

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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AUCTION INFO!
PUERTO PEÑASCO
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Since 2016, **Drive Toward a Cure™** has been on a mission to support Parkinson's Disease research AND patient care, with donations benefiting the **Michael J. Fox Foundation** and the **Parkinson's Foundation**. Most recently, we created our own 'Access to Care' fund that supports **Parkinson's Foundation Centers of Excellence** throughout the country, in areas including Atlanta, Phoenix, Boston, Denver, Houston, Nashville, New York City, Portland and San Diego. And we're not done growing!

Having raised more than \$960k to date, thanks to generous donors, clubs, and organizations, we are on the cusp of crossing the \$1 million dollar threshold – **BUT WE NEED YOUR HELP.**

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#BeOneInAMillion doesn't just mean making a donation. Ask us how you can organize an event like these...

Genau Autowerks (San Francisco) raised **over \$7,500** by inviting friends and customers to take part in a fun wine country drive to visit The Racers Group. With some key sponsors lined up, every penny of the registration fees went to support the UCSF Parkinson's Disease Clinic.



The **Peachstate Region** (Atlanta) of the **Porsche Club of America** raised **over \$5,300** simply by taking a regular club rally event and setting donation options for participants that included a "Gold Donor" level which 1 out of every 3 registrants opted for!



A rally to visit the 425 Magazine Northwest Idea House (Seattle) organized by **Lochwood-Lozier Custom Homes** and **Avants** raised **more than \$12,000** from registrations and generous donations in the days that followed.



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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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COVER: This 1930 Ford Model A Roadster is Lot 105 at RM Sotheby's in Arizona in January. From the Iannelli Family Collection, this rumble-seat roadster is finished in burgundy over black, with a cognac interior and tan top. Well-preserved after being wonderfully restored in the 1990s, it features a wood-trimmed trunk rack, cowl lights, mesh radiator stone guard and flying goose radiator mascot. A simple, fun and user-friendly pre-war collectible, this Model A is estimated at \$25,000-35,000 and will be offered Without Reserve. **Photo: RM Sotheby's**



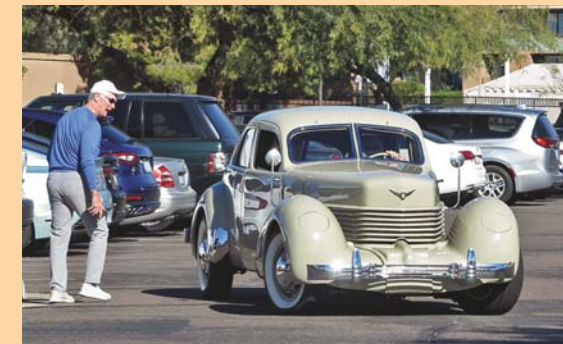
Sam VarnHagen



Garth Milan



Concours in the Hills



Stephanie Jarnagan



Stephanie Jarnagan



Volvo Car USA

START YOUR ENGINES : FROM THE PUBLISHER

Familiar contributors **Stephanie Jarnagan**, **Sue Mead** and **Jan Wagner** are with us in this issue, joined by new contributor **Aaron Turpen**. Aaron takes us to the glorious Glamis Dunes just west of the Colorado River on the California side, for a wild romp with Polaris at Camp RZR. Stephanie brings us south *con una familia de cinco* on a road trip to Puerto Peñasco, a.k.a. Rocky Point, on the Sonora side. We've followed the Girl Gang Garage plug-in hybrid Volvo build since the recipient v was first found in a field, and Sue catches its reveal at the SEMA Show, up on the Nevada side. And Jan brings us a gonna-want-one "aquatic utility vehicle" powered by two 700-hp Yamaha engines.

You'll also find info to help you plan these busy months, from Arizona Auction Week, with the Arizona Concours d'Elegance returning after a few years' absence to kick it off, and continuing with the Gila River Resorts & Casinos 9th Annual Concours in the Hills.

On the vehicle side, they say change is good, but so are heritage and established technologies, and we see both in this issue. Huge reliability ratings gains for Stellantis (Chrysler) are widely attributed to keeping their foundations essentially unchanged for quite some time, and our special edition Challenger is a great example of this, though its message is that major change is looming. The same could be said for two popular Toyota SUVs here—4Runner and Sequoia—which some think are overdue for new generations, while fans love their consistency and elements from a simpler technical era. Lexus ES has maintained its personality and essentials, while our Ford F-150 Lightning represents both—one of the most solid existing vehicles there is, adapted to the latest EV tech. Nissan Versa is best of both worlds—recently totally revised build while delivering proven value and style from their best era. The Genesis GV60 EV also has one foot in each approach—it's their first pure EV, but built atop proven, award-winning basis of its corporate EV cousins, as well as atop the new but proven and award-winning Genesis lineup overall.

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



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AUTOMOTIVE NEWS UPDATE

AEHRA SUV



▼ Italian ultra premium electric automaker **AEHRA** has revealed the exterior design of its first vehicle, an SUV named, in fact, the AEHRA SUV. Riding atop an especially long (3-meter) wheelbase and especially short front and rear overhangs, with a radically low front end, the EV features racing motorcycle-inspired side mirrors, while its doors are said to evoke elytra, the forewings of a beetle—all contributing to a boast of class-leading aerodynamics. Long,

comfort, normally the exclusive preserve of supercars. Cutting-edge CFD (Computational Fluid Dynamics), claiming accuracy equal to, or in some respects greater than, wind tunnels, brings aerodynamic drag reduction, cooling and battery thermal management. Movable elements front and rear boost a sporty ride while improving active safety, optimizing drag coefficient, improving thermal management of batteries, and increasing driving range. A sec-

ond model, the AEHRA Sedan, will be unveiled in February 2023, with customer deliveries of both starting in 2025.

aerodynamics effectively is key to achieving more than 420 km/h (261 mph) in an open top car, even with 1,600 PS (± 1577 hp) from perhaps the most advanced automotive engine ever created. We have to think very carefully about how we shape the W16 Mistral to guide air through the car and around the car to delicately balance both cooling and aerodynamics ... all this with a sense of elegance befitting a Bugatti roadster.” Up front, a wider, deeper Bugatti horseshoe grille fully feeds its high temperature radiator from one intake, with two side intakes focused on the intercoolers. Airflow around the front corners is managed by two intakes; one by the wheel and one seamlessly integrated within a new three-dimensional headlamp design. Air is guided from an area of high pressure to low pressure in the wheel well, which would otherwise create turbulence and drag. Dominated by these large intakes, the car’s styling takes cues from few-off models—the Divo2, Centodieci3 and La Voiture Noire4. The team incorporates a reinvented Bugatti C-line, which traditionally marks the profile of the

Bugatti W16 Mistral



narrow headlights combined with LED lighting strips highlight the outer edges of the lower air intakes, distinctive both day and night. Glass elements appear to flow as a single piece from the front of the car, over the roof, sweeping down to the rear tailgate in liquid-like fashion. The elytra doors open skyward for entry and egress to a spacious cabin they say can accommodate four NBA-size players in complete

and provide excellent dirt road surface adhesion with improved traction and braking, as well as being highly damage-resistant. The underbody and front frame of the Sterrato concept are reinforced with integrated aluminum elements protected by an aluminum bulkhead, with the same material used for the side skirt reinforcements. Stay tuned for more information as production of the 2023 model nears.

▼ The **Bugatti** W16 Mistral, the most extreme roadster in Bugatti history, is the basis for the final roadgoing appearance of their W16 engine. Bugatti Rimac chief technology officer Emilio Scervo notes that “managing both thermodynamics and

Chiron5, with the line wrapping around the side air intake now connecting into the top edge of the side windows and following through to the top line of the windshield. Control in all conditions and at all speeds is the core mission, and the aero map of W16 Mistral achieves a delicate balance of drag reduction and downforce through its carefully designed front splitter, aerodynamic underbody and the high

energy air flow around the airfoil shaped rear wing when deployed. W16 Mistral will run in Top Speed mode with minimum rake on its rear wing to reduce drag, while the rear diffuser has been optimized



Lamborghini Huracán Sterrato concept

because downforce created by a diffuser comes with very little penalty for drag. Only 99 examples of the W16 Mistral will be built, priced at 5 million euros and already sold out, with deliveries starting in 2024.

▼ **Lamborghini** unveiled the original Huracán Sterrato concept at Art Basel in Miami Beach in December—their first super sports “all terrain” car, presented in 2019 and used as the style and technical base for a vehicle that arrives on the market in 2023. Conceived, designed and engineered to explore any terrain, the Sterrato is forerunner to Lamborghini’s “Driving Humans Beyond” vision of new horizons and inspiration for a new generation of super sports car enthusiasts. “It all started from one of the first Huracán prototypes, chassis number 53,” says Automobili Lamborghini Motorsport vice president and former CTO Maurizio Reggiani. “My team worked on that car to create a laboratory on wheels, installing off-road solutions with a higher ground clearance. The first time I had the chance to drive it, I immediately realized how much fun this unexpected super sports concept could be. After we built and developed a full prototype, our management board was also convinced by the idea thanks to the emotions the car conjured. After all, the car was born on the Strada Bianca of Nardò, which is for Lamborghini off-track development what the Nürburgring ‘Green Hell’ is for racing.” The 2019 Huracán Sterrato concept’s exterior conveys an adventur-

ous spirit combined with typical characteristics of a super sports car and combines the power of its V10 5.2L engine with the versatility of a car designed to guarantee maximum driving fun beyond

the end of the asphalt. Ground clearance is increased, as are approach and departure angles. Track width is increased on both axles—wide tires sit inside wider wheel arches with integrated air intakes, all contributing to a commanding and adventurous stance. These wider tires also have increased sidewalls, specifically developed to improve grip and shock absorption. Wide, rugged, open shoulder blocks promote self-cleaning of the wheels



Ford Transit Trail

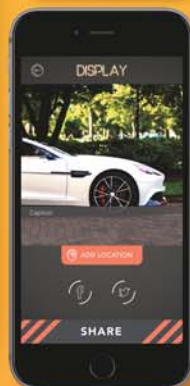
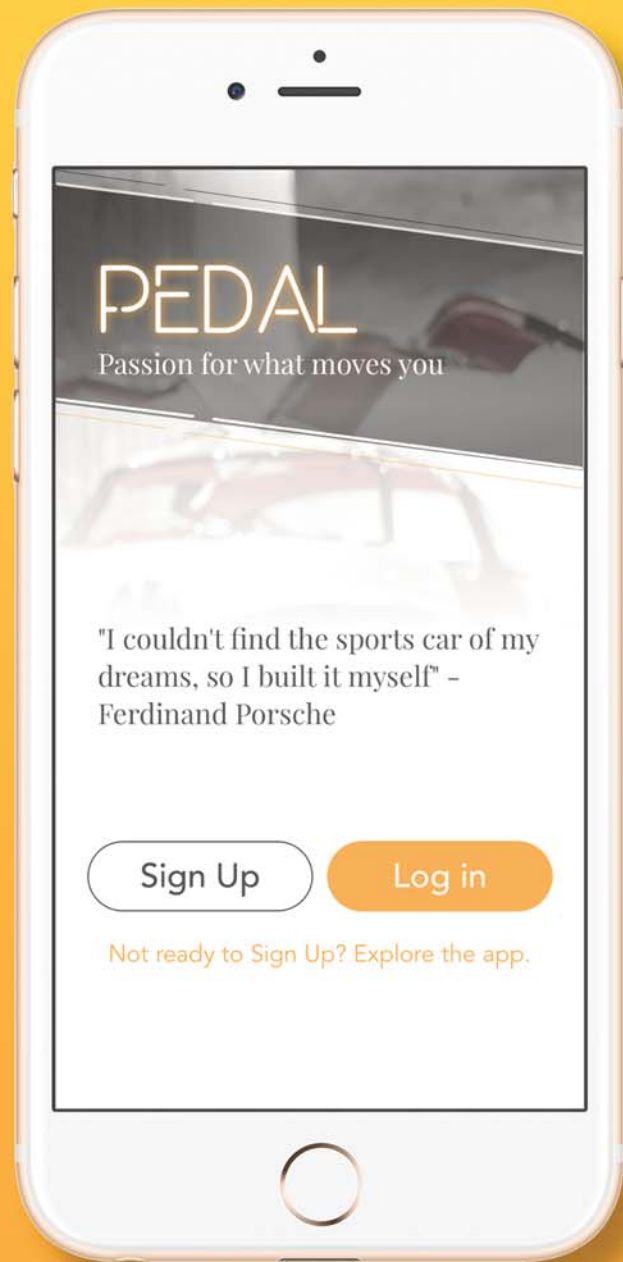
▼ Starting with the best-selling Transit commercial van, **Ford** has introduced a new version that takes on some high-end competition by being upfit-ready straight from the factory. Loaded with features and capabilities, the new 2023 Ford Transit Trail is available in medium- and high-roof cargo van configurations, including an extended-length high-roof model that provides up to 487 cubic feet of cargo space to customize. This adventure vehicle is backed by Ford’s 3-year/36,000-mile bumper-to-bumper warranty and Ford Pro’s network of upfitters, dealers and mobile service vans for end-to-end support. Ford has built vans, trucks and chassis for life on and off the road for over six decades, with more motorhomes built on Ford chassis than any other brand. Transit Trail from Ford Pro continues that trend. The lineup is powered by a 310-hp 3.5-liter EcoBoost V6 engine with 400 lb-ft of torque, with a 10-speed automatic transmission. Intelligent all-wheel drive has five modes—normal, eco, mud/ruts, tow/haul and slippery. Ride height is increased by 3.5 inches and track is 2.75 inches wider. The vans have 30.5-inch Goodyear Wrangler Workhorse all-terrain tires on 16-inch black alloy wheels. Distinctive style points continue with a black grille with integrat-

ed marker lamps and black HID headlamps, skid plate-style front bumper, splash guards, wheel arch cladding, front wheel arch liners and slider side steps. A heavy-duty trailer package tows up to 6,500 lb—perfect for a boat, four-wheelers, snowmobiles or other adventure toys. Both high-roof variants provide full stand-





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ing room for people as tall as 6-foot-5, while the cargo area floor in the extended-length model extends more than 14 feet. Drillable areas are positioned for cabinetry, shelving, bed and more. Privacy

to provide more urban driving freedom, while boosting environmental benefits. The updated C5 Aircross PHEV adopts a new-generation battery pack, increasing from 13.2kWh to 14.2kWh, while emitting



glass and an optional roof vent fan deliver additional home comfort, along with an overhead shelf, illuminated sun visors and driver and passenger swivel seats. An available Upfitter Package brings power for auxiliary accessories such as an exterior light bar and includes high-capacity upfitter switches, a larger center console, an auxiliary fuse panel with high-spec interface connector, dual AGM batteries and a modified vehicle wiring system. Assembled in Kansas City, current MSRP for Transit Trail starts at \$65,9755.

▼ **Volkswagen** of America, Inc has signed a multi-year partnership extension with the US Soccer Federation, maintaining Volkswagen as the presenting partner of US Soccer, including its Men's and Women's National Teams, Youth National Teams and Extended National Teams.

▼ **Citroën** has revealed updates to the plug-in hybrid variants of new C5 X and new C5 Aircross models. Playing a key role in the European automaker's energy transition strategy, the new vehicles have increased electric-only range, now up to 41 miles of range with the new C5 Aircross—a move from a current 12 percent benefit-in-kind (BIK) taxation band into a lower 8 percent band in Europe. This reduces the cost to a UK 40 percent taxpayer, when driving a C-Series edition plug-in hybrid, by almost £47 per month (about \$54) in 2022-25. The electric range of the new C5 X increases to 39 miles. This is intended

only 29g/km of CO2 (combined cycle). In the new C5 X PHEV, the battery pack is unchanged at 12.4kWh, but a change to the Euro 6.4 standard improves the existing battery's ability to satisfy a bureaucratically dictated minimum charge threshold. Either can be charged in under two hours with a 7.4kW charger. The new C5 X Plug-in Hybrid is priced from £36,720 (±\$42k) and the new C5 Aircross from £35,935 (±\$41k). Citroën's plans to offer an elec-



trified variant of all models by 2025.

▼ The **BMW 3.0 CSL** delivers pure two-seat performance, bringing forward a concept created in the 1970s of applying race-track technology to sheer driving pleasure on the road. The racing version of the historic BMW 3.0 CSL won the European Touring Car Championship during its inaugural season in 1973 and repeated this title win

five more times in succession from 1975 to 1979 at the Nürburgring and numerous other circuits, followed by BMW's first victories on US circuits as early as 1975, all leading to the works racing cars' international popularity. The 3.0 CSL was developed to combine the best of five decades of racing expertise from BMW M GmbH in a car with a dynamic exterior, a classic sports car cockpit, lightweight construction, a straight-six engine, manual transmission and rear-wheel drive—traditional principles of a BMW M car. To mark its anniversary, exactly 50 consecutively numbered limited edition units of the 3.0 CSL will be produced over a period of about three months, each built with dedication to craftsmanship and technologies in an elaborate manufacturing process at the BMW Group Dingolfing plant in Moosthenning, Lower Bavaria. Exclusive carbon fiber reinforced plastic (CFRP) interior components are produced by hand both in Munich and at the component factory in Landshut by specially assigned bodywork specialists. A specific process was also conceived for the paintwork, to provide each part with its characteristic color design. In addition, a team of 30 specially qualified and experienced technicians is responsible for configuration and assembly—each will pass through eight assembly cycles at

eight production stations, taking up to 10 days in all. While the time required to assemble each is many times higher than that of a conventional BMW M car, each also undergoes a multi-stage quality inspection and approval process at the main Dingolfing plant before delivery to the customer. Dingolfing is the company's largest



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European production site, also producing BMW 7 Series and body components for Rolls-Royce Motor Cars.

▼ Chevy Blazer is one of the most iconic



SUV configurations of all time, originating in 1969 and maintaining prominence in modern times with new iterations still popular among many automotive enthusiasts. Originally conceived as Chevrolet's answer to Ford Bronco, Blazer ended up establishing a legendary reputation of its own as a powerful and durable SUV. The K5 Blazer is globally renowned as one of the most celebrated configurations of the vehicle, differing from other similar SUVs of the time with more size and power than most in its class. **Retro Designs** has now breathed new life into a 1984 K5 Blazer with a stunning restomod configuration built to last in demanding modern conditions. Intricately blending Blazer's classic retro style with the latest in automotive performance technology, Retro Designs provides a masterclass of pristine design work with exacting attention to detail and the best in modern performance. The 1984 K5 Blazer was purchased by Retro Designs following several decades of service as a military vehicle in the US Air Force and a brief stint with multiple fire departments. "The Chevy K5 Blazer ... was the perfect family vehicle back in the 1980s," notes Retro Designs general manager Daniel Valjevac. "This particular K5 has an incredible background, after spending time in both the military and at a few different fire stations throughout the country, so having the opportunity to modernize this rig and keep it out on the open road was a real passion project for our team. Few vehicles can embody a certain era of driv-

ing as well as a vintage Blazer, and we tried to stay as true as possible to the original vehicle in order to keep some of that historic elegance alive with this build." The North Carolina-based team upgraded

the Blazer with a powerful 430-hp LS3 engine and incorporated a 4L65E transmission with the Blazer's original Advance Adapters transfer case, building the new Retro Designs rig to last either on a rugged dirt trail or on the highway. A hyperboosted four-wheel disc brake setup improve stopping power to match the increased engine output. The custom K5 Blazer also sports a stunning Army Green paint job via PPG, paying homage to the vehicle's



original available color schemes. Retro Designs employed multiple artisans to restore and upgrade the cabin interior, with more than eight months of intensive work. Fully customized, the Blazer's interior incorporates premium Reliccate leather seating and inserts throughout. The floor is fully carpeted to match the original vehicle's layout, while a fully functional touchscreen audio-video system and LED

interior lighting add a modern element of luxury to the truck. With protection being of the utmost importance for all Retro Design builds, a roll cage was installed as an added level of safety for those in the vehicle's cabin. Retro Designs builds start at around \$180,000; the 1984 Retro Designs K5 Blazer was sold for \$190,000. For information on all available vehicle configurations, visit www.retrodesignsnc.com.

▼ **Caterham** has unveiled a new Seven 340 for the European and Japanese markets, sitting above the Seven 170 to expand the European range. Superseding the Seven 275, following discontinuation of its Ford Sigma engine, the Seven 340 has a 170-hp naturally aspirated four-cylinder 2.0-liter Duratec engine, providing a 25 percent bump in power compared to the outgoing 275 model. Available S and R packs in the middle-of-the-range Seven 340 help it appeal to a wide range of buyers. The road-going Seven 340S—for the more laid-back driver who wants a fun grand touring experience—comes with a five-speed gearbox, road suspension pack, 14-inch classic alloy wheels, full windscreen, hood and side screens and black leather seats. The Seven 340R is best suited to the track day fanatic, fitted with a limited-slip differential, sport suspension

pack, 15-inch Orcus alloy wheels, four-point road harnesses, carbon-fiber dashboard and a composite aeroscreen. Seven 340 is offered in standard and large chassis sizes and is only available in factory-built form. EU prices for the Caterham Seven 340S start at about \$47,500 and the Caterham Seven 340R at about \$49,100. Customers in Japan should contact their local retailer for pricing and details. ■

Positive reinforcement

EVIT Automotive Technology students get advanced driver training at Ford Driving Skills for Life

by Stephanie Jarnagan / photos: Sam VarnHagen / Ford Motor Company Fund

Nearly 100 students from the EVIT (East Valley Institute of Technology) Automotive Technology program received advanced driver training behind the wheels of Ford Mustangs and other Ford vehicles as part of the Ford Driving Skills for Life program, which helps newly licensed teen drivers gain additional practice and safe driving skills.

Ford Motor Company Fund, the philanthropic arm of Ford, and the Governors Highway Safety Association (GHSA) hosted the program with 10 free half-day sessions at the Phoenix Fire Training Academy, November 9-13. The kickoff session on November 9 was reserved exclusively for EVIT students.

"EVIT has worked with Ford to bring automotive students out to the program for the past several years, with the exception of the two pandemic

years, and it's something our students look forward to attending," said Ricardo Mota, EVIT automotive instructor. "We invite the top students in our program to attend and get first-hand experience driving with professional instructors who are adept at vehicle handling and road safety."

Vehicle crashes are a leading cause of death for novice teen drivers, and they are twice as likely as adult drivers to be in a fatal crash. According to NHTSA, an estimated 42,915 people died in motor vehicle crashes in 2021—the most since 2005.

Crash deaths rose by 10.5 percent in 2021 compared to the year before, making it the largest-ever annual percentage increase in the nearly five-decade history of the Fatality Analysis Reporting System (FARS).

Now in its 19th year, Ford Driving Skills for Life pairs newly licensed or permitted drivers with professional driving instructors for hands-on driving training. Developed by Ford Fund, GHSA and a panel of safety experts, the program addresses issues and critical factors that influence crashes, including vehicle handling, hazard recognition, speed and space management, distracted driving and impaired driving. The free training clinics focus on necessary skills for safe driving beyond what is learned in traditional driver education courses.

"I really enjoyed the program, especially the distracted driving course where we had the music playing loud, passengers yelling at us and we were given our phones to text and drive with on a coned course to demonstrate what you should not do when driving," said Gabe Coronado, 18, a senior from Desert Ridge High School in Mesa, who is also enrolled in the Automotive Technology program at EVIT.

In Arizona, 509 young drivers (ages 15-20) were involved in fatal crashes between 2016-2020,

according to NHTSA's FARS. Teen drivers are nearly four times as likely to be involved in a car crash than drivers age 20 and older, and the rate of young male drivers involved in deadly crashes is more than twice that of young female drivers.

"Our hands-on lessons reinforce the importance of developing safe driving habits while clearly demonstrating, through their own driving on a closed course, the risks involved with driving impaired or distracted," said Mike Speck, a manager of Ford Driving Skills for Life. "We enjoy having the EVIT students out every year because they are enthusiastic about future careers in the automotive industry, and they already have an appreciation for vehicles and the technology in today's vehicles that make them safer."

The Ford Driving Skills for Life team and GHSA recommend that parents of teen drivers positively impact their teen driver's safety by doing the following:

- Follow Your State's Graduated Driver Licensing (GDL), which phases in driving privileges as teens gain more experience. Research confirms the effectiveness of GDL laws in reducing fatalities involving teen drivers.

- Schedule regular driving practice with your teen, even after they're licensed to drive without supervision. Teens whose parents actively monitor their driving are less likely to be involved in a crash and to engage in risky behaviors such as speeding, driving impaired or distracted, and not buckling up.

- Collaborate with your teen to create and enforce a parent-teen driving agreement (PTDA) that clearly states the rules and the consequences for violating them. Posting the PTDA in a location where everyone will see it, such as on the refrigerator or adjacent to the car keys, will help to reinforce its importance.

"Teen drivers are more likely than any other age group to be involved in a fatal crash due to inexperience and maturity," said GHSA senior director of external engagement Pam Shadel Fischer, a nationally recognized teen safe driving expert and co-author of Not So Fast: Parenting Your Teen Through the Dangers of Driving.

"With programs like Ford Driving Skills for Life, we are reaching both new drivers and their parents with information that helps reduce risky driving behaviors." ■

WANT YOUR TEEN TO PARTICIPATE?

In 2023, the Ford Driving Skills for Life program is celebrating its 20th anniversary training teen drivers and their parents/guardians across the country and around the world. The program typically returns to Arizona every fall. To be among the first to get notified when registration opens for the free hands-on training sessions, visit drivingskillsforlife.com and click on Get Notified under the Training tab.

JOIN THE ONLINE ACADEMY

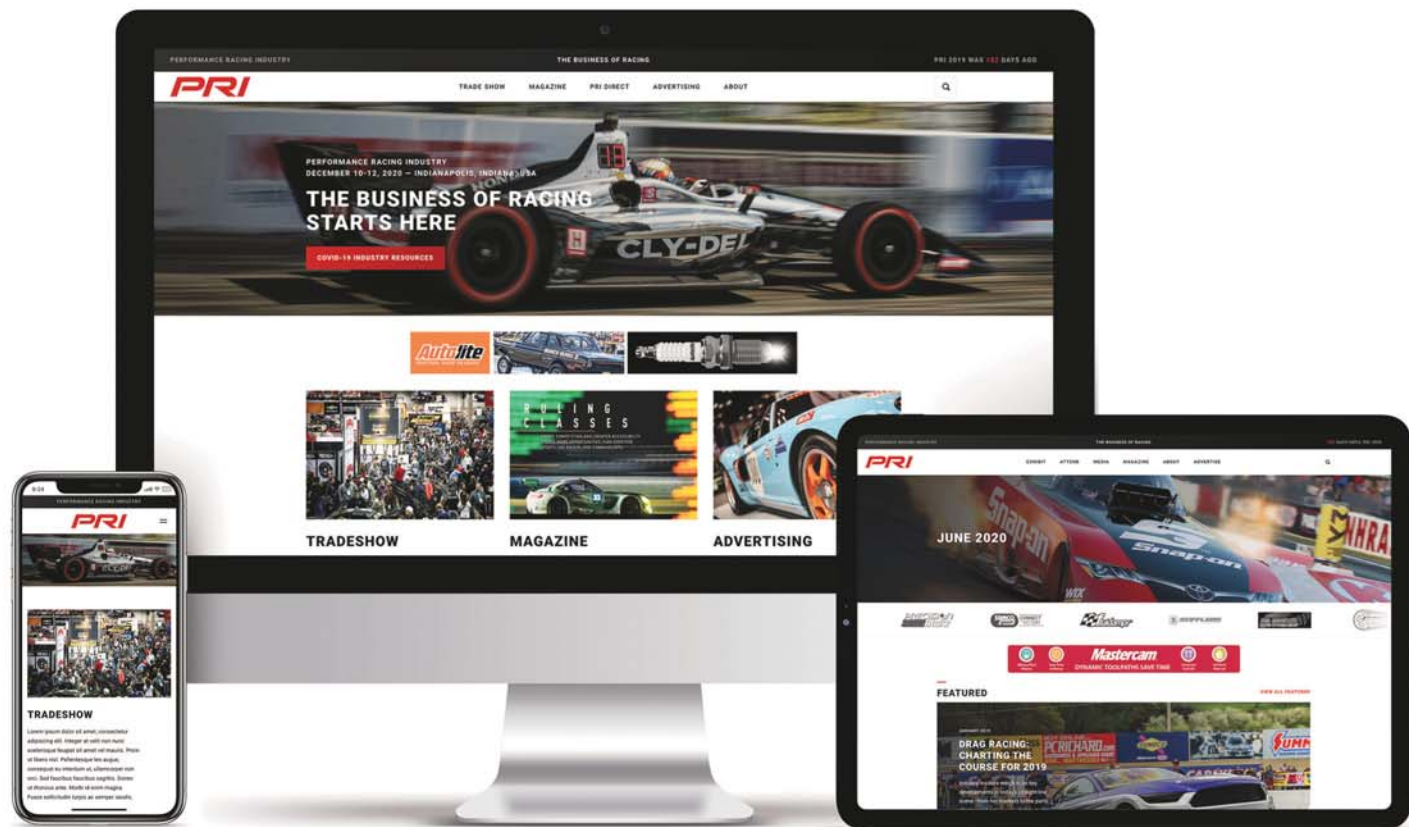
Have a teen preparing to drive now? Ford Driving Skills for Life also offers online driver training curriculum. Register for free access online at drivingskillsforlife.com by clicking on The Academy under the Training tab.





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MARCH NASCAR WEEKEND MARCH 10-12, 2023

The 2023 March NASCAR Weekend at Phoenix Raceway has three major races over three days—the ARCA Menards Series General Tire 150 on Friday night, NASCAR Xfinity Series United Rentals 200 on Saturday afternoon, and the big NASCAR Cup Series Ruoff Mortgage 500 with activities all day Sunday.

TICKETS & INFORMATION: To secure tickets for March NASCAR Weekend, as well as for information on additional experiences and entertainment, call the Phoenix Raceway ticket office at 866-408-RACE (7223) or visit phoenixraceway.com.

Fans looking to buy or resell reserved seats can also visit SeatGeek.com.

FALL CHAMPIONSHIP WEEKEND 2023: NASCAR returns for Championship Weekend November 3-5, 2023, with the NASCAR Craftsman Truck Series Championship, ARCA Menards Series West Championship, NASCAR Xfinity Series Championship and NASCAR Cup Series Championships. Tickets go on sale at a later date. ■

THURSDAY, MARCH 9 (free admission)
ARCA Menards Series West practicetbd
ARCA Menards Series West qualifying.....tbd

FRIDAY, MARCH 10
NASCAR Xfinity Series practicetbd
NASCAR Cup Series practicetbd

**ARCA MENARDS SERIES RACE
GENERAL TIRE 150**.....TBD

SATURDAY, MARCH 11
NASCAR Xfinity Series qualifying12:00 noon
BUSCH LIGHT POLE AWARD
NASCAR Cup Series qualifying1:00 pm

**NASCAR XFINITY SERIES RACE
UNITED RENTALS 200**2:30 pm

SUNDAY, MARCH 12
**NASCAR CUP SERIES RACE
RUOFF MORTGAGE 500**12:30 pm

Schedule and details subject to change



Cadillac, concisely

by Joe Sage

This era of alphanumeric Cadillacs has just two sedans (CT4, CT5), which succeeded all-letter sedans (ATS, CTS, DTS, STS, XTS) that in turn had succeeded an era of distinctively recognizable names: Eldorado, Seville, DeVille, Fleetwood and more.

For utilities, Cadillac has maintained the name-name for its big boy Tahoe- and Suburban-cousin Escalade family, while one smaller model, the SRX, was added earlier this century, since then expanding to a range of utilities, now with all models below Escalade having become alphanumeric (XT4, XT5, XT6).

The SRX had been launched in 2003 in more of a wagon-like form (but the US resists

this term), then taking one big lane change in 2009 to a more typical utility form, with its badge changing to XT5 in 2016 (for model year 2017), as the middle of an expanded lineup of three sub-Escalade models. While the smaller XT4 is direct sibling of the Buick Encore GX, the XT5 strikes us as bearing more of the cutely bold or boldly cute style and stance of the Buick (which itself bears much of the magic of the tiny yet highly capable Buick Encore)—and this is where we find its appeal. The Buick pair are beautifully outfitted, comfortably sized, high-performing little premium beasts. Despite actually being the next size up, our epiphany for the week was that the Cadillac XT5 is their closer luxury cousin.

Though once unfathomable, the idea of a compact Cadillac—from a brand once defining luxury as a plush living room on wheels—makes sense from every angle today.

XT5 comes in three trim levels, with two engines and front- or all-wheel drive (the middle trim offers both engines; the top trim is AWD-only). Our sample is the top unit of the mid-trim—a Premium Luxury with the 310-hp 3.6L V6 instead of 235-hp 2.0L turbo-four, and with AWD. Sport, about four grand pricier, has performance suspension and semi-aniline leather, which were add-ons on ours.

Fully outfitted, ours ran \$10 grand higher than the top Sport's base price—though all its add-ons are appealing and would be tough to slice out, particularly for a luxury vehicle. Options included a rear camera mirror, great for

removing the structure of the vehicle from your view, greater still if you have rear passengers. We turn this off, as its video screen requires constant changes between near and distance vision, while a real mirror maintains the same distance focus as windshield and side mirrors. Lacking was lumbar control.

Electric steering can be a mixed bag, as it was here—a bit jumpy, yet highly accurate at the same time, while also delivering a tighter turn than its numbers suggest, great for boulevard U-turns. Auto start-stop, which we love to turn off, is easily accessible on the screen.

Touchscreen functions can suffer from an ergonomic oddity—immediately below the screen is a touchpad bar, and if you rest the heel of your hand here to work the screen, as most people will, you will inadvertently deliv-

er yourself some settings surprises.

All in all, the XT5 is a familiar build with a familiar set of variables, but with a layer of Cadillac luxury atop it. Pricing follows this same thinking. We liked the size—tidy and maneuverable on the outside, with a spacious luxury experience on the inside. To spend a little less or to have a little more interior volume, there are the XT4 and XT6 (and Escalades). But if XT5 were the only one you were exposed to, you would find it plenty satisfying, with no further questions.

At face value, the Cadillac XT5 might seem just another compact utility, at the pricier end. But seen in context, it offers a great deal—a neat little luxury SUV with a big spirit. ■



Our Cadillac XT5 was rich and handsome in a deep grey called Wilder Metallic.

SPECIFICATIONS

ASSEMBLY.....	Spring Hill, Tennessee
ENGINE / TRANSMISSION.....	USA / USA
CONTENT.....	US/Canada 39% / Mexico 24%
ENGINE.....	3.6L V6 DOHC 24v VVT dir inj, cast alum / cast alum, cast-in-place iron bore liners
HP/TORQUE.....	310 hp / 271 lb-ft
TRANSMISSION.....	Hydra-Matic 9T65 9-spd auto
DRIVETRAIN.....	AWD
SUSPENSION.....	F: MacPherson strut, direct-acting hollow stblzr bar; R: indep five-link, specifically tuned coils, hollow stblzr bar; FR: incl opt continuous damping control
STEERING.....	var-assist rack & pinion w rack-mounted belt-driven elec assist
BRAKES.....	F: 13.6 disc; R: 12.14 disc
WHEELS / TIRES.....	18-in alum / P235/65 R18
LENGTH / WHEELBASE.....	189.6 / 112.5 in
GROUND CLEARANCE.....	na
TURNING CIRCLE.....	38.7 ft
HEADROOM (F/R).....	39.7 / 38.4 in
LEGROOM (F/R).....	41.2 / 39.0 in
CARGO CAPACITY.....	30 / 63 cu.ft
WEIGHT.....	(Prem Lux 3.6L AWD) 4286 lb
TOW CAPACITY.....	3500 lb
FUEL / CAPACITY.....	prem unl / (AWD) 22 gal
MPG.....	18/25/21 (city/hwy/comb)

BASE PRICE.....	\$51,995
ENGINE: 3.6L V6.....	1000
PAINT: Wilder Metallic.....	625
PLATINUM PKG: semi-aniline leather, premium carpeted floor mats, real-time damping performance suspension w mode select, illum front door sill plates.....	4850
TECHNOLOGY PKG: HD surround vision, rear pedestrian alert, rear camera mirror w washer, 8-in color gauge cluster w personalization, color heads-up display, auto park assist w braking.....	2275
NIGHT VISION.....	2000
WHEELS: 20-in 6-split-spoke alloy w polish/android finish.....	1700
DRIVER ASSIST PKG: adaptive cruise, enhanced auto emergency brake, reverse auto brake, auto seatbelt tightening.....	1300
TRI-ZONE AUTO CLIMATE.....	1200
DESTINATION CHARGE.....	1395

TOTAL.....\$68,340

(Note: prices have increased; see below.)

2023 CADILLAC XT5 LINEUP

Engine	HP	lb-ft	trans	MPG (city/hwy)
2.0 turbo-4	235	258	9AT	FWD .....22/29 AWD.....21/27
3.6L V6	310	271	9AT	FWD .....19/26 AWD.....18/25
Luxury.....	2.0L	FWD	.....	\$45,590
.....	2.0L	AWD	.....	47,590
Premium Luxury.....	2.0L	FWD	51,340
.....	2.0L	AWD	53,340
.....	3.6L	FWD	52,340
.....	3.6L	AWD	54,340
Sport.....	3.6L	AWD	58,490

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ARIZONA CONCOURS 2023 VEHICLE ENTRY AND SPECTATOR TICKETS

The Arizona Concours d'Elegance is seeking spectacular automobiles for the much-admired show and competition.

About 100 select automobiles will be accepted for the signature event that highlights January in Arizona. Such famed classic brands as Bugatti, Duesenberg and Pierce-Arrow will be joined by vehicles ranging from early 20th Century horseless carriages to the latest in exotic supercars.

The Concours will be one of the first major events held at the renovated Civic Center, bordered by Scottsdale Center for the Performing Arts and Scottsdale Museum of Contemporary Art. The Concours was previously held at the Arizona Biltmore Resort in Phoenix, where it received much acclaim for the annual display of rare and beautiful vehicles.

The theme of the 2023 Concours is *The Art of*

Aerodynamics, including cars from the beginnings of streamlined vehicles, featuring early race cars, up to and including today's most-advanced supercars. About 50 professional concours judges from around the country will determine the winners in a number of classes, as well as choosing the coveted Best of Show.

The Concours is partnering with Scottsdale Arts, one of Arizona's largest arts nonprofits, to present the event, which blends history, design and technology. Proceeds from the Concours will benefit local artists and art programs.

SUBMITTING FOR ENTRY: Potential entrants are encouraged to visit the Concours website and click on Vehicle Submission to call up the form for entering vehicles for consideration. See the list of judged classes on the site for where your special vehicle would fit in.



ARIZONA
Concours d'Elegance

SPECTATOR TICKETS: Advance tickets for the Concours are available on the website, and at the Scottsdale Arts box office and website (with some differences between the two; check both). Standard General Admission is \$75, Priority Early Admission \$100 and Platinum VIP Admission \$185 through January 12. Same Day Standard General Admission is \$100 at the gate on January 22. Tickets are limited, so make plans early.

ARIZONA CONCOURS D'ELEGANCE
www.arizonaconcours.com

SCOTTSDALE ARTS:
www.scottsdalearts.org/events



Dirt first, and a champ in town

BY JOE SAGE

Toyota 4Runner often divides people into two camps. Naysayers say, "They haven't changed this thing in years," while fans and enthusiasts say, "Don't ever change!" If you're in the love-it-just-like-it-is group (as we are, at least till the next one), you will be very happy again this year.

4Runner always puts a smile on our face, from burly instrument knobs you can operate with your gloves on (as it should be, for a winter and rough weather-ready off-roader) to its manual transfer case (there is also a full-time unit available).

4Runner has been with us from a 1984 model introduced in 1983 to this 2023 model introduced in 2022. The current vehicle is just its fifth generation, out since 2009 as a 2010 model.

Relativities abound. 4Runner is one of eight basic Toyota SUVs or crossovers (eleven, if you break out hybrids), but one of only two body-on-frame util-

ities, the other being the big three-row Sequoia. As such, 4Runner and Sequoia have more commonality with the Tacoma and Tundra pickups than with other utilities in the lineup. (Frustratingly for some, Tacoma does offer a manual transmission, while 4Runner does not.) These are also the only four Toyotas available in TRD Pro fitment. And this is where our sample 4Runner's soul and magic lie.

Every 2023 4Runner bears the same 270-horsepower 4.0-liter V6 (a smaller 4-cylinder, 2WD-only, and a bigger V8 have gone by the wayside in recent years), while the V6 has been improved for power and fuel efficiency along the way.

In line with this durable vehicle's durable execution, there are only two new things for 2023—the bold Solar Octane paint on our sample (only available on TRD Pro) and a 40th Anniversary Special Edition trim (based on SR5 Premium).

We already knew the 4Runner is bigger on presence, grunt and purpose than on perky acceleration, exactly as intended. This was all the more apparent this time, at first, as we came to it straight from a series of very quick and responsive EVs.

However, that drastic difference was only really obvious the first time out, then becoming kind of a distant memory. Years in this kind of vehicle probably creates a lot of mental and motor memory. Impromptu EV comparison aside, 4Runner is simply strong and capable. While we planned to head for the hills, in town it kept up with our notoriously aggressive traffic, tracked accurately on freeways, was tight in U-turns and handy to park. On top of that, it has the kind of style and draws the kind of admiration that make it just as impressive a standout at the office or club as any luxury alternative.

As for those hills, we gave the 4Runner TRD Pro



a solid drive off-pavement, as we have done with this model many times before, and as always it was a champ. Included were rough dirt and rock two-tracks, some fading away to just a trace, with steep drop-offs along some stretches, and deeply rutted and washed out gravel climbs, all in 4HI via that manual transfer case. To turn around at the top, we shifted to 4LO and backed straight up a steep rim spot to get pointed back downhill.

No reasonable person would argue with the 4Runner's basic perfection for its purposes. If you just can't live without considerably more oomph

from the powertrain, one solution could be the next vehicle we drove (also in this issue)—the 437-hp three-row, body-on-frame Sequoia, about a foot and a half longer and also available as a TRD Pro. Its smaller but twin-turbocharged V6 even has higher fuel mileage ratings. On the other hand, stepping away from TRD Pro, the full Sequoia lineup, all high-end, starts at over \$60,000, while the 4Runner starts in the top \$30s. Apples and oranges are everywhere, but for its particular combination of style, strength, purpose and price, the 4Runner still stands its ground. What's not to love? ■



SPECIFICATIONS

ASSEMBLY	Tahara, Aichi, Japan
ENGINE	4.0L 6-cyl 24v DOHC TDI, EFI, LEV-II, alum alloy block/head
HP/TORQUE	270 hp / 278 lb-ft
COMPRESSION RATIO	10.4:1
TRANSMISSION	5-spd ECT auto
DRIVETRAIN	4x4: part-time 4WD system w Active TRAC; locking rear differential
SUSPENSION	F: coil spring indep dbi-wishbone w stblzr bar; R: coil spring 4-link rigid type w stblzr bar
STEERING	pwr-asst var rack & pinion
BRAKES	F: 13.3 vented; R: 12.3 vented
WHEELS	17x7.0 black TRD alloy
TIRES	P265/70 R17 all-terrain
LENGTH / WHEELBASE	191.3 / 109.8 in
GROUND CLEARANCE	9.6 in
APPRCH / DEPART	33 / 26°
TURNING CIRCLE	37.4 ft
HEADROOM (F/R)	39.3 / 38.6 in
LEGROOM (F/R)	41.7 / 32.9 in
CARGO CAPACITY	47.2 / 89.7 cu.ft
WEIGHT	4750 lb
PAYLOAD / GVWR	1550 / 6300 lb
TOW CAPACITY	5000 lb
FUEL / CAPACITY	87 oct reg / 23.0 gal
MPG	16/19/17 (city/hwy/comb)
BASE PRICE	\$53,270
PAINT: Solar Octane	425
SLIDING REAR CARGO DECK	350
DESTINATION CHARGE	1335
TOTAL	\$55,380

2023 TOYOTA 4RUNNER LINEUP

	RWD	4x4
SR5	\$38,805	\$40,680
SR5 Premium	41,865	43,740
TRD Sport	41,665	43,540
TRD Off-Road		42,650
TRD Off-Road Premium		45,230
40th Anniversary 4x4		46,370
Limited	48,040	50,075
TRD Pro		53,270

4RUNNER TRD PROGRESSION

- TRD Sport (the only TRD in either 4x2 or 4x4) builds off the SR5, adding hood scoop, badging, color-keyed bumpers and body details, black roof rails, X-REAS suspension and 20-inch wheels.
- TRD Off-Road 4x4 moves to 17-in wheels.
- TRD Off-Road Premium 4x4 adds keyless entry/start and power tilt/slide moonroof with sunshade.
- TRD Pro 4x4 beefs up off-roading with 2.5-inch Fox internal bypass shocks front and rear with rear piggyback reservoir, TRD-tuned front springs, TRD cat-back exhaust, TRD roof rack, 1/4-inch TRD front skid plate with red lettering, 17-inch matte black flow-formed TRD alloy wheels with Nitto Terra Grappler A/T tires, its own TOYOTA grille, and black TRD Pro badging.

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**ARIZONA CONCOURS ADDS RARE,
EXQUISITE ALLOY-BODIED 1955
MERCEDES-BENZ 300 SL GULLWING**

ONE OF 24 BUILT, THE LIGHTWEIGHT COUPE IS KNOWN AS THE AFRICAN ALLOY

Known as the African Alloy, a world-famous 1955 Mercedes-Benz 300 SL Gullwing with a lightweight alloy body will take a starring role at the Arizona Concours d'Elegance on January 22, at the Scottsdale Civic Center. Just 24 aluminum-bodied Gullwing coupes were produced for 1955, and they are the ultimate production versions of the iconic sports cars, and by far the most valuable.

This example of the Leichtmetallausführung, or Light Metal Version, retains its all-original factory alloy body in Silver Gray Metallic with its matching-numbers 3.0-liter OHC inline-6 engine in high-performance NSL configuration.

The 13th alloy-bodied Gullwing built, it is highly unusual in that its body is completely intact and original; most alloy Gullwings were used in competition, and their fragile aluminum skins have had extensive repairs and replacements over the

years.

Chassis number 5500332 was delivered to its first owner in Casablanca, Morocco, the only alloy model delivered new on the Africa continent. While it is configured in competition trim, as were all the lightweight models, this example was outfitted by the factory as a road car with comfort and convenience amenities.

In beautifully restored condition, the alloy Mercedes 300 SL Gullwing will stand among a spectacular array of vehicles during the Arizona Concours, which takes place January 22 at its new venue on the grass at the newly renovated Scottsdale Civic Center Mall. Between 80 and 90 specially curated cars ranging from early horseless carriages and pre-war classics to notable sports cars and modern exotics will compete for awards and spectator admiration.



ARIZONA
Concours d'Elegance

The Arizona Concours is being held in partnership with Scottsdale Arts, with proceeds from the event benefitting local art programs and individual artists. The theme of the 2023 Concours is "The Art of Aerodynamics."

For more information about tickets, sponsorships and vehicle entries, see further information elsewhere in this issue, or visit the event website or the Scottsdale Arts website:

ARIZONA CONCOURS D'ELEGANCE

www.arizonaconcours.com

SCOTTSDALE ARTS:

www.scottsdalearts.org/events



Town first, and a champ in the dirt

BY JOE SAGE

Today's full-size Tundra pickup evolved from a "three-quarter-size" Tundra launched in 1999 as a 2000, which itself sprang from the T100 of the '90s, arguably making its birth take years. Sequoia arrived more immediately, a year after the three-quarter Tundra (in 2000 as a 2001), simply considered full-size, in a segment with far more variety.

Both achieved inarguable full-size status eight years later—Tundra for 2007, Sequoia for 2008, in what was just generation two for the SUV. And all these years later, we have gen three. This steady pace is welcomed by its fans, who have had little they would want to change on any of them along the way. Yet, as with any great such move, the need for and success of its replacement is immediately obvious, now that we see it and drive it.

Key to the new 2023 Sequoia's build and performance is the i-Force MAX powertrain—a complex hybrid system combining power from both its

3.5L twin-turbo V6 gasoline engine and an electric motor placed between engine and transmission, rather than trading power between them—resulting in 80 percent more horsepower and almost three times the torque of the larger 4.0L V6 in the smaller 4Runner (the midsize Tacoma's fraternal twin, also in this issue), as well as higher fuel mileage ratings across the board, while still running on 87-octane gas. All this is also achieved despite weighing 30 percent more than 4Runner (Sequoia is a spacious three-row) and towing 80 percent more.

You do pay about 43 percent more for this, base TRD Pro vs base TRD Pro. And Sequoia trims are all basically high-end; you can get into a lower trim 4Runner for considerably less. There are of course a number of other SUVs and crossovers in Toyota's lineup, but 4Runner and Sequoia stand alone as their body-on-frame pickup truck twins.

Sequoia also follows suit to Tundra with a new

Capstone trim, with top luxury interior, features and upgrades inside and out. While built atop the formerly top Platinum trim, which costs a little less than TRD Pro, Capstone sits above TRD Pro in price, the price of extra luxury, though while it has TRD Pro's Tow Tech Package, it does without the extra tough duty suspension of the TRD versions.

The i-Force MAX powertrain is so smooth and powerful, with a nice burly growl, you could easily take it for a V8—all the pleasures without the thirst. We dabbled in its normal, sport and eco modes, but they tend to revert to normal while parked, and there's so much power headroom anyway, we mostly left those alone.

We kept an eye on the weather forecast during our week, which was promising snow around Flagstaff, possibly Payson, probably the Grand Canyon. We plotted out a route to hedge our bets, aiming for Payson first, with fallbacks and back roads to

hit the others if need be, to catch the snow. We packed our winter gear, plus essentials for a potential overnight—and in the 20 minutes it took to do that and drive our first 10 miles or so, the forecast abruptly dropped any mention of snow, and skies cleared everywhere.

Nonetheless, we headed up the highway toward the high country. Our fuel mileage readout showed 12.1 MPG average to that point. We were just figuring on open road miles—when a sweet and nasty little trail caught our eye off to the side. Knowing Capstone is a more civilized build (notably bearing 22-inch wheels and tires with relatively shallow sidewalls, while TRD Pro has 18s), we were just going to see how it did from Point A to B, nothing extreme. The trail soon turned rough, rutted and rocky, with even some water fordings from recent rain, but the fancy Sequoia Capstone easily handled anything we threw at it.

Our fuel mileage at the end of our combined off-road and long highway drive time (at speed and with significant grades and curves) had now climbed to 13.5. With more emphasis on highway and perhaps more use of eco mode, you could add



a couple of more points, and on flatter, straighter highways in higher gears, a few more, approaching the rated figures if you apply yourself. (A fuel mileage gauge in the binnacle goes all the way to 60 MPG, which seems highly optimistic and a tad bit judgmental for most any normal user.)

Though aimed more at the country club, for anyone simply tackling tough weather, the trail to the cabin, a weekend fishing spot or even a reasonable off-road adventure, this build delivers a high degree of the best of both worlds. If you just live in one of those worlds or the other, the new gen-three Toyota Sequoia delivers the best of either. ■

SPECIFICATIONS

ROWS / SEATS	.....three / seven
ASSEMBLY	.....San Antonio, Texas
ENGINE	.....i-FORCE MAX 3.5L V6 hybrid twin-turbo w water-cooled intercoolers, 24v DOHC chain drive, dual VVT-i
HP/TORQUE	.....437 hp / 583 lb-ft
COMPRESSION RATIO	.....10.4:1
ELECTRIC MOTOR	.....permanent magnet synch; parallel hybrid system w elec motor/generator btwn engine and trans
HP/TORQUE	.....48 hp / 184 lb-ft
CAPAC / VOLTAGE	.....1.87 kWh / 650 V max
TRANSMISSION	.....10-spd auto, electr contr w intelligence (ECT[-I]), sequential mode, uphill/downhill logic, tow/haul modes
DRIVETRAIN	.....4WDdemand part-time 4WD, electr contr 2-spd transfer case (2HI/4HI/4LO), auto limited-slip diff w parallel hybrid system btwn engine and transmission
TRANSFER CASE RATIO	.....(high/low) 1.0 / 2.64
SUSPENSION	.....F: indep dbl-wishbone w stblzr bar, twin-tube shocks; R: multi-link w coils, outboard-mtd twin-tube shocks. (Adaptive variable & load-level rear avail)
STEERING	.....electronic pwr-asst rack & pinion
BRAKES	.....F: 13.9 vented, opposed dual-piston; R: 13.6 vented, single piston
WHEELS	.....22-in dark-chrome alloy wheels
TIRES	.....P265/50R22
LENGTH / WHEELBASE	.....208.1 / 122.0 in
GROUND CLEARANCE	.....8.6 in
APPR / DEPARTURE	.....15 / 20°
OVERHANG (F/R)	.....38.0 / 48.0 in
TURNING CIRCLE	.....40.2 ft
HEADROOM (F/2/3)	.....(pano) 39.2 / 37.5 / 35.6 in
LEGROOM (F/2/3)	.....41.2 / 39.2 / 28.1-33.7 in
CARGO CAPACITY	.....11.5-22.3 / 49.0 / 86.9 cu.ft
CURB WEIGHT	.....6185 lb
PAYLOAD / GVWR	.....1375 / 7560 lb
TOW CAPACITY	.....8980 lb
GROSS COMB WEIGHT RATING	.....15,600 lb
FUEL / CAPACITY	.....87 oct reg unl / 22.5 gal
MPG	.....(4x4) 19/22/20 (city/hwy/comb)

BASE PRICE	.....\$78,300
DASH CAM	.....499
BALL MOUNT	.....87
DESTINATION CHARGE	.....1595
TOTAL	.....\$80,481

2023 TOYOTA SEQUOIA LINEUP

	RVWD	4X4
SR5 iForce MAX	\$58,300	\$61,300
Limited iForce MAX	64,700	67,700
Platinum iForce MAX	70,900	73,900
TRD Pro iForce MAX		76,000
Capstone iForce MAX	75,300	78,300

Bonus: it turns out we had a friend shopping new or used Sequoias while we had this, and our research indicated these can be easily good for 300,000 miles or more.



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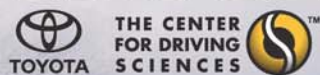
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ATLIS POWER PLAYS BATTERY PACK MASS PRODUCTION TRIAL, TEST PACKS, HOME ENERGY PARTNERSHIP

Atlis Motor Vehicles (AMV)—a Mesa-based vertically integrated work-focused EV technology ecosystem and battery company developing an electric work truck and the batteries to power it—comes off its recent Nasdaq public listing (AMV) with more big news.

KEY EV TEST PACK PURCHASE ORDERS

Atlis has received purchase orders for its battery technology from British EV commercial van manufacturer INDe EV, as well as another top-tier compact equipment manufacturing company, with the intent to power both customer companies' work-focused all-electric vehicles.

"These orders highlight our unique battery technology and its appeal within the various verticals of the work-focused EV space," says Atlis founder and CEO Mark Hanchett. "As a work-focused EV company developing its own battery technology in the US, we believe our technology will continue to attract other work vehicle manufacturers both here and abroad, and we will continue to provide shareholders with updates on our developments."

BATTERY MASS PRODUCTION TRIAL

AMV has begun a mass production trial of its battery technology, designed to ensure the company's manufacturing process is executed efficiently to run at rate and confirm quality as they work to scale battery manufacturing at their headquarters in Mesa. This is their final stage of battery cell manufacturing process development.

"This mass production trial is an essential part of our manufacturing development and ramp up process. This process allows Atlis to establish confidence in our ability to meet the needs of our customers at the scale they require," stated VP of operations David Apps. "We look forward to keeping our shareholders updated on relevant developments with regard to this manufacturing run and future order fulfillment."

Following a successful mass production trial, the company will complete its quality confirmation to ensure consistency and rapidly ramp up to complete its first manufacturing run for delivery to customers.

HOME ENERGY STORAGE PARTNERSHIP

Atlis has received its first orders for residential energy storage packs from HALEE Solar, another Mesa-based energy system provider.

"Continuing to develop the full capability of our Atlis ecosystem, we are proud to partner with a fellow Mesa-based business to provide residential energy storage solutions to the community," says Hanchett. "As a company based in the US developing its own battery systems, we are uniquely suited to collaborate with socially responsible energy companies in the same way that we collaborate with EV OEMs—namely, by providing efficient and powerful energy solutions."

HALEE (Home Automation, Lighting, Environmental and Electrical) is a socially responsible home energy system company helping builders and consumers lower their impact on the environment with smart solar solutions, while still creating beautiful, cost-effective homes. Their team is made up of entrepreneurs, finance experts, software and energy engineers, and more.

atlismotorvehicles.com

atlismotorvehicles.com/energy-solutions



A taste of the sand life at Camp RZR in Glamis

By Aaron Turpen
www.AaronOnAutos.com

Photos by Garth Milan

Northwest of Yuma, just over the California border, sit the North Algodones Dunes. At the southernmost edge of those dunes is Glamis, a tiny town that exists because so many off-road enthusiasts visit those sand dunes. And every year, thousands of them congregate for the annual Camp RZR event put on by Polaris.

Imagine, if you will, a flat area of sand just off the highway that normally hosts little more than a handful of trucks and trailers as an ad hoc parking lot. People who enjoy running their side-by-sides, all-terrain vehicles, and dirt bikes in the sand come to Glamis and Algodones daily, year-round. On weekends, a few RVs and even some tents will also be seen there as enthusiasts make the most of their outdoor off-road fun.

But in late October, that all changes. That usually sparse parking lot becomes a small town made up of RVs, trailers, UTVs, and crowds of people looking for a weekend of fun. There is a giant ferris wheel with the Polaris emblem at its center, a huge concert stage where acts like Blink 182 and local artists put on concerts every night, vendor

(cont'd)





booths, repair “pits” for broken utes, and food trucks all gathered in a surprisingly well-coordinated menagerie. And the vehicles. Every off-road rig you can imagine, if it’s ready for the sand, is likely seen on and off the dunes.

This is Camp RZR and it’s the premier sand-themed off-road event of the year for enthusiasts and fun seekers alike.

The 2022 Camp RZR event was one of the largest in recent years. We attended to see huge crowds, a lot of camaraderie, and enough fun to create memories for a lifetime. Kids, teenagers, adults, families, and professional Baja runners were all there and happily hitting the dunes and getting pizza from a converted fire truck.

The amount of spontaneous order to be

seen was amazing and spoke well of human nature. Breakdowns happen and rigs get stuck. Others around those having trouble would quickly swoop in to help, pulling stuck vehicles out of their mire and towing broken UTVs back to camp. There, Polaris supplied a crack pit crew of technicians to make free repairs to those having trouble. Often by pil-laging parts from vehicles Polaris brought as loaners or display models.

At night, concerts happen on the big stage as crowds bob their heads and enjoy the music. Then a nightly ride up to the tallest of the nearby dunes, Oldsmobile Hill, ensues. Light up marker poles on various rigs and headlights shining down make a line across the dune’s peak. Fireworks greet those nightly gatherings, launching just outside of Camp RZR

proper for a show that everyone can enjoy.

From watching clinics showing children proper safety and use of gear to curated ride and drives for newcomers and pre-teens in a closed circuit to demonstration drives on Polaris-supplied machines on an easy dune route, we saw a lot for those just getting started in the dunes. For the rest? A free-for-all in the desert with sand slinging, rooster throwing, and dune sliding. Pretty much everywhere.

Camp RZR is sponsored by Polaris every year near Glamis and hosts hundreds of enthusiasts. Dates and reservations for the 2023 event are not yet available as of publication, but it’s worth watching for them because this is something nobody should skip doing at least once. ■



Quick on its feet and quick to recharge

by Joe Sage

We flew to Colorado in September for a multi-vehicle Mercedes-EQ and Mercedes-AMG EV deep dive (see Nov/Dec 2022). Included were two drive sessions in the 2023 Mercedes-EQ EQS SUV, one on a challenging paved Foothills route, the other an extreme off-road course farther into the Rockies. In November, one of those same machines came to spend a week with us here in Arizona, this one the 450+, the base model of three ranging from \$104,400 to \$129,950. (An AMG is expected to join the lineup. With the EQS Sedan as reference, this may run around \$150,000.)

The EQS SUV is the first new-platform EQ SUV to market (the prior EQB SUV is an adaptation) and the largest. It follows the 2022 EQS Sedan, which we had driven last winter here (see our Jan/Feb 2022 issue) and drove again in Colorado this fall.

Advanced cabin luxuries include Energizing Comfort sound effects, HEPA air filtration, a full-width MBUX Hyperscreen with features for both driver and passenger, haptic-touch feedback and personalized suggestions in the driver interface.

Performance and handling of the EQS SUV are enhanced by standard 10-degree rear-axle steering, great for parking or mountain twisties, and proven on our Colorado off-road course, where it maneuvered like a fraction of its size.

Our schedule this time would be challenging—race weekend at Phoenix Raceway would mean multiple round-trips between opposing far corners of the Valley. We'd be doing a lot of math, as well as the usual searching for the best available and functional chargers, always an adventure, but unfamiliar areas added a new dimension.

Our 450+ is the only rear-drive EQS SUV model and (with just one axle driven) the least powerful, at 355 hp and 419 lb-ft of torque. (The 450 4MATIC, with two axles driven, has the same horsepower but brings torque to 590 lb-ft, while the high-output 580 4MATIC delivers 536 hp and 633 lb-ft.) Charge times and capacities are the same for all. Range is 305 miles for RWD (or 285 for 4MATICs).

The base model's power and torque are still a massive kick in the pants and, as with any EV, on

tap from the first instant your toe hits the pedal. Nonetheless, 4MATIC is only three grand more, so we'd almost surely opt for that, despite the trade-off of 20 miles less range, which could be the difference between making it to the next charge or not, based on many of our prior adventures.

It's a bigger power and price jump up to a 580 4MATIC, but the numbers speak for themselves.

We're big fans of performance all-wheel drive, though its purposes are in some ways increasingly mitigated by stability technologies. Our week included some horrendous rainstorms—with nary a care about lack of 4MATIC, as our rear-drive 450+ handled anything and everything flawlessly.

We didn't note charge level at first, but after delivery miles, plus an errand or two, and one trip to the track, we had 58 percent charge remaining, suggesting our next trip out there could leave us cutting things quite tight. We investigated options in unfamiliar areas, expended some juice searching a few out but finding them to be private, fairly quickly deciding we'd be better off using what we're used to near home—if we made it.

We tried eco mode, in pursuit of additional re-



generation and/or preservation, but it was too gutless for our taste. Regardless of going back to normal mode, however, we somehow consumed only 30 miles of range in our second Phoenix Raceway roundtrip (about 100 miles). We were either cruising highly efficiently, regenerating more than we may have thought, or both, or just lucky.

We hit a familiar DC fast charge station just as the sun was setting (better than our usual low-demand midnight-to-dawn sessions). Best of all, Mercedes is as good as its word on charge times. This is rated at just 31 minutes from 10 to 80 percent, though we went from near-zero to near-100, still unmistakably faster than our other recent EVs.

The fact remains, overall, that you are going to want your own fast-as-possible home charger if you're buying an EV. The other fact remains, however, that sometimes you just won't be at home, even on a busy metro-spanning local weekend like the one we had with this vehicle.

All in all, our take is the same as it was from our Denver launch event—if Tesla has had the luxury EV market sewn up for awhile with luxury mostly defined simply by the fact they're pricey, they are going to have to make room. The new EVs from Mercedes-EQ are about to take a huge bite out of this market, and rightly so. ■

SPECIFICATIONS

ASSEMBLY	Tuscaloosa, Alabama
ELECTRIC MOTOR(S)	permanently excited synchronous, 265 kW rear axle only; (450 4MATIC 265 kW combined dual axles; 580 4MATIC 400 kW combined dual axles)
HP/TORQUE	355 hp / 419 lb-ft (or 4MATICs 536 hp / 633 lb-ft)
BATTERY PACK	Lithium ion
RANGE	305 miles (or 4MATICs 285)
CHARGING TIME	(all models) 240V/32A wallbox (10-100%) 11.25 hrs 110kW DC Fast Charging (10-80%) 31 min
0-TO 60 MPH	6.5 sec (others 5.8, 4.5 sec)
TOP SPEED	(all models) 130 mph
DRIVETRAIN	RWD; (others avail fully-variable 4MATIC AWD w Torque Shift)
STEERING	10° rear-axle steering standard
TURNING CIRCLE	under 36 ft
LENGTH / WHEELBASE	201.8 / 126.4 in
WEIGHT	TBA
FUEL ECONOMY	TBA

2023 EQS SUV LINEUP

EQS 450+ SUV	\$104,400
EQS 450 4MATIC SUV	107,400
EQS 580 4MATIC SUV	125,950
AMG EQS SUV	(no word so far)

Wheels well toward the corners and minimal overhangs front and rear create exceptionally stable handling and the basis for the EQS SUV's substantially spacious passenger and cargo volume.



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Concours in the Hills 2023

The Gila River Resorts & Casinos 9th Annual Concours in the Hills, presented by Matson Money, will be held on Saturday February 4, 2023— one week earlier than usual, to avoid competing with the Superbowl and Phoenix Open Golf Tournament—in its familiar location at Fountain Park in Fountain Hills.

Having set multiple records for the number of cars on display, number of spectators and sponsors, and funds raised for Phoenix Children's each year since its inception in 2014, the free, family-friendly show has become recognized as a premier event in Arizona for high-performance, exotic and collector cars.

The show is organized by sections for Domestic, Imports, Race Cars, Limited-Edition Exotics, Off-Road and Motorcycles. A helicopter display includes military attack helicopters.

The event started in 2014 with 220 cars and 3,000 spectators. In 2022, there were some 1,200 vehicles, over 100 sponsor booths and an estimated 50,000 people, raising \$460,000 for Phoenix Children's Hospital Cardiac Department.

The show is heavily supported by leading car clubs and dealers including Ferrari, Lamborghini, McLaren, Porsche, Corvette, Mustang, Aston Martin, Bentley, Rolls-Royce, Mercedes-Benz, BMW, Audi and others. The value of vehicles is many hundreds of millions, with several individual cars worth over \$10 million.

The show opens at 10am but starts getting busy from 7am when cars start roaring in. Admission is free for spectators, and entry for private exhibitors is just \$75 per car or truck and \$40 per motorcycle, although many donate more. All funds go to Phoenix Children's, and the organizers are all dedicated volunteers.

WHEN:
Saturday February 4, 2023, 10am – 3pm

WHERE:
Fountain Park, 12925 N Saguaro Blvd
Fountain Hills AZ 85268

FURTHER EVENT INFORMATION:
www.concoursinthehills.org

ABOUT PHOENIX CHILDREN'S
Phoenix Children's is one of the nation's largest pediatric health systems. It comprises Phoenix Children's Hospital—Thomas Campus, Phoenix Children's Hospital—East Valley at Dignity Health Mercy Gilbert Medical Center, four pediatric specialty and urgent care centers, 11 community pediatric practices, 20 outpatient clinics, two ambulatory surgery centers and seven community-service-related outpatient clinics throughout the state of Arizona.

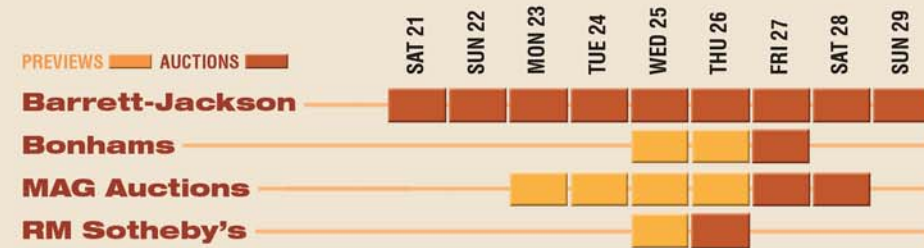
The system provides world-class inpatient, outpatient, trauma, emergency and urgent care and has been serving children and families for nearly 40 years. Phoenix Children's Care Network includes more than 1,175 pediatric primary care providers and specialists who deliver care across more than 75 subspecialties. For more information, visit phoenixchildrens.org.

Photo by Rob Mains
www.robmainphotography.com



SPECIAL EVENTS: JANUARY AUCTIONS

Arizona Auction Week 2023



With pandemic disruptions of the past two years seemingly behind us (knock on wood), this year's auction schedule returns largely to normal. Gone are those years' various notes about which events are live, or remote, or live but limited to participants, or have time or seating restrictions, or all the other issues of the past two years.

Of note, Gooding & Company, Russo and Steele, and Worldwide Auctioneers have exited this year's schedule, though Worldwide says it's a one-year thing (see notes). But the rest are all back at their familiar locations, with their usual wide range of event components and even some expanded inclusions.

Check online for the latest details.



Barrett-Jackson 52nd Annual Scottsdale Auction

Nine days: Saturday, January 21 - Sunday, January 29, 2023

This nine-day automotive lifestyle event kicks off on Saturday Jan 21 with Family Day, when kids 12 and under are free with an accompanying paying adult. In addition to an enormous docket of collectible vehicles and automobilia items, you'll find shopping at hundreds of exhibits, collector car symposiums, manufacturer displays and reveals, thrill rides, hot laps and off-roading, acres of sights, sounds, food and drink—including a live music stage, food trucks and outdoor firepits—as well as the Boy Scouts Pinewood Derby, STEM Fest (displaying the Blue Origin space capsule), their latest addition, the long-running Future Collector Car Show on Sunday Jan 22, and the Barrett-Jackson Cup Competition, with Ultimate Best in Show and People's Choice awards on Saturday Jan 28.

WestWorld of Scottsdale (AZ Loop 101 & FLWright Blvd)
16601 N Pima Road, Scottsdale AZ 85260
www.barrett-jackson.com



Bonhams 12th Annual Scottsdale Auction

Friday, January 27, 2023 (viewing Wednesday-Thursday, Jan 25-26)

(NEW DATE!) Rare mid-century Chrysler Ghia show cars in the prestigious Ramshead Collection of 13 cars will bring a taste of La Dolce Vita to Bonhams—the 400-hp Hemi V8 1957 Chrysler Ghia Super Dart 400 concept from that year's Torino and New York shows and class winner at Pebble Beach (est \$750,000-950,000); a largely hand-built, limited-production (26) 1962 Chrysler Ghia L6.4, also with show and concours provenance (est \$450,000-650,000); and a 1954 Chrysler Ghia GS-1 Coupé, one of nine, five remaining (est \$600,000-800,000). The collection ranges from Buick and Cadillac to Lincoln and Ford (other noted highlights est \$75,000-125,000), mostly at No Reserve.

Westin Kierland Resort & Spa - 6902 E Greenway Pkwy, Scottsdale AZ 85254
www.bonhams.com



MAG Auctions January 2023 Collector Car Auction

Friday-Saturday, Jan 27-28, 2023 (vehicle check-in, bidder reg. Jan 23-26)

With general admission gate and a live auction at their longstanding venue, the We-Ko-Pa Casino Resort outside Fountain Hills, MAG Auctions remains one of the most accessible and down-to-earth events, where the heartbeat of the hobby is alive in hundreds of generally more affordable, driveable vehicles. For a taste of its variety, early consignments range from a 1991 Nissan Figaro convertible, to a 1930 Oakland 101 Roadster, a '63 Pontiac Grand prix, '97 Yamaha Royal Star motorcycle, '81 Chevrolet C10 Cheyenne pickup, '54 Ford Crestline hardtop, 1926 Tall T hot rod, a Chrysler Prowler, '48 Chevy pickup, '63 Ford F100, '65 Mustang, a 2016 Mercedes-Benz AMG GTS Coupe—and on and on. Parking and food are simple, too. Bring a few bucks—it's a don't-miss.

We-Ko-Pa Casino Resort, Fort McDowell AZ 85264
(Arizona 87 Beeline Highway northeast of Fountain Hills)
www.motorsportauctiongroup.com

RM Sotheby's 24th Annual Automobiles of Arizona

Thursday, January 26, 2023 (preview Wednesday, Jan 25)

RM Sotheby's, the world's largest collector car auction house by total sales, returns to Arizona for 2023 after an unprecedented record-breaking year. Early consignments include a hypercar-era-defining 2014 Ferrari LaFerrari in Blu Elettrico (est \$4,000,000-4,500,000); a famous 1965 Shelby 427 Competition Cobra, the only one featured in the Cobra Caravan tour, an Elvis Presley movie and period competition (est \$3,000,000-3,600,000); and a like-new Liquid Grey, silver-striped 2017 Ford GT from its first and only owner (est \$850,000-950,000). Further offerings include more Ferraris, Bugattis, Porsches and Aston Martins. With over 40 years in the business, RM Sotheby's holds seven of the top ten records for most valuable motor cars ever sold at auction.

Arizona Biltmore Resort and Spa - 2400 E Missouri Ave, Phoenix AZ 85016
www.rmsothebys.com



Worldwide Auctioneers

After a monumental three-day event in Auburn in September, and while working on an extensive facility re-model and the upcoming launch of an on-site private sales gallery, Worldwide is skipping Arizona this month. Their annual calendar will kick off again in April, followed by Auburn in September, with a return to Scottsdale in January 2024. ■



PUERTO PEÑASCO WITH 'FAMILIA DE CINCO'

Rocky Point delivers family fun, a few challenges

By Stephanie Jarnagan

Puerto Peñasco, also known as the south-of-the-border beach town dubbed Rocky Point, has long been a popular vacation spot for many Arizonans, since it's home to the closest beach for both Phoenixians and Tucsonans (approximately a four-hour drive from our home in the southeast Valley). My first experience with the locale dates back to the late 1990s when thousands of fellow Sun Devils and other spring breakers converged on the small tourist town for some college-age shenanigans.

Our family—which includes three offspring ages 18, 15 and 11—had been reluctant to visit due to heightened cartel crime in northern Mexico, but after years of cajoling by my brother, whose in-laws have owned a home on the Cholla Bay peninsula since the 1970s, we finally took a trip there last spring and enjoyed ourselves. Most recently, however, we visited the Las Conchas area on the opposite side of town for a fall break trip with neighbors.

A rocky start

One of the tactics we employ to alleviate travel-related stress into a foreign country is to caravan with fellow travelers. This has always worked well, and we had encountered no problems during our first trip with my brother. This trip, how-

(cont'd)





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We also have a dedicated corporate travel team that handles large accounts across the United States. Our partnership with The Frosch Travel Group gives us the tools necessary to tailor a corporate travel plan for your company, provide travel savings for your employees and give you the personal attention you need in this technology driven era. Our personal commitment to providing you the tools you need to travel safely and at the lowest cost is unmatched.

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ever, began with our neighbors being pulled over by Mexican police shortly after crossing the border. Our neighbor happens to be fluent in Spanish and after they had tried to shake him down for \$200, he was able to negotiate the "speeding fee" down to \$40 cash and be on his way.

Our neighbors were driving a late-model Toyota 4Runner with a trailer hauling a dune buggy—yes, it basically screams "wealthy tourist"—and we were driving our reliable Ford Explorer Sport. These are ideal vehicles for travel to Mexico, where there's an endless amount of dirt and sand to traverse! (Pro tip: When traveling in Mexico, don't forget to secure Mexican insurance, which we did via Sanborn's prior to leaving the States.)

When we arrived at our beachfront villa, rented via VRBO, we encountered problem number two. The beach was nearly inaccessible because both sets of stairs and the sea wall had been destroyed by a hurricane that hit a few weeks prior. Repairs were in progress during our stay, with no prior notification by the VRBO owner. Fortunately, we were all able-bodied and scrambled down the neighboring sand hills to hit the beach each day, so we just made the best of it.

Soaking up nature

We spent many hours simply swimming and kayaking at the beach, discovering starfish, sea anemones and even an octopus during low tide. The Sea of Cortez has one of the most remarkable tide fluctua-



tions in the world, coming in around number three with an astounding 27-foot fluctuation at extreme high tide. We visited during a full moon in October, and our beachfront property saw a difference in tides that was at least the length of a full football field, if not longer. I highly recommend visiting during this time because the water was the perfect temperature, with highs in the upper 80s and low 90s during the day.

One of our favorite places to visit was the Morua Estuary. Located about 15 minutes southeast of town, on the Sea of Cortez in Sonora, this 2,700-acre ecosystem hosts more than 140 species of endemic and migratory birds that make the bay their winter home or stop over enroute to destinations further south.

While we did not indulge, the estuary is also home to the El Barco oyster res-

(cont'd)



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restaurant, where the oysters are cultivated on site by the only women's oyster farming cooperative in Mexico.

Our kids enjoyed hiking the sand dunes and "surfing" down the hills into the water—some trips were successful, others not so much. But a good time was had by all, without any injuries, thankfully.

Bring on the food

Our visit to Rocky Point would not have been complete without indulging in local cuisine—Mexican food happens to be our favorite. Churros y Elotes is a simple roadside stand in town that serves up to-die-for churros complete with a variety of dipping sauces. Prior to our stop here, I thought Disneyland served up the world's best churros. Not so!

We also made sure to visit Wrecked at the Reef for an afternoon of adult and virgin beverages and standard bar food, as well as some great live music and beach volleyball action.

One of the most memorable food experiences we had was hiring a local chef



to prepare a Mexican taco feast at our VRBO, which was money well spent and a luxury that we will all remember. It also resulted in some of the tastiest nachos made the next day from the seemingly endless leftovers!

For a quick trip that checks off two ideal vacation boxes—1) beach town and 2) interesting international destination—Rocky Point is full of adventure for spring breakers and families alike. ■



Never gets old

by Joe Sage

Dodge Charger and Challenger have maintained their fundamental builds for longer than is typical, resulting in hugely positive reliability ratings and ever more popularity with each passing year. Sadly, they keep reminding us that these are the last we'll see of these wonderful muscle cars we've all come to know and love so well, as they vow to make way for EVs. By means of both warning and celebration, their finale is like that of an especially great fireworks display, with one special edition or package after another, each one as dazzling as the rest.

A series of "Last Call" packages (shown in the news pages of our previous issue) recently added

numbers five and six. One is a 2023 Dodge Charger King Daytona, a limited build of 300 units, tracing its heritage to the 1960s and '70s West Coast drag-racing scene. This version bumps an SRT Hellcat Redeye Widebody to 807 horsepower and is painted in Go Mango orange with an equally orange emphasis for the interior. The other recent Last Call is the 2023 Dodge Challenger Black Ghost, a modern manifestation of an original that cruised the strip in the 1970s, also limited to 300.

The Charger we are driving here (one of our last 2022 models, arriving late in the year) seems to follow suit, but is not technically a Last Call build. This is a return of the HEMI® Orange Appearance

Package, itself a nod to touches on the 426 HEMI of the late 1960s, available in 2021 on both Charger and Challenger rear-drive GTs.

Our sample starts out strong, as a Scat Pack Widebody with 392 HEMI V8, then takes things over the top with its special HEMI Orange Package. Although this sounds as though it would also be in Go Mango paint, this build is in fact available on five shades of basically black, grey and white. The namesake orange is all in the details—which are set off boldly against the neutral grey Smoke Show paint job on ours.

The Scat Pack Widebody package already adds the V8, all-speed traction control, Brembo 6-piston fixed front caliper brakes, performance shift indicator, body-color fender flares, flat-bottom steering wheel, Widebody competition suspension,



adaptive damping suspension and Pirelli three-season tires, for \$5995.

On the outside, the special HEMI Orange Package adds a black stripe with orange tracer, front to rear, orange brake calipers, "392" fender badges, "HEMI Orange" badges and a satin black "Dodge" tail lamp badge, and 20x11 carbon black warp-speed wheels. Its interior HEMI Orange Package upgrades include Nappa/Alcantara seats with inset "/" logos, a premium-stitch dash with a "392" instrument panel badge, orange interior accent stitching, and gloss black instrument cluster trim rings. Upgraded creature comforts in the package

include power front seats, ventilated front seats, a two-way power lumbar passenger seat, illuminated rear cupholders plus rear armrest with a cupholder, radio-mirrors-driver seat memory and heated rear seats, all for \$1500. (Note that some features are duplicated in our Plus Group package.)

We took ours for a spectacular predawn drive up the Beeline Highway and out to Saguaro Lake. Righteous performance. Righteous acoustics. We would love to do that every day, in this build.

You will definitely want to get your hands on one of these or one of the other various Last Call special builds—while you still can. ■



SPECIFICATIONS (2022)

ASSEMBLY	.....Brampton, Ontario, Canada
ENGINE / TRANSMISSION	.....Mexico / USA
CONTENT	.....US/Canada 71% / Mexico 18%
BUILD	.....unitized steel body, aluminum hood
ENGINE	.....392 (6.4L) HEMI® V8 by SRT, 90° V, deep-skirt cast iron block w cross-bolted main bearing caps, alum alloy heads w hemi chambers, 16v pushrod OH valves, hydraulic lifters w roller tips, sequential multipoint returnless electronic fuel inj, w Fuel Saver mode (cylinder deactivation)
HP/TORQUE	.....485 hp / 475 lb-ft
COMPRESSION RATIO	.....10.9:1
ALT / BATT	.....220A / H7 case 730 CCA
EXHAUST	.....dual 2.75-in electronically controlled, performance-tuned active exhaust system w 4-in chrome round tips
TRANSMISSION	.....8HP70 8-spd auto
DRIVETRAIN	.....RWD
SUSPENSION	.....F: indep short- & long-arm w high upper A arm, lateral & diagonal lower links, coils over gas-charged Bilstein adaptive damping shocks, 32mm hollow stblzr bar; R: 5-link indep w coils, gas-charged Bilstein ADS shocks, 22mm stblzr bar
STEERING	.....elec power w multi-mode assist
BRAKES	.....F: 14.2 x 1.26 vented, 1.73 Brembo 4-piston fixed alum; R: 13.8 x 1.10 vented, 1.26 Brembo 4-piston fixed alum
WHEELS	.....Warp Speed 20x11 granite/alum
TIRES	.....(opt) Pirelli P Zero 305/35ZR20 three-season performance
LENGTH / WHEELBASE	.....201.0 / 120.0 in
GROUND CLEARANCE	.....5.2 in
TURNING CIRCLE	.....39.0 ft
HEADROOM (F/R)	.....38.6 / 36.6 in
LEGROOM (F/R)	.....41.8 / 40.1 in
CARGO CAPACITY	.....16.5 cu.ft
WEIGHT / DISTRIB	.....4361 lb / 55/45%
FUEL / CAPACITY	.....91 oct prem unl / 18.5 gal
MPG	.....15/24/18 (city/hwy/comb)

BASE PRICE	.....\$47,385
PAINT: Smoke Show	.....95
SCAT PACK WIDEBODY 21V: see text	.....5995
HEMI ORANGE PKG: see text at left	.....1500
PLUS GROUP: vented front seats, rear armrest w cupholder, illum rear cupholders, blind-spot indicator, memory-power-heated mirrors, premium-stitch dash, power front seats, 2-way power lumbar passenger seat, heated rear seats, front overhead LED lighting, driver/passenger lower LED lamps, exterior mirror courtesy lamps, radio-mirrors-driver's seat memory, auto adjust-in-reverse side mirrors, power tilt/tele wheel, blind spot detect, cross-path detect	.....2095
CARBON-SUEDE INTERIOR PKG	.....1595
DRIVER CONVENIENCE GRP: bi-function HID projector headlamps, locking lug-nuts	.....890
NAV & TRAVEL GRP: GPS nav, Uconnect 4C Nav w 8.4-in touchscreen, SiriusXM Travel Link & Traffic Plus w 5 years subscrip	.....995
HARMAN KARDON AUDIO: 19 GreenEdge speakers, GreenEdge amp, surround sound	.....1795
TIRES: 305/35ZR20 3-season front/rear695
DESTINATION CHARGE1595
TOTAL\$64,635

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Freshly grilled BY JOE SAGE

The current Nissan Versa, revealed in 2019 for 2020, was a comprehensive change from its prior generation (a notably small and affordable subcompact sedan and even smaller hatchback). Sitting below Sentra, Altima and Maxima makes it a subcompact by default, but we've also seen it referred to as compact or its size avoided altogether. From outside or as you hop in, subcompact would never cross your mind. It looks very mainstream, almost midsize, and its interior is quite generous.

At its launch in 2019, Nissan was able to boast being alone in having a sedan, crossover and truck all starting below \$20,000. Now, a new truck lineup is well over that, and the Kicks crossover is over by just a few hundred bucks. But even in challenging economic times, Versa survives the \$20k mark.

The 2023 Nissan Versa lineup starts at \$15,730 and runs up to our SR at just a few hundred dollars under \$20,000. That Versa S base price is with a manual transmission (automatic is \$17,400), and for clutch fans, that's a rarity and a win-win.

The pre-production Versa SR we're driving includes features that give it a claim for having most standard safety tech in its class for 2023. Our SR grade is tops by price, though only by \$700. Specs suggest it is basically an alternative to the almost-

same-price SV—sportier, with bigger wheels and sport cloth instead of premium cloth upholstery.

Versa is not tremendously powerful—122 horsepower from a 1.6-liter four-cylinder—but it's also not heavy, at just 2729. Put those together, and it moves along quickly, while also rated at 40 MPG highway, showing that purchase price savings are just the beginning. The only time we really noticed its lack of horses was when someone cut off three lanes of traffic, we all had to slow down, and then had to catch back up to highway speeds. Handling is very solid, with no noticeable torque steer.

What caught our eye even more is its rework of the grille and front sheet metal. Nissan has been stuck in a one-theme-for-all styling phase, with what they call the V-Motion grille forced into the face of almost all vehicles (finally even the GT-R). Perhaps the new Z car broke that trend, or maybe they've been itching to change for awhile but hesitated to do it abruptly. We love it and might expect to see Nissan's sales climb as that spell is broken.

Basically, this is a state-of-the-art vehicle with only a little less fluff (e.g. no power seats), a huge win-win for many buyers, the benefit of how hard Nissan has worked to keep it under \$20 grand.

Give the Versa 20 more horsepower and it would be astonishing, but that's where the rest of the model line kicks in. The compact Sentra's 2.0-liter engine has 149 hp, and it starts at \$19,950 and, trim to trim, runs about \$2500-3000 higher

SPECIFICATIONS

ASSEMBLY	.....Aguascalientes, Mmexico
ENGINE	.....1.6L 4-cyl 16v dual-inject CVT
HP/TORQUE	.....122 hp / 114 lb-ft
COMPRESSION RATIO	.....10.4:1
TRANS / DRIVETRAIN	.....D-step Xtronic CVT / FVD
SUSPENSION	.....F: indep strut, twin tube shocks, 21.0mm stblzr bar; R: torsion beam, twin tube shocks
STEERING	.....elec pwr-assist
BRAKES	.....F: 10.02 x 0.87 vented disc; R: 8.0 drum
WHEELS / TIRES	.....17x6.5 alum alloy / 205/50R17 a/s
LENGTH / WHEELBASE	.....177.0 / 103.1 in
TURNING CIRCLE	.....34.8 ft
HEADROOM (F/R)	.....39.5 / 36.3 in
LEGROOM (F/R)	.....44.5 / 31.0 in
CARGO CAPACITY	.....15.0 cu.ft
WEIGHT / DISTRIB	.....2729 lb / 60/40%
FUEL / CAPACITY	.....reg unl / 10.8 gal
MPG	.....32/40/35 (city/hwy/comb)
BASE PRICE	.....\$19,720
PAINT: Scarlet Ember Tintcoat	.....395
FLOOR MATS	.....170
DESTINATION CHARGE	.....1025
TOTAL	.....\$21,310

2023 NISSAN VERSA LINEUP

S	.....5-spd M/T	.....\$15,730
	.....CVT	.....17,400
SV	.....CVT	.....19,020
SR	.....CVT	.....19,720

than Versa. This game can then push you toward Altima, then Maxima at more than double the price. If you want economical value, keep your eye on the ball. As current Nissan Versa advertising says, "compromise not included." We agree. ■



ARIZONA BEE FARM FIND MAKES HONEY AND HISTORY

BY SUE MEAD / BUILD PHOTOS: VOLVO CAR USA / SEMA SHOW PHOTOS: JOHN JACKSON, NOT STOCK PHOTOGRAPHY

"IT WAS IN ROUGH SHAPE— IN MOSTLY PRIMER AND VARIOUS COLORS OF PAINT AND FULL OF SPARE PARTS. BUT, AS AN ARIZONA CAR, THERE WAS VIRTUALLY NO RUST. I EVENTUALLY GAVE IN..."



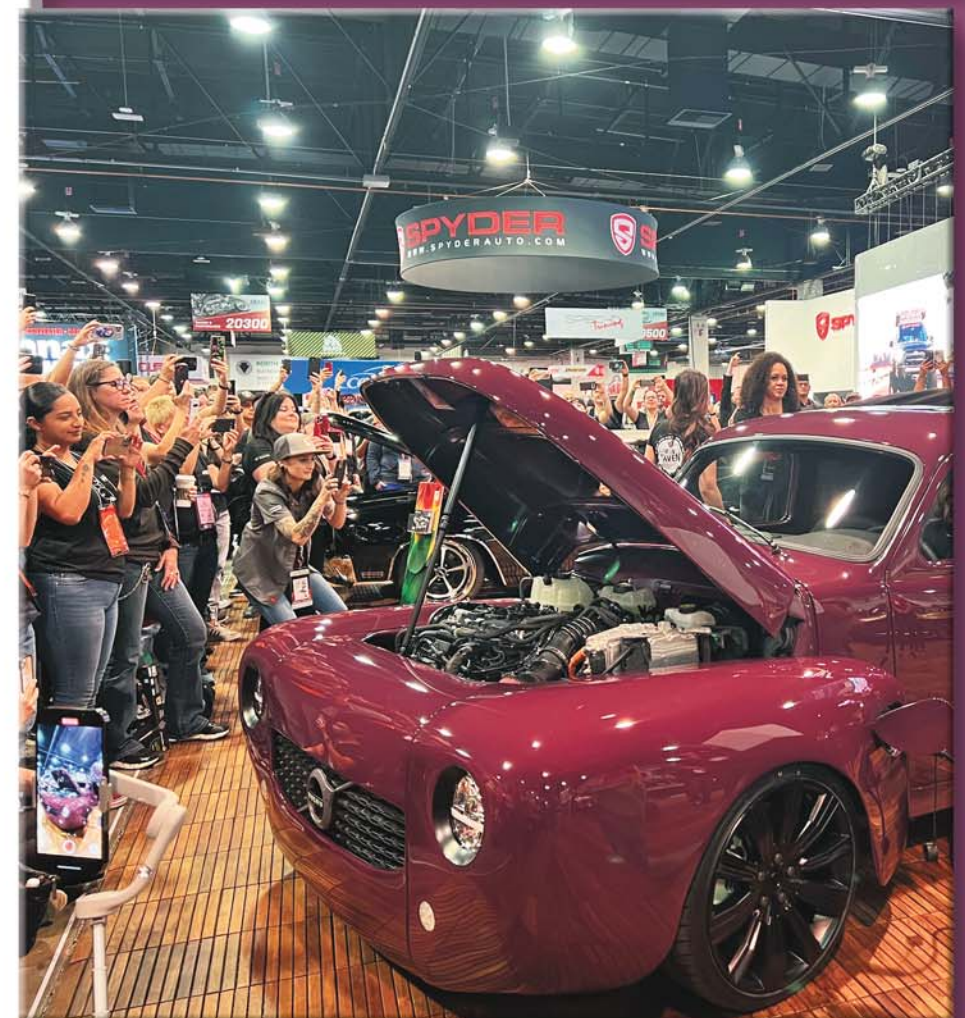
It took nearly 10,000 hours of work and more dollars than expected, but Sarah "Bogi" Lateiner, a mechanic, custom car-builder and celebrity TV personality from Phoenix, would tell you that it was a honey of a deal and that both she and the 1961 Volvo PV544 have made history with this swoopy, vintage vehicle found on a bee farm on the outskirts of the city.

Bogi's 'underdog' restoration project was not only a hit at its unveiling at the 2022 Specialty Equipment Manufacturer's Association (SEMA) Show in Las Vegas recently, but it took her to the stage as a panelist at the *Washington Post's* Global Women's Summit in November and will now send her across the US to share her retro-build story and the story of women in the automotive industry.

Bogi is not new to car builds nor to training and supporting women in the automotive world. Iron Maven—the meld of a Volvo PV544 and a modern-day 2019 Volvo S60 Recharge Polestar—is the third restoration for Bogi, founder of Girl Gang Garage and the longstanding TV host of *All Girls Garage* and *Garage Squad*. Bogi has spoken to and trained thousands of women across the country and worked with 90 women on her first build, the Chevy Montage (a '57 Chevy pickup), and 60 women on the High Yellow '56 (a '56 Chevy pickup) build.

Not long ago, she was an outsider to the automotive industry; however the 44-year-old who hails from Phoenix has now attracted a huge following. When she first learned to drive, it was her experiences at repair shops that made her want to also learn how to fix her own car. She attended Universal Technical Institute, trained at BMW's factory training and worked as a dealer technician for seven years. That led to the vision to develop her own auto repair shop where she could welcome and train women as technicians. She opened her first shop, 180 Degrees Automotive, in her driveway in 2006, before opening her namesake shop, which she has co-owned with friend and fellow auto enthusiast and design technologist Shawnda Williams.

(cont'd)





“The PV544 originally was a planned project car for someone I knew. He was a camera guy for a news segment done about the first all-female build. When he told me about the car, I told him I wasn’t really looking for another project and I don’t do customer work. He pressed, saying he wanted it to be an all-female build because he so supported what I was doing and that he didn’t care if it took multiple years or if total newbies were working on it and that he would fund the build. I initially turned him down, but I researched the car, and checked it out and then couldn’t shake the idea.” When he was unable to fund it, Bogi took it on.

That was the first step, but next was the motivation from Volvo to use the hybrid. “I originally had a much less intensive project in mind. I knew I wanted to do a modern Volvo and originally thought that their V8 would be fun, but I discovered Volvo’s 4-cylinder turbocharged and supercharged engine, and I was in love. When I did the research, many challenges came up, so I reached out to Volvo because of their demographic of buyers and history as a manufacturer. I thought that they’d be really into it, if I could just get it in front of the right person. I reached out to everyone I could find on LinkedIn, asked everyone I knew if they had any Volvo contacts and finally got in front of someone who saw the vision and said yes. It came with one caveat though—he wanted to highlight their plug-in hybrids. I

figured this is going to be a huge challenge as it is, so why not step it up one more notch! It took the whole concept of the build to the next level—to celebrate the past, present and future of cars, of custom-car building, and of women in the automotive trades. It was like many of my crazy ideas that start out small and then grow and grow and grow.”

In this case, it grew to a team of 165 women from the US and beyond; support from technical experts at Volvo; and the mutual goal to publicize this all-female project to bring awareness to the need for more women to join the auto industry.

“I haven’t tallied the actual hours, but a quality restoration typically takes 2,000 to 4,000 hours,” Bogi says. “With this being a custom build, a body swap, and a teaching model with 30 to 40 percent of the women being hobbyists or newbies, I wouldn’t be surprised if we were closer to 10,000 hours or more.”

THE BUILD

The Iron Maven was melded and updated with the technologically advanced elements from the Volvo S60 T8 Polestar-engineered sedan that sports a plug-in hybrid drivetrain—a Drive-E four-cylinder gasoline engine paired to electric motors. Polestar is an electric performance car brand associated with Volvo vehicles, that injects more power and torque into an engine through software and adds other

(cont’d)

THE MISSION

Bogi Lateiner was a presenter at the recently-held Global Women’s Summit that brought top female leaders from around the world who are driving change and shaping the world—from government to politics, sports media and the arts—to share their voices and their story.

“I was at the summit speaking on a panel on behalf of Volvo, sharing my story and views of bringing more women into the automotive trades. I also took the opportunity to bring up the issue of women in the automotive trades, that is really a part of a much bigger issue of the shortage of trades folks in general, and how the effect of that shortage will soon start to be felt on a global level by everyone. I emphasized that the supply chain issues we are experiencing these days are just a teaser for what we will experience when there are no techs to fix the things that make our world go round, and that we need a societal shift towards valuing the trades and trade schools as equally respectable careers to white collar jobs and four-year degrees.

According to US Bureau of Labor Statistics data, only nine percent of automotive repair and maintenance positions are held by women, compared to the average gender split of 46 percent women employed in other industries.

Volvo Cars is looking to increase the number of its female service technicians and is dedicated to increasing the number of female technicians within its retail network through accelerated training programs for current automotive technicians, recent graduates and military veterans. The company offers a series of development programs, scholarships, partnerships and more at training centers across the US. This includes a 50/50 Gender Neutral Leadership Commitment in recruitment and promotion to leadership positions, as well as a larger focus on supporting the company’s transition to a fully electrified lineup of plug-in hybrid and battery electric vehicles.

Lateiner is also consulting with Volvo. “They have taken the issues I’ve brought to them very seriously, and are taking action. Since I brought them the Iron Maven project, they created a

Female Technician Forum and have now held it twice, gathering all their female techs for training, career development, personal growth, but most importantly networking and connection, which I believe is one of the most important factors in retaining all the new female talent that we are working so hard to attract.

“Since I spoke at the conference and challenged them from the stage, they have initiated a uniform redesign that is under way, including new uniforms for women that actually fit—and the list goes on. They’re really trying and have increased the number of female technicians dramatically (like four-fold!).”

Bogi and Volvo have plans to tour the Iron Maven in 2023 to various car shows, women’s events and other events, “where we can reach both young women and also the parents and influencers in children’s lives, in an attempt to increase conversation around women in the trades and attract more young women into exploring these trades.

Volvo Cars and Girl Gang Garage programming, as well as the Iron Maven project build, also relate to technical, vocational and STEM learning at schools.

“I was blown away by the Iron Maven” enthused Russell Datz, head of media relations for Volvo Car USA. “This was no resto-mod; it was a heart/lung transplant. To cut the chassis, running gear and entire electrical system out of a fully modern plug-in hybrid like the S60 Recharge and implant it in a 60-year-old car that is two-thirds its size is nothing short of incredible, even for the most skilled builders, engineers and artists.

“As we look toward the next decade, the automotive industry will see new technologies, embrace electrification, transform its approach to manufacturing and find innovative ways to connect with customers,” said Anders Gustafsson, senior VP of Volvo Car America and president and CEO of Volvo Car USA.

“With these advancements,” he continues, “one of our biggest challenges will be developing a strong, diverse talent pipeline and an inclusive culture to support this transformation. Investing in programs that grow female and minority representation in automotive is critical to the future of our business at Volvo Cars and the future of the automotive industry at large.”

“The car and Bogi will now be on the road for the next 12 months,” Datz reminds us, emphasizing that “there are women on Bogi’s team who would be great assets to any custom shop, auto repair or collision business—and they should call her right away.” •



CAR CARE CLASS

Girl Gang Garage provides a range of year-round classes and events at their primary location in Phoenix, along with a collection of virtual and off-site sessions for all skill levels.

Their Women's Car Care Class shares some of automotive expert, ASE certified mechanic, host of *Motor Trend's All Girl's Garage* and nationally recognized educator Bogi Lateiner's favorite female-friendly techniques for basic auto care, walking you through the process of how to:

- ▼ Change a tire
- ▼ Check fluids
- ▼ Change wipers
- ▼ Check belts & hoses
- ▼ Jump start a battery

Bogi will also cover the basics of brake and cooling systems and any other car care processes or general car care questions you may have.

Class sizes are limited and fill quickly. Find the latest info online at:

www.girlganggarage.com/classes-events



parts, as well. The compact luxury sedan also came with a Polestar-engineered suspension, modern vehicle control systems, and a Sensus infotainment system.

Among the modifications were custom 3D-printed components and by-hand fabrication, with technical analyses to ensure the final product carried through a blend of classic, current and forward-looking elements and approaches.

Bogi and her team of professional and amateur female mechanics, body technicians, painters and welders, alongside the group of talented female technicians in Volvo Cars' network that are Hybrid-Certified, worked the mojo to make a seamless meld of the modern 415-horsepower plug-in hybrid with the classic design and vintage body shell on top. It was painted Rebel Berry Purple, a color that was selected through voting, when Bogi created a contest to let others choose the color, and was given the name Iron Maven, as the Volvo symbol is the symbol for iron and maven means expert.

"I've been a mechanic for more than two decades, and I love that the technology is always changing and it's always a new challenge. But getting into metal work and body work and customizing on the first all-female build in 2017 was a game changer. I love the challenge of the build ...I love the women...the constant energy in the shop of new ladies coming to work and meet and learn...the connections and the conversation...seeing personal growth

...watching them overcome fears...figuring things out together and learning together...creating connections and community...making new friends...it's all amazing."

For Bogi, the process of learning and failing are also fun, but she knows she and the women are in the spotlight.

"Some of the most fun days are ones where none of us know how to do something and we have 'science day' or 'experiment day' at the shop, and we literally are testing and playing and failing until we figure it out—collectively and in a safe space. I know that women are often judged more harshly in this industry than men are, and if it doesn't look amazing, people won't even stop to hear or learn that close to 30 percent of the women who built it had never worked on cars before, nor would we get to accomplish the purpose of changing hearts and minds and increasing conversation about women in the trades. All of this leads to lots and lots of sleepless nights, as does the challenge of time and money; these builds put a huge strain on me financially—in fact, every spare penny I have goes into them." ■

To learn more about the Iron Maven build, follow [@bogisgarage](https://twitter.com/bogisgarage) and [@girlganggarage](https://twitter.com/girlganggarage) on social media and visit the Girl Gang Garage at www.girlganggarage.com

Information about technical training programs and similar opportunities with Volvo Cars and Girl Gang Garage are available at: www.volvocartechs.com and www.girlganggarage.com/classes-events

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Statewide helmet funding program expands

In Arizona, riders have a choice whether to wear a helmet or not. AMSAF wants to assist those who choose to wear a helmet to financially be able to afford one. Head and body protection are soaring in popularity in Arizona, as riders find great new opportunities to save money on quality helmets and riding gear to protect themselves on busy roadways statewide. Now, the program is spreading to many demographics throughout Arizona.

RideNow Powersports has taken a leadership role in promoting the value of high-quality DOT helmets, alongside Arizona's leading voice on distracted driving and motorcycle training, Arizona Motorcycle Safety & Awareness Foundation (AMSAF).

AMSAF started a financial assistance helmet program to help individuals get into quality DOT full face or modular helmets. RideNow, which has been working closely with AMSAF for several years, serves as a partnership to reduce distracted driving and increase safety for riders through the statewide helmet program and has led the effort as the pilot dealership. Today, six dealerships have jumped onboard, with 1489 helmets provided to date through the program, all focused on getting excellent helmets to customers. RideNow teams closely with AMSAF to offer discounts on high quality helmets, as well as the purchase of other critical riding gear, including gloves, clothing, boots and other protective gear.

"We are seeing a new trend," says RideNow Powersports marketing director Mike Pfab. "Families are coming in to purchase helmets for their members because safety supersedes everything when it comes to riding motorcycles and driving powersports vehicles.

"Our mission," he adds, "is to serve the rider, fuel the industry and inspire the community, so we sell gear for every budget to ensure the safety of our customers. We partner with non-profits like AMSAF that promote, educate and influence safety practices and policies."

The helmet program is geared to help individuals garner a DOT helmet with financial assistance from AMSAF and a 25 percent discount off MSRP from specified dealers. The program affords people the opportunity to purchase a quality full-face or modular DOT helmet at a reduced cost.

"The applicant fills out an application and donates \$50 to AMSAF, which is tax-deductible," says Mick Degn, AMSAF executive director. "If AMSAF has funds available, applicants will receive a receipt with a promo code and instructions that they can take to one of a number of specified qualified helmet dealers." The letter will extend a credit for \$125 off a DOT full face or modular helmet. In addition, the dealership will give an additional 25% off MSRP select helmets. The promo code is only good for one full-face or modular DOT helmet defined in program.

This program is possible due to grants from the Governor's Office of Highway Safety, which wants to help reduce crashes and fatalities in Arizona. The helmet program is open to all Arizona residents 15 years, six months old or older. Funds for this program come from donations, sponsorship, and grants.

AMSAF's mission is to promote motorcycle safety and reduce driver distraction to help reduce crashes and fatalities in Arizona. AMSAF can be reached at www.amsaf.org/helmets or by calling 888.951.3732. ■



Automobility LA concepts and new model first peeks

LOS ANGELES CONVENTION CENTER - NOVEMBER 18-27 2022
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There are two kinds of annual big city auto shows. Most every city has one where local dealers bring their wares and people can kick tires without the usual direct sales pressures. Then there's the international circuit—Paris, Geneva, Tokyo and so on. In the US, Los Angeles, Detroit and New York have had the gravitas of international shows, by virtue of market size and timing for LA (usually November, first of the season), the traditional Detroit factor itself (and long in January, first of the year, but now moved to summer), and New York (being New York, and usually in April or so), and have been built upon manufacturer presence—home to big reveals, concepts and first looks at new technologies.

A number of factors have been changing this. One is the dispersal of manufacturer headquarters and factories, while newcomer nations have also joined the parade. Then, with far more rapid development times and fast-moving shifts in market preferences, the traditional all-at-once every fall new model release cycle has turned into an endless, overlapping free-for-all.

Layered atop that is an increasing emphasis on elements other than the various new models themselves—LA is now also known as Automobility—with new technologies changing the flavor of the shows' contents as well as cycles. Schedule challenges of the past few seasons' pandemic have simply been icing on the cake. The LA Show this year had narrower manufacturer presence and wider tech and ancillary participation. Here are vehicle highlights from this year, in turn heavily wrapped around tech trends.

ALFA ROMEO returned to the US as part of the Fiat Chrysler Automobiles era and remains as part of Stellantis. A higher end, smaller volume brand, the badge expands for 2023 as the 2019 Tonale C-SUV (compact) concept comes to life. Available as a gasoline turbo or plug-in hybrid (PHEV)—in three trim levels—Tonale marks the brand's coming shift to full-line electrification and connectivity. A special claim is as the first vehicle including an NFT (non-fungible token) digital certificate from purchase, to evolve during ownership and "protect residual value." Note that the Tonale has a close cousin in the introduction of a Dodge Hornet C-SUV (compact) at the same time (but no NFT).

DODGE has held special interest—and admiration and angst among horsepower fans—as a high probably electric future has loomed industrywide. Here we have the first big answer to these questions, and things seem very promising indeed. Dodge notes that the Charger Daytona SRT Concept drives, looks and feels like Dodge—that just happens to be an EV. Proprietary features include a front R-Wing to keep the familiar Charger profile with aerodynamic efficiency boosted; an industry-first Fratzonic Chambered Exhaust system for an EV that rivals the glorious sounds of a familiar SRT Hellcat; and an eRupt multi-speed electro-mechanical transmission for that familiar feel. Muscle car legacy is also present through a new 800V Banshee propulsion system.

Red hot award-accumulating **GENESIS**, already with a broad offering of EV variants and emerging pure EVs, completes their X concept trilogy—following



• 2023 Alfa Romeo Tonale



• Dodge Daytona SRT Concept



• Genesis X Convertible concept



• 2023 Hyundai IONIQ 6

the X Concept and X Speedium Coupe concept with the X Convertible concept. Its folding hardtop roof is a nod to Korean roof architecture, while also advancing convertible roof design with an integrated moon roof, a best-of-all-worlds solution for those who have wanted a convertible but hoped a clear hardtop would satisfy them all the time. Brand cues include an illuminated echo of the Crest Grille and extended quad light. Two-door body shape avoids the wedge, instead emphasizing muscular wheel arches and a "Coke bottle" profile.

HYUNDAI follows its award-winning IONIQ 5 crossover EV with a notable departure in style and form in the IONIQ 6, a streamlined sedan with a single-curve profile achieving a Cd of just 0.22, the brand's best, while carrying across its dual-motor E-GMP platform, as well as its notably long wheelbase with its sizable passenger and cargo capacities and comfort, as well as optimized drive characteristics. Already noted for fast charging times, the new model promises 10 to 80 percent charge in just 18 minutes via its 800V unit. Look closely, and you'll see the first implementation of a new Hyundai "H" logo.

A limited edition of 2500 units, the 2023 **PORSCHE** 911 Dakar draws upon the brand's original 1984 Paris-Dakar rally victory—their first use of AWD in a 911—to create a modern car that similarly knows few if any boundaries, happy on country roads or off. Ride height—an integral feature of its new suspension system—is almost two inches greater than on the Carrera, with an additional inch-plus available on command, front and rear, and good for spirited rally driving up to 105 mph (upon which it returns to its normal raised height). Pirelli Scorpion All Terrain Plus tires are a staggered fitment, with Pirelli P Zero summer performance or snow tires also available. An optional Rallye Design Package add utility while echoing the style and feel of the 1984 winning car.

SUBARU introduced an all-new gen-six 2024 Impreza compact—the basis for other key vehicles also in their lineup—purely in a five-door hatchback form, with 10 percent stiffer chassis and improved performance. Above base and Sport trims, the Impreza RS has a 182-hp 2.5L version of the Boxer engine, exclusive 18-inch wheels, distinctive style elements inside and out, and of course Subaru Symmetrical All-Wheel Drive, adding standard active torque vectoring. EyeSight driver assist tech is standard, and Starlink 11.6-in screen (for the first time) has Apple/Android plus audio, climate and vehicle features.

TOYOTA Prius has been known since the turn of the century for its pure hybrid powertrains—now widely available throughout the industry—and for its styling, which had admittedly slipped into the "love it 'cause it's dorky" realm in recent years. The hybrid commitment remains—and grows—as the Prius name (with 5 million sold in North America and over 20 million globally) carries on in an all-new fifth-generation family, while styling, though immediately recognizable, is suddenly radically modern, sleek and turning heads wherever it goes. Prius (hybrid) and Prius Prime (plug-in hybrid) models have already produced manufacture-calculated combined fuel ratings of up to 57 mpg.

Vietnamese automaker **VINFAST**, established in 2017 as part of Vingroup, a regional conglomerate with \$35 billion US capitalization as of late 2021, has gained recognition rapidly, helped along by recent media trips to their 90-percent automated home facilities in Hai Phong. Following VF 8 and VF 9 EV models launched in 2021, VinFast revealed the VF 6 and VF 7 EVs in LA—now covering B, C, D and E segments—each to be offered in Eco and higher-performance Plus trims (up to 349-hp and 368-lbft, plus AWD, in the VF 7 Plus). All have an eye to sustainability, with even leather interiors vegan-sourced. ■



• 2023 Porsche 911 Dakar



• 2024 Subaru Impreza RS



• 2023 Toyota Prius Prime



• VinFast VF6

Sphere of influence

by Joe Sage

Our GV60's Sao Paulo Lime paint sets the stage for a fun drive.



Genesis has drawn massive interest with its recent move into EVs, which up to this point have been based on their existing utility lineup, itself drawing quite a range of awards and accolades. But as hot as all those have been, the GV60 is a groundbreaker, as their first ground-up, purpose-built, EV-only utility.

At the smaller end by size, the Genesis GV60 is at the higher end by price among Genesis utilities, which comes with the territory for a premium EV. It's also pricier than its cousins (GV60 is first cousin to the Kia EV6 and Hyundai IONIQ 5), in line with their carefully cultivated market positions.

While the cousins offer rear- or all-wheel drive, GV60 is AWD-only, with twice as many motors, thus faster acceleration and higher performance from increased power and torque. (While all three have the same battery spec, the Genesis has higher-powered motors.) The tradeoff for this power is the usual—lower MPGe and shorter range.

Comparisons are only worth so much. For one thing, the other two are coming out with higher-performance models soon. Mostly, you will just go with your own budget and gut, as always.

A prominent feature in the GV60 is the crystal sphere, an artful high-tech rotating element that's home to its shifter. (It looks as though it would be a master controller, but there is a separate knob just above it for that—by style and position, arguably too easily taken to be the shifter.)

Another bragging point are the vehicle's biometrics—you're expected to embed your fingerprints and faceprint in the system, to gain entry to the doors and overall systems. (They say this is stored till you delete it, but they also say it's transmitted to Genesis and its vendors for storage and maintenance.) The whole setup can be equal parts delightful or downright disturbing, depending upon your comfort and/or wonderment levels.

Setup and controls have more oddities than average, in an era of oddities, but you'll get most out of the way once and be done. Bemusing us were two outside temperature readings, one in the binnacle, another in the main screen, usually several degrees different. Side mirror controls are a big plus, easy to dip on either side in reverse, though oddly, their switch displaces one audio tweeter.

We took a drive out Apache Trail, a two-lane full of curves and climbs, here using Genesis one-pedal mode—i-Pedal—via paddle shifters. You seldom need to apply brakes, just press or ease off the main pedal, also regenerating your battery (we lost almost no range through many challenging miles). We ran mostly in sport mode, which in the GV60 had the rare benefit of remaining our default upon restart. Steering and handling are superb, which holds up in town, as well, as tight and accurate as in any performance machine.



When time to recharge, generally a lengthy and tedious chore, we were impressed again, as this was well faster than average. We were also able to use audio and climate systems and even fine-tune our seats and mirrors while charging (just not allowed to "start" it, begging the question of what else there is, other than driving itself). This downtime also let us discover the visual wonders of the crystal sphere, which can be highlighted in a wide variety of colors on its etched surface. Fun stuff.

Originally hotly anticipating a sexy gasoline vehicle arriving next, we instead found ourselves thinking we could stick with this EV indefinitely. The Genesis GV60 will turn the heads of many who are considering an EV or are just curious—smooth power and plenty of it, shift-free, through all road conditions, and with standout steering precision. It's a thing of beauty, and the driving experience is top notch. Its power impacts range, but recharging is quick. This EV is poised to make huge inroads. ■



SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
MOTOR / TRANSMISSION	Korea / Korea
POWER	320 kW (F: 160, R: 160 kW) synchronous, parallel hybrid w motor/generator btwn engine & transmission
HP/TORQUE	±429 hp / 516 lb-ft (10-sec Boost Mode = ±483 hp)
BATTERY PACK	lithium-ion polymer, 697V, 77.4 kWh, 394kWh Energy density (Wh/L): 618 cell-level 229.4 pack-level
NON-TRACTION BATTERY	12v
DRIVETRAIN	AWD
FINAL GEAR RATIO	(Performance) F/R: 10.65
SUSPENSION	F: McPherson strut, multi-link; R: multi-link; (Performance) electronically controlled w road preview, limited slip diff
STEERING	motor driven pwr asst rack-mounted rack & pinion
BRAKES	F: 14.2 vented 4-piston, R: 14.2 vented, 1-piston, integrated electronic booster (F/R)
WHEELS / TIRES	8.5Jx21, 255/40R21 Michelin Primacy Tour A/S
LENGTH / WHEELBASE	177.8 / 114.2 in
GROUND CLEARANCE	6.3 in
TURNING CIRCLE	39.2 ft
HEADROOM (F/R)	39.0 / 38.1 in
LEGROOM (F/R)	42.3 / 37.6 in
CARGO CAPACITY	24.0 / 54.7 cu.ft
FRONT TRUNK CAPACITY	0.71 cu.ft
BATTERY WEIGHT	1060.3 lb
CURB WEIGHT	4872-4890 lb
TOW CAPACITY	(w trailer brakes) 2000 lb
CHARGE TIMES (EST):	
Rapid charge >250kW (800V)	(10-80%) 18 min
Rapid charge 50kW	(10-80%) 73 min
AC Level II, standard 240V 48A w/EVSE	(10-100%) ±7 hrs
AC standard 120V 12A	(10-100%) ±68 hrs
ON-BOARD CHARGER	(≤800V / 350 kW) 10.9 kW
MPGe	MPGe 97/82/90 (city/hwy/comb)
BASE PRICE	\$67,890
DESTINATION CHARGE	1095
TOTAL	\$68,985

(Note: prices have increased; see chart.)

2022 GENESIS GV60 LINEUP

GV60 Advanced AWD	\$59,290
GV60 Performance AWD	▼ 68,290

2022 GENESIS GV OVERALL SUV LINEUP

GV60	(EV)	\$59,290
GV70	(gasoline)	42,900
GV80	(gasoline)	55,550
Electrified GV80	(EV)	79,825



Typhoon Aquatic Utility Vehicle—totally custom and absolutely wild

by Jan Wagner / AutoMatters & More / automatters.net

Strap in and hang on tight for the ride of your life! Introducing the Typhoon Aquatic Utility Vehicle (AUV) by Shadow Six Racing. Utilizing state-of-the-art, competition-proven technology and exotic, strong, light-weight materials, the Typhoon AUV is an ultra-custom, high-powered, incredibly nimble side-by-side vehicle that has been designed exclusively for high-performance use on the water. In concept, think of it as sort of a racing ATV suspended atop a pair of high-powered jet skis.

Our introduction to the Typhoon was at the 2022 SEMA Show. Out of the water in the Las Vegas Convention Center, it was quite tall, so it was impossible to miss and had drawn a big crowd. A video was playing, to show what it is capable of.

Typhoon is suspended atop two custom-designed, Yamaha SVHO-powered, 700-horsepower, purpose-built personal watercraft platforms. Typhoon is optimized for incredibly nimble handling,

thanks to its low center of gravity. The suspension system is capable of tackling extreme surf conditions, unlike any other vehicle on the market.

I interviewed Ryan Goldberg—founder and CEO of Shadow Six Racing—and his team. The Typhoon's low center of gravity contributes to its nimble handling, weighing just 238 pounds above the waterline, from a total vehicle weight of only 1,800 pounds. Its cage and frame are titanium, with carbon fiber and fiberglass construction inside. Most of the weight is in the engines, below the waterline. The hulls are totally custom carbon fiber and composite.

Shadow Six Racing partnered with Race Tech Titanium, which offers "titanium nuts, bolts, and custom parts for all types of racing applications from mountain bikes to top fuel dragsters. They work directly with many of the biggest names in the racing industry."

Typhoon is capable of doing 100 mph in as little as only six inches of water. It soars over waves like a comfortably-sprung luxury car.

The Typhoon's handling around turns is incredible. It is able to pull a full 180-degree turn at top speed, and it launches over eight-foot waves.

Ryan tells me that the goal for Typhoon is to be the very best at what it does, which is being "the Baja truck of the ocean." He explains that: "It's meant to be able to get out there and, when other guys are bouncing around on their offshore race boats, speed right past them."

Final assembly is done in Jupiter, Florida. All of the titanium work, in terms of welding, is done in St. Louis—in part due to the consistently high quality of welding that is performed there.

As if all this was not enough, Typhoon also has an incredible Wet Sounds audio system, specially engineered for marine and powersports use. Everything that Wet Sounds builds is built in-house for a marine environment, engineered to withstand the elements. In 2005, Wet Sounds was the first horn-loaded pro-audio marine audio company. They developed a speaker system that proj-

ects sound 80 feet away, overcoming engine noise, wind noise and the elements.

On the Typhoon, the tower speakers are mounted in the back. To keep weight to a minimum, there is one pair of really high output 10-inch Compression Driver speakers that reproduce the bass, mid and highs—everything—in one compact package. The audio system is powered by a Wet Sounds Sinister amplifier, with a Wet Sounds AM/FM/Weather Band/Bluetooth head unit to control the audio. Learn more about Wet Sounds at: <https://wetsounds.com/marine-audio/>.

Of course, all of this comes at a steep price. To buy a Typhoon, you'd be looking at a price tag of a cool quarter-of-a-million dollars. Cutting corners, like making Typhoon from stainless steel, is not an option.

Using the Typhoon in competition seems like an obvious thing to do, so we asked Ryan about that. He told me that a goal is getting the first 20 of these to race in what he referred to as the "Bimini 500," between Florida and the Bimini chain of islands in the Bahamas.

You really have to see Typhoon in action to truly comprehend what it does. You can watch a video of the Typhoon racing at high speed along the winding Kissimmee River in Florida at shadowsixracing.com/videos. For more information, visit shadowsixracing.com. ■



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Lost 10mm Anti-Fatigue Garage Comfort Mat (shown) / SKU: xxxxxxxx

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Truck of many tricks

by Joe Sage

If you love big pickups, going EV brings something new to the table. If you love EVs, going with a pickup does the same. If you love both, you may now be in heaven. If you love neither, who knows, this might be just what it takes for you to suddenly realize you love both.

The Ford F-150—America's single best-selling vehicle of any type, for many decades running—is now available as a full electric. It's still the F-150 you know and love so well, except, of course, for ways in which it's quite different. The Lightning name is clever, simultaneously evoking Lightning performance pickups from F-150's heritage, as well as of course the new truck's electric basis.

With 580 hp in our Extended Range build, this truck has the most torque ever for an F-150, 775 lb-ft, with zero-to-60 in the mid-4s, 10,000 pounds tow capacity (with optional Max Tow Package), about 2,000 pounds payload and dual-motor 4x4 as standard with either battery option. Its frame (built with the strongest steel ever used in an F-150) and independent rear suspension are all new, accommodating the weight and size of its batteries.

Range is estimated at 240 miles with its standard battery, or 320 with the extended-range battery in ours. Power can also be channeled to four 120-volt outlets and two USB chargers in the frunk (front trunk), with enhanced Pro Power Onboard to

power tools or toys at the jobsite or campsite.

The Lightning lineup starts at just over \$50 grand and runs up to just under \$100 grand, base. Our lower-level XLT adds XLT High, then about \$12,000 in options, notably (and desirably) the Extended Range and Max Tow Packages.

It's okay to obsess a bit about this truck's electric nature—it seems to do a bit of that itself. The binnacle instrumentation has one or two digits to tell you your speed, while the rest offers a wide array of information on range, batteries, charging status, miles per kWh, and anticipated timing.

All that information does prove useful, as we

found during our usual charging adventures. Given the challenge of finding an available and working charger (in an EV-heavy area where most have their own home chargers), we got up at about 3am and headed out.

Any seasoned pickup driver (or ideally any driver) knows the advantages of backing into a parking spot. The F-150 Lightning's charging port, however, is up front, making the operation a bit more awkward in any tight space.

You'll note a detailed set of specifications for charging times and estimated mileage per amount of charge, in our sidebar. This is useful information for planning—and sheds light on a more routine EV lifestyle, where drivers will get a feel for just how much juice they have to grab, and when. It's

also a bit of a bragging point (if hard to wade through), as the truck charged quite fast, despite our having the cabin heat, heated seat, heated steering wheel and radio turned on to pass the time in a winter's night's wee hours.

Past experience had us expecting to still be there as the sun came up at 7am, but this shut itself down at 90 percent, about an hour and a quarter before that—leaving us time to grab a breakfast burrito and still get home before sun-up.

All else is pretty much as you would expect from a high-powered F-150 (or from an EV). One item of repeated note was that all that torque seems to make it straight to the steering wheel, where you will learn you need to be attentive and hang on tight, whether in freeway lanes or especially when doing a 90-degree turn into a multi-lane street.

If that's a price of power, you'll be pleased to pay it. Accelerating up a freeway ramp, the world is all yours—first to the top, if you want to be. ■



SPECIFICATIONS

ASSEMBLY.....Rouge Electric, Dearborn Mich
 MOTOR BUILD.....Van Dyke Transmission Plant, Sterling Heights Mich
 MOTORS.....dual eMotor, front/rear, inboard three-phase fixed magnet AC motors, transverse mounted
 BATTERY.....lithium-ion pouch w internal battery mgmt, liquid cooled, 131 kWh usable (Extended Range)
 PEAK POWER.....(Ext Range) 580 hp / 433 kW
 PEAK TORQUE.....(either battery) 775 lb-ft
 TRANSMISSION.....single speed
 DRIVETRAIN.....4WD
 ONBOARD CHARGER (INPUT/OUTPUT):
(Extended Range) 19.2kW/17.6kW
 SUSPENSION.....F: indep dbl-wishbone w coil-over shocks, heavy-duty gas pressurized monotube shocks, stblzr bar;
 R: indep semi-trailing arms, coil springs, heavy-duty gas pressurized monotube shocks, stblzr bar
 STEERING / BRAKES.....na / na
 WHEELS.....(opt) 20-in dark carbonized gray aluminum
 TIRES.....(opt) 275/60R20 BSW A/S
 LENGTH / WHEELBASE.....232.7 / 145.5 in
 BED LENGTH.....5 ft 5 in
 GROUND CLEARANCE.....8.4 in
 APPRCH/DEPART/BRKOVER.....24.4 / 23.6 / 17.6°
 TURNING CIRCLE.....na (est 6500 lb)
 HEADROOM (F/R).....40.8 / 40.4 in
 LEGROOM (F/R).....43.9 / 43.6 in
 FRONT TRUNK CAPACITY.....14.1 cu.ft
 MAX PAYLOAD.....(w Ext Battery) 1952 lb
 MAX TOW ..(Max Tow Pkg, Ext Batt) 10,000 lb
 WEIGHT.....na
 RANGE.....(full charge, targeted) 320 miles
 CHARGE TIMES (EXT RANGE BATTERY, EST):
 Level 3 150kW.....(15-80%).....41 min
 Level 3 50kW.....(15-80%).....122 min
 Level 2 48A.....(15-100%).....8 hrs
 Level 2 80A.....(15-100%).....13 hrs
 32A/240W mobile.....(15-100%).....19 hrs
 MILES/CHARGE (EXT RANGE BATTERY, EST):
 Level 3 150kW.....(10 min).....54 miles
 Level 2 80A.....(1 hour).....30 miles
 Level 2 48A.....(1 hour).....20 miles
 32A/240W mobile.....(1 hour).....13 miles
 MPGe.....MPGe 78/63/70 (city/hwy/comb)
48 kW-hrs per 100 miles

BASE PRICE (XLT).....\$52,974
 EQUIPMENT GROUP 312A: XLT High.....9500
 SUBTOTAL (XLT High).....\$62,474
 DUAL EMOTOR - EXT RANGE BATTERY.....10,000
 MAX TRAILER TOW PKG.....825
 PARTITIONED LOCKABLE STORAGE.....225
 BEDLINER: Toughbed spray-in.....595
 DESTINATION CHARGE.....1695
 TOTAL (XLT High Ext Range).....\$75,814
 (Note: prices have increased; see below.)

2022 F-150 LIGHTNING LINEUP

Pro.....\$55,974
 XLT.....63,474
 XLT High.....68,474
 XLT High / Extended Range.....▼ 80,974
 Lariat.....74,474
 Lariat Extended Range.....85,974
 Platinum Extended Range.....96,874

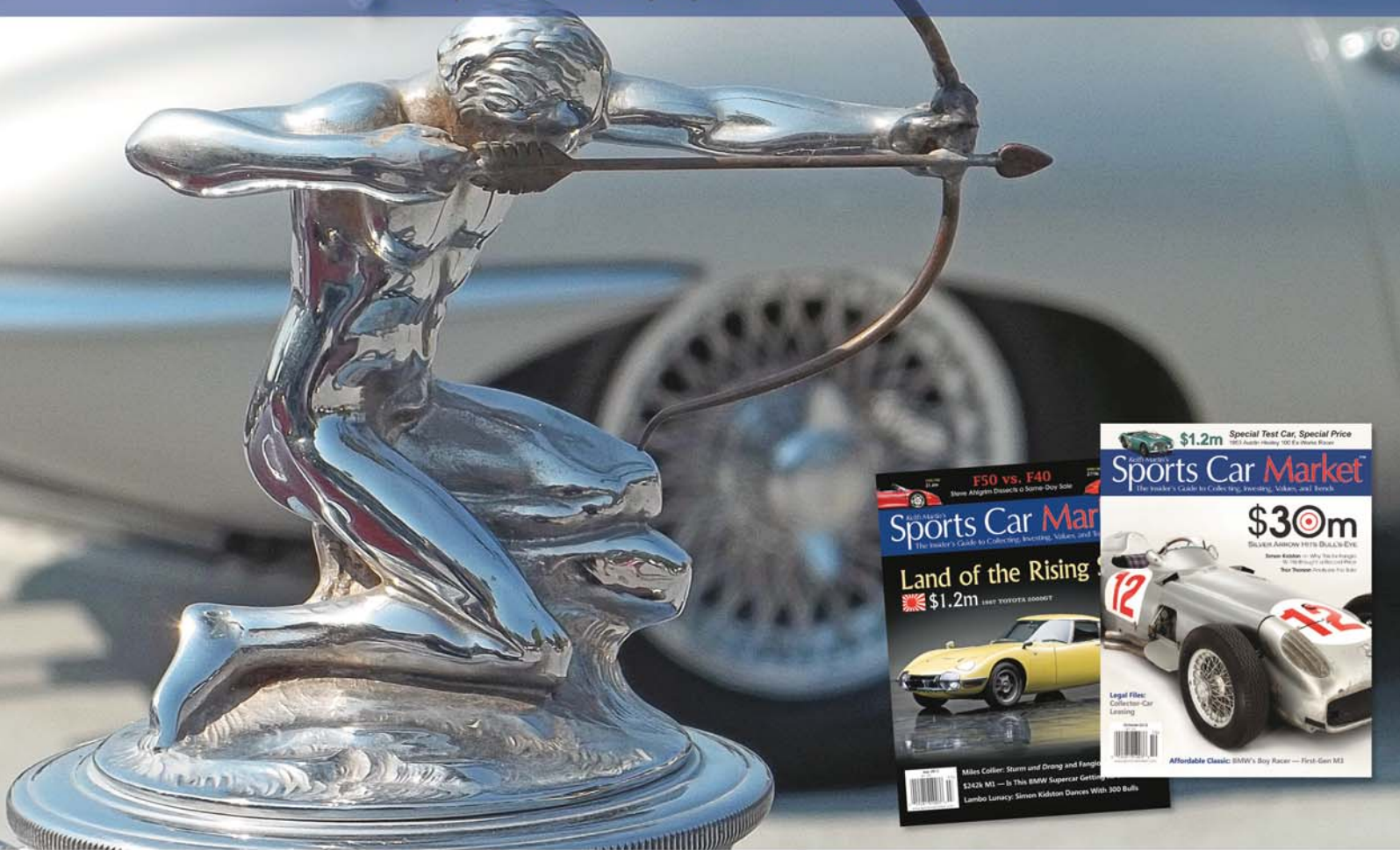
NOTE: prices had already gone up between our truck's sticker and the time we drove it; and they went up another \$4000 just as we went to press. Check with your dealer for the latest.

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A WEEK WITH : 2023 LEXUS ES 300h HYBRID F SPORT HANDLING

Though the ES we're driving here is almost identical to one we had a year ago, there is one difference in the lineup for 2023, and this sample bears that specific difference.

A full-blown Lexus F is a top performance machine, for top dollar, but they are few and far between, while an F Sport is largely a badge and trim upgrade. To some, it's a great, affordable way to get into the spirit of things; to others, it dilutes pure F models. For now, this is moot, as last year, there was only the RC F, and for 2023, there are none.

2022 was the first time F Sport was offered on the 300h hybrid. Now there are two—F Sport Design, essentially the prior F Sport, and this one, the F Sport Handling, which moves the car a bit closer to what its name may imply—a full-blown F car.

Based on a Premium Package for other trims, F Sport Design adds 19-inch wheels, special front bumper, grille and spoiler, tech and audio upgrades, power rear sunshade, panorama roof, triple beam LED headlamps and power trunk lid.

F Sport Handling adds sport-plus and custom drive modes, tuned adaptive variable suspension, aluminum trim and pedals, black headliner, and tech and comfort items. (Other upgrades of F Sport Design are available on F Sport Handling as options.)

The ES 300h bears one key trick—fuel mileage is 44 MPG combined, versus 20s for the others.

Economy is clear; power less so—just 176 horses from the engine, 39 more from the electric system, for 215 total, a 20-percent increase. Torque is unchanged. But the e-system makes its contribution straight from zero, with a full-EV mode also available for the first 30 miles or so. We never held a stopwatch to its 8.1-second acceleration time, but did repeatedly note quick performance.

There are fewer sedans of any size in the market today. The Lexus ES 300h F Sport Handling's nicely appointed, nominally midsize but spacious economy-performance mix creates a satisfying machine. If the world had just one sedan left, this would easily be a top contender. ■

SPECIFICATIONS

ASSEMBLY	Georgetown, Kentucky
ENGINE	2.5L DOHC 16v with VVTiE
HP (ENGINE)	176 hp
COMPRESSION RATIO	14.0:1
BATTERY	Li-ion 204-cell 29.1 kW, 244.8 V
HP (ELEC MOTOR)	39 hp
TOTAL HP/TORQUE	215 hp / 163 lb-ft
DRIVETRAIN	FWD
TRANSMISSION	electronic CVT
0-TO-60 / TOP SPEED	8.1 sec / 112 mph
SUSPENSION	F Sport tuned Adaptive Var (AVS): F: MacPherson-type indep; R: trailing arm multi-link indep
STEERING	rack-mount elec rack & pinion
BRAKES	F: 12.0 vented; R: 11.1 solid
WHEELS / TIRES	19x8J black alloy / 235/40 R19 A/S
LENGTH / WHEELBASE	195.9 / 113.0 in
TURNING CIRCLE	38.0 ft
HEADROOM (F/R)	(w mnfr) 37.5 / 37.4 in
LEGROOM (F/R)	42.4 / 39.3 in
CARGO CAPACITY	13.9 cu.ft
WEIGHT / DISTRIBUTION	3682 lb / 58/42%
FUEL / CAPACITY	reg 87 octane / 13.2 gal
MPG	43/44/44 (city/hwy/comb)

BASE PRICE	\$48,835
PREMIUM PAINT: Iridium	500
HEADS-UP DISPLAY	500
HEADLIGHTS: triple beam LED	1215
SMART ACCESS KEY CARD	100
LEXUS INTERFACE: 12.3-in screen, DriveConnect w cloud nav, Hey Lexus intel assist, Destination Assist trial	1030
TRUNK OPEN/CLOSE: power, kick sensor	550
DESTINATION CHARGE	1150
TOTAL	\$53,880

(Note: prices have increased; see chart.)

2023 LEXUS ES LINEUP

ES 250 AWD: 203-hp 4-cyl, AWD	\$42,490-51,280
F Sport Design	47,075
ES 350: 302-hp V6, FWD	\$42,490-51,280
F Sport Design / F Sport Handling	47,075 / 48,950
ES 300h: 215-hp hybrid, FWD	\$43,690-52,480
F Sport Design / F Sport Handling	48,075 / 49,985

TURN IT UP!
BY JOE SAGE



America's most attended polo event

Westworld event sponsored by Bentley, Barrett-Jackson and Raven Events

The 11th Annual Bentley Scottsdale Polo Championships Presented by Talking Stick Resort were held on the Polo Field at Westworld of Scottsdale in November. There is a considerable automotive presence at the event, from title sponsor Bentley Scottsdale to additional sponsorships including Barrett-Jackson Auction Company, Earnhard Genesis North Scottsdale and Sanderson Lincoln. Cars are brought on site for display by sponsors, local car clubs and individuals with a passion for horsepower of every type. New in 2022, Flightworks also brought an airplane on site, and Pavati showcased a boat alongside the polo festivities.

Other longtime and marquee sponsors for the event include Molina Fine Jewelers, Russ Lyon Sotheby's International Realty, Hensley Beverage Company, Breakthru Beverage Group, Raven Events and Diageo.

Over 12,000 fans turned out to welcome polo teams from Arizona, the United Kingdom, Aspen Valley, Palm Beach and El Paso. Four action-packed matches entertained crowds throughout the day—featuring top players including polo legend Nic Roldan, Melissa Ganzi, Jason Crowder and other top players from around the world.

The team of Grant Ganzi, Melissa Ganzi and Nic Roldan defeated Palm Beach Polo Team (Juan Bollini, Jason Crowder and Scott Wood), 7-5, to win the coveted Molina Cup in the featured match of the day. Melissa Ganzi scored six goals for team, with Nic Roldan scoring the other.

In other matches, The King Charles III Salute Match pitted the Royal County of Berkshire Polo Club against the Wales Polo Team. King Charles is a member of both clubs and has played with each club, which sent many of the players who par-

ticipated in Scottsdale's Polo Party. On this day, it ended in an 8-8 tie. Pete Webb scored the most—five goals—for his Wales team, while Jamie Morrison scored four for his team.

Another exciting match-up of the day came when retired National Hockey League and Arizona Coyotes star Shane Doan made his polo debut representing the Arizona Polo Club. Doan played in two chukkers, helping his team beat the USA Women's Team 8-3, with Martin Morey scoring four goals.

In this year's Horses & Hounds Charity Match, benefiting Arizona Equine Rescue and Fetch Foundation, EPR Polo was victorious over El Paso Naranjo with a 10-5 win. Jared Sheldon scored six of EPR's goals—but it was the charities who won big in this match. EPR Polo won \$6,000 for Arizona Equine Rescue organization, and El

Paso Naranja won \$4,000 for Fetch Foundation, a dog rescue.

Sponsored by Edmiston, Aspen Valley, the nation's fastest growing polo club, won an unprecedented seventh title, in front of the largest crowd of the day.

In addition to polo, other luxury events appealing to the same audience included a Canine Couture Fashion Show by Lugari Pet Salon, the World's Longest Catwalk Fashion Show, produced by Phoenix Fashion Week, and the Riot House Polo DayClub. Fans also enjoyed performances by the Phoenix Opera, Four Legs on Set, accomplished saxophonist and composer Neamen Lyles, the Phoenix Boys Choir, the Scottsdale Arabian Horse Show and a preview of Barrett-Jackson's 2023 Collector Car Auction.

Ticket revenue for the 2022 event was up 12 percent over a record 2021, as were food and beverage sales. Guests enjoyed new culinary and beverage treats like Harkin's Theatres' Prosecco and Popcorn, Grimaldi's Pizza Disco and Chandon Garden Spritz Garden Party.

The Polo Party date for 2023 will be announced in the coming months. ■





Lamborghini V12

▼ **Automobili Lamborghini** deliveries in the first nine months of 2022 (the most recent report) totaled 7,430 units (up 8 percent against the prior year). All three macro regions—Americas, Asia Pacific and EMEA (Europe, Middle East, Africa)—grew proportionately. The US was up 8 percent; Mainland China plus Hong Kong and Macau (+5); Germany (+16); the UK (+20); and Japan (+26). Operating profit increased 68.5 percent, standing at 570 million euros. The increase in profitability was driven by a rise in volumes, by growth in average revenue per car (thanks to product mix and increased customizations), and favorable trends in exchange rates. Chairman and CEO Stephan Winkelmann comments, “These consistently rising figures show just how strong Lamborghini is today. We have an order portfolio that already covers the first quarter of 2024, and this allows us to work with peace of mind, looking thoughtfully ahead to the challenges facing us in the future, such as the first step towards hybridization from 2023.” Managing director and CFO Paolo Poma notes, “The current situation continues to be marked by the instability of macroeconomic variables, while the company is showing its resilience through the growth of all the main business and financial metrics. We expect to close the financial year better than ever.” The Lamborghini Huracán showed the greatest growth, with 2,378 units delivered globally in those nine months, an 11 percent increase over the

prior year. In absolute terms, there was a true sales record for the Urus, at 4,834 units (+7%), its highest number in the first nine months since its 2018 debut. With its best nine months ever behind it (and though you may be thinking “if it ain’t broke, don’t fix it”), the company is moving fast on a strategic growth path to start this year, with hybridization of the entire lineup by 2024. As part of that transition, Lamborghini just bid farewell to its



Auxito Q16 Series LED Headlight Bulbs

AUXITO

pure V12 internal combustion engine, as the V12 Aventador came to the end of its production cycle in September. The last one left the production line amid the emotions of those who, since 2011, have worked on and been a part of one of the most successful models in the history of Lamborghini. Initiatives in 2022 honoring the last year of the internal combustion engine ranged from the debut of the Huracán Tec-

nica, to the presentation of Urus restyling, a Urus S version and a high-performance Urus Performante derivative (which set an SUV record at Pikes Peak). A final farewell to the pure combustion engine was due at the end of the year at Art Basel in Miami, with an all-terrain version of the Huracán, another new super sports car segment.

▼ **AUXITO**, of Hebron, Kentucky recently highlighted its new Q16 LED headlight bulbs, while announcing an uptick in sales and popularity. Specializing in bulbs for a wide range of vehicles, AUXITO LEDs—are state-of-the-art, easy to install and very popular with mechanics, enthusiasts and auto experts. The company says it has been quietly dominating the market for a while and has always known how good their lights are, but promises the latest Q16 Series of LEDs are the best yet—extremely bright, xenon white (6000 K color temperature) and “guaranteed to light up the road like you’ve never seen before,” with up to 10,000 lumens per bulb, 600 percent brighter than halogen lights. The

Q16 headlights are also energy efficient, easy on your car’s battery, and with triple heat dissipation, using copper base boards and a 12,000 rpm cooling fan, they predict a 50,000-hour lifespan. Their LED chips mimic halogen bulb filaments closely. Fitted with 1:1 beam pattern technology and ultra-thin 0.039-inch base board, the Q16 Series LED bulbs focus beam patterns farther down the road without blind-

ing others and without dark spots. Built-in intelligent IC driver and high wattage close to stock bulbs give these LED bulbs compatibility with an estimated 99 percent of vehicles—CANBUS-ready, error free, and



NEOM McLaren Electric Racing

with a directly plugged wireless design, driver and fan all in one unit, non-polarity socket and compact size, they estimate you can easily install the units in about ten minutes, and installation gloves are included. Visit www.AUXITO.com.

▼ **NEOM McLaren Electric Racing** has moved to new home at Bicester Heritage as it entered the 2022/2023 season of its electric motorsport journey in the ABB FIA Formula E World Championship from Season Nine and the beginning of the Gen3 era in the pioneering all-electric race series. Formula E will join the McLaren Racing portfolio of Formula 1, IndyCar, Extreme E, and esports. This move reflects McLaren’s commitment to EV motorsport, as well as their aim to accelerate McLaren Racing’s sustainability pathway and reach a wider global audience—joining more than 45 automotive and motorsport businesses that have already made Bicester Heritage—a “motoring marina” that is a component part of the huge new Bicester Motion business and track campus—their home. The company’s Formula E team has been formed through the acquisition of the Mercedes-EQ Formula E Team, seeing the reigning ABB FIA Formula E World Championship team transfer into the McLaren Racing family. Daniel Geoghegan, Bicester Motion chief executive, notes, “McLaren’s expansion into another racing series like Formula E is as unique as our site. We look forward to supporting them during this next phase of their devel-

opment.” NEOM McLaren Electric Racing managing director Ian James adds, “It’s an exciting time for the team and the sport. We are embarking on a new chapter, as part of the McLaren family. Basing our-

selves at the unique location of Bicester Heritage, we have the advantage of being surrounded by people who are as passionate about motorsport as we are.”

▼ **American Honda** has three small-displacement ATVs returning for 2023—the FourTrax Recon, TRX250X and TRX90X—models showcasing a wide range of light-duty capabilities, from on-the-job utility to weekend recreation. ■ Honda’s lightest



Honda FourTrax Recon, Honda TRX250X

multipurpose ATV, the FourTrax Recon is versatile and efficient, its 229cc engine delivering impressive torque, perfect for jobs around the ranch or cabin—towing trailers or hauling heavy loads, while also offering smooth power for taking on hills or navigating obstacles on the trail. An available ESP transmission provides push-button shifting, while traditional foot-shift is standard. With its smaller stature, the Recon

can maneuver into tight areas that many ATVs cannot. The FourTrax Recon starts at \$4,699, the FourTrax Recon ES at \$4,949. ■ Also returning are the TRX250X and TRX90X sport ATVs, ideal entry points for new off-road enthusiasts and for endless fun on family trail rides. Praised for an approachable, user-friendly nature and a well-rounded set of features, the TRX250X introduces new riders to off-road recreation with its 229cc engine—smooth, with manageable power and plenty of torque for conquering hills and technical terrain—while Honda’s exclusive SportClutch eliminates concerns about engine stalling, while retaining the experience of operating a manual clutch. Long-travel suspension tames rough sections of trail, while a lightweight chassis delivers nimble-yet-predictable handling. The TRX250X starts at \$5,299. ■ Honda’s confidence-inspiring TRX90X is purpose-built for introducing a young rider to the adventures of off-road recreation. Its four-speed semiautomatic transmission allows kids to learn the skill of shifting without the complication of operating a manual clutch, and the throttle limiter can regulate power for every step of the learning process. Known for its reliable air-cooled four-stroke engine and Honda build quality, the TRX90X is low-maintenance and always ready for the

next family adventure on the trail. The TRX90X starts at \$3,349. ■ The common threads among all three small-displacement ATVs are efficiency and reliable performance that owners can count on, ride after ride. Honda sports and experiential manager Brandon Wilson sums it up: “As a pioneer in the ATV industry, we’re proud to continue offering models that are approachable, reliable and affordable.” ■

UPCOMING FEATURES

Toyota Supra 3.0 6MT



Infiniti QX50 Sport AWD



Arizona Auction Week results



TAWA Spring Auto Roundup



Kevin McCauley, capturingthemachine

Kia Telluride



Genesis G90



NWAPA Outdoor Activity Vehicle of the Year Awards



ADOT: I-17 update



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