

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 23 NUMBER 2

MARCH-APRIL 2024

AUCTION AND
CONCOURS RESULTS
SUPERIOR-BOYCE ROAD TRIP
WOMEN IN MOTORSPORTS
TECH SCHOOL SCHOLARSHIPS
DRIVES: TRUCKS, SUVs, EVs,
GRAND TOURING & OFF-ROAD
AND MUCH MORE!



Toyota Tundra Limited
Crewmax 5.5 4x4
i-FORCE MAX

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:



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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features

March-April 2024

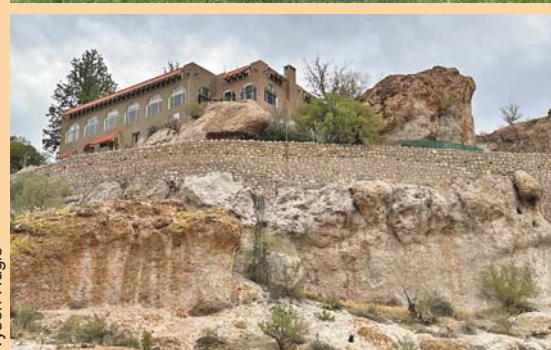
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COVER: The 2024 Toyota Tundra Limited CrewMax 5.5-foot-bed 4x4 i-FORCE MAX was begging to be driven somewhere special, and recent wild weather was sending out an invitation. This truck definitely showed us its stuff.



Tyson Hugie

Concours in the Hills

Hybrid technology is now so widely implemented, you could say that as an innovation demanding its own branding, it follows suit to, say, fuel injection—which once earned special tags to model names, even celebratory songs from surf bands. Now, not so much. Yet hybrid innovations do continue to be a variable, affecting performance, fuel economy and (to an ever smaller degree) purchase price.

Will EVs follow this same path? The state of things is that many brands have promised to go all-electric within a demanding timeframe (whether this will hold true or not), and several accordingly are working to mainstream their EV model and lineup names, to varying degrees. For now, EVs do demand clear identity, until a time may come when that's there is. As surely as in the move from horse-drawn to internal combustion, before you even set out, you need to know whether you'll be needing to stop for hay, for gas, or to plug in, with meals and overnights factored in. It remains fundamental, not secondary.

Inside this issue are examples of all of the above.

The knowledgebase behind the collector auction world is phenomenal. Many people know every detail of some vehicle (or several) of particular interest. Most people are floored by, even skeptical of, the fact that there are some 450 different vehicles for sale just in our market. And that's just basic models, not trim levels, and for just one year. Now multiply by all years. Add knowledge of prototypes, customs, VIN 001s and other one-offs on top of that. This is what auction companies need to know, to identify, categorize and value each vehicle that might cross their block. It all adds perspective to the results of Arizona Auction week—and the multiple concours d'élégance events—in this issue.

Correspondent **Tyson Hugie** takes us on a special drive in this issue, to historic Superior, Arizona, while some wild weather begged us to also take some several of our vehicles on extra drives through rain, snow and mud.

Enjoy the ride!

Joe Sage • Publisher/ Executive Editor



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MPGMotor Press Guild
NWAPA...Northwest Automotive Press Association
PAPAPhoenix Automotive Press Association
RMAPRocky Mountain Automotive Press
SAMA.....Southern Automotive Media Association
TAWATexas Auto Writers Association
TxMPA...Texas Motor Press Association
WAJWestern Automotive Journalists

ACMLeMay—America's Car Museum
Sturgis.....Sturgis Motorcycle Museum & Hall of Fame
USFRA...Utah Salt Flats Racing Association
USMA.....United States Motorsports Association

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WIMNA MARCH HIGHLIGHTS

Women in Motorsports North America exists to help celebrate and advance opportunities for women in motorsports—and is growing fast. March is a busy month for the group.

MAVTV: EACH FRIDAY this month, MAVTV and MAVTV Select will share personal stories and professional accomplishments of incredible women who are changing the face of motorsports around the globe. A special marathon on International Women's Day, March 8, includes a three-part series of the Women with Drive III—Driven by Mobil 1 highlights show held last November at Phoenix Raceway (see our Jan-Feb 2024 issue).

SHIRLEY MULDOWNEY: MARCH 7 brings the first public premiere of *Shirley*, the new documentary on Shirley Muldowney, the first driver to win three NHRA Top Fuel Championships, an hour-long special followed by a panel discussion with Muldowney and Don Garlits, hosted by NHRA FOX announcer and WIMNA spokesperson Amanda Busick. Limited seating available, Gainesville FL.

SAVOY MUSEUM: ON MARCH 16, *Shirley* will premiere again at the Savoy Museum in Cartersville GA, with Muldowney joined by Sarah Montgomery, first woman to podium in the global Mazda MX-5 Cup Series, and Emily Arenas, #3 WWEX Group Legend Car Champion, for a panel discussion moderated by hot rod historian, Ken Gross.

WEDNESDAY MENTOR EVENING: MARCH 27 with Megan Meyer, 2x World Champion Drag Racer with a total of 43 drag racing wins in an 18-year career of drag racing with a total of seven championships. Meyer, who specializes in training other drivers in motorsports marketing, branding and social media, will host a Sponsorship Acquisition 101 presentation on the WIMNA website.

womeninmotorsportsna.com

ACCELERATE HER 2024 WIMNA CONTINGENCY FUND PROGRAM

WIMNA and Busch Light have launched the 2024 Accelerate Her Contingency Program, with again a total of \$200,000 for the top three drivers to split. The application is live on the WIMNA website, with a rundown of the program.

To be eligible for the 2024 Contingency Fund Program, drivers must meet the following requirements:

- Participants must have applied and been accepted to the program by no later than March 25, 2024 in order to receive Prize Money
- Must be female
- Must be 21 years of age as of January 1, 2024
- Must hold a valid competition license from an eligible NASCAR series (listed below)
- Points are earned by the driver, regardless of team/series
- Drivers do not have to be US citizens
- Must not be an employee, contractor, director of officer, or a family member or household member of any such persons, of Anheuser-Busch and/or WIMNA or the sponsors, or their respect parent, subsidiary and affiliated companies

Eligible NASCAR Series include:

- NASCAR Cup Series
- NASCAR Xfinity Series
- NASCAR Camping World Truck Series
- ARCA Menards Series, ARCA Menards Series East, ARCA Menards Series West
- NASCAR Whelen Modified Tour
- NASCAR Whelen Euro Series
- NASCAR Peak Mexico Series
- NASCAR Canada Series
- NASCAR Advance Auto Parts Weekly Series

How are the winners decided?

- Drivers are required to turn in results within 48 hours of completing a race
- The best 13 races of the season will be used to determine the 2024 Accelerate Her Contingency winners
- No points for races completed after the official end of the NASCAR points season, Sept. 22, 2024, will be awarded

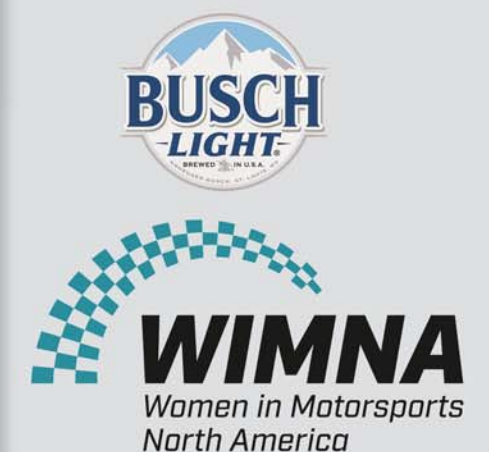
Applicant responsibilities

- Complete the online application form and contract (contract will be emailed separately)
- Make best efforts to display the program logo/decal (provided by WIMNA) on driver's helmet and race car
- Make best efforts to promote the program at-track and across social media, websites, press releases and biographies — including use of program hashtags
- Make best efforts to attend the program's virtual professional development series

The application deadline is March 25, 2024.

Interested in applying? Visit:

womeninmotorsportsna.com/ah/application ■



AUTOMOTIVE NEWS UPDATE



▼ **TECHART** unveiled a customization concept GTsport for the Porsche 911 Turbo S (992) at the Tokyo Auto Salon in January, limited to 30 units worldwide, featuring a defined scope of customization allowing a high level of individuality to set it apart from a stock 911 Turbo S. A range of optional GTsport refinement add-ons are also available. Configuring a TECHART GTsport is kept easy via the modular architecture of the GTsport personalization program. Highlights of the TECHART GTsport signature show car scope include a front apron with side canards (optional scope: visible carbon fiber inserts); side skirts and side air intakes (optional scope: visible carbon fiber); rear diffuser (optional scope: visible carbon fiber inserts); air outlets for rear apron and carbon rear spoiler I (optional scope: visible carbon fiber); carbon aero hood (optional scope: visible carbon fiber); TECHART GTsport assets (GTsport badge and lettering); TECHART refined interior or TECHART GTsport exclusive interior (optional scope); TECHART Formula VI Race (optional scope: TECHART carbon aero discs) or TECHART Formula VII Race; and TECHART Power Kit TA 092/T1.1 or 092/T2.1 (optional scope). Additional individual options include side mirror trims, threaded spring kit, TECHART exhaust system sport and a carbon tailpipe kit. TECHART produces individualized Porsche cars worldwide, exclusively distributed in Japan by Lager Corporation. Enthusiasts can explore the new GTsport concept at techart.com/gtsport.

▼ The **Honda 0 (Zero) Series** is a new EV series symbolizing a major transformation for the brand, in line with its Global Brand Slogan and electrification policy. The Series name takes on the challenge of developing a new EV series by going back to the starting point of Honda as an automaker and creating completely new EVs from “zero.” Honda will introduce the first model of the Honda 0 Series globally in 2026, starting



in North America, then on to Japan, Asia, Europe, Africa and the Middle East, and South America. The M/M Concept (“man maximum, machine minimum”) concept is a basic foundation of Honda car design, an approach to increase the efficiency of the vehicle interior by maximizing space for people and minimizing the space required for mechanical components. Following a new “Thin, Light and Wise” ap-

proach to EV development and Honda’s five core values for EVs, the Honda 0 Series strives to transcend the constraints of being “thick and heavy” due to increased battery capacity for enough range, as well as a large body and platform needed to accommodate such battery capacity. Honda 0 Series pursues styling with a low vehicle height, low floor height, sporty driving and electricity efficiency performance—Honda is striving to limit the degradation of battery capacity (range) to less than 10 percent after 10 years of use—while leveraging software-defined mobility product knowledge Honda has amassed to date and making cars wiser through advancement of intelligent technologies. Two concept models represent the Honda 0 Series—a Saloon and the Space-Hub. The flagship Honda 0 Series Saloon concept’s low height and sporty styling embody the “Thin, Light and Wise” approach, set apart from other EVs at first glance. The instrument panel features a seamless human-machine interface (HMI) promising simple and intuitive operations, along with a fun driving experience, augmented

by further advancement of the motion management system, including posture control, to realize control at the will of the driver in a variety of driving situations. The Honda 0 Series Space-Hub has a low, vanlike profile. Honda’s transformation continues with the familiar “H mark” badge, dating back to 1981 (when it was renewed from a previous version). To mark the development of the next-gener-

ation EVs, Honda has designed a new H mark, “like two outstretched hands.” This new badge will be used on next-generation Honda EVs, including Honda 0 Series.



▼ Prestigious auction house RM Sotheby’s and high-profile European premier supercar community Supercar Driver have announced a new partnership that will see the two organizations cooperate across a range of events and activities throughout 2024, including RM Sotheby’s sponsorship of the Supercar Driver Secret Meet, scheduled to take place at Silverstone in June. Supercar Driver has spent over 14 years at the forefront of the UK supercar industry, conducting market-leading events across Europe for its active membership community of supercar owners. The events encompass unique experience days, drives and rallies, social events and track days, all aimed at uniting owners with a shared passion. “We’re looking forward to participating in the Secret Meet, which has established itself as one of the world’s great gatherings of the rarest and most exclusive road and racing cars,” says Peter Haynes, RM Sotheby’s EMEA marketing director. “Supercar Driver uses the strapline ‘Your Reason to Drive’, and for us, that’s exactly what the love of great cars is all about.” This year, the Secret Meet will, for the first time, take place at the iconic Silverstone Grand Prix Circuit, held exclusively for Supercar Driver members, an established event that brings together the very finest collectors, racers, brands, dealers and manufacturers in a private setting for a celebration of some of the world’s greatest cars, the like of which is rarely gathered togeth-

er at a single event anywhere else in the world. More information can be found at supercar-driver.com.

▼ The **Dodge** Durango SRT 392 AlCHEMI

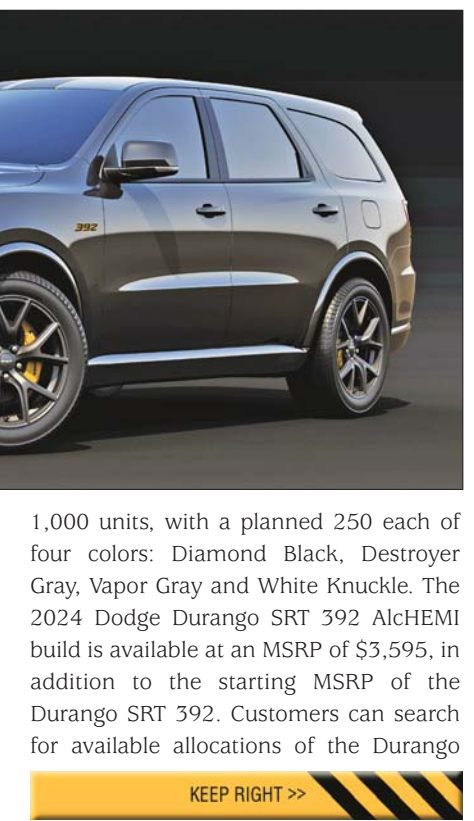
kicks off a yearlong celebration of the high-performance SUV with the first in a series of “Last Call” models that will commemorate the final calendar year of V8 HEMI engine production for Durango. Production of all V8 HEMI-powered Durango models, including the 710-horsepower Durango SRT Hellcat—the most powerful SUV ever, with a supercharged 6.2-liter HEMI Hellcat V8



—as well as the 5.7L HEMI-powered Durango models, will wrap up at the end of 2024. Details on additional 2025 model-year Dodge Durango “Last Call” special-edition models, including vehicles based on the Durango SRT Hellcat, will be shared throughout 2024. The transformation into an all-wheel-drive 2024 Dodge Durango SRT 392 AlCHEMI from a Durango SRT 392 includes a variety of custom content, in-

cluding 20-by-10-inch Satin Black forged SRT wheels; yellow SRT Brembo brakes; Satin Black “392” vinyl fender decals with yellow accents; honeycomb-textured dual exterior stripes with yellow-accent bor-

ders; black exhaust tips; Midnight Metallic grille and liftgate badges; unique SRT interior accented with yellow and silver stitching; SRT “392” logo embroidered on seatbacks, seats embellished with yellow and silver stitch; leather and suede steering wheel featuring white LED SRT logo; and forged carbon-fiber interior accents. Production will be limited to a run of up to



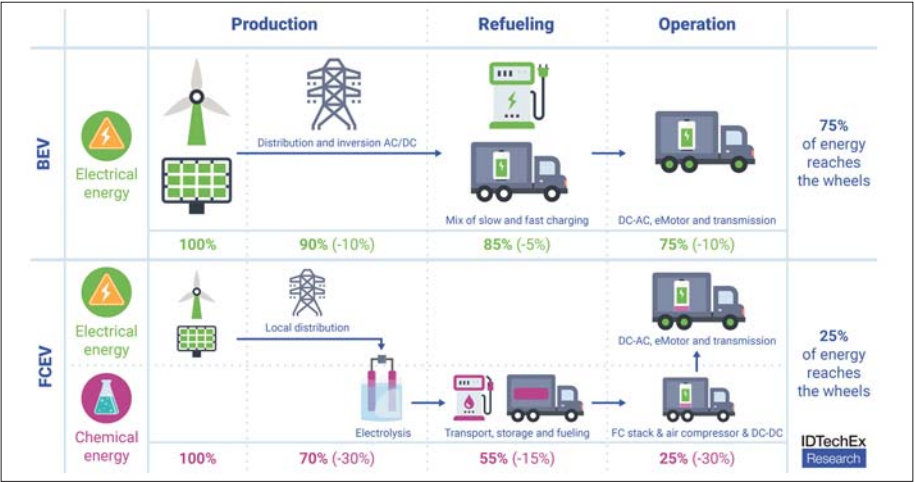
“Last Call” model via the Dodge Horsepower Locator at DodgeGarage.com. The 2024 Dodge Durango SRT 392 AlChEMI will be built at the Detroit Assembly Complex—Jefferson, in Detroit.



▼ The **Isuzu D-Max** has secured the Pickup of the Year 2024 award from *Company Car & Van* magazine in the UK—its third consecutive win in this category. *Company Car & Van* is aimed at fleet managers and company directors overseeing fleets of fewer than 100 units. The award was presented at Isuzu UK headquarters in Solihull, near Birmingham. Andrew Walker, editor and publisher at *Company Car & Van*, notes, “Despite the arrival of a number of new competitors in 2023, the Isuzu D-Max ... offers the most comprehensive range of single, extended and double cabs in the sector, with a plethora of conversions offered as well. The recent facelift has increased its appeal, and with the on-trend tech and safety features on board that customers want, it ticks those boxes too. Most importantly, if you need a pickup to be a pickup, it does the tough stuff as well.” The Isuzu D-Max lineup offers multiple ranges tailored to different uses. Business Range has wipe-clean vinyl floor covering, hard-wearing cloth upholstery and automatic headlights and wipers. All-purpose Range DL20 adds heated front seats, rear parking sensors, 18-inch silver alloy wheels and color-matched front bumper; then DL40 adds keyless entry, push-button start, dual-zone climate, leather, rear camera, and a 7-inch multimedia system with Apple and Android. The big seller in Adventure Range is the V-Cross, with 9-inch screen, eight-speaker audio and distinctive gunmetal grey exterior high-

lights. To that, the Arctic Trucks AT35 adds details for extreme off-road, including 35-inch tires, lifted Bilstein suspension, wide wheel arches, custom sidebars and AT35 styling outside and in the cabin.

▼ A new report from **IDTechEx**, *Electric and Fuel Cell Trucks 2024-2044: Markets, Technologies, and Forecasts*, finds that the future of electric trucks hinges on continued innovation in battery technology, further expansion of charging and hydrogen refueling infrastructure, and acceptance of fuel cell trucks. Major fleets have committed to transitioning at least 30 percent of new heavy-duty truck purchases to be zero-



emission vehicles, including electric models, by 2030. However, many companies are daunted by the extra upfront cost of electric trucks, as well as challenges like the limited availability of chargers. While benefits of electric trucks—increased availability of more makes and models, investments in charging infrastructure, the rapid improvement of the upfront and long-term economics, and policy incen-

tives—all point to a near-term boom in their adoption, electric truck sales shares remain low across most major markets. With the exception of China, Germany, and the Netherlands, cumulative medium- and heavy-duty electric truck sales to date number in the hundreds in most countries (just over 6000 electric trucks were sold across the entire EU + EFTA + UK regions in Q1-Q3 2023). Sales shares generally remain well under one percent in these segments, while major shipping logistics companies have been running demonstrations of electric trucks in regional and long-haul operations. Battery-electric vehicles with plug-in chargers still dominate in China, but their market share has been in decline since 2020. Of those sold in the first half of 2023, roughly 50 percent were battery-swap capable, which the report expects will remain a key technology pathway for heavy-duty trucks in China in the coming years. In the US, improved models and infrastructure additions signaled a stronger electrification push in 2023. The single-charge driving range of various models was improved by increasing the number of battery packs and sticking to more energy-dense NMC and NCA chemistries. Furthermore, ten states have already signed up to California’s Advanced Clean Trucks regulation, which requires manu-

facturers to sell a gradually increasing proportion of electrically powered trucks, vans and pickups by 2035. IDTechEx forecast that zero-emission trucks will take up 13 percent of medium- and heavy-duty truck sales in the US by 2030. Arizona-based Nikola produced 42 hydrogen fuel-cell-electric trucks and has inked a 10-year strategic partnership with FirstElement Fuel to supply hydrogen. ■

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COMFORT ZONE

BY
JOE
SAGE

To say the Toyota Tundra lineup is extensive is an understatement. As noted in the callout block at right, there are 42 basic builds, even before options, based on variables of cab, bed length, powertrain and drivetrain. Prices run from about \$40- to \$80 grand. And that puts the trim level of our sample, the Limited, right about dead center, by price. Ours is a CrewMax, a full four-door, as are most popular industrywide. Double Cab has a foot more bed length on the same wheelbase (some just don't need a full back row). And an

8-foot bed could tempt many to a lower trim. As a Limited won't be an 8-footer, anyway, our 5.5-foot bed is fine. The 6.5 is tempting, but a CrewMax 6.5 is more of an in-town handful. As for 4x4, to us there's little room for debate. The two powertrains—i-FORCE or i-FORCE MAX, both bear a 3.5-liter twin-turbo V6, the latter with one inline electric motor, bumping horsepower from 389 to 437 and, more dramatically, torque from 437 to 583 lb-ft. This hybrid application is more about power than fuel economy. The electric motor dominates for

quick torque at low speed, while above 18 mph the gasoline engine delivers sustained power. (The two do work more in combination when towing. Note that tow capacity is about the same with either powertrain.) Fuel economy varies but is similar on all, in that ratings are very close with or without the hybrid. So while the MAX runs about \$4 grand higher, a payback in fuel savings is negligible. But you will likely find the difference in power—and its rapid application—irresistible. We did. We're longtime V8 big truck owners, but the rumble and roar of this V6 were so positive we never gave it a second thought. Wheels on the Limited are 20-inches. Com-

2024 TOYOTA TUNDRA LINEUP	
There are (42) basic builds of the 2024 Toyota Tundra (even before options and packages). All are available either rear-drive or 4x4 with the exception of TRD Pro and Capstone, which are 4x4-only. Other major variables include two cabs, three bed lengths, and either i-FORCE or i-FORCE MAX, though not in every possible combination.	
SR: Double or CrewMax cab, 5.5 / 6.5 / 8.1-ft beds, standard i-FORCE	\$39,965-45,015
SR5: Double or CrewMax cab, 5.5 / 6.5 / 8.1-ft beds, standard i-FORCE	45,500-51,860
Limited: Double or CrewMax cab, 5.5- or 6.5-ft beds, i-FORCE or i-FORCE MAX	51,855-60,955
OUR: bigger cab, shorter bed, MAX engine (CrewMax cab, 5.5-ft bed, i-FORCE MAX)	60,625
1794 Edition: CrewMax cab, 5.5- or 6.5-ft beds, i-FORCE or i-FORCE MAX	62,460-69,790
Platinum: CrewMax cab, 5.5- or 6.5-ft beds, i-FORCE or i-FORCE MAX	61,775-69,035
TRD Pro: CrewMax cab, 5.5-ft bed, i-FORCE MAX and 4x4 ONLY	72,130
Capstone: CrewMax cab, 6.5-ft bed, i-FORCE MAX and 4x4 ONLY	78,845

pare this with 18-inchers farther down in the lineup (on SR and SR5 for economy and/or work duty) or farther up the lineup (on TRD Pro for more off-road sidewall). The Capstone at top price has 22-inchers for style. Some offer TRD Pro packages, which move the SR5 to 18-inchers, but stay at 20-inches on Limited and 1794. Our Limited's 20-inch black alloys

are part of a Nightshade package. During heavy wind and rain, with snow forecast in the high country, we had wanted to get up into it. With clouds heavy and low, but lifting as the afternoon grew late, we headed north toward Payson. Power and transmission are very well matched on the open road. Passing at speed, the 10-speed automatic is (cont'd)



SPECIFICATIONS	
ASSEMBLY	San Antonio, Texas
ENGINE	i-FORCE MAX: 3.5L V6 hybrid twin turbo w water-cooled intercoolers, 24v, DOHC chain drive w dual VVT-i, alum block
HP/TORQUE	437 hp / 583 lb-ft
COMPRESSION RATIO	10.4:1
HYBRID MOTOR/BATTERY	
ELEC MOTOR	perm magnet synchronous, parallel hybrid system w elec motor/generator btwn engine & transmission
HP/TORQUE	48 hp / 184 lb-ft (36 kw / 250 Nm)
HYBRID BATTERY PACK	sealed Ni-MH battery, 288V, 240 cells 40 modules, 650V max, 1.87 kWh
TRANSMISSION	10-spd electronically controlled automatic w ECT[-i] intelligence, sequential mode, uphill/downhill logic and tow/haul modes
DRIVETRAIN	4WDemand part-time 4WD w electronically controlled 2-spd transfer case (high/low, 1,000/2,640) and "either A-TRAC or MTS" (Multi-Terrain Select), with parallel hybrid system w elec motor/generator btwn engine & transmission
DIFFERENTIAL RATIO	3.31
SUSPENSION	(except TRD) F: indep dbl-wishbone w stblzr bar & twin-tube shocks; R: multi-link w coils and out-board-mtd twin-tube shocks. Note: available adaptive variable suspension (AVS), load-leveling rear height control air suspension
STEERING	electronic pwr rack & pinion
BRAKES	F: vented 13.9, opposed dual-piston; R: vented 13.6, single piston
WHEELS / TIRES	20x8 alloy / P265/60R20
LENGTH / WHEELBASE	(5.5) 233.6 / 145.7 in
INSIDE BED LENGTH	(5.5 bed) 65.6 in
INSIDE BED WIDTH	(btwn wheel wells) 48.7 in
HEADROOM (F/R)	(w pano rf) 39.3 / 36.9 in
LEGROOM (F/R)	41.2 / 41.6 in
GROUND CLEARANCE	(Limited CrewMax with 5.5 bed, i-FORCE MAX) 8.5 in
RUNNING GROUND CLEARANCE	10.7 in
APPROACH/DEPARTURE	21.0 / 24.0°
TURNING CIRCLE	(CrewMax, 5.5 bed) 48.6 ft
WEIGHT	(i-FORCE MAX) 6010-6095 lb
TOW CAPACITY	11,170 lb
FUEL / CAPACITY	.87 reg unl / 32.2 gal
MPG	(except TRD) 19/22/20 (city/hwy/comb)
BASE PRICE	\$60,625
NIGHTSHADE PKG	20-in black wheels.....450
AUDIO	JBL 12-spkr premium.....565
LIMITED POWER PKG	Qi-compatible wireless phone charge, bed & cabin power (400W/120V AC), LED bed lights.....385
PANORAMIC VIEW MONITOR950
PVM + BSM TOW MIRRORS	panoramic view & blind spot monitor (black).....290
PANORAMIC ROOF	power tilt/slide w power sunshade.....1350
FLOOR LINERS	all-weather.....179
CARPET FLOOR MATS179
WHEEL LOCKS80
SPARE TIRE LOCK75
DESTINATION CHARGE1850
TOTAL	\$66,978

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where the roads are dry,
the cars are slick and the
destinations are limitless...**



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prompt and smooth. Shifts through curves and grades, if any, were not noticeable.

The forecast up top had changed, though, to just maybe a little snow in the wee hours. We turned off instead for some wet off-highway trails, fresh snow on the peaks and the last light from the west as clouds lifted.

Though we had had heavy rain in town at times, we had never put it in 4WD—standard systems had excellent traction. For the dirt here, we did pop it into 4HI. It's an electronically controlled on-demand system—quick, easy and sure via the flick of a switch.

Recently graded roads were smooth at relatively good speed, while side trails included notably steep and wet stretches, with areas of heavy contour and fresh puddling. We didn't drive up high—odds of snowy roads were low and the day was getting short—but we did have some top-notch dirt driving. Given our Tundra Limited's ground clearance, approach and departure, this truck was superb on every trail we tried.

Ours was not a rock-crawling adventure, as few are. Depending upon your prime mission, you may investigate the TRD Pro package or the TRD Pro itself. Or you could look at other tires, though these are tough enough out of the box for normal weekend fare.

Though we didn't even come close to using it all, we value our Tundra's 32.2-gallon fuel tank. A number of competitors are in the 20s, which can be tough for sparsely populated highway distances or in the wild. (Note that SR and SR5 have a 22.5-gallon tank, although the 32.2 is an option on SR5.) Despite our extensive driving, over a week's time, we

only used about 3/8 of the tank. While this suggests good fuel economy, the readout was closer to 16 MPG, less than rated, although this was never our main mission—we had not reset it upon arrival and have no way to know whether we improved it or reduced it. But the overall impression was of plenty of range, most important of all.

We've been impressed with this third-generation Toyota Tundra in a variety of encounters—including our challenging outdoor vehicle comparos in Texas, the Pacific Northwest and elsewhere. Loyalty and tradition aside (although, after all, they are built in Texas), the only thing keeping Tundra from having as big a market share as the domestics may be its lack of a heavy duty line. But while that matters on the corporate level and the consumer awareness level, it need not affect the appeal of any individual purchase.

Whatever you're looking for in the Tundra lineup in terms of price, features, and a combination of tow and off-road worthiness, this mid-price Limited build is a great place to start. You can only go up or down from here, if you feel the need, but you just as likely could find your comfort zone right here. ■

One detail of note: our optional tow mirrors (\$290), though they may not really look it in photos, created huge blind spots at four-way stops or during lane changes, in town. It seems to be not so much their size but their position. These are available à la carte or via various option bundles and packages over a very wide price range. Depending how you choose your options—and, probably even more importantly, if you don't plan to do regular open highway distance towing—we'd recommend you take a good look at standard mirrors versus these.



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SPECIAL EVENT : MECUM AUCTION GLENDALE 2024 : UPCOMING



Mecum Auctions

6th Annual Glendale Arizona Auction

Tuesday-Saturday, March 5-9, 2024 (preview opens 8am daily)

State Farm Stadium, 1 Cardinals Drive, Glendale AZ 85305

MECUM AUCTIONS returns to town hot on a streak of record performance. Their 30th anniversary auction event in Kansas City in December saw overall sales reach their second-highest gross total in the event's 30-year history with \$16.3 million achieved, with a 74 percent sell-through rate on 956 collector cars and Road Art items. More than 4,000 consignments and nearly 40 collections were sold at Mecum Kissimmee in the first half of January, the event's 25th anniversary, outpacing the count of previous years. And in late January, a record-breaking 2,000 motorcycles crossed the auction block at Mecum Las Vegas Motorcycles 2024—the world's largest vintage and antique motorcycle auction—including 30 private collections comprising 500 lots, 277 to at no reserve.

Mecum will return to State Farm Stadium from March 5-9 for its sixth annual auction in Glendale, with an estimated 2,000 classic and collector vehicles and approximately 200 pieces of Road Art and memorabilia items to be offered.

Entries of note include number 129 of the first 300 Chevrolet Corvettes ever built back in the model's debut year of 1953 (below left), one of 27 entries from The Utah Corvette Collection, all at no reserve. The is in the correct Polo White with Sportsman Red interior with power supplied by the 235/150 HP Blue Flame Six and Powerglide transmission. Other units from the collection include a matching-numbers 1963 Corvette Z06/N03 (one of 63 Z06/N03 Tankers produced in 1963) and an award-winning 1965 Corvette Big Tank Fuelie (one of just 41 built and the only known one wearing Tuxedo Black).



A pair of Ferraris in Rosso Corsa paint are also among the headlining lots—a Ferrari Classiche certified 2003 Ferrari Enzo, one of 111 imported to the US and of 400 produced in total; and a 1992 Ferrari F40, one of only 60 US-spec cars produced that year and one of 213 total US-spec cars from the full F40 run.

Custom enthusiasts will be watching two-time SEMA winner and Goodguys Street Machine of the Year winner, a 1969 Ford Torino Talladega GPT Special (below right) custom built by Rad Rides by Troy for land speed racer George Poteet, unveiled at the 2013 Detroit Autorama and featured in the Universal film *Furious 7* with star Vin Diesel.

A 2002 Nissan Skyline GT-R M Spec Nür imported from Japan to the US in April 2023 is one of 24 Skyline GT-R M-Spec Nür models with black paint, produced during the final evolution of the fifth-generation Nissan Skyline GT-R R34 with a special edition Nür twin-turbocharged 2.6L RB26DETT Inline-six based on the N1 racing engine, with a 6-speed manual transmission and original paint.

Road Art items include two custom-built 2018 F1 Simulators with full-size F1 car shells on platforms and triple-screen computers; a 2022 The Little Car Company Bugatti Baby II, number 96 of 500 produced; and a 1940s Harley-Davidson Double-Sided Tin Sign with The Authenticators Company (TAC) No. 006158.

Bidder registration options start at \$100 and can be completed online or on-site. Enhanced remote options include both online and telephone bidding.

General admission is \$30 per person, per day, or \$75 for a three-day pass; children 12 and younger receive complimentary admission.

Doors open daily at 8 am, with the Road Art items auction starting at 9:30 am and the vehicle auction at 10 am.

TV coverage will be available on MotorTrendTV and MotorTrend+.

▼ www.mecum.com



If the Subaru Wilderness fitment has—understandably—caught your attention first on the Outback and then the Forester, but you are more of a Crosstrek fan, your wait is over. Subaru has now introduced the Crosstrek Wilderness for 2024.

It's a great combination. Within its compact and nimble profile, Subaru Crosstrek Wilderness delivers 182 horsepower, 9.3 inches of ground clearance, substantial approach-departure-breakover angles of 20-33-21° and 3500 pounds of tow capacity, all with 25 MPG city and 29 highway, and all for \$31,995. Ours, all optioned up, totaled \$35,560.

Crosstrek Wilderness has distinctive exterior style points familiar from other Wilderness models. Underneath that is exclusively upgraded suspension, increasing those key clearances (which were already among the highest in the segment) via longer coil springs and shocks with special dynamic performance tuning. This all meets the sur-

face through advanced dual-function X-MODE and atop Yokohama Geolandar all-terrain tires. The interior showcases StarTex water-repellant upholstery and a Starlink 11.7-inch interface with both Apple and Android wireless connectivity.

More choices means more decisions. Among the three—Crosstrek, Forester and Outback Wilderness—the smaller two have a 182-hp 2.5-liter engine (itself larger than a base Crosstrek), while Outback has a 260-hp 2.4-liter turbo, which admittedly could be an easy decision for a lot of people. On the other hand, Outback Wilderness is about \$40 grand, while Crosstrek is about \$32 grand, with Forester in the lower-middle between them—another clear decision point for many. Outback's more powerful engine does drop MPG by three points across the board, though, and now we are into apples and oranges typical of any such comparison. If you're off-roading, you'll want to parse

the clearances with special thought to your particular needs—all have similar breakover and ground clearance, while Forester is better on approach and Crosstrek is significantly better on departure. Forester does tow a little less, so again, calculate or estimate your likely needs. A surprise, given Forester's taller, boxier profile in particular, is that interior volume is not that different among the three. (See full figures at lower right.)

Of particular note, none of them any longer offer a manual transmission—they are all CVT, the continuously variable transmission many of our colleagues profess to automatically hate. We, on the other hand, suspect that the majority of drivers will never notice nor care—in most cases. This CVT, however, caught our attention continually. Using manumatic (via paddles, but not the shift lever) can help, but we'd always prefer optimum behavior straight out of the box.

We had our Crosstrek Wilderness during a particularly busy stretch—the first half of auction week. On the plus side, this gave us plenty of opportunity to do in-town daily driver duty, with an extra helping of tight maneuvers in a variety of parking situations (including unpaved). Better still, as it was also a particularly stormy stretch, we did find the time to give it a good healthy run up the Beeline Highway, as it was snowing down to well before Payson. In fact, the highway was closed at first, giving us a chance to take it on rugged off-highway vehicle trails. Then, once opened again, we headed north—through a mix of rain, slush, snow and slop, through curves and climbs the whole way, using the manumatic when attention allowed—then off-highway on a trail already deep with snow and still dumping.

Other than also packing this Crosstrek with camping and activity gear, loading more atop the roof rails, and perhaps adding a trailer, we threw everything at this vehicle—and it was superb.

We'd still love an available manual, though. ■

Continuously variable

DUTIES, TRANSMISSION —AND WEATHER

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Lafayette, Indiana (along with other 2.5L models)
ENGINE	2.5L 4-cyl boxer, DOHC, dir inj
HP/TORQUE	182 hp / 178 lb-ft
TRANSMISSION	Lineartronic CVT
DRIVETRAIN	AWD
SUSPENSION	4-wheel independent, raised, longer coils, longer stroke shocks. F: MacPherson-type, lower l-arms, coils, dampers, stblzr bar, hydraulic engine mts; R: dbl wishbone, coils, dampers, stblzr bar
STEERING	dual pinion elec pwr assist
BRAKES	F: 12.4-in vented, dual-piston; R: 11.2-in vented, single-piston
WHEELS	17x7 alum alloy, matte black
TIRES	Yokohama Geolander 225/60R17 99T raised white letter all-terrain
LENGTH / WHEELBASE	176.4 / 104.9 in
GROUND CLEARANCE	9.3 in
APPR / DEP / BRKOVER	20.0 / 33.0 / 21.1°
TURNING CIRCLE	34.78 ft
HEADROOM (F/R)	(w moonrft) 38.7 / 38.0 in
LEGROOM (F/R)	42.9 / 36.5 in
WEIGHT	3369 lb
CARGO CAPACITY	20.0 / 54.9 cu.ft
ROOF RAIL LOAD	dynamic 165 / static 700 lb
TOW CAPACITY	3500 lb
FUEL / CAPACITY	87 regular / 16.6 gal
MPG	25/29/27 (city/hwy/comb)
BASE PRICE	\$31,995
OPTION PKG:	(Code 23) power moonroof, power driver's seat, Harman Kardon audio
DESTINATION CHARGE	1295
TOTAL	\$35,560

2024 SUBARU CROSSTREK LINEUP

Base	2.0L	\$24,995
Premium	"	26,145
Sport	2.5L	28,995
Limited	"	30,895
Wilderness	"	31,995

2024 WILDERNESS EDITIONS

Crosstrek Wilderness	2.5L
HP/Torque	182 hp / 178 lb-ft
Interior volume	100.5 cu.ft
Ground clearance	9.3 in
Approach/depart/brkvr	20.0 / 33.0 / 21.2°
Tow capacity	3500 lb
MPG	25/29/27 (city/hwy/comb)
Base price	\$31,995
Forester Wilderness	2.5L
HP/Torque	182 hp / 178 lb-ft
Interior volume	111.6 cu.ft
Ground clearance	9.2 in
Approach/depart/brkvr	23.5 / 25.4 / 21.0°
Tow capacity	3000 lb
MPG	25/28/26 (city/hwy/comb)
Base price	\$34,720
Outback Wilderness	2.4L turbo
HP/Torque	260 hp / 277 lb-ft
Interior volume	109.0 cu.ft
Ground clearance	9.5 in
Approach/depart/brkvr	20.0 / 23.6 / 21.2°
Tow capacity	3500 lb
MPG	22/26/24 (city/hwy/comb)
Base price	\$39,960





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MOTORSPORTS : PHOENIX RACEWAY MARCH NASCAR WEEKEND 2024

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. ■

FRIDAY, MARCH 8

Parking lots open / gates open.....12 noon / 1:30pm
ARCA Menards Series West practice.....1:30-2:15pm
ARCA Menards Series West qualifying.....2:30-2:50pm
NASCAR Cup Series practice.....3:05-3:55pm
ARCA driver introduction.....5:40pm

**ARCA MENARDS SERIES RACE:
GENERAL TIRE 150.....6:00pm**

SATURDAY, MARCH 9

Parking lots open / gates open.....7:00am / 9:00am
NASCAR Xfinity Series practice.....9:35-9:55am
NASCAR Xfinity Series qualifying.....10:05-11:00am
NASCAR Cup Series practice.....11:35am-12:20pm
NASCAR Cup Series qualifying.....12:20-1:30pm

**NASCAR XFINITY SERIES
SPRING RACE: CALL811.COM
EVERY DIG. EVERY TIME. 200.....2:30pm**

SUNDAY, MARCH 10

Parking lots open / gates open.....6:00am / 8:00am
NSC driver introduction.....12 noon

**NASCAR CUP SERIES RACE:
SHRINERS CHILDREN'S 500.....12:30pm**

Schedule and details subject to change



Bit by bit, it seems we will drive the full Mercedes-Benz EQ lineup of EVs. We had our first here in late 2021, did an immersion event in Colorado in fall 2022, of all that were ready by that point, then have had an additional variety here, for a week at a time.

As with the Mercedes gasoline lineup, EQ includes sedans (but no coupes or cabriolets) and SUVs in B, E and S sizes (but no C SUV so far, at least not in the US). There are AMG versions of some and a Maybach of one (see sidebar). All are built atop new-through-and-through EV architecture (except the EQB, so far an adaptation of the gasoline GLB).

The many we have driven so far have run us from 2021 now into 2024. Although it feels like a longer span of time, all have been 2023 models except for our very first 2022 EQS Sedan (although that was unchanged for 2023).

Step by step

The Mercedes electric future solidifies and evolves

BY JOE SAGE

The EQE SUV we're driving here is in fact a first shot at one of the newest. At our Colorado event, we had in-depth presentations of the EQE SUV and its AMG version with engineers and designers—but no driving. They said the EQE SUV would arrive by year's end, in time to be a 2023 model, hence the sample driven here is new indeed (and not likely to particularly change as a 2024.) The AMG version is expected early this year, as a 2024.

Ten inches shorter than the EQS SUV, on a wheelbase 7.1 inches shorter, our base model EQE 350+ SUV, the only rear-driver, is also differentiated by lower total power from a single motor (though matching the EQS in 4MATIC trims). The EQE SUV is also 5.4 inches shorter than the EQE Sedan, noticeable in overhangs, on a 3.5-inch shorter wheelbase. With an almost coupelike stance, the EQE SUV aims to

be youthful, a refocus from the big EQS's luxury emphasis. (Accordingly, the top EQE SUV is an AMG, the top EQS SUV a Maybach.)

Though shorter overall, the EQE SUV has just over 40 inches of rear legroom, matching the front, perfect for executives or other four-adult outings.

Our drive time was all in town—surface streets, freeways and parking—where it was always smooth and dominating. A special delight is its 10-degree standard rear-axle steering. They don't state a spec for this modified turning circle, presumably conditions-dependent. But against a published standard of 40.4 feet, this clearly achieves a much tighter turn.

We had taken the EQS SUV (also with 10-

degree rear-axle steering, a spec that varies by model and is optional on some) on a rugged, complex and tight trail in the Rockies at our earlier event, where it was mind-blowingly maneuverable. Their statement on that one was that its turning circle was "less than 36 feet, even tighter than many models in the compact class." Though not specified, the EQE SUV's notably shorter length presumably delivers an even tighter turn than that. In our experience, this felt clearly likely.

As rear-drive-only, with one motor only, the EQE 350+ SUV, though weighing over two and a half tons, delivers 282 horsepower versus 402 for 4MATIC versions. On the plus side, with fewer moving parts and lighter weight, it delivers a bit more range than the 4MATICs. For our time in the field, this added up to driving it routinely for a week without needing to recharge and always with plenty of power—strikingly so, in fact, from this, the lowest-powered and most affordable version. ■



SPECIFICATIONS

ASSEMBLY	Vance, Alabama
MOTOR/TRANSMISSION	Germany/Germany
CONTENT	US/Canada 10% / Germany 10%
ELECTRIC MOTOR	rear axle, 215kW, permanently excited synchronous
HP / TORQUE	288 hp / 417 lb-ft
BATTERY PACK	Lithium ion / 90.6 kWh
TRANSMISSION	single-speed
0-TO 60 MPH	6.3 sec
TOP SPEED	est 130 mph
DRIVETRAIN	rear-wheel drive
SUSPENSION	4-wheel multilink w selective damping and comfort tuning; (AIRMATIC air susp w adapt damp avail)
STEERING	rack and pinion, electro-mech power assist, incl opt 10° rear-axle steering
BRAKES	(no info or specs)
WHEELS	(opt) 20-in 5-spoke, black accents
TIRES	255/45 R20 XL
GROUND CLEARANCE	(no spec stated)
TURNING CIRCLE	40.4 ft
LENGTH / WHEELBASE	191.5 / 119.3 in
HEADROOM (F/R)	39.5 / 39.4 in
LEGROOM (F/R)	40.6 / 40.6 in
CARGO CAPACITY	14 / 55 cu.ft
WEIGHT	5300 lb
RANGE	279 miles
CHARGING TIME	240V/32A (10-100%) 9.5 hrs
	170kW DC Fast Charging (10-80%) 32 min
RANGE: EPA	279 mi
MPG	(MPGe) 94/87/91 (city/hwy/comb)
BASE PRICE (2023)	\$77,900
TRIM: Anthracite 3D Relief-Optic	540
CABLE: 110V home charging	250
DRIVER PROGRAMS: beginner, valet	50
ACOUSTIC COMFORT PKG	1100
WHEELS: 20-in five-spoke, black accents	850
REAR STEERING: 10-degree, rear axle	1300
VENTED FRONT SEATS	450
ILLUMINATED RUNNING BOARDS	650
DRIVER ASSIST PKG: active speed limit, Distronic, steering, lane change, evasive steering, blind spot, emergency stop, Pre-Safe Plus, Pre-Safe Impulse side, traffic sign assist	1250
EXCLUSIVE TRIM LEVEL PKG: active ambient lighting, MBUX augmented reality nav	850
DESTINATION CHARGE	1150
TOTAL	\$86,790
2023 sample; 2024 pricing unchanged, below.	

2024 MERCEDES EQE LINEUP

Sedan	EQE 350+	288 hp	\$74,900
	EQE 350 4MATIC		77,900
	EQE 500 4MATIC	402 hp	85,900
	AMG EQE 4MATIC+	617 hp	106,900
SUV	EQE 350+	288 hp	\$77,900
	EQE 350 4MATIC		77,900
	EQE 500 4MATIC	402 hp	89,500
	AMG EQE 4MATIC+	617 hp	109,300

2024 COMPLETE EV LINEUP

EQB	SUV	\$52,750-60,550
EQE	Sedan	74,900-85,900
	AMG Sedan	106,900
	SUV	77,900-89,500
	AMG SUV	109,300
EQS	Sedan	104,400-125,950
	AMG Sedan	147,550
	SUV	104,400-125,950
	Maybach SUV	179,900

NAME GAME

A decade or more back, everything was a Mercedes-Benz, including AMG variants (e.g. a Mercedes-Benz CLS 550 vs a Mercedes-Benz CLS 63 AMG). Maybach did not bear the Mercedes-Benz name at all. But then, though models still have a two-digit variant for AMG, the brand name itself shifted, e.g. Mercedes-Benz C 63 AMG became Mercedes-AMG C 63. At the same time, Maybach vehicles became Mercedes-Maybach. Okay.

Then along came the EVs, a family of Mercedes-EQ vehicles. Okay. Follows suit. Except for a glaring difference. Model names also started with EQ, making for awkward redundancy: Mercedes-EQ EQ and so on.

(On a parallel note, this evolution freed us up from years of always faithfully using the full "Mercedes-Benz" name, now able to use just "Mercedes" with a clear conscience, as the general public always has.)

Roll forward to today, and it seems they've noticed the redundancy themselves. Or it may be purely evolutionary. They say every new vehicle will be an EV by 2025 and every vehicle, period, will be an EV by 2030, thus no further need to distinguish "EQ" at the brand level. Indeed, various clues suggest a change to using "Mercedes-Benz" as brand, with EQ at the model level (EQE and so on). Okay. Makes sense. No more redundancy for EQ. AMG and Maybach unchanged.

But has it happened yet? We wanted to get our subject bar at upper left correct (factoring in the fact this was still a 2023) and to know in general. So we dug.

We found no specific announcement, and their reference materials vary widely, without spelling this out. Some corporate reference materials identify upcoming models as Mercedes-Benz EQE (etc.), yet these same documents are still headlined as Mercedes-EQ.

So is one neither a brand nor model, but an umbrella term? Will the protocol be "Mercedes-Benz EQE from Mercedes-EQ"? Not so fast. Other documents (even this vehicle's Monroney) don't say either, simply stating the model, "EQE 350+ SUV." However, further documents refer to e.g. "the EQE from Mercedes-Benz." So take a guess. It seems likely multiple approachness will be around awhile, one way or another. Benz may be the name and EQ the umbrella. Or EQ may be the name and Benz the umbrella. Stay tuned.

ROOTS

This EQE was built in the USA. But only 10 percent of its parts are from the US/Canada, another 10 percent from Germany, leaving 80 percent unaccounted for. So we dug. An EV's battery is currently generally about 60 percent of cost (and is declining), so it must be from elsewhere outside those two 10 percents. That totals about 80 and leaves about 20 percent (though it's not uncommon to have a variety of other smaller parts from all over). Sources cite a Mercedes "battery partnership" with China plants since 2020, though the partners are now building a plant in Hungary. It all leads to informed speculation, but not confirmation. *Automotive News Europe* reports, though, that Beijing Automotive Group and China's Geely chairman Li Shufu are Mercedes' biggest shareholders. ■



Arizona Auction Week 2024

After a high count of eight auctions in 2020, pandemic impacts heavily disrupted subsequent years. By 2023, four long-time events had returned to their familiar times and locations, and this year, five. Though still fewer than that high point, this year has solidified demand has grown all around—as seen in attendance, sales, some extended schedules and in Barrett-Jackson adding a new fall event.



Barrett-Jackson 53rd Annual Scottsdale Auction

Nine days: Saturday, January 20 - Sunday, January 28, 2024

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

BARRETT-JACKSON kicked off the 2024 auction calendar with their flagship Scottsdale event featuring the largest auction docket in company history, with 2,016 collectible vehicles—all selling with No Reserve—bringing \$200.9 million in auction sales. Additionally, 1,180 pieces of authentic automobilia sold for \$6.7 million, bringing total auction sales to \$207.6 million, the most for a single auction in Barrett-Jackson history, all with a 100 percent sell-through rate and while setting over 190 news world records for auction sales. The top 10 auction vehicles sold included:

1. 1956 Mercedes-Benz 300SL Gullwing Coupe.....(Lot #1406).....\$3,410,000
2. 2018 Bugatti Chiron.....(Lot #1378).....\$2,970,000
3. 1937 Mercedes-Benz 540K Special Roadster.....(Lot #1371.1).....\$2,420,000
4. 2005 Porsche Carrera GT.....(Lot #1381).....\$1,870,000
5. 2015 Porsche 918 Spyder.....(Lot #1405).....\$1,787,500
6. 2012 Lexus LFA Nürburgring.....(Lot #1380).....\$1,650,000
7. 2019 Ford GT.....(Lot #1399).....\$1,375,000
8. 2017 Ferrari F12 TDF.....(Lot #1386).....\$1,347,500
- 9a. 1967 Chevrolet Corvette Custom Conv built by Jeff Hayes (Lot #1367).....\$1,100,000
- 9b. 1997 Lamborghini Diablo VT Roadster, previously owned by Donald J Trump.....(Lot #1407).....\$1,100,000

Four charity vehicles together raised over \$1 million (see next page).



The overall automotive lifestyle event kicked off on Friday night before official opening day, with an inaugural "Rock the Block" concert presented by Arizona Lottery, featuring live performances by Foreigner with Night Ranger opening.

Highlights of opening weekend included QuikTrip Family Day, with STEM Fest presented by Honeywell; the introduction of the Barrett-Jackson Cup presented by Castrol; a Pinewood Derby with Boy Scouts from the Grand Canyon Council; and the Future Collector Car Show presented by Meguiar's. Dozens of law enforcement officers from the Scottsdale Police Department were honored at the annual Opening Night Gala, which also included live entertainment from Emerald City Band and DJ Muniton, along with gourmet food and drink.

"(We had) our largest docket in history (and) a record number of bidders," says Barrett-Jackson chairman and CEO Craig Jackson. "We continue to set the bar within the hobby with record-breaking sales (and) our top sales reflect both the quality and diversity of our docket with a superb mix of classic sports cars, supercars, pre-war classics and Resto-Mods."

"Our Scottsdale Auction showcased the vibrancy of the collector car hobby," says Barrett-Jackson president Steve Davis. "With over 2,000 vehicles, this was the largest entirely No Reserve public consignment auction for collector cars in history."

Next up for Barrett-Jackson is Palm Beach, April 18-20, with tickets and VIP packages available now and consignment and bidder registration underway. Then big news:

FALL ARIZONA AUCTION ADDED: Before the week was out, Barrett-Jackson announced it is bringing its event to Scottsdale twice in 2024, with the scheduling of a four-day Scottsdale Fall Auction, October 10-13, also at WestWorld, featuring new entertainment and lifestyle elements. Stay tuned for updated information.

▼ www.barrett-jackson.com



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ARIZONA AUCTION WEEK 2024 : RESULTS (CONT'D)



Barrett-Jackson charity highlights

BARRETT-JACKSON passed the \$150 million mark last year, in total dollars raised for charity to date. This year's event included the sale of four charity vehicles, together raising over \$1 million, with 100 percent of the hammer price going directly to charity.

1. THURSDAY, JANUARY 25, 2024, ± 5:30 PM

2023 Chevrolet Corvette Z06 3LZ

(LOT #3000) Powered by a 5.5-liter V8 with 8-speed dual-clutch transmission, this Red Mist Metallic Tintcoat Z06 includes standard stability and traction control, mode select, Magnetic Selective Ride Control and performance exhaust and is optioned with a Z07 Ultimate Performance Package including Brembo ceramic brakes with yellow calipers, PS Cup tires, Z07 suspension, black exhaust tips and carbon-fiber aero—high-wing, dive planes and ground effects—finished in Carbon Flash. Staggered carbon fiber wheels are 20-inch front, 21-inch rear. Infotainment 3 Premium includes navigation, 8-inch touch-screen, voice recognition, Bluetooth and streaming through 14-speaker Bose Performance audio. Other highlights include a performance data and video recorder.

- To benefit the Chip Miller Charitable Foundation for Amyloidosis Research.

Including \$50,000 donated by philanthropist and longtime member of the Barrett-Jackson family, Michelle Mauzy\$270,000

2. FRIDAY, JANUARY 26, 2024, ± 5:30 PM

1968 Shelby GT350 Convertible Re-Creation

(LOT #3001) This Continuation Series re-creation of a 1968 Shelby GT350 (titled as a 1968 Ford Mustang) was built for and donated to the Carroll Shelby Automotive Program at Northeast Texas Community College by Barry Smith, owner of Legendary GT Continuation Cars in Roaring Springs PA. Built from an original 1960s-era Mustang, with factory VIN and original title, stripped to bare metal and with all-new fiberglass and steel panels for transformation into the Shelby GT350, the car is finished in Wimbledon White. The engine is a Ford 302 V8 with 4-speed Toploader manual transmission. The car has reinforced shock towers and Shelby-specific parts including differential, brakes, suspension, fuel tank and system, cooling system and wiring harness. Parts are New Old Stock, refurbished originals or remanufactured. Parts unique to Shelby include wheels, tires, convertible top parts, windows/hardware, gauge cluster, console, taillights, fog lights, grille, emblems, seats, carpeting, body seals, roll bar, steering column and bumpers.

- To benefit the Northeast Texas Community College Foundation by providing scholarships to students enrolled in the Carroll Shelby Automotive Program.....\$100,000

3. SATURDAY, JANUARY 27, 2024, ± 4:30 PM

2023 Jeep Gladiator Rubicon Custom Pickup

(LOT #3002) Built by Doetsch Off-Road in Chandler AZ in partnership with Mattel, this is a life size replica of the 99-cent Mattel Matchbox toy car, transitioning from 1:64 scale to 1:1. The premier overland-inspired 4x4 build is powered by a 3.6-liter V6 with automatic transmission and features premium parts and accessories from RealTruck, including their Rugged Ridge Roof Top Tent mounted to GoRack, an N-Fab TrailSlider Step System, Rugged Ridge Jeep Flush Mount Tail Lights and more.

- To benefit Building Homes for Heroes, who build or modify homes and gift them, mortgage-free, to injured veterans and their families, with ongoing support services. Including \$50,000 donated by Mauzy and an additional \$25,000 from Barrett-Jackson President Steve Davis.....\$325,000

4. SATURDAY, JANUARY 27, 2024, ± 6:30 PM

2024 Ford Mustang Darkhorse VIN 001

(LOT #3003) Barrett-Jackson continued its longstanding tradition of offering VIN 001 vehicles for charity with the sale of 2024 Ford Mustang Dark Horse VIN 001. With sinister looks and an all-new specially modified fourth-generation Coyote 5.0-liter V8, Dark Horse is a new benchmark for American street and track performance. The heart of the car is the engine, with dual air-intake box and throttle-body design, sending a projected 500 horsepower and 418 lb-ft of torque through a TREMEC 6-speed manual transmission. Dark Horse includes coolers for the transmission, engine oil and rear axle, and improved engine cooling capability. Its technologically advanced, driver-centric cockpit has a flat-bottomed steering wheel and customizable 12.4-inch digital instrument cluster. Special-order equipment on VIN 001 includes RECARO seats, a painted hood and accent stripes, and both optional Handling and Appearance packages.

- To benefit the Juvenile Diabetes Research Foundation, whose mission is harnessing the power of research, advocacy, and community engagement to advance life-changing breakthroughs for type 1 diabetes (T1D), including \$50,000 donated by Mauzy and \$25,000 from The Elayne Snyder Acts 20:35 Foundation\$375,000





Bonhams | Cars

13th Annual Scottsdale Auction

Thursday, January 25, 2024 (preview Tues-Thurs Jan 23-25)

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

BONHAMS | CARS featured 84 lots, achieving a total of \$12 million in sales with 80 percent of the lots successfully sold. The Bonhams | Cars pavilion bustled with activity over preview days, with the excitement reached its peak as over a thousand spectators filled the room on auction day.

Bonhams | Cars achieved the top sale of Arizona Auction Week with the 2022 Bugatti Chiron Super Sport 300+ Coupe VIN VF9SW3V32NM795009 (Lot 425, shown below right) selling for \$5,175,000. This hypercar—known as the world's fastest road-going car for its record-breaking speed of over 300 mph—is a marvel of modern engineering, a testament not only to speed but also to exclusivity, as one of just 30 produced. Its sale marked the first public offering of a Super Sport 300+ in America since its production.

Complementing the modern Chiron Super Sport 300+ was its historical counterpart, the 1936 Bugatti Type 57 Atalante Sunroof Coupe Chassis no. 57432 Engine no. 547 (Lot 49P). This car, a gem from the 1930s and a participant in the 1938 Rallye des Alpes, was one of only four existing models with a factory-built sunroof. Its rich history and unique features drew considerable attention, culminating in a sale price of \$1,380,000.

The 1970 Maserati Ghibli 4.7 Spider Coachwork by Ghia Chassis no. AM115/S/1185 Engine no. AM115/S/1185 (Lot 46), one of only 82 4.7-liter Ghibli Spiders produced, with a matching-numbers engine and beautifully presented in a light metallic blue with black Connolly leather interiors, sold at \$596,250.



The 1973 Ferrari Dino 246 GTS Coachwork by Pininfarina/Scaglietti Chassis no. 05710 (Lot 44), highly desirable and maintained with no expense spared, sold at \$431,250.

The 1966 Aston Martin DB6 Sports Saloon Chassis no. DB6/2414/L/N Engine no. 400/2444 (Lot 16)—highlighting the enduring appeal of the “DB” series, especially with its original, numbers-matching chassis and DOHC inline-six with triple SU carburetors—was offered without reserve, surpassing its high estimate and sold at \$268,800.

Bonhams | Cars, with over three decades of premier automotive auction house experience, offers a combination of live auctions, online auctions and private sales.

Bonhams | Cars hosts 17 prestigious live auctions and participates in all the significant concours around the world annually, presenting buying and selling opportunities at international events such as the 2023 Formula 1 Etihad Airways Abu Dhabi Grand Prix as the official auction partner of the Formula 1 Paddock Club, Goodwood Motorsport Events in the UK, The Quail on the Monterey Peninsula in California, The Audrain Concours in Newport, Rhode Island, and The Zoute Concours d'Elégance in Belgium.

Bonhams | Cars Online (formerly The Market by Bonhams) provides clients with fast, expert and accurate single-car auctions, 24/7. With dedicated motoring departments in London, Paris, Los Angeles, New York, Brussels, and beyond, Bonhams | Cars boasts expertise in all divisions, from vintage cars to motorsport, automobilia and motorcycles.

Bonhams | Cars also recently introduced a Private Sales service for buying and selling collector cars.

From Arizona, the Bonhams | Cars Europe team returned to the Grand Palais Éphémère in Paris, with previews beginning on Wednesday January 29 and the auction taking place on February 1. The next Bonhams | Cars sale in the US would be The Amelia Island Auction on February 29 at Fernandina Beach Golf Club.

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MAG Auctions

January 2024 Collector Car Auction

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

We-Ko-Pa Casino Resort, Fort McDowell AZ 85264 (AZ 87 NE of Fountain Hills)

MAG AUCTIONS—the Motorsport Auction Group, LLC—is direct successor to Silver Auctions, which ran Arizona events, including this one, for many years before the ownership and name change. Based in Sparks, Nevada, MAG is also the auction house for Reno's famous Hot August Nights.

After running at Peoria Sports Complex in 2019 and 2020, MAG returned to Silver's familiar location at We-Ko-Pa Casino Resort on the Fort McDowell Yavapai Nation in 2022. With \$10 a day general admission, for 2024 it now ran three full days.

MAG Auctions never ceases to amaze. Like Silver before it, this is a place where real vehicles can be bought and sold by real people at real prices, where collector cars still feel like a hobby, and basically any vehicle can be bought and driven away on the spot. Whether you know what you're looking for, or just winging it and anything goes, you will find it here. It can feel like going to a great car show back when anything goes, and saying, wait...everything here is for sale?! Bring a few bucks—it's a don't-miss.

Held in a more casual outdoor tent atmosphere, the event is complete with vendor booths, food options and plenty of seating for tirekickers, spectators and buyers-sellers alike—and immediately adjacent are the dining and entertainment options of the casino resort itself. MAG introduced a much bigger footprint this year—with a relocated auction tent, more display tents and most of the prior parking turned into show space. (There is ample parking now just across the street.) This enhances the spectacle, but not

at the expense of the core experience—everything here is accessible and realistic, with the heartbeat of the hobby still alive in hundreds of vehicles, many at no reserve.

As in the outside world, prices continue to climb. Two years ago, just the top two sellers at MAG were in six figures, not by all that much, and both were out of the ordinary—a Mercedes-Benz Sprinter 3500 heavy duty van upfitted as a deluxe motorhome, and a 2002 Peterbilt 300 with a variety of light custom modifications.

Last year, many crossed that threshold, with these more conventional top sellers were all in six figures—a 1999 Ferrari 550 Maranello (\$205,000), a numbers-matching 4-speed manual 1967 Chevrolet Corvette 427/400 Roadster (\$186,300), a 1961 Chevrolet Impala Restomod, rotisserie restored (\$118,800), a 427/435-horse tripower 1967 Chevrolet Corvette Coupe with 4-speed manual (\$120,000), and a 348 tripower V8 1958 Chevrolet Impala Convertible from a private museum collection (\$150,120).

The top seller at MAG Auctions this year was an authentic 1970 Ford Mustang Boss 302 Fastback (Lot 589) in Calypso Coral over black, with manual transmission, shaker hood, front and rear spoilers, rear window louvers, factory power steering and brakes, a Deluxe Marti Report with matching numbers drivetrain, and 95,000 miles on the odometer—a very original car, at \$120,000.

Next highest was a 1960 Chevrolet Impala convertible (Lot 587), with correct 348 V8 and Powerglide automatic, red over red, loaded with factory options, including power seat, windows and wing windows, power steering and brakes, power top, dual rear antennas, continental kit and fender skirts. The car, which had undergone a complete frame-off restoration starting with a rust-free body, sold for \$103,000.

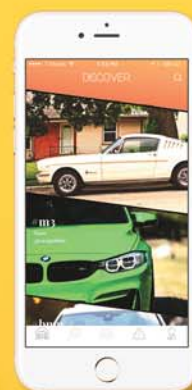
MAG Auctions generally runs a similar event at the same location later in the year, as early as late April. We'll be watching for that potentially again this year.

▼ **www.motorsportauctiongroup.com**





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ARIZONA AUCTION WEEK 2024 : RESULTS (CONT'D)



RM Sotheby's 25th Annual Automobiles of Arizona Thursday, January 25, 2024 (viewing Weds Jan 24)

Arizona Biltmore Resort and Spa, 2400 E Missouri Ave, Phoenix AZ 85016

RM SOTHEBY'S returned to their landmark location at the Arizona Biltmore for 2024 to host their 26th auction in Arizona, 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. The RM Sotheby's 2024 US season opener had a sell-through rate of 76 percent of all lots, resulting in a total sales figure of \$22,937,660, with the 2020 McLaren Speedtail selling as the top lot, at more than \$2 million. The sale had nearly 600 bidders, of whom 20 percent were bidding for the first time and 36 percent of whom ended up being new buyers.

Top seller was the 2020 McLaren Speedtail—Number 69 of 106 individually specified examples produced—finished in bespoke McLaren Special Operations (MSO) Liquid Blue Silver over blue and gray full aniline leather. The legacy of McLaren's seminal F1 supercar, reimagined for the 21st century and this example with just 54 miles on its odometer, went to its new owner for \$2,012,500.

Right behind it was the exceptionally restored supercharged 1938 Mercedes-Benz 540 K Special Roadster in the style of Sindelfingen, by master craftsman Cass Nawrocki, with beautiful colors and presentation, an exceptional example of coachbuilding and automotive artistry. This great Full Classic sold for \$1,545,000.

Among new records achieved, the 1984 Audi Sport Quattro, one of 214 built and one of the few examples believed to be originally delivered new to Japan, remarkably pre-

served and with just 8,806 im (5,472 miles). White over gray leather and cloth Recaro sport seats, this Quattro broke its previous record by over \$100,000, selling at \$665,000.

The top 10 lots sold at RM Sotheby's included:

- | | | |
|--|-----------------|-------------|
| 1. 2020 McLaren Speedtail..... | (Lot #159)..... | \$2,012,500 |
| 2. 1938 Mercedes-Benz 540 K Special Roadster..... | (Lot #136)..... | \$1,545,000 |
| 3. 1963 Ferrari 250 GT/L Berlinetta Lusso by Scaglietti..... | (Lot #127)..... | \$1,352,500 |
| 4. 1963 Shelby 289 Cobra..... | (Lot #153)..... | \$1,215,000 |
| 5. 2021 Ford GT Mk II..... | (Lot #143)..... | \$1,006,000 |
| 6. 1965 Aston Martin DB5 Coupe..... | (Lot #118)..... | \$797,000 |
| 7. 1957 Porsche 356 A Outlaw by Emory..... | (Lot #156)..... | \$747,500 |
| 8. 1984 Audi Sport Quattro..... | (Lot #175)..... | \$665,000 |
| 9. 1972 Ferrari 365 GTB/4 Daytona by Scaglietti..... | (Lot #130)..... | \$632,000 |
| 10. 1965 Lamborghini 350 GT by Touring..... | (Lot #138)..... | \$632,000 |

RM Sotheby's stakes a claim as the world's largest collector car auction house by total sales, over \$800 million in 2023. With over 40 years in the collector car industry, RM's boasts a vertically integrated range of services, from auctions (live and online) and private sales, to estate planning and financial services, coupled with an expert team of Car Specialists and an international presence. RM Sotheby's can currently claim eight of the top ten most valuable motor cars ever sold at auction.

Next for RM Sotheby's were their Paris event at the end of January, grossing almost 37 million euros, including the top sale, a 1960 Ferrari 250 GT SWB Berlinetta Competizione by Scaglietti at over 10 million euros, as well as a Sotheby's Sealed sale in early February. Coming up are events in Miami and Dubai in March, Monaco in May, Cliveden House in the UK, Tegernsee in Germany and more, including Private and Sealed sales.

▼ www.rmsothebys.com



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

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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”!

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— 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

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Worldwide Auctioneers

8th Annual Arizona January Auction

Friday, January 26, 2024 (preview Weds-Thurs Jan 24-26)

Singh Meadows, 1490 E Weber Drive, Tempe AZ 85281

WORLDWIDE AUCTIONEERS, of Auburn, Indiana—home of the Auburn-Cord-Duesenberg Museum—took last year off here, in the wake of the previous few years' pandemic disruptions, but returned this year, as promised, to their green meadows just south of the Scottsdale line in Tempe. This time, Worldwide moved from their previously typical schedule before most of the others to after, perhaps to attract more buyers and sellers who like to see how the others go.

Over 100 consignments—a diverse offering of spectacular pre-war automobiles, sports cars, classics, customs and select American muscle cars—crossed the block.

High sale at Worldwide Auctioneers went to the 1961 Mercedes-Benz 300SL Roadster (Lot 62), a late model “big brake” example equipped thus from the factory, one of only 250 produced for the model year. The car featured numbers-matching engine, gear-box and rear end and was finished in a highly desirable factory DB40 Black over factory 1088 Red interior. Its provenance includes 35 years of single-enthusiast ownership, and it included extensive documentation including its original window sticker, dealer invoice, a copy of its MB Data Card, previous titles and registrations and restoration invoices. This highly desirable SL sold for \$1,215,000.

The next highest seller was a spectacularly sinister triple black 2009 Lamborghini Murciélago LP640 Roadster (Lot 20), one of just 57 built that year, with just two private owners from new and 4,300 miles on the odometer, at \$346,000.



The third highest seller was a highly awarded 1940 Packard Darrin 1807 Convertible Sedan (Lot 58), one of only 11 built, from The Steve Chapman Collection. Delivered new to Earle C Anthony Packard, this car has been a Pebble Beach Concours d'Elegance award winner, a Classic Car Club of America 100-point recipient multiple times and a CCA Annual Meeting Best of Show winner. Restored to as-new specifications, as listed in its factory documentation, this beauty sold for \$335,000.

From there, other top sales included:

4. 2004 Lamborghini Murciélago 'Six Speed'	(Lot 56)	\$250,000
5. 1968 Shelby GT500CR Restomod Fastback	(Lot 48)	\$220,500
6. 1959 Cadillac Eldorado Biarritz Convertible	(Lot 63)	\$207,200
7. 1971 Plymouth 'Cuda 440-6	(Lot 33)	\$159,600
8. 2007 Ferrari 599 GTB Fiorano	(Lot 87)	\$156,000
9. 1934 Packard 1104 Super Eight Victoria Convertible	(Lot 23)	\$136,800
10. 1964 Sunbeam Tiger MK I	(Lot 37)	\$134,400
11. 1963 Porsche 356B Super Cabriolet	(Lot 61)	\$134,400
12. 1918 Detroit Electric Model 75	(Lot 97)	\$112,000
13. 1970 Porsche 914/6 Targa	(Lot 59)	\$100,800
14. 1960 Edsel Ranger Convertible	(Lot 93)	\$86,240

Full results can be found online at worldwideauctioneers.com.

Those who missed the sale or want to revisit it can watch a full replay on Worldwide TV (also via the website), which streamed live throughout the event, with celebrity guests, consignors, auctioneers and industry experts all weighing in.

Up next for Worldwide Auctioneers is their Enthusiast Auction in April, followed by their annual Auburn Auction in August-September.

▼ www.worldwideauctioneers.com



For those whose vehicle usage includes tough off-road duty, a Jeep Trailhawk build is top of the line for many models—Renegade, Compass, Cherokee and Grand Cherokee (4xe only).

Asterisk number one: Wrangler and the Gladiator pickup have their own tougher-duty-still versions—Rubicon and others.

Some models price the luxury end higher than the tough-duty end. But on Compass, Trailhawk is tops by cost—because, asterisk number two, Limited trim now offers High Altitude as a package for 2024, rather than it being a separate trim as in 2023 (see Compass lineup at lower right).

Jeep Renegade runs a little less expensive than Compass, but that's a third asterisk—Renegade and Cherokee are both still available as 2023 models, but are then discontinued.

Put it all together and, by practical measure, the Jeep Compass Trailhawk we are driving here gives the most off-road bang for the fewest bucks—the least expensive model in the overall Jeep lineup, while the most expensive *AND* off-road-iest trim in the Compass lineup.

At its 2017 launch drive, outside San Antonio, some (with a very different prior Compass in mind) were skeptical of a Trailhawk version of this small unibody—quickly laid to rest, as we tackled serious cliffs, ruts and rivers in this tough little beast.

We were itching to get this sample off-road, but had it during auction week, with a lot of ground to cover in town, a lot of parking to squeeze into, fuel economy in mind, horrible weather at times—all

representative of people's typical use shy of off-roading. And it filled the bill for all of it—comfortable on a daily basis *AND* ready for adventure.

Once we did get out for a long dirt run, it again proved to be a champ. Off-road drive modes often use terms that can make it hard to know which to apply, but Jeep's talented engineers display another skill here—linguistics. On Compass Trailhawk, there are just three: snow, sand/mud or rock—a much better set for Arizona. Its 200 horsepower approached its limits on some climbs, yet its intelligent traction systems always delivered. This model has a new tire fitment this year, and it's a good one, but also an area where you could experiment.

Compass Trailhawk will let you know its level of capability pretty quickly. As midsize pickups battle

around the 300-hp mark, 200 here is a little low. Manual mode in pursuit of advantage on the highway also had its limits. But they do have the tightly-stairstepped full Jeep family to position.

Stylewise, the Compass has often been nicknamed the Baby Grand. With Compass carrying forward in the lineup, while the Cherokee is not, you could suggest that Compass could, accordingly, now take on the deeply-rooted Cherokee name.

Just as there are Jeepier Jeeps, there are Trailhawkier Trailhawks. But within the Compass family—with its benefits and in this price range (a big benefit)—this is the Trailhawkier. If you tell yourself this can do what a top-tier Wrangler at maybe twice the price can do, you will likely be shopping for that Wrangler within a year. If you appreciate the Compass formula for itself, you'll be all set for a long time to come. Compass Trailhawk delivers the winning combination it promises. ■

THE MOST FOR THE LEAST*

*MAX BANG FOR THE BUCK HAS A FEW QUALIFIERS

BY JOE SAGE



SPECIFICATIONS (2023)

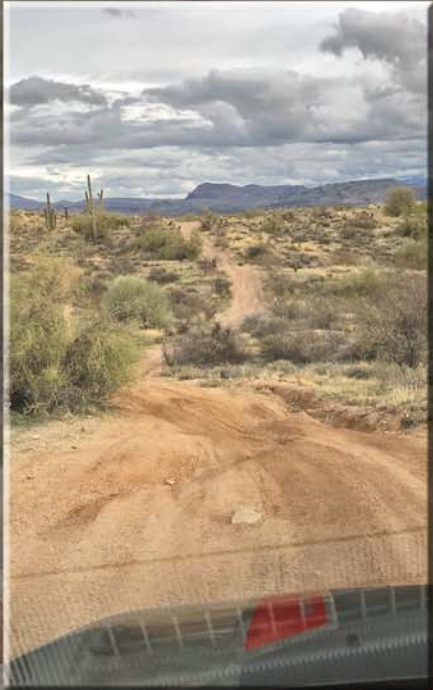
ASSEMBLY	Toluca, Mexico
ENGINE/TRANS BUILD ...US (Kokomo Ind) / US	
PARTS CONTENT	US/Can 26%; Mex 65%
LAYOUT	transverse front engine, 4x4 only
ENGINE	2.0L 4-cyl turbo, alum/alum, chain-driven DOHC, var valve timing for intake-exhaust, dir inj
HP/TORQUE	200 hp / 221 lb-ft
COMPRESSION RATIO	10.0:1
TRANSMISSION	8F30 8-spd auto
DRIVETRAIN	(Trailhawk) Jeep Active Drive Low: auto 4x4, no center diff, unique tuning in all terrain modes, 20:1 crawl ratio
SUSPENSION	F: MacPherson strut, coils, flat front steel crossmember, high-strength steel dbl shell lower control stbldr bar R: Chapman strut, high-strength steel links, isolated steel rear cradle, coils, stbldr bar
STEERING	elec pwr rack & pinion
BRAKES	vacuum assist power: F: 12x1.1 vented, 2.36 single-piston floating caliper; R: 10.95x0.47 solid, 1.5 single-piston floating caliper
WHEELS	17-in alum, painted gloss black
TIRES	Falken Wild Peak H/T 215/65R17 off-road
LENGTH / WHEELBASE	173.4 / 103.8 in
GROUND CLEARANCE	Trailhawk 8.6 in (other trims are 8.1 in)
APPR / BRKOVER / DEP	30.4 / 23.6 / 34.0° (other trims are 16.1 / 22.5 / 31.4°)
TURNING CIRCLE	35.3 ft
HEADROOM (F/R)	(w/o sunrf) 39.2 / 38.5 in
LEGROOM (F/R)	41.2 / 38.3 in
CARGO CAPACITY	27.2 / 59.8 cu.ft
WEIGHT	3260 lb
TOW CAPACITY	(if equipped) up to 2000 lb
FUEL / CAPACITY87 reg / 13.5 gal
MPG	24/32/27 (city/hwy/comb)
BASE PRICE	\$35,995
PAINT: Sting-Gray Clearcoat	595
TRAILHAWK CONVENIENCE GROUP:	heated front seats, heated steering wheel, remote start, 8-way pwr driver seat w 2-way pwr lumbar, reversible carpet/vinyl cargo mat, 2nd row charge-only USB-A and -C ports, windshield wiper deicer
DESTINATION CHARGE	1595
TOTAL	\$40,660
2023 sample; new 2024 pricing below.	

2024 JEEP COMPASS LINEUP

	ALL ARE 4X4
Sport	\$25,900
Latitude	30,765
Latitude Altitude Special Edition	+1,895
Latitude LUX	32,490
Limited	33,745
Limited High Altitude Package	+2,995
Trailhawk	▼ 33,895

2024 JEEP TRAILHAWK MODELS

	ALL ARE 4X4
Renegade Trailhawk (2023)	\$32,565
Compass Trailhawk	▼ 33,895
Cherokee Trailhawk (2023)	41,295
Grand Cherokee Trailhawk 4xe	66,780



A PAIR OF ITALIAN BEAUTIES WIN BEST OF SHOW AT ARIZONA CONCOURS

“The Art of Automotive Design” was the theme for the sixth edition of the Arizona Concours d'Elegance, held on January 21 in partnership with Scottsdale Arts—an organization responsible for multi-disciplinary artistic services in Scottsdale—with major sponsorship from Cadillac and Molina Fine Jewelers. Proceeds benefit local artists and the arts community.

Formerly held at the Arizona Biltmore Resort in Phoenix, this exceptional professionally judged show and competition is now presented at the Scottsdale Civic Center—on a vibrant landscaped space

that recently underwent an extensive \$35 million renovation—in the atmosphere of a stylish luxury garden party.

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 complete, the 2024 Concours expanded to fill the entire landscaped space, with the awards ceremony held on an elegant new outdoor stage.

A colorful array of nearly 100 spectacular, rarely seen dream cars, historic automobiles and highly valued collector vehicles—some of the world's most superb examples of the art of coachbuilding and car design—were on display, carefully curated to impress not only car

lovers, but anyone who appreciates the beauty of expressive design. Although dampened by rain showers in usually sunny Arizona, the show was well-attended.

BEST OF SHOW AWARDS

A pair of iconic Italian sports cars shared Best of Show honors at the Arizona Concours, one pre-WWII and one post-war. Each represents the pinnacle of sports car style and performance in its respective era.

Pre-WWII Best of Show: This 1932 Alfa Romeo 8C 2300 Long Wheelbase, owned by Bison Enterprises of Montana, entered in a featured class honoring the Italian design house, wears a sleek

cycle-fendered body by Touring. A roadgoing vehicle derived from Alfa's formidable race cars of the 1930s, the 8C is powered by a supercharged 2.3-liter straight-8 engine.

Post-WWII Best of Show: This 1967 Lamborghini Miura, from the John Shirley Collection of Medina, Washington, was a revolutionary design by Marcello Gandini of Bertone, and the first production super-

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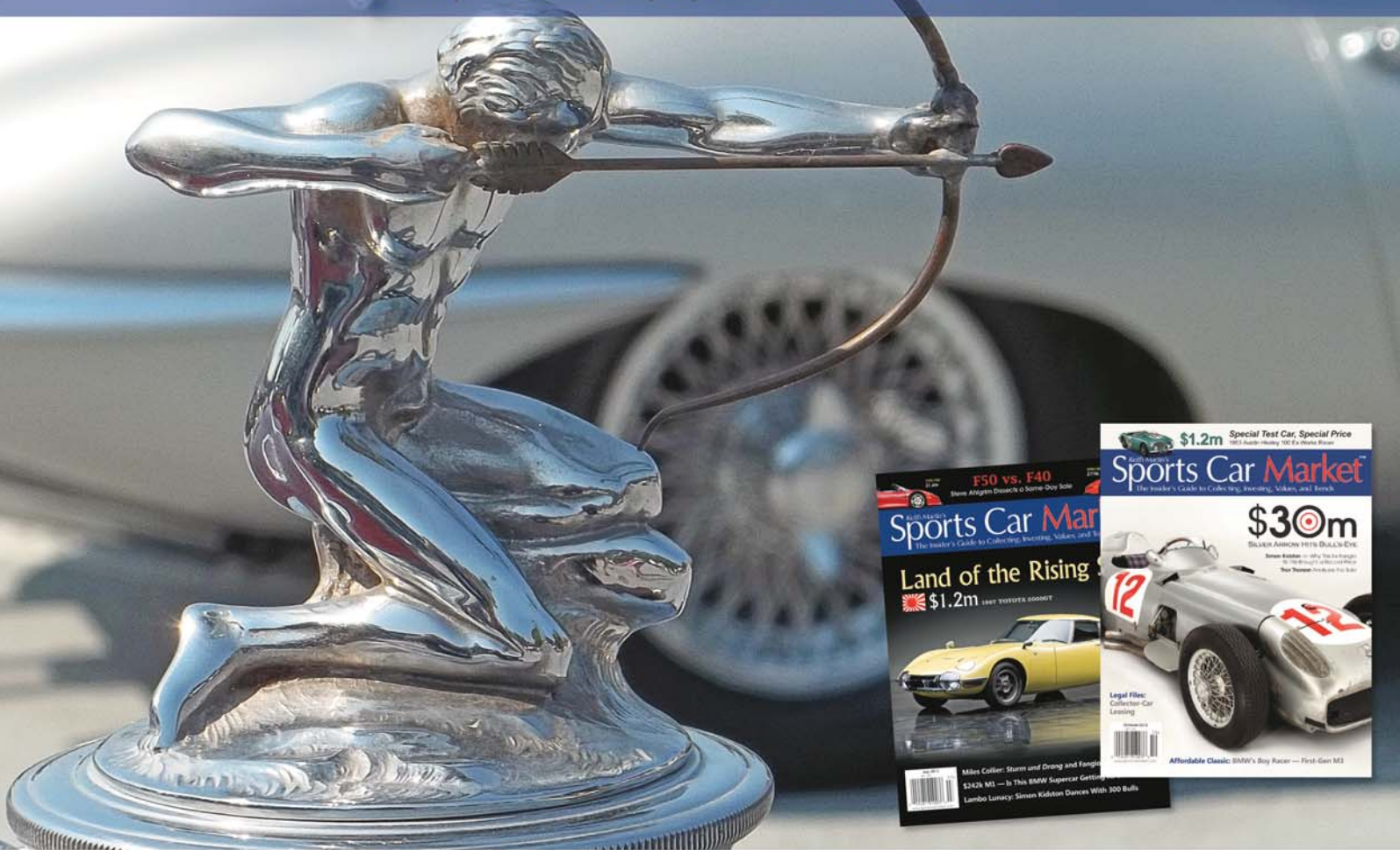


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car with a mid-engine layout. Powered by a 3.9-liter V12 engine, the Miura was the world's fastest production car at the time. This Miura boasts original ownership by the Shah of Iran, who was deposed in 1979; the Lamborghini was seized and eventually went to a European buyer.

MAKE-A-WISH® ARIZONA

Another coveted award at the Arizona Concours is picked as the favorite by a group of children from Make-A-Wish® Arizona, the founding chapter of the national organization that grants wishes for children facing life-threatening medical conditions, and a charitable partner of the Arizona Concours. Their choice: a 1968 Pontiac Firebird 400 convertible owned by Ken Barnett of Chandler, Arizona, a limited-production model in its original factory color of Mist Pink. One of the younger Make-A-Wish kids on stage said it reminded her of a Barbie car. This Firebird is also thought to have a celebrity connection, believed to have been originally owned by singer Nancy Sinatra, daughter of Frank Sinatra.



(Above) The Lamborghini Miura and Alfa Romeo 8C arrive onstage to collect their awards; co-emcee Donald Osborne with the Make-A-Wish Firebird. (Below) Stella Saperstein, shown in her and husband Mickey's 1956 Citroen Traction Avant, won the fashion award for her '50s period outfit (photos: Bob Golfen).

SPECIAL AWARDS

The full list of Special Awards is as follows:

Make-A-Wish Award (chosen by a group of Make-A-Wish kids)
1968 Pontiac Firebird
Ken Barnett, Chandler, Arizona

Scottsdale Arts Award for Automotive Artistry
1932 Alfa Romeo 8C 2300
Bison Enterprises, Missoula, Montana

The Arizona Concours Award for an Exceptional Sports & Racing Car
2023 Porsche Dakar
Mitch Waters, Scottsdale, Arizona

The Clive Cussler "Passion for Collecting" Award
1956 Lincoln Premier
Jeff Wildin, Paradise Valley, Arizona

The Arizona Concours Award for Exceptional Automotive Design
1954 Ferrari 250 GT Europa
Budd Florkiewicz, Scottsdale, Arizona

The Russ & Nellie Jackson Memorial Award
1957 Mercedes-Benz 300 SL Roadster
Laurie Florkiewicz, Scottsdale, Arizona

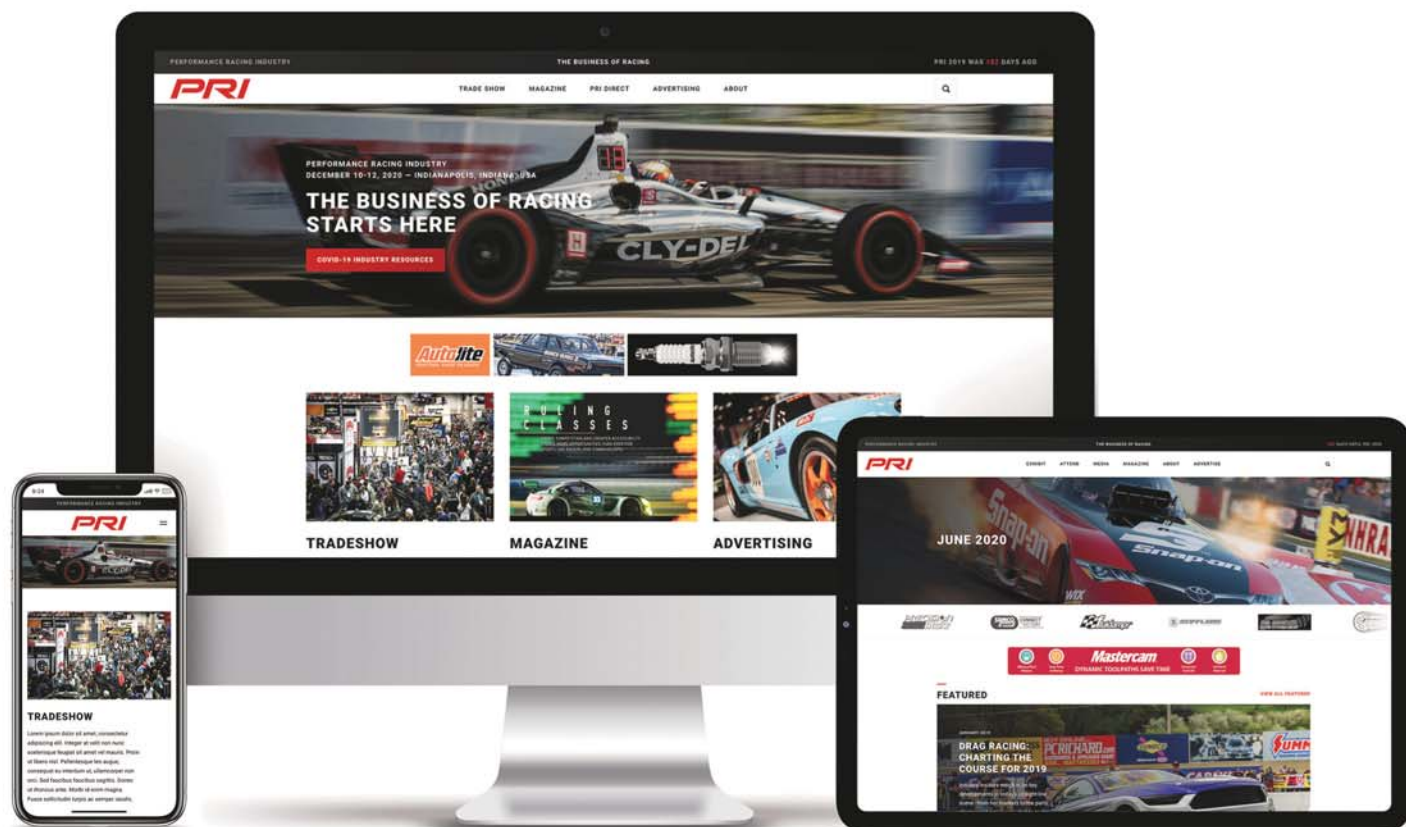
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PRI

Arizona Concours Director's/Chairman's Award
1930 Pierce Arrow Model B Convertible Victoria by Waterhouse
Singleton Collection, Costa Mesa, California

Arizona Concours Director's/Chairman's Award
1936 Bugatti Type 57-SC Atalante
Touring Auto Collection, Decatur, Illinois

BEST IN CLASS AWARDS

Awards were 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. A special class, "Sixty Years of Lamborghini Design," spotlighted this Italian marque best-known for dramatic and innovative design.

The full list of Best in Class Awards is as follows:

Class 1: The Earliest Designs - Carriages and Brass Era - Pre 1916
1910 Pope-Hartford Model T 7-passenger Touring Car
Joe and Janice Conzonire, San Marino, California

Class 2: Exceptional Early Designs - Vintage, 1916-1927
1919 Kissel 6-45 Speedster
The Janet Cussler Car Collection, Paradise Valley, Arizona

Class 3: Designs of the Art-Deco Age - 1930s American Coachwork
1934 Packard 1108 Twelve Sport Phaeton
Jack and Helen Nethercutt, Sylmar, California

Class 4: Designs of the Art-Deco Age - 1930s European Coachwork
1937 Rolls Royce Phantom III Thrupp & Mayberly Drophead Coupe
Aaron & Valerie Weiss, San Marino, California

Class 5: Erceterini - Classic Designs in Smaller Scale
1968 Fiat Dino 2000 coupe by Bertone
Pete Gannon, Tempe, Arizona

Class 6: Mid-century Modern - Stylish 1950s/1960s Coachwork
1956 Buick Century X - Bill Mitchell
Steven Plunkett, London, Ontario, Canada

Class 7: Preservation Class - Pre-1974
1970 BMW 2002
Tom Schmidt, Scottsdale, Arizona

Class 8: Modern Development and Design - European Sports/Racing, 1948-1960
1959 Maserati 3500 Spider Prototype
Phil White, Portola Valley, California

Class 9: Modern Development and Design - European Sports/Racing, 1961-1975
1967 Ferrari 330 GTC
Robert Smalley, Key Largo, Florida

Class 10: Modern Development & Design - American-Powered Sports Cars, 1948-1975
1967 Chevrolet Corvette 427 convertible
Gary L. Bennett, Phoenix, Arizona

Class 11: American-Powered Racing Cars, 1948-1975
1955 Epperly Streamliner
Art Zafiropoulos, Atherton, California

Class 12: Exotic Designs with Historic Origins - Sports Cars, 1975-2005
1992 Ferrari F-40
Tom Frick, Carefree, Arizona

Class 13: Sixty Years of Lamborghini Design
1967 Lamborghini Miura
The John Shirley Collection, Medina, Washington

Class 14: Personal Styling/Design - Modern Interpretations of Classic Customs
1936 Packard Mulholland Speedster
Bruce & Peggy Wanta, Bellevue, Washington

Class 15: Personal Styling/Design - American Hot Rods
1929 Ford Model A coupe - The "Smuggler"
Dennis & Beth Kilpatrick, Paradise Valley, Arizona

Class 16: Featured Designer - The Designs of Carrozzeria Touring Superleggera
1932 Alfa Romeo 8C 2300
Bison Enterprises, Missoula, Montana

ARIZONA CONCOURS INFORMATION

For more information about the Arizona Concours, visit ArizonaConcours.org. ■



(Above) The 1936 Packard Mulholland Speedster won Class 14; the 1936 Bugatti Type 57-SC Atalante receives a Director's/Chairman's Special Award; the unique 1955 Epperly Streamliner Indy racer won Class 11. (Below) Alan Travis in period garb describes the workings of his 1905 Mitchell (photos: Bob Golfen).



MIDSIZE, MID-PRICE, TOP LUXE

BY JOE SAGE

This is the third year of the second generation Infiniti QX60 midsize SUV, new in model year 2022. Generation one ran for nine years, arriving in model year 2013 as the JX35, rebadged QX in 2014, as the entire lineup took on new naming (with all SUVs based on the prior QX56-now-QX80).

QX60 is the upscale cousin to the Nissan Pathfinder, QX80 to the Nissan Armada. Though nominally and physically smaller than the QX80, QX60 is nonetheless a three-row seven-seater with ample legroom in its first two rows and healthy cargo volume, especially with the third row stowed. The degree to which you will use that third row for passengers is one of the biggest deciding points between the two, along with price, as the big QX80 starts at \$25,000 more (about 50 percent higher) than QX60. You can also compare prices with the Nissan equivalents, but the luxury touches of Infiniti remain unmistakable. All of these factors point to the QX60 as inhabiting a great balance point.

What you do get is a vehicle efficient enough to

maneuver quite tightly in town, yet large enough to warrant a camera-based rear-view mirror. We always have a mixed reaction to camera mirrors, as refocusing between distance ahead and a close video screen is harder on the eyes than to actual distance in an actual rear mirror. But the headrests and pillars in this vehicle do warrant it (and you can flip back and forth between the two).

Our sample is the very top trim—Autograph, with all-wheel drive (itself \$2900 more, though \$2000 more on other trims, worth it to us either way). And this ultra-maximum QX60 is still priced well below even the base trim of the bigger QX80.

Outside, we welcome the subtle evolution of the grille, still immediately recognizable, but less awkward than it had been to our eye. Inside, we found the entire user interface has a much quicker orientation than so many other systems currently.

Of special note in the drive experience was the suspension—tough, yet compliant and smooth, ensuring our urban duties were a premium experi-

2024 INFINITI QX60 LINEUP

All w 3.5L V6 & 9-spd auto.....	FWD.....	AWD.....
Pure.....	\$49,650.....	\$51,650.....
Luxe.....	55,700.....	57,700.....
Sensory.....	59,050.....	61,050.....
Autograph.....	63,200.....	66,100.....

ence. On freeways with event-distracted fellow travelers, brakes also proved top notch. The closest we got to taking this into the dirt was an event parking lot, which is as close as most people will at this luxury level, and that is as it is intended.

Although the QX60 has evolved nicely, and this second generation is only a third of the way through the nine-year run of its first, its bigger sibling, the full-size QX80, is on a different cycle. New in 2004 (originally as the QX56), it is now at the end of its second generation (with its renaming and a few facelifts along the way). A brand new generation three for 2024 will be revealed in later March at the New York International Auto Show. How big a change it brings, how that may affect the QX60, and whether that might bring a gen-three QX60 sooner than otherwise—remains to be seen. ■

SPECIFICATIONS

ASSEMBLY.....	Smyrna, Tennessee
ENGINE/TRANS BUILD.....	US / US
PARTS CONTENT.....	US/Can 45%
ENGINE.....	3.0L DOHC 24v V6, naturally aspirated, dir inject, alum/alum
HP/TORQUE.....	295 hp / 270 lb-ft
COMPRESSION RATIO.....	11.0:1
TRANSMISSION.....	9-spd auto, shift by wire, paddles
DRIVETRAIN.....	intelligent AWD (FWD also available)
SUSPENSION.....	F: MacPherson strut, 29mm stblzr bar; R: multi-link indep, 28.6mm stblzr; twin-tube dual-flow shocks
STEERING.....	vehicle-speed variable asst
BRAKES.....	F: 13.78x1.18 vented, dual-piston calipers; R: 12.00x-.63 vented, single floating caliper
WHEELS.....	20x8 luxury machined alum-alloy w charcoal metallic finish
TIRES.....	255/50R20 all-season
LENGTH / WHEELBASE.....	198.2 / 114.2 in
GROUND CLEARANCE.....	6.7 in
TURNING CIRCLE.....	38.1 ft
HEADROOM (F/2/3).....	40.8 / 37.5 / 35.7 in
LEGROOM (F/2/3).....	42.1 / 37.7 / 28.0 in
CARGO CAPACITY.....	14.5 / 41.6 / 75.4 cu.ft
WEIGHT / DISTRIB (F/R).....	4655 lb / 55/45%
TOW CAPACITY.....	na (6000-lb tow pkg avail on Luxe or Sensory)
FUEL / CAPACITY.....	prem unl / na
MPG.....	20/25/22 (city/hwy/comb)
BASE PRICE.....	\$66,100
PREMIUM PAINT: Moonbow Blue.....	695
LIGHTING PKG: welcome lighting, illuminated cargo scuff plate.....	795
INFINITI RADIANT GRILLE EMBLEM.....	455
DESTINATION CHARGE.....	1195
TOTAL.....	\$69,240



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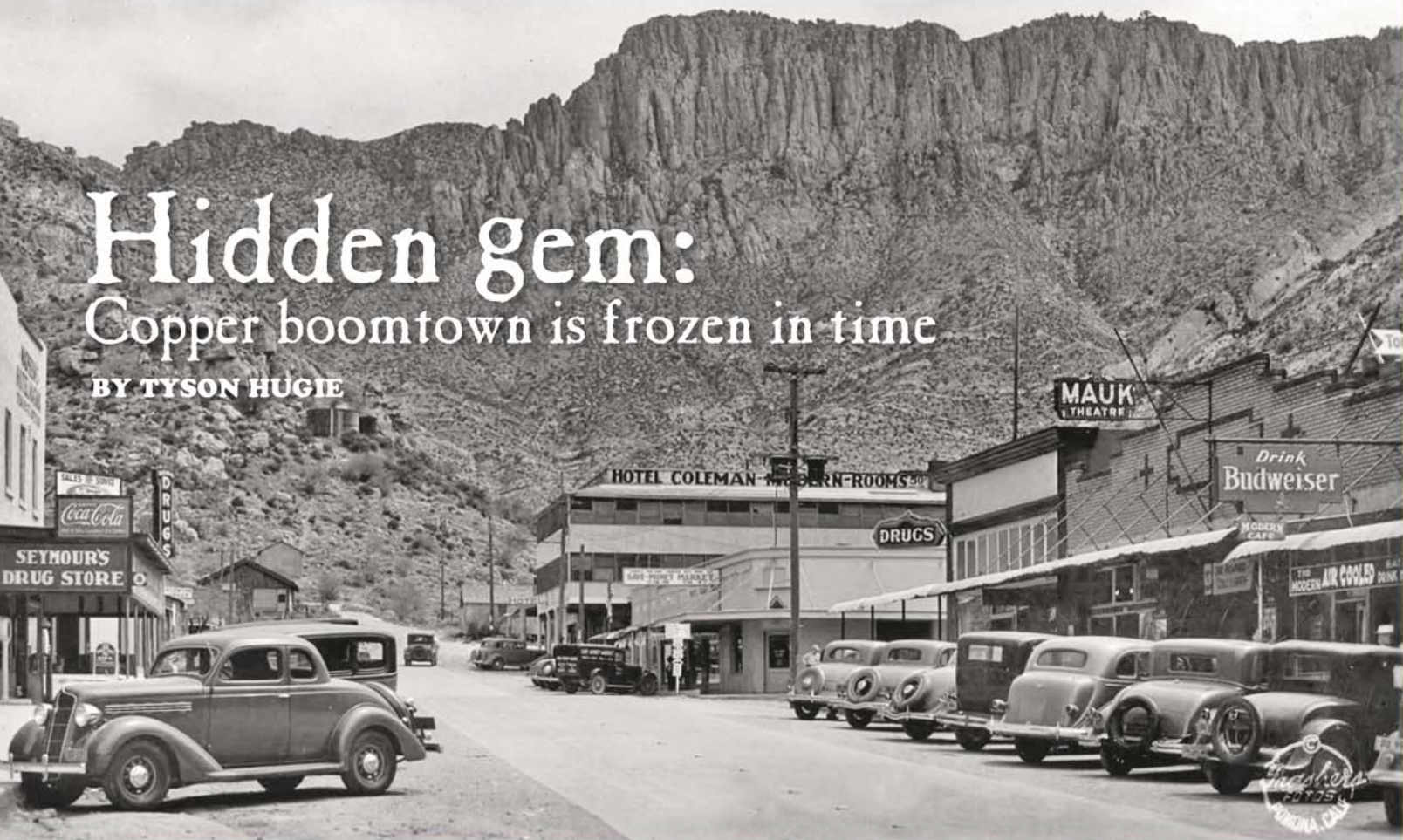


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Hidden gem: Copper boomtown is frozen in time

BY TYSON HUGIE



“**R**ATTLESNAKES ONLY BEYOND THIS POINT,” reads a whimsical sign at the Boyce Thompson Arboretum just outside Superior, Arizona. I guess that’s one way to keep hikers on designated pathways.

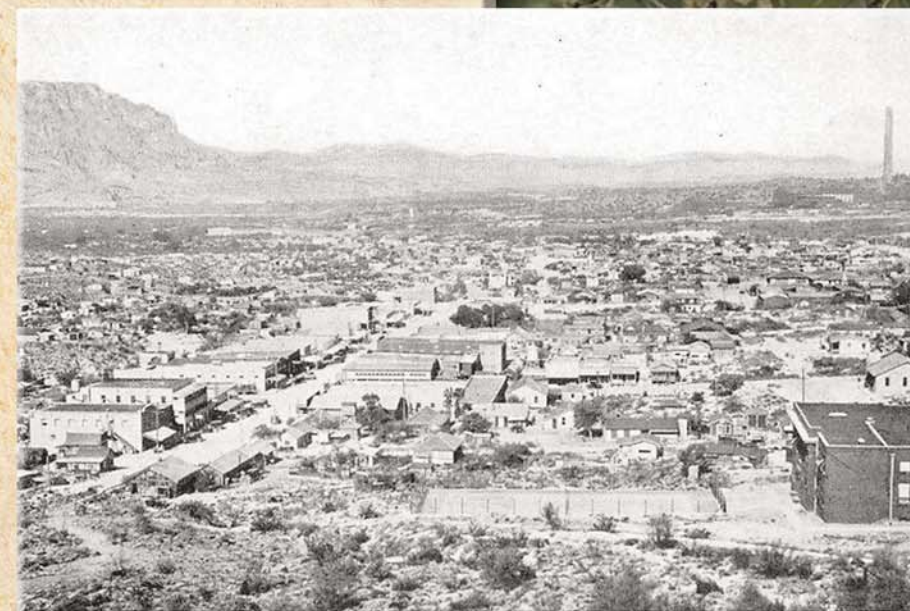
What better way to start off a new year than with a drive? Each year, I tally up the mileage accrued on my vehicles to get a picture of what my driving habits look like. My sports car saw just 1,334 miles in 2023, and my resolution for 2024 is to use and enjoy it significantly more.

The Southwest region is home to some of the most scenic driving roads in the country. And as much as I love places like our national parks and Monument Valley, the obscure off-the-beaten-path destinations are way more interesting to me. I decided to finally cross one off my list by visiting a 372-acre preserve in the Sonoran Desert near an old copper mining boomtown about 60 miles east of Phoenix.

Part of the magic of towns like Superior is that they exist in a sort of time warp. Dating back to 1875, Superior served as an important hub of Arizona commerce and culture during the heyday of the Silver Queen Mine and, later, the Magma Copper Company. When US 60 bypassed downtown in the 1950s, it meant that the commercial district there could remain preserved, and it has remained largely protected from development in subsequent decades. The main mine closed in 1982, further slowing advancement in the area—which of course helped the town retain its vintage charm today.

Superior High School, built in 1925 and closed in 2000, remains remarkably un-

(cont'd)



BIRD'S EYE VIEW, SUPERIOR, ARIZ.

110030





disturbed behind a perimeter of chain link fence. “My old high school!” my friend Chris said when I texted him a photo. He may have been part of one of the last graduating classes there. I checked out the old red brick Magma Hotel and some of the retail stores lining the main thoroughfare. Most of those stores, it seemed, were closed for the holiday—thus I was able to park in the street for a photo. There are technically about 2,500 people who call Superior home, but during my visit it felt like a ghost town.

It wasn’t until I arrived home hours later that I realized I had recreated a black and white image taken in the 1920s. The mountain’s sandstone rock formations in the background are identical, and though a few of the buildings have changed, the location was unmistakably the same. Classic car enthusiasts will be able to identify the vehicles pictured in the vintage photo.

Boyce Thompson Arboretum, just a few miles out of town, turns 100 years in 2024—established on April 1, 1924 by mining magnate and businessman William Boyce Thompson. His 26-room estate, Picket Post Mansion, was partially burned down but still contains 26 rooms and 7,200 square feet of space. It has been closed to the public for some time, but I’d love to walk its halls someday.

Within the botanical garden’s boundaries are some of the most diverse plants and wildlife found anywhere in the southwest. Among the highlights are cacti, succulents, hummingbirds, wild coati (Arizona’s secretive state mammal, found from here to South America), and more. One of the key residents is a 100-year-old euca-

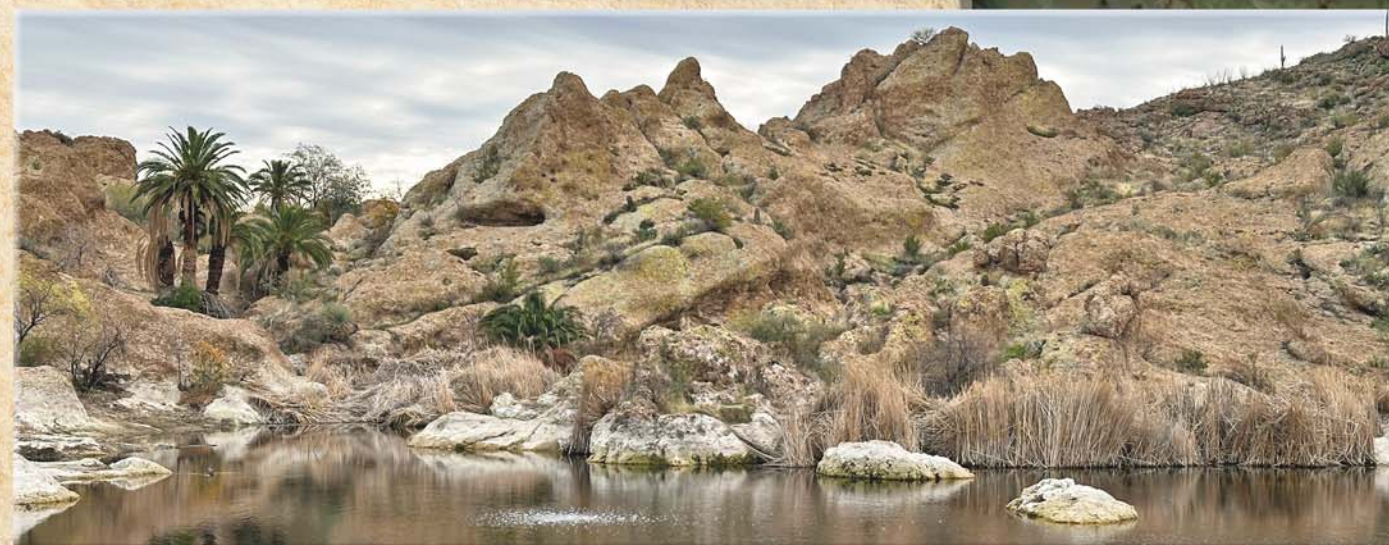
lyptus tree nicknamed “Mr. Big,” that has a 22-foot circumference. Most people are surprised to learn that the desert can support a lot of green vegetation and all sorts of animals.

I found the botanical garden to be unexpectedly educational and fun. Even for someone who isn’t a “plant person,” there was a lot that caught my eye. One was a stone and mortar house built into the cliffside in the early 1900s, which was originally home to a five-person family. The interior maintains consistent temperatures during the desert’s extreme seasons. A suspension bridge across Queen Creek also offered a neat architectural attraction along the main trail, which took me about an hour to hike.

I capped off my visit with some chicken flautas from a charming Mexican restaurant called Los Hermanos, before hopping back into my 1992 Acura NSX and blasting back to the modern world.

My car rolled 120,000 miles on the drive home—starting a new year with a new milestone was a satisfying end to the trip. Being a data and numbers-driven person, I maintain a spreadsheet of road trip destinations that I’d like to visit someday. The document contains 277 entries, with 183 still left to hit. Time to refuel the car and see where it takes me next. I encourage you all to do the same. ■

To see Superior in an offbeat, somewhat obscure yet star-studded, equal parts comedy and thriller film, don’t miss *U-Turn* (1997), starring Sean Penn, Joaquin Phoenix, Jennifer Lopez, Nick Nolte, Billy Bob Thornton, Powers Boothe, Claire Danes, Jon Voight, Julie Hagerty, Bo Hopkins and more. —Ed.



An F1-derived AMG SL in sedan clothing

All the power and tech we feared might be fading away have instead received special attention BY JOE SAGE

This is a 2023 model C-Class, currently still on the lots, but all does remain the same for 2024 (aside from one big announcement—see sidebar).

Going into 2023, the Mercedes-Benz and Mercedes-AMG C-Class Coupe and Cabriolet, as well as the non-AMG Mercedes-Benz Sedan, were unchanged. The Mercedes-AMG C 43 Sedan driven here, however, has had quite a lot to talk about.

The engine is a tale of numbers small and big. At just two liters and four cylinders, this unit delivers 402 horsepower—boosted for short bursts to 415 via Mercedes’ 48-volt mild hybrid system (which also feeds a belt-driven starter-generator). This is a bit more than either a V8 or V12 Mercedes-Benz SL performance coupe from a decade or more back, and a bit less than an

AMG V8 or V12 of that same vintage. But again, this is a two-liter four—which incidentally is rated in upper-mid 20s for highway fuel mileage.

You’ll note we’ve invoked the SL in this tale of the C-Class, and there’s a reason—so does Mercedes. In fact, the technology chain starts even higher than SL, as the AMG team had already invoked Formula 1 in development of this powerplant for the latest Mercedes-AMG SL 43. It’s quite a pedigree, all the more noteworthy in a subtle daily driver sedan that can easily fly under the radar.

The C 43 Sedan’s hand-built AMG M 139I engine is proclaimed to be the first series production unit in the world to feature an electric exhaust-gas turbocharger, a technology taken directly from the AMG Petronas F1 Team, first applied exclusively to “63” models. Its transmission is an AMG Speed-

shift MCT 9G 9-speed automatic with wet start-off clutch and a Race Start function. Its Performance 4MATIC permanent all-wheel drive is rear-biased, and the system is further enhanced by AMG Ride Control suspension with adaptive damping, also adding standard 2.5-degree rear-axle steering.

The interior features all-new AMG Performance seats in a variety of materials, colors and trims (ours is in rich Sienna brown over black leather).

And all of this starts at just under \$60 grand, though ours adds a long list of options and packages, including 20-inch AMG wheels (see sidebar), taking it into the mid-70s.

We had our C 43 for a very wet week, the kind of weather we welcome when equipped with that 4MATIC all-wheel drive. Around town, we noted the value of its power when needed on the free-

ways or in tightly defined shifts on surface streets (with shifts sometimes more noticeable than expected until you get used to it). All of that was without using modes, as we tend to value out-of-the-box setup as our initial foundation for perceptions (and philosophically for long term).

We had fun taking special note of a boy racer in a Detroit pony car, for some reason hunting us down and rip-roaring around us in town. Subtle AMG badging aside, we looked quite ordinary versus, say, our car’s blood cousin the AMG SL. But we stayed cool, content knowing we had 400-plus horses—the sleeper factor, advantage: sedan.

Power, traction and precision control were begging for some open road, so we obliged. With rain still pouring down, we headed up the four-lane Beeline Highway, then onto the aggressive dips and curves of two-lane Bush Highway.

The drive was fantastic, and we could easily have continued for two thousand miles, wet or dry. (With an almost 20-gallon tank—another advantage: sedan—and that healthy highway fuel mileage, we would not have to stop often, either.) We couldn’t do that, that week. But you can. ■

SPECIFICATIONS

ASSEMBLY	East London, South Africa
ENGINE/TRANS BUILD	Germany / Germany
PARTS CONTENT	S.Africa 49% / Ger 30%
ENGINE	AMG M139I handcrafted longitudinal 2.0L 4-cyl w electric exhaust-gas turbocharger, two-stage injection
ON-BOARD ELECTRICAL	48V
HP/TORQUE	402 hp / 369 lb-ft w brief 48V electric boosts to 415 hp
COMPRESSION RATIO	10:1
TRANSMISSION	AMG Speedshift MCT 9G multi-clutch 9-spd auto, wet start-off clutch, wheel-mounted shift paddles
0-TO-60	4.6 sec
TOP SPEED	elect lim 155 mph (165 mph w optional 19- or 20-in wheels)
DRIVETRAIN	AMG Performance 4MATIC w rear-biased torque distrib (F/R 31/69%)
MODES	AMG Dynamic Select programs: slippery, comfort, sport, sport+, indiv
SUSPENSION	F/R: AMG Ride Control susp w alum dbl wishbones, anti-squat/anti-dive control, lightweight coils, stblzr bar, Adaptive Damping System. F: special dev steering knuckles & suspension joints on spring control arm; R: elastokinematics for driving dynamics
STEERING	three-stage AMG parameter; standard 2.5° active rear-axle steering
BRAKES	F: 370x36mm vented-perfed, 4-piston fixed calipers; R: 320x24mm, 1-piston floating caliper
WHEELS	staggered 20-in AMG split 10-spoke
TIRES	F: 245/35 ZR20 / R: 265/30 ZR20
LENGTH / WHEELBASE	188.6 / 112.8 in
GROUND CLEARANCE	(est) 3.5 in
TURNING CIRCLE	39.3 ft
HEADROOM (F/R)	40.0 / 37.5 in
LEGROOM (F/R)	41.7 / 36.0 in
CARGO CAPACITY	16.1 cu.ft
WEIGHT	4092 lb
FUEL / CAPACITY	prem unl / 17.4 gal
MPG	19/26/22 (city/hwy/comb)
BASE PRICE (2023)	\$59,900
PAINT: Manufaktur Moonlight White Met.	1750
INTERIOR: Sienna Brown/Black leather	1620
WHEELS: 20-in AMG split 10-spoke	1450
PANO ROOF	1000
4-ZONE AUTO CLIMATE CONTROL	860
ADVANCED USB PKG	300
ENHANCED AMBIENT LIGHTING	250
INDUCTIVE WIRELESS CHG	200
DRIVER ASST PKG: active distance DISTRONIC, active steering asst, lane change asst, lane keep asst, PRE-SAFE PLUS, blind spot asst, brake asst w cross-traffic, evasive steering asst, emergency stop asst, speed limit asst, route-based speed adaptation	1700
DIGITAL LIGHT PKG: digital light headlamps w projection function	1100
MULTIMEDIA PKG: MB nav w augmented video, heads-up display	1700
SOUND PKG: Burmester 3D surround sound, on-line streaming, sound personalization	650
DESTINATION CHARGE	1150
TOTAL	\$73,630
2023 model, as also still listed on consumer site.	

AMG C 43 SEDAN LINEUP (2023)	
AMG C 43 Premium Sedan	\$59,900
AMG C 43 Pinnacle Sedan	* 62,700
*Our Monroney and base price are for Premium, though all options that differentiate Pinnacle trim level are on ours, without it bearing that name.	



FULL C-CLASS LINEUP (2023)

C 300 / C 300 4MATIC Sedan	\$44,850 / 46,850
AMG C 43 Sedan	59,900
C 300 / C 300 4MATIC Coupe	49,550 / 51,550
AMG C 43 Coupe	62,600
AMG C 63 S Coupe	81,500
C 300 / C 300 4MATIC Cabriolet	57,250 / 59,250
AMG C 43 Cabriolet	69,250
AMG C 63 S Cabriolet	90,000

AMG C63 S E PERFORMANCE SEDAN COMING SOON (2024 MODEL)

The new AMG C 63 S E Performance brings state-of-the-art technologies derived directly from Formula 1 to the road. A two-speed electric motor on the rear axle supports the most powerful production four-cylinder in the world, a handcrafted AMG front-mounted longitudinal 2.0-liter turbo. Power delivery and torque buildup are spontaneous, without delay. As in Formula 1, electric support of the exhaust gas turbocharger eliminates turbo lag of the combustion engine, while the rear axle electric motor pushes powerfully from a standstill. The electric powertrain and 400-volt high-performance battery are AMG exclusive in-house developments. As in Formula 1, the battery is specifically designed for fast power output and draw, with innovative direct cooling of the cells. Combined system output is 671 hp and 752 lb-ft of torque, new benchmarks for C-Class.

Styling of the new AMG C 63 S E Performance sedan more muscular proportions than the standard C-Class, based on an extensively modified AMG bodysell. The front end is 2 inches longer and 3 inches wider, with wider front fenders accommodating a wider track. The wheelbase grows by 0.4 inches, overall length by 3.3 inches. An exclusive feature new to the C 63 S is a narrow air outlet in the center of the hood, transitioning into the two power domes. And for the first time ever on a production Mercedes-AMG model, a round badge with a black AMG emblem replaces the Mercedes star with laurel wreath on the hood.

Details of pricing and availability will follow. ■



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SPECIAL EVENTS : PEBBLE BEACH CONCOURS 2024 : UPCOMING

73rd Pebble Beach Concours d'Elegance Sunday, August 18, 2024



The 73rd Pebble Beach Concours d'Elegance does not take place until August, but the process is already well underway. Collectors hoping to vie for the world's top automotive prize—Best of Show at Pebble Beach—applied by the first week of January, with the Selection Committee due to discuss their recommendations during February.

The event will showcase an expanded range of cars, from pioneering Packards and the Speedsters equated with that 125-year-old marque, to the supercars that raced in the BPR and FIA GT Series of the 1990s. A focus on Maserati and the Coachwork of Pietro Frua add an Italian accent, and Wedge-shaped Concepts & Prototypes offer a distinctly modern look.

PACKARD 125th ANNIVERSARY: Synonymous with American luxury for nearly six decades, from 1899 to 1958, fine Packards have taken Best of Show at Pebble Beach four times. The 125th anniversary of its founding features a special class for early Packards, from single-cylinder horseless carriages to the massive Dominant Six in 1915, with a curated display of models in the 1930

Packard Speedster Series, essentially factory hot rods based on a custom-built shortened chassis, in five body styles, including the quintessential boattail.

MASERATI: The Maserati brothers produced their first racing car in 1926, and their competition models (built through the early 1960s) became legendary, acclaimed worldwide by drivers and owners and well respected by archrivals such as Alfa Romeo and Ferrari. In 1948, under management of the Orsi family, Maserati started to produce non-racing sports cars, and GT cars emerged.

FRUA COACHWORK: Pietro Frua's work defined the golden age of creativity in Italian design and coachbuilding, from the rounded lines of the early 1950s, to the sleek squared-off shapes of the 1960s. Sometimes startling, but always tasteful, his designs were always inherently beautiful.

WEDGE-SHAPED CONCEPT CARS & PROTOTYPES: A few 1950s prototypes hinted at the form, but Wedge-shaped designs really came to the fore with concept cars of the 1960s, '70s and '80s. The featured class will focus on One-Off Wedge Concept Cars and Prototypes.

1990s BPR & FIA GT RACE CARS: Just as legendary sports cars such as the Jaguar E-type, Ferrari 250 GT and Shelby Cobra went from road to racecourse with few changes in the 1950s and '60s, the BPR Series sought to bring iconic supercars to the track in the mid-1990s—and it did just that. The McLaren F1, Ferrari F40, Bugatti EB110, Mercedes-Benz CLK GTR, and Porsche 911 GT1, as well as exotics like the Lotus Elise GT1 and Dodge Viper, all took part.

Speaking of the process being underway, it's never too early to book travel and lodging for Monterey Car Week and the Pebble Beach Concours—they start filling up the minute the prior event is complete. The week includes several high-profile collector auctions, vintage motoring events and much more. ■



Lexus LC is in just its seventh year, though it certainly feels like longer—partly due to six or eight years of gestation, including development of its rare, high-dollar supercar sibling, the LFA, as well as a couple of concept cars that foreshadowed either or both.

You know you want an LC. But which? Although specific combinations have varied over time, there are generally choices between coupe or convertible, and between V8 and hybrid V6—but not always either of either. As of now (see lower right), you can have either as a V8, but coupe-only as a hybrid. That latter is what we are driving here. It's the same build as the very first LC we drove, in 2018, headlined as having “supercar presence and econocar fuel mileage.” While that refers to miles per gallon, a price tag around \$100k may not sound like an econocar. But recall that the LFA it echoes cost three or four times that (and is now worth eight to ten times). Surprisingly, the LC price

remains very close to the same, today, in the face of inflation. In other words, this is a triple bargain. Commonalities and contrasts within LC's many variables offer insights and surprises. Anyone will compare power, price and thirst between the V8 and hybrid. And this turns into an adventure. Purchase prices of the three basic versions are very close together (even special editions this year aren't that much higher), allowing almost anyone to choose purely by preference. From there, apples and oranges kick in quickly. The V8 has 471 horsepower, the V6 engine just 295—but then the hybrid's contribution brings it to 354. (Torque for the hybrid add-on is not stated, though may likely be an even more dramatic bonus.) But the big-battery-bearing hybrid must weigh more, no? Well, just 80 pounds more, fairly negligible for vehicles already well over 4,000 pounds. Acceleration and top speed specs will be bragging points for some, close enough for others, es-

pecially out in the real world, with zero-to-60 time stated as 4.4 seconds for the V8, 4.7 for the hybrid. Top speed is along the same lines—168 mph V8, 155 for the hybrid. Dang close for “not a V8.” Tiny percentages, those. But back to the factor that comes to most minds at the first mention of hybrid—fuel mileage. Despite such similarities in weight and speed, the V8 is rated 16/24/18 mpg (city/highway/combined), the hybrid at 26/33/29, a whopping 37 to 62 percent or so higher. Seen as an economical supercar or sports car by some, Lexus LC is more widely considered a grand tourer (an actual GT). And for this, high fuel mileage is great. Then there's another wild card. Though the fuel tank with either engine is large—over 20 gallons—the hybrid's is a half-gallon larger, adding up to a win-win for economy and range. But here's a tradeoff. Both trunks are very small, the V8 a hair over and the hybrid a hair under five cubic feet (5.2 vs 4.7). Although (or because) they

squeezed a larger fuel tank into the hybrid, its luggage volume was slashed by a half a cubic foot, or 10 percent. This emphasizes a paradox of the LC—it's a fuel-frugal, long-range grand tourer, but one in which you have to pack quite lightly. Differences go on and on. The differential ratio runs 15 percent higher on the hybrid. Ground clearance is also higher on the hybrid—5.5 vs 5.2 inches—yet the drag coefficient is the same on both. Variables may present tough decisions for some people, but be super easy or ignored by others. Even once you've settled on major drivetrain and body style alternatives, ordering your LC is its own adventure. As you'll note in the sidebar, ours has a number of add-ons, and as we reviewed them, we figured we could live without quite a few—the headliner, the roof (although lighter is better for both weight and center of gravity, important on such a car), surely the scuff plates. But then we realized that even our broad array didn't change the general price neighborhood all that much. Of particular note is the \$3200 fee for Bespoke Build Package. As quoted in the sidebar, it promis-

es the chance to option your vehicle, but then don't they all? Confusion sets in when you puzzle over the fact that you paid for Bespoke but also paid for options. (Another mystery was how our optional wheels could possibly be just \$40.) We reviewed this in depth—via press materials, the consumer site, a few Lexus forums—and could write a book about what we learned (or didn't). Forums show confusion and understandable misunderstanding on the part of purchasers, but also among dealers they had tried to work with. Though remaining unclear, glimmers of understanding seem to come from a few angles. One is that in Japan, a buyer typically visits a dealership, drives the sole sample they have on hand, then orders what they want. Factory orders are more of a relatively rare exception here (they mean waiting, plus dealers will understandably always steer you toward what's on the lot). Number two, as best we could conclude, is that buying the Bespoke package is not a tangible item, like options themselves, but rather a gateway to— (cont'd)

Precision head-turner



BY JOE SAGE

The 2024 LC is largely a carryover model. New this year are a 12.3-inch high-def touchscreen and two new colors (Ultrasonic Blue Mica, as on our sample, and Copper Crest, a great Arizona color), as well as various additional tech and wheel upgrades.

SPECIFICATIONS	
ASSEMBLY	Toyota, Aichi, Japan
BODY / FRAME	unitized steel body w steel front & rear subframes
SEATING CAPACITY	four
HYBRID POWER SYSTEM	series/parallel system w gasoline engine & elec motors
ENGINE	3.5L V6, 24v DOHC, dual VVT-i
HP/TORQUE	295 hp / 258.2 lb-ft
COMPRESSION RATIO	13.0:1
DRIVETRAIN / V6 ENGINE	RWD
ELECTRIC MOTORS	
FRONT	perm magnet synchronous
REAR	perm magnet synchronous
HYBRID BATTERY PACK	lithium-ion 84-cell, nominal 310.8V, system 650V
TOTAL SYSTEM POWER	354 hp
TRANSMISSION	two-gearset multistage hybrid system: planetary-type continuously variable transmission (CVT) from Lexus Hybrid Synergy Drive, with a unique 4-spd automatic transmission added
DIFFERENTIAL RATIO	(500h hybrid) 3.357
0-TO-60 / TOP SPEED	4.7 sec / 155 mph
SUSPENSION	F: dbl-joint multilink; R: multi-link
STEERING	vehicle speed-sensing coaxial rack & pinion, pwr assist
BRAKES	F: 15.7 vented, 6-piston opposed alum calipers, high-friction pads; R: 14.1 vented, 4-piston opposed alum calipers, high-friction pads
WHEELS	opt 21-inch staggered 10-spoke forged alloy gloss black & machined finish
TIRES	F: 245/40 R21; R: 275/35 R21 summer
LENGTH / WHEELBASE	187.4 / 113.0 in
GROUND CLEARANCE	5.5 in
TURNING CIRCLE	35.4 ft
HEADROOM (F/R)	(CFRP roof) 36.8 / 32.2 in
LEGROOM (F/R)	42.0 / 32.5 in
CARGO CAPACITY	(500h hyb) 4.7 cu.ft
WEIGHT	4420 lb
WEIGHT DISTRIBUTION (F/R)	52 / 48%
FUEL / CAPACITY	91 oct / (hyb) 22.2 gal
MPG	(hyb) 26/33/29 (city/hwy/comb)
BASE PRICE	\$101,250
BESPOKE BUILD PKG:	“allowing customers to configure their vehicle with a mix of performance and styling components like the wheels, spoiler, roof and exterior/interior trim and colors”
PREMIUM PAINT: Ultrasonic Blue Mica	595
WHEELS: 21-in forged gloss black metallic alloy machined finish	40
ALCANTARA-TRIMMED SPORT SEATS	nc
ALCANTARA HEADLINER	1700
AUDIO: Mark Levinson premium	1220
SPEED-ACTIVATED REAR WING	995
CARBON FIBER ROOF	2400
CARBON FIBER DOOR SCUFF PLATES	600
DESTINATION CHARGE	1350
TOTAL	\$113,350
Sticker price varies from most current, below.	

2024 LEXUS LC LINEUP	
LC 500: V8, 471 hp, 398 lb-ft, 10-spd auto, RWD	
LC 500h: V6, 295 hp, 258.2 lb-ft, multistage hybrid transmission, elec motors front/rear, total 354 hp	
LC 500	\$99,300
LC 500h	♥ 102,600
LC 500 Convertible	106,800
LC 500 Inspiration Series	116,700
LC 500 Convert Inspiration Series	121,900

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ward the ability to do options. Since even this is puzzling, against the familiar approach, we've tentatively concluded that it lets you unbundle individual items from standard packages. If you compare packages individually, on anything, you'll find many possibilities over a very wide price range. Generally, a couple of details may be lacking on one, while a couple of unneeded items will be included in another, forcing multiple bundles. At \$3200 for the privilege, going Bespoke could end up costing more, it seems, but at least you won't have something you don't even want on your car. (As for our \$40 wheels, this is surely a broken-out cost differential from similar standard ones.)

These conclusions are speculative. Feel free to dig into it further. Realistically, it will seldom come up, as buying one off the lot remains most likely, and if the total price is fine, you're good to go.

As throughout the Lexus lineup, the era of wiggly and uncertain joysticks and trackpads controlling the screen from the console are pretty much behind us. Details linger, such as one heated seat button on the console to access two heated seat inputs on the screen, but mostly it's pure screen-touch now, with a handful of hard knobs, switches and wheel-mounted redundancies as appropriate.

All that analysis aside, this car begs to be driven, and who are we to say no?

It takes no time at all to start enjoying the Lexus LC 500h hybrid. Power and performance are immediate, featuring precision throttle and shifts, highly responsive steering, and advanced brakes front and rear. Is this a lot to get used to? Not really, not at all. In many a sports, muscle or supercar, the adjustment is significant, but not in this. The LC is engineered to be noticeably different while also noticeably welcome and immediately familiar, the most positive combination you could hope for.

The hybrid does not have that V8 growl, but you don't miss it. Instead, it has a high-tech yet throaty whine, a very high-end European type of growl.

And it turns heads from the get-go.

Aside from routine daily driving, we took our LC

500h on two longer runs. The first was up into the outer fringes of the northeast valley—an adventure in elevation climb, initially through multiple changes in lane count, in very aggressive traffic, with heavy construction disruption added to the mix in spots. And this roadworthy grand tourer was great in all of it—power, braking, steering, everything—with over-the-shoulder visibility also remarkably good from inside its small greenhouse.

Our reward was in the curvy, hilly two-lanes at the top. Given our general philosophy that vehicles should be optimum as delivered, and that drive modes suggest they are not, we were having so much fun, we had to ask: what else have ya got?

It turns out that while standard mode is fine, we greatly enjoyed its Sport S+ mode, which notably tightened up suspension, provided a prompt power curve upon acceleration (even from a dead stop on an uphill), handled downshifts skillfully, and even pumped up the sound effects nicely. We did use paddle shifts more than typically, in some of the hills and curves, at first surprised to see how quickly it reverted back out of them. But its clever dual-gearset setup (see transmission specs) can defy assumptions made per gear-equivalent readouts in the binnacle, proving its own intelligence.

We had expected to prefer standard mode once we were back in town, and it may well be the better-adapted alternative, but we instead found ourselves still enjoying Sport S+ even in traffic.

Nobody wants to bring a race car to a traffic jam, but our second big drive was up I-17, which we've been avoiding due to disruptive construction, for dinner at Rock Springs Café. Despite this car's natural habitat of open road, its shifting precision and cabin visibility made it a breeze in the most crowded backups (while its power and accuracy allowed opportune lane changes as needed).

Is our Lexus LC worth \$113 grand? Truth be told, that's a big bragging point. When you already have somebody's admiring eye, which you will, tell them that—and if they're familiar with the price of most supercars, they'll ooh and aah all the more. ■



The 10th Annual Concours in the Hills, sponsored by Desert Financial Credit Union, took place on Sunday, February 18 (rescheduled from an originally scheduled date of February 3 due to heavy rain forecast), captivating nearly 40,000 spectators in Fountain Hills Park.

At its inception in 2014, the event featured 220 cars and attracted 3,000 spectators. This year, there were approximately 40,000 spectators, more than 1,000 vehicles, five military and civilian helicopters, and 83 sponsor booths and food vendors, exceeding expectations and on a steady upward trajectory.

Cars on display included a 2020 McLaren Speedtail, 2018 Bugatti Chiron, 1997 TVR Cerbera, 2023 Ferrari 812 Competizione and many more.

As the vehicles made their grand debut, the event's founder and chairman emeritus

Peter Volny—alongside retired race car drivers Derek Daly, Didier Theys and Harley Cluxton—presented the opening ceremony, while Darin Roberge of Motorwerks Marketing served as emcee for the day. The official opening wrapped up with the presentation of a check for \$314,615 to Phoenix Children's. Adding donations made throughout the day, the total was brought up to \$330,228 (and counting), which goes directly to children in need of life-saving medical services.

The event raised funds through sponsorships, registration, food vendors and donated funds and services, an achievement demonstrating both the community's support and the profound impact of collective efforts in advancing the mission of Phoenix Children's.

Five vehicle award categories included Best Domestic, Best Import, Best Race Car, Best Car Club Display and Best of Show.

A 1955 Chevrolet 210 won Best Domestic; a 2005 Porsche Carrera GT won Best Import; an unspecified Indy race car won Best Race Car; Fountain Hills Auto Club won Best Car Club; and a 2020 McLaren Speedtail (shown at top right) won Best of Show.

In the first year since Volny handed the reigns of this auto show charity event to Phoenix Children's, Concours in the Hills has proven its significant impact with the help of its auxiliary group, PCH50, also known as "The Fifty." Its mission is to harness the energy, enthusiasm and experience of 50 driven community leaders as the next generation of supporters of Phoenix Children's.

More information on Concours in the Hills: phoenixchildrensfoundation.org/signature/concours/.

More on Phoenix Children's Foundation: givetopch.org. ■

Concours in the Hills 2024

Over \$300,000 raised for Phoenix Children's Foundation

Photos courtesy of the event



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EDUCATION & TRAINING : FORD AUTO TECH SCHOLARSHIPS

Ford dealers and Ford Fund invest \$2 million to train future auto techs

Ford dealers and Ford Fund, the philanthropic arm of Ford Motor Company, are investing \$2 million in scholarship funding in 10 regions to help students pursue careers as automotive technicians. Spanning over 20 states and 292 eligible schools, the Ford Auto Tech Scholarship will grant 400 need-based awards to current or future students enrolled in post-secondary auto programs.

The automotive industry faces an ongoing shortage of technicians, with over 400,000 techs needed by 2027. Now in its second year, the Ford Auto Tech Scholarship creates opportunities for rewarding, well-paying careers as the industry moves toward electrification and software integration.

"As vehicles become more advanced, we need highly skilled technicians to maintain and service

them," said Elena Ford, Ford's chief dealer engagement officer. "Partnering with our dealers to invest in these students helps create job opportunities, shapes the future of our communities, and drives growth in our industry."

The Ford Auto Tech Scholarships will be administered by TechForce Foundation, a national nonprofit organization committed to supporting students pursuing technical education and careers as professional technicians. Ford is proud to partner with TechForce to grant \$5,000 per student in financial assistance for education and training in auto and auto/diesel at a wide range of accredited institutions.

"Every technician plays a vital role in moving our communities forward. In order to solve the

shortage of technicians the transportation industry currently faces, and because diversity drives innovation, we need to make the field more accessible for people of all backgrounds," said Jennifer Maher, CEO of TechForce Foundation. "By partnering with Ford dealers and Ford Fund to remove barriers to entry and increase greater economic mobility, we pave the way for more communities to thrive."

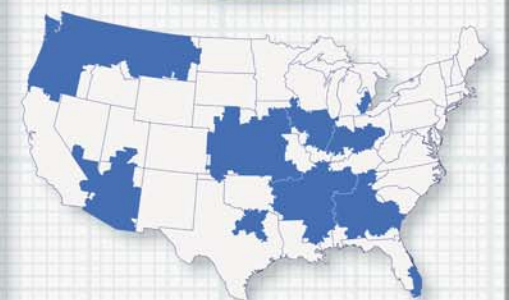
The Ford Auto Tech Scholarship is open to individuals pursuing automotive technology degrees or certificates in the 10 selected regions, covering various costs associated with their education. The scholarship may be used for all attendance costs, including tuition, tools, living expenses and transportation. During students' educational journey and career transition, Ford dealers in each region will serve as a support system, offering advice, on-site training and career guidance.

For Makenna Enga, a student recipient from UTI-Phoenix, this scholarship means breaking free from traditional career paths. "I am extremely passionate about pursuing a technical education in automotive technology for many reasons," Enga said. "To start with, a pretty obvious one is the lack of women in the industry. No one in my family has studied a trade, but I believe I was made for it."

Last year's contribution directly resulted in 200 students receiving \$1 million in scholarships across four regions: Greater Atlanta, Chicago, Dallas and Phoenix. Students eligible for the 2024 Ford Auto Tech Scholarship must be pursuing a degree in one of these 10 regions: the Greater Atlanta, Chicago, Dallas, Detroit, Phoenix, Kansas City, Memphis, Miami, Seattle or Cincinnati areas. The application process is open through August 31, 2024.

Scholarships will be awarded on a rolling basis and applications reviewed as received. To learn more about the 2024 Ford Auto Tech Scholarship, or to apply, please visit the TechForce website:

techforce.org/fordfundv2 ■



EV models are variously adding to, parallel-ing, echoing, eclipsing or erasing exist-ing fuel-powered vehicles in lineups worldwide (all with one eye fixed on the crystal ball, with factors of production and adoption all in flux).

The first Audi e-tron (small “e”), revealed in the US just over five years ago, was a new breed, an add-on to all that existed. And as a lone wolf mod-el, Audi e-tron was its full ame.

But this is now taking a lane change. A new Q4 e-tron was revealed about a year after the original e-tron and launched for model year 2022. It was also all-new, but this time named to merge into the existing lineup of Q SUVs. There is no non-EV Q4, so if you say Q4, it can only be the Q4 e-tron, making it more of an expansion or echo model.

Continue forward to model year 2023, and the bigger original e-tron was renamed the Q8 e-tron. Not only does this slot into the greater Q family, as Q4 e-tron had, but this time had a new twist—it shares its name with non-e-tron versions of Q8. If it’s internal combustion, it’s a Q8; if it’s an EV, it’s a Q8 e-tron—more of a parallel model positioning.

The whole thing is an echo from Audi almost 45 years ago, when they introduced the first quattro,

the original coupe, known simply as Audi Quattro. Or so it was until quattro all-wheel-drive was ad-ded to others—the 4000 quattro, 5000 quattro and so on. Now, all are quattros (yet all still bear this as an add-on to their names). This is basically ex-actly what is on track now with e-tron.

(A distinction or two: the original Quattro model was capitalized, but the term has gone lower-case ever since, while e-tron has been all lower-case all along—even that first stand-alone e-tron, unlike that first Quattro. With reference to the first one now less clear, it’s often called the ur-Quattro [Ger-man prefix for original] or Quattro Coupe. What the first e-tron will be known as remains to be seen.)

Audi’s quattro all-wheel drive is about power, performance, balance and traction. It’s been years since Audi offered front-drive (at least in our mar-ket), but it was inherently positioned downstream from quattro. Now, the variables run upstream. For Q8, fuel-fired variants are based on three perfor-mance levels—regular, S and RS—while EVs come in two performance levels—regular or S—but al-so two body variants (a common box-SUV and a coupe-like SUV alternative called the Sportback).

In the broader matrix, Q8 e-tron is the lineup’s

least pricey EV, while surprisingly only \$700 more than the least pricey gasoline Q8.

You can run up your luxe and your price from there, as our sample does with \$10,400 for Pres-tige (a trim level on others, but here achieved as a package) and a Launch Edition package for \$2,750 more. These bring it up to SQ8 e-tron base pricing, but of course you can add similarly to an S. (The SQ8 e-tron will be a later arrival, any time now.)

But the Q8 e-tron has solid power, acceleration and recharge times. (Bonus: Audi is now including two years of Electrify America DC fast charging.)

Audi’s style evolution has always been gradual, but over time distinct. Perhaps until now. They pio-neered big, brand-distinctive grilles, which swept across the industry. And their four-ring logo (though rooted in a four-brand merger long ago) was per-fect for quattro. On Q8 e-tron, basic elements up front—grille, lights, vents—take up almost all the available real estate, and shapes are secondary. If you removed the logo, you might not know what it was, and they’ve even given that a head start—

new “two-dimensional rings” are under a smooth membrane, seen as just a blob from some reflec-tive angles. Oddest (though coolest) of all is a light bar across the top of the grille, which comes on only along with certain exterior light settings—stylish when lit, but a gaping void when it’s not.

The ride is quite good atop redesigned steering and suspension (we did not get to compare old and new back-to-back). Two motors, front and rear, grant it the quattro name, while it’s rear-biased in most conditions (preferable to Audi’s earlier front bias).

The turning circle seemed very tight in the real world (one of our favorite attributes), though its spec is 40 feet (several feet larger than a compact sedan, while on a wheelbase only inches longer)—a spec we will seek to confirm or correct.

Tight u-turns aside, we were impressed by road handling—no awkward front geometry feedback, just smooth cornering that echoes quattro itself. An exception to this was in a roundabout, a quick right-left-right wiggle that amplified itself through-out. Our philosophy is that any vehicle experience should be optimum out of the box, with modes only adding specialized performance, but that’s seldom the case. Here, we were curious enough to pull

2024 AUDI Q8 LINEUP

GASOLINE	Q8	\$73,700
	SQ8	96,600
	RS Q8	125,800
ELECTRIC (EV)	Q8 e-tron	74,400
	Q8 Sportback e-tron	77,800
	SQ8 e-tron	89,800
	SQ8 Sportback e-tron	92,600

off, change from auto to dynamic, then power through those roundabouts again. Success. We followed suit for quick lane changes on multi-lane streets and freeways, with the same improvement.

Highly engineered bits added to the chassis all perform very well. The chassis itself, as on pretty much any clean-sheet EV, bears the stiffness guar-anteed by a big rectilinear battery and the plat-form supporting it. This was clear in the Q8 e-tron when—despite very slow speed—we encoun-tered certain speed bumps, or even the almost-unmeasurable edge of a concrete apron meeting asphalt, which could be remarkably harsh.

Overall, the Audi Q8 e-tron delivered the quick, smooth, pedal-to-power “magic carpet ride” com-mon to powerful EVs, while delivering our long-standing mixed metaphor for a well-executed Audi quattro—that it “rides like a cat on rails.” ■

SPECIFICATIONS

ASSEMBLY	Brussels, Belgium
MOTOR/TRANS BUILD	Hungary / Hungary
CONTENT	Hungary 53% / Germany 16%
MOTORS	asynchronous, front/rear
BATTERY	397V Li-ion, 114/106 kWh gross/net, 432 prismatic cells, 36 modules, alum case, extruded alum reinforcements
POWER	402 hp
TRANSMISSION	single-speed
DRIVETRAIN	quattro AWD
0-TO-60 / TOP SPEED	5.4 sec / 124 mph
SUSPENSION	F: 5-link; R: 5-link
STEERING	electromech, speed-dep assist
BRAKES	F: 15.7 vented, 6-piston calipers; R: 13.8 vented, single-piston caliper
WHEELS	(opt) 21-in 5-arm aero metallic black
TIRES	(opt) 265/45 R21 108H XL all-season
LENGTH / WHEELBASE	193.5 / 115.1 in
GROUND CLEARANCE	8.1 in
TURNING CIRCLE	40.0 ft
HEADROOM (F/R)	38.1 / 38.6 in
LEGROOM (F/R)	40.8 / 39.1 in
CARGO CAPACITY	28.5 / 56.4 cu.ft
WEIGHT	5798 lb
TOW CAPACITY	4000 lb
CHARGING	Level 2 9.6 kW 240V 40A: 13 hrs Level 2 119.2 kW 240V 80A: 6.5 hrs DC Fast Charging: (10-80%) 31 min
RANGE: EPA	285 mi (note: 300 mi on Sportback with ultra pkg)
MPG	(MPGe) 80/83/81 (city/hwy/comb)

BASE PRICE (2023)	\$74,400
PAINT: Daytona Gray Pearl Effect	595
PRESTIGE PKG: (incl Premium Plus): B&O 3D audio, vented front seats, virtual 360° top view camera, phone box light; (adds Prestige): singleframe projector lighting, digital matrix LED headlights, Valcona/Milano leather seats, indiv contour massaging front seats, intelligent park assist	10400
LAUNCH EDITION: 21-in 5-arm aero structure metallic black wheels, S line exterior, black roof rails, mirror housings and exterior trim, mesh anthracite inlays, Valcona/Milano leather interior adds piping	2750
AC CHARGING PKG	1850
REAR SIDE AIRBAGS	400
DESTINATION CHARGE	1195
TOTAL	\$91,590

2024 AUDI COMPLETE SUV LINEUP

Q3	Q3	\$37,000
Q4	Q4 e-tron	EV 49,800
	Q4 Sportback e-tron	EV 58,200
Q5	Q5	44,600
	Q5 Sportback	51,500
	SQ5	57,000
	SQ5 Sportback	59,900
Q7	Q7	59,500
	SQ7	90,400
Q8	Q8	73,700
	SQ8	96,600
	RS Q8	125,800
	Q8 e-tron	EV 74,400
	Q8 Sportback e-tron	EV 77,800
	SQ8 e-tron	EV 89,800
	SQ8 Sportback e-tron	EV 92,600

ELECTRIC ECHO

AUDI E-TRON MODELS JOIN MAINSTREAM LINEUP
BY JOE SAGE



THE INSIDE TRACK: BRIEFS & RUMORS



▼ **Hyundai** Motor Group's Advanced Air Mobility (AAM) company—**Supernal** LLC—unveiled its S-A2 electric vertical takeoff and landing (eVTOL) vehicle product concept at CES 2024. The pilot-plus-four-passenger vehicle marks the latest milestone in Supernal's roadmap to commercialize the segment as safe, efficient, affordable everyday passenger air travel. S-A2 builds on an S-A1 vision concept from CES 2020, combining innovative aerospace engineering and Hyundai automotive aesthetic design to create a new, faster mode of point-A-to-B transportation for urban areas. Supernal aims to meet commercial aviation safety levels and achieve affordable manufacturing of its vehicles in preparation for entering the market in 2028. The S-A2 is a V-tail aircraft designed to cruise at 120 mph at 1,500-foot altitude, initially meeting typical city operation needs of 25- to 40-mile trips. It features distributed electric propulsion architecture, with eight all-tilting rotors. At entry into service, Supernal promises operation "as quiet as a dishwasher": 65 dB in vertical take-off and landing phases, 45 dB while cruising horizontally. Engineered to achieve global commercial aviation safety standards, its airframe structure includes redundant components in critical systems such as powertrain, flight controls and avionics. The all-tilting rotor configuration will power the vehicle through both vertical-lift and horizontal-cruise phases of flight with unique efficiency. To maintain superior quality while also being cost-effective, the vehicle

will leverage Hyundai's mass production capability. The company is also focused on interior modularity and battery upgradability, including the ability to replace the battery module as technology advances. The CES 2024 display included a Supernal Vertiport exhibition, in a parking lot next to the Las Vegas Convention Center. This future "transportation hub" brought together Supernal's vision for AAM in an operational setting, where attendees had the



opportunity to see the product concept, take a simulated flight above Los Angeles, and learn about potential flight networks and the technology to support them, as well as how vertiports and other transportation modes will create quicker and easier metropolitan journeys.

▼ **Porsche** has been putting a prototype of their all-electric Macan through an ex-

acting and gruelling test program to prepare for its world premiere. Ten years after its launch, Macan is on the cusp of taking all-electric form in its second generation, the first Porsche model built on a new Premium Platform Electric (PPE). The test process is conceived to ensure perfect coordination of all components and systems, with Porsche placing great importance on real-world testing with camouflaged prototypes, while at the same time, simulations in both the virtual world and wind tunnel are increasingly precise and play an ever-greater role—particularly true as designers and aerodynamics engineers work hand-in-hand to achieve a Cd of 0.25 (previously 0.35). There are variable elements on the underbody. The vehicle floor is flat and closed like that of a racing car, even in the rear axle area. Fairings there are flexible and also ensure low air resistance when rebounding—an innovative in combination with streamlined wheels and aerodynamically optimized tire contours. During normal cruising on a country road, the Macan automatically assumes its ideal streamline—the rear spoiler moves into eco position,

air flaps close and the chassis level lowers, making this one of the most aerodynamic SUVs. Ranges according to WLTP will be more than 500 km (310 miles) for all variants. The 800-volt architecture of the PPE enables high-performance fast charging, which is being tested worldwide as part of the development process. Porsche has developed the new Macan with a focus on the driving dynamics typical of the brand,

and with a familiar steering feel, these core competencies a particular focus during testing. In endurance tests, service life is simulated under the kind of harsh operating conditions that will later only be expe-



rienced by customers at the absolute limit. To date, the camouflaged prototypes of the new Macan have completed over three and a half million test kilometers (about 2.2 million miles) on test tracks and public roads, from minus 30 degrees C (-22°F) in Scandinavia to plus 50 (122°F) in Death Valley, not only on roads, but also off-road, on gravel, snow and ice. The vehicle's all-wheel drive is rear-focused, with the latest generation of permanently-excited PSM motors on front and rear axles providing overboost power of more than 450 kW (603 hp). Electronically controlled Porsche Traction Management distributes over 1,000 Nm (738 lb-ft) of torque in almost real time (with Launch Control in the top model). To balance high performance and comfort, Porsche Active Suspension Management has two-valve damper technology, air suspension, rear-axle transverse lock and, for the first time, rear-axle steering of up to five degrees.

▼ The **American Motorcyclist Association (AMA)** is throwing a year-long celebration as it commemorates its 100th anniversary in 2024. For a century, the AMA has been at the forefront of promoting and protecting the interests of motorcyclists, creating a vibrant community of enthusiasts dedicated to the joy of riding. Since its inception in 1924, the AMA has played a pivotal role in shaping the landscape of motorcycling in the US. Rooted in passion, advocacy and the freedom of the open road, the AMA has become a driving force

for riders across the nation. As one of the largest motorcycling organizations in the world, the AMA has consistently championed the rights of motorcyclists from all walks of life, evolving to embrace a diverse

and growing community of riders. Special events and initiatives planned throughout the year include Centennial Celebrations at Spring Bike Night (May 18), AMA Hall of Fame Days (October 10-13), and the biggest event, AMA Vintage Motorcycle Days (July 25-28), their ultimate anniversary celebration, complete with an all-points ride from across the US to the event. The AMA will also have anniversary displays at various AMA-sanctioned events throughout the

▼ A new **IDTechEx** report suggests that sodium-ion (Na-ion) batteries will diversify the energy storage industry. They are being developed due to their potential cost, safety, sustainability, and performance characteristics over traditional lithium-ion batteries and can be made with widely available and inexpensive materials, sodium being significantly more abundant than lithium. They can also use aluminum for the anode current collector instead of copper (as in lithium-ion cells), reducing supply chain risks. They can be stored at zero volts, with less risk during transportation (lithium-ion batteries are generally stored at around 30 percent charge). Electrolytes in sodium-ion systems generally have a higher flashpoint than lithium-ion systems, reducing flammability risks. And the process for making sodium-ion batteries is very similar to lithium-ion, so scale-up of the technology can benefit from existing lithium-ion battery production lines. There are general pros and cons of each battery chemistry now. Energy density for Na-ion batteries is still lower than high-energy Li-ion cells, which use nickel, but is approaching that of high-power lithium iron phosphate (LFP) cells. An interesting point not shown is that Na-Ion cells can have high-wattage characteristics, reported at ± 1000



year, including Daytona Bike Week, select AMA Supercross events, the Buckeye Motorcycle & Music Rally, and more. The AMA Motorcycle Hall of Fame will have special curated exhibits showcasing iconic motorcycles, memorable AMA moments and the individuals who have shaped the association. Commemorative 100-year anniversary merchandise, including apparel and accessories, is available at AMAGear.com.

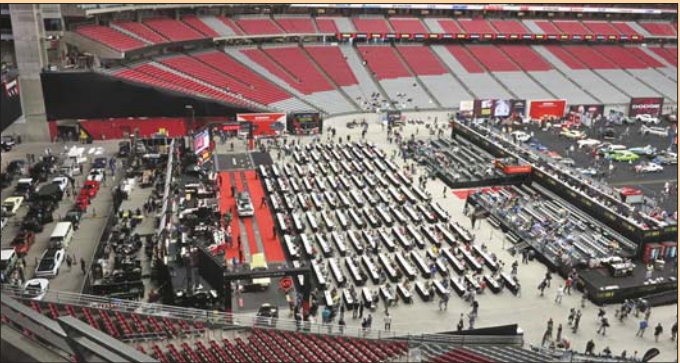
W/kg, higher than NMC (± 340 -420) or LFP (± 175 -425) cells. The sodium-ion chemistry will certainly not be the answer for all applications; however, it will be well-suited to complement, rather than displace, existing and future lithium-ion technologies in many applications. The IDTechEx report includes granular 10-year forecasts, patent analysis, material and cost analysis, and identifies target markets. ■

UPCOMING FEATURES

Nissan Z NISMO



Mecum Auctions Glendale results



LandTrust campground alternatives



Mercedes-Benz GLS 580 4MATIC



Honda Ridgeline Sport



Sally McNulty - Arizona racer and race car builder



Courtesy Sally McNulty

NWAPA Mudfest Outdoor Activity Vehicle competition



Toyota Grand Highlander



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