

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 20 NUMBER 3
MAY-JUNE 2021



Rolls-Royce
Cullinan
Black Badge

VEHICLES • EQUIPMENT • TECHNOLOGY • PEOPLE • EVENTS • DESTINATIONS • ATTRACTIONS



ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features May-June 2021

A Week With	2021 Ram 1500 TRX Crew Cab 4x410
Special Events	Arizona Auctions 2021 / March results A14 Barrett-Jackson moved its January event to March, where it was preceded by a separately scheduled Mecum Auctions event.
Special Events	Barrett-Jackson Charity Sales / BJ Cup A17 Results of VIN 011 and other Barrett-Jackson charity sales, as well as the Barrett-Jackson Cup Ultimate Best in Show winner.
Vehicle Reveal	2021 Shelby new models and limited runs B18 Shelby invited us to Wild Horse Pass Motorsports Park just before the auctions to unveil their hottest new models.
Arizona Business	ElectraMeccanica Vehicles Corp. C20 Automotive manufacturing continues to pick up speed in Arizona, as ElectraMeccanica chooses southeast Mesa for its new automotive research, technology and clean manufacturing hub.
Arizona Business	Radford Racing School D23 The venerable Bondurant High Performance Driving School has new owners, new directions and retains much of what is familiar.
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COVER: The 600-hp twin-turbocharged V12 aluminum spaceframe permanent all-wheel-drive Rolls-Royce Cullinan Black Badge, capable of extreme off-roading and of accelerating from zero to 60 in 4.6 seconds, either one while perhaps enjoying a nosh on the picnic tables in its second row compartment. Check out our week with a striking Galileo Blue example starting on page 32. Cover photo courtesy of Rolls-Royce Motor Cars



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START YOUR ENGINES : FROM THE PUBLISHER

Normally, we have three primary kinds of new vehicle drives: launch events, first drives for media from all over, held all over; comparo drives with media associations in various parts of the country, determining awards in off-road, on-road or other categories; and weekly drives here at home, as new machinery enters its life cycle. As always, this issue is full of first drives, but several have a twist of one sort or another.

When the Buick Encore GX appeared on our schedule of weeklies, we knew we'd had it fairly recently. But we took it again (and learned more and generally broadened and deepened our experience). As things continued, though, a pattern emerged.

For the pandemic lockdown, now into its second year, new vehicle launches, almost without exception, had become online affairs. The manufacturers have done heroic deeds to make these compelling, but it's still unfortunate not to have drive time then and there—and this time period has had a run of noteworthy new vehicles. With online launches not requiring flights, hotels and other pricey and time-consuming factors, basically everybody gets invited to everything. It could take a thousand-page magazine and a year-long month to produce it, if we covered everything. But we covered quite a few.

Regional comparos were cancelled, with the exception of the TAWA Texas Truck Rodeo in October (we drove over and back). We all thought that was the beginning of a trend, but it turned out to be more of a fluke, a false start. Sure glad it happened, though.

But the weeklies have kept coming, with some brand exceptions, and with every vehicle going through many extra steps of sterilization and care between humans.

And that pattern? Besides that little Buick crossover, we realized this issue has hands-on first drives of multiple vehicles that happened to have already had online launches covered in last year's September/October issue—Ram 1500 TRX, Kia K5 and more.

We found enlightenment in all the deeper dives—and hope you do, too!

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



PUBLISHER/EXECUTIVE EDITOR:

Joe Sage

CONTRIBUTING WRITERS/PHOTOGRAPHERS:

Randall Bohl, Nick Calderone, Chris Collard, Tyson Hugie, Stephanie Jarnagan, BJ Killeen, Christina Lawrie, Mercedes Lilienthal, Sue Mead, JP Molnar, "LandSpeed" Louise Noeth, Doris Ong, Brenda Priddy, Kelly Sallaway, Lyn St James, Tim and Kristin Sharp, Dave Stall, Paul Strauss, Scott Tilley, Sherri Tilley, Jan Wagner, Nicole Wakelin, Kevin A Wilson

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- RMAPRocky Mountain Automotive Press
- SAMA.....Southern Automotive Media Association
- TAWATexas Auto Writers Association
- TxMPA...Texas Motor Press Association
- WAJWestern Automotive Journalists

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- USMA.....United States Motorsports Association

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PO Box 13387, Scottsdale AZ 85267
Advertising and sponsored content: 480-948-0200

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Lucretia Torva | 480.251.3817
Instagram: @torvasm | torvafineart@gmail.com



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AUTOMOTIVE NEWS UPDATE



▼ With notable championship titles and wins all over the world, **Mercedes-AMG** ranks among the leading manufacturers in international motorsport. Now, their successful circuit activities will be interconnected even more closely: Mercedes-AMG is pooling and intensifying its involvement in international GT racing and is planning an even closer cooperation with the Mercedes-AMG Petronas F1 Team based in the UK. As new head of Mercedes-AMG Motorsport, Christoph Sagemüller will have overall responsibility and will also be the connection to the Formula 1 team's marketing and commercial activities. In close cooperation with Stefan Wendl, head of Mercedes-AMG Customer Racing, the successful customer sports program in the GT3 and GT4 segments, among others, is to be expanded further. Likewise, the restructuring encompasses a stronger integration of the burgeoning e-sport segment as well as more intensified racetrack activities as a part of the AMG Driving Academy, interconnected even more closely. For this overall interface, the new position "head of Mercedes-AMG Motorsport" has been created and will be taken up by 33-year-old Christoph Sagemüller, with the company since 2011 and responsible for several years already for the marketing of the GT customer sport program, initiated in 2010 and successfully expanded since. The internal structures of the Formula 1 team remain unaffected. Mercedes-AMG's Customer Racing Program ranks among the largest and most

successful in the business: within one decade, over 200 customer teams achieved more than 900 class wins and 200 championship titles. With the Mercedes-AMG GT3 and the Mercedes-AMG GT4 both having proven their competitiveness, the aim is to further strengthen and expand the brand's leadership claim.

▼ **Watt Electric Vehicle Company** (WEVC), both a manufacturer of premium



electric vehicles and an overall technology leader, have developed a sophisticated new modular skateboard architecture EV platform that can support low volume production of almost any EV, from small passenger car to commercial vehicles. WEVC is set to redefine premium electric sports cars with its first model: the classic-inspired Coupe. Carving out an entirely new niche, the rear-drive, mid-motor-

mounted two-seater combines retro looks with the very latest in lightweight, sophisticated EV architecture, creating an engaging, real-world sports car that conforms to modern safety standards. Under the skin is WEVC's in-house developed EV platform, called PACES. Made from bonded aluminum, it features an integrated battery enclosure built into the primary chassis as opposed to a separate battery case, allowing the entire platform to be lightweight and very structurally efficient—while the whole powertrain and chassis combination meets ISO regulations and European Small Series Type Approval crash requirements. With near 50:50 weight distribution, double wishbone suspension and a curb weight of less than 1,000 kg (2,200 lb), the WEVC Coupe puts the driver first, with carefully-honed ride, handling and steering characteristics. Power comes from a 40-kWh lithium-ion battery, while the mid-mounted electric motor in Launch Edition vehicles will provide 120 kW (160 bhp), able to accelerate from zero to 62 mph in just over five seconds. WEVC simulation models, validated during test-

ing and development, predict production-specification cars will have a WLTP (world light-duty test procedure) range of about 230 miles for the 120-kW Launch Edition Coupe. WEVC has carried out extensive prototype testing for the past year; further refinements will continue to be made over the coming year. The Coupe's all-new composite body is inspired by the legendary 1955 Porsche 356a. However, all

exterior surfaces are subtly different to optimize aerodynamics and to house the new bonded aluminum chassis and suspension. The cabin uses premium-grade lightweight materials, while providing

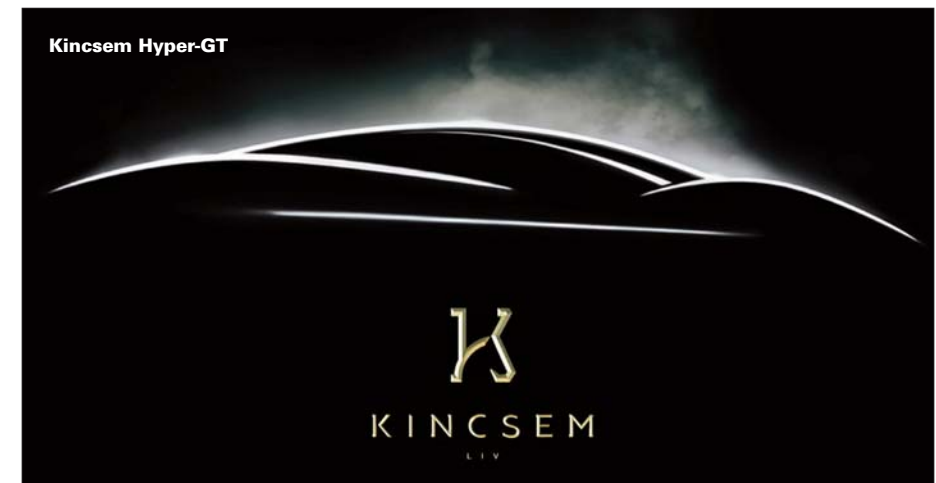


creature comforts expected in a modern vehicle, such as air-conditioning and mobile connectivity.

▼ **BMW Group** entered 2021 with ambitious targets for growth and profitability, aiming to put the forerunners of a far-reaching technology offensive on the roads in the coming months, while at the same time setting the course for a comprehensive realignment. From the middle of the decade, expect a new generation of models as they work toward "fully electric connected mobility" in three phases. First was Project "i," embracing and transferring e-mobility know-how to series production, now integrated across the entire product portfolio, particularly in the form of plug-in hybrids. Key areas in addition to the electric drivetrain itself include software and digital interaction with the vehicle, in 2014 creating the option to book and pay for services online, directly from the vehicle via the BMW Connected Drive store. Since 2018 BMW drivers have been able keep their vehicle software up to date via remote software upgrades over-the-air as with a smartphone. The second phase of transformation brought the option to choose a preferred type of powertrain—from internal combustion to fully electric power—in one and the same model, requiring smart vehicle architectures and a highly flexible production network that enables maximum interchangeability among the various drivetrain types. Phase three will take effect from 2025 onward, at

which stage the BMW product range, after growing successfully over decades, will be realigned on the basis of the Neue Klasse, characterized by three key aspects: completely redefined IT and software architec-

ture, a new generation of high-performance electric drivetrains and batteries, and a radically new approach to sustainability across the entire vehicle life cycle. These strands are interwoven within an overall vehicle architecture optimized for digitization and electrification, while ensuring the personality of a typical BMW is transferred to future vehicle generations. Highlights of the program include: BMW Operating System 8 installed for the first time



in the new BMW iX, for the world's largest fleet of over-the-air upgrades by the end of 2021; around 90 percent of market segments having fully electric models by 2023; EV model growth of well over 50 percent annually on average by 2025; EV sales growth of at least 50 percent globally by 2030; MINI as a fully electric brand by the early 2030s; and BMW's hoped-for significant increase in profit before tax.

▼ New digital luxury automotive brand **Kincsem** has appointed **Callum**, led by Ian Callum CBE (recently named *GQ's* Car Designer of the Year) to deliver the design of an all-new electrified hyper-car. "Digital-first in every facet and truly without constraint," Kincsem is built around the vision of Hungarian founder Tibor Bak—who brings considerable industrial experience—to fuse the world's best talent and latest technology into beautifully designed high-performance products. From finance to agile manufacturing to AI design, the brand is focused on digital integration in every aspect. Bak is pursuing previously untapped partnerships and methodologies to deliver a diverse product portfolio, of which the Hyper-GT is the first launch. The name comes from Kincsem, a world-famous Hungarian racehorse unbeaten over a career of 54 races. The Hyper-GT applauds this legacy by creating just 54 UK-manufactured luxury vehicles—featuring a high-revving F1-derived hybrid powertrain—with delivery starting in 2023. Aiming to go beyond customer personalization options typically available now, the Hyper-GT will introduce a new "Personal Engineering" experience for each owner, in a new supercar combining driver responsiveness with zero-emissions capability. Price is yet



▼ **Ford** has launched an all-new purpose-built 2021 F-150 Police Responder, identified as America's only pursuit-rated pickup, in time for state and local government bud-



Ford F-150 Police Responder

get cycles. First introduced in 2017, the new F-150 Police Responder is built on the all-new SuperCrew platform, engineered for a wide range of agency needs, from carrying more emergency response gear, to hauling mobile command centers. The truck boasts greater payload and tow capacity, with more interior passenger volume than any other pursuit-rated police vehicle. The F-150 Police Responder's standard 3.5L EcoBoost engine produces 400 hp and 500 lb-ft of torque and is paired with a 10-speed SelectShift automatic, both calibrated for rigorous law enforcement use, while enabling speeds significantly higher than a stock F-150—up to 120 mph. The vehicle rides on specially developed Goodyear Wrangler Enforcers, the only all-terrain tires available on a pursuit-rated police vehicle, designed to handle fast acceleration, high speeds and aggressive cornering on paved roads, and to endure the heat generated in pursuits without sacrificing off-road capability. The torque-on-demand system couples with the standard F-150 FX4 Off-Road Package. A new automatic 4WD mode and torque-on-demand transfer case constantly adjust torque to front and rear wheels as needed for improved performance and handling between pavement, wet or dry, and off-road, for a more seamless transition between the two. Available Police Engine Idle lets an officer remove the key and securely exit the running truck without losing power to lights and sirens. Tech upgrades include standard SYNC 4 with wireless software updates, plus available

Ford Telematics to help reduce downtime and unscheduled maintenance. Standard tow capacity is 7000 lb (with 11,200 lb available); payload capacity is 2030 lb. Available trailer tow packages add additional capa-

bility and features. Upfitting is easy, with a range of interior options and deletes. The new unit, built at Kansas City Assembly in Missouri, arrives in fleets this fall.

▼ **Bentley** hails their newest Continental GT Speed as “the most dynamic road car in our 101 year history.” The chassis uses a range of new technologies to combine increased sports performance with grand touring ride comfort. New electronic all-



Bentley Continental GT Speed

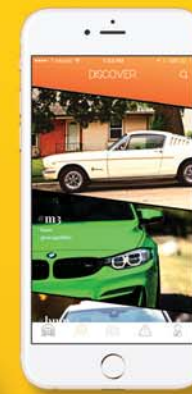
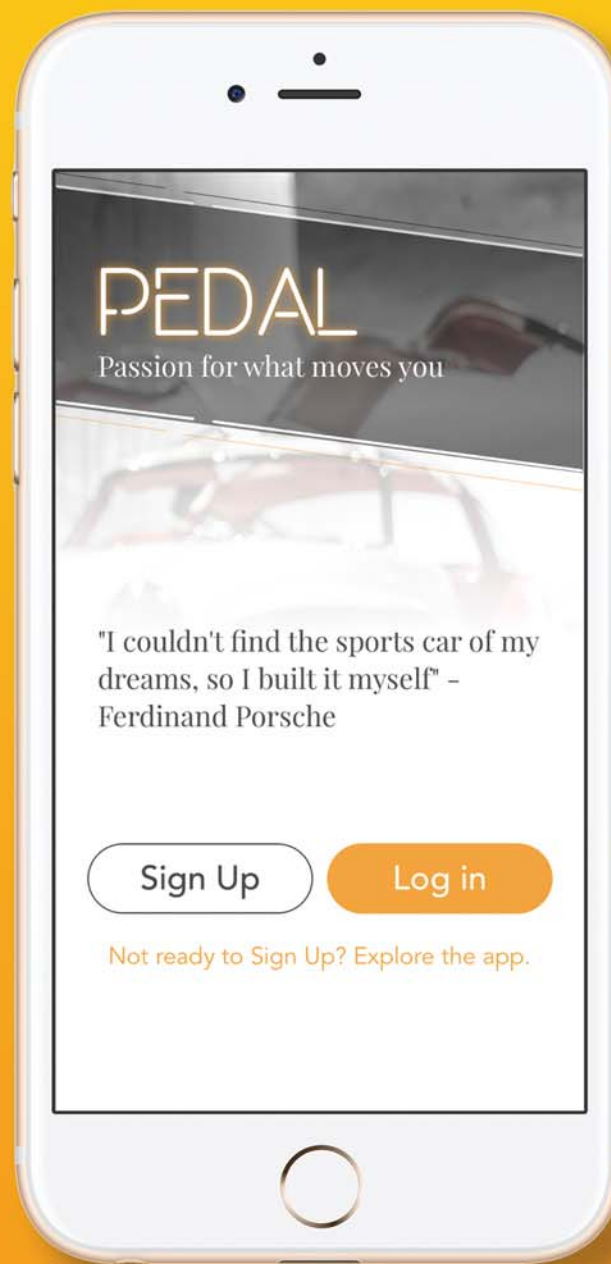
wheel steering dynamics in Bentley and Comfort driving modes and is even more apparent in Sport mode, as the steering combines with Bentley Dynamic Ride and a new differential for a level of agility conceived to be unlike any other Bentley road car. Steering has a quicker ratio, and at low and medium speeds, the rear wheels are steered in the opposite direction to the front wheels for rapid and nimble change

of direction, while at high speeds, the rear wheels steer in the same direction as the front, to improve stability. For the first time in a Bentley, the new Continental GT Speed introduces an electronic rear differential (eLSD), specifically tuned hand-in-hand with traction control and active chassis systems for improved lateral capacity, longitudinal stability, on-throttle adjustability and traction in adverse road conditions. Three-chamber active air suspension with adaptive damping delivers body control and ride comfort. A newly-engineered carbon ceramic brake system with carbon silicon carbide discs, ten-piston front callipers and four-piston rears improves brake bite, firm brake pedal feel and excellent brake fade resistance. Under the hood is a revised version of Bentley's well-known 6.0-liter W12 TSI engine, with 650 bhp and 664 lb-ft of torque, good for zero-to-60 mph in 3.5 seconds, with a top speed of 208 mph. Variable displacement shuts down half of the engine's 12 cylinders under certain conditions, with the transition imperceptible to the driver: intake and exhaust valves, fuel injection and ignition are all shut down on defined cylinders, with the engine running as a six-cylinder for improved fuel efficiency. Style points unique to this top performance model include a dark tint grille, more

sculpted sports sills, discreet Speed badging in chrome on the front fender, 22-inch Speed wheels (in bright silver or optional dark tint or black gloss), “jewel” fuel and oil filler caps, and illuminated Bentley sill plates. The cabin is similarly specially finished for the model, including duotone-color split handcrafted upholstery in hide and matching Alcantara, a range of high end veneers, and Speed badging. ■



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BIG MEDICINE

Just what the doctor ordered. by Joe Sage

You probably know the Ram 1500 TRX fundamentals by now—prodigious power, torque, speed and off-road chops, all pulled together perfectly in one truck. It also has somewhat prodigious price and thirst, but it's all worth every penny.

We've eased into the Ram TRX in kind of a slow dance, though each step has been immersive and impressive. First we chased rumors, like everybody. Then came the big reveal, held online due to pandemic travel and event restrictions—and such an impact it had, even without driving it yet, we made it our September/October 2020 cover feature.

A takeaway from then: "As stewards of off-road standard-bearers Ram 2500 Power Wagon and Ram 1500 Rebel, as well as huge HEMI V8 and Eco-Diesel powerplants, and with corporate cousins

Dodge and Jeep both applying 700-plus-hp specialty HEMIs ever more broadly, it's just natural to fold together all of the above" in the Ram 1500 TRX. Everything is extra special in this truck: engine, transmission, transfer case, frame, suspension, wheels, tires, body work, even its premium interior.

Next was the TAWA Texas Truck Rodeo in October, a rare live event (featured in our November-December 2020 issue). Even that had two steps—first a special day with an in-depth, hands-on presentation, creekside in Austin's Hill Country. The next day, finally, brought wheel time! TRX won its class here, the prime contributor to the overall Truck of Texas trophy going to the full Ram 1500 lineup.

Shortly after Texas came the delayed full-bore launch drive in Reno-Tahoe (and we were all set to

go, until an emergency kicked in at home).

Fate has now rolled around again, with a shiny new red TRX arriving at our office here in Arizona—all ours to play with for a week. You learn a lot in that time—really get out and dig into things. We get a feel for its performance, behavior and convenience around town, and we get it off-road for something perhaps even more intense than the Texas Truck Rodeo. In between, we try its acceleration, brakes and handling in the full range of normal pavement speeds. And, if interested, we can get a good feel for the thirst level that may come with an Olympic-strength 702-hp 4x4 pickup.

Great as launch drives and comparo events are, it's that full week on your own that really starts to give you a sense of what it would be like to live with a vehicle if you called it your own.

This is a rare build, a truck you can equally appropriately show up with in high country cowboy country, at the swankiest of clubs, or on the rough-

est of trails and sandiest of dunes. This truck can do anything off-road and can do anything at speed. TRX comes with a trailer brake controller, 8100-lb capacity, and ours a compelling tow package with trailer light and tire info. (If you need to tow in five digits, there are other trucks in the Ram lineup, but they won't beat the TRX off-road/speed formula.)

This truck that can do anything has only one or two items on the other side of the balance sheet: it's not cheap, and it's thirsty. With its powertrain and capabilities, its love of gasoline is no surprise and an appropriate price to pay (we never broke 10 mpg on its readout, though we didn't reset after inheriting it in the 8s, and we certainly did not hyper-mile). As for its purchase price, it's easy to think of this as a 90-thousand-dollar truck, as with our appropriately and desirably optioned truck. This isn't surprising, when you think of it in terms of anything from Challenger Hellcat Redeye to Grand Cherokee Trackhawk. When you look at TRX's base price of \$69,995, which includes every fundamental of this build, it's downright reasonable. (For more perspec-



tive, check out TRX VIN 001 in this issue, auctioned for charity at Barrett-Jackson for \$410,000.)

Rather than Ram's customary instrument panel-mounted rotary controller, TRX has a conventional console-mounted shift lever, creating room on the dash for a cluster of core special features: 4WD options (low-high-auto-axle lock, notably no 2WD), drive modes (sport, snow, tow, mud, Baja, auto), traction control and—yes, it has a HEMI—launch. Its flat-bottomed wheel has supercar-worthy paddle shift. Binnacle readouts offer a wealth of additional performance and off-road data.

(cont'd)

If you're a fan of vehicle design—styling and engineering, form and function, and how they all come together—you'll find plenty to catch your eye in the TRX. Its styling overall is an instant winner, and its details are the gifts that keep giving.

SPECIFICATIONS

ASSEMBLY	Sterling Heights, Michigan
CAB & BED ..Crew Cab (2/3), nominal 5'7" bed	
ENGINE	6.2L HEMI® supercharged V8 (376 cu.in), 16v pushrod OHV, sodium-filled exhaust valves, hollow stem intake valves, 16 conventional lifters all w roller tips; sequential multiport electronic returnless FI; deep-skirt cast iron block w cross-bolted main bearing caps, alum-alloy heads w hemispherical combustion chambers
HP/TORQUE	702 hp / 650 lb-ft
ALTERNATOR	250 amp
TRANSMISSION ..Torqueflite 8HP95 8-spd auto, adaptive electronic control, full manual via gear selector or paddle shifters, six TRX-unique modes: Sport, Snow, Tow, Mud, Baja and Auto (feat perf shifting & gear holding)	
DRIVETRAIN	4x4
TRANSFER CASE	2-spd elec: 4HI, locked; neutral; 4LO, locked; torque split variable by mode (25/75 Baja to 50/50 rock in 4LO)
AXLES	F: 8.5; R: Dana 60 w avail open, lim slip or electronic locking diff; 3.55 ratio
EXHAUST ..dual 3" straight-thru w 5" black tips	
ZERO-TO-60 / ZERO-TO-100	4.5 / 10.5 sec
QUARTER-MILE	12.8 sec at 108 mph
TOP SPEED	118 mph
SUSPENSION ..F: upper & lower A-arms, coils, Bilstein e2 Blackhawk active performance shocks; R: five-link w track bar, coils, Bilstein e2 Blackhawk active damping twin-tube performance shocks, solid axle	
STEERING	elec power steering
BRAKES	F: 15x1.2 inverted hat (outboard vent) rotors w 2.2" two-piston pin-slider caliper & ABS; R: 15x0.87 disc w 2.2" single-piston pin-slider caliper & ABS; power assist: dual-rate tandem diaphragm vacuum
WHEELS ..18x9 cast alum, black paint/polish; beadlock-capable available (opt on ours)	
TIRES	35-in Goodyear Wrangler Territory All-Terrain off-road w full-size spare
LENGTH / WHEELBASE	232.9 / 145.1 in
TURNING CIRCLE	48.3 ft
GROUND CLEARANCE (F/R AXLES)	9.4 / 8.0 in; w skidplate 11.8 in
APPR / DEP / BRKOVER	30.2 / 23.5 / 21.9°
HEADROOM (F/R)	40.9 / 39.8 in
LEGROOM (F/R)	40.9 / 45.2 in
PAYLOAD	1310 lb
TOW CAPACITY	8100 lb
OIL / COOLANT CAPACITY	7.0 / 15.0 qt
FUEL / CAPACITY	91 oct prem req'd / 33 gal
MPG	10/14/12 (city/hwy/comb)
BASE PRICE	\$69,995
LOWER TWO-TONE PAINT	250
TECH GROUP: heads-up display, auto-dim digital display inside rear view mirror, LED center high-mount stop lamp	1095
TRAILER TOW GROUP: trailer light check, trailer tire pressure monitoring system	195
ADVANCED SAFETY GROUP: pedestrian/cyclist emergency braking, adaptive cruise w stop & go, lane keep assist	995
BED UTILITY GROUP: (all Mopar®): deployable bed-step, four adjustable cargo tie-down hooks, spray-in bedliner	845
TRX CARBON FIBER PKG: leather & carbon flat-bottom steering wheel, real carbon fiber interior accents	1295
TRX LEVEL 2 EQUIP GRP: leather-trimmed bucket seats	7920
AUDIO: Harman Kardon 19-sprk premium	1195
MOPAR® ROCK RAILS	995
WHEELS: 18x9 alum beadlock capable	1895
BED-MOUNT MOPAR® TIRE CARRIER	995
DESTINATION CHARGE	1695
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We're always suckers for cab clearance lights, usually found on HD pickups. So how 'bout marker lights in the 702-hp HEMI's hood scoop? Love 'em!

The TRX has a camera-based inside rearview mirror, though you can easily flip it back to a real mirror. (Despite the unobstructed view of a camera mirror, we prefer both-at-infinity vision without re-focusing between windshield and a real mirror.)

We didn't take the TRX high-speed dune running, but we gave it a good run in the dirt, hills and ruts. In either locale, one of its big advantages is sophisticated independent suspension supported by Bilstein active damping specially built for this truck. It also dominates with its 35-inch tire and wheel fitment (its Goodyears were also developed specifically for this truck), as well as a generous formula of ground clearance, angles and—just in case—skid plates. Dunes remain on our to-do list.

We learned just as much about the TRX en route to and from our off-highway time, encountering a few bottlenecks in both directions, caused by rigs towing big boat or house trailers. Passing lanes come on the uphill climbs, and you have to know your capabilities to take on a whole string. We knew what we had under our foot, by spec, but here was the real thing—and indeed it has the power, glorious power, to put that logjam quickly behind you. Of note is how well the TRX controls such a significant burst of torque—enough power to send several tons of a lesser truck into a spin and barrel roll, but not this one. Top to bottom, inside out, they have totally tamed this hungry tiger.

You might think this big truck would be a handful around town, but it's a familiar size, and its power is nicely tuned for normal driving. We parked, accelerated, cornered and changed lanes



as we would any big pickup. In a U-turn on a landscape-divided boulevard, we anticipated a quick three-point turn (turning circle specs at 48.3 feet), but easily did it in one quick turn, not even infringing upon the bike lane on the other side. Handling is magnificent, smooth and straight as an all-wheel-drive sports coupe. Visually, your hood more than fills your lane between two lines, but we had any automatic lane-keeping turned off and easily tracked perfectly, even with those huge off-road tires. The engine and exhaust notes are perfect—deep and muscular, a little over the top but not at all overdone, exactly like the truck itself.

With its speed and strength, the TRX is fully capable of specialized duty, but owning it is very much like going to the gym—you train to lift heavy things and run fast, but even if you don't do those often enough, it makes every day better. ■

POWERTRAIN

ENGINE

- 6.2L HEMI® supercharged V8
- Dual-path air induction system, largest air filter in segment (by 4x), w dual elements
- 702 hp, 650 lb-ft of torque
- 0-to-60 in 4.5 sec, 0-to-100 in 10.5 sec
- Quarter-mile 12.9 sec at 108 mph
- Top speed 118 mph (tire-limited)

TRANSMISSION

- Torqueflite 8HP95 8-spd automatic
- Manumatic / paddle shifters
- TRX-unique drive modes: Sport, Snow, Tow, Mud, Baja, Auto
- Final drive ratio 2.62
- Axle ratios 3.55

TRANSFER CASE

- BW 48-13 full-time 2-spd electric
- 4 auto, 4 hi, locked, neutral, 4 lo, locked
- Torque split (F/R): variable 40/60 auto, 45/55 snow, 45/55 tow, 30/70 sport, 25/75 Baja, 45/55 mud/sand, 50/50 rock (in 4L)
- Low range ratio 2.64

BUILD / SUSPENSION / CHASSIS

- Sterling Heights Assembly, Michigan
- Ladder-type frame, steel cab, double-wall steel pickup box
- Crew Cab, 57" bed
- Electric power steering
- Front suspension: independent high-strength forged aluminum upper & lower A-arms, coils, 2.5" Bilstein Black Hawk e2 active damp twin-tube shocks, Dana 60 solid rear axle, 3.55 ratio, w full-floating hubs & axle-hop damper; electronic locking rear differential
- Purpose-built 18x9" aluminum wheels, available standard or beadlock-capable, and 325/65/R18 35" all-terrain tires
- Brakes: dual-rate tandem diaphragm vacuum power assist. Front 12x1.2" inverted hat outboard vent rotors w 2.2" two-piston pin-slider caliper. Rear 15x0.87" disc w 2.2" single-piston pin-slider caliper. ABS

CAPABILITY / OFF-ROAD / TOW

- Approach 30.2 degrees
- Departure 23.5 degrees
- Breakover 21.9 degrees
- Ground clearance w skid plate 11.8 in
- Front/rear axle clearance 9.4 / 8.0 in
- Water fording 32 in
- Payload 1310 lb
- Tow capacity 8100 lb
- Trailer brake
- Trailer Reverse Steer Control available
- Fuel tank 33 gallons





Mecum Auctions Glendale 2021

Thursday-Saturday, March 18-20, 2021

State Farm Stadium, 1 Cardinals Drive, Glendale AZ 85305

MECUM AUCTIONS, which bills itself as the world's largest collector car auction company, set a new record-high sales total for its Glendale, Arizona auction held March 18-20 at State Farm Stadium. (This is not one of the usual January Arizona auctions, postponed, but its own freestanding affair.) The event achieved \$42.3 million in total sales, a more than 14 percent increase over Mecum's first auction in Glendale, itself a record-setting event as the highest-grossing inaugural event in company history. A total of 712 of the 829 offered vehicles sold, an 86 percent sell-through rate.

The auction's top seller—a 1967 Chevrolet Corvette L88 Coupe (Lot S122.1)—sold for \$2.7 million. This was an award-winning car boasting an original legendary L88 engine, easily shooing it into the multimillion-dollar collector car category.

Other notable vehicles to land among the top-10 sellers in Glendale included a trio of Ferraris from the headlining 20-vehicle Steve Todhunter Collection, which sold in its entirety for a total of \$6.08 million. Next-highest was a 2016 Ferrari F12tdf (Lot S105), at \$880,000, followed by a 2011 Ferrari 599 GTO (Lot S103) in third at \$720,500. Todhunter's 2006 Saleen S7 Twin Turbo (Lot S109) nabbed the fourth spot among top auction sales with a \$605,000 price tag.

Another main attraction collection in Glendale was the diverse Napa Valley Collection of 18 classic vehicles, which saw a 100 percent sell-through rate for a total of \$2.1 million. Four of the collection's cars broke into the six-figure range, with a 1973 Porsche

911 Carrera RS 2.7 (Lot F123) claiming the fifth spot among top auction sales at \$495,000 and a 1970 DeTomaso Mangusta (Lot F120) just shy of making the list at \$302,500.

The complete top 10 collector car sales at Mecum's Glendale 2021 auction include:

1. 1967 Chevrolet Corvette L88 Coupe(Lot S122.1)\$2,695,000
2. 2016 Ferrari F12tdf(Lot S105)\$880,000
3. 2011 Ferrari 599 GTO(Lot S103)\$720,500
4. 2006 Saleen S7 Twin Turbo.....(Lot S109)\$605,000
5. 1973 Porsche 911 Carrera RS 2.7(Lot F123)\$495,000
6. 2014 Mercedes-Benz SLS AMG Black Series(Lot S101)\$451,000
7. 2001 Ferrari 550 Barchetta Pininfarina.....(Lot S106)\$440,000
8. 2019 Porsche 911 Speedster(Lot F104)\$440,000
9. 1970 Ford Mustang Boss 429 Fastback(Lot S114)\$385,000
10. 2018 Mercedes-Benz G550 Brabus Edition(Lot S220)\$379,500

"The success of this auction in only its third year is unprecedented," noted Mecum COO Sam Murtaugh. "By exceeding \$42 million in sales in only three days, the Glendale, Arizona, event has officially established itself as the third largest auction on the Mecum calendar. The success and continued growth would not be possible without the natural synergy that has developed with our partners at State Farm Stadium and the gracious host city of Glendale. Mecum is excited to compound the momentum in Arizona, and we all look forward to 2022 by making it bigger and better than ever."

Next for Mecum Auctions' busy spring would be Houston 2021, April 8-10 at NRG Center, and the world's largest Vintage & Antique Motorcycle Auction, April 28-May 1 in Las Vegas. Their flagship event, Dana Mecum's Original Spring Classic is slated for May 14-22 in Indianapolis. For more details on past and upcoming auctions, to consign a vehicle or to register as a bidder, visit Mecum online. ▼ www.mecum.com



Barrett-Jackson Scottsdale Auction 2021

Saturday-Saturday, March 20-27, 2021

WestWorld of Scottsdale, Loop 101 & FLWright Blvd, Scottsdale AZ 85260

BARRETT-JACKSON rescheduled its famous annual January Arizona auction, in what would have been its 50th annual event, until late March. The full 50-year fanfare will occur next year. Expect quite a celebration! They ran an event here in October, not usually on the schedule, to test limited live attendance, distancing, sanitizing and more emphasis on online sales during lockdowns. We expected a repeat of that, but they, with the City of Scottsdale, continued to learn and adapt, and March greatly resembled the normal event, though similar safeguards remained in place and more were added.

"It was wonderful to be back among our friends and family in the collector car community," said Barrett-Jackson chairman and CEO Craig Jackson. "The pandemic challenged us all in different ways, which is why it was great to reconnect and celebrate this passion we all love so much. It's also why we curated a quality docket that included some of the very best examples of collector cars. With so many auto shows and traditional events cancelled over the past year, we were thrilled to provide a stage for the world's top automakers to showcase their latest vehicles. We also relished the chance to write history with the sale of the most VIN 001 and first production vehicles ever offered at auction, which raised \$5.8 million for charity."

Over 95 world record auction sales were achieved. In total, 1,054 vehicles sold for over \$95 million, while over 1,000 pieces of automobilia brought in over \$4.4 million, and \$5.8 million was raised through the sale of charity vehicles, bringing total sales to over

\$105 million with a 100-percent sell-through rate.

The top 10 vehicles sold during Barrett-Jackson's Scottsdale 2021 auction include:

1. 1966 Shelby Cobra 427 Super Snake(Lot #1396).....\$5,500,000
2. 1967 Ferrari 275 GTB/4(Lot #1394).....\$2,475,000
3. 2018 Ford GT '67 Heritage Edition.....(Lot #1408).....\$1,210,000
4. 2017 Ford GT.....(Lot #1377).....\$990,000
5. 1965 Shelby GT350(Lot #1395).....\$962,500
6. 1959 Chevrolet Corvette Custom Convertible(Lot #1358).....\$825,000
7. 2020 Ferrari 488 Pista(Lot #1374.2).....\$467,500
8. 1963 Chevrolet Corvette Custom Split-Window Coupe(Lot #1414).....\$451,000
9. 1967 Chevrolet Corvette Custom Convertible(Lot #1367).....\$440,000
10. 2005 Ford GT.....(Lot #1415).....\$440,000

Barrett-Jackson raised \$5.8 million for charity through the auction of eight VIN 001 and first production vehicles (see following page), along with a 2003 Chevrolet Monte Carlo NASCAR race car (Lot #3000). To date, Barrett-Jackson has helped raise over \$133 million for charity for organizations around the world.

The sale of 1,018 automobilia pieces at No Reserve brought \$4.4 million total. These included over 60 original neon porcelain signs, over 35 beautifully restored gas pumps, and many fine items from the Larry Winkler and Laguna Euro collections. Tied for top sale were a Sinclair Oil 1964 New York World's Fair Mold-A-Rama Machine (Lot #9488.2) and a 1960 Sinclair Oil Porcelain With Animated Neon Sign (Lot #9495), each at \$115,000.

The prestigious Barrett-Jackson Cup also returned during the event, recognizing the talent and craftsmanship of custom car and truck builders (also see following page).

Next for Barrett-Jackson are Las Vegas, June 17-19, and Houston, September 16-18.

▼ www.barrett-jackson.com



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SPECIAL EVENTS : BARRETT-JACKSON / VIN 001 CHARITY SALES / BJ CUP BEST IN SHOW

**Barrett-Jackson
VIN 001 charitable
auction highlights**

Ram 1500 TRX

Fri Mar 26, 4:30 pmUnited Way for Southeastern Michigan\$410,000

One of 702 Launch Editions, 2021 Ram 1500 TRX VIN 001 is one of the quickest and most powerful mass-produced half-ton trucks in the world. Riding on specially designed 35-inch Wrangler Territory All-Terrain tires and 18-inch wheels, it's powered by a 702-hp 6.2L supercharged HEMI V8 mated to an 8-speed automatic transmission, this TRX is visually distinguished by its exclusive Anvil Gray Paint, coupled with the TRX Level 2 Equipment Group, which adds carbon-fiber interior trim, color accent package, heads-up display, dual-pane panoramic sunroof and bodyside graphics.

GMC Hummer

Sat Mar 27, 4:30 pmStephen Siller Tunnel to Towers Fndn\$2,500,000

The world's first all-electric supertruck designed to forge new paths with zero emissions, the 2022 GMC HUMMER EV Edition 1 VIN 001 is driven by next-gen three-motor e4WD electric propulsion technology, with an estimated 1,000 horsepower and an estimated zero-to-60 time of about three seconds, capable of charging nearly 100 miles of range in about 10 minutes. Hummer comes standard with CrabWalk, 4-wheel steer, adaptive air suspension and an Extreme Off-Road Package with 18-inch wheels, 35-inch OD Goodyear Wrangler Territory MT tires, underbody armor, rock sliders, underbody cameras and an Infinity Roof with removable transparent Sky Panels. The Lunar Horizon-themed interior features Tech Bronze accents, durable all-weather flooring, and Bose 14-speaker audio system with Centerpoint.

Ford Bronco 2-Door

Sat Mar 27, 6:30 pmNational Forest Fndn, Outward Bound\$1,075,000

The first of only 7,000 First Editions for 2021, this fully loaded Bronco 2-Door VIN 001 has Badlands series mechanicals, the Sasquatch Package and is finished in Lighting Blue (a First Edition-only paint). Powered by a 310-hp 400-lbft EcoBoost V6, the Bronco is equipped with the HOSS System, including front and rear locking axles, and independent front suspension. This First Edition Bronco comes with modular painted black hard-top, removable doors and Limited Edition badges, graphics and safari bar. One hundred percent of the hammer price benefits the National Forest Foundation and Outward Bound, both part of Ford's new Bronco Wild Fund mission.

Additional charitable auction sales

- 2022 Cadillac CT4-V Blackwing VIN 001PolicyLink Black Ambition ..\$165,000
- 2022 Cadillac CT5-V Blackwing VIN 001PolicyLink Black Ambition ..\$265,000
- 2020 Chevrolet Corvette Convertible 1st prodUnited Way SE Michigan ..\$400,000
- 2003 Chevrolet Monte Carlo NASCAR racerArizona Animal Welfare Lg ..\$115,000
- 2021 Ford Mustang Mach 1 VIN 001JDRF ..\$500,000
- 2010 Ford Roush Mustang Barrett-Jackson Ed Build 1...Michael Phelps Fn...\$400,000

Barrett-Jackson Cup

Saturday March 27: Ultimate Best of Show

A stunning custom 1970 Dodge Challenger topped a field of 50 vehicles to be "Ultimate Best in Show" in the 2021 Barrett-Jackson Cup, presented by eBay Motors. Barrett-Jackson chairman and CEO Craig Jackson, president Steve Davis and automaker representatives selected five finalists: a 1932 Ford Tudor, 1955 Chevrolet Bel Air, 1963 Chevrolet Bel Air Wagon, 1970 Dodge Challenger and 1972 Ford F-100 pickup. Fans cast over 25,000 votes online all week, with the coveted top trophy and \$10,000 cash going to owner Robert Zahabi of Queensland, Australia. Built by Rides by Kam, also in Queensland, the Challenger has a 2000-hp 572ci HEMI V8 with F-3R ProCharger, TREMEC 6-speed manual, completely custom-fabricated all-steel body in PPG Slanted Brown paint, Roadster Shop chassis, fully independent rear suspension, Baer brakes, 20x8-inch wheels up front and 20x15-inch out back, a hand-built interior and custom Billet machined headlights, taillights and grille. ■



Bundle of Snakes

We joined Shelby American in March during the Taste of Motorsports Experience at the Bondurant High Performance Driving School at Wild Horse Pass Motorsports Park, where Shelby's 2021 Ford Mustang-based cars—dubbed the ultimate “Bundle of Snakes” and billed as their most diverse group of Mustang-based cars ever—were revealed to event participants (along with the 2021 Ford Shelby Super Baja F-250), prior to a formal launch during Barrett-Jackson in Scottsdale.

In honor of what would have been founder Carroll Shelby's 98th birthday, only 98 copies each of the Shelby GT, Shelby GT500SE and mighty Shelby Super Snake will be built this year, as well as 98 of a new Speedster version.

The Shelby Signature Edition package for the 2015-2020 Ford Shelby GT350 (including the “R” model) and the Shelby 1000 and Shelby Super

Snake post-title packages for the 2012-2014 Shelby GT500 are also still available from Shelby American.

The latest offering is the Signature Edition (SE) package for the 2021 Shelby GT500. It has over 800 horsepower* and runs \$104,900 (including the stock Shelby GT500 at the core of the build). This supercar has a host of enhancements ranging from a lighter dry carbon fiber performance hood with functional air vents, to high flow cooling, suspension modifications and styling changes. A portion of the sale from each SE package benefits the Carroll Shelby Foundation.

The highest profile car is the exciting 2021 Shelby Super Snake, which has its roots in a one-off experimental car created by Shelby American in 1967. The 2021 model roars with over 825 hp* from its supercharged 5.0L V8 (supercharger available for post-title sales only) and is available with

manual or automatic transmission, as either a fastback or convertible, from \$133,785. Options for all Super Snake models include painted stripes, a wide body package, Penske track suspension and rear seat delete with harness bar.

New for 2021, Shelby will also offer a total of 98 Super Snake Speedster editions for the US market, which transform the car into a two-seat roadster. The build includes a convertible tonneau, unique striping, and special floor mats and door sill plates. Price for the optional package is \$4,995.

The 480-hp V8-powered Shelby GT—manual or automatic, fastback or convertible—has a deep draw hood with functional vents, Ford Performance suspension, Borla cat-back exhaust, 20-inch wheels and high performance tires, Shelby style points, custom interior and more. Starting from just \$62,310 including base car (based on 300A build manual transmission 2021 Mustang GT fastback at \$37,315), this is an affordable Shelby suited for daily use while still highly capable for

quick, spirited driving on the track or open road. Shelby offers many custom parts for the car, including the S/C package that adds a 700-hp* supercharger.

Each vehicle from Shelby American is documented in the official Shelby Registry and comes with a 3-year/36,000-mile warranty; the powertrain warranty from Ford remains intact. The Shelby Super Snake is offered through select Tuscany and Ford dealers across the US. The Carroll Shelby Signature Edition post-title packages and Shelby GT are available through Shelby American and will be built at the Las Vegas facility. A limited number will be built by select Shelby mod shops and distributors internationally. Individuals interested in these or any other Shelby vehicle can visit their local dealer or shelby.com. ■

**Horsepower figures are based on 93-octane fuel.*



Main photo and top right: Shelby Super Snake Speedster. Right center: Shelby GT500 Special Edition (SE). Bottom right: Shelby GT. Shelby American is a wholly owned subsidiary of Carroll Shelby International Inc. (CSBI:PK)

ElectraMeccanica selects Arizona

Extensive new facility coming to southeast Mesa adds to Arizona's rapid growth as an automotive research, technology and clean manufacturing hub

Following a comprehensive year-long site selection process conducted in partnership with BDO USA's Site Selection & Incentives Practice, Vancouver-based electric vehicle manufacturer ElectraMeccanica has formally selected Mesa, Arizona as the location of its US based assembly facility and engineering technical center.

Phoenix ranks as the fifth largest US city according to 2020 census data, at nearly 1.8 million residents. Suburban Mesa itself ranks 35th nationally.

Since late February 2020, ElectraMeccanica was engaged in a nationwide review of potential locations that matched the company's technical and workforce criteria. BDO initially identified seven candidates and sent requests for proposals to the chief economic development entities and local authorities in each state, which in turn responded with detailed bids. In June, following comprehensive reviews and site visits, the company narrowed the candidate list to five.

In August, the list was further narrowed to three states, and in October the company named Arizona and Tennessee as the two finalist states. The last few months of the selection process involved rigorous proposal reviews and negotiations to select the best-suited partner.

The facility will feature a light vehicle assembly plant, along with a state-of-the-art engineering technical center including multiple labs to support comprehensive research facilities as well as vehicle chassis, battery pack and power electronics testing workshops.

"I want to thank Governor Ducey, his team, the state of Arizona and everyone who's been involved in this process for helping to bring ElectraMeccanica's US operations to life," says company CEO Paul Rivera. "This decision is monumental for our business and will be transformative for our host city and state. When fully operational, we anticipate creating hundreds of new jobs for the local economy. We believe Mesa's population size and density provides a great talent pool as we look forward to contributing to the growing high-tech environment."

The new facility will create from 200 to 500 new jobs, with second order effects boosting local and state economies.

"Arizona is thrilled to be selected as the home of ElectraMeccanica's first US-based assembly facility and engineering technical center," says Governor Doug Ducey. "Arizona has fast become the electric vehicle center of America thanks to

our robust and growing workforce, vibrant innovation ecosystem and ideal business environment. My thanks to ElectraMeccanica, the Arizona Commerce Authority, the City of Mesa and all involved in bringing this exciting project to Arizona."

Tom Stringer of BDO adds, "This has been an extraordinary economic development project that proves Arizona's strategic high-tech investments are bringing jobs and major capital investments from cutting-edge companies that directly benefit Arizona taxpayers. This project will mean so much to the EV and shared mobility community."

The facility supports ElectraMeccanica's strategic plan to meet anticipated demand for their flagship SOLO EV. When fully operational, the facility is capable of producing up to 20,000 SOLOs per year. In addition to strong consumer interest in the SOLO EV, the company has seen growing interest in commercial fleet and utility applications.

The SOLO EV

ElectraMeccanica Vehicles Corp. is a Canadian designer and manufacturer of environmentally efficient electric vehicles (EVs). InterMeccanica, a subsidiary of ElectraMeccanica, has successfully been building high-end specialty cars for 61 years.

The company's flagship vehicle is an innovative, purpose-built, single-seat EV called the SOLO. This three-wheeled vehicle intends to revolutionize urban driving, including individual commuting, delivery and shared mobility, while promising a unique, trendy, fun, affordable and environmentally friendly driving experience.

Engineered for a single occupant, SOLO features front and rear crumple zones, side impact protection, roll bar and torque-limiting control, as well as all the key comfort features of a modern passenger car: power steering, power brakes, air conditioning and a Bluetooth entertainment system. The SOLO blends a distinctive modern look with state-of-the-art technology and operating efficiency, at an attractive price point, an estimated \$18,500. Battery range of 100 miles and top speed of 80 mph make the SOLO safe for highways.

As ElectraMeccanica launches its flagship single-occupant three-wheeled EV, the SOLO, in North America this year, the timing couldn't be more perfect, as consumers are taking less mass transit or rideshare transportation and opting to drive alone. In the US alone, almost 76 percent of working Americans drive their own vehicle to work alone, typically leaving three to five empty seats.

Retail expansion

ElectraMeccanica's Mesa facility announcement comes on the heels of rapid retail expansion, which will include a total of 20 direct-to-consumer locations in 16 EV-friendly North American markets by the end of the second quarter of 2021.

The company already has SOLO EV storefronts in California, at Westfield Century City in Los Angeles and Westfield Fashion Square in Sherman Oaks, and in Arizona, at Scottsdale Fashion Square, which opened in 2020. Additional locations are on their way, to be joined also by Oregon.

Share-ecosystem pilot program

Beyond working to address commuting and traffic congestion challenges in the region and the world, ElectraMeccanica will be working with local municipalities to initiate a future pilot SOLO share ecosystem in Mesa and the greater Phoenix area. Plans for this program will be forthcoming.

Further information

The SOLO is also currently available for pre-orders online, where you can also learn about their Tofino and eRoadster vehicles.

Tofino is a high-performance two-seat roadster with lightweight hardtop roof—promising "the best principles of classic sports cars united with aerospace technology and electric power"—capable of zero-to-60 in under five seconds, with a top speed of 125 mph, aiming for a \$50,000 price point.

Intermeccanica has been producing replica Porsche 356 Roadster and Speedster sports cars in Vancouver since 1981. ElectraMeccanica's eRoadster is an EV version of this, with 250 hp and 644 lb-ft of torque, along with 155-mile range, at an estimated price point of \$124,900.

For additional information on ElectraMeccanica (NASDAQ: SOLO), visit electrameccanica.com.

SOLO SPECIFICATIONS

SAFETY CELL	lightweight aerospace chassis
OCCUPANT	single / HOV lane access
ELECTRIC MOTOR	liquid cooled
HP/TORQUE	53 hp / 94 lb-ft
BATTERY	NCA liquid cooled lithium-ion
CAPACITY	17.3 kWh
LEVEL II (220V)	2.5 hours for 0%-85% SOC
LEVEL I (110V)	12 hours for 0%-85% SOC
CHARGE CONNECTOR	J1772 Universal
ZERO-TO-60 / TOP SPEED	10 sec / 80 mph
RANGE	up to 100 miles
DRIVETRAIN	RWD
STEERING	electric power steering
BRAKES	power disc brakes, electric parking brake
TIRES (F/R)	135-70 R15 / single 215-40 R16
LENGTH / WHEELBASE	122 in / 80.5 in
WIDTH / HEIGHT	61.4 in / 53 in
CARGO CAPACITY	5.0 cu.ft
WEIGHT	1735 lb

EST STARTING PRICE\$18,500

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ARIZONA BUSINESS : BONDURANT BECOMES RADFORD RACING SCHOOL

BONDURANT BECOMES RADFORD RACING SCHOOL

Having purchased the school in May 2019, completed an extensive multi-million-dollar renovation and revamped its curriculum, the Bondurant High Performance Driving School's new owners—a small group of auto enthusiasts, collectors and graduates of the school—have renamed the facility the Radford Racing School.

The renaming marks the school's new association with the team behind the Radford brand, a name legendary among auto enthusiasts for its coachbuilding legacy. The team includes next-generation owners English TV celebrity Ant Anstead, F1 champion Jenson Button, car designer Mark Stubbs and business partner Roger Behle. The four are reviving the Radford story into a modern lifestyle brand that celebrates auto design and execution, high-performance driving and racing.

The Radford Racing School will remain the Official High Performance Driving School of Dodge//SRT, which, as the school's primary

sponsor, provides a fleet of vehicles for driving instruction: the 840-hp Dodge Challenger SRT Demon on the drag racing course, and the Challenger SRT Hellcat, Charger SRT Hellcat and Durango SRT some of the options available for the on-track performance driving experience. The school also features Ligier JS F4 open wheel vehicles, vintage Dodge Vipers, go karts, and cars used in its special forces, police and military training.

New Dodge//SRT owners are among the thousands of students who come to the school annually to learn how to achieve optimum enjoyment of high-performance vehicles in a controlled environment.

Changes under the new team have already included: renovation and expansion, including the first resurfacing of the main track in 30 years, enhancements to the event center, visitor center, gift shop, student lounge, classrooms, skills pad and eagle's nest viewing platform; diversification of course offering, by

adding open wheel and drag racing courses, with new formula racing courses in development; and breaking new ground as the first school of its kind to offer professional drag racing instruction to the public and the chance to earn an NHRA Drag License.

The Radford team will now also build and test Radford coachbuilt and custom vehicles on the school's track (see separate story).

The Radford brand and school teams will collaborate on expanding the Radford brand into experiences, merchandise, branded content (a TV show is in the works), associations with celebrities and influencers, and more.

Visit RadfordRacingSchool.com.



RADFORD
 RACING SCHOOL



Photos: Radford Racing School

High-five

BY JOE SAGE

When you revise your product and change your brand at the same time, you may gain audience, you may risk losing audience, or it may just be perceived as a lane change. Kia Optima has been so popular, selling in the top half dozen among over 20 midsize sedan entries, we suspect that for most, this new fifth generation with a new name—K5—will be a simple lane change. Kia has used their global K-numeric naming scheme sparingly in the US (just for the tiny-volume K900, a K9 in other markets), but it's easy to pick up. We doubt it will lose any audience. As for gains, they tell us they already have notable migration to the K5 from premium and even luxury buyers. And the abandonment of the midsize sedan market by several others is sure to also boost K5's anticipated success.

Kia launched the K5 online last fall (pandemic

style), covered in our Sept/Oct 2020 issue. All new, K5 is built on a new platform (N3)—longer, lower and wider, with its growth specifically allocated to the cabin (check out the legroom statistics at right) and trunk (a full-size-sedan-worthy 16 cubic feet).

Now we've had a week with the K5 in person.

The K5 lineup comprises five trim levels, two of which offer all-wheel drive. Ours here is the next-to-top, the highest model with the 180-hp 1.6-liter turbo common to most; the line-topping GT has a 290-hp 2.5-liter turbo (see chart, lower right).

K5 also gives us a first look at new Kia styling directions, easily identified by its grille (still mildly tiger-nosed) running full width, wrapping into dramatic Z-shaped daytime running lights.

Our drive time left us with an interesting mix of notes and therefore thoughts. We found our 180-hp front-driver handled beautifully neutrally during even hard cornering, evidence that its suspension and steering systems have effectively conquered

any torque-steer characteristics otherwise inherent in front-wheel drive. Despite our generally high interest in AWD models, this is a plus for this lineup, as it means you can get great performance in upper trims where AWD is not available. Whether handling will prove out the same in the 290-hp GT remains to be seen, but our guess is that it will.

Our car's only option, a single EX Premium Package, presents an intriguing conundrum, easy to see when split into two subsets, as in our sidebar. On the one hand, we'd welcome the creature comforts and features of the first subset. We might better welcome the driver assist systems of the second subset, though each obviously serves an altruistic purpose, if we could turn them off selectively. However, many if not all gave us a choice of three levels, but not 'off,' leaving us with situations at lower settings in which audible warnings were highly annoying and distracting (and unnecessary, such as if not perfectly centered between painted lines,

which is not always the best place to be). The only way to defeat those was to surrender driving control to the system's highest setting. This may be just us, or it may not, hence worth a mention.

We confounded ourselves reviewing our own notes on performance, early in the week finding power a bit unresponsive and brakes working well but not feeling connected to our feet—then within a couple of days noting it as “a blast to drive, smooth, accurate and quick” (and that was without even putting it in sport mode). Tough to figure, beyond just the repeat driving that starts to make a driver one with the machine. There is, of course, the 290-hp GT available, but our takeaway is to immerse yourself or test drive more than once.

By the time our week was over, it was not at all hard to understand how this can be getting those stated cross-sales from premium-luxury brands—that's before you even get into likely notable savings on parts, service and maintenance.

Built at the same Georgia plant as the Kia Telluride SUV, all trims of the new Kia K5 began arriving at dealerships last summer and fall. ■



As always, we had mixed experiences with the infotainment interface. On one hand, touch seemed to require inordinate pressure for response (not all bad compared with some that are too jumpy); on the other hand, the interface is simple, clean, large, almost elegant. What may have bemused us most is sort of midcentury steampunk throwback vacuum tube imagery—inspired by what? Do people even know what these are? We put this on social media, where people were equally amused—and liked it.



As a bonus, the new sedan's rebadging and sexy restyling from Optima to K5 may be an opportunity for Stinger, a fine performance machine that doesn't seem to have quite the recognition it deserves, to establish a more distinct identity.

SPECIFICATIONS

ASSEMBLY PLANT.....	West Point, Georgia
ENGINE / TRANSMISSION	USA / USA
ENGINE	1.6L turbo four GDI GAMMA-II alum/alum 16v DOHC, contin var valve dur
HP/TORQUE	180 hp / 195 lb-ft
COMPRESSION RATIO	10.5:1
DRIVETRAIN	FWD
TRANSMISSION	8-spd automatic
SUSPENSION	F: MacPherson strut, gas shocks; R: multi-link, gas shocks
STEERING	rack & pinion, column mount, motor driven
BRAKES	F: 12.0" vented; R: 11.2" solid
WHEELS / TIRES	7.5Jx18 alloy / P235/45R18
LENGTH / WHEELBASE	193.1 / 112.2 in
GROUND CLEARANCE	5.3 in
TURNING CIRCLE	36.1 ft
HEADROOM (F/R)	(w pano snrf) 38.4 / 37.4 in
LEGROOM (F/R)	46.1 / 35.2 in
CARGO CAPACITY	16.0 cu.ft
WEIGHT / DISTRIB	3228 lb / 60/40 F/R
FUEL / CAPACITY	reg unl / 15.8 gal
MPG	27/37/31 (city/hwy/comb)

BASE PRICE\$27,990

EX PREMIUM PKG:

- Power front passenger seat w pwr lumbar, memory driver's seat & outside mirrors, heated steering wheel, Bose premium audio, nav w 10.25" touchscreen & MapCare, LED rear combination lights;
- Driver assist incl fwd collision avoid-assist for cyclist & junction turning, smart cruise w stop & go, highway driving assist, safe exit assist w power child lock, parking collision avoidance-rear

.....3400

DESTINATION CHARGE

.....965

TOTAL

.....\$32,355

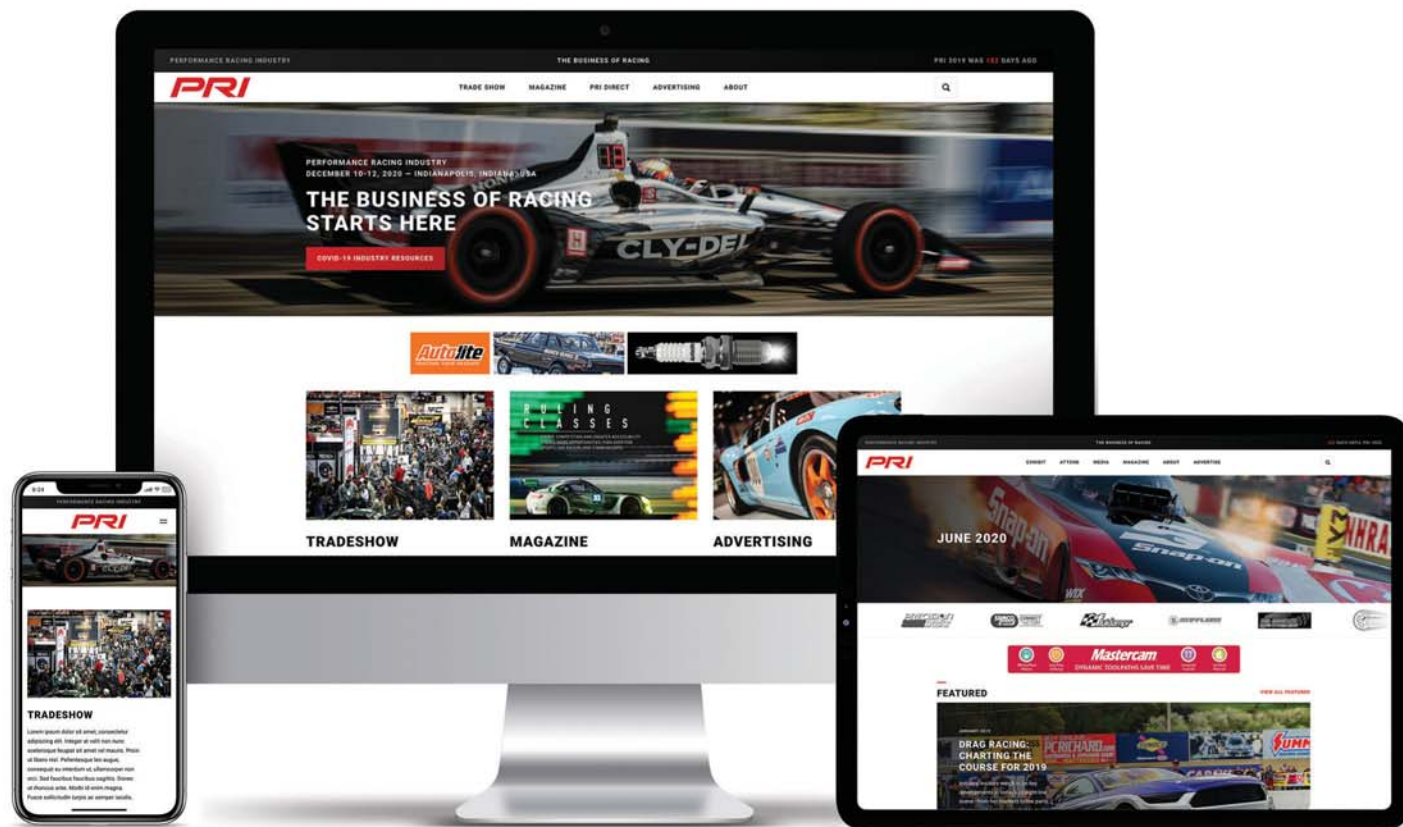
2021 KIA K5 LINEUP

LX.....	1.6T ...180hp ....fwd	\$23,490
LXS	"" ..fwd	\$24,490
.....AWD	26,590
GT-Line	"" ..fwd	\$25,390
.....AWD	29,090
EX	"" ..fwd	\$27,990
GT	2.5T 290hp	\$30,490



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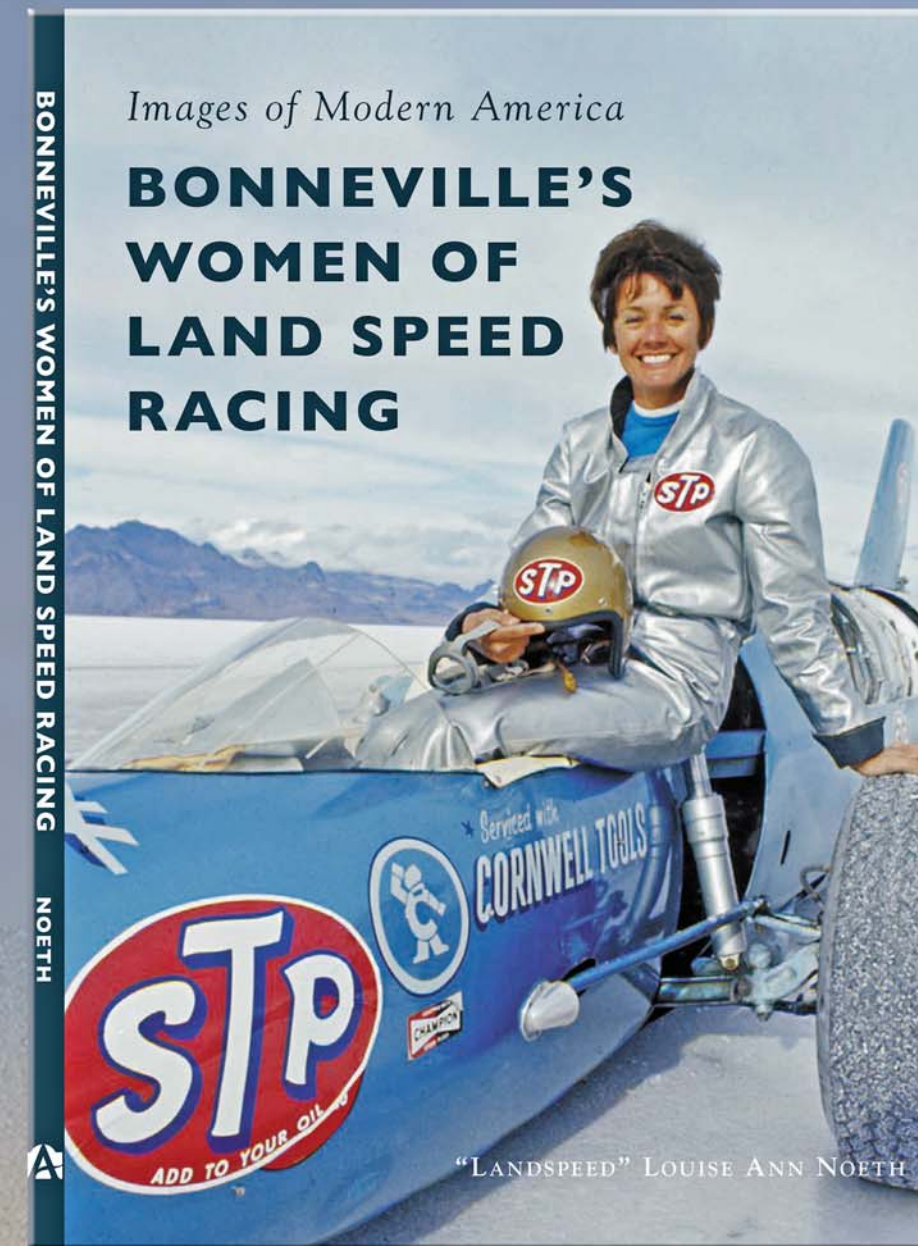
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Women of speed and their daring deeds



Victor Hugo said, "Nothing is more powerful than an idea whose time has come." Thus it was with this book showcasing the contributions of women in motorsports, specifically on the Bonneville Salt Flats. It's the first of its kind.

Phone calls, emails and letters came at a furious pace, as the author interacted with more than 300 individuals to identify and summarize ladies of speed's deeds. The list now has 260 verified names.

The book is in the hands of Arcadia Publishing, who will transform the mini manuscript, captioned photos and list into a printed, all-color book by August 2021.

Here's a sneak peek:

COVER: Paula Murphy, the first woman to race a jet on the salt in 1964 is the book's "Cover Girl."

CHAPTER 1. FAST FEMALES ON FOUR WHEELS: They have driven speed machines from tiny to thunderous, all fabulous, mostly one-off expressions of mechanical and aerodynamic artistry.

CHAPTER 2. LADY WRANGLERS OF JET & ROCKET POWERED CARS: Using the same propulsion that takes human beings to another planet and back, or just across a continent, ladies have repeatedly tamed and taunted thrust powered vehicles.

CHAPTER 3. WOMEN RIDERS: Whether two wheels or three, women have thrown a leg over, or climbed into motorcycles of every size and description with distinction.

CHAPTER 4. UNSUNG HEROINES: The helping hands, hearts and innovative brainpower that volunteer to enrich the lives of the entire racing community, these women may not make it into the record books, but sincerely serve with strength and purpose to get things done.

CHAPTER 5. LAND SPEED LADY LIST: The first known collection of verified and documented women who have left the starting line to set hundreds of land speed records—both national and world—on the Bonneville Salt Flats, this list includes speed machine designers, fabricators and mechanics, as well as the wondrous wizards "behind the curtain" who make racing on the salt a reality.

ARIZONA HEROINES: Arizona racing ladies in these pages include Jill Iverson (rider, SCTA official and starter), Pam Manghelli (driver, SCTA volunteer on data and stats), Valerie Thompson ("The World's Fastest Female Motorcycle Racer"), Linda Van Scoy (crew chief, Corvette race car) and Donna Wagner (Black Salt Racing Coordinator of 350mph-plus Triumph sportscar).

Check *Bonneville Racing News* for a special feature on the book that reveals—for the first time—when and how ladies got the right to race on the salt.

Plans are being made for the author and VIPs to host book signings at the Bonneville Motorcycle Speed Trials (BMST) August 28-31, with a book signing on the 31st; and during the Utah Salt Flats Racing Association's (USFRA) World of Speed September 10-13. Or you can order your own autographed copy here:

www.landspeedproductions.biz ■

ABOUT THE AUTHOR: "LandSpeed" Louise Ann Noeth is a raconteur of stunning speed stories. She has raced jet dragsters, helped TEAMVesco capture the current 458-mile-per-hour world wheel-driven record, and guided the Breedlove and Fossett teams. In addition to her books, touchstones throughout motorsports are heralded in her Fuel For Thought column. She is also an extreme-speed consultant for film and television.

ARCHER AIR TAXI

MAJOR NEW COLLABORATIONS EN ROUTE TO UNVEILING IN 2021, PRODUCTION IN 2023, FLYING IN 2024

The mission of Archer Aviation—based in Palo Alto, California and led by co-founders and co-CEOs Brett Adcock and Adam Goldstein—is to advance the benefits of sustainable air mobility, moving people throughout the world's cities in a quick, safe, sustainable and cost-effective manner. The company is designing and developing electric vertical takeoff and landing (eVTOL) aircraft for use in the Urban Air Mobility (UAM) sector—a market Morgan Stanley estimates will be worth \$1.5 trillion by 2040. Archer has recently secured several new relationships to move forward.

URBAN AIR MOBILITY PARTNERSHIP

In December 2020, LA Mayor Eric Garcetti announced formation of the Urban Air Mobility Partnership, a first-of-its-kind initiative in the US to make Los Angeles the unmistakable leader on Urban Air Mobility.

A collaboration between the Mayor's Office, the LA Department of Transportation (LADOT) and Urban Movement Labs (UML), the program will develop strategies for the integration of UAM into existing transportation networks and land use policies, to prioritize equity of access, connections to

transit, purpose-driven data sharing, and local workforce development.

UML and the City of Los Angeles plan to collaborate to develop the design and access of "vertiports," a new piece of LA's transportation network accommodating urban air mobility aircraft.

STELLANTIS

Archer and Stellantis (then still Fiat Chrysler prior to the FCA-PSA merger) announced a definitive agreement in January to enable Archer to benefit from access to Stellantis's low-cost supply chain, advanced composite material capabilities and engineering and design experience.

Archer will manufacture high-volume, composite, eVTOL aircraft, with the intent of starting production in 2023. Stellantis, parent company of established vehicle brands including Chrysler, Dodge, Jeep and Ram, has already collaborated on cockpit design elements of Archer's first aircraft, is expected to be unveiled in 2021. The 100 percent electric aircraft will be capable of carrying passengers for distances of up to 60 miles at 150 mph. Through this announced collaboration, the companies will work together to significantly de-

crease the cost of production, enabling Archer to bring affordably priced service to customers via its ultra-quiet, high-performance eVTOL aircraft.

ATLAS CREST INVESTMENT CORP.

In early February, Archer and special purpose acquisition company Atlas Crest Investment Corp. (ACIC) announced a definitive agreement for a business combination that would result in Archer becoming a publicly listed company. It is anticipated that the post-closing company, Archer, will be listed on the NYSE with ticker symbol ACHR.

Archer originally launched with an initial investment from serial entrepreneur Marc Lore. Lore has remained a trusted advisor to the team and played a pivotal role leading up to this announcement.

The transaction values the combined company at an implied \$3.8 billion pro forma equity value at the \$10.00 per share PIPE price. The combined company is expected to receive approximately \$1.1 billion of gross proceeds from a fully committed common stock PIPE offering of \$600 million, along with approximately \$500 million cash held in trust, assuming minimal redemptions of Atlas Crest's existing public stockholders.

UNITED AIRLINES

Also in early February, United Airlines announced an agreement to invest in Archer as part of the airline's broader effort to partner with leading technology companies to decarbonize air travel. Under the terms of the agreement, United has placed an order, subject to their business and operating requirements, for \$1 billion of Archer's aircraft, with an additional \$500 million option. In partnership with commuter operator Mesa Airlines, United could give customers a quick, economic and low-emission connection to its major hubs by 2024.

The agreement provides for close coordination between United and Archer in a commercialization approach emphasizing existing technology and elegant design to facilitate regulatory approvals and efficient manufacturing, for a luxury experience at a scaled, low delivered cost point. United estimates that using one of Archer's eVTOL aircraft could reduce CO2 emissions by up to 50 percent per passenger on a trip between Hollywood and Los Angeles International Airport (LAX), one of the first cities in which Archer plans to launch their fleet and one of United's largest hubs.

LOS ANGELES AND MIAMI NETWORKS

In late February and early March, Archer announced they will launch Urban Air Mobility (UAM) networks in Los Angeles and Miami by 2024. As a demonstration of its commitment, Archer is supporting efforts to educate the regions' residents about the new transportation technology, engaging and empowering them to shape their areas' future transportation. www.archer.com



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THE REST OF THE PLAN: THE RADFORD TRACK

Radford is a global luxury automotive brand drawing on the heritage and craftsmanship of Harold Radford, creator of countless bespoke vehicles. Radford has recently relaunched to offer customers opulent coachbuilt and personalized cars with a British heart and soul, on-trend vehicles based on classic timeless designs.

Radford promises automobiles created around the company's motto: Design. Build. Drive. Design is overseen by leading automotive designer Mark Stubbs. The build is taken care of by Radford's second co-owner, TV star, renowned car builder and automotive craftsman Ant Anstead. The driving is taken care of by company co-owner and Formula One World Champion Jenson Button, who will track-test and meticulously tune each car to offer a superlative driving experience. All is underpinned by business adviser and lawyer Roger Behle.

The group will now be associated with the recently renamed Radford Racing School (long known as the Bondurant High Performance Driving School) in Chandler, Arizona, where Radford the coachbuilder will have use of its own racetrack.

The agreement to grant Radford use of the track was instigated by the Radford board and Stig Investments, which owns the track facility.

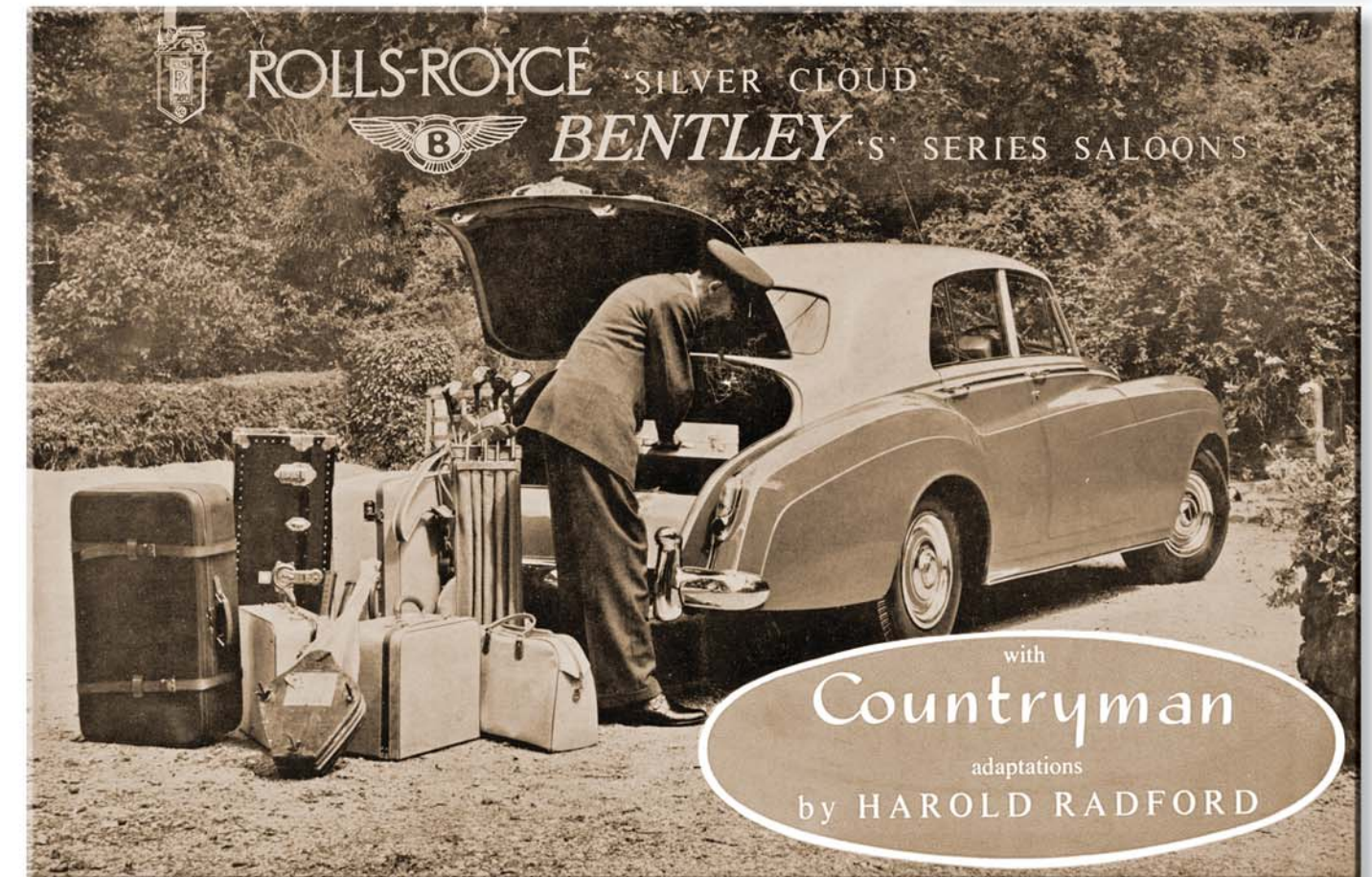
Ant Anstead says, "Not many coachbuilders have a racetrack to call home. For all of us, part of the revival of the Radford brand is to stay true to founder Harold Radford. He was an innovator—and he would want his cars to be perfect in every way. Track development, led by Jenson, is integral to achieving that for our future cars."

The first Radford car is already in development and will be announced soon. ■

(Top right) Singer/songwriter John Lennon of the Beatles in a psychedelic Radford Mini de Ville owned by George Harrison, at West Malling Airfield, Kent, 1967, while working on their TV film *Magical Mystery Tour*. (Photo: Keystone Features/Hulton Archive/Getty Images).

(Right) Radford designer Mark Stubbs, business adviser Roger Behle, builder Ant Anstead and driver Jenson Button.

Rolls Royce and Bentley Countryman conversions by Radford Coachbuilders. Source: Beaulieu library.



BEAST OF KINGS

BY JOE SAGE

There is endless detail in the nuts and bolts, paints and hides, and features and finishes of a Cullinan Black Badge (see two sidebars), and these are all quite significant. The details do often shed light on overall substance, in ways both subtle and quite dramatic. But for the driver of this very special Rolls-Royce, it's equally about perceptions and the new dimensions driving this glorious machine will bring to experiencing the world around you.

If we learn nothing else from driving something different every week, it's that what a vehicle gets out of its own attributes varies, too. A checklist of inclusions does not guarantee success. From power to comfort to ride, the Cullinan's spec sheet is certainly already strong, but the assemblage, in your hands and on the road, is *>mwah<* perfection.

In standard terms, Cullinan is a simple slab-side two-box design. Rolls-Royce, however, calls it a three-box (the term normally used for a hood-

cabin-trunk sedan layout) because the rear cargo area is isolated from the interior by a glass partition, "creating an inner ecosystem for the occupants." The more time you spend with it, the less simple, boxy or slab-sided it turns out to be, from subtle though substantial changes in curvature throughout the whole surface of the vehicle, to its chiseled multi-dimensional architecture up front.

Rolls-Royce has long been immediately recognizable by its big, bold grille. These have shown up in many brands over the past decade or two, but Rolls still holds the crown—better integrated and more appropriate than the trend in general, and surely remaining the most distinctive.

Vehicles today are all well-built and fully featured to the point that differences among luxury, premium and mainstream models are often quite narrow. Not so in a Rolls-Royce. As soon as you see it, approach it, enter it and settle in, you know

everything about it is different—even before you consider its hand-built, handcrafted nature and the dozens, hundreds and thousands of extra steps taken in each and every part and process.

Many an enticing scenario sprang to mind for our week with this regal utility: some serious four-wheeling, perhaps heading to the Glamis dunes or one of Arizona's off-highway vehicle parks. We'd already driven the Cullinan on a challenging engineered off-road course last fall, at the Texas Truck Rodeo. And make no mistake: this ride fit for royalty can handle anything you throw at it.

But our schedule was tight—it was busy Barrett-Jackson week, meaning we'd be dashing out the door, into and out of the vehicle many times every day. This does provide good seat time—in the same neighborhood where a lot of Rolls-Royce owners live and drive, to and from their private jets or checking out their commercial properties.

Sitting in the Cullinan with the engine off, we could practically hear our own heart beat. We did not have a pin with us, but could certainly have heard one drop. Every manufacturer works to get

everything as smooth and quiet as feasible, but Rolls-Royce is surely the benchmark. It takes great time, money and skill to achieve these levels.

The difference in its drive experience kicks in straight away, as well—so smooth, so powerful, so quiet (its well-orchestrated drivetrain soundtrack aside), Cullinan impresses mightily, immediately. It just flat-out feels so good.

While it's big, Cullinan is engineered to not be such a handful. Steering is tops, far more responsive and accurate than you'd expect from a three-ton rig. The turning circle benefits from four-wheel steering, as well as sophisticated suspension that also uses stereoscopic cameras to gauge road conditions ahead and adjust accordingly. Even staying in town with this wilderness-capable beast, we gave it a thorough workout—in demanding lane maneuvers, tight S-curves, deep rain troughs, and combinations of all of the above—and handling proved to be superb and sure-footed on all. Far from being ungainly, this big machine is one of the most accurate to maneuver that we've ever had, of any size. Even on something as simple as a 90-degree surface street corner, handling is just painlessly and easily precise, noticeably different.

As big as this king-size SUV is (really no bigger than the full-size pickups so many of us drive), you may feel you need to wait a little longer to pull out into traffic from a side road, that kind of thing. But you don't need to—it's so powerful, and its handling is so accurate, you can precision-drive it. The



size quotient is not a handful, as much as a part of the serene and regal nature of the Cullinan. You pass through the world quite differently in this.

Cullinan is a dream to drive. Many owners of this vehicle may have a driver. If so, it's certainly a good fit—you can stretch out in living-room-size luxury. But you most definitely don't need one—a driving enthusiast will have a ball in this.

Whoever's driving, those in the back will benefit from a wide variety of amenities, from our sample's optional picnic tables, to wine glass holders

(cont'd)

SPECIFICATIONS

ASSEMBLY	.....	Goodwood plant, W Sussex UK
STRUCTURE	.....	aluminum spaceframe
ENGINE	.....	6.75L twin-turbocharged 48v V12
HP/TORQUE	.....	600 hp / 664 lb-ft
DRIVETRAIN	.....	permanent AWD
TRANSMISSION	.....	satellite aided 8-spd auto
ZERO-TO-60 / TOP SPEED	.....	4.9 sec / 155 mph
SUSPENSION	.....	F: dbl-wishbone front axle; R: 5-link rear axle; F/R: self-leveling air suspension, electronically controlled dampers, electrically actuated anti-roll bars; stereo camera adjusts to suit the road ahead.
STEERING	.....	four-wheel steering
BRAKES	.....	uprated braking system, bite point raised, pedal travel decreased, marque's first ever colored brake caliper w high gloss paint specifically developed to withstand elevated temperatures
WHEELS	.....	22" forged alloy
TIRES	.....	F: 255/45 R22 XL; R: 285/40 R22 XL Continental ContiSport Contact
LENGTH / WHEELBASE	.....	210.55 / 129.72 in
TURNING CIRCLE	.....	*(indep sources) 45.28 ft
HEADROOM (F/R)	.....	*(indep sources) ≤ 42 / 40.4 in
LEGROOM (F/R)	.....	*(indep sources) ≤ 43 / ≤ 43 in
CARGO CAPACITY	.....	21.6 cu.ft
GROUND CLEARANCE	.....	no info
TOW CAPACITY	.....	*(indep sources) 7275 lb
WEIGHT	.....	6069 lb
FUEL	.....	engineered for 95 oct / 91 oct min
FUEL CAPACITY	.....	23.8 gal
MPG	.....	12/20/14 (city/hwy/comb)

BASE PRICE	.....	\$388,000
DRIVER'S PACKAGE	.....	23,825
EXTERIOR COLOR: GALILEO BLUE	.....	15,400
WHEEL CENTERS YELLOW PINSTRIPE	.....	2,475
SINGLE COACHLINE	.....	1,850
DARK EXTERIOR PACKAGE	.....	3,900
EXTENDED VENEER CENTER LINE	.....	3,525
HEATED PASSENGER SURROUND	.....	2,625
CONTRAST SEAT PIPING FORGE YELLOW	.....	4,375
INSTRUMENT PANEL W TOP STITCH	.....	850
SHOOTING STAR HEADLINER	.....	7,800
PICNIC TABLES	.....	5,325
DESTINATION CHARGE	.....	2,750
GAS GUZZLER TAX	.....	2,600

TOTAL.....\$465,300

*Some independently sourced information may be non-US, not Black Badge and/or not as with AWD.

Best Ultra Luxury SUV
—Golden Steering Awards

Prestigious Luxury SUV of the Year
—ArabWheels Awards

Rolls-Royce reports record first quarter sales, up 62 percent—total is the highest in their 116-year history





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to your own climate system vents. Rear seating is available in either lounge or individual layout, and seatbacks can fold down to accommodate long items, while remaining higher than the cargo area floor to keep cargo from shifting forward.

We made long and detailed notes on the many features and controls of the Cullinan. In a nutshell, the vehicle is extremely fully outfitted, and while some elements are highly special or unique to the brand, all the fundamentals are here and covered well. It is chock full of attention-absorbing details, but it's the grand experience you're really in the game for. This is a lovely craft, in which you most definitely feel like the master of your own domain.

And the rest of the world plays along, to a degree that surprised us. We thought people might have a snooty response, but they love this vehicle. Among the auction crowd and in the surrounding area, people continuously came up to the car, to take photos, just chat, or enthusiastically tell us about the day that will come when one of these will be theirs. They tell you how much they already love it, and they know their stuff. We made many new friends in the Cullinan. It's really a phenomenon, atypical of most any other luxury vehicle.

Even with the flag people at our event, highly authoritarian when we showed up in a more routine vehicle, Cullinan's commanding presence simply triggered a parting of the seas. Everyone is deferential to it, as though just generally in awe.

Do you really need a half-million-dollar SUV? This level of comfort is comforting, this level of power is potent, even the level of stature can no doubt be intoxicating—even if you underutilize it, as we surely did in what was ultimately a limited timeframe. But potential is as important as anything. After all, very wealthy people don't really use all their money, either, but it's very nice to know they have it all there on tap. (A person of lesser means may get the same feeling from a fridge stocked with a week's worth of food and a few treats.) When you have a car like this, you may or may not ever use it all, either, but it's very nice to know you have it all there on tap.

A vehicle like this is definitely a personality projector, as a lot of vehicles are, but this one is all the moreso due to its size and presence. Being humble, we thought we might feel awkward in the Cullinan, but warmed right up to our role. It takes very little time to get used to its size, shape and stature. It didn't hurt that it was so well received by an adoring public. In no time, we felt like a million bucks—or maybe that'd be a billion today.

Ultimately, it's four wheels and a seat, to invoke Steve Martin in *Planes, Trains*. The same could be said, and perhaps has been, about any number of lustworthy vehicles you've coveted. But you know it's more—a lot more. The Rolls-Royce Cullinan is



everything automotive, masterfully scaled up.

This is a grand vehicle with a grand stature, suitable for a grand position in a grand world. It defines upscale. Cullinan is king of the beasts, and a beast fit for kings. It belongs on a big sweeping driveway at Buckingham Palace, but once you get a taste for it, you may know it belongs in yours.

In this golden age of automotive, and consumer and lifestyle goods in general, it's harder than ever for a product in a familiar category to truly stand out. But this is Rolls-Royce's niche and its forte.

How do they, and seemingly only they, do it? Certain words kept springing to mind. Magic carpet. Silk. Silky smooth magic carpet ride. Cullinan is truly striking. It demonstrates when the absence of something becomes something: you just don't really realize how much background noise and effort there usually always is, until it's gone.

Rolls-Royce representatives told us a few years back that it is very common for a potential buyer to be just about all in on a purchase, but to still hesitate because they need permission—from themselves. That permission should be easy enough to secure. After most of a week behind the wheel, we are confident that anyone, once they have this itch, will wake up with it every day until they scratch it. And why not? It's arguably not even a rationalization process, just a scaled-up normal purchase decision. After our own week with this vehicle, we can easily imagine giving ourselves the necessary permission. If you get the bug and have the means, you are likely to have a harder time talking yourself out of it than into it.

Meet Rolls-Royce Cullinan, a vehicle whose reputation and image precede it more than we had ever imagined. Nothing else comes close, and that goes well beyond any marketing slogan anybody has ever thrown out there. ■

BLACK BADGE SERIES

A Rolls-Royce Permanent Bespoke Series.

BLACK BADGE EXTERIOR

- Multiple layers of paint and lacquer meticulously applied and hand-polished for up to five hours, the most comprehensive process ever for a solid paint color, for extra depth and intensity and the perfect canvas for a contrasting Coachline.
- Darkened Spirit of Ecstasy mascot in high gloss black chrome; other Rolls-Royce badges inverted to silver-on-black. Chrome surfaces darkened (front grille surround, side frame finishers, trunk handle and trim, lower air inlet and exhausts), while vertical grille bars remain polished, reflecting the blackened surfaces that surround them.
- Exclusive all-new 22-inch dark forged alloy wheels, accompanied by the marque's first ever colored brake calipers.

BLACK BADGE CABIN

- Carbon-fiber finish in repeating geometric shapes with a 3D effect, each leaf finished with six coats of lacquer, cured for 72 hours, then hand-polished to a mirror finish.
- Starlight Headliner (its Cullinan debut) in black leather with 1344 individual fiber optic cables, with a new feature: eight brilliant white shooting stars.
- A bold new leather color, Forge Yellow.

BLACK BADGE ENGINEERING

- Proprietary all-aluminum sub-structure architecture for extraordinary body stiffness.
- All-wheel drive and four-wheel steering: both front and rear steered axles work together to adjust levels of engagement depending on throttle and steering inputs.
- An extra 29 bhp (600 bhp) and an additional 37 lb-ft of torque (664 lb-ft).
- "Low" button on the shift unlocks a full suite of technologies including new Black Badge audible exhaust, for a deep rumble of the 6.75-liter twin-turbocharged V12.
- More aggressive "Intuitive Throttle" shifts.
- Changes to suspension components and settings for balanced dynamic, refined ride.
- Raised braking bite point and decreased pedal travel, and redesigned brake discs for consistency at elevated temperatures.

IN THE GROOVE

by Joe Sage

It was easy to lose track of Infiniti's lineup evolution several years back, when all model names migrated to Q-numeric for sedans and coupes or QX-numeric for crossovers and SUVs. Since some current models are prior ones, renamed, but a couple are all new since then, we find ourselves still translating—equal parts easy and tricky in some cases. QX models have been direct rebadges of prior EX, FX, JX and in fact QX, other than QX30, an all-new vehicle since the new scheme kicked in. In the case of their cars, there is now only one related pair—the Q50 sedan and Q60 coupe.

There's something about the Q50 that always makes us think twice and doublecheck its lineage.

There are many G-Series Infinitis still on the road

(the gen-one Q is now in its eighth year). We often found ourselves next to one, and when we did, the Q seemed smaller than the G. But they're the same size (though height is an inch or so less and legroom an inch or so more in the Q versus the G). To our eye, the G looks more midsize, the same-size Q more compact. In reality, they've both been classified compact or compact-executive over the years. (The retired M similarly seemed full-size, but was classified as midsize or midsize-executive.)

Whether G or Q in our market, this sedan-coupe group has been the Skyline in Japan for 13 generations—since 1957 (from Prince Motor Company at first, taken over by Nissan ten years later). It first came to the US in 2001 as the Infiniti G35.

You're likely familiar with Skyline as the forebear of Nissan's GT-R performance series, for years a highly sought-after unicorn here, righthand-drive, imported only rarely and innovatively. Skyline GT-R is familiar to any *Fast and Furious* franchise fan as the one most notably associated with the late Paul Walker's character. GT-R, once a Skyline series, became its own distinct model starting in 2007.

The significance of all this is that relativity and performance roots loomed large in the evolution of our perceptions during our week with the Q50. Size aside, we found ourselves making drive comparisons with the Nissan Z—also not surprising, as the earlier G37 coupe had often been thought of as an Infiniti Z of sorts, or the closest to such a thing. Yet its size is that of the Skyline—still closer to the now-distinct GT-R. Yet across the full range, the Infiniti Q50 is closer to the pricing of the Z line-

up (plus premium-luxury differential)—even in our top-trim Red Sport 400 build, in this scenario most comparable to the Nissan 370Z NISMO.

Put it all together, and here's what we're arguably driving: a four-door premium-luxury (automatic and AWD) Z-car cousin, and/or a GT-R cousin at half the price (even as a Red Sport 400).

We had started out finding this small sedan kind of unremarkable. Its sport-bolstered seats were tight, and its 400 horsepower somehow didn't feel like that. We didn't think much past using it as a daily driver. But we soon slipped into the groove, even around town, where—like a racing pony—it gave its best when pushed. We packed on the miles, running back and forth between east and west Valley during March auction week, highly favoring its sport mode (there's also sport-plus, if you prefer much more active shift blips).

As the week continued, we took it out onto the twisty, hilly desert two-lanes, and were now fully engaged. Its suspension (highly engineered and electronically controlled) and all-wheel-drive system are as sure-footed as the best AWD performance Europeans. A lot of what we like about the Q50's performance and handling are inherent in something we've admired about Infiniti since the



brand was born, their emphasis on rear-drive platforms, as in this one, also available that way.

By the time we were ready to head home from our final rural romp, we really didn't want to give it back. It turns out this top-performance Infiniti Q50, just like its cousins and forebears, had been in the groove all along. ■

SPECIFICATIONS

ENGINE.....	3.0L twin-turbo 24v alum/alum V6
HP/TORQUE	400 hp / 350 lb-ft
DRIVETRAIN	(opt / RWD standard) AWD
TRANSMISSION	7-spd auto w sport mode and downshift rev-match
SUSPENSION	electronically controlled Digital Dynamic Suspension:
	F: indep dbl-wishbone w stblzr bar
	R: multi-link indep w stblzr bar
STEERING	rack electronic power steering (avail/Red Sport: direct adaptive steering)
BRAKES.....	power-assist vented
	F: 14.0x1.3 4-piston; R: 13.8x0.8 2-piston
WHEELS.....	(AWD) 19x9 alum alloy (note: staggered fitment on RWD)
TIRES	Dunlop 245/40R19 AS
LENGTH / WHEELBASE	189.6 / 112.2 in
TURNING CIRCLE	(AWD) 37.4 ft
HEADROOM (F/R).....	39.5 / 36.8 in
LEGROOM (F/R).....	44.5 / 35.1 in
CARGO CAPACITY	13.5 cu.ft
GROUND CLEARANCE	(AWD) 4.8 in
WEIGHT	3998 lb
WEIGHT DISTRIBUTION	57 / 43 %
FUEL CAPACITY	20.0 gal
MPG	19/26/22 (city/hwy/comb)

BASE PRICE	\$57,750
PREMIUM PAINT: SLATE GRAY	695
CARBON FIBER PKG: rear decklid spoiler & outside mirror covers	1520
LIGHTING: Infiniti radiant ext welcome	465
LIGHTING: Infiniti radiant illum kick plates	485
REAR USB CHARGE PORTS	145
CARGO PKG: carpet trunk area protector, cargo net, first aid kit, shopping bag hook	270
DESTINATION CHARGE	1025
TOTAL	\$62,355

2021 INFINITI Q50 LINEUP

	3.0L twin-turbo V6	
Pure	300 hp	\$36,600
Luxe		41,700
Sensory		47,600
Red Sport	400 hp	55,750
Plus AWD on any		+\$2,000



SECOND DATE

MAYBE THINGS ARE GETTING SERIOUS? by Joe Sage

When we drove the new-for-2020 Encore GX last year, we headlined our piece “Encore encore,” since the Encore GX, though a completely different vehicle, traces its lineage straight back to the very small original Buick Encore. We figure that makes *this* drive an Encore encore encore.

That was a white 2020, this a red 2021, and this one adds a \$1500 power moonroof package.

We were initially surprised to have the same vehicle again so soon. But you know how sometimes you have a date with someone, then maybe a little time goes by, and they call and say hey, want to get together? You say, we just did. They say, well, didn't you have a good time? Yeah, it was fine. So

you get together again, and know what? You're glad they called. You had a good time. This is like that.

The tiny original Encore sprang from GM concepts on the 2007 auto show circuit—Chevy Trax, Beat and Groove—then called minicars, bearing 1.2-liter turbo engines. They were a lot of fun, and people voted on their favorites, but few took them all that seriously, as they were wildly different from the realities of the contemporaneous marketplace. Flash forward, and small has become dominant—not called mini, but rather subcompact, urban or just small. Little utilities are the hottest-selling segment today and have sent most sedans packing.

German Opel-derived (before GM parted with

that subsidiary), the offshoots of those concepts came to life as Opels in Europe in 2013, then as the Buick Encore here in 2013, taking a gamble as a premium fitment micromachine, then indeed the Chevy Trax in 2015 (a year earlier in China).

We first drove the tiny Encore in winter 2014-15 at a Buick winter driving event in New England showcasing new all-wheel-drive offerings. The little guy was a champ, too, chewing up a closed rally course in deep snow. And as you've no doubt noticed, Buick Encore has been a huge success.

This evolutionary path is pertinent to Encore GX not only for explaining its roots and to clarify that this is not the Encore but rather something new with a similar name, but because in a world now flooded with compact and subcompact crossover choices, this heritage gives Encore GX distinction.

Ours had the bigger of two engines, which is not

Buick's ads introducing the tiny new Encore in 2013 featured “Dinosaurs,” performed by They Might Be Giants—with appropriate CG visuals not only poking positive fun at the vehicle's diminutive size, but also no doubt actively suggesting that the time for big alternatives had perhaps come and gone.

by much—1.3-liter vs 1.2-liter, both Ecotec 3-cylinder turbos, with 155 vs 137 horsepower. Add three trim levels and optional all-wheel drive, and the lineup offers fully eight models (see chart at lower right), from just about \$24,000 to \$30,000.

We're generally suckers for AWD, which here comes with the bigger engine, though front-drive was fine in many miles of around-town and freeway driving. Where available, the 1.3L turbo adds just \$395, and its fuel mileage is actually higher. Of note, the 1.3T is mated to a 9-speed automatic, while the 1.2T has a CVT (continuously variable).

During our week, we noted our 1.3L turbo as being plenty powerful for this barely-over-3000-pounder, notably helped by nice gearing. While we'd have to drive the CVT (inherently with the 1.2L engine) to contrast its approach to mimicking shifts, the comparison is ultimately useful to that buyer who really wants to save \$395; otherwise, choosing the 1.3L turbo seems easy.

As for our usual AWD preference, that's not as simple here. The price is reasonable, \$2000 which also includes the \$395 engine upgrade, but it adds more than 200 pounds and drops fuel economy by



three or four points.

Put it all together, and it turns out to be reasonable, clever and useful that GM offers this range of various powertrain combinations.

Again surely benefiting from its echo of the original tiny Encore's styling, Encore GX has a clean, tight, premium-aggressive look, perfectly shaped and scaled for its size, well planted, with everything translating superbly from the littler one.

Who knows. Maybe we're kind of falling for the Buick Encore GX. We're feeling as though we just might like to see it again. ■



SPECIFICATIONS

ASSEMBLY	.....Bupyeong Gu, South Korea
ENGINE/TRANSMISSION	.....Mexico
SEATING	.....five
ENGINE	.....optional 1.3L turbo inline-3-cyl alum/alum, DOHC, dir injection
HP/TORQUE	.....155 hp / 174 lb-ft
DRIVETRAIN	.....FWD
TRANSMISSION	.....(w 1.3T) 9-spd automatic
SUSPENSION	.....F: MacPherson strut; R: compound crank; (AWD: Watts link)
STEERING	.....elec pwr-assist rack & pinion
BRAKES	.....elec 4-whl disc, Duralife rotors, brake drying, brake life monitor; sizes tbd
WHEELS / TIRES	.....18x7.5 alum; 225/55R18 a/s
LENGTH / WHEELBASE	.....171.4 / 102.2 in
TURNING CIRCLE	.....36.8 ft
HEADROOM (F/R)	.....(w moonrf) 37.9 / 38.0 in
LEGROOM (F/R)	.....40.9 / 36.0 in
CARGO CAPACITY	.....23.5 / 50.2 cu.ft
GROUND CLEARANCE	.....na
TOW CAPACITY	.....(w access hitch) 1000 lb
WEIGHT	.....(Essence 1.3T FWD) 3094 lb
FUEL CAPACITY	.....13.2 gal
MPG	.....30/32/31 (city/hwy/comb)

BASE PRICE	.....\$28,600
ECOTEC 1.3L TURBO	.....395
CHILI RED METALLIC	.....495
ADVANCED TECH PKG: adaptive cruise, heads-up display, HD surround vision; Buick infotainment w nav, Bluetooth, streaming, Apple/Android, in-veh apps, voice recog.....	1790
EXPERIENCE BUICK PKG: power moonroof, 18" aluminum wheels.....	1500
CONVENIENCE PKG: auto park assist w braking, rain-sense front wipers, rear camera mirror w washer, wireless charge.....	770
LIFTGATE PKG: power, hands-free.....	520
DESTINATION CHARGE.....	995
TOTAL	.....\$35,065

2021 BUICK ENCORE GX LINEUP

Preferred ...fwd.....1.2T ...137hp	.....\$24,200
.....AWD ...1.3T ...155hp	.....26,200
Select .....fwd.....1.2T ...137hp	.....25,800
.....fwd.....1.3T ...155hp	.....26,195
.....AWD ...1.3T ...155hp	.....27,800
Essence .....fwd.....1.2T ...137hp	.....28,600
.....fwd ...1.3T ...155hp	.....28,995
.....AWD ...1.3T ...155hp	.....30,600

NEW HARLEY-DAVIDSON V-TWIN ADVENTURE BIKES

Well-known for its cruisers, Harley-Davidson is no stranger to dirt, having gone into business over 100 years ago, when little was paved. Where better to turn for a new pair of bikes that are equal parts refined and intuitive ride experience, rugged and confident facing major adventure, powerful and technologically advanced?

The Harley-Davidson Pan America 1250 is Harley-Davidson's explore-it-all machine for riders who see touring as detouring, on road and off—designed from the ground up to be capable and fun wherever the road may take you.

The Pan America 1250 Special is a premium adventure touring motorcycle loaded with exclusive features, including electronically adjustable semi-active front and rear suspension and an industry-first innovation, Adaptive Ride Height (ARH) suspension that automatically changes from a low stopped position to optimal ride height when the bike is in motion.

Both are powered by the all-new Revolution Max 1250 engine (see specs), a liquid-cooled V-Twin with a broad powerband, specifically tuned for these models, with an emphasis on smooth low-end torque delivery and low-speed throttle control applicable to off-road riding.

A focus on weight reduction in vehicle and engine architecture, lightweight materials and aggressive component design focuses on an optimized power-to-weight ratio. To minimize overall motorcycle weight, the engine is integrated into the vehicle as the central member of the chassis. Lightweight materials helps achieve a desirable power-to-weight ratio. The Revolution Max 1250 engine is assembled at the Harley-Davidson Pilgrim Road Powertrain Operations facility in Wisconsin.

Watch for 20- to 30-minute demo opportunities at major adventure touring, overland and rally events, to experience the capabilities of the Pan America on- and off-road, with sign-ups on site; or sign up in advance (check H-D's website or check with your local dealer) for the Harley-Davidson Pan America Motorcycle Demo Tour, which kicked off in mid-April (with its third stop in Glendale from April 30 to May 2). A few key dates coming up in our region include:

May 5-9.....H-D-hosted Demo, Las Vegas NV
 Jun 25-27....Outside Adventure Expo, Salt Lake City
 Sept 24-26 ..Overland Expo West, Flagstaff AZ
 Nov 6-7.....Howling At The Moon, Prescott AZ
 Age, license and safety requirements apply; your own proper personal riding gear is required. Dates and locations are subject to change. ■

2021 Harley-Davidson
 Pan America 1250 and
 Pan America 1250 Special



SPECIFICATIONS

ENGINE.....Revolution® Max 1250cc 60° V-twin, liquid-cooled, single-piece aluminum cylinders w nickel silicon carbide-surface galvanic coating; four-valve cylinder heads; dual spark plugs; DOHC; VVT; offset connecting rod journals; forged aluminum pistons; hydraulic lash adjusters; dry sump oiling system w triple oil scavenge pumps; dual-downdraft throttle bodies; lightweight magnesium rocker covers, camshaft covers & primary cover

BORE X STROKE.....4.13 in (105mm) x 2.83 in (72mm)

HP/TORQUE.....150 hp / 94 lb-ft

PEAK RPM.....9500

COMPRESSION RATIO.....13.0:1

CLUTCH & TRANSMISSION.....unitized powertrain, engine & six-speed transmission housed in a common case; mechanically actuated clutch w large-diameter cable, eight friction plates; clutch slipper function for downshifts w/o overspeeding, slipping or hopping; compensation springs in primary gear; semi-dry transmission cavity reduces parasitic power loss & increases fuel economy

CHASSIS.....powertrain is a stressed member of the chassis, eliminating traditional frame; three elements (front frame, mid frame & tail section) bolt directly to powertrain for reduced weight, stiff chassis, precise handling; cast-aluminum swingarm minimizes unsprung weight

WHEELBASE...62.2-inch, ideal for touring (esp w passenger and luggage) & agile off-road handling;

WHEELS/TIRES.....cast alum (19" front, 17" rear) for paved roads & unpaved surfaces; Michelin Scorcher Adventure tires, w aggressive "knobby" tread Michelin Anakee Wild tires available

BRAKES.....Brembo w radial monoblock 4-piston (30 mm) caliper; dual 320mm front brake rotors; single 280mm rear-brake rotor; new lightweight front brake master cylinder for adjustable lever response

SUSPENSION.....premium passive front & rear, fully adjustable for pre-load & compression/rebound damping; travel front & rear 7.48 in (190mm); front SHOWA® 1 by 1 47mm inverted cartridge fork; rear SHOWA Piggyback reservoir shock w adjustable hydraulic preload; rear linkage system for progressive feel through stroke, comfortable ride on-road, superior support off-road

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Dynamics

BY JOE SAGE

HYUNDAI TUCSON

hit the market sixteen years ago, born into a world in which people were torn between the useful attributes of a big SUV or the generally lower operating costs of a sedan. A small SUV was still a bold, relatively new idea at the time, and this one went straight to our March-April 2005 cover.

That Tucson started at \$19,999, and at the time we noted it had so many features, “we’re hard pressed to create a wish list for more,” adding that “more small SUVs are on the way, for reasons of fashion and economy both, but in this niche, Hyundai is doing a good job of leading the way.” The more things change, the more they stay the same.

Hyundai’s broader lineup today includes a variety of powertrains—from conventional gasoline engines to hybrid, plug-in hybrid, EV and even fuel cell—to specialty builds and trims including N (performance) and N Line (performance styled) models. You’ll recall the new Hyundai Ioniq dove into the marketplace aggressively in 2017, simultaneously offering hybrid, plug-in hybrid and pure electric versions at launch. Today, about 40 percent of compact SUV buyers are considering a hybrid and 20 percent a PHEV. Elements of all of the above come together in the fourth-generation 2022 Hyundai Tucson.

POWERTRAINS: First out of the chute are a regular internal combustion gasoline-engined Tucson and a Tucson Hybrid, with an N Line and a plug-in hybrid following closely. (At launch, we drove the regular and hybrid and saw the N Line.) Whereas the aforementioned Ioniq lineup was released with Hybrid, Plug-In and Electric badging for its three powertrains, the new Tucson lineup is self-identifying as ICE, HEV and PHEV—internal combustion engine, hybrid-electric vehicle and plug-in hybrid. With gasoline engines the default

for so long, the ICE term has not been widely used at the consumer level. But as powertrain options grow and notably shift toward electric, Hyundai is apparently tapping into this nomenclature to clarify—and spotlight—the full range of possibilities.

Hyundai may likely start yet another trend with this. Throughout the industry, many aim to relegate internal combustion vehicles to a fading specialty niche. “Hybrid” is increasingly interchanged with “HEV.” The EV term is already almost universal. Plug-in hybrids, an advanced and appealing solution, are often poorly understood by buyers. “Electrified powertrain” is widely used to (probably intentionally confusingly) encompass EVs, hybrids and plug-ins. All will surely benefit from the new Hyundai labeling scheme, though ICE may be the biggest mental adjustment.

STYLING: The greater Hyundai chaebol has its own steel plants—the world’s second-largest operation—one reason Hyundai Motor Company stays at the front of the wave in body styling, augmented by its North American design studios for

(cont’d)



2022 HYUNDAI TUCSON LINEUP

GASOLINE (I.C.E.)

2.5L GDI + MPI 4-cyl / 187 hp / 178 lb-ft
8-spd auto / fwd or HTRAC AWD

SE fwd \$24,950
..... AWD 26,350

SEL fwd 26,500
..... AWD 27,900

SEL Convenience fwd 29,100
..... AWD 30,500

N Line fwd 30,600
..... AWD 32,000

SEL Premium fwd 30,800
..... AWD 32,200

Limited fwd 34,700
..... AWD 36,100

HYBRID / PLUG-IN HYBRID (HEV / PHEV)

1.6L GDI Turbo 4-cyl / 180 hp / 195 lb-ft
6-spd HEV auto / all are HTRAC AWD

HEV Blue \$29,050

SEL Convenience 31,650

Limited 37,350

PHEV SEL tba

Limited tba

DESTINATION \$1,185

POWERTRAINS

GASOLINE ENGINE (I.C.E.)

ENGINE Smartstream 2.5L GDI+MPI
alum/alum DOHC 16v 4-cylinder

HP/TORQUE 187 hp / 178 lb-ft

COMPRESSION RATIO 13.0:1

TRANSMISSION 8-spd auto

optional paddles, opt shift-by-wire

DRIVETRAIN FWD / opt HTRAC act od AWD

MPG (FWD) 26/33/29 (city/hwy/comb)

..... (AWD) 24/29/26 (city/hwy/comb)

HYBRID & PLUG-IN HYBRID (PHEV)

ENGINE/TRANSMISSION/DRIVETRAIN (BOTH)

ENGINE Smartstream 1.6L turbo-GDI
alum/alum DOHC 16v 4-cylinder

HP/TORQUE (ICE) 180 hp / 195 lb-ft

COMPRESSION RATIO 10.5:1

TRANSMISSION 6-spd HEV gen-II auto

incl paddles and shift-by-wire

DRIVETRAIN HTRAC actv on-demand AWD

HYBRID MOTOR/BATTERY:

HYBRID STARTER/GENERATOR ..13 kW / 32 lb-ft

ELEC MOTOR 44.2 kW (59 hp) / 195 lb-ft

BATTERY Lithium-Ion Polymer 270V

CAPACITY/OUTPUT 1.49 kWh / 64 kW

TOTAL SYSTEM POWER 226 hp

MPG (hybrid) Blue 38/38/38 (city/hwy/comb)

..... SEL Conv/Ltd 37/36/37 (city/hwy/comb)

PHEV MOTOR/BATTERY:

ELEC MOTOR 66.9 kW (90 hp) / 224 lb-ft

BATTERY Lithium-Ion Polymer 360V

CAPACITY/OUTPUT 13.8 kWh / 88 kW

TOTAL SYSTEM POWER 261 hp

ALL-ELECTRIC RANGE 32 miles

ON-BOARD CHARGER 7.2 kW @240V

CHARGING TIME 1 hr 40 min

MPG (PHEV) 35 (comb) / 79 (MPGe)

SPECIFICATIONS

ALL MODELS

SUSPENSION F: MacPherson strut w coils,
gas shocks, stblzr bar;

R: multi-link, gas shocks, stblzr bar

STEERING motor-driven rack & pinion,
column-mounted

BRAKES F: 17" 325mm vented;

R: 16" 300mm solid

LENGTH / WHEELBASE 182.3 / 108.5 in

TURNING CIRCLE 38.6 ft

GROUND CLEARANCE fwd 7.1 in / AWD 8.3 in

TOW CAPACITY (w trailer brakes) 2000 lb

..... (w/o trailer brakes) 1650 lb

VARY BY MODEL

WHEELS / TIRES

..... (ICE, Blue hyb) 17x7.0J alloy / 235/65R17

(other hyb/PHEV) 19x7.5J alloy / 235/55R19

HEADROOM (F/R) (w/o sunroof) 40.1 / 39.5 in

(w sunroof, ICE) 38.3 / 39.5 in

(w pano sunroof, ICE) 38.1 / 39.0 in

(w pano snrf, hybrid/PHEV) 38.1 / 38.7 in

LEGROOM (F/R) (ICE) 41.4 / 41.3 in

(hybrid) 41.1 / 41.3 in

(PHEV) 41.1 / 39.5 in

CARGO CAPACITY (RANGE SAE-MAX)

..... (ICE) 38.7-41.2 / 73.8-80.3 cu.ft

..... (hybrid) 38.7-41.2 / 73.3-80.3 cu.ft

..... (PHEV) 1.9- tbd / 65.2- tbd cu.ft

WEIGHT (ICE) 3329-3651 lb

..... (hybrid) 3644-3752 lb

..... (PHEV) tbd

FUEL / CAPACITY (ICE) unl reg / 14.3 gal

..... (hybrid) unl reg / 13.7 gal

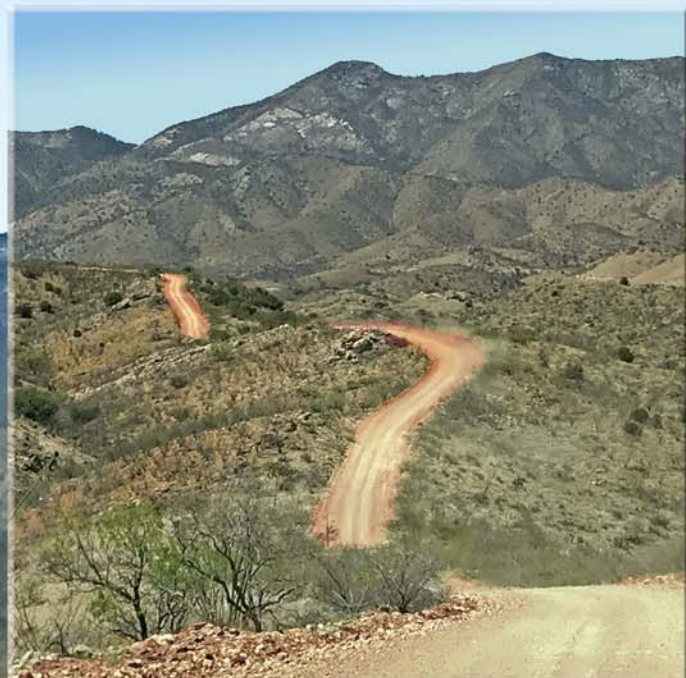
..... (PHEV) unl reg / 11.1 gal

our market, with a finger right on the pulse of American consumer tastes.

A decade or so back, Hyundai broke dramatic new ground with complex swooping, scalloped body surfaces, promptly influencing the industry as a whole. The 2022 Tucson's styling is every bit as dramatic, while heading in new directions with more straight-line 3D effects they call Parametric Dynamics, or we might (to blend cultures) call "origami meets Buckminster Fuller." This carries through every detail, with deep geometry present in every element of the grille, wheels, lighting, subset elements of lighting, and more. Headlights do an especially neat trick, doing double duty as elements of the 3D grille, disappearing when turned off, with a related disappearing act in the taillights. You will find plenty here to keep your eyeballs enthralled for a long time to come.

THE BUILD: The gen-four Hyundai Tucson's all-new platform has been engineered from the ground up with a longer wheelbase for North America and shorter overhangs, creating more occupant and cargo volume, while also optimizing space to accommodate any of the above powertrains, as well as a slated full battery-only EV version—and a fuel cell EV (FCEV) version, a powertrain oft-discussed by many, but which Hyundai has been one of the few to conquer.

Body structure continues to improve dramatically over the generations, with the new model boasting significant increases (and competitive advantages) in body rigidity for handling; noise, vibration and harshness for ride comfort (with improvements in everything from isolation and insulation, to windshield acoustics, wheel liners, even mirror gaps); and collision protection.



Hyundai HTRAC all-wheel drive is an option on every ICE trim level and is the exclusive solution on HEV and upcoming PHEV models. Its sophisticated system of sensors instantly and constantly reads speed at all four wheels, accelerator action and steering angle, involving four-wheel drive coupling from the engine, plus ABS/ESC (anti-lock brakes, electronic stability control) systems for optimized real-time active drive distribution back to each wheel.

Hyundai Tucson N Line sits roughly at the same level as next-to-top-trim SEL Premium (with Limited the top model), noted mostly for its sporty appearance upgrades (evocative of a full N performance model, an available build of Veloster but not Tucson at this point), notably trim details, sport seats, metal pedals and (non-performance-related but appropriate) Bose premium audio.

OUR DRIVE: This was our first new vehicle launch drive program since before the pandemic (we've had a couple of press group comparos in between). A fly-in event for most, it was befittingly based in Tucson, so we drove over.

The launch drive itself was a gem, inevitably including a bit of urban and suburban multi-lane traffic—a chance to experience its controls and safety and assist features—small towns and rural two-lanes including significant hills and twisties, and an exemplary 27-mile off-pavement stretch to show off its handling and control tech, as well as its weekend getaway chops. We drove the top ICE version first, a Limited AWD, then the HEV on the way back.

Notable in town was a long run of very rough pavement, more patches than surface, the kind where anybody would change lanes, but we stuck with it to see how the vehicle did—which was very well, a nice solid ride that transmitted conditions but not abuse, like a subtle massage. Impressive. Drive modes on this model included normal, sport, smart and snow—we settled into sport.

From six lanes down to four down to two and through a few small towns, we rolled into the foothills on Mt Lemmon's northern flanks. We were now in a bit of a train with several others, so we pulled off and let them get ahead, then opened it up. Through sweeping curves, tight turns and elevation changes, the powertrain was generally responsive, suspension and handling all the moreso, a very sporting drive from any vehicle, much less a compact utility.

We caught up with the group at a snack break station, where our gravel road drive would begin. We can see why they included such a significant stretch of dirt—about an hour or more—as the new Tucson has a great deal to show off here. While well maintained overall, the road offers plenty of opportunity to skitter or hop, or even to slide right off a cliff here and there, but the Tucson would have none of that, always ruggedly sure-footed, firm and holding tight. The HTRAC system can be kept very busy on a road like this, though its operation is totally transparent most of the time. We had one extreme patch

where we noted that it never lost traction, but we were aware of its heroics as it apportioned grip, which was actually kind of neat (but which we suspect most people would never even notice).

This is a great drive—from east of San Manuel, off South Veterans Memorial Boulevard to Black Hills Mine Road, through Bonita Canyon onto East Rosendo Road, in our case ending up at Arizona Zipline Adventures. Terrain reminded us of Colorado's foothills one minute, inland Southern California the next, wide open rolling ranches of Texas yet another, and of course Arizona the rest. With constant changes of scenery, curvature, ascent/descent, and the occasional abrupt cattle guard or one-lane ravine crossing built in, it was very well chosen by the trip planners and engineers.

We thanked our state for letting this even be a public road. This is a route where you obviously need to stay on your toes and be aware of all your drivetrain conditions. All this variety of terrain showed off not only the all-wheel-drive and traction systems, but also gearing. With this in mind, we caught ourselves thinking a manual transmission would be desirable for some of it, so we'd be able to pop it into our specific preferences of fixed combinations and be certain where we stood. We quickly realized, however, that this hearty eight-speed transmission (in the ICE model; HEV has a six-speed) had been doing far more shifting than we'd really want to do for that long in a manual, constantly adjusting to wildly varying conditions—all very transparently, itself quite an achievement. Yes, we might enjoy the heck out of a manual here for awhile, but maybe not for 27 miles.

We easily could have caught air in many vehicles at a number of particularly rugged spots, including some that could send you skating or flying right off a cliff, but riding atop the HTRAC system, we never lost our four gripping feet.

The new Hyundai Tucson is one rugged little



rough road driver, and this was just the great little rugged rough road to prove it.

It'd be great to try that same road in the hybrid sometime, to compare powertrain elements, but after lunch at Arizona Zipline, we took a shorter route to the paved roads back, this time in the HEV. Functional differences are a lack of auto start-stop defeat and an eco drive mode in lieu of normal as on the ICE build. We popped it into eco, in line with the hybrid's core philosophies, and headed home without giving that another thought.

COMING ATTRACTIONS: It's a busy time for Hyundai, with twelve new or significantly enhanced utilities arriving through this year. (One is the Hyundai Santa Cruz, dubbed a Sport Adventure Vehicle, which we were the first to see while in Tucson—see next feature.)

You'll find the ICE and HEV versions of the 2022 Hyundai Tucson rolling into dealers now, with the N Line following closely and the PHEV arriving a bit after that. They will surely catch your eye. ■



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Not a pickup

YET INEVITABLY COMPARED WITH 'EM

BY JOE SAGE

We had some indication that Hyundai would have a special treat for us during the recent Arizona-based launch of the new Hyundai Tucson. And, if so, we had some hopes it might be the long-awaited Hyundai Santa Cruz. On the evening following our drive of the Tucson, we were invited into a darkened room—no cameras—for a surprise. They did not disappoint, nor did the vehicle—after several years of our having a sizable crush on early sketches and executions, the final product is true to the concept and then some.

Built upon the same basis as the Tucson, Santa Cruz styling largely follows suit and speaks for itself. Most interesting, perhaps, is its format. As the pickup truck market overall and the midsize pickup market in particular see tremendous growth not only in sales, but in contenders, Hyundai has produced something decidedly different. To avoid being compared with Honda Ridgeline, itself a unibody (rather than cab-and-bed-on-frame) build that has openly tackled the pickup truck market, Hyundai Santa Cruz is actively pitched as “an entirely new category,” the Sport Adventure Vehicle. Don’t even waste time talking home-building, hay bales or horses—Santa Cruz is aimed at a market that is equal parts modern urbanite and active outdoor enthusiast. Get off work, go have fun, and if your fun gets muddy, dirty or wet, just toss it in the back.

This gets right to the point for a wide range of potential buyers, and the fact

that this machine is drop-dead gorgeous and well engineered can only help. Having made clear that this is not a pickup, Hyundai then does compare it with the trucks. And why not? Many shoppers inevitably will—and anyway, what else are they going to compare it with? It’s pretty much a standalone.

For starters, it’s not a midsize—it’s a compact, built on the same bones as the Hyundai Tucson (see preceding feature). Its smaller size is a bragging point, as they compare fundamental dimensions with midsize pickups (chart below). One place the Santa Cruz is “big for its size” is its wide shoulders and track—beefed up from the Tucson, not just for looks but for function, atop standard 20-inch or optional taller sidewall 18-inchers, either for varying degrees of off-road prowess. Santa Cruz’s turning circle of 40 feet curb-to-curb is the tightest in this category (the group they don’t officially inhabit), though Tacoma is very close—but Santa Cruz’s notably short overhangs give it a huge urban and wilderness tight handling advantage in wall-to-wall turning circle.

Santa Cruz styling echoes Tucson (or vice versa), with similar origami-geodesic sheet metal in some spots, headlights that vanish into the grille pattern when off, and so on. But it enters the world as very much its own new thing. ■

(inches)	SANTA CRUZ	TACOMA	RIDGELINE	FRONTIER
LENGTH	195.7	212.2	210.0	205.5
WIDTH	75.0	75.2	78.5	72.8
HEIGHT	66.7	70.7	70.3	70.1
WHEELBASE	118.3	127.4	125.2	126.0
BED LENGTH (upper/lower)	48.4/52.1	60.4	63.6	59.4
FOOTPRINT (sq.ft)	101.9	109.7	114.6	103.9



Popular for being popular?

Being famous for being famous started with the Kardashians, while being popular for being popular probably starts in grade school. Kia Telluride certainly wins a lot of awards. And this seems to lead to it being very popular. Or might it be the other way around?

Kia Telluride feels quite familiar by now, though it's actually quite new, introduced in spring 2019 as a 2020 model, with 2021 just its second model year (and with 2020 as the year that never was).

Right out of the gate and continuing through two calendar and model years, Telluride has taken top

trophies in a wide range of regional and market segment media comparo events, both off-road and on (several of which we drive and vote in, though we never say how we vote). It has been crowned SUV of the Year (sometimes CUV) or a Top 10 pick from pretty much all the major national magazines, comparative resource sites and several additional awards groups, and has bagged a range of awards for specific attributes (partial list at lower right).

If you've ever had someone take you to a movie, vacation spot, restaurant or anything else, saying this is the best ever and they can't wait to see how

you respond, you know the expectations game can boost your enthusiasm or it can disappoint. Despite our prior brief comparo drives, that was our starting point when we finally got our hands on this highly acclaimed vehicle for a full week.

We had no standout memories from our comparos, but were very aware of how high everybody else's expectations for this vehicle seem to be.

Telluride does do the things it wins awards for. But this is a segment full of serious competition—in everything from function to form to style to quality to value. Telluride hits the marks, but does it do them all best? Or somehow uniquely? We inescapably puzzled over this during our week.

Driven here is the top SX trim with all-wheel drive. (All trims have the same 291-hp 3.8-liter V6 and offer AWD.) The interior feels mainstream as a whole, while finishes are a cut above average.

The main differentiator of Telluride is its three rows (seating seven or eight, depending upon trim level), ample for a nominal though generous mid-size. Not some squeezed-in add-on, interior space is well engineered from concept to execution. Legroom is exceptionally plentiful in the second row and well above many in the third, with easy access. As for the SUV paradox of seats for most of the soccer team using up the space needed for their gear, even with all seats up, its 21-cu.ft cargo volume rivals a full-size sedan's trunk and will hold many soccer balls, uniforms and water bottles.

We noted solid acceleration and power, smooth lane changes, nice handling and tight turning, especially for a three-row, though we experienced noticeable lag through 90-degree surface street turns, which improves in sport mode.

Features that irritated us were fewer than average—the drive mode dial, for instance, could use stronger detents, wider spacing and clearer labeling in glare situations. Features that delight include its side blind spot cameras when signaling a lane change or turn. The Harman Kardon audio, as usual, provides great sound at notable value.

All in all, everything it does, it does well, but again—it is certainly not alone in this measure. We can see how people who've already heard or read its praises could settle their search with their first drive, though we spent our week comparing it with many other vehicles we're very familiar with, all of which offer quite a bit themselves.

As a pretty solid indicator that things can indeed be popular for being popular, our social media posts of the Kia Telluride drew larger than average responses, including from people who didn't already follow us, indicating that they have it keyworded. This in itself seemed to indicate that its reputation for popularity precedes it. ■



KIA TELLURIDE AWARDS SAMPLER

- ALG Design Innovation Award:
Overall Design and Execution
- Autotrader: Best 3-Row SUV
Best Interior Under \$50,000
- Car and Driver: Editors' Choice Award
10Best Award
- Car Connection: Best Family Car to Buy
- Edmunds: Top Rated SUV
- Hispanic Motor Press Foundation: SUV of the Year
- JD Power: APEAL Award: Upper Midsize SUV
- Kelley Blue Book: Best New Model
Best 3-Row Midsize SUV
Best Resale Value
- New England Motor Press Assn (NEMPA):
Winter SUV of the Year
- Midwest Automotive Media Assn (MAMA):
Family Vehicle of the Year
- Motor Trend: SUV of the Year
- Motorweek; Driver's Choice Best Large Utility
- North American Car of the Year (NACTOY):
Utility Vehicle of the Year
- Northwest Automotive Press Assn (NWAPA):
Best Mid- and Full-size Family Utility; and
Outdoor Activity Vehicle of the Year runner-up
- Rebelle Rally: 2nd Overall in X-Cross Class
- Texas AutoWriters Assn (TAWA):
CUV of Texas (top title trophy); and
Best Midsize CUV (Auto Roundup)
- Texas AutoWriters Assn (TAWA):
SUV of Texas (top title trophy); and
Best Midsize SUV (Truck Rodeo)
- Texas Motor Press Assn (TxMPA): Best SUV
- US News & World Report:
Best 3-Row SUV for Families
Kia Best SUV Brand
- Wards: 10 Best Interiors Award
- What Car: Large SUV of the Year
World Car of the Year Award

SPECIFICATIONS

ASSEMBLY.....	KMMG, West Point, Georgia
CONSTRUCTION.....	iso-structure steel unibody
SEATING.....	(SX) seven / three rows
ENGINE.....	3.8L GDI alum/alum Lambda-II DOHC w dual CVVT V6
HP/TORQUE.....	291 hp / 262 lb-ft
DRIVETRAIN.....	active on-demand AWD
TRANSMISSION.....	8-spd automatic
SUSPENSION.....	F: indep MacPherson struts, coils, stblzr bar; R: indep multi-link, stblzr bar
STEERING.....	column-mtd motor-drive pwr
BRAKES.....	dual-diagonal, split circuit: F: 13.4 vented; R: 12.0 solid
WHEELS / TIRES.....	7.5x20 alloy / 245/50 R20
LENGTH / WHEELBASE.....	196.9 / 114.2 in
TURNING CIRCLE.....	38.8 ft
HEADROOM (F/2/3).....	39.5 / 38.8 / 37.8 in
LEGROOM (F/2/3).....	41.4 / 42.4 / 31.4 in
CARGO CAPACITY.....	21.0 / 46.0 / 87.0 cu.ft
GROUND CLEARANCE.....	8.0 in
APPROACH / DEPART.....	17.0 / 20.0°
TOW CAPACITY.....	5000 lb
WEIGHT.....	4354-4482 lb
FUEL / CAPACITY.....	.87 oct reg / 18.8 gal
MPG.....	19/24/21 (city/hwy/comb)

BASE PRICE.....	\$44,090
INCL (SX AWD): 20" black alloy wheels, LED headlamps & fogs, fixed-glass rear sunroof, 2nd row captain's chairs, 12-way power driver's seat w memory (& mirror memory), Harman Kardon surround sound audio, surround view & blind-spot view monitor, fwd park distance warning, HomeLink.....	incl
SX PRESTIGE PKG (beyond SX trim level): 110V inverter, heads-up display, Nappa leather seat trim, premium cloth headliner & visors, heated/ventilated 2nd row seats, rain-sense front wipers.....	2300
TOWING PKG: hitch, self-level rear susp.....	795
CARPETED FLOOR MATS.....	210
CARGO COVER.....	155
DESTINATION CHARGE.....	1170
TOTAL.....	\$48,720

Pricing above is per our vehicle's sticker. Latest manufacturer stated pricing is:

2021 KIA TELLURIDE LINEUP

LX.....	8-passenger	
.....fwd.....		\$32,190
.....AWD.....		34,190
EX.....	8-psngr (7p opt)	
.....fwd.....		\$37,590
.....AWD.....		39,590
S.....	7-passenger	
.....fwd.....		\$34,590
.....AWD.....		36,590
SX.....	7-passenger	
.....fwd.....		42,490
.....AWD.....		44,390
DESTINATION CHARGE.....		1170

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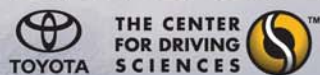
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GOOD DEEDS : 9TH ANNUAL FILL A FORD F-150 BOTTLED WATER DRIVE

Water: the gift of life

By Stephanie Jarnagan

Receive a half-off voucher to Hurricane Harbor Phoenix and a free medium coffee and classic donut at Valley-wide Dunkin' locations by dropping off a case of bottled water, May 7-23.

Ford Motor Company, Six Flags Hurricane Harbor Phoenix and Valley-wide Dunkin' locations have teamed up with The Salvation Army to launch the 9th annual Fill an F-150 Water Drive, taking place May 7 through May 23, 2021.

All 13 metro Phoenix-area Ford dealerships are collecting cases of water to support The Salvation Army and its Emergency Disaster Services program, which provides hydration, respite and safety information to those in need at heat relief stations in metro Phoenix on days with excessive heat warnings. According to Maricopa County Public Health, there were a record 207 confirmed heat-associated deaths in Maricopa County in 2020, with more cases still under investigation.

"The Salvation Army considers the scorching Arizona heat our natural disaster, so it is an Emergency Disaster Services response, and bottled water donations are vital to the effort," said Maj. David Yardley, The Salvation Army metro Phoenix program coordinator. "This water drive is just one of the many amazing ways Ford has supported the Army over the years, and we are also grateful to

Hurricane Harbor and Dunkin' for joining the cause this year. Tens of thousands of people will receive life-saving hydration because of this partnership."

Hurricane Harbor Phoenix will provide a half-off any day general admission coupon (good for up to six admissions and redeemable online) to each person who donates at least one case of water (standard 16.9 oz, 24 or more bottles) at any metro Phoenix-area Ford dealership. The discounted daily admission coupons are redeemable during the 2021 season.

In addition, Dunkin' will provide a coupon for one free medium coffee and one free classic donut redeemable through June 2021 (limit of one coupon per person; must donate one case of 24 or more bottles). Quantities for both offers are limited.

Ford's goal is to collect 150,000 bottles of water during the water drive in support of The Salvation Army. To date, the Ford Fill an F-150 Water Drive has collected approximately 750,000 bottles of water for The Salvation Army. Ford will jumpstart the drive with a \$20,000 grant in support of the water drive and other Salvation Army programs courtesy of Ford's Operation Better World Phoenix program.

Those interested in donating a case of water in support of the Fill an F-150 Water Drive may drop off water at any of the following 13 Valley Ford dealerships May 7 through May 23, 2021:

AutoNation Ford of North Scottsdale, Bell Ford, Camelback Ford, Chapman Ford, Earnhardt Ford, Jones Ford Buckeye, Larry H. Miller Ford Mesa, Peoria Ford, Robert Horne Ford, Rodeo Ford, San derson Ford, San Tan Ford, and Surprise Ford. ■



NEW BASELINE BENZ

BY JOE SAGE

We had a Mercedes-AMG GLA 45 in this slot on our schedule originally, until a last-minute rescheduling brought us this non-AMG GLA 250, instead. With an AMG GLB 35 also in this cycle, we had figured there'd be some dead-on comparison, though even that would not have been quite the case; both the AMGs are top of their line, but only because there is no AMG GLB 45, at least not yet. (The AMG GLA 35 and GLB 35 have a 302-hp "AMG-enhanced" engine; the AMG GLA 45 has a 382-hp "AMG handcrafted" engine.)

Instead of two top AMG compacts, this issue includes the base GLA (the least pricey of the less expensive two-row GLA) and the top GLB (the priciest of the more expensive three-row GLB), though for lack of a GLB 45, the GLA 45 is priciest of them all.

Most of all, this pairing lets us focus on the fact that the 2021 GLA is a completely new vehicle.

The prior GLA was unusual in that it was, beneath its skin, the same as the Infiniti QX30. For the two manufacturers, both of whom generally build on rear-drive-based platforms, the pair were also a

departure as being front-drive-based, though most GLA (and GLB) models are 4MATIC all-wheel-drive, with front-drive an option on the non-AMG model.

The GLA 250 remains the least expensive of not only this combined compact set, but of the entire 29-vehicle Mercedes utility lineup (reportedly soon to be thinned out, in line with a companywide and industrywide simplification trend).

The prior GLA was more like a European sport-back or shooting brake than an SUV. The new GLA has a completely new shape, more akin to the GLC and GLE (notwithstanding Coupe versions of some of those), which makes more sense.

The lineup also includes the big GLS, which has its own distinctive styling, as does the GLB, with its compact form accommodating three rows.

The GLE, GLC and now the new GLA tend more toward a papa-mama-baby bear style group. The E and C have had enough family resemblance to often make us check their badges in traffic, and the new A likely will, too. But it's a good move, as the overall set is so well executed and recognizable.

MERCEDES-BENZ & AMG GLA-GLB LINEUP

GLA (two-row compact)	
Mercedes-Benz GLA 250 (FWD)	221 hp\$ 36,230
Mercedes-Benz GLA 250	.....\$ 38,230
Mercedes-AMG GLA 35	302 hp\$ 47,550
Mercedes-AMG GLA 45	382 hp\$ 54,500
GLB (three-row compact)	
Mercedes-Benz GLB 250 (FWD)	221 hp\$ 38,050
Mercedes-Benz GLB 250	.....\$ 40,050
Mercedes-AMG GLB 35	302 hp\$ 49,500

All are 4MATIC unless noted as FWD

The new GLA, about three inches taller than the prior model, provides both a higher seating position and more headroom. It's a half inch shorter in length, yet adds rear legroom, while also increasing both rear seatback and cargo flexibility.

Starting at just \$36,230, we liked its relative simplicity. Even in a less expensive size, there's no Mercedes-Benz that's any slouch in quality, features and finishes (all of which exceed much pricier models from any brand not that long ago).

The value equation continues with lower than expected prices on options and packages. The premium package (see sidebar) is a great example, notably including dual-10.25-inch displays (binna-cle info and center stack functions, integrated into one clean, superwide panel overall)—a setup in-



Prior GLA



GLC



GLE

troduced on larger Benzes a few years ago with larger screens, here scaled down impressively.

Maybe we had our appetite set for the 382-hp AMG 45, but the GLA 250's 221 horses did not seem all that powerful in aggressive situations. Modes are simple—eco, comfort, sport and individual, each adjusting variables for engine, steering and electronic stability control. We popped it into sport, as we often do, which seemed to tighten up handling and gave the engine and exhaust a bit more growl, though power seemed the same.

Our sample's 18-inch wheels are smaller than many these days, meaning they have taller sidewalls, which traditionally would lead to a more compliant ride—except that these are run-flats (common in smaller vehicles, as even space-saver spares take up space). We felt bumps and seams in the pavement more firmly than expected, in any

drive mode, but suspect tires could change this.

Regardless of modes or settings, the GLA turns on a dime, a specification that always puts a smile on our face, feeling easily five feet tighter than its stated 37.4 feet (which it may well be, as that's a wall-to-wall rather than curb-to-curb spec).

Each of the four GLA models makes its mission clear through the pricing stairstep: start with the simplest; add two grand for AWD; then a choice of two levels of higher performance and build in two AMG models. And if you like the AMG for style, but can't budget its performance, there is also an AMG Line package for the GLA 250.

The lineup's alphabet continues from there, and the sky's the limit. But right here at the start of the chart, this small model delivers deep and complete Mercedes-Benz look, feel and features, and that has plenty of appeal. We liked it. ■

SPECIFICATIONS

ASSEMBLY	Rastatt, Germany
ENGINE/TRANSMISSION	Germany
ENGINE	2.0L inline-4 turbo 16v alum alloy
COMPRESSION RATIO	10.5:1
HP/TORQUE	221 hp / 258 lb-ft
ZERO-TO-60 / TOP SPEED	6.8 sec / 130 mph
DRIVETRAIN	FWD (AWD avail, \$2k)
TRANSMISSION	8G-DCT 8-spd dual-clutch
SUSPENSION	F: indep MacPherson strut w coils, dbl-tube shocks & tubular torsion bar; R: indep trailing link w coils, dbl-tube shocks & tubular torsion bar; rear axle mounted to isolated subframe
STEERING	speed-dependent electro-mechanical rack & pinion
BRAKES	hydraulic dual-circuit X-config, adaptive brake control, rear axle combines floating caliper w elec parking brake (other info tba)
WHEELS	std 6.5x18 5-twin-spoke, black
TIRES	215 / 65 R18
ROWS / SEATS	2-row / 5-passenger
LENGTH / WHEELBASE	173.6 / 107.4 in
TURNING CIRCLE	(wall to wall) 37.4 ft
HEADROOM (F/R)	39.0 / 38.0 in
LEGROOM (F/R)	41.0 / 38.0 in
CARGO CAPACITY	15.4 / 50.5 cu.ft
GROUND CLEARANCE	5.2 in
WEIGHT	3384 lb
FUEL CAPACITY	12.7 gal
MPG	25/34/28 (city/hwy/comb)

BASE PRICE \$36,230

INCLUDES:	power front seats w/ lumbar & memory, split-fold rear seats, rain-sense wipers, keyless start, dual-zone auto climate, Apple/Android, Bluetooth, Mercedes me connect services w free trial, LED headlamps & taillamps, power liftgate.....included
HEATED FRONT SEATS	500
PREMIUM PKG:	10.25" center display, 10.25" digital instrument cluster, keyless-go, auto-dim rearview and driver's side mirrors w power fold-in.....1750
INTERIOR AMBIENT LIGHTING,	64-color.....310
MULTIMEDIA PKG:	nav, nav services incl map updates for 3 years, MBUX augmented reality for nav, speed limit assist.....1295
SIRIUSXM with free trial period	460
USB-C ADAPTER CABLE	25
DESTINATION CHARGE	1050

TOTAL \$41,620

Mercedes-Benz GLA and its family evolution: at left, the new GLA (2021 GLA 250); above, left to right, the prior GLA (2015 GLA 250), current GLC (2020 GLC 300) and GLE (2020 GLE 450).

New 2021 Mercedes-Benz GLA 250



'A-B' COMPARISON WITH SOME 'S' THROWN IN

BY JOE SAGE

GLA and **GLB**, Mercedes-Benz's two compact utility offerings, share much in terms of sizing and pricing. The biggest distinguishing feature between the two is GLB's third row, a rarity among compacts, though our sample is the two-row.

Third row aside, Mercedes describes the GLA as tending toward sporty looks and lifestyle, the GLB toward function and space. The GLA's style is more like the in-between-sized GLC and GLE, especially the coupe versions offered on some variants.

GLB's name and smaller size might also evoke the B-Class, a global model we sometimes see up from Mexico, but they're basically unrelated.

GLB may be the closest they've come to a "baby GLS," a compact version of their longstanding full-size utility. An earlier GLK (photo, upper right) had been intended as exactly that (when the big one was simply GL). GLK was discontinued in 2015, with the GLC (new as a 2016 model) declared its successor by some at the time, while GLB arrived in 2019. Now that they're all here, GLB strikes us as a more direct successor to GLK. Not that it matters, but it gives insight into what may appeal to you the most today, and perhaps why.

In key ways, GLA and GLB are far more similar than a first look might suggest. Comparisons and tradeoffs abound between GLB and GLA, and between the GLB two- and three-row variants. Both are front-drive-based, unusual for Mercedes-Benz, though most have 4MATIC all-wheel drive.

GLB is a foot longer than the GLA, on a wheelbase four inches longer. Its turning circle is almost four feet larger. GLB has roughly an inch and a half more headroom. Legroom is virtually the same on the GLA and two-row GLB, while a three-row GLB sacrifices some second row legroom for its third row (geared toward the kids, at 29.1 inches).

A wild card: GLB's wheelbase is actually about four inches longer than the larger GLC, though its overall length is nine-tenths of an inch less.

Overall cargo volume for the GLB two-row is 12 cu.ft or so more than the GLA, but this drops several cubic feet in a GLB three-row, as seats take up space when dropped (and leave just 5.1 cu.ft when up). GLA has almost a half-inch more ground clearance and is about 500 to 600 pounds lighter, while the GLB has a 3.2-gallon larger fuel tank.

Another note: while both are built in fully Ger-

MERCEDES-BENZ & AMG GLA-GLB LINEUP

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Mercedes-Benz GLB 250\$ 40,050
▼ Mercedes-AMG GLB 35	302 hp\$ 49,500

All are 4MATIC unless noted as FWD

man-engineered and -machined facilities, the GLA is assembled in Germany and the GLB in Mexico.

Of fully 29 utilities in the wider Mercedes-Benz lineup, GLA and GLB together comprise a set of seven at the base of the matrix, by price (with overlap throughout the full family, e.g. AMG models of GLA and GLB cost more than non-AMG models of GLC, ditto GLC to GLE, and so on up the ladder).

GLA and GLB pair up across the board, 250 to 250, AMG 35 to AMG 35 (see chart), with one glaring exception: there is an AMG GLA 45 with a 382-hp handcrafted AMG engine, but there is no parallel AMG GLB 45 model. The front-drive GLA 250 (also in this issue) is the base model of all 29 and of the GLA-GLB subset, while although any GLB is priced about two grand higher than the corresponding GLA, the lack of an AMG GLB 45 makes this AMG GLB 35 kind of the top dog and kind of not.

(Note that Mercedes-Benz recently announced they will be simplifying their entire lineup.)

GLB buyers will be driven to the model either by its third row and cargo volume, or its style (however you interpret their effort to distinguish the two, looks are a tossup). Compared with GLA, you gain or lose incremental differences in specs, but GLB's tendency toward GLS little-brotherhood means you get a decent share of the prestige and utility of the GLS for somewhere around just half its price.

We put the AMG GLB 35 through many miles—freeways, local streets, and a back-way two-lane run to Tucson. Its 302-hp "AMG-enhanced" engine was smoothest on freeways and open roads (we didn't even particularly bother with drive modes), more of a busy gear-churner in traffic, regardless of mode. Perhaps the transmission is better matched to the 382-hp "handcrafted AMG" engine on a GLB 45, if there were one, or GLA 45. We may have time with the latter soon and can report back on this.

In daily use, GLB's maneuverability and tidy parking footprint are very welcome, while its added height is great for a tall person's ingress and egress.

The Mercedes-Benz GLB family delivers just as it intends: great utility at considerable value. Add a layer of AMG, and it delivers some decent performance. The more we drove it, the more our perceived experience continually improved.

Of course, we wouldn't mind seeing an AMG GLB 45 added to the lineup at some point. ■



Mercedes-Benz GLB family evolution: above upper: the prior 2009 GLK 350; above lower, the current 2021 GLS 580; at left, the new 2021 AMG GLB 35.

SPECIFICATIONS

ASSEMBLY	Agua Calientes, Mexico
ENGINE/TRANSMISSION	Germany
ENGINE	AMG-enhanced 2.0L turbo inline-4, 16v, aluminum alloy
COMPRESSION RATIO	10:1
HP/TORQUE	302 hp / 295 lb-ft
ZERO-TO-60 / TOP SPEED	5.1 sec / 155 mph
DRIVETRAIN	AMG Performance 4MATIC variable AWD
TRANSMISSION	AMG Speedshift DCT 8G dual clutch; paddle shifters
SUSPENSION	F: indep MacPherson strut w coils, dbl-tube shocks & tubular torsion bar; R: indep multi-link w coils, single-tube shocks & tubular torsion bar
STEERING	speed-dependent electro-mechanical rack & pinion
BRAKES	F: 13.8; R: 13.0 (other info tba)
WHEELS	std 8.0x19 cast
TIRES	235 / 50 R19
LENGTH / WHEELBASE	183.1 / 111.4 in
TURNING CIRCLE	(wall to wall) 41.0 ft
ROWS/SEATS	2-row, 5-passenger (3/7 avail)
HEADROOM (F/R)	40.7 / 39.3 in
LEGROOM (F/R)	41.4 / 38.1 in
CARGO CAPACITY	27.0 / 62.0 cu.ft
GROUND CLEARANCE	4.8 in
WEIGHT	(5-passenger) 3871 lb
FUEL CAPACITY	15.9 gal
MPG	21/26/23 (city/hwy/comb)

BASE PRICE \$49,500

INCLUDES:	twin 10.25" touchscreens, Apple/Android, Bluetooth, ambient lighting, power front seats w lumbar & memory, split-fold rear seats, rain-sense wipers, keyless-start, dual-zone auto climate, Mercedes me connect services w trial, power liftgate, 115V AC power outlet.....included
PAINT:	Galaxy Blue Metallic .....720
INTERIOR:	Titanium Grey/Black leather .....1450
AMG NIGHT PKG:	front splitter, grille trim & louvers in outer air intakes, AMG side panel inserts, beltline & window line trim strips in high gloss black, exterior mirror covers and tailpipe trim in black .....750
WHEELS:	20" AMG twin 5-spoke, matte black .....1050
EXTERIOR LIGHTING PKG:	active LED headlamps, adaptive highbeam assist .....900
STEERING WHEEL:	AMG performance steering wheel in Nappa leather .....400
PREMIUM PKG:	Keyless-Go, hands-free access, auto-dim rearview and driver's side mirrors, power fold-in side mirrors .....800
AMG DRIVE STEERING WHEEL BUTTONS	.....400
HEATED/VENTED FRONT SEATS	.....950
PANORAMA SUNROOF	.....1500
MULTIMEDIA PKG:	MB nav, nav services incl map updates for 3 years, MBUX augmented reality for nav, speed limit assist .....1295
AUDIO:	Burmester surround sound .....850
SIRIUSXM	w free trial period .....460
WIRELESS CHARGING	.....200
USB-C ADAPTER CABLE	.....25
DRIVER ASSISTANCE PKG:	active brake assist w cross-traffic, Distronic active distance assist, active steering assist, evasive steering assist, active blind spot assist, active lane keeping assist, active emergency stop assist, Pre-Safe Plus, route-based speed adaptation, extended restart in stop-and-go traffic1700
DESTINATION CHARGE1050
TOTAL	\$64,000

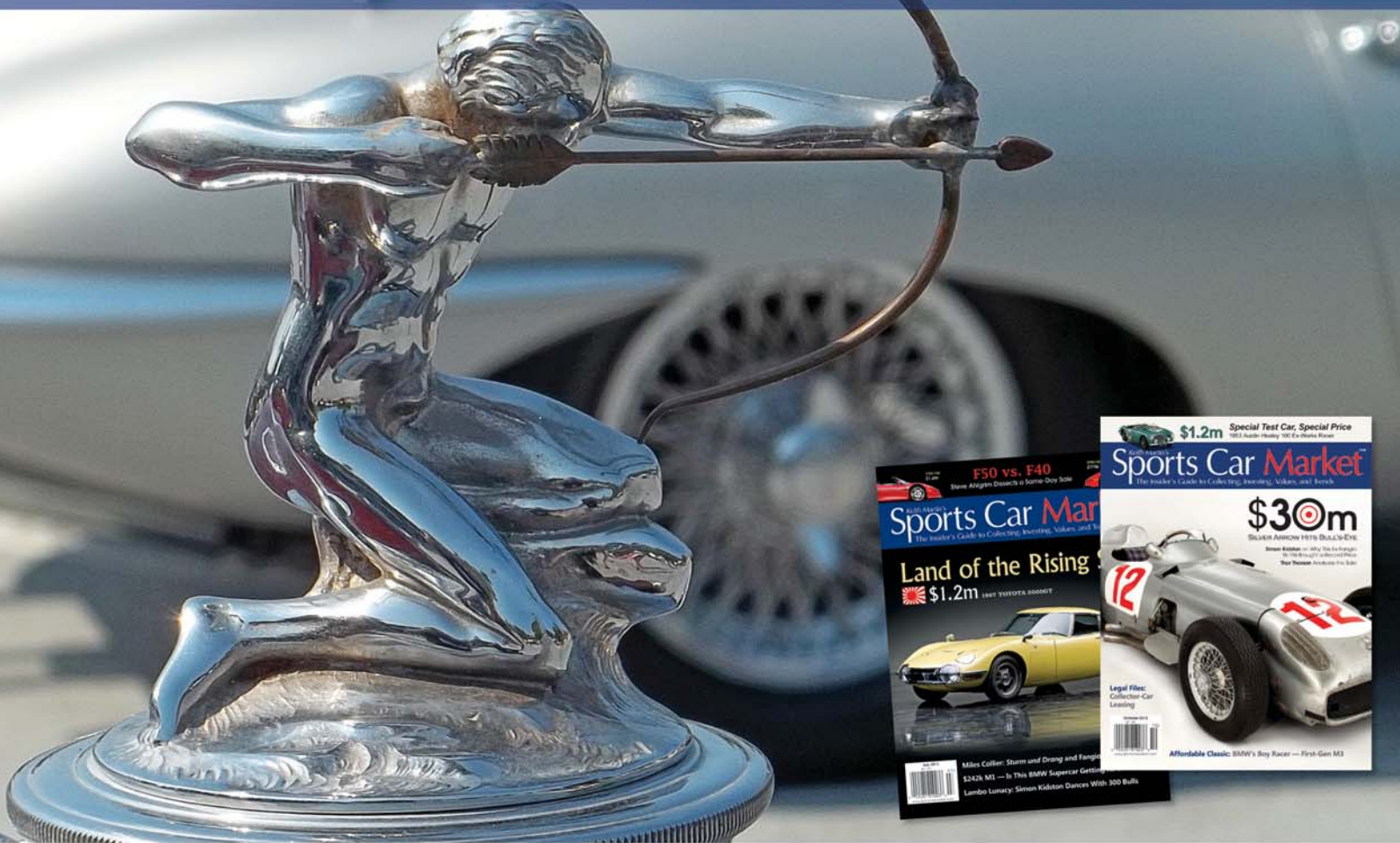
2021 Mercedes-AMG GLB 35

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SPECIAL EVENTS : MONTEREY AND PEBBLE BEACH 2021

To mark its 70th Celebration, postponed last year, the 2021 Pebble Beach Concours d'Elegance will feature a wide array of past Best of Show cars and all past overall Road Race winners. Featured class is Carrozzeria Pininfarina, and the Tour will showcase these designs in motion. Additional features include Talbot-Lago Grand Sport, Porsche 917, Early Electric Cars, Iso Rivolta, Miller and La Carrera Panamericana—and another surprise or two.

As always, it's a busy week or two. Here are dates (as of now)* for related events:

MONDAY, AUGUST 2 - WEDNESDAY, AUGUST 11
Pebble Beach Motoring Classic

FRIDAY, AUGUST 6
Monterey Car Week Kick-Off

SUNDAY-MONDAY, AUGUST 8-9
Monterey Pre-Reunion

MONDAY, AUGUST 9
The Porsche Monterey Classic

MONDAY-WEDNESDAY, AUGUST 9-11
Automobilia Monterey Expo

MONDAY-THURSDAY, AUGUST 9-12
Worldwide Auctioneers

TUESDAY, AUGUST 10
Classic Motorsports Kickoff Cruise-In
Concours on the Avenue

WEDNESDAY, AUGUST 11
McCall's Motorworks Revival
Little Car Show
Prancing Ponies Car Show

THURSDAY, AUGUST 12
Pebble Beach Tour d'Elegance Pres. by Rolex

THURSDAY-SATURDAY, AUGUST 12-14
Pebble Beach Classic Car Forum
Russo and Steele
Mecum Auto Auctions: Muscle Cars & More

THURSDAY-SUNDAY, AUGUST 12-15
Rolex Monterey Motorsports Reunion
Pebble Beach RetroAuto

FRIDAY, AUGUST 13
The Quail, A Motorsports Gathering
Bonhams Quail Lodge Auction
Legends of the Autobahn
Pacific Grove Rotary Concours Auto Rally
Werks Reunion

FRIDAY-SATURDAY, AUGUST 13-14
Gooding & Company Pebble Beach Auctions
RM Sotheby's Monterey

SATURDAY, AUGUST 14
Concorso Italiano
Exotics on Broadway
Concours d'LeMons
Annual Ferrari Owners Club Gathering

SUNDAY, AUGUST 15
Pebble Beach Concours d'Elegance

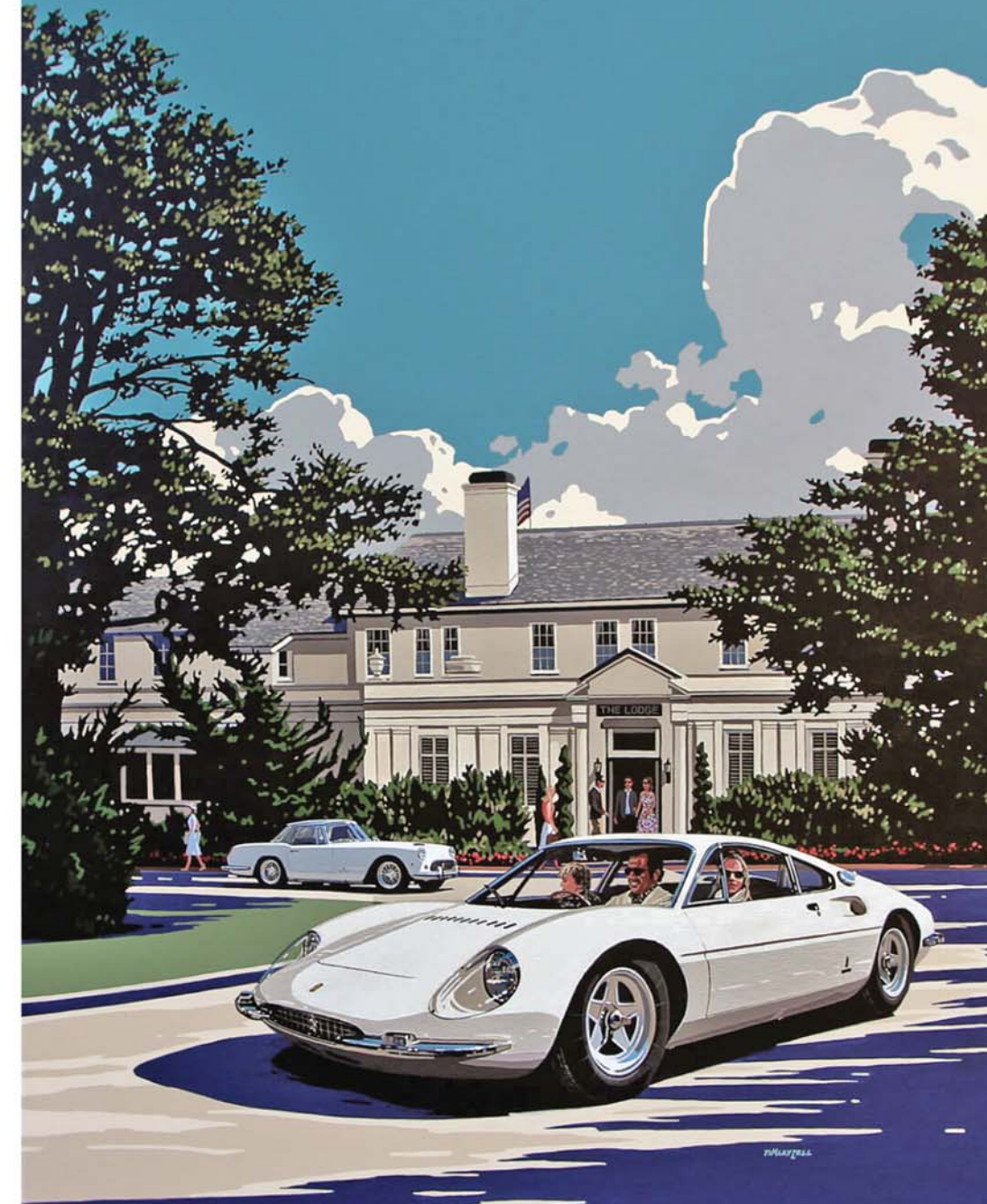
POSTPONED: Carmel Mission Classic

*To confirm the most current dates and to find the latest general information, visit:

www.pebblebeachconcours.net
www.whatsupmonterey.com

70th Pebble Beach Concours d'Elegance and Monterey Car Week

The 2021 Pebble Beach Tour d'Elegance poster, painted by Tim Layzell, features the innovative Ferrari 365 P "Tre Posti," in celebration of the 2021 Pebble Beach Concours d'Elegance featured class, 90-plus years of Carrozzeria Pininfarina.



ADD-ONS ADD UP NICELY

BY JOE SAGE

The Kia X-Line treatment adds aggressive sportiness (or in their words, visual and performance excitement) to various models. We had previously spent a week with the urban-oriented 2020 Kia Soul X-Line in spring of 2019. This model receives 18-inch wheels, body cladding and overfenders, foglights, X-Line badging and other details.

The Kia Sorento X-Line is built atop the turbo-charged SX Prestige top trim of this three-row SUV, already bearing 20-inch wheels, a 12.3-inch digital cluster, high-end perforated/embossed leather, 12-speaker audio and other upgrades. To this, they add a rugged bumper with molded-in dark Hyper Silver skid plates, dark Hyper Silver mesh grille, matte black and chrome wheel arches and lower door trim, a matte and gloss black bridge-type roof rack atop a panoramic roof, 10-way adjustable power passenger seat with 2-way lumbar support, and notably 1.3 inches of additional ground clearance atop 20-inch alloy wheels, with greater approach, departure and breakover angles, while making all-wheel drive and snow mode standard. Other specifications and build details are the same as SX

Prestige (or in most cases the full Sorento lineup), including 2000-lb tow capacity or 3500-lb with an optional towing package.

Two front-drive-only hybrid models aside, Kia Sorento is available across five trim levels as a front-driver or with all-wheel drive. AWD will add \$1800 to any, with one deviation: the top-of-the-line SX Prestige as a front-driver becomes an SX Prestige X-Line as its AWD parallel (the model we are driving here) and is priced \$2000 higher, equating to all those X-Line add-ons increasing the price by just \$200 on top of the AWD difference. As long as you're shopping at the top end of the lineup, this is unquestionably a phenomenal value.

Sorento itself is new for 2021, its fourth generation (third as a unibody). Originally due to be revealed at the Geneva Motor Show, which was cancelled in the early stages of pandemic lockdowns, it became one of the first vehicles adapted to an online reveal. Our first in-person exposure was with the EX Hybrid, featured in our prior issue.

Beyond a bold implementation of the brand's latest styling cues, the three upper trims, including

our X-Line, feature a new engine—a 281-hp 2.5L turbo with 311 lb-ft of torque, mated to a segment-exclusive 8-speed wet clutch dual-clutch transmission (DCT), promising equally responsive shifts in town or on a challenging mountain highway.

We gave that last claim a solid run for its money. With the possibility of driving this to Texas (see our next issue), we had lined up the Sorento X-Line for two full weeks, double the usual. We picked it up in the southeast Valley, heading back toward our offices via urban I-10. Here, we hit a significantly rough patch almost right away and noted that both ride comfort and solid road feel were intact, with just the right combination of firmness and give. (At this point, although we also had air tickets, a 2500-mile round-trip Texas drive gained great appeal.) We ultimately hit hundreds of miles of freeways, city grid and open roads right here at home, generally in sport mode as a matter of course, noting the shift pattern was perfectly matched through a wide variety of conditions—tight freeway maneuvers, ramp acceleration, pause-and-go corner turns, green lights from a dead stop on hills and much more. Most automatic shifts let us down in one of these, but we were consistently impressed. Kudos to Kia also for a conventional PRND shift lever.

If you have weekend adventure in your bones, the X-Line's style and stance are bound to tickle your impulses. Our sample's beautiful Aruba Green paint—kind of a deep Army green meets show car metallic—seems to just beg for some time in the woods. Despite its lifted stance, this is no intense off-roader, especially with its 20-inch wheels, but with advanced all-wheel drive, it's more than capable on gravel roads to your favorite camping spot.

We took it on just such a drive, one direction with four-wheel lock off, one with it engaged. We scrambled up a good rough climb with its all-wheel drive in automatic, where we were aware of its grip-seeking efforts, though it always succeeded. (If this is your lifestyle, you may want more aggressive treads.) Between ascent and descent, we had to do a tight turnaround with zero forgiveness in every cliff-hanging direction. This was a familiar location for us, but the Sorento's top, front and rear camera views let us perform it as probably a five-point turn instead of a nine. Nice. On the return, with four-wheel drive locked in, the system created an even more sure-footed beast.

Though we're tall, the Sorento is right-sized and a tidy handler around town, too, achieving divided boulevard U-turns inner-lane-to-inner-lane.

Lower trims seat seven, while upper trims seat six, with captain's chairs for row two. Third row



access is particularly welcoming. The SX Prestige X-Line's top tier leather interior is rich but refreshing, clean and attractive, all the moreso with this sample's stunning Rust interior package, one of the few add-ons, just \$200 very well spent.

For more passenger and cargo space, or for towing up to 5000 lb, Kia offers the Telluride (also in this issue), with familiar tradeoffs in handling and parking, weight, fuel mileage, and purchase cost.

We had endlessly heard in advance how much we should like the Kia Telluride, which has won a range of awards and accolades as a newcomer. As Kia Sorento has been around for twenty years (and consistently the top or one of their top sellers), we hadn't been bombarded by people telling us how much we were expected to like the Kia Sorento SX Prestige X-Line. But we did like it. A lot. ■

SPECIFICATIONS

ASSEMBLY	.....KMMG, West Point, Georgia
ENGINE / TRANSMISSION BUILD	...US / S.Korea
ENGINE	....2.5T turbo 16v GDI+MPI 4-cylinder
COMBUSTION RATIO	.....10.5:1
HP/TORQUE	.....281 hp / 311 lb-ft
DRIVETRAIN	.....AWD
TRANSMISSION	.....8-spd automatic
ZERO-TO-60 / TOP SPEED	.....7.6 sec / 131 mph
BRAKE PERFORMANCE (60-TO-ZERO)	.....132 ft
SUSPENSION	.....F: MacPherson strut; R: multi-link
STEERING	.....column-mtd motor-driven pwr
BRAKES	.....F: 12.8 vented; R: 12.0 vented
WHEELS / TIRES	.....8.5Jx20 / 255/45R20
LENGTH / WHEELBASE	.....189.0 / 110.8 in
TURNING CIRCLE	.....37.9 ft
GROUND CLEARANCE	.....8.2 in
APPRCH/DEPART/BRKOVER	.....18.4 / 23.3 / 18.6°
ROWS / SEATS	.....three rows / 2/2/2
HEADROOM (F/2/3)	.....40.3 / 39.1 / 36.8 in
LEGROOM (F/2/3)	.....41.4 / 41.7 / 29.6 in
CARGO CAPACITY	....12.6 / 38.5-45.0 / 75.5 cu.ft
WEIGHT	.....3931-4120 lb
TOW CAPACITY	.....2000 lb (with pkg, not on ours) 3500 lb
FUEL CAPACITY	.....17.7 gal
MPG	.....21/28/24 (city/hwy/comb)

BASE PRICE

X-LINE AWD INCLUDES:	20" matte finished alloy wheels, X-Line front & rear fascias, matte trim accents, X-Line roof rails, leather seat trim, heated/vented front seats, heated steering wheel, aluminum sport pedals, auto-dim rearview mirror, Bose premium audio, surround view monitor, blind-spot monitor, 12.3" digital instrument cluster, forward/reverse parking distance warning, reverse parking collision avoidance assist.....incl
PAINT: ARUBA GREEN	.....nc
X-LINE RUST (COLOR) INTERIOR PKG	.....200
CARPETED FLOOR MATS	.....210
CARPETED CARGO MAT w/seat back protection	.....115
DESTINATION CHARGE	.....1170
TOTAL	.....\$44,285

2021 KIA SORENTO LINEUP

2.5	LX	.....fwd	\$29,390
		.....AWD	31,190
S		.....fwd	31,890
		.....AWD	33,690
1.6T Hybrid	S	.....fwd	\$33,590
	EX	.....fwd	36,590
2.5 Turbo	EX	.....fwd	\$34,990
		.....AWD	36,790
	SX	.....fwd	37,990
		.....AWD	39,790
	SX Prestige	.....fwd	40,590
	SX Prestige X-Line	.....AWD	42,590



THE INSIDE TRACK: BRIEFS & RUMORS

Bill and Ted's Excellent Porsche Adventure



▼ **Porsche** enthusiasts and good friends Keanu Reeves and Alex Winter embarked on a road trip in Southern California that would be a test of nerve, skill and, most profoundly, the new Porsche Taycan Turbo electric sports car. A series of challenges ensue that test both friends to their limits, each on closed roads. The eight-minute film, *Going the Distance*, premiered on the Porsche YouTube channel. Throughout the film, Reeves and Winter are given challenges by an all-star cast. Racer and stunt driver Tanner Foust makes a guest appearance during the first stop in the film giving Reeves and Winter the chance to experience the thrill of Launch Control in a Taycan Turbo on a closed course road. The two accept their subsequent challenge with Porsche factory race driver Patrick Long: a two-mile hill climb up the Pacific Coast Highway following a 918 Spyder supercar. They then round out their experience on the Porsche Experience Center Los Angeles track, attempting to outdo the Taycan's drift record. The challenges were performed under supervision of professional drivers on closed course. Taycan Turbo is at the core of the Taycan lineup, capable of accelerating from a standstill to 60 mph in just three seconds. Equipped with four wheel drive and twin electric motors, it has a combined 670 hp. The Taycan is available to be tested to its limits on track at Porsche Experience Center Los Angeles and Atlanta. More information on the program can be found at www.porschedriving.com.

▼ **Volkswagen** has a long history of developing powertrains with performance, technology, efficiency and design very specific to a situation. Such was the case in the late 1990s when VW offered its "W" engine in a series of concept supercars before it came to prominence in a multitude of Bugatti and Bentley production models. W engines were later optional in a handful of Volkswagen and Audi models in that

Volkswagen W engine

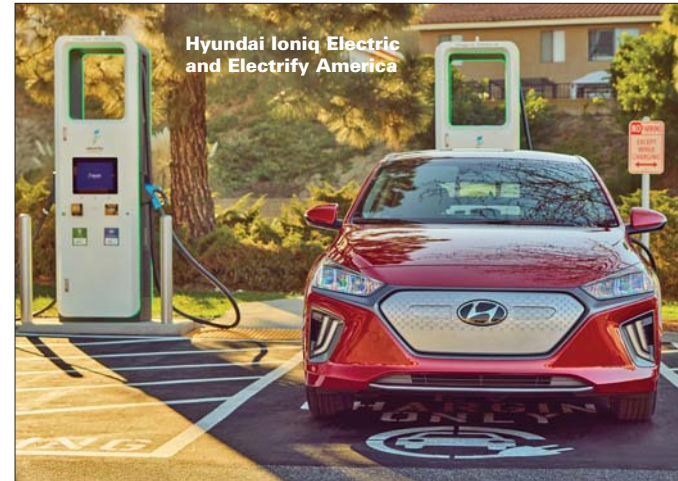


era as well. The most unusual of these may have been the W8-equipped Passat, available from 2001-2004. The initial W engine, conceived in 1997 by Volkswagen AG then-CEO Ferdinand Piëch, was a giant 18-cylinder unit, comprising three VR6 six-cylinder banks configured in a tilted "W" format. The W18 debuted in a concept from recently-acquired Bugatti in 1998, but the practical intent of the engine's architec-

ture was to offer compact, powerful alternatives to larger V6 and V8 engines. With the W16 that arrived with Bugatti Veyron and the W12 that would revive Bentley, W engines proved viable in the market, and Volkswagen looked to bring smaller iterations to its own lineup. The design of the W8 engine saw two narrow-angle 15-degree VR4 cylinder blocks arranged on a common crankshaft at an angle of 72 degrees (imagine two Vs joined at their apexes). The resulting 4.0-liter W8 produced 275 horsepower and 273 lb-ft of torque at 2,750 rpm. More importantly, thanks to its small package, the W8 could be mounted transversely under the hoods of predominantly front-wheel-drive cars. Passat might at first seem an unlikely choice for the unusual W8 engine. But, at just 16.5 x 28 x 26.9 inches, the W8 fit neatly into its engine bay, which until then could only accommodate up to a V6 engine. The late '90s was a time of growth for Volkswagen, and Piëch sought to ride the wave into higher-end market segments. While this push obviously included the acquisition of Bugatti and the revival of Bentley, it also

meant making an effort at taking Volkswagen itself upscale. An eight-cylinder Passat gave the company a way to compete with higher-end, higher-horsepower luxury sedans while still presenting itself as a value buy. VW announced the W8 Passat as "a bridge into the luxury sector...high performance and quality in a subtle and affordable package." Nonetheless, the big VW Phaeton soon followed.

▼ Boosting its commitment to accelerate mainstream adoption of electric vehicles, **Hyundai** Motor America is providing owners of 2021 Kona Electric and Ioniq Electric models with 250 kilowatt-hours of compli-



mentary charging on **Electrify America's** ultra-fast charging network. Customers can access their complimentary charging via the Electrify America mobile app, which also help drivers find and navigate to an Electrify America station and to initiate a charging session. 250 kWh equals about 1,000 miles of EPA-estimated range in a 2021 Hyundai Kona EV or Ioniq EV. Electrify America has more than 2,400 ultra-fast chargers across the US, with stations conveniently located along major routes and strategically placed in metro areas near shopping, banking and dining amenities. Each station has from three to ten individual DC fast chargers to accommodate multiple vehicles. The chargers utilize the fastest technology available today—with speeds of up to 150 kW and 350 kW for capable vehicles—to help charging time. Since Electrify America installed its first charging station in May 2018, they have on average added four stations per week—96 percent of the US population lives within 120 miles of an Electrify America charger.

▼ A very special RAV4 Hybrid recently rolled off the line at **Toyota's** largest plant worldwide—Toyota Motor Manufacturing Kentucky (TMMK) in Georgetown KY—the 13th millionth vehicle assembled at the plant since production started in 1988. Best known for producing Toyota Camry and Avalon, TMMK began production of the RAV4 Hybrid in January 2020 as the result of multiple investments by Toyota, totaling over \$1.5 billion since 2017, part

of a larger commitment by the company to invest over \$13 billion in its North American manufacturing operations from 2017 to 2021—a goal that was reached a year early while creating over 6,500 jobs. The

1,300-acre Georgetown campus, Toyota's first plant in North America, represents an \$8 billion investment and employs over 10,000 Kentuckians. It is also home to a powertrain facility on track to reach its own milestone this year, producing its 13 millionth engine. Toyota has claimed the spot as leading manufacturer of alternative-powered vehicles by sales in the US for 21 consecutive years. By 2025, their goal is to have 40 percent of new vehicle sales be



electrified models, and by 2030 expects that to increase to nearly 70 percent. 2021 is a year full of milestones for the automaker. In February, the company celebrated its 30 millionth North American-produced vehicle—a Toyota Sienna built at its Princeton, Indiana plant. Later this year, Toyota Kentucky will celebrate its 35th anniversary and the production of its 10 millionth Camry.

▼ **Parkopedia** has launched the production version of its indoor mapping technology for in-vehicle navigation use, based on high-definition 3D models of indoor



parking facilities where GPS signal is typically restricted. These present many challenges for drivers: navigation system blackouts, finding their vehicle as parked, or locating vital services such as EV charging stations, a key area of focus for car manufacturers in appealing to new EV buyers. Parkopedia also has its eye on automated valet self-parking. For drivers, indoor mapping technology means end-to-end, uninterrupted navigation to available parking

UPCOMING FEATURES

2021 Dodge Durango SRT Hellcat



2021 Ford Mustang Mach-E EV



2021 Honda Ridgeline



2021 Hyundai Veloster N



Specialty and personalized plates primer



How freeway interchanges and HOV lanes evolve



Global YouTube sensation Sarah-n-Tuned of Tucson



K1 Speed indoor kart racing



THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP



Commercial Strength Shop Stools

Heavy duty garage counter shop stool with full swivel seat & great vintage look! Built in the USA, this shop stool is an industrial/restaurant grade counter stool built for long lasting durability, comfort and strength. Available in 36 designs!

- 30" standard counter height to seat • Vinyl covered seat is 14" wide
- Full 360 degree swivel seat • Industrial strength chrome plated legs
- 1600 lb weight capacity (vs imports rated at 300 lb) • Backrest option available • Built to order, allow 10-15 work days for delivery
- Minor assembly required • Tables to match—please inquire

Miracle Car Repair Shop Stool / SKU: 09-BKG-MCR

Gas, Oil & Toil Shop Stool / SKU: 09-BKG-TOIL

~~Were \$179.95~~ Now \$159.95 each

Free ground shipping in the lower 48 states!

Neon Garage Clocks

USA Made Neon Automotive Garage Clocks with old school vintage car guy looks for your man cave. No disappointments. Highest Quality & Reliability available.

- Features a spun aluminum black case, glass face and a separate on/off switch for the white neon lamp. (100,000 hours of neon, that's 11 years continuous running!)
- Measures a large 20" in diameter and 5" deep • 8' Power Cord, Chain Pull for Lamp • Limited warranty against defects in material and workmanship; runs on 110 Volt AC • Several Car Guy Styles to Choose From...Check 'Em All Out! • We've been selling these clocks for over 15 years; Never a Return, Never a Complaint, you have our word on it • Looking for something smaller? Check out our BKG-76600 for a 12" alternative

Shown: Vintage Iron Speed Shop Clock / SKU: 09-BKG-VI

~~Were \$399~~ Now \$349 / Free shipping on this item!

All-Steel Toolboxes

The Greasemonkeys have the feeling their full line of durable all-steel portable toolboxes with lift-out tray and a variety of the most cool car guy graphics (five styles now and more coming!) just may be too good to stash tools in—we may have to call them "deco-boxes"!

- Rugged all steel end cap construction • Powder coated, rust resistant • Heavy-duty stainless steel handle • Nickel-plated steel latch and hinge for added security • Full length lift-out tote tray
- Cool car guy quality color graphics • 6 lbs • 16" x 7" x 7.5"

Wrench-In-Hand Steel Tool Box / SKU: 10-BKG-WCL

Vintage Pickup Truck Steel Tool Box / SKU: 10-BKG-VT

\$49 each / Eligible for free shipping!

♥ Not only are your products awesome, but the service and the people are too! I very much intend to pass the word along about how great it is to do business with the Busted Knuckle Garage.
— Many thanks! Jackie B.

♥ I just had the most wonderful buying experience! I only hope my father asks for something from The Busted Knuckle Garage for Christmas so I can do business with such a wonderful company once more.
— Cheers! Michelle

♥ My husband just loves everything, especially me for getting him such cool stuff. I'd have to say we will be lifetime customers, oh ya!! Thank you, Greasemonkeys.
— Sincerely, Pam

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



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