

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 23 NUMBER 1
JANUARY-FEBRUARY 2024

AUCTION WEEK
ARIZONA CONCOURS
VEHICLE DRIVES - ROAD TRIPS
ARIZONA BUSINESS NEWS
AND MUCH MORE!



1931 Duesenberg
Model J Convertible Sedan

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





#BeOneInAMillion

Help us cross the \$1,000,000 line for Parkinson's

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.**

Join our **#BeOneInAMillion** campaign to help us foster even more programs for 2022 and beyond, and to keep the momentum going.

We're going for the Checkered Flag and with your help, those challenged by Parkinson's can win this race, so **#BeOneInAMillion!**



www.drivetowardacure.org/BeOneInAMillion

#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.



Drive Toward a Cure is a 501(c)(3) charitable organization.
News, event registrations, and donations at
www.drivetowardacure.org
 f/DriveTowardACure @DriveTowardACure @DriveTowardCure

Supporting Parkinson's Disease through beneficiaries including:

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features January-February 2024

Motorsports	Women in Motorsports NA: Women with Drive III A .....10
	Women in Motorsports North America, co-founded by racing legend Lyn St James of Phoenix, held its third annual Women with Drive III summit at Phoenix Raceway, where driver Jennifer Hall of Tucson was one of three contingency program winners.
A Week With Motorsports	2024 Ford Mustang GT Fastback Coupe Premium / 6MT. B .....12
	Wild Horse Pass becomes Firebird Motorsports Park C .....15
	Heroic efforts saved popular multipurpose Wild Horse Pass Motorsports Park (formerly Firebird International Raceway) from being wiped out by a freeway. Now it has a (familiar) new name.
A Week With Arizona Business	2023 Chevrolet Colorado Trail Boss 4WD Crew Cab.....16
	Nxu, Inc.: strategic partnership, production kickoff D .....19
	Nxu, Inc. (formerly Atlas Motor Vehicles) announces a strategic partnership investment in Lynx Motors, as well as start of production of its commercially available NxuOne™ charging units.
A Week With Motorsports	2023 Ford Bronco 4-Door Advanced 4x4 Wildtrak .....20
	Phoenix Raceway March NASCAR Weekend 2024 D .....23
A Week With Road Trip	2023 Hyundai Tucson Limited Hybrid AWD.....24
	Ruby, Arizona ghost town E .....26
	Unknown to us till we discovered it quite randomly online, this site immediately became a must-visit. By Joe Sage
Arizona Business Special Event	Radford Racing School new general manager F .....31
	Arizona Concours d'Elegance 2024 G .....32
	The new site at the Scottsdale Center for Performing Arts was still being rebuilt last year—and is now full complete. Don't miss this popular high-end significant vehicle display and awards event.
A Week With Special Events	2023 Lexus IS 500 F SPORT Performance Premium .....36
	Arizona Auction Week 2024 H .....38
	Known worldwide, this year's array has five major auction events, including Barrett-Jackson's ever-expanding array of concerts, ridealongs and the Future Collector Car Show.
A Week With Technology	2024 Nissan Pathfinder Rock Creek 4WD .....42
	Mercedes-Benz advances autonomous vehicles I .....45
A Week With Destination	2023 Lexus UX 250h F SPORT Handling .....46
	The Las Vegas Sphere J .....49
	You've probably caught wind of this. Here's a quick look at the sights and sounds when there in person. By Jan Wagner
A Week With Arizona Business	2023 Genesis Electrified G80 AWD .....50
	American Honda Collection Hall K .....53
	The company that brought Japan and small cars to America opens its collection to the public in Torrance, California. Also featured are Cars, Bikes & Coffee events on select weekends.
A Week With	2024 Mazda CX-50 2.5 Turbo Premium Plus.....54

departments

- FROM THE PUBLISHER4
- AUTOMOTIVE NEWS UPDATE6
- THE INSIDE TRACK: BRIEFS & RUMORS56
- UPCOMING FEATURES58



COVER: Headlining this year's Bonhams | Cars Arizona auction consignments is this 1931 Duesenberg Model J Convertible Sedan, formerly owned by Her Majesty Queen Maria of Yugoslavia, to be offered at an estimate of \$2,000,000-3,000,000. Photo courtesy Bonhams | Cars.



Women in Motorsports NA

START YOUR ENGINES : FROM THE PUBLISHER

“**Y**ou don’t need a weatherman to know which way the wind blows,” sang Bob Dylan. Nonetheless, as notoriously reality-based yet often unreliable as forecasts can be, you still might want to poke your finger into the breeze.

All the buzz seems to be about EVs—their inevitability (for the past few years) and various hurdles to overcome (a bit more often currently). And yet internal combustion soldiers on, and with it—and with EVs, as well—comes the variety of vehicle type we’re all very used to. Combining elements of both, our lineup in this issue may be noteworthy for its particular balance. We have five SUVs and crossovers, three car-cars (two sedans and one fastback coupe) and just one pickup truck (a midsize, a trend or growing subsegment unto its own). Of these, just one of the sedans is an EV.

And what does it all mean? Something on the continuum from nothing to everything. But it is interesting to take the pulse.

Speaking of knowing which way the wind blows, welcome to Arizona auction month. In the collector world—as well as in the greater automotive enthusiast and buying worlds—the results of these events are seen as bellwethers of the market at large, as well as the economy. You’ll find locations, dates, times and early consignments for the five major auction houses participating this year, as well as some of their special highlight events. Many other events are tailored to fit into this timeframe, including the Arizona Concours d’Elegance and Future Collector Car Show, and you’ll find info on all in this issue.

In addition, we have an array of Arizona motorsports and business news, in many cases one and the same. Congratulations to new names, new people, awards won and milestones achieved on many fronts.

Then when it’s time to get away? We have that covered, too, from an Arizona ghost town to Las Vegas to the Honda Collection in greater LA, along with an update on autonomous vehicles you may encounter on the freeways in Nevada and California.

Enjoy the ride! – **Joe Sage** • Publisher/ Executive Editor

ARIZONA DRIVER

MAGAZINE



PUBLISHER/EXECUTIVE EDITOR:
Joe Sage

CONTRIBUTING WRITERS/PHOTOGRAPHERS:
Randall Bohl, Nick Calderone, Chris Collard, Sandra Muñoz Dorée and William Dorée, Tyson Hugie, Stephanie Jarnagan, BJ Killeen, Christina Lawrie, Mercedes Lilienthal, Sue Mead, JP Molnar, “LandSpeed” Louise Noeth, Kathy O’Connell, Doris Ong, Brenda Priddy, John Priddy, Kimatni Rawlins, Kelly Sallaway, Lyn St James, Tim and Kristin Sharp, Dave Stall, Paul Strauss, Valerie Thompson, Scott Tilley, Sherri Tilley, Aaron Turpen, Jan Wagner, Nicole Wakelin, Shawnda Williams, Kevin A Wilson, Meagan Wristen

- www.arizonadrivermagazine.com
- Instagram: @ArizonaDriver
- Facebook: @ArizonaDriverMagazine
- Twitter: @ArizonaDriver
- Pedal: @ArizonaDriver

ARIZONA DRIVER MAGAZINE IS A MEMBER OF:
IMPAInternational Motor Press Association
MAMAMidwest Automotive Media Association
MPGMotor Press Guild
NWAPANorthwest Automotive Press Association
PAPAPhoenix Automotive Press Association
RMAPRocky Mountain Automotive Press
SAMASouthern Automotive Media Association
TAWATexas Auto Writers Association
TxMPATexas Motor Press Association
WAJWestern Automotive Journalists

ACMLeMay—America’s Car Museum
SturgisSturgis Motorcycle Museum & Hall of Fame
USFRAUtah Salt Flats Racing Association
USMAUnited States Motorsports Association

PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC
 All contents © AdZone Arizona LLC and *Arizona Driver Magazine*. All rights reserved. Any scanning, downloading and/or physical or electronic sharing of any part of this publication without prior written permission of the publisher constitutes theft of intellectual property.

Arizona Driver Magazine, Arizona Rider Magazine, Arizona Flyer Magazine and Arizona Boater Magazine are registered trademarks of AdZone Arizona LLC.

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

Fine Art of Fine Automobiles

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

Add coupon code AZDriver at checkout for an extra 15% off!

THE BEST LINE OF DEFENSE
 Our biggest seller -- new lower prices!

BestLine Racing Diamond Nano-Lube Engine Treatment for Gas and Diesel

NEW FULL SYNTHETIC DIAMOND NANO-LUBRICANT ENGINE OIL ADDITIVES ARE NOW DESIGNED FOR BOTH GAS AND DIESEL ENGINES

Energy is lost due to friction that arises between the hundreds of parts that comprise an engine. This ultra-low friction technology uses nanotechnology in order to reduce friction by approximately 60% compared to conventional engines, by forming an ultra-low friction film on top of the Diamond Nano-coating. The Diamond Nano-Lube along with our other proprietary pure synthetic base oils and additives provide longer-lasting wear and heat protection for your motor. No Solids, No Teflon (PTFE), or any other old school ingredients. Only the latest high-quality additives are being used in the New BestLine Racing Engine and Fuel Treatments.

- Use for Gas and Diesel Engines ■ High Shock Load Protection ■ Protects Against System Corrosion
- More Concentrated Extreme Pressure Formula ■ Use One Bottle for Every 5 quarts of oil
- Extreme Heat Resistance and Boundary Layer Protection ■ Cleans & Treats Internal Components
- Fortifies Against Oxidation and Thermal Breakdown ■ Lubricates with Diamond Nano-Particles
- Reduces Friction, Heat and Wear ■ No Melting Point due to the Diamond Nano-Lubricating Particles
- Race Proven Under Extreme Conditions ■ Improves Fuel Economy and Performance
- Extreme Pressure Lubricant ■ Suitable for Race and Daily Drivers
- No Shipping Restrictions and Can Be Shipped Worldwide



Net 12 fl.oz. (355 mL).....\$18.95
 4-pack\$ 56.99
 Case (24)\$422.76

Also available in gallon jug, 5-gal pail and 55-gal drum

Check out our Fuel Treatment, Power Booster Combustion Modifier, Water Wetter Cooling System Cooler, Transmission Treatment, No-Skweek Penetrant Lubricant, True Ceramic Coating Kit, kits, packages, accessories and more!

Proud sponsors of
Valerie Thompson Racing



By **BESTLINE™**
DNL Diamond NanoLube
 bestlinerracing.com - 800-726-0311



▼ **Shelby American** has unveiled the limited-edition Shelby F-250 Super Baja, a truck built for both work and fun. Combining Ford's 6.7-liter Power Stroke turbo diesel and Ford-designed-and-built TorqShift 10-speed automatic transmission with Shelby tuned advanced off-road suspension, the heavy duty pickup pays special attention to off-road capabilities, advanced technology, handling and tow capacity. Based on a Ford F-250 built at Ford's Kentucky Truck Plant and Ohio Assembly Plant, the edition of just 300 will be available through select Tuscany and Ford dealers across the US. A new suspension system designed by FOX Factory Performance Vehicle Development increases ride height and travel, with improved off-road handling, atop 20-inch alloy wheels bearing BFG KM3 37-inch tires, with a pair of spares mounted on a steel chase rack in the bed. The Shelby has a functional air induction hood with extraction vent, powder coated steel front and rear bumpers, tow points, air flow vents and LED lighting. Features include a new front grille, painted fender flares, XL power steps with rock sliders and lights, bed liner, tinted windows and powder coated exhaust tips. Inside are full leather seat covers, accents and embroidery, digital gauges, custom carbon fiber accents, embroidered floor mats and billet racing pedals. Exterior Shelby stripes and Shelby Super Baja badges outside and a CSM serialized plate inside round out the vehicle package.

MSRP at announcement starts at \$154,995 for a Lariat Ultimate 4x4 Ford F-250. The trucks come with their own 3-year/36,000-mile warranty, and the powertrain warranty from Ford remains intact. Each will be documented in the official Shelby Registry. Interested individuals can visit their local dealer or shelby.com.

▼ **Audi** of America is celebrating three



generations of the Audi TT with a Roadster Final Edition (announced at the end of 2023 as a 2023 model). Finished in exclusive Goodwood Green pearl effect (a series production color for the first generation TT Roadster), other unique elements include a modern Palomino Brown interpretation of the original TT's baseball stitch seats. Only 50 units are available for the US market—you'll have to see if any re-

main, or keep an eye on the auction circuit. The TT Final Edition is available only as a roadster. In addition to those paint and extended leather package colors, its exclusive list of equipment not available on other roadsters includes Audi magnetic ride, a gray convertible top (as previously applied to the 2019 TT Roadster 20th Anniversary Edition), 20x9-inch 10-Y-spoke forged wheels, carbon fiber inlays inside and Audi S Line exterior details. The TT Roadster's S sport seats are also equipped with neck-level heating for chilly days with the top down and built-in seatbelt microphones to optimize Bluetooth and voice recognition. Taking a cue from the TTS, this special TT's Audi magnetic ride suspension system adapts damping forces depending upon driving situation, for increased driving dynamics and lower center of gravity (with a 10mm reduction in ride height compared to standard suspension). The TT Roadster features a 228-hp 2.0-liter four-cylinder turbo engine with 258 lb-ft of torque, mated to an S tronic 7-speed dual clutch transmission and quattro all-wheel drive. The Audi TT Roadster

Final Edition went on sale in the US with an MSRP of \$67,800 plus destination.

▼ The new top **Mercedes-AMG** model is the gen-two GT Coupé, combining its highly dynamic driving characteristics with increased suitability for everyday use. High-tech components such as the AMG Active Ride Control suspension with semi-active roll stabilization, standard rear-axle steer-

ing and active aerodynamics sharpen the driving profile. For the first time, its AMG 4.0: biturbo V8 feeds AMG Performance 4MATIC+ fully variable all-wheel drive. Exclusive architecture includes an elaborate

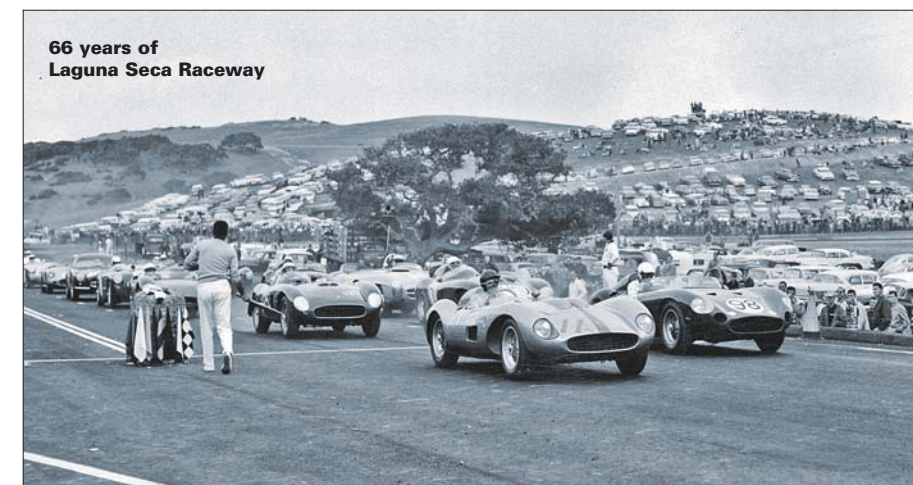


composite aluminum body structure allowing the car to be optionally configured as an 2+2 seater. This layout means a very generous interior for passengers and plenty of space for luggage. The dimensions brought designers a new range of exterior design possibilities—a long wheelbase, short overhangs and steeply inclined windshield give the new AMG GT a compact and powerful appearance, while proportions from greenhouse to wheel arches to front view signal a powerful, balanced sports car that is also suitable for everyday use. The side view has flowing surfaces with no ribbing or edges, with recessed door handles, while an active rear spoiler is seamlessly integrated into its large tailgate. Almost flush with the body, light-alloy wheels emphasize power and dynamics. The vehicle became available as an AMG GT 63 4MATIC+ Coupé with 585 PS (± 578 hp) in Europe in October 2023 and arrives as an AMG GT 55 4MATIC+ Coupé with 476 PS (± 469 hp) in July 2024.

▼ On November 9, 1957, the green flag waved twice on the freshly paved asphalt—once for the christening of new **Laguna Seca Raceway** and once for the start of its first sports car race: the 8th Annual Pebble Beach National Championship Sports Car Road Races. Though a first for Laguna Seca, the event name was a carryover from races that began in 1950 through the Del Monte Forest of Pebble Beach—which had also added a Concours d'Elegance, to bring a social atmosphere to its race week-

end. By 1956, following a notable crash, it was decided the Pebble Beach course was not enough to handle rising horsepower, but the race had become a mainstay and a financial boon of the Monterey region. To

keep it going, at an August 1956 meeting of the Monterey Special Events Committee, it was suggested that a permanent committee be formed to explore keeping the Pebble Beach races on the Peninsula. That committee later became the non-profit Sports Car Racing Association of the Monterey Peninsula (SCRAMP), whose vision and perseverance would lead to establishing a race circuit known worldwide. Obstacles ran from gaining permission for



its location at Fort Ord, a now-former field maneuver and artillery target range, to lessees with cattle grazing rights from the Army on some of the property. All property rights were retained by September, and plans needed to be finalized for an early November race weekend. Young Salinas architect Wallace Holm was site development chair and explained the track design by literally drawing a rough diagram in the

dirt, then staked the course, and the bulldozers went to work. For one of the most famous features in all of motorsports—turns 8 and 8A, the Corkscrew—as the story goes, a construction foreman drove up the hill and told a bulldozer driver he was going to lunch. When asked what the plan was for the next phase of the track, the foreman said just get down the hill any way you can—and the hard-left, hard-right combination famous throughout motorsports was created. The 9-turn course was created in just 60 days at a cost of \$125,000, just in time for the inaugural race on November 9-10, 1957. Since then, the facility has hosted non-motorsports events from the Pope to the Beach Boys and Grateful Dead, while its reputation in motorsports is legendary. Over this past year, the County of Monterey Board of Supervisors infused approximately \$20 million into site work, a complete surface repaving plus a modern start/finish bridge, sponsored by Mission Foods, to connect parking and hospitality areas with the race paddock. After sponsorship by Mazda for 17 years, the venue is now sponsored as WeatherTech Raceway Laguna Seca since 2018. The track celebrated its 66th birthday in November and is now into its 67th year. The County-owned Laguna Seca Recreation Area is open daily for campers, rec-

reationalists and special events, from cars and coffees to twilight bicycle rides, also raising charitable donations. For information including the 2024 season race schedule, visit WeatherTechRaceway.com.

▼ Dating back to its founding in 1950, the **Pebble Beach Concours d'Elegance** has



raised over \$38 million, with 2023 topping all prior years with a record \$3,015,852. Its annual charity drawing—in 2023 including generous gifts from Infiniti, Lexus, Lincoln and Mercedes-Benz—directly aids



Lamborghini Huracán
STO SC 10° Anniversario

several charities. Funds are distributed through the Pebble Beach Company Foundation to more than 95 local nonprofits, with an emphasis on serving children, focusing on health and education. The Concours and Foundation also support several educational programs that encourage the next generation of automotive enthusiasts while celebrating the memory of inspirational automotive leaders. The 73rd Pebble Beach Concours d'Elegance will take place on Sunday, August 18, 2024, celebrating Maserati, Pietro Frua Coachwork, and the 125th anniversary of Packard. For info, visit www.pebblebeachconcours.net.

▼ At the Lamborghini World Finals 2023 at Vallelunga Circuit in Italy in November, **Lamborghini** unveiled the Huracán STO SC 10° Anniversario, an Ad Personam Opera Unica celebrating a decade of Squadra Corse and world of Lamborghini motorsport with an original performance kit and dedicated livery. The livery is inspired by the Lamborghini SC63, the hybrid prototype of the Hypercar/GTP class that the brand will field in the world's most prestigious endurance races in the 2024 racing season, such as the 24 Hours of Le Mans and the 12 Hours of Sebring. Colors for the two-tone livery are Verde Mantis green and Nero Noctis black, combined with a tricolor band running entirely down the "co-fango" and roof. Doors sport a "Squadra Corse 10° Anniversario" logo, celebrating Lamborghini's Motorsport division's three consecutive GTD class wins in the 24 Hours

at Daytona and more than 50 titles overall in the GT3 category. The Squadra Corse logo is featured on the rear fin that extends from the air scoop to the opposite edge of the rear hood. The car also has a

full carbon fiber package including a thin Rosso Mars red stripe that encompasses the entire bodywork. Interior trim was selected specifically for track use, with sport seats in black with green stitching, four-point seat belts and an aluminum roll bar. A carbon fiber plaque on the rear firewall certifies the car's uniqueness.

▼ **ICON** founder Jonathan Ward has led a vanguard of designers reinterpreting vin-



1970 ICON
Reformer Suburban

tage automotive designs and bringing them back to modern day roads, famous for reimaginings of classic Land Cruisers, Broncos and Thriftmasters. Part of the ICON Reformer series, their newest custom design is a 1970 Suburban, a hand-built one-of-one, a million-dollar masterpiece with no detail spared, and the first Suburban ever realized by Ward. The build is inspired in part by the work of leg-

endary European architect Ludwig Mies van der Rohe, celebrated for his use of industrial steel, glass and the minimalist mantra "less is more." Designed with naked steel and modern glass, the ICON Suburban's exteriors flow seamlessly into Mies-inspired interior appointments that pay homage to some of his most heralded work in furniture. This ICON custom started life as a completely stock, original paint, factory three-door 1970 Suburban, a vintage built with only three doors as a safety measure, allowing backseat passengers to only be able to exit the vehicle on the curbside, safely away from traffic. Upon the client's request, the ICON team fabricated a new fourth door for passengers. Coincidentally, the family of the client worked on the original Chevrolet production line when this 1970 Suburban was originally manufactured. In a fitting tribute to the relative, ICON machined their initials into the driver door handle's push button in honor of their work on the production line. ICON partnered with Nelson Racing Engines for a 1,000-horsepower NRE Twin-Turbo Alien LS 427 with 900 lb-ft of torque, capable of comfortably idling at 900 rpm with the AC on, in summer traffic. Power feeds through a 4L85-E overdrive automatic. With rack and pinion steering, it sits atop a one-off Art Morrison

four-wheel independent chassis, Dana 60 nodular rear end, high capacity hydroboosted Brembo brakes, custom HRE wheels and ZR-rated tires. The interior is accordingly stunningly detailed, with Mies van der Rohe in mind throughout. The price tag? \$1.1 million. For more on ICON's 1970 Reformer Series Suburban and upcoming project vehicles, visit www.icon4x4.com. ■

MAX ALL SEASON PERFORMANCE HAS ARRIVED.

INTRODUCING THE NEW
MICHELIN® PILOT® SPORT ALL SEASON™ TIRE.



**PERFORMANCE MADE TO LAST.
ELEVATE YOUR PERFORMANCE IN ALL SEASONS.
SUPERCAR CERTIFIED.**

[MORE AT MICHELINMAN.COM](http://MOREATMICHELINMAN.COM)



OFFICIAL TIRE | IMSA

Copyright © 2020 Michelin North America, Inc. All rights Reserved.
The Michelin Man is a registered trademark owned by Michelin North America, Inc.



“Accelerate Her” winners

WOMEN IN MOTORSPORTS NORTH AMERICA WOMEN WITH DRIVE III SUMMIT

Jennifer Hall of Tucson among those honored during event hosted by Lyn St James at Phoenix Raceway



Women in Motorsports North America (WIMNA) presented some impressive awards to young racers in their “Accelerate Her” contingency program, during the third annual Women with Drive III (WWD III) Summit—Driven by Mobil 1.

“The ‘Accelerate Her’ Contingency Program presented by Busch Light was one of our most important initiatives this year,” said Lyn St. James of Phoenix, former race driver and co-founder of WIMNA. “It was designed to celebrate women drivers’ success within the sport and help fuel and fund opportunities for continuing to race and for even more women to pursue driving careers in NASCAR. Funding is key to success, and this program was a fantastic reward that will likely change the three winners’ racing lives. Presenting these women with \$200,000 between the three of them was one of the year’s highlights for WIMNA.”

This special program was a new WIMNA collaboration for 2023, open to women drivers 21 and older pursuing racing careers in NASCAR. The monetary rewards were based on race results throughout the 2023 season, with a specially created points system that empowers and rewards women drivers based on their merit and race results. The unique system incorporates several factors, in-

(left to right) WIMNA Executive Director and WWD III Co-Chair Cindy Sisson; “Accelerate Her” first-place winner Julie Jorgenson; WIMNA Co-founder and WWD III Co-Chair Lyn St. James; second-place winner Taylor Goodman; and Jennifer Hall, third place winner.



cluding the length of races and level of competition, as well as individual racing results.

Sixteen drivers racing within eligible NASCAR series participated in the program. These life-changing honors went to three young women to allow them to continue their racing dreams. First place went to Julie Jorgenson, of Lakeville, Minnesota, who won an impressive \$125,000; second place to Taylor Goodman, of St. Louis Park, Minnesota, who was presented with a check for \$50,000; and third place to Jennifer Hall, of Tucson, winning \$25,000.

Hall notes, “Participating in the ‘Accelerate Her’ program was the best decision I could have made. I found the program to be extremely beneficial, aiding me in my racing program and creating connections with people in the racing community.”

WIMNA: Women in Motorsports North America is a community of professional women and men devoted to enabling opportunities for women across all motorsport disciplines. Founded as a 501c3 in April 2022, WIMNA is quickly establishing its positive impact on motorsports, supporting and creating resources that enable women drivers, technicians, engineers, operations staff, business-related, media and more to thrive in the industry. Best known for its Women with Drive Summit held each year, WIMNA also provides resources, mentorship, coaching, career connections and more.

Learn more at womeninmotorsportsna.com.

You can also follow on Facebook, X (Twitter), Instagram and LinkedIn.

WWD IV: The fourth annual Women with Drive IV—Driven by Mobil 1 summit will be held at Indianapolis Motor Speedway, December 9-10, 2024. Registration will open soon. ■



Welcome to a world where the roads are dry, the cars are slick and the destinations are limitless...



We drive customers to your business.

- Focused content delivered to a targeted, engaged audience
- Print-social-web advertising & promotional bundles
- Print-web special sections & sponsored content
- Custom publications, brochures and direct mail

sales@arizonadrivermagazine.com / main office: 480-948-0200
www.arizonadrivermagazine.com / FB: @arizonadrivermagazine
 IG: @arizonadriver / TW: @arizonadriver / Pedal: @arizonadriver

When you are into Mustang, there are many ways to go, as has been the case since day one. In the current core Ford lineup (bearing in mind Mustang is also a widely adapted basis for many third parties), there are fundamentally three builds—the most affordable and fuel-economical 315-hp EcoBoost 4-cylinders at the base; in the middle, the most powerful GT ever, with 480 horsepower via the ever-popular 5.0-liter (302) Coyote V8; and at the top a 500-hp 5.0-liter V8 Dark Horse. Each also has a Premium version, so that makes six. There is also a semi-separate California Special version (officially a package) of the GT Premium, making seven. Most are available as a fastback (also called coupe or even fastback coupe), while only some are also available as a convertible. An exception to all of the above is the California Special, this time around convertible-only. All this adds up to ten versions (see chart at lower right).

The one we're driving here sits in a sweet spot right about in the middle—an upper GT (Premium), with 96 percent the horsepower of a Dark Horse at 74 percent the price. Ours also adds active valve exhaust for \$1225, nudging horsepower up to 486 (97 percent the power at 76 percent the price).

The gen-seven Mustang dawns for model year 2024, but first appeared in Arizona a year ago, as VIN 001 was auctioned off at Barrett-Jackson in January 2023 (raising \$565,000 for charity).

Despite this passage of time, our sample was a pre-production unit, as supply chain constraints still impact the entire industry.

Ours adds a variety of desirable packages and options (some options only available with the packages), bringing total cost into Dark Horse territory. But of course you can option up a Dark Horse, too.

A manual transmission relies upon a parking brake more than an automatic, and the new 6MT

Mustang features what looks like a conventional cable-pull handle in the console, but is in fact an electronic unit that functions by touch for parking, while also able to unlock a set of capabilities emulating hydraulic drift braking. This and our build's GT Performance Package are track-oriented, for which we'll have to wait for a dedicated event.

Most any manual transmission takes a moment of adjustment, till you get your seat and leg play just right. In this, however, the clutch and transmission were smooth as can be from the get-go, no adjustment needed. It is ready to rock. And from surface streets to freeways, we were happy as can be. In tight traffic, we had the power and precision handling needed to tuck ourselves into any perfect spot. As noted at the time: sweet.

Mustang's change from decades of solid rear axle (in almost all cases) to independent rear suspension is most welcome. Note that this does not

remove all the lively involvement this rear-driver is known for, but does (along with electronics) keep it well controlled. You will want to play with its selectable-effort power steering to get your perfect combo. (You will also want to keep your tires up to date, if your routine use is aggressive.)

A traditional gasoline V8 pony car doesn't seem to beg electronics, but the Mustang has plenty, some of which are pretty cool. One such is a powertrain feature used for electronically setting quiet times—say you head out to work early every day and want to give the neighbors a break, you can permanently set a quiet time range and forget it, reverting to maximum effect the rest of the time.

We're not particularly fans of blip-shifting a.k.a. rev-matching—a setup to adjust RPMs during a shift to smooth out the transition—though we see their purpose for easing a new manual-shift driver into the game (and that we always support), and it is increasingly included on the sadly small number of remaining manual transmissions. We always turn it off. (Fans of the feature may have differing

opinions.) In this car, however, it was generally quite smooth, even when on (an exception being coming to a stop, when you don't even need it with clutch already depressed, giving a strong double blip that may just draw unwanted attention).

Mustang's 2024 lineup and price walk are quite an accomplishment, spanning a more than twofold price range, more than 50 percent power climb and two basic body types (though not always). The Premium level of each still avoids overlap, even helping you avoid the torment of creating your own overlap by optioning them up (although you still can—on any). Bottom line is that the GT Premium V8 is only \$9,600 more than an EcoBoost four-cylinder Mustang (itself quite compelling in its own right), while over \$16,000 less than a Dark Horse. And again, GT Premium offers a ragtop if so inclined. The Dark Horse has its own gotta-have-it factors, as any top-of-the-line build should.

But sitting in front of us all, clear as a bell, is the sweet spot occupied by the new—and most powerful ever—Mustang GT. ■

Ford uses our sample's color, Vapor Blue Metallic, in a great many of their own promotional photos for the new model. Arguably more grey than blue, it looks Navy ship-like in the sun and extra rich in the rain. By any measure, it's certainly a benchmark paint color.

Sweet.

BY JOE SAGE

SPECIFICATIONS*

*As a pre-production unit, only preliminary technical specs were available—no horsepower, torque, fuel requirement or fuel capacity, no ground clearance or turning circle, and so on. We dug into the consumer site and did other general research to gather some of the specs presented here.

ASSEMBLY Flat Rock, Michigan
 ENGINE 5.0L DOHC V8, naturally aspirated w dual air boxes & throttle bodies, TI-VCT dual port fuel dir inj, distributor-less w coil-on-plug, cast alum block/heads w plasma transfer wire arc cyl liners, steel oil pan
 HP/TORQUE 480 hp / 415 lb-ft (ours w active exhaust) 486 hp / 418 lb-ft
 COMPRESSION RATIO 12:1
 TRANSMISSION Getrag MT-82 6-spd man
 DRIVETRAIN RWD, 3.55 limited slip diff
 SUSPENSION fully unitized steel chassis w fully indep front/rear susp & perimeter subframe, tower-to-tower brace and K-brace w Performance Pkg; F: double-ball-joint MacPherson strut, alum control arms, opt MagneRide dampers, 33.3mm stblzr bar; R: integral-link indep w coils, opt MagneRide dampers, 24mm stblzr bar
 STEERING selectable-effort elec pwr asst, normal, comfort, sport modes
 BRAKES F: 352 x 32mm vented, four-piston fixed caliper; R: 350 x 26mm vented, single-piston floating
 WHEELS (Perf Pkg) F: 319x9.0; R: 19x9.5
 TIRES F: 255/40R19, R: 275/49R19, Y-rated summer-only
 LENGTH / WHEELBASE 189.4 / 107.0 in
 GROUND CLEARANCE na
 TURNING CIRCLE na
 HEADROOM (F/R) 37.6 / 34.8 in
 LEGROOM (F/R) 44.5 / 29.0 in
 CARGO CAPACITY 13.3 cu.ft
 WEIGHT na
 FUEL / CAPACITY 93 oct unl / 16.0 gal
 MPG 14/23/17 (city/hwy/comb)

BASE PRICE \$46,015
 GT PERFORMANCE PKG: track-focused incl front tower brace, Torsen limited slip diff, wider rear wheels, upsized Brembo brakes, cooling brake ducts, aux engine oil cooler. (Pkg also allows opt Recaro seats, MagneRide active suspension, active exhaust.) 4995
 NITE PONY PKG: black wheels, badges, mirror caps, roof as applicable, headlamp bezels, rear spoiler 1195
 GT PREMIUM HIGH EQUIPMENT GROUP 401A: B&O audio, illum door sill plates, premium trim w color accents, security pkg, Ford Co-Pilot360™ Assist, memory driver seat & side mirrors w integrated turn signals 2900
 ACTIVE VALVE EXHAUST 1225
 MAGNERIDE DAMPING SYSTEM 1750
 FLOOR MATS: premium floor liners front/rear w carpeted mats 200
 DESTINATION CHARGE 1595

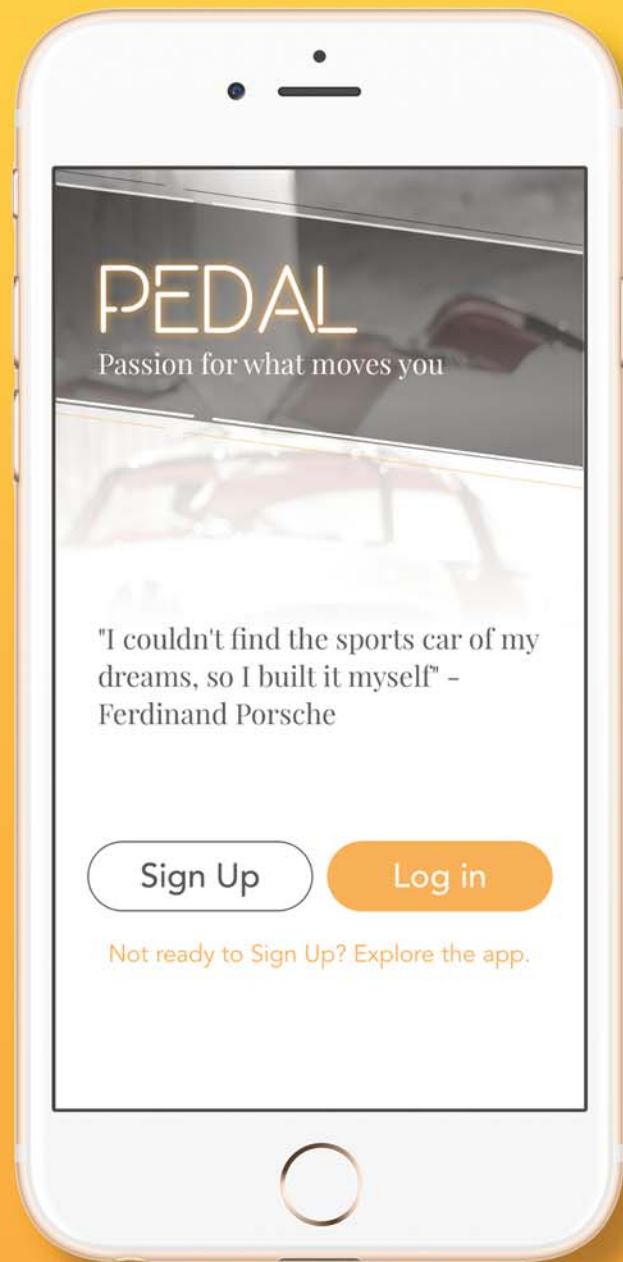
TOTAL \$59,875
 Prices increased w gas guzzler tax; see below.

2024 FORD MUSTANG LINEUP

	Fastback	Convertible
EcoBoost	\$30,920	\$39,020
EcoBoost Premium	36,445	41,945
GT	42,495	---
GT Premium	47,015	52,515
+ GT California Special Pkg		+1,995
Dark Horse	59,270	---
Dark Horse Premium	63,265	---



PASSION FOR WHAT MOVES YOU



Pedal is the must-have free app for automotive enthusiasts—the social networking community to capture and share the passion that moves you. Regardless of vehicle: car, truck, van or motorcycle. Whether you're a collector, dreamer or fan. An individual, organization or business.

Create a profile. Follow friends, family and others. Take new pictures and video, or upload from your camera roll. Share and comment. Post a link. Discover content from all over the world and join in the conversation.

This app is for people who want to share exotics like Ferrari, Lamborghini, McLaren and Porsche. Vintage, hot rods, daily drivers, electrics, autonomous and exciting barn finds. Individuals and car clubs. Racing from NASCAR to F1. The beautiful, ugly, strange and everything you think is worth sharing on and off the road.

Use Pedal to:

- Create your own profile.
- Post pictures and videos. Edit with our filters, add comments and save them to your profile.
- Opt-in to location services to geotag your posts.
- In the Discover page, search for users and hashtags to uncover and follow content you may like.
- On Pedal, we rev what we like. You can rev a post up to three times on the RPM gauge and then resets. Show your interest with each rev, watch the color change and the odometer counter go up.



PEDAL
© 2018 CARS!CARS!, INC., ALL RIGHTS RESERVED.

WILD HORSE PASS MOTORSPORTS PARK REBRANDS TO FIREBIRD MOTORSPORTS PARK



A familiar name is returning to the world-class motorsports facility at Wild Horse Pass. With an outpouring of support from the racing industry and record-breaking attendance last year, the Wild Horse Pass Development Authority worked relentlessly to achieve different routing for a new freeway overpass that had been planned to go through the middle of Wild Horse Pass Motorsports Park (see our May-June 2022 issue).

Success! With support from the Authority and the Gila River Indian Community, the venue (previously long known as Firebird International Raceway) will remain open and is getting a new name: Firebird Motorsports Park.

The facility will be led by track manager Casey Buckman and business administrator Connie Bopp, with more than 50 years of combined motorsports industry experience.

The world-class facility offers three road course circuits, acres of pavement for autocross and skidpad use, a quarter-mile NHRA Drag Strip, drag boat racing, off-road truck racing and more.

NHRA will return to Firebird Motorsports Park for the 2024 season with the 39th annual NHRA Arizona Nationals from April 5-7, solidifying a continued history of NHRA drag racing at the track. Ticket renewals for the “Duel in the Desert” were available immediately to returning fans, and the general public can now purchase tickets on the NHRA website, NHRA.com.

Firebird Motorsports Park will welcome events such as NHRA, Travis Pastrana’s Nitrocross Series, off road racing, sports car racing, car shows, drifting, team bracket racing, concerts, festivals and more. Radford Racing School will also host its Dodge Demon Drag Racing and

other instructional-based racing classes at the facility.

For more information and a lineup of events, visit RaceFirebird.com. ■

Wild Horse Pass Development Authority (WHPDA) is a business entity owned by the Gila River Indian Community which is responsible for developing the Wild Horse Pass Development Area, Gila River Business Enterprises (GRBE), Gila River Displays (GRD), Toka Sticks Golf Club and Four Points by Sheraton at Phoenix Mesa Gateway Airport.

The Wild Horse Pass Development Area is a 3,300-acre master-planned commercial development zone and the Community’s premier tourist destination. The Wild Horse Pass destination includes Sheraton Grand at Wild Horse Pass, Gila River Resorts & Casinos–Wild Horse Pass, Whirlwind Golf Club, Rawhide Western Town & Event Center, Phoenix Premium Outlets, KOLI Equestrian Center, Wild Horse Pass Motorsports Park, Radford Racing School and Huhugam Heritage Center. For information, visit www.wildhorsepass.com.



The midsize pickup market is red hot now, and this is a very good thing. As almost no full-size pickup offers an eight-foot bed anymore, anyway, and powertrains and tow capacities increasingly overlap between the two segments, midsize pickups have suddenly matured as a great choice for many traditionally full-size-only pickup buyers. And GM is all in.

An emerging benchmark over the past model year or two in particular has been 300 horsepower in a midsize truck. Chevrolet's midsize Colorado now offers three builds of their 2.7-liter four-cylinder turbo powerplant—the Turbo at 237 hp with 259 lb-ft of torque, towing 3,500 pounds; the Turbo Plus at 310/390, towing 7,700; and the Turbo High-

Output at 310/430, also towing 7,700.

Of six trim levels (or eight variants, with the lowest two offering RWD as well as 4x4), only the top ZR2 off-roader offers the High-Output engine standard (with a lower tow capacity of 6,000 pounds), though there are other optional combinations.

The new, first-ever Colorado Trail Boss in particular—as we are driving here—offers an enticing combination of lower-trim level simplicity with an upper level of off-road-worthiness. This gives you a mid-level price—just \$4,500 more than a base-level WT work truck, but almost \$10,000 less than the ZR2—with a high level of capability, almost as high as the ZR2 itself.

Better still, its simplicity is itself a plus to many

buyers—a truck with tough-duty bones and an interior you don't mind getting muddy or having critters, two-legged or four-, running in and out of.

Specifications vary among them. Ground clearance ranges from 7.9 (WT/LT) to 10.5 inches (ZR2), with Trail Boss at 9.5 inches—not quite a ZR2 but well above the midpoint, a solid example of the positioning of this truck overall. Other details put Trail Boss closer to the lower trucks than to the ZR2. But ten grand is ten grand, and your own personal math will tell you what level works for you.

The truck's beefy tire and wheel setup seems to give it a noticeably larger turning circle in town,

though no specification is given. As with the powertrain's appropriately burly gearing and grunt, however, it's all suited to its most ambitious duties—off-highway—and on the plus side is a reminder, or a positive feeling, of the truck's general degree of bigger-truck strength and capability.

Adjusted for its truckworthiness, the Trail Boss proved very responsive in freeway traffic, nimbly picking its speeds and lanes, all with no pushback from the big tires. Though a formerly full-size truck driver's ego may be a bit humbled next to a much larger truck, the ride is high and commanding.

We also noticed we turned heads in this. Badging is very minimal (a nice touch), so was it recognizable to Colorado cognoscenti? Or carrying extra

appeal in its own right? There's no telling, but it's always a good feeling.

On a comprehensive off-pavement run, we did one pass in 4Auto, then another in 4HI, both working just fine. We dabbled in modes, which include self-explanatory normal and tow/haul, as well as a choice among off-road, terrain and Baja, any of which may sound just right. But Baja is for high-speed sand runs, and terrain is for low-speed rock crawling with throttle control—it's off-road you might use here, if any, though performance is generally great right out of the box.

Though ignition is keyless, you need a key for the door, suggesting perhaps a struggle between price point and available parts—cheaper key-operated locks were probably on hand, a keyed ignition perhaps not. Keyless-everything is first available at the LT level, but LT adds cost and fanciness, both of which the Trail Boss seeks to avoid.

We have high appreciation for the principle behind the new Colorado Trail Boss—off-road capability approaching ZR2, but with a simpler interior that both keeps costs down and lets you treat it a little tougher. And on this it delivers. ■



SPECIFICATIONS

ASSEMBLY	Wentzville, Missouri
ENGINE/TRANSMISSION	USA/USA
CONTENT	US/Canada 45% / Mexico 23%
ENGINE	2.7L inline-4 turbo 16v DOHC VVT
	dir inj w active fuel mgmt and stop-start
HP/TORQUE	Turbo Plus: 310 hp / 390 lb-ft
TRANSMISSION	8L90 8-spd auto
DRIVETRAIN	4x4
REAR AXLE	3.42 ratio, G80 limited-slip diff
SUSPENSION	F: indep coil-over shocks, twin-tube shocks; R: solid axle w semi-elliptic two-stage multi-leaf springs, twin-tube shocks
STEERING	elec pwr assist rack & pinion
BRAKES	F: 13.4; R: 13.3; Duralife rotors
WHEELS	18x8.5 aluminum
TIRES	P265/65R18 all-terrain
LENGTH / WHEELBASE	213.2 / 131.4 in
TRACK (F/R)	Trail Boss 66.2 / 66.1 in
GROUND CLEARANCE	Trail Boss 9.5 in
APPR / DEP / BRKOVER	30.5 / 22.4 / 21.0°
TURNING CIRCLE	na
HEADROOM (F/R)	40.3 / 38.3 in
LEGROOM (F/R)	45.2 / 34.7 in
WEIGHT	4971 lb
GVWR	6250 lb
MAX PAYLOAD	1587 lb
TOW CAPACITY	7700 lb
FUEL / CAPACITY	na / 21.3 gal
MPG	17/21/19 (city/hwy/comb)

BASE PRICE	\$37,000
PAINT: Radiant Red Tintcoat	495
TRAIL BOSS CONVENIENCE PKG: sliding rear window, rear window defrost, cruise	375
TRAIL BOSS CONVENIENCE PKG II: EZ Lift and Lower tailgate, tailgate keyed cylinder lock, Stowflex tailgate & storage, 8-way driver power seat & power lumbar	545
ADVANCED TRAILERING PKG: incl app	620
BEDLINER: spray-on	475
GENERATOR: 220 amps	150
FRONT LICENSE PLATE MOUNT	40
DESTINATION CHARGE	1495

TOTAL **\$41,195**
 2023 model. Watch for release of 2024 pricing.

CHEVY COLORADO LINEUP (2023)

	2WD	4X4
WT	\$29,200	\$32,500
LT	31,600	34,900
Trail Boss		▼ 37,000
Z71		39,890
ZR2		46,800

Magic in the upper middle

THE OVERALL FORMULA REVEALS PLENTY OF UPSIDES IN THIS NEW MODEL'S POSITIONING

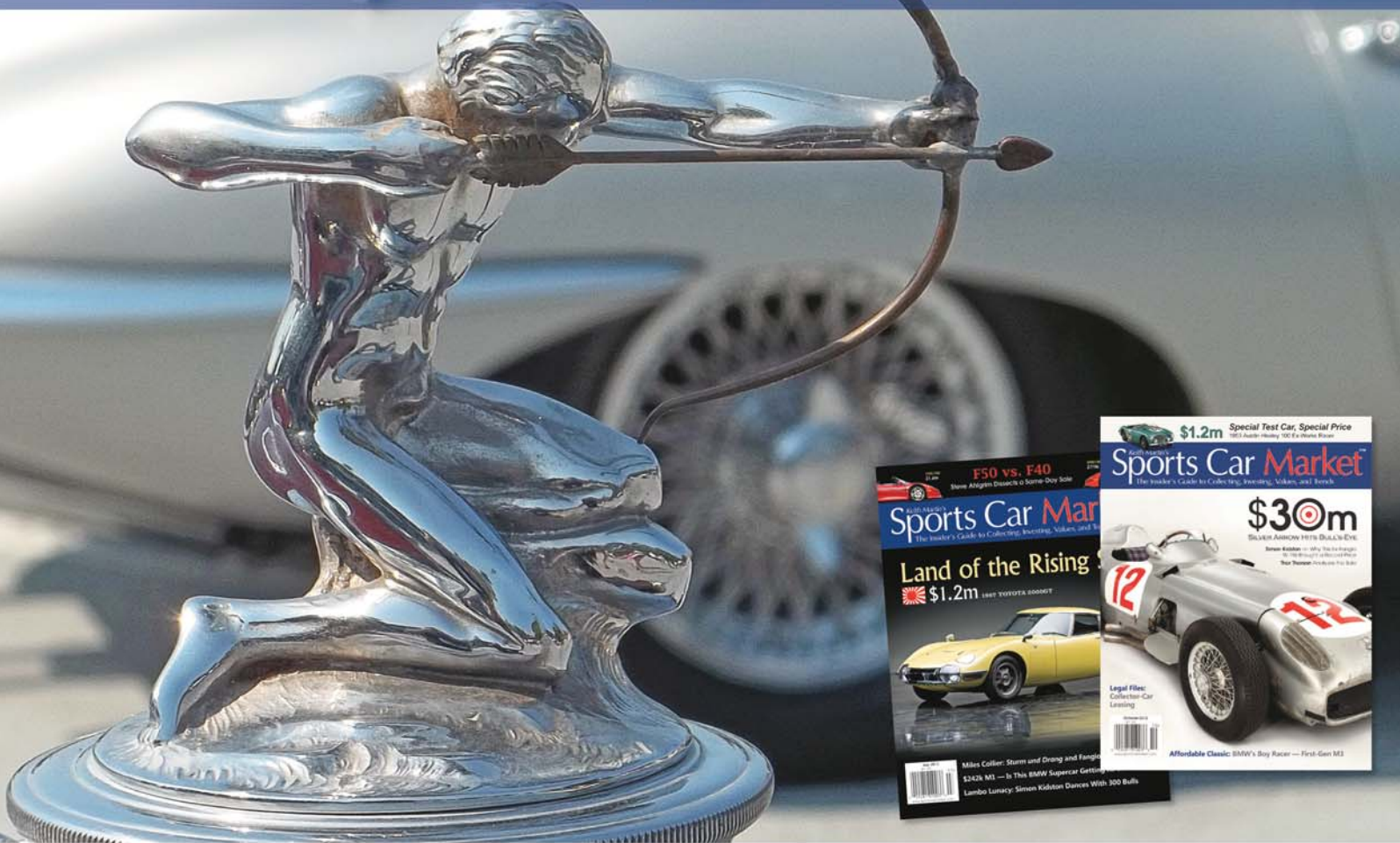
BY JOE SAGE



Nxu strategic partnership/investment in Lynx Motors, production kicks off for NxuOne EV Charging Solutions

“Hats off to you. Keeping up the great effort to produce the best car magazine each month is no small feat.”

— E.M., Northbrook, IL, subscriber since 1998



Subscribe to SCM today and become a collector car insider

www.sportscarmarket.com

Nxu, Inc., a domestic technology company creating EV charging and energy storage solutions for electrified infrastructure—headquartered in Mesa—has executed definitive documents to finalize strategic investment in Lynx Motors, part of Nxu’s commitment to using strategic partnerships to accelerate its mission. The transaction increases Nxu’s shareholder equity and also helps ensure achieving and maintaining Nasdaq’s continued listing standards by and beyond April 7, 2024.

Nxu’s investment is structured as a share exchange, whereby \$3 million in Nxu shares will be exchanged for \$3 million in Lynx shares. The value of Lynx shares become an asset on the Company’s balance sheet. Nxu also now holds one seat on Lynx’s Board of Directors, allowing the Company a hands-on opportunity to help develop Lynx and monitor the status of its investment. To expedite the

electrification process, Lynx has issued an interest-free promissory note of \$250,000 to Nxu in exchange for a \$250,000 bridge loan. The Agreement is subject to registration rights and representations and warranties that survive the closing.

Nxu, Inc started production of its first commercially available NxuOne™ EV 750kW Charging Solutions unit in December. Compatible with CCS and NACS, the 750kW unit is scalable to megawatt+ power, and users can expect continuous, repeatable power every time they plug in their EV. The only universal, dual-technology solution available for public charging, it is designed to support up to 4.5MW of bi-directional DC power and up to 50kW of bi-directional AC power. Seamless charging monitoring and payment are done via mobile device.

Nxu’s original charging unit is available for pub-

lic charging at its manufacturing facility in Mesa, 24 hours a day, with staff onsite from 6am to 8pm.

Nxu previously announced Quartzsite, Arizona as its first highway charging location and anticipates breaking ground in 2024. Additional sites under contract include Tehachapi, North Edwards and Barstow, California, all within the critical California NEVI corridor 7, one of six corridor groups included in round 1 of the California Energy Commission’s NEVI Formula Program, with up to \$40,500,000 in grant funds for projects strategically deploying high-powered, direct-current fast charger electric vehicle charging infrastructure.

Businesses interested in their own NxuOne EV Charging Solutions, to power their own EV fleets or to contribute to much-needed consumer EV charging infrastructure, can learn more at:

<https://nxuenergy.com/charging-stationsales> ■

Nxu has produced its first commercially available NxuOne EV 750kW Charging Solutions unit. Compatible with CCS and NACS, the 750kW unit is scalable to megawatt+ power, and users can expect continuous, repeatable power every time they plug in their EV.



Deciding on a new pickup is notoriously complex, and Bronco is close behind. Our most simplified document outlining all the model and trim differences runs 39 pages (and this is setting aside the Bronco Sport, a very different vehicle on a smaller platform). There are now nine trim levels (or models, as Raptor is treated distinctly), times two for 2-Door and 4-Door models, minus three that are 4-Door only, times transformative packages like Sasquatch that are available on certain trims, and there are hard- and soft-tops. Three engines include 2.3L and 2.7L EcoBoosts at 300 and 330 hp on premium fuel (275/315 on regular), plus a third for Raptor, and there are (in some cases) manual or

automatic transmissions. One 154-cell chart explains the differences just among axles. And so on. Other variables fall largely to degrees—of luxury trim and features, and of off-roadiness. Raptor version aside, they run about \$40 to \$70 grand.

By any measure—casual glance or deep dive—Raptor (based on Badlands) is the top Bronco, with its own 418-horsepower twin-turbo 3.0-liter V6 (regular fuel) and the most extreme suspension. The Bronco Raptor starts at about \$90,000.

The new Bronco Wildtrak we're driving here (based on Outer Banks) will thus be a clear choice for many. At about \$60,000, this rugged build approaches the off-road capability of Rap-

tor—notably also sitting atop 35-inch tires, with a HOSS 3.0 off-road suspension system on Wildtrak versus 4.0 on Raptor, for largely the same degree of stance and function. High and Lux Packages are available to build upon the basic Wildtrak.

As dirt-worthy as the Bronco Wildtrak clearly is, we started our week with several days of freeway running to an event, 100 miles or so round-trip each time. This seems inappropriate to its core mission, but turned out to be an opportunity to confirm that this build is superb on freeways and local roads—powerful and, even with its massive wheels and tires, highly manageable, tracking true, with very solid control and no drift. Bronco's form factor can

produce a bit of wind noise, and lightweight removable doors can amplify the sound of a highway pebble, but these just confirm the special nature of the beast. In fact, you can have a ball with this big off-roader in town—power into a corner with quick acceleration when the light turns green, glide over rain troughs, park in the tightest spots and easily choose your path on a busy freeway.

We first got the Wildtrak out into the serious dirt on our fourth day, starting as the sun came up, popping it into 4HI as we left the pavement. The 4WD system is on-demand, via the simple push of a button, which in turn is surrounded by a dial for GOAT modes. These include the familiar normal, eco, sport, slippery, mud/ruts and sand (as most do, from Big Bend up), but as with Raptor and Badlands, Wildtrak adds a Baja mode, conceived for

Raptor's high-speed dune-running, but on Wildtrak ensuring 4HI is engaged. On typical Arizona trails—dirt and ruts with some loose surfaces, but less commonly pure sand and not often mud—modes as named can be a stumper. Of the choices here, mud/ruts, sand or Baja are all solid contenders. As there was no mud, and ruts are always a given, we went with sand, as dirt or gravel can be loose. And once again, as we later departed the dirt, we realized we'd had no compulsion to try any others—confirming that while any mode is an assist, it's the core 4WD system that has to earn an A-plus, and this most certainly does.

Fuel mileage (rated 17 mpg across the board) is not a major bragging point, yet casual reference to its readout showed we stayed within one point of this no matter what we threw at it. Even our off-highway session brought it down just a little, to 16.1 mpg. We didn't get into eco mode or anything remotely like hypermiling, plus turned off fuel-conserving auto start-stop—so just imagine what you could achieve if you really try. Most significantly, fuel mileage was the same wherever we drove it, again confirming this is equally well suited to duty as a daily driver or a weekend adventurer.

It's a given that the Bronco Wildtrak does extremely well in extreme terrain. It was a special delight to find it does just as well everywhere. If you want a Bronco that looks dang near as cool as any version in the lineup and is dang near as capable, while all at a lower-midrange price—and also available as a 2-Door, which the Raptor is not—the new Wildtrak is a winner. ■

WILD THANG

Mission-built, yet remarkably all-purpose

BY JOE SAGE



2024 BRONCO LINEUP		2-DOOR	4-DOOR
Big Bend		\$39,130	\$39,870
Black Diamond		42,630	43,370
Heritage Edition		47,855	48,775
Outer Banks		---	47,940
Badlands		49,395	50,685
Everglades		---	55,520
Wildtrak		60,025	60,565
Heritage Limited Edition		69,685	71,105
Raptor		---	89,835

SPECIFICATIONS (2023)

ASSEMBLY	Michigan
ENGINE BUILD	Lima Engine Plant, Ohio
ENGINE	2.7L EcoBoost V6, Ti-VCT GTDI, port fuel, dir inject, lightweight high-strength cast alum pistons w low-friction skirt coating & steel ring, forged steel rods & crank, roller finger follower lifters w hydraulic compensating lash adjusters, composite intake, dual mono-scroll turbo w electrically actuated wastegate, integrated cylinder head exhaust casting
HP/TORQUE	reg (rec) 315 hp / 410 lb-ft prem (opt) 330 hp / 415 lb-ft
COMPRESSION RATIO	10.0:1
ALTERNATOR	single 240A
BATTERY GROUP	H7 AGM 80 AH 800 CCA
TRANSMISSION	10-spd auto
DRIVETRAIN	4x4
TRANSFER CASE	advanced 4x4 w 4A mode, auto on-demand engage, 3.06:1 low ratio
MAX CRAWL RATIO	67.80:1
AXLES	F: indep; R: solid
CHASSIS	body-on-frame, fully boxed high-strength steel w seven cross members, HOSS (High Performance Off-Road Stability Suspension) System w low-mass indep front susp, five-link solid rear axle w Panhard rod and outboard coilover springs
SUSPENSION	F: twin forged alloy A-arms w long-travel coil-over springs, HOSS-tuned heavy-duty dampers; R: 220mm solid rear axle w long-travel, variable rate coil-over springs, HOSS-tuned heavy-duty dampers; (optional: Bilstein position-sensitive dampers w end-stop control valves)
STEERING	three-mode rack & pinion w 3 drive modes, Terrain Mgmt System w G.O.A.T. Modes (Goes Over Any Terrain)
BRAKES	F: 311x34mm vented, 52mm twin-piston floating; R: 308x24mm, single 54mm floating
WHEELS	17-in black high-gloss painted alum w warm alloy black beauty ring, beadlock capable
TIRES	Goodyear Territory LT 315/70R17 M/T 35-in
LENGTH / WHEELBASE	189.5 / 116.1 in
WIDTH / TRACK	79.3 / 66.9 in
GROUND CLEARANCE	(35-in tires) 11.5 in
APPR / BRKVR / DEPART	(°) 43.2 / 26.3 / 37.0°
MAX WATER FORDING	33.5 in
TURNING CIRCLE	39.8 ft
HEADROOM (F/R)	(hard top) 40.8 / 40.1 in
LEGROOM (F/R)	(°) 43.1 / 36.3 in
CARGO CAPACITY	35.6 / 77.6 cu.ft
WEIGHT / PAYLOAD	4757 / 1322 lb
ROOF PANEL WEIGHT	front left 13.6, front right 14.5, mid panel 28.1 lb
DOOR WEIGHT	front 55, rear 44 lb
TOW CAPACITY	3460 lb
FUEL / CAPACITY	reg, prem opt / 20.8 gal
MPG	17/17/17 (city/hwy/comb)
BASE PRICE	\$54,320
EQUIP GROUP 354A: Wildtrak Series, High Pkg, 12-in LCD center touchscreen, 360° camera, Lux Pkg, adaptive cruise, heated steering wheel, wireless charging pad	3195
SEATS: leather-trim/vinyl sandstone/black	2195
FRONT BUMPER: HD modular	575
STEEL BASH PLATES: full vehicle	395
HARD TOP: gray molded-in color	695
HEADLINER: sound deadening	595
KEYLESS ENTRY KEYPAD	110
FLOOR MATS: upgraded carpet	160
DESTINATION CHARGE	1595
TOTAL	\$63,835

Prices have increased for 2024; see chart.



Your world is about to get *Larger*

MEXICO

CLASSIC VACATIONS

FUNJET
MORE OF LAS VEGAS

Funjet Vacations

Your travel center

MEMBER OF THE FROSCH TRAVEL GROUP



Treat yourself to the life of luxury travel

Your Travel Center's phenomenal relationships and reputation within the travel industry provide a bridge from YOU to executives of over 1,000 of the world's finest hotels, cruise lines and tour outfitters. You will be recognized as a VIP guest with privileged access to special amenities and services when available, such as:

- Complimentary room upgrades
- Food & beverage credit
- Cocktail partys
- And much more...
- Breakfast for two daily
- Hosted tours
- Private transfers

Our travel experts

Our Advisors are certified Travel Agents and experienced travelers. Depending on your specific needs, you will be directed to a travel expert who knows your destination and can provide you with the guidance that can best fulfill your travel expectations. Using the latest technology, they keep up with the latest enhancements that will save you time and money.

Our experienced leisure travel specialists can help with all your travel desires, including but not limited to all-inclusive luxury cruise vacations, luxury resort getaways, customized travel vacations, safaris and even guided travel to China, Southeast Asia, Europe, Africa and beyond. Our preferred relationship with the Four Seasons Hotels, Ritz-Carlton Hotels and the Belmond group allow us to offer our luxury hotel clients amazing perks and value-added amenities when available, such as hotel credit, complimentary breakfasts, hotel room upgrades and more! This is also true with many of our luxury and premium cruise partners as well as many of our destination management companies located throughout the world.

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.

Arizona headquarters

With 40+ years in the travel business, our travel agency offices in Arizona have a reputation for an outstanding passion regarding the world of travel. Our attention to personal service, along with our preferred travel relationships with many airlines, car rental agencies, hotels, cruise and tour vendors, ensures that we will exceed your travel needs.

Whatever your travel needs may be, allow Your Travel Center the opportunity to serve you.

Your Travel Center

MEMBER OF THE FROSCH TRAVEL GROUP
414 South Mill Avenue, Suite 125
Tempe, AZ 85281
480-496-0160 / 800-952-3174 Toll Free
www.ytc.com
CST# 2019108-10

SPRING NASCAR WEEKEND MARCH 8-10, 2024

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 Spring Race on Saturday afternoon, and the big NASCAR Cup Series Shriners Children's 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 2024: NASCAR Championship Weekend has been set for November 8-10, 2024. You can get tickets for Fall 2024 NASCAR Championship Weekend before they go on sale to the general public by becoming a Season Ticket Holder, which also brings exclusive benefits such as discounted pricing and member-only events. ■

THURSDAY, MARCH 7

ARCA Menards Series West practicetba
ARCA Menards Series West qualifyingtba

FRIDAY, MARCH 8

NASCAR Xfinity Series practicetba
NASCAR Cup Series practicetba

ARCA MENARDS SERIES RACE:

GENERAL TIRE 150TBA

SATURDAY, MARCH 9

NASCAR Xfinity Series qualifyingtba
NASCAR Cup Series qualifyingtba

NASCAR XFINITY SERIES

SPRING RACETBA

SUNDAY, MARCH 10

NASCAR CUP SERIES RACE:
SHRINERS CHILDREN'S 5003:30 pm

Schedule and details subject to change



WEST



It seems we often end up in Tucson when we have the Hyundai Tucson. We had made a point of driving over in the gen-three Tucson for photos with several Tucson landmarks. And we had driven the current new gen-four Tucson at its launch, based in Tucson, with a paved and unpaved drive on the north side of Mount Lemmon. This time we went one step beyond, passing through the edge of Tucson to pick up a passenger on our way to Ruby, Arizona, a ghost town near the Mexican border.

Hyundai Tucson has come a long way since the first little thing appeared on our March-April 2005 cover. We've featured it a half-dozen times as it has matured since then, most recently that launch drive of this fourth generation—driving both the Tucson and Tucson Hybrid, new for model year 2022, in our May-June 2021 issue. With the odd passage of time over these pandemic years, that's still recent, even current, and this late 2023 model, as well as the 2024, remain largely unchanged.

The lineup (see lower right) is largely the same,

with gasoline, hybrid and plug-in hybrid versions, the non-hybrids available as front-drivers or AWD. The hybrids (including PHEVs) are AWD-only, and their smaller-but-turbo engine has a hair lower horsepower but 10 percent more torque. One gasoline-only trim has a new name, and the N Line moves from the gasoline to the hybrid build.

All run on regular fuel, with the turbo hybrids (non-plug-in) beating the gasoline models considerably on mileage (upper 30s for the hybrids, mostly 20s for non-hybrid). The plug-in hybrid makes a

few trades—its battery weight takes MPG down a few points, to the mid-30s, though its estimated 33-mile all-electric range gives it an MPG-equivalent of 80 for those short stretches.

Our Tucson Hybrid's combination of attributes was perfect for our special drive—the highest fuel mileage, no need for 33 miles of all-electric PHEV use out of some 430 total, high-performing on-demand AWD plus healthy ground clearance for the last few unpaved miles, and almost 40 cubic feet of cargo volume behind the rear seats (there were only two of us, so we could have had about 75), an easy stash for a picnic cooler and variety of cloth-

ing layers, as our adventure would gain altitude.

It's easy to make friends down that way, and it's easy to make friends with the Hyundai Tucson.

We noted a fuel mileage readout of 34.4 mpg on our Tucson-Ruby drive, then 31.6 at the end of our full week, all with no hypermiling heroics.

There's little wonder Tucson is Hyundai's top seller—by a lot, and still rising—up 21 percent year-over-year and 33 percent month-over-month by November), contributing to the brand's 11 percent sales increase and rise in the rankings overall. ■

Tucson beyond Tucson

BY JOE SAGE



Even with its high ground clearance and taller stature, Tucson's pep and dynamics can inspire sporty driving on a twisty, paved ridgeline road, equally ready to leave the pavement behind.

SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
ENGINE / TRANSMISSION	Korea / Korea
PARTS CONTENT	85% South Korea, 1% US-Canada
ENGINE	Smartstream 1.6L turbo-GDI alum/alum DOHC 16v 4-cylinder
HP/TORQUE (ICE)	180 hp / 195 lb-ft
COMPRESSION RATIO	10.5:1
HYBRID MOTOR/BATTERY	
ELEC MOTOR	perm magnet synchronous 44.2 kW (59 hp) / 195 lb-ft
BATTERY	Lithium-Ion Polymer 270V
CAPACITY/OUTPUT	1.49 kWh / 64 kW
TOTAL SYSTEM POWER	226 hp / 258 lb-ft
TRANSMISSION	6-spd auto torque convert incl paddles and shift-by-wire
DRIVETRAIN	HTRAC actv on-demand AWD
SUSPENSION	F: MacPherson strut w coils, gas shocks, stblzr bar; R: multi-link, gas shocks, stblzr bar
STEERING	motor-driven rack & pinion, column-mounted
BRAKES	F: 12.8 x 1.2 vented; R: 12.0 x 0.4 solid
WHEELS / TIRES	19-in alloy / 235/55 R19
LENGTH / WHEELBASE	182.3 / 108.5 in
HEADROOM (F/R)	(w pano snrf) 38.1 / 38.7 in
LEGROOM (F/R)	41.4 / 41.3 in
GROUND CLEARANCE	8.3 in
TURNING CIRCLE	38.6 ft
CARGO CAPACITY	38.7 / 74.5 cu.ft
WEIGHT	3794 lb
TOW CAPACITY	w brakes 2000 / or 1600 lb
FUEL / CAPACITY	.87 reg unl / 13.7 gal
MPG	37/36/37 (city/hwy/comb)
BASE PRICE	\$38,910
CARPETED FLOOR MATS	210
DESTINATION CHARGE	1335
TOTAL	\$40,455

2023 model; 2024 prices below.

2024 HYUNDAI TUCSON LINEUP

GASOLINE (I.C.E.)	FWD	AWD
2.5L GDI + MPI	187 hp / 178 lb-ft / 8-spd auto	
SE	\$27,250	\$28,750
SEL	29,400	30,900
XRT	34,075	35,575
Limited	36,510	38,010
HYBRID (HEV)		AWD
1.6L GDI Turbo-4	180 hp / 195 lb-ft / 6-spd auto	
Blue	\$32,325	
SEL Convenience	34,905	
N Line	36,405	
Limited	39,465	
PLUG-IN HYBRID (PHEV)		AWD
1.6L GDI Turbo-4	180 hp / 195 lb-ft / 6-spd auto	
SEL	\$38,475	
Limited	45,200	

A run to the border, with a side of time travel

By Joe Sage / Photos: Kathy O'Connell, Tucson; The Frederick Collection; Joe Sage

We first heard of Ruby, Arizona from a post on social media, by an Australian who seems to know more about America's historic sites, lore and treasures than just about anybody anywhere. Intrigued, we made a mental note to visit when we had some time and a good vehicle for the trip.

Ruby is just about three miles from the Mexican border at its closest and not far from Nogales as the buzzard flies. Maps suggest a couple of ways to get there via I-19 (from Tucson to Nogales), the farther of which looks shorter, but takes longer due to its twists and turns; it also appears that option is mostly dirt and gravel. The route we chose, West Arivaca Road from Amado, is paved to within a

few miles of Ruby. An original ridge-topping frontier stagecoach trail with curves and hills galore, it's a great driving road.

We ended up with a perfect machine for the trip—the 2024 Hyundai Tucson Limited Hybrid AWD (see previous feature), with on-demand active all-wheel-drive, great for all conditions, 8.3 inches of ground clearance if needed, and rated at 37 mpg.

With border conditions so much in the news lately, we called the San Cruz County Sheriff's Office for an advisory, as a lot of the route seems on the remote side, on the map. They got back to us quickly and indicated that all was good—no incidents of any note, though they mentioned that they

are mostly elsewhere lately, facing bigger issues.

We've driven in Tucson in the Hyundai Tucson multiple times. This time, we just passed through to pick up and drop off a co-adventurer. (We neglected, however, to grab the requisite photo of our Hyundai Tucson with a Tucson landmark or sign.)

Ruby is a compelling attraction, an entire mining town full of history and largely intact, with various protections and restorations underway. The property is under the care of charming, hospitable and knowledgeable caretakers, and is open to visitors Thursdays through Sundays, with a prior online reservation required to stop by. Entry is \$15 a head—and you will need to bring cash folding money.

Setting out from Phoenix at the break of dawn would be a plus, but we started mid-morning—a couple of hours to Tucson and a couple more down to Ruby—arriving mid-afternoon. We had brought a picnic lunch and shared it with them, first, along with great conversation. By then, the sun was dip-

ping below the hills. Thus our first visit was less of an immersion—which the place well deserves—and more of a look-around.

But they provide a solid overview. Here's a look at Ruby's background and activities:

RUBY: HISTORICAL BACKGROUND

The first Europeans to visit the Ruby area were Spanish conquistadors in the late 1500s. In the 19th century, the region was referred to as "Oro Blanco," or white gold, after a distinctive light colored strain. Later, as colonists moved west, there was an influx of adventurers, mountain men, ranchers and miners. The first strike in the Montana vein was in the late 1870s, and by the turn of the century, the town of Ruby had become the largest mining camp in the area. Site of fortunes made and lost and two famous double homicides, Ruby was once the largest lead and zinc producing mine in the state of Arizona. Our museum houses artifacts from mining days, plus photos of what Ruby was like when 1,200 people lived near the mine at the height of its production.

For more on Ruby's history, they recommend the book Mining, Mayhem and Murder. Copies can be bought on site from the caretaker. And the website has a link to a great 29-page booklet, The

(cont'd)



Photo: Joe Sage



Photo courtesy of The Frederick Collection



Private Life of Ruby, Mining Ghost Town, prepared for the Arizona History Convention.

RUBY: HISTORICAL PRESERVATION

Ruby was approved for listing with the National Register of Historic Places in 1975. The property owners have started a historic preservation project to restore a small part of the old town to some of its original form.

The Arizona State Parks Board provided Ruby with a historic preservation grant in 1993 to begin this restoration. That initial phase focused on re-establishing the perimeter fences and stabilizing the remaining historic buildings. In 2007, the Southwestern Foundation awarded Ruby a historic preservation grant to do extensive stabilization of the School, Warehouse and Courthouse. Work on this phase, including a new front wall in the School House, began in November, 2009.

Since then, Ruby achieved non-profit 501(c)3 status for its restoration foundation, the Ruby Mines Restoration Project [EIN 36-4661715]. This allows Ruby to receive donations and apply for historic preservation grants to carry out restoration and stabilization.

Ruby has a wish list, if you can help:

- Front end loader
- Small tractor

- Cement mixer
- Corrugated tin
- Water harvest tanks
- Lumber
- Wood treatment material
- Pot belly stoves
- Antiques, circa 1900-1940

RUBY: ECOSYSTEM PRESERVATION

Ruby has worked with the Arizona Game and Fish Department and the US Fish and Wildlife Service to better understand and protect the area's wildlife. A big-game fence was constructed around the perimeter to allow access for wildlife and help protect the property's ecosystem. This fence allowed ash and many other trees to mature in an area impacted by livestock overgrazing. It is now a forest with a drainage system continuing down the valley. From riparian areas to rocky hillsides, caverns to crests, Ruby provides critical habitat for migrating birds, and year-round protection for all manner of desert creatures. Read about how Ruby is currently being used as a base camp for Round River Conservation Studies here.

A colony of Mexican Free Tail Bats inhabits Ruby's abandoned mine shafts from May/June to September each year. Estimates of the colony

range from 90,000 to as high as 150,000 animals, representing a nightly appetite for up to a 1/2 ton of insects. This is considered a maternal colony and they produce the young in June and leave for parts south in late August. Their nocturnal schedule varies with storm, wind and insect life.

You're invited to join us at Ruby, evenings spring through fall, to watch the bats emerge at dusk to feed. This is a stunning standalone moment, or you can head to the viewing area from your campsite before dark to settle in for the show. You can keep updated on when they return on the website or Facebook.

A RELAXING TIME IN RUBY, ARIZONA

As a privately owned desert landscape of over 350 acres, Ruby offers a highly specialized, intimate experience for those drawn to its history and mystery. And there is so much more. Here's some what you can expect to do once you arrive:

Tour the ghost town; stargaze (bring a telescope!); watch 150,000 migratory bats emerge to feed; take photos; birdwatch; go barefoot; mountain bike; watch bikers tour Ruby; paddle board; put up a hammock and test it with a nap; read a copy of Mining, Mayhem and Murder; explore the museum; and check out the cemetery.

Ruby also makes a fine base camp for other

adventures. Nearby highlights include Coronado National Forest (our backyard); Sycamore Canyon; Montana Peak; California Gulch; Arivaca Lake; and Buenos Aires Wildlife Refuge in Arivaca.

Ruby is at an elevation of 4500 feet. The bright days are fabulous year-round, and the best way to enjoy your visit with us is come prepared for the landscape of a desert ghost town. Our personal recommendations include sunscreen, a brimmed hat, comfortable walking shoes or hiking boots for gravel trails and paths, a water bottle and plenty of extra water (the location itself operates on very limited rainwater only), long sleeves, long pants, snacks and chapstick, if grilling, bring charcoal.

Dogs and responsible pet owners are welcome. Do bring a leash and biodegradable waste bags, to clean up after your pet and dispose of waste in the outhouses. No plastic, please.

All trash and food waste must be packed in, packed out in this leave-no-trace environment.

ARIVACA AND AMADO

Unplanned high points on our route to Ruby included Arivaca and Amado (at Arivaca Junction, exit 48 from I-19). Heading in, we were running late, though we stopped at Arivaca to take a few photos of the cottonwoods, still in brilliant fall color in

mid-December. On the way out, we stopped again. As the sign below notes, Arivaca is the oldest inhabited townsite in Arizona (thought to have been a Pima or Tohono O'odham village). The enticing nature of Arivaca Road is confirmed by a great many motorcycles outside the restaurants here.

On the way in, exiting I-19, you may barely notice a Dollar General, auto shop and small market as you zig and zag to West Arivaca Road and the route to Ruby. But on the way out, the sun now down, something irresistible was staring us in the face—the Longhorn Grill and Saloon. Its cattle skull entry sets the stage, with many more surprises inside (that snake does not bite, at least not lately). We grabbed for an impromptu dinner here, where both the food and service were top notch, and the staff very friendly. This is surely a "welcome back" spot worth its own second visit.

Our route was perfect. However, there's also a route in from the west side, not much longer from Tucson, also passing through Arivaca, appearing to include more open two-lane and about half the twisty-turny distance of our route—a pro for some people, a con for others. For variety's sake, we might try that next time. Maybe just one way, as we'd hate to miss another stop at the Longhorn.

Visit www.rubyaz.com for more information or to sign up for your visit. ■



Photo: Kathy O'Connell, Tucson



Photos: Longhorn Grill entry and cautionary sign: Kathy O'Connell, Tucson; oldest bar and snake: Joe Sage

THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP



Commercial Strength Shop Stools

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

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

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

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

Were \$179.95 - Now \$159.95 each

Free ground shipping in the lower 48 states!

Neon Garage Clocks

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

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

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

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

All-Steel Toolboxes

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

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

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

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

\$49 each / Eligible for free shipping!

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

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



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

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

Furnishings | Clothing | Signs | Barware | And More!

FREE FedEx SmartPost Ground Shipping over \$99.99!

Check us out on Facebook and Instagram! / www.bustedknucklegarage.com
Need a volume discount for your shop or business? Call us: 928-708-0987



Radford Racing School names motorsports veteran Chuck Sundstrom as GM

Radford Racing School has named motorsports veteran and professional drag racing instructor Chuck Sundstrom as its new general manager, as of January 1. Sundstrom will manage the Radford Racing School team and operations on the seven-track campus. His focus will be on optimizing the automotive experience for students and guests, which includes drivers at every level—from world-class racers to teens, special forces and groups.

"Chuck is well known and respected in the industry, as well as our local community, making him a perfect fit for our team," said Pat Velasco, Radford Racing School owner. "Over the years, he has collaborated with many of the most respected motorsports brands, which includes developing our world-class drag racing program. We look forward to fully integrating him as the leader of our amazing team of pro instructors and sales and marketing experts to jumpstart 2024 and build on

our school's continuing success."

A native of Michigan, Sundstrom began his career at a car dealership as a young teen. He was raised in a family of drag racers and started competing when 16 years old. Over the last two decades, Chuck has pursued his drag racing passion as a full-time driver, mechanic, track manager and as the Race Director at Firebird International Raceway and Spokane County Raceway.

His time on the track as a racer, along with his experience working behind the scenes with the NHRA, Lucas Oil and other sanctioning bodies outside of the NHRA, has given Chuck a balanced understanding of the motorsports industry.

Most recently, Sundstrom led an events business and security company that created and delivered high-profile events at automotive venues throughout the country. He has experience as the operations and facility director at Spokane County Raceway and Firebird International Raceway, on

the Gila River Indian Community's Wild Horse Pass property, adjacent to the Radford Racing School. A serial entrepreneur, Sundstrom also owned and operated a specialty automotive company in Arizona.

"This is an exciting time to be a performance enthusiast," said Sundstrom. "Radford Racing School is the ultimate motorsports destination offering a full complement of world-class instruction on legendary tracks. I look forward to taking the next steps toward growth with the team."

RADFORD RACING SCHOOL

Founded in 1968, the Radford Racing School, located on the Gila River Reservation at Wild Horse Pass near Chandler, is the only purpose-built driver training facility for performance enthusiasts and the largest driver training center of its kind in the world. It is also the Official High Performance Driving School of Dodge SRT. The School maintains over 80 race-prepared vehicles, sedans, SUVs and open wheel formula cars, as well as gas-powered go-karts. For additional information on the facility and programs, visit RadfordRacingSchool.com or give them a call at 480-403-7600. ■



SUPERB AUTOMOBILES READY FOR THE ARIZONA CONCOURS

SCOTTSDALE CIVIC CENTER: SUNDAY, JANUARY 21



“THE ART OF AUTOMOTIVE DESIGN” is the theme for the sixth edition of the Arizona Concours d'Elegance, to be held on January 21, 2024, with a splendid array of 100 rare and historic automobiles on display, some of the world's most superb examples of the art of coachbuilding and car design, in the atmosphere of a stylish garden party.

The Arizona Concours is a professionally judged and curated assembly of rarely seen dream cars and highly valued collector vehicles—examples that impress and excite not only car lovers but anyone who appreciates the beauty of expressive design. A special class, “Sixty Years of Lamborghini Design,” will spotlight this Italian marque best-known for dramatic and innovative design.

Previously held at the Arizona Biltmore Resort in Phoenix, the 2024 Concours will mark its second year at The Scottsdale Civic Center, a vibrant landscaped space that recently underwent an extensive \$35 million renovation. Last year marked the event's first time at this venue, while the renovation was still underway, confining the show to a finished section. With the project now



Photo: Patrick Darby

DONALD OSBORNE, AMANDA BUSICK TO CO-HOST

One of the most familiar faces—and sonorous voices—of the collector car world, veteran classic-car historian, author and TV personality Donald Osborne, will once again appear at the Arizona Concours d'Elegance as emcee. He is a classic car historian, consultant, accredited appraiser, author, curator and the CEO of the Audrain Group in Newport, Rhode Island, where he guides the Audrain Automobile Museum, Audrain Motorsport and the Audrain Newport Concours & Motor Week. Osborne became known internationally for his recurring segment “Assess & Caress with Donald Osborne” on CNBC Prime-time's “Jay Leno's Garage.” • He will be joined on stage by award-winning motorsports broadcast reporter and live-event host Amanda Busick, pit reporter for the NHRA on FOX, NASCAR on FOX, as well as SRO America's GT World Challenge and the Ferrari Challenge on CBS. Internationally she has delivered coverage from the pit lanes of the famed CrowdStrike 24 Hours of Spa, the Kyalami 9 Hour in South America & the FIA Formula E's Mexico City ePrix at the historic Autódromo Hermanos Rodríguez. • A number of other automotive luminaries will appear at the event, including Ralph Gilles, Chief Design Officer of Stellantis; Bryan Nesbitt, VP, General Motors International Operations Design; Michael Simcoe, Senior VP GM Global Design; and automotive journalist and author Winston Goodfellow. Honorary Chief Judge Dr. Gerald Greenfield will be joined by judges Dr. Paul Sable, Dennis Little, Lyn St James and Kip Wasenko.



Photo: Rob Mains

Donald Osborne,
Amanda Busick

complete, the 2024 Concours is expanding to fill the entire landscaped space, with the awards ceremony held on an elegant new outdoor stage. “The award presentations for 2024 will be the most dramatic ever presented by the Arizona Concours,” notes event co-chairman Ed Winkler.

The event is presented in partnership with Scottsdale Arts, an organization responsible for multi-disciplinary artistic services in Scottsdale. Proceeds benefit local artists and the arts community.

ARIZONA CONCOURS 2024 ENTRY CLASSES

The automotive roster for the acclaimed Arizona Concours will feature about 100 rare, historic and rarely seen dream cars, dating back to the dawn of motorcars, through the Art Deco era, and up to the coveted super sports cars of the 21st century.

Awards will be presented in 15 vehicle classes, ranging from antiques at the dawn of motoring through pre-war classics, sports and competition cars, to modern-day exotics, along with special awards and the coveted Best of Show trophy. Classes are:

- 1: The Earliest Designs: Carriages & Brass Era (pre-1916)
- 2: Exceptional Early Designs: Antique (1916-1927)
- 3: Pre-war Sports and Race Cars: American
- 4: Pre-war Sports and Race Cars: European
- 5: Art-Deco Age: 1930s American Coachwork
- 6: Art-Deco Age: 1930s European Coachwork
- 7: Avant Garde Design: 1940s and 1950s Coachwork
- 8: Mid-Century Design: Stylish 1950s Coachwork
- 9: Preservation Class: At least 50 years old in 2024
- 10: Modern Development & Design: European Sports/Racing Cars (1948-1975)
- 11: Modern Development & Design: American-powered Sports/Racing Cars (1948-1975)
- 12: Exotic Sports Cars with Historic Roots: 1975-2000
- 20: “Sixty Years of Lamborghini Design”
- 21: Personal Styling/Design Interpretations: Modern interpretations of classic customs
- 22: Featured Designer: Carrozzeria Touring Superleggera

CELEBRATING “60 YEARS OF LAMBORGHINI DESIGN”

Automobili Lamborghini S.p.A was created through the vision, persistence and even vengefulness of Italian industrialist Ferruccio Lamborghini. As the story goes, Lamborghini—who was mainly producing farm machinery at the time—complained to Enzo Ferrari about the build quality of his new Ferrari. The imperious Enzo dismissed him with the remark, “You build the tractors and I'll build the sports cars.” Stung by the rebuke, Lamborghini set out to chal-

(cont'd)



Register Today - Free to Browse, Free to Join, Free to Post
#1 Motorsports Marketplace. Go to www.racingjunk.com



- Drag Racing Cars • Off Road • Road Racing Cars • Antique/Classic Cars and Trucks
- Motorcycles • Modern Cars/Trucks/SUVs • Hot Rod/Street Rod/Custom • Much More

Interested in having millions of people see your products?
Email advertising@RacingJunk.com to learn about dealer and advertising opportunities.

MAKE-A-WISH® ARIZONA

Since its inception, the Arizona Concours has had a special charitable relationship with Make-A-Wish® Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions. For the four years that the Arizona Concours was held at the Arizona Biltmore Resort in Phoenix, Make-A-Wish Arizona was the main beneficiary of the event's generous donors. A total of nearly \$300,000 was raised during those Concours shows for Make-A-Wish. • For 2024, the Concours resumes this important connection, not only helping to raise money for this very worthy cause but getting some of the children involved in the event by awarding a specially designed trophy to their favorite car in the show. One of the most popular awards given during the Arizona Concours is for the car judged best in show by a group of Make-A-Wish Kids, who review the cars shown on the lawn to pick out their favorite. The unique handmade trophy, artistically created from automobile parts into a whimsical character, is among the most highly coveted prizes of the Concours.

lence Ferrari by building better sports cars. His gambit was a rousing success, and 60 years later, Lamborghini remains a top choice among desirable performance-car brands.

Ten top flight cars will be showcased, including the original 350 GT coupe; the automaker's revolutionary mid-engine supercars such as the groundbreaking Miura and Countach; and more recent examples of hyper-performance Lamborghinis. Among the outstanding examples to be on display are (shown at lower right):

1965 Lamborghini 350 GT: Lamborghini's first production car to challenge Ferrari, manufactured between 1964 and 1966, this shapely grand touring coupe was equipped with a 3.5-liter V12 engine and a body by Carrozzeria Touring. It debuted in March 1964 at the Geneva Motor Show and production began the following May. This coupe was ordered at the Geneva show and delivered in 1965 to Madrid, where it spent the next 40 years with its original owner. In superb condition, it features its original factory interior and license plate from Spain.

1989 Lamborghini Countach 25th Anniversary Edition: Marcello Gandini followed the remarkable Miura with the even-more remarkable Countach, built from 1974. To some innovative and daring, to others outrageous, its bold wedge shape, sharply angular contours and extensions, scissor doors and overall wild appearance inspired a generation of gearheads. Engineering, led by Lamborghini's own Paolo Stanzani, saw its V12 rear engine longitudinally-mounted (unlike Miura) for improved balance. The V12 was expanded and modified over the years. The 25th Anniversary Countach had styling refined by Horacio Pagani, with ducting changed to improve cool air flow, subtle and important revisions. The 25th Anniversary Countach is powered by a 5.2-liter, 4-valve engine rated at 449 horsepower and 369 pound-feet of torque. This Countach is in its original Rosso (red) paint complemented with the rare option of a white interior.

TICKETS AND SPONSORSHIP OPPORTUNITIES

Single admission tickets for the Arizona Concours d'Elegance are \$100. Concours Plus tickets including admission to a collector car lecture series on Saturday, January 20 and early "Dawn Patrol" admission to the Concours starting at 7 am are \$125.

Proceeds from the Arizona Concours benefit local artists and art programs, through its partnership with Scottsdale Arts, and Make-A-Wish® Arizona.

Tickets are available on the ArizonaConcours.org website, at the Scottsdale Arts box office and at ScottsdaleArts.org/events.

Arizona Concours sponsorship opportunities are presented on ArizonaConcours.org, with a range of possibilities. ■



As a premium compact-executive sport sedan with rear-wheel drive and a naturally-aspirated 472-horsepower 5.0-liter V8, the Lexus IS F SPORT Performance pretty much stands alone, whether by individual attributes or in the aggregate. And it's all yours for about \$60 grand, what you might have paid for a similar European (with less horsepower) 20 years ago, or generally considerably less given today's prices.

Lexus seems to know where both its value and its values lie—highly efficient yet powerful powertrains and continuous improvement—and they have stayed quite focused on the IS. The third generation, new back in 2014, has had two significant refreshes, the most recent for 2021, while in early 2021 bringing back an IS with a V8 (the first since the IS F departed in 2014), as a 2022 model.

IS F was not the only "pure F" model to depart; at this point there are none. The "F SPORT" grade, however, more of a trim-and-feature level back in the presence of the "F," has since matured, includ-

ing the introduction of top "Performance" variants.

On top of the high level of value this car offers via its own formula, Lexus stylists have given the current generation echoes of their renowned LFA supercar, which sits in the \$400,000 range.

Our sample is one of the last 2023s, though it's fundamentally unchanged for 2024 (the chart at lower right shows the new lineup, with more F SPORT variants than ever). They are on a roll—but only the "F SPORT Performance" pair have that V8 (and are the only versions that come as rear-drive only.)

Power in this beast is evident from the moment you push the start button and first step on the gas. In motion, it is all the moreso, with a well developed growl and clearly the power to back it up. The automatic drivetrain has the rock solid feel of a manual, highly connected from head to heel. It's a high-torque performance car in the best tradition. And these impressions were still in default mode.

We philosophize that any vehicle should give its best presentation by default, but moved to sport

mode specifically to tighten up steering in town.

We had our IS F SPORT Performance for a holiday weekend, but as a high-powered, ground-hugging rear-driver, and especially with summer performance tires, it would not be ideal for a snowy high country trip. (It's also tight on rear seat legroom and cargo capacity.)

But we did head out for a spin on a wildly rainy day—and just kept going, up the Beeline Highway, through the piñons into the Ponderosas above the Mogollon Rim. Performance was so solid in the twisties and climbs, even as other vehicles kicked up frozen spit, we had to remind ourselves of the summer tires (which, besides tread and sidewall, can also stiffen up in colder temperatures) and that this is a rear-driver. The latter did not beg as much tradeoff as it might suggest, as the car's handling systems were superb in all conditions.

A glance at our instruments showed the system will put itself in eco mode on its own—with no notable degradation of performance, just seizing itself

any proper opportunity for some fuel-sipping.

It was borderline snowy yet 43 degrees as we reached the edge of Payson. We had already had breakfast as we set out, so we turned off to turn around. Accelerating back across the divided road to turn 90 degrees left onto the main highway, we noted the systems working a little harder here to maintain grip and steering. (Again, swapping the warm-weather tires for special duty would make all the difference.) And we headed back down.

The weather was now a bit of everything—sun breaking out, then rain, snow on the hills around us, clouds in the valleys below, the road getting dry, then wet and twisty again. Basically perfect. We popped back and forth between normal and sport (via its notably handy control) as surfaces varied.

On the highway or in town—as determined in our original setup or on demand as needed—features were all well implemented. Lexus has come a long way with this, basically by finally simplifying its tactile control (no more finicky joysticks and far less touchpad dependence). Options for one or both mirrors (or neither) dipping in reverse are set up well for any circumstances. The wiper stalk

takes a little getting used to—it looks as click-click mechanical as any, but is more of a touch-touch interface, some elements of it more intuitive than others when new to the system.

This top tier Lexus IS provides a rich experience on many levels—from the satisfyingly rich growl of its powertrain, to its wealth of features, to the rich paint job on ours (emphasizing its richly detailed bodywork), to a rich driving experience. And best of all, you don't need to be particularly rich to buy it (which will leave you feeling even richer).

Whenever you get behind the wheel, you could just keep driving. This car is a real pleasure.

Not only is it hard to stop once you're in motion, but we sincerely hope they don't stop making the V8, as murmurs suggest. Though there are always alternatives, this engine is such a key part of the formula—fun, powerful, pleasurable, even bragworthy—that makes the IS F SPORT Performance an IS at its best. Call it a bargain or call it a find, this car demands a look and a drive. And given that opportunities to grab a great V8 are fewer all the time, you might want to hurry. ■

Red hot. Performance is its name, and performance is its game
BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Tahara, Aichi, Japan
ENGINE	5.0L V8, 32v DOHC, VVT-iE, EFI D-4S, alum/alum
HP/TORQUE	472 hp / 395 lb-ft
COMPRESSION RATIO	12.3:1
TRANSMISSION	8-spd auto AA80E, paddles
DRIVETRAIN	RWD
0-TO-60 / TOP SPEED	4.4 sec / 149 mph
SUSPENSION	F: dbl wishbone type w high-mount upper arms, coils, gas shocks, stblzr bar; R: multi-link w coils, gas shocks, stblzr bar
STEERING	rack & pinion w EPS
BRAKES	F: 14.0 vented (IS 500); R: 12.7 vented (IS 500)
WHEELS	opt 19-inch BBS matte black forged; F: 19x8.5J; R: 19x9.5J
TIRES	F: 235/40R19; R: 265/35R19 summer
LENGTH / WHEELBASE	(IS 500) 187.3 / 110.2 in
GROUND CLEARANCE	5.51 in
TURNING CIRCLE	(RWD) 34.2 ft
HEADROOM (F/R)	38.2 / 36.9 in
LEGROOM (F/R)	44.8 / 32.2 in
CARGO CAPACITY	10.8 cu.ft
WEIGHT	3891 lb
WEIGHT DISTRIBUTION (F/R)	56 / 44%
FUEL / CAPACITY	premium unl / 17.4
MPG	17/25/20 (city/hwy/comb)
BASE PRICE (2023)	\$62,020
PAINT: Infrared	595
WHEELS: 19-in BBS matte black forged	2450
BUNDLE: trunk mat, cargo net, wheels locks, rear bumper appliqué	405
DESTINATION CHARGE	1150
TOTAL	\$66,620

(Note: price has increased and new IS 300 F SPORT trims are added; see chart below.)

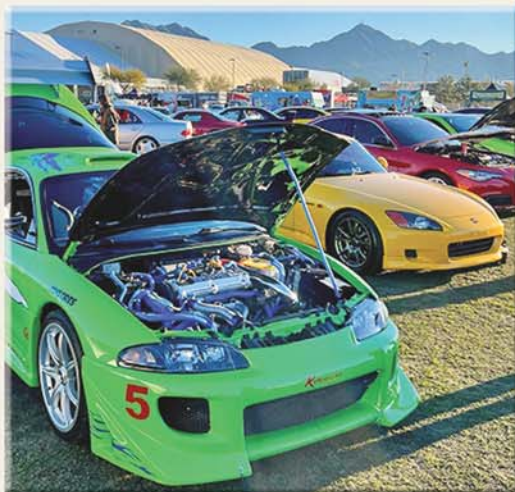
2024 LEXUS IS LINEUP

IS 300	RWD	AWD
• RWD: 2.0L turbo-4 / 241 hp / 258 lb-ft / 8-spd auto		
• AWD: 3.5L V6 / 260 hp / 236 lb-ft / 6-spd auto		
(base)	\$41,235	\$43,235
F SPORT Design (new)	43,055	45,095
F SPORT (new)	44,305	46,345
IS 350	RWD	AWD
• RWD: 3.5L V6 / 311 hp / 280 lb-ft / 8-spd auto		
• AWD 3.5L V6 / 311 hp / 280 lb-ft / 6-spd auto		
F SPORT Design	\$44,410	\$46,410
F SPORT	45,660	47,660
IS 500	RWD	---
• RWD: 5.0L V8 / 472 hp / 395 lb-ft / 8-spd auto		
F SPORT Performance	\$60,020	---
F SPORT Perf Premium	64,520	---

Infrared paint (\$595) on our Lexus IS F SPORT Performance Premium is a knockout and a standout—an unbelievably deep, rich metallic red, especially at night or in the rain, and when the skies clear it can have an almost mirror-like finish.

Arizona Auction Week 2024

PREVIEWS AUCTIONS



After a high count of eight January Arizona collector car auction events in 2020, pandemic disruptions entered the realm. Subsequent years juggled various live, remote or restricted entry formats, through evolving postponements, cancellations or rescheduled events.

By January 2023, four long-time events (Barrett-Jackson, Bonhams, MAG Auctions [formerly Silver] and RM Sotheby's) had returned to their familiar times and locations. This year, Worldwide also returns, as promised, with the new total now five.

Overall, a couple of longstanding events (Gooding & Company and Russo and Steele) and a 2020 promising once-over (Leake) have dropped off the calendar, with no further word from any.

Check each one online for their latest details.

Barrett-Jackson 53rd Annual Scottsdale Auction

Nine days: Sat Jan 20 - Sun Jan 28, 2024

This comprehensive nine-day automotive lifestyle event kicks off Sat Jan 20 with Family Day (kids 12 and under free with an accompanying paying adult). In addition to an enormous docket of collectible vehicles and automobilia, you'll find shopping at hundreds of exhibits, collector symposiums, manufacturer displays and reveals, thrill rides, hot laps and off-roading, acres of sights and sounds including a live music stage, food and drink including food trucks and outdoor firepits—as well as The Driven Project, STEM Fest, Dodge and Toyota GR Supra Thrill Rides, Ram TRX and Toyota TRD Pro Dirt Rides, the Barrett-Jackson Cup parade and competition, with Ultimate Best in Show and People's Choice awards on Saturday Jan 27—and so much more. Expect plenty of celebrity and VIP sightings. Of special interest are a new pre-opening-night Rock The Block concert and the Future Collector Car Show (see following information).

FOREIGNER CONCERT: Friday January 19: Opening-day-even is a Rock The Block concert presented by Arizona Lottery featuring Foreigner, with Night Ranger opening. Also, 25 choristers from Phoenix Children's Chorus will perform "I Want to Know What Love Is" alongside the legendary group. Tickets start at \$59 online.

FUTURE COLLECTOR CAR SHOW: Sunday Jan 21: This popular show, from 10am till 4pm, looks at present and future collector trends, featuring vehicles from 1980 to the present day. A variety of awards are presented.

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



Photo courtesy of Bonhams Cars



Bonhams | Cars

13th Annual Scottsdale Auction

Thursday, January 25, 2024 (starts 10am)
(preview Tuesday-Thursday, Jan 23-25)

Bonhams | Cars—part of the Bonhams global network of auction houses, with dedicated motoring departments in London, Paris, Los Angeles, New York, Brussels and beyond—offers live, online and private platforms, with 17 live collector car auctions annually and serving as official auction partner for prestigious events from Formula 1 to Monterey to Newport. Returning to the Westin Kierland, Bonhams offerings include the ex-Queen Maria of Yugoslavia 1931 Paris Salon 1931 Duesenberg Model J Convertible Sedan; the ex-John Moir 1930 Cadillac Series 452 V-16 Roadster; a 1914 Cadillac Racer (Lindley Bothwell Collection); and a 1967 Chevrolet Corvette Big Block Coupe. Upcoming auctions include Paris, Amelia Island, Staffordshire, Monaco and Monterey.

Westin Kierland Resort & Spa
6902 E Greenway Pkwy, Scottsdale AZ 85254
NEW - DIRECT TO CARS → www.cars.bonhams.com



Photo courtesy of MAG Auctions



MAG Auctions

January 2024 Collector Car Auction

Thursday-Saturday, January 25-27, 2024
(check-in Monday-Wednesday, Jan 22-24)

With \$10 a day general admission and now running three full days at 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, many at no reserve. Entries include several '31 and '32 Ford customs, a 1965 Ford Mustang Fastback A Code and a 1966 Mustang custom, a 2000 Plymouth Prowler, a 1956 Ford F100 custom pickup, a 1957 Buick Riviera resto-mod, a 1968 Ford "Coyote" Bronco, a 1969 Chevrolet Camaro COPO ZL1 recreation, a 1959 Cadillac Series 62 convertible, a 1987 Porsche 911 Carrera Cabriolet—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



Photos (3) courtesy of Barrett-Jackson Auction Company

**It's not just a car.
It's a time machine for your soul.**



Drive your dream.®

You never forget your first love.
With thousands of classic cars and trucks for sale, ClassicCars.com plays matchmaker every day to car buffs just like you. Travel back in time and fall in love all over again.

www.ClassicCars.com

© 2008 The Collector Car Network, Inc. All rights reserved.

Photo: ©2023 courtesy of RM Sotheby's



RM Sotheby's
25th Annual Automobiles of Arizona
Thursday, January 25, 2024
(preview Wednesday, Jan 24)
RM Sotheby's returns to their landmark location at the Arizona Biltmore for 2024 after completing 32 auctions in 2023 (live, online and Sotheby's Sealed), capped off by The White Collection sale, including a near-double new record of \$3,937,500 for a 2015 Porsche 918 "Weissach" Spyder. American Darlings and Overseas Treasures in Arizona include a Shelby trio—a 1967 Shelby GT500, a 1967 Shelby GT350 Fastback and a 1966 Shelby GT350 H—as well as early European pre-war highlights including a 1963 Ferrari 250 GT/L Berlinetta Lusso by Scaglietti; a 1965 Lamborghini 350 GT by Touring; and further entries including Ghia, Mercedes-Benz, Jaguar and more. With over 40 years in the business, RM Sotheby's holds seven of the top ten individual auction sales records.

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



Photo courtesy of Worldwide Auctioneers



Worldwide Auctioneers
8th Annual Arizona January Auction
Friday, January 26, 2024 (starts 11am)
(preview Weds-Thurs, Fri 9-11, Jan 24-26)
Worldwide, of Auburn, Indiana—home of the Auburn-Cord-Duesenberg Museum—moves from a schedule before most of the others to after, moving from potential "maybe we should wait and see" sellers to "let's wait and enter again there" sellers. Consignments include a 1961 Mercedes-Benz 300SL Roadster; one of only 11 1940 Packard Darrin 1807 Convertible Sedans (from The Steve Chapman Collection); a 2,517-mile 2005 Ford GT; a final-year V-12 2001 Ferrari 550 Barchetta; a Coachwork by Chapron 1949 Delahaye 135M Cabriolet; a 1989 Daimler DS420 Limousine used to transport Queen Elizabeth II; a 2004 Lamborghini Murciélago Six-Speed; and much more. Up next is Worldwide's Enthusiast Auction in April, followed by Auburn in August-September.

Singh Meadows, 1490 E Weber Drive, Tempe AZ 85281
(southwest of Hayden/McClintock and McKellips)
www.worldwideauctioneers.com



READY TO ROCK

BY JOE SAGE

Rock Creek is a special new mid-trim level of the three-row 2024 Nissan Pathfinder (\$43,630 in a range from \$35,810-50,680). Its distinction is built around off-pavement use, including off-road tuned suspension with extra lift, beadlock-style 18-inch all-terrain tires, LED fog lamps, tubular roof rack, leather seating with second row captain's chairs and console, along with its own fascia, grille, badging and interior stitching. Built in Tennessee with a US-built engine and transmission, it shares a 295-horsepower 3.5-liter V6 and 9-speed automatic with the rest of the lineup.

Intelligent four-wheel drive is a bargain—\$1,900 added to any front-driver—though Rock Creek stands alone as 4WD-only. The fuel mileage penalty for 4WD is negligible—the same or one point off, or two points for Platinum/highway.

There are many other variables within the lineup—seating for eight or seven (Rock Creek is seven as standard). Legroom is the same on all, with a notably generous 44 inches up front. A moonroof is optional on some, standard on others and not available on either the base trim or Rock Creek—a welcome decision, providing over an inch more headroom for bumpy off-roads, while optimizing strength and rigidity. Ground clearance is more on Rock Creek only—7.7 inches rather than 7.1—increasing approach and especially breakover angles significantly, departure just a bit. Rock Creek and Premium are the only two with 6,000-lb tow rather than 3500, though this can be optioned up on some others. Put it all together, and it's clear this build is more than just badges and styling—Nissan engineers have addressed details throughout, some dramatically, some a matter of fine-tuning,

but leaving no stone unturned.

Though not aimed at ultra-intense rock crawling and such, Rock Creek with its full-time Intelligent 4WD system, plus seven drive and terrain modes, will easily get you to camping, fishing and picnic spots on any rocky creek or peak of your choice.

Driving performance was strong right out of the chute—a nice combination of power, performance and handling. The V6 powertrain has a healthy V8-like rumble, in line with the vehicle's overall feeling of strength. Yet cruising speeds deliver a drive quiet and smooth enough to feel like an EV.

Pathfinder nails a really good niche in terms of size both inside and out—a three-row with a turning circle rivaling many a two-row—equally great in those wild places or for routine U-turns in town.

The suspension build itself is most impressive. The only time we may have been aware of its length was an awareness of rear handling when hitting a paved curve, the type you find when ac-

celerating through an intersection and onto a freeway ramp in aggressive traffic. Experiments with modes in constantly changing conditions in town were inconclusive (we generally stayed in auto).

We drove plenty of town and freeway miles, as most owners will, but also took the Rock Creek to the ends of the earth (not far away) for a spin.

That route starts with an increasingly narrow paved road, with guardrails and hairpins, a stretch that relies upon precision handling, which the Pathfinder delivered. Our off-pavement trail is a familiar one to us and includes a sharp switchback onto a very steep and rutted road up to the top. We paused to put it in four-wheel drive, quickly realizing that's automatic, part of the high performance intelligent system. So for good measure, we opted for its mud/ruts drive mode (our best match with plenty of ruts but no mud; others include standard, sport, eco, snow, sand and tow, underscoring this vehicle's general flavor—no rock crawling or other extremes). This stretch is short and sweet, but can stop many vehicles in their tracks (and was in nastier shape than average). But there was no stop-

ping the Rock Creek, quickly climbing through gullies and loose gravel. If on the verge of slipping, the system would dig right in. Our speed was very consistent, while the action beneath our feet was complex and dramatic—very impressive.

We've long associated top-view monitors (now more common) with Nissan, as they were the first we experienced and because they have been one of the best since day one. These are a minor miracle in daily use, but can be a big one on the trail. We took full advantage of them while doing a seven-point-or-so turnaround at the top of this high off-road spot, familiar to us from many visits, but enough to make the unfamiliar want a spotting crew. The cameras' accuracy is unbeatable, rivaling the direct view of mirrors for precision, while providing far more situational information.

This is a tough, competitive segment, and Rock Creek brings a tough and versatile new version of a proven contender to the mix. Widely balanced usability is its purpose, augmented and not compromised by its special skills. It's all well implemented and definitely worth a serious look. ■

Nissan Pathfinder Rock Creek will get you through a normal week and a wilderness weekend—in style and confidence, and with neither at the expense of the other.



SPECIFICATIONS

ASSEMBLY	Smyrna, Tennessee
ENGINE/TRANS BUILD	US / US
PARTS CONTENT	US/Canada 50%
SEATS: ROWS/PASSENGERS	three/seven;
	Rock Creek std 2nd row captain's chairs
ENGINE.....	3.5L V6 24v DOHC multipt dir inj
HP/TORQUE.....	(93-oct prem) 295 hp / 270 lb-ft
	(regular unleaded 284/259)
COMPRESSION RATIO	11.0:1
TRANSMISSION.....	8-spd auto, manual mode
	w paddles, electronic shift-by-wire select
DRIVETRAIN	Intelligent 4WD
SUSPENSION.....	twin tube dual-flow path
	shocks; F: indep strut, solid stblzr
	bar 29.0mm; R: multi-link indep,
	hollow tube stblzr bar 28.8mm.
	Off-road tuned, Rock Creek only.
STEERING	dual-pinion elec pwr,
	vehicle-speed asst
BRAKES.....	F: 13.78x1.18 vented;
	R: 12.99x0.63 solid
WHEELS/TIRES.....	18-in machined alum-alloy
	w black finish; 265/60R18 all-terrain
LENGTH / WHEELBASE	198.8 / 114.2 in
GROUND CLEARANCE.....	Rock Creek 7.7 in
	(other trims are 7.1 in)
APPR / DEP / BRKOVER	18.8 / 22.8 / 19.3°
TURNING CIRCLE	curb-to-curb 38.7 ft
HEADROOM (F/2/3).....	42.3 / 39.6 / 37.8 in
LEGROOM (F/2/3).....	44.3 / 35.5 / 28.0 in
CARGO CAPACITY.....	max (1 row up) 79.8 cu.ft
WEIGHT	4605 lb
WEIGHT DISTRIB.....	56/44%
TOW CAPACITY.....	std Rock Creek 6000 lb
FUEL.....	reg or 93-oct prem unl
FUEL CAPACITY.....	18.5 gal
MPG	20/23/21 (city/hwy/comb)
BASE PRICE	\$43,630
ROCK CREEK INCL:	off-road tuned suspension,
	18-in wheels w beadlock-styled design, all-
	terrain tires, intelligent Around View monitor
	w moving object detection & off-road mode,
	tubular roof rack, unique front fascia & grille,
	LED fog lamps, Rock Creek badging, 2nd row
	captain's chairs, 2nd row removable center
	console, leatherette appointed seats w
	unique centers & stitching.....incl
ALL-SEASON:	Rock Creek all-season floor liners
	and all-season cargo area protector.....
	340
PREMIUM PAINT	395
DESTINATION CHARGE.....	1335
TOTAL	\$45,700

2024 NISSAN PATHFINDER LINEUP

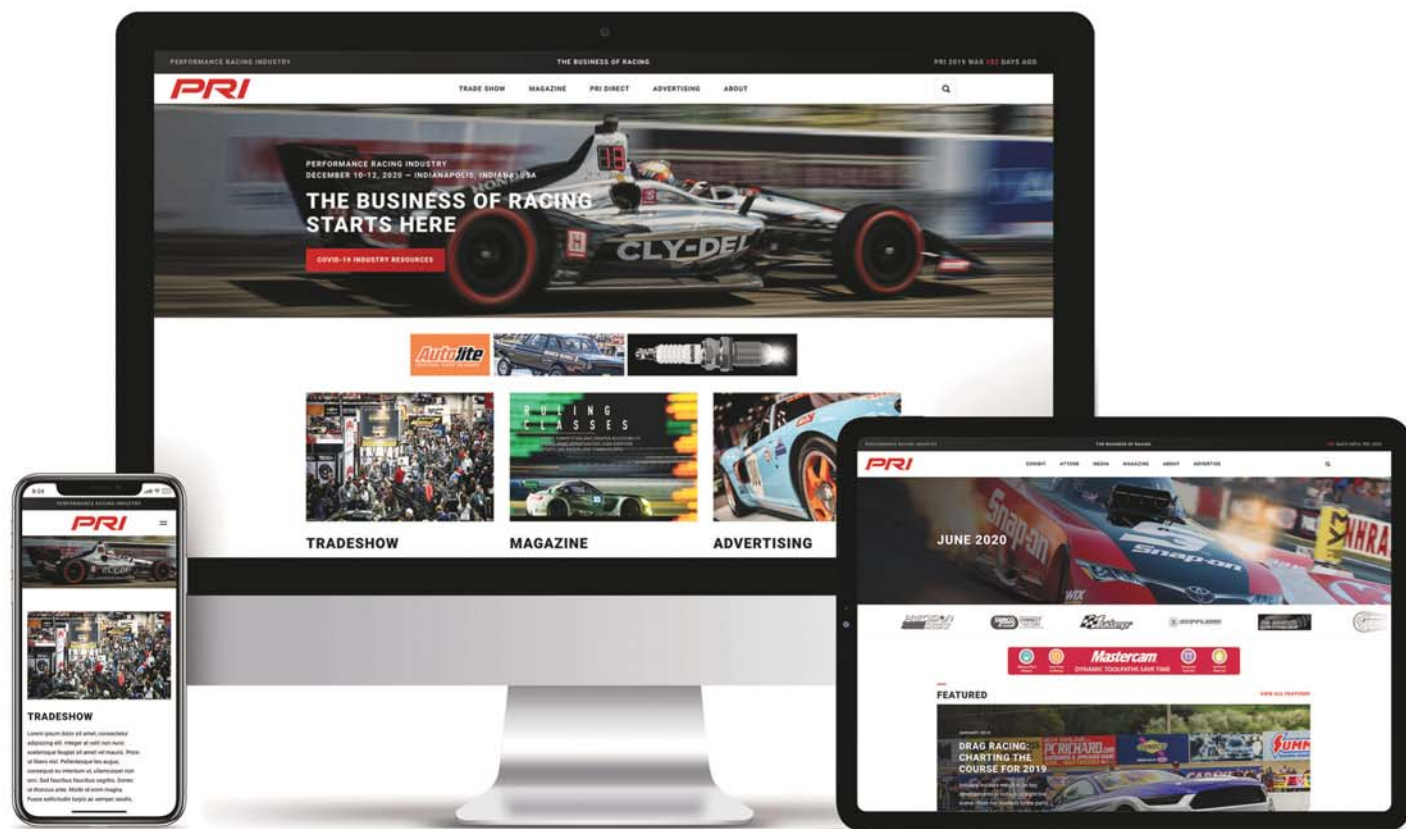
	FWD	4WD
S	\$35,810	\$37,710
SV	38,630	40,530
Rock Creek		43,630
SL	42,230	44,130
Platinum	48,780	50,680

Rock Creek is spec'd as having 295 hp and 270 lb-ft of torque on 93-octane premium, or 284 hp and 259 lb-ft with regular. While it can run on either, further digging suggests that any of them can, though more power comes only to those with i-4WD (the only Rock Creek build), not to front-drivers. Since all other versions come with either drivetrain, we're thinking it's left off specs for others to avoid clutter and confusion, though they don't specifically say this.



PERFORMANCE RACING INDUSTRY

The New Website is Here



LEARN MORE AT
PERFORMANCERACING.COM



Mercedes-Benz pushes forward with autonomous New programs in California, Nevada and China on track to impact us all

Mercedes-Benz receives approvals for turquoise-colored automated vehicle marker lights in California and Nevada

Mercedes-Benz has become the world's first automotive manufacturer to receive permits for special exterior marker lights for automated vehicles (AVs) in California and Nevada. The California exemption permit for testing AVs in that state is initially limited to two years. The Nevada permit applies to model year 2026 production vehicles and awaits future statutory modification with the state legislature.

Both permits allow Mercedes-Benz to gain insights into the interaction of AVs and other road users. The inclusion of marker lights aims to achieve public acceptance of automated driving, while also contributing to road safety, making the automated system's status clearly visible from the exterior. It also allows law enforcement to identify the system's status and determine whether drivers are permitted to engage in secondary activities during the conditionally automated journey.

In accordance with SAE J3134 Recommended Practice, turquoise-colored marker lights for automated driving in California are integrated into the front and rear lights and outside mirrors in testing vehicles.

The automated driving marker lights will initially be integrated into testing vehicles in California equipped with DRIVE PILOT, the world's first SAE-Level 3 system for conditionally automated driving with internationally valid type approval. DRIVE PILOT received certification in Germany in 2021 and separate certifications in Nevada and California in 2023. DRIVE PILOT has already been available for orders in Germany since 2022 in the S-Class and the EQS Sedan. The first production vehicles make their US debut on the freeways of California and Nevada.

The use of turquoise as the color fulfills two essential criteria that contributed to this choice: its visibility allows quick detection for other road users, and it differentiates from existing vehicle lighting, traffic

signals and emergency lighting. Both physiological and psychological factors attest to higher values in turquoise "in almost all areas" than other colors. Turquoise is also described in the industry-recommended practice SAE J3134 "ADS Marker Lamps." Mercedes-Benz is committed to globally standardizing the color turquoise as a means to visualize the automated driving state, and toward acceptance of this technology. So far, there is no general framework in the US, China or the UNECE (United Nations Economic Commission for Europe).

Mercedes-Benz obtains approval for conditionally automated driving test license in Beijing to advance in the Chinese market

In December, Mercedes-Benz became one of the first automakers to receive approval for the conditionally automated driving (Level 3) highway road test license in Beijing, China. They will begin conditionally automated driving system testing on designated highways in Beijing while adhering to its "safety first" principle, actively cooperating with relevant authorities in developing its Level 3 systems for China.

Since 2021, Mercedes-Benz has conducted proving ground tests for conditionally automated driving systems in China. In China, Mercedes-Benz integrates its global research and development experience with a local R&D team, while cooperating with local partners and adapting to local regulations to deliver tailored products for Chinese customers.

Mercedes-Benz automated driving efforts began in 1986 with adaptive cruise control testing. Having received the world's first internationally valid system approval for conditionally automated driving in late 2021, they are today the only OEM with the world's first internationally valid system approval for conditionally automated driving and an SAE Level 4 driverless parking system in place. In China, they have been conducting proving ground tests of Level 3 systems for years.



We don't usually put in special requests, but wondered what might be available for a potential drive trip one week, with good fuel economy, to cover some distance, and four-wheel drive for likely wintry weather. They were thoughtful to realize we also might like to arrive in something nice. Their answer? A 2023 Lexus UX 250h.

The UX is a subcompact, the smallest of seven crossovers and SUVs from Lexus (or 14 with drivetrain alternatives), built upon the same basic platform as the immensely successful newest Toyota Corolla. (In Europe and elsewhere, there is also an even smaller LBX.) The UX lineup for 2024 in the US runs from \$35,540 to \$44,370. The basic powertrain on all is a 181-horsepower 2.0-liter four-cylinder hybrid system, shifting via CVT.

der hybrid system, shifting via CVT.

Four trim levels are all available as front-wheel- or all-wheel-drive (see chart, lower right). Though engine horsepower is moderate, overall power and performance are augmented on all via two electric motor-generators—one starter-generator that also assists engine speed, and one for drive wheel assist and regenerative braking. All-wheel drive versions, like ours, add a third one to drive the rear wheels only, adding stability control for enhanced cornering and traction as needed in various slick and/or dry performance conditions.

We had had a 2022 UX a year earlier, an at-the-time top trim 250h Luxury hybrid, but the lineup has changed. All are now 250h hybrids (as that and

this have both been), and instead of Luxury, as on the 2022, the top trim is now F SPORT Handling (as driven here), one of two F SPORT variants.

Hop in. The UX feels bigger inside than its subcompact category might suggest, though you can reach around the cabin easily. You could comfortably take a long drive with passengers, with plenty of legroom and headroom up front, even more headroom though less legroom in the rear. Instruments and controls provide a driver-centric experience, while materials and finishes are all generous, in line with the Lexus premium brands.

The F SPORT Handling trim is feature-rich, with Bi-LED headlamps, 8-speaker premium audio, Apple-Android-Alexa connectivity, four USB ports, op-

tional heads-up display, wireless charging, 10-way driver's seat with two-way lumbar, and much more. The sexy Circuit Red and black interior on our sample is both rich and sporty.

The Lexus UX has notable pep at the first touch of the pedal, showing off a system that performs beyond its raw numbers, generally holding its own even among the aggressive fellow travelers on our freeways (even reasonable high-torque electrics). Around town, it turns on a dime, its 34.2-foot turning circle a particularly notable treat.

In addition to normal, sport and eco, the UX has an EV mode, available in "certain conditions." Toyota-Lexus truly are masters of the hybrid powertrain. The UX starts up silently, runs smoothly and goes dead quiet at a light, as you'd expect from an auto start-stop, but here the EV mode does its wonders, using that power to come back to life

smoothly and immediately; you won't even notice when the engine itself kicks back in.

Though we ended up not driving it that couple of thousand miles to take full advantage of its 40ish-mpg fuel mileage, we had a great week of routine runs in the Lexus UX 250h F SPORT AWD.

There are two ways a shopper might arrive at the Lexus UX. One is to be a premium buyer, but curious about something smaller and more fuel-economical. The other is to be a small vehicle buyer who does not want to be constrained to low end flavor or features. The UX is a great solution, with no compromise for either—rather, it delivers the exact value-quality-content formula anyone would seek. No matter how you slice it, the Lexus UX offers plenty, point by point. By price or by specs, it is more than the sum of its parts. ■

GREAT FROM ANY ANGLE

SMALL CROSSOVER EFFICIENCY IN A HIGH-END BUILD

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Miyawaka, Fukuoka, Japan
SEATING	.....five
BUILD	.....unitized body; alum doors, hood, front fenders; polymer-alum rear hatch
HYBRID DRIVE SYSTEM	.....series-parallel gasoline-electric hybrid w two drive motor-generators (plus a third MG)
ENGINE	.....2.0L inline-4, 16v DOHC EFI dir inj, VVT-iE VVT-i Atkinson cycle, alum block w steel liners, alum cylinder head
COMPRESSION RATIO	.....14.0:1
MOTOR-GENERATORS:	
MG1	.....generator, starter, engine speed
MG2	.....drives wheels, brake regen
MGR	.....drives rear wheels, stability control
TOTAL SYSTEM POWER	.....181 hp
TORQUE	.....not stated
TRANSMISSION	.....CVT
FINAL DRIVE RATIOS	.....(F/R) 3.605 / 10.487
0-TO-60 / TOP SPEED	.....8.4 sec / 110 mph
BATTERY PACK	.....180-cell Ni-MH (nickel-metal hybrid), 216V, 24 kW
DRIVETRAIN	.....(e-FOUR) AWD
DRIVE MODES	.....sport-normal-eco / EV Drive
SUSPENSION	.....F: MacPherson strut; R: double wishbone
STEERING	.....rack & pinion, column-mtd elec
BRAKES	.....F: 12.0 vented, R: 11.1 solid
WHEELS	.....18x7J 5-spoke alum alloy dark premium metallic w machine finish
TIRES	.....225/50RF18 all-season run-flats
LENGTH / WHEELBASE	.....176.97 / 103.94 in
GROUND CLEARANCE	.....not stated
TURNING CIRCLE	.....34.2 ft
HEADROOM (F/R)	.....w/moonrf 35.75 / 36.38 in
LEGROOM (F/R)	.....42.05 / 33.13 in
CARGO CAPACITY	.....(above deck) 17.1 cu.ft (+ below deck) 21.73 cu.ft
WEIGHT / DISTRIBUTION	.....3605 lb / F/R 57/43%
FUEL / CAPACITY	.....regular / 10.6 gal
MPG	.....41/38/39 (city/hwy/comb)

BASE PRICE (2023).....\$43,605

F SPORT HANDLING: 18-in F Sport wheels, dark roof rails, moonroof, color keyed over-fenders, black roof, heated/vented F Sport front seats w memory, LED fog & cornering lamps, headlamp leveling, auto-dim (driver's side) & heated mirrors w memory, rain sensing wipers, alum scuff plates, adaptive variable suspension, active sound control.....incl

PREMIUM PAINT.....595
HEADS-UP DISPLAY.....900
WIRELESS CHARGER.....75
INTUITIVE PARKING ASSIST.....565
POWER REAR DOOR W KICK SENSOR.....565
DESTINATION CHARGE.....1150



TOTAL.....\$47,440

2023 model; prices have increased; see chart.

LEXUS UX 250h LINEUP (2024)

	.....FWD	.....AWD
(base)	.....\$35,540	.....\$36,940
Premium	.....38,000	.....39,400
F SPORT Design	.....38,000	.....39,400
F SPORT Handling	.....42,970	.....44,370

YOUR NUMBER ONE DESTINATION FOR AUTO RACING & DRIVING SCHOOLS

Since 1975, Skip Barber Racing School has operated a fully integrated system of racing school, driving schools, corporate events and special projects across North America, at WeatherTech Raceway Laguna Seca, Lime Rock Park, NJ Motorsports Park and Road Atlanta. No other organization delivers such a combination of high quality instruction, equipment, facilities and memorable experience. Whether you are a new driver looking to improve your street awareness skills, or an accomplished amateur racer looking to take the next step, Skip Barber Racing School has a program for you!

SKIPBARBER.com / 866.932.1949

BECOME AN EXCEPTIONAL DRIVER.



BOOK TODAY!

BRIDGESTONE WINTER DRIVING SCHOOL



800.949.7543 • winterdrive.com • open 7 days a week
Steamboat Springs, Colorado

Learn To Drive! Learn To Race! Learn To Win!



It doesn't get more real than this! When you enroll in one of our race programs, you'll be strapped into a real 150 bhp Formula 2000 racecar capable of 0-60 mph in 4.2 seconds, 130 mph in the draft, pulling up to 2g's in the corners, and stopping on a dime.

Full SCCA accreditation | No Artificial Speed/Rev limits | Full Laps Every Session
Passing Allowed In All Programs | In Car Timing Systems | Textbooks In Advance
3-1 Student to Instructor Ratio | Formula 2000 Racing Series For Graduates



PALM BEACH INT'L RACEWAY - LIME ROCK PARK - NJ MOTORSPORTS PARK
POCONO INT'L RACEWAY - DOMINION RACEWAY - ROEBLING ROAD RACEWAY

BERTILROOS.com | 800-722-3669

0-60 IN 1.5 SECONDS

DRAGSTER ADVENTURE SIDE-BY-SIDE RACING STARTING AT JUST \$399

OR EARN YOUR NHRA OR IHRA COMPETITION LICENSE!



FRANK HAWLEY'S DRAG RACING SCHOOL

866.480.7223 | frankhawley.com

CLASSES HELD AT
FONTANA, CA • PHOENIX, AZ • GAINESVILLE, FL
ST. LOUIS, MO • NORWALK, OH • READING, PA

Las Vegas Sphere— a modern wonder of the world

by Jan Wagner / AutoMatters & More

The Sphere opened in September 2023 and has already become perhaps the most widely recognized landmark in Las Vegas. Considering its iconic competition, that is really saying something. It is so large, colorful and bright that it dominates the Las Vegas Skyline day and night.

Sphere Entertainment Company describes the Sphere as “a next-generation entertainment medium that is redefining the future of live entertainment powered by cutting-edge technologies, that ignites the senses and transports audiences to places both real and imagined. U2’s *The Edge* calls it ‘a canvas of unparalleled scale.’ Whatever you see at Sphere, it’s going to be unlike anything else. The Sphere Experience starts with *Aura*, our real-life humanoid robot, who will take you on a tour into the future of technology. The Experience continues with a specially commissioned film by acclaimed director, Darren Aronofsky, to ‘immerse (yourself) in the wonder, awe and beauty of the natural world.’ Part sci-fi story, part nature documentary, *Postcard From Earth* takes advantage of all Sphere’s experiential technologies to make you feel like you’re anywhere but Las Vegas.”

These descriptions by the company do not come close to describing the absolutely mind-blowing, unbelievably immersive experience that awaits you at the \$2.3 billion, 17,600-seat Sphere. Try to imagine that you are seated in a really HUGE dome, and on the inside of that dome is the equivalent of an ultra-high-resolution OLED TV screen—so clear, sharp and realistic that it is like actually being where the shots were taken.

That realism is amplified by Sphere Immersive Sound: the world’s largest concert-grade audio system, which was specifically developed for Sphere’s

unique curved interior. This custom-designed audio technology, which includes 167,000 individually amplified loudspeaker drivers, makes the Sphere’s audio unlike that of any other venue in the world, providing audio with unmatched clarity and precision to every guest, no matter where they are seated. It is like the sounds that you are hearing come precisely from where the sources are that you are seeing on the huge video dome.

That’s not all. The Sphere has its own weather, that includes wind effects to accompany what you see happening in the dome, and the seats vibrate to further enhance your experience.

Postcard From Earth will take you on a breathtaking journey through space and around the world. I have had the extreme pleasure of seeing it twice: once while seated high up in the middle area of the stadium seating, and the second time while seated very low down and also in the middle of the stadium seating area—without a doubt, the best place from which to view the show. While sitting up high in a relatively small IMAX dome can avoid neck strain, the SPHERE is so much larger that you can comfortably turn and look around.

If you want to check it out for yourself on a visit to Las Vegas, be aware that it can be a lot farther away than it looks. I had decided to take what I expected to be a short walk over to take some photos. By the time that I realized it was not a short walk, I had already walked so far, it made no sense to turn around, go back to get my car and drive over there. Lesson learned.

The Sphere will host a wide variety of events and experiences, including concerts and residencies from the world’s biggest artists. The company is having discussions regarding the development of Sphere in other cities.

Ticket prices for *Postcard From Earth* currently range from \$69 to \$249, and the price gets significantly higher as the date and time of the show approaches and tickets sell, so reserve early. For more information about the Las Vegas Sphere, visit www.thespherevegas.com. ■



Genesis is taking what can be seen as either an evolutionary or a two-prong approach—in developing their electric vehicle line-ups. On the one hand are pure EVs, built on all-new, dedicated, purpose-engineered platforms. On the other are previously existing models, adapted to replace their gasoline powertrains with equally pure fully battery electric power, along with revised architecture to work in concert with it.

To stir things up, Genesis calls their adapted vehicles “Electrified”—a term used by most of the industry as an umbrella for hybrids and plug-in hybrids, as well as for full EVs themselves, presumably hoping to catch EV interest via familiar and longstanding (though evolving) technologies. And that’s okay. It’s just lingo. But it sells these Genesis full EVs short, and it could confuse the consumer.

Neither approach seems to have more of a com-

mitment than the other. The Electrified G80 (an EV adaptation of the gasoline model) was revealed in April 2021—the brand’s first-ever EV, first-ever appearance at Auto Shanghai and first-ever new product reveal outside Korea. Then came the dedicated-EV-platform GV60 (with new, distinctly different styling) in August, followed by the Electrified GV70 (another gasoline model adaptation) in November.

We’ve driven the other two before (see GV60 in our January-February 2023 issue, Electrified GV70 in September-October 2023). The GV60 was more of a pure experience, as you might expect—both in engineering and all-important general presence—with the Electrified GV70’s balance and handling, superbly engineered though they may be, giving hints of its adapted nature.

While you should of course drive both for yourself, our thoughts after the Electrified GV70 had

been that “fine points aside, the Electrified GV70 may be less a look at itself and more a look at the bigger picture. As the clean-sheet EV trend continues apace, this ‘Electrified’ model will ultimately surely prove to be a transitional effort.”

Seen this way, the transitional naming scheme starts to make sense. There is still room for confusion in the lineup, though, as the names of original pure gasoline models or the newest dedicated-platform EVs include nothing to indicate what they are—only the “Electrified” EV adaptations do. It seems the whole lineup (and the EV push itself) would benefit by adding “EV” to the GV60 and any others in the pipeline, at least until that’s all there is.

In short, our take on the Electrified GV70 had been that “having already apparently joined most of the world in loving the (highly awarded) gasoline GV70, we

figured we’d love the Electrified GV70 (EV). But the comparison turned out to be more complex.”

And in short, that’s pretty much what we experienced with the Electrified G80 sedan.

This sample was a 2023. With a base price the same for 2023 or 2024, about \$80,000, our only option was Verbier White matte paint (\$1500).

A healthy 365 horsepower is sent to all four wheels, 50-50 front/rear, with a massive 516 lb-ft of torque. Its 350kW rapid charge time is just 22 minutes from 10 to 80 percent (or about seven and a half hours on 240V), sufficient for many people’s daily drivers overnight. Range is just 282 miles, a healthy number when released, but not a lot for an otherwise great open road cruiser, as this spec is growing rapidly in the industry. Cargo volume of just over 10 cubic feet is also quite small for a car this size and for any long distance mission.

The G80 sedan occupies a high position,

executive class in size, just below the flagship G90 full-size sedan (top Genesis sedans and SUVs kind of share flagship status, depending upon perspective). By any measure, they are a tremendous value for content and prestige delivered for the dollar.

By definition, the Electrified G80 was the first effort at an EV by Genesis. The evolutionary state of things might make you think about waiting for its clean-sheet EV replacement. However, with sedan volumes lower than SUVs and likely to stay that way, you’ll do best to give the Electrified G80 a try. By definition, it is the state of the art. ■

The first-ever original

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Ulsan, South Korea
MOTOR/TRANS BUILD	.....S Korea / S Korea
PARTS CONTENT	.....S Korea 95% / US/Can 2%
MOTORS	.....272 kW: F: 136 kW; R: 136 kW
POWER	.....365 hp
TORQUE	.....516 lb-ft
BATTERY	.....524V lithium-ion polymer, 87.2 kWh, 307 kw output
BATTERY WEIGHT	.....1204.2 lb
TRANSMISSION	.....single-speed reduction gear, shift-by-wire
DRIVETRAIN	.....AWD
SUSPENSION	.....electronic w road preview; F: multi-link, high-performance gas shock; R: multi-link, high-performance gas shock
STEERING	.....motor driven pwr asst rack-mtd
BRAKES	.....F: 14.2 vented, 4-piston, integrated electronic boost; R: 14.2 vented, single-piston, integrated electronic boost
WHEELS	.....aluminum: F: 19x8.5J; R: 19x9.5J
TIRES	.....F: 245/45R19; R: 275/40R19
LENGTH / WHEELBASE	.....197.0 / 118.5 in
HEADROOM (F/R)	.....40.3 / 36.6 in
LEGROOM (F/R)	.....42.1 / 35.9 in
TURNING CIRCLE, GROUND CLEARANCE	.....na
CARGO CAPACITY	.....10.8 cu.ft
WEIGHT	.....5038 lb
CHARGING TIME	.....AC std 110V / 10A: 80 hrs 240V / 48A (10-100%): 7 hrs 22 min 350kW Rapid Charge (10-80%): 22 min
RANGE	.....282 miles
MPGe	.....105/89/97 (city/hwy/comb)
BASE PRICE	.....\$79,825
PAINT: Verbier White (matte)	.....1500
DESTINATION CHARGE	.....1125
TOTAL	.....\$82,450

2023 model; 2024 prices not yet released.

GENESIS G80 LINEUP (*2023/24)

GASOLINE (*2024)	
2.5T AWD : 300-HP 4-CYL	.....\$54,150
3.5T AWD : 375-HP TWIN TURBO V6	.....64,000
ELECTRIC (*2023)	
Electrified G80 AWD	.....▼ 79,825

We had a high level of annoyance from some of the interface features—a great many boops and beeps for ghost reasons, and a nav voice determined to endlessly announce it was recalculating a route we had not entered and, try as we might, never could defeat.

TRAVEL SITES TO BE SEEN



sedona.net
flagstaff.com
prescott.com
thecanyon.com
grandcanyon.net
oakcreekcabins.com

Hotels, Resorts and Lodging
Bed & Breakfasts - Inns - Cabins/Cottages
What To Do
Real Estate and Relocation
Spas - Galleries - Artists
Restaurants - Shopping
FAQs - Resources
Special Offers - 11th Hour Getaways

Southwest Media Communications
602-892-4766 - info@southwestmedia.net

Two wheels, four and more—all eras

The American Honda Collection Hall showcases key landmark products highlighting the success story of Honda in America, which began in Southern California in 1959. The facility provides an opportunity to immerse yourself and your family in Honda historical, current and future products, fueled by the Power of Dreams.

Previously this diverse gallery of automobiles, motorcycles, power equipment, marine engines and race cars was only available for private viewing. Now it is being opened to the public.

When you visit, you'll travel back to 1959 as you enter the Pico Room, an entrance themed after the original Honda headquarters in Los Angeles. Back then,

Honda only produced motorcycles, including the Benly, the Dream and the best-selling motorized vehicle of all time, the Super Cub.

Since then, Honda has become an American leader in automobiles, including the Acura brand, powersports, power equipment, marine engines and even a jet airplane, while continuing to innovate for the future. A self-guided tour includes narrated videos, photos and displays.

You can explore the museum free of charge during Public Days, as well as during Cars, Bikes & Coffee events on select Saturdays, when owners display their own enthusiast vehicles. (The Hall is not open during other weekends.)

LOCATION

The American Honda Collection Hall—featuring special exhibits, the Power of Dreams Café and a merchandise store—is located in the lobby of Honda's US headquarters:

American Honda Motor Co., Inc.
1919 Torrance Blvd
Torrance CA 90501
310-783-2000

CARS, BIKES & COFFEE EVENTS

On the third Saturday of every other month, visitors are encouraged to drive or ride their own interesting vehicle or motorcycle (all brands are welcome) to show off while enjoying the company of other enthusiasts and the Collection Hall.

Events are Saturdays, 9am to noon.
February 17, April 20, June 15, August 17, 2024 ■



Percentages

BY JOE SAGE

Mazda CX-50, a new model in 2022, has two quite different engine offerings (though both 2.5-liter), each in four trim levels. Early information had said we'd be getting the lower power-train, in a lower trim level, the 2.5 S Preferred. This would contrast well with a top power and top trim model—the 2.5 Turbo Premium Plus Package—we had just a year earlier. The 2.5 S would have 73 percent the horsepower (187 vs 256), 58 percent the torque (186 vs 320) and 57 percent the tow capacity (2000 vs 3500 lb), all for 73 percent of the price (\$31,650 vs \$43,300).

Having liked last year's quite a bit, this could be an interesting comparison. However, it turned out this CX-50 was again the 2.5 Turbo Premium Plus Package—98 percent the same as our other recent one. Differences? That was a 2023. As a 2024, this one has new dampers, aimed at more all-terrain use, especially in a new Turbo Meridian Edition with 18-inch wheels (all have an impressive 8.3 to 8.6 inches of ground clearance). And builds later

than ours will also have recalibrated electric power steering. This one was also a different shade of grey than last year's—yes, they were very similar.

Still built in Alabama with Japanese engine and transmission, tweaks for 2024 have dropped Japanese content from 20 to 15 percent, while raising Mexican content from 25 to 30 percent.

The new CX-50 is part of a realignment of Mazda's SUV lineup, with new CX-double-digit models intertwined with remaining CX-singles. An updated visual character is achieved with a lower beltline, for a long, low, road-hugging look, though comparison of old and new specs is closer than they look.

As noted last year, features are solid, and power is ample. The turbo's ability to run on regular or premium gas, not completely uncommon but here with a meaningful difference in power, is a useful trick. We found some elements of the interface frustrating, though we've heard these are still being improved. One disappointment for us was the audio system, surprisingly weak for a Bose Center-point unit. (Although you can always spend on custom audio, we hope they're addressing this.)

2024 MAZDA CX-50 LINEUP

SKYACTIV-G 2.5L 4-cyl, AWD, 187 hp, 186 lb-ft, 2000 lb tow	
2.5 S Select	\$30,300
2.5 S Preferred	▼ 31,650
2.5 S Premium	34,000
2.5 S Premium Plus	37,500
SKYACTIV-G 2.5L w twin scroll turbo, AWD, 3500 lb tow (87 oct) 227 hp, 310 lb-ft; (93 oct) 256 hp, 320 lb-ft	
2.5 Turbo	\$38,000
2.5 Turbo Meridian Edition	40,800
2.5 Turbo Premium Package	41,300
2.5 Turbo Premium Plus Package	▼ 43,300

We had given last year's a few miles' run on a loose and rutted unpaved road, despite its 20-inch all-season tires, which gave us a feel for its strong potential with Turbo Meridian Edition 18-inchers.

As noted last year, the redesign earns an A-plus and is on track to not only be in step with the times, but to redefine them.

We'd still be interested in trying the lower power-train. Or, for that matter, we'd be interested in giving the Turbo Meridian Edition with its 18-inch wheels a solid run. Perhaps we'll have a chance at one of this year's comparos. Note that the CX-50 scored significant awards at those in 2022. ■

SPECIFICATIONS

ASSEMBLY	Madison, Alabama
ENGINE / TRANSMISSION	Japan / Japan
PARTS CONTENT	50% US-Can, 30% Mex, 15% Japan
ENGINE	SKYACTIV-G® 2.5L w twin scroll turbocharger, alum alloy block/head
HP/TORQUE	(87 octane) 227 hp / 310 lb-ft (93 octane) 256 hp / 320 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	SKYACTIV-Drive 6-spd auto
DRIVETRAIN	i-ACTIV AWD
MODES	Mi-Drive sport/off-road/tow
SUSPENSION	F: MacPherson strut; R: torsion beam
STEERING	elec pwr rack & pinion
BRAKES	F: 12.8 vented; R: 12.8 solid disc
WHEELS / TIRES	20-in alloy / P245/45 R20 m+s
LENGTH / WHEELBASE	185.8 / 110.8 in
GROUND CLEARANCE	8.3 in
TURNING CIRCLE	36.0 ft
HEADROOM (F/R)	38.6 / 37.5 in
LEGROOM (F/R)	41.7 / 39.8 in
CARGO CAPACITY	31.4 / 56.3 cu.ft
CURB WEIGHT	3913 lb
TOW CAPACITY	3500 lb
FUEL / CAPACITY	.87 reg unl or 93 prem / 15.0 gal
MPG	24/30/27 (city/hwy/comb)
BASE PRICE	\$43,300
PAINT: Machine Gray Metallic	595
TURBO PREMIUM PLUS PKG: heated rear seats, 360° monitor, traffic jam assist, front & rear parking sensors, smart brake support rear, blind spot assist, Mazda nav, wireless charge, traffic sign recog, frame auto-dim rear mirror w Homelink, auto-dim driver side mirror	incl
DESTINATION CHARGE	1375
TOTAL	\$45,270



THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP

Garage Comfort Mats

Our Garage Comfort Mats all have a 3/4" Energy-Return foam core. Standing or kneeling on them reduces all discomfort and fatigue.

Whether you're an automotive do-it-yourselfer or seasoned professional, you're bound to deal with foot, leg, knee or lower back fatigue.

It comes with the territory but don't let it rob you of your joy in the shop.

- 20" x 32"
- Slip-Resistant Bottom Surface
- Stain Resistant, Waterproof Top Surface
- Beveled, Curl-Free Edges Reduce Tripping
- Won't Bottom Out or Lose Their Bounce Over Time
- Reduces Discomfort Brought On by Standing On Hard Surfaces
- And They Just Feel & Look Great!
- Must Have for Every Garage!



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

Repeating Wrench Anti-Fatigue Garage Comfort Mat / SKU: xxxxxx
Show you've paid your dues by sporting the Busted Knuckle Garage logo front and center! A subtle repeating wrench pattern wallpapers the background.

\$49.95 each / Free ground shipping in the lower 48 states!



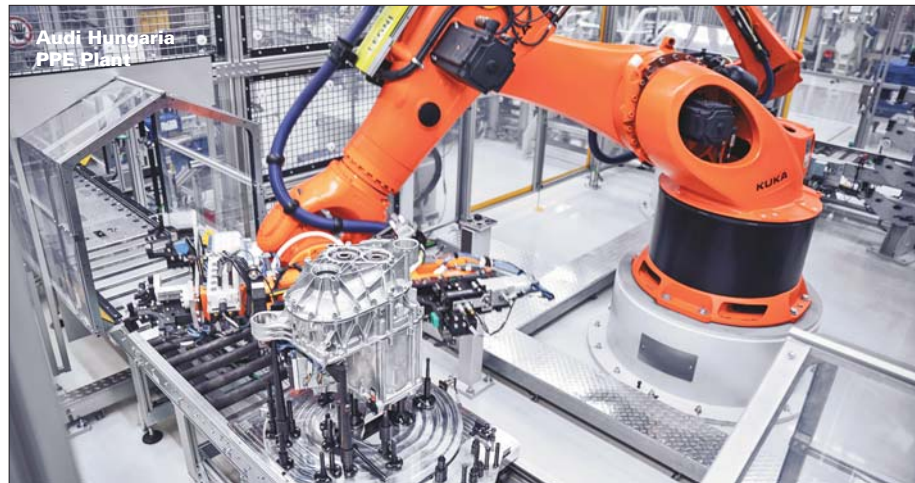
Furnishings | Clothing | Signs | Barware | And More!
FREE FedEx SmartPost Ground Shipping over \$99.99!



Check us out on Facebook and Instagram!
www.bustedknucklegarage.com
Need a volume discount for your shop or business? Call us: 928-708-0987



THE INSIDE TRACK: BRIEFS & RUMORS



▼ **Audi** has started the manufacture of electric motors for the Premium Platform Electric (PPE), to be used for the first time in the Audi Q6 e-tron series, in Gyor, Hungary. Production of the first fully electric Audi model was scheduled to start at the Ingolstadt headquarters, where the company has set up its own battery assembly facility, by the end of the year. In Gyor, Audi Hungaria produces stators and transmission components in a completely new 15,000-square-meter production area, where axles for the PPE are also assembled. Product testing also takes place in Gyor. In addition to the electric motors for the PPE that powers the Audi Q6 e-tron series, Gyor also builds the drive system for the Audi Q8 e-tron. An additional production area is being set up for electric motors that will be used in vehicles based on the MEBeco (modular electric drive toolkit) for Volkswagen Group. Audi has installed three new lines to produce the electric motors for the PPE. The production line for stators has 28 work steps, the one for transmission components has 15. One axle alone requires 190 individual steps to assemble. Around 700 employees are involved in production. In terms of series production, the employees in Gyor work in three shifts to build up to 2,000 electric motors per day for the PPE. The site supplies both Audi and Porsche. Compared to the previous electric motor assembly facility, the vertical range of production has been increased once again. Audi Production is using the transition to

e-mobility to comprehensively transform its global production network and has a clear vision for the Manufacturing of the future with the 360factory, modernizing, digitalizing and transforming its existing plants. Production in Gyor has been net carbon neutral since 2020; the site has Europe's largest roof-mounted photovoltaic system and is Hungary's biggest industrial geothermal energy consumer. To make transporting the electric motors for



the PPE from Gyor to Ingolstadt net carbon neutral, Audi relies on the transport and logistics company DB Cargo. Audi Hungaria is one of the largest investors in Hungarian industry, currently employing approximately 12,000 people.

▼ "Real-Life Safety" is the safety philosophy of **Mercedes-Benz** Group, who have been conducting systematic accident

research for more than 50 years, with the aim of building vehicles that are not only convincing in defined crash-test scenarios, but also in real-life road accidents. In addition to protecting vehicle occupants, the focus also includes the safety of all road users outside the vehicle. The goal is Vision Zero: no more accidents involving Mercedes-Benz vehicles by 2050. Over 40 active assistance systems currently available include Active Brake Assist with pedestrian detection, which has helped to reduce accidents involving pedestrians and cyclists for many years and applies to typical driving speeds both in and out of town. The system can give visual and acoustic warnings of an impending collision in front of the vehicle, either from intersecting or oncoming vehicles. If a driver brakes too lightly, the system can provide assistance and increase braking force accordingly, or if a driver fails to react at all, will initiate emergency braking. In the current generation of vehicles, Active Brake Assist uses camera and/or radar-based sensor technology to detect pedestrians and cyclists in front of the vehicle in

the direction of travel. Now, Mercedes-Benz has achieved another active safety milestone: Since 2012, more than 10 million of all Mercedes-Benz passenger cars sold worldwide have been equipped with the pedestrian emergency braking system. Pedestrians are considered unprotected road users as they are not equipped with airbags, seat belts or protective clothing. In the US, their share of the total num-

ber of traffic fatalities in 2021 was 17 percent according to the National Highway Traffic Safety Administration, while a 2022 study by the American Insurance Institute for Highway Safety concluded that vehi-



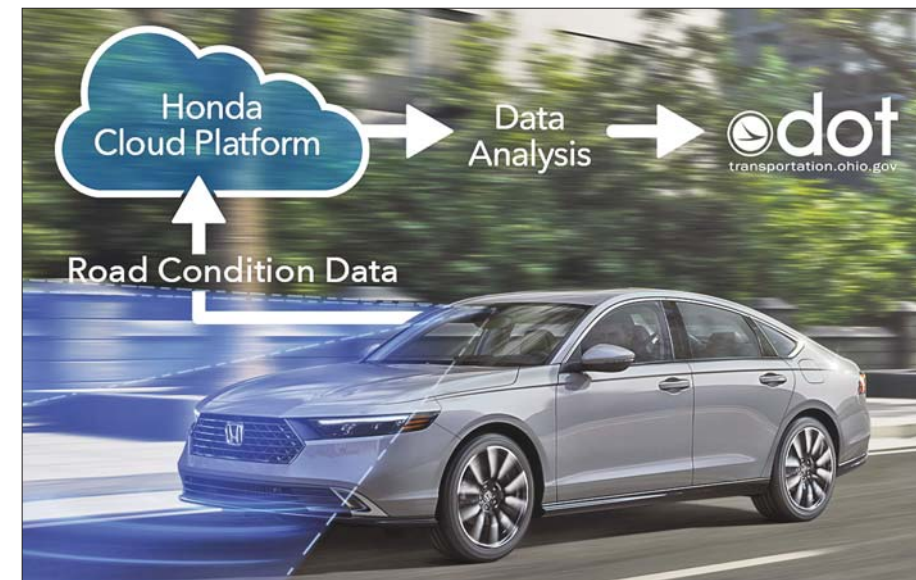
cles equipped with a pedestrian emergency braking system have a 27 percent lower rate of accidents involving pedestrians than vehicles without such technology. Mercedes-Benz introduced the first Brake Assist System (BAS) in 1996, with additional development throughout subsequent years. Since 2021, Active Brake Assist has been standard equipment on all new Mercedes-Benz car models. From 2024, these will be mandatory in the EU for every newly registered car. Future assistance systems will be even more powerful thanks to increasingly advanced sensors and help from artificial intelligence. It is already apparent that active assistance systems make an important contribution to protecting pedestrians and cyclists in particular, the vulnerable road users.

▼ **Porsche** AG and Swedish energy start-up H2 Green Steel have signed an agreement for the supply of CO2-reduced steel, aiming to further improve the emissions balance of Porsche vehicles. H2 Green Steel plans to produce steel in Boden, Sweden, starting by the end of 2025, using an innovative production process with hydrogen and electricity from renewable energy sources. The material will have one of the lowest carbon footprints on the market. Porsche and various direct suppliers of production material are to be supplied with low-emission steel from H2 Green Steel from 2026. According to H2 Green Steel, their process results in up to 95 percent lower CO emissions than convention-

al steel production with coking coal. Up to 35,000 tons of the low-emission steel produced in Sweden are to be used per year for the series production of Porsche vehicles. By comparison, 220,000 tons of steel

were used in Porsche vehicles in 2022. The proportion of steel in Porsche's vehicles has been continuously reduced in recent years, as they increasingly rely on aluminum for lightweight construction, while steel remains a key element in sports car construction, due to its the excellent mechanical properties.

▼ DriveOhio, the smart mobility hub of the Ohio Department of Transportation



(ODOT), has awarded over \$700,000 for a two-year research project led by **Honda** and three technology partners—i-Probe Inc, the University of Cincinnati and Parsons—to develop a road condition management system that will use vehicle-generated data to identify and report hazar-

dous road conditions in that state. Honda will lead the project, leveraging research it conducted in 2022 and the Honda Drive Data Service from Honda Motor Co, Ltd, with the funding to cover project work by the three partners. ODOT is responsible for nearly 50,000 lane miles and almost 45,000 bridges across the state. In addition to increased efficiencies and potential cost savings for the state of Ohio, the project could help make roads safer and reduce costs to consumers associated with vehicle damage due to road hazards, with early identification of issues like potholes or damaged guardrails enabling ODOT's maintenance crews to respond faster and make repairs before conditions worsen. Vehicle-generated data can also instantly link inspectors to near-real-time information, potentially reducing the need for time-consuming visual inspections. The initiative will build on a pilot program conducted by the Honda Research Institute in 2022, which evaluated a road condition management system using GPS coordinates and cameras to collect real-time road condition information. During the new two-year project, Honda test vehicles equipped with Advanced Driver Assistive Systems (ADAS) will collect road condition data on select routes, which will be analyzed and evaluated to pinpoint roadway

damage and inform road maintenance operations. In the future, ADAS-equipped vehicles could become part of an active road maintenance system that collects anonymized road hazard information for analysis and appropriate action by road maintenance crews in any number of locales. ■

UPCOMING FEATURES

Arizona Auction Week results and highlights



Arizona Concours d'Elegance winners



Patrick Darby

Nissan Z NISMO



Subaru Crosstrek Wilderness



Road trip: Superior - Boyce Arboretum



Tyson Hugie

Sally McNulty - Arizona racer and race car builder



Courtesy Sally McNulty

Audi Q8 e-tron



Ram 2500 Rebel Crew Cab 4x4



BECOME AN EXCEPTIONAL DRIVER.

Learn performance driving in a way that will benefit you on every surface.

Our globally recognized training program allows you to adapt instantly to ice, snow, pavement, dirt and gravel with skill and confidence.

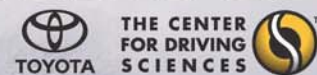
A variety of programs are available from corporate and teen safety to professional racers and security professionals.

We train in a wide variety of specially equipped state of the art, front, rear and all wheel drive Toyota cars and SUVs.

Each vehicle is equipped with Bridgestone Blizzak winter tires, which offer the best performance possible on our world class snow and ice tracks.



BRIDGESTONE
WINTER
DRIVING
SCHOOL



BOOK
TODAY!



800.949.7543 • winterdrive.com • open 7 days a week
Steamboat Springs, Colorado

GO FARTHER



Jeep Rentals • 4wd Instruction
Overlanding & Guided Trips



Barlow Adventures Sedona

3009 W SR 89A

Sedona, AZ 86336

928-282-8700



Barlow Adventures Moab

284 N. Main St.

Moab, UT 84532

435-259-3195

www.Barlows.us