locate a suitable GT-R to transform into a purpose-built camera car, while Calo worked on the design. Once the car arrived, he and his team fitted a bespoke tubular structure, welded to the chassis and able to hold the weight of a professional carbon-fiber gimbal camera mounting system. Thanks to its low center of gravity, adjustable sports suspension and four-seater configuration, the GT-R proved perfect for accommodating a camera rig of this type, all benefiting as well from the performance of the twin-turbo 3.8 V6 and advanced all-wheel drive. Not many GT-R customers regularly use all four seats, but a typical shoot requires a full camera crew. With Calo at the wheel, a gimbal operator, a focus puller and a

director can be in the car at the same time, ensuring top high-definition footage of the world's fastest cars at high speed (with all safety precautions taken, on a closed circuit, of course). With careful choreography planned in advance and coordinated via walkie-talkie, the two GT-Rs chased each other around the Lausitzring racetrack in Brandenburg, Germany, as part of the GT-R NISMO's media preview event. Video footage has been viewed millions of times on



Ford F-Series Super Duty w/ Snow Plow Prep Package

YouTube and social media.

▼ The 2020 **Ford** F-Series Super Duty is ready to tackle winter's worst, now boasting the heaviest snow plow ratings in the segment. With the available Snow Plow Prep Package, Super Duty features a maximum 1,400-pound snow plow rating accounting for mounting hardware, which they state is best-in-class for gasoline-pow-

ered trucks in the segment, and 1,290 pounds maximum with diesel, also claiming best-in-class for its segment. The new Snow Plow Prep Package, available for 4x4 pickups, includes heavy-duty springs specific to each configuration and an updated alternator to deal with heavy electrical loads. According to a study conducted by the Snow and Ice Management Association and Wolfworx/Singer Consulting, snow plowing is an \$18 billion industry in the US—comprising more than 22,000 commercial contractors and more than 75,000 sole proprietors—and growing at a rate of about three percent annually. 2019 SIMA survey data indicates F-Series has nearly 50 percent of this market share. Other new features include a windshield wiper de-icer, which pre-heats the glass to keep blades free of ice, as well as available heated steering wheel and heated front and rear seats. White or amber LED strobe lights on XL, XLT or Lariat trims, usually upfit items, are available options. Trucks with the all-new 10-speed heavy-duty TorqShift automatic transmission offer a Deep Snow/Sand drive mode that

changes throttle mapping and traction control for greater confidence and control in deep or slick conditions. Behind it all is the truck's high-strength steel boxed frame. Engines include a standard 6.2L gas V8, all-new optional 7.3L gas V8 and optional third-generation 6.7: Power Stroke® diesel V8. The trucks are built at Kentucky Truck Plant in Louisville and Ohio Assembly Plant in Avon Lake, Ohio.

▼ The **Fiat** Panda Cross has been named Best Crossover 2020 by the UK's *4x4 Magazine* in its annual 4x4 of the Year issue for the third year running, topping tough



Fiat Panda Cross (Europe)

competition in this ever-growing segment. *4x4 Magazine* editor Alan Kidd notes, "We've lost track of how many times the Fiat Panda Cross has won the Crossovers class in 4x4 of the Year. It's a category that contains a huge variety of vehicles, but every year the Panda simply refuses to be beaten. It's not just that it's cute, funky and winsome—though it certainly is all those things. It's a genuinely capable real-world off-roader at a price that demands to be taken seriously. Loads of people buy huge, heavy, expensive SUVs just to tackle the sort of unsurfaced tracks the Panda romps up and down with a smile on its face. Buy it, and you'll have one, too." *4x4 Magazine* is the UK's only dedicated 4x4 and pickup magazine, and its awards have carried a lot of punch for over 25 years. Their judging team assesses everything from comfort, quality and off-road performance, to purchase and ownership costs. Fiat boasts that Panda is the first city car to feature 4WD technology, the first city car to climb to the Everest base camp at an altitude of 5,200 m (17,600 ft), and the first natural-gas-fuelled city car to be produced on a large scale. Europe-only, Fiat Panda starts at £10,255 (±\$13,325), and the award-winning Fiat Panda Cross starts at £16,755 (±\$21,775).

▼ The **Mercedes-Benz** Museum in Stuttgart recently celebrated its ten millionth visitor. A total of 850,954 visitors came from 138 different countries last year, the third-highest since the Museum opened at

its current location outside the gates of Untertürkheim plant in 2006. Among international visitors, China led at 10.91 percent, followed by France, the US, Russia and Switzerland (the US dropping from second

to third place). The Museum also topped one million Instagram followers last year, also marking the first time people from all over the world could take part in a live online guided tour of the Museum, voting via smartphone to determine the route the tour would take—some 350,000 followers taking part in two interactive episodes.

▼ **Mercedes-AMG** and Cigarette Racing began their collaboration in 2007, united



Mercedes-AMG G 63 Cigarette Edition and Cigarette Racing 59' Tirranna AMG Edition

by their focus on delivering the ultimate in performance, whether on water or land. At the recent Miami International Boat Show, Cigarette Racing presented an all-new jointly developed 59' Tirranna AMG Edition—the 12th special edition boat resulting from this strategic collaboration—alongside a one-of-a-kind Mercedes-AMG G 63 Cigarette Edition, individualized at the AMG Performance Studio in Affalter-

bach following the same design principles as the boat. Despite its 59' length and 14' beam, the Tirranna AMG Edition is extremely agile and optimized for high performance, with its lightweight raked hardtop made completely of carbon fiber, lowering the center of gravity for better handling, with carbon fiber also throughout its superstructure, stringers and transom. The hull and deck are vacuum infused using a highly optimized composite laminate schedule with PVC coring. The instrument panel is an anti-reflective and heat-resistant nano-coated solid surface, with titanium fasteners. The Mercedes-AMG G 63 is known for off- and on-road capability, its 577 hp 4.0L V8 biturbo engine, 40:60 rear-biased all-wheel-drive with three differential locks, and fully automatic electronic AMG Ride Control suspension that adjusts the damping at each wheel to current requirements. The one-off Mercedes-AMG G 63 Cigarette Edition adds hand-crafted individualization by sharing exclusive design finishes and special detailing only be found on this specific build. A special black metallic exterior is complemented by a unique golden AMG diamond pattern, new 22-inch Mercedes-AMG cross-spoke forged wheels with gold center cap and rim flange, AMG Night Package elements—a dark chrome AMG-specific grille

and bulbar, matte black side entry boards and gloss black vehicle logos. The interior of the G-Class—for the first time coordinated with the boat—features exclusive macchiato beige and dark blue two-tone Nappa leather upholstery, a carbon fiber AMG performance steering wheel with dark blue Nappa leather, and floor mats and trademark G-Class grab handle with distinctive Cigarette lettering. ■

UPCOMING FEATURES

Toyota GR Supra



Dodge Charger Scat Pack



Ford F-350 4x4 Super Duty



Arizona's Valerie Thompson world record run, Australia



Range Rover Velar SVAutobiography Dynamic Edition



Arizona's Pete Murray at the Manx GP, Isle of Man



Photo: Martyn @MartynsFotos

K1 Speed indoor kart racing



Big Willy Jeep mutant project



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