

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 24 NUMBER 3
MAY-JUNE 2025

*MECUM GLENDALE
BARRETT-JACKSON
PALM SPRINGS
FOUNTAIN HILLS
PEBBLE BEACH
VEHICLE DRIVES
LAND ROVER
TOYOTA, NISSAN
SUBARU, KIA, AUDI
ADOT & TECH NEWS
AND MUCH MORE!*

Land Rover
Defender 110
Sedona Red
Edition

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

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

THE BEST LINE OF DEFENSE

Our biggest seller -- new lower prices!

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

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

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

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



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

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

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



bestlinerracing.com - 800-726-0311

Proud sponsors of
Valerie Thompson Racing



ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features May-June 2025

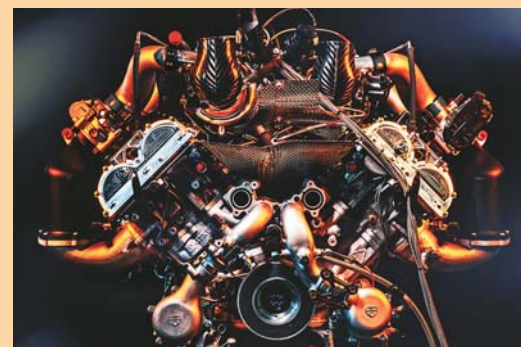
A Week With	2025 Toyota bZ4X AWD Limited (EV) .....12 If you've been equal parts intrigued and put off by the whole EV thing, we recommend you give this one a try. Toyota, who demystified the hybrid, has now demystified the EV.
Motorsports	Porsche Mobil 1 Female Driver Initiative .....15 Financial support and training to drivers in Porsche Carrera Cup North America and Porsche Sprint Challenge North America.
A Week With	2025 Land Rover Defender 110 Sedona Red Edition .....16 There are a lot of reasons we are seeing more and more of these on the roads—top notch at everything and reasonably priced.
Special Event	Mecum Auctions Glendale 2025 results A .....18 With January Auction Week down to just four at last count, this springtime even from hobby-industry giant Mecum keeps gaining.
Motorsports	Phoenix Raceway NASCAR Fall Championship B .....21 Catch the Championship here once more before it rotates away.
Special Event	Fountain Hills: Concours in the Hills 2025 recap C .....23 Close to half a million dollars raised for Phoenix Children's.
A Week With	2025 Audi Q7 55 TFSI quattro Prestige .....24
Special Event	Barrett-Jackson Palm Beach Auction 2025 results D .....27
A Week With	2025 Nissan Rogue Rock Creek AWD .....28 We took this solid, nicely restyled unit for a run to snow country.
Special Event	Pebble Beach Concours d'Elegance upcoming E .....31 Early info for the anchor event at Monterey Car Week in August. This is a reminder that if you hope to go, you'd best get booked.
A Week With	2025 Kia K4 GT-Line .....32
Technology	Zenvo Automotive V12 .....35 Intriguing MAHLE powertrain is at the heart of the Aurora project.
A Week With	2025 Subaru Legacy Touring XT .....36
ADOT	AFV HOV lane usage to change F ; Apache Trail progress G .....39 News from both city and trail, as alternative fuel vehicles are poised to lose one-person HOV privileges, while off-pavement drivers have a favorite stretch of road back.
A Week With	2025 Nissan Murano Platinum AWD .....40
Technology	Honda Space Station-based fuel cell development .....42 Honda R&D developing regenerative fuel cell system in space, will conduct testing with Sierra Space and Tec-Masters on the International Space Station
A Week With	2025 Audi SQ6 e-tron (quattro) Prestige (EV) .....44
Vehicle Reveal	2026 Toyota GR86 Yuzu edition .....47
A Week With	2025 Hyundai Santa Fe Hybrid Calligraphy AWD .....48

departments

- FROM THE PUBLISHER4
- AUTOMOTIVE NEWS UPDATE6
- THE INSIDE TRACK: BRIEFS & RUMORS50
- UPCOMING FEATURES54



COVER: One of the surprises referred to in our publisher's letter on the next page is this issue's cover vehicle—the **Land Rover Defender 100**, here in special Sedona Red Edition form. It may seem that it would cost twice as much, whether by brand image, reputation, siblings, the individual model's fit and finish, off-road and urban capabilities or whatever-all. But you can easily spend more on a familiar domestic competitor. This holds true in base trims or top trims. And it's part of a wider phenomenon.



START YOUR ENGINES : FROM THE PUBLISHER

Variety itself comes in a variety of forms. In the automotive realm, attributes that may seem to precede their introduction could include brand impression, priciness, quality reputations (they are all very close now, in the official surveys and tallies), size categories (or perceptions), powertrains, technologies and more. Each has plenty of variety, but as you start to dig, or look at them individually, each element of variety can have considerable crossover. Such may be the case with a great many of the vehicles driven in this issue.

At first glance, many may appear to be an economy brand, but an individual vehicle then turns out to compete with, or even conquer, a brand considered premium or luxury. Others may be the inverse of that, having the air of a luxury brand, but turning out to compete against what seemed like more mundane vehicles, till you start comparing quality, appearance, price, capabilities and so on. And, again, vice versa, upside-down, inside-out and maybe even circular by any analysis.

One special note in this issue (and likely to be the case for awhile)—all prices given are per manufacturer materials at time of production. Expect some to change more than is typical, as impact of new international tariffs, if any, may affect some more than others, some not at all. Besides being its own adventure (and area of interest), it also reflects the variety, crossover and surprises of many vehicles' nation of origin. We've been including the point of assembly, when stated, and the nations of origin for engine and transmission, and for parts content overall, when given. (Why this is freely stated by some and not by others—and why they often don't add up to 100 percent—has long been a mystery, not for their reasons, but in terms of why it is regulated or required in the first place, but apparently not really.)

It's always fun, though, to find a few surprises. And, to our minds, this issue has a few. Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

ARIZONA DRIVER
MAGAZINE



PUBLISHER/EXECUTIVE EDITOR:
Joe Sage

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

- www.arizonadrivermagazine.com
- Instagram: @ArizonaDriver
- Facebook: @ArizonaDriverMagazine
- X (formerly Twitter): @ArizonaDriver
- Pedal: @ArizonaDriver

ARIZONA DRIVER MAGAZINE IS A MEMBER OF:

- AZAP**Arizona Automotive Press
- IMPA**International Motor Press Association
- MAMA**Midwest Automotive Media Association
- MPG**Motor Press Guild
- NWAPA**...Northwest Automotive Press Association
- PAPA**Phoenix Automotive Press Association
- RMAP**Rocky Mountain Automotive Press
- SAMA**Southern Automotive Media Association
- TAWA**Texas Auto Writers Association
- TxMMPA**...Texas Motor Press Association
- WAJ**Western Automotive Journalists

PUBLISHED BIMONTHLY BY ADZONE ARIZONA LLC

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

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

ARIZONA DRIVER MAGAZINE

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

Drive Toward a Cure for Parkinson's Disease

... Driving Has Never Meant More!



Thursday, October 10, 2024: Drive Toward a Cure celebrates Sam Posey as a Legend of Motorsports and Champion of Parkinson's at Lime Rock Park, CT.

We are inspired by the **Cars and Camaraderie**® within automotive culture, found in equal measure among both enthusiast communities and industry professionals. **Drive Toward a Cure**® events harness the passion for cars and driving and turn that power into support for ongoing efforts to improve the lives of those living with **Parkinson's Disease**, as well as the research that will hopefully one day lead to a cure.

From our *signature* events, to the grassroots movement of programs from coast-to-coast, we invite you to join us as we **Drive Toward a Cure for Parkinson's Disease!**

Let us motivate you to create or turn an existing event into a powerful fundraiser by allowing your group to give back and make the day more meaningful. Better yet, challenge others in your area to see who can raise the most money and drive the most miles to foster awareness! Get in touch at info@drivetowardacure.org.

It's TIME to END PARKINSON'S

BRM Chronographes Model V1246SADTC Automatic. Numbered limited edition.

20% of the sale benefits Parkinson's

Reserve Yours at
drivetowardacure.org/BRM



SAVE THE DATE:
APRIL 5, 2025

Music & Motion 2.0

at The National Automobile Museum, Reno + virtual



Torva

Fine Art of Fine Automobiles



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

Drive Toward a Cure is a 501(c)(3) charitable organization.

News, event registrations, and donations at

www.drivetowardacure.org

[f/DriveTowardACure](https://www.facebook.com/DriveTowardACure) [@DriveTowardACure](https://www.instagram.com/DriveTowardACure) [@DriveTowardCure](https://www.twitter.com/DriveTowardCure)

Supporting Parkinson's Disease through beneficiaries including:



AUTOMOTIVE NEWS UPDATE



▼ The **Genesis GV60 Mountain Intervention Vehicle (MIV)** Concept was revealed at the World Economic Forum (WEF) in Davos, Switzerland—the third Genesis concept to debut there—highlighting the brand’s technological innovations and design. Designed for rescue support tasks in rugged terrain and challenging weather conditions, the purpose-built electric snow track concept attracted considerable attention at nearby Ameron Davos Swiss Mountain Resort, where it was put on display. Based on Genesis’ GV60 premium compact SUV EV and inspired by small unit support vehicles (SUSVs), its silent powertrain alleviates noise pollution, minimizing environmental impact. It also features a vehicle-to-load (V2L) system that can supply power to auxiliary devices. The concept’s snow tracks equip it for even the most challenging mountain conditions. In the interior, upgraded sports seats, medical supplies and emergency communication and warning systems support mountain rescue operations in extreme conditions. All accessories were chosen for their quality and durability. Extended carbon fiber wheel arches ensure the safety of bystanders and occupants, while protecting the vehicle from damage. A custom heavy-duty roof rack maximizes storage capacity, while the rear hatchback storage area features modular attachment points for various equipment.

▼ A modern electric reboot of the legendary Renault 5 Turbo and Turbo 2 of the

1980s, two speed demons that made their mark on their times, the **Renault 5 Turbo 3E** embodies their spirit of innovation, boldness and competition. Collaborating with Alpine for their expertise in developing sporty and exclusive electric models, Renault resurrects the R5 Turbo legend in the form of a true electric pocket rocket, from its exuberant design to custom platform and innovative 540-hp in-wheel motors, all just 4 meters long, creating a



new class of vehicle—mini-supercars. Its 800-volt architecture maximizes charging performance, and its 350 kW DC charging can bring it from 15 to 80 percent battery power in just 15 minutes. Built on a custom platform tailored to its ambitions and performance, Renault 5 Turbo 3E takes up a position alongside Renault 5 E-Tech electric (city car) and Alpine A290 (sporty city car), with Renault Group thus applying es-

entially the same formula as in the 1980s with the Renault 5, Renault 5 Alpine and Renault 5 Turbo. At the same time, other complementary forces are emerging, such as Ampere for software and electronic architecture, and Mobilize for bidirectional charging (V2L and V2G), along with a range of services to make electric driving easier: Mobilize Smart Charge, Mobilize Charge Pass, and Plug & Charge. Partners have also provided expertise and know-how for key components such as in-wheel motors and carbon fiber superstructure. As such, Renault 5 Turbo 3E takes full advantage of Renault Group’s transformation, driven by the Renaulution plan. The Renault 5 Turbo 3E will be highly customizable, both exterior livery and interior trim, with a wide range of variants for customers to create their own unique car. The Renault 5 Turbo 3E will arrive in European showrooms in 2027, with a limited production of 1,980 units, all numbered. Reserve now.

▼ The **Porsche Taycan Turbo GT** has set a new lap record for electric cars on the demanding Interlagos F1 circuit in Brazil. Fol-

lowing records set in Europe (at the Nürburgring Nordschleife), North America (at WeatherTech Raceway Laguna Seca) and in Asia, the Taycan Turbo GT—with Weissach package equipped with OEM Pirelli Trofeo RS performance tires—has now also set a lap record for electric cars at Interlagos, São Paulo. Felipe Nasr, three-time IMSA champion and three-time 24 Hours of Daytona winner, set a time of 1:42.1

minutes on the 2.67-mile Interlagos circuit on February 5. The new lap time not only shaved almost eight seconds off the record set by the Taycan Turbo S in 2022 (1:49.8 minutes), but was also just under

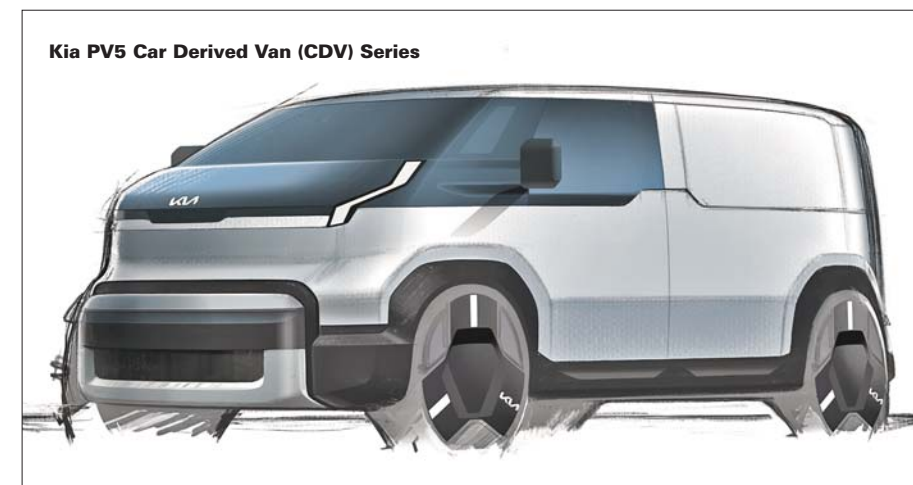


a second inside an earlier time set by the 911 Turbo S (1:43.087). With both high-speed and technical sections, as well as plenty of elevation change, the circuit in the Interlagos district of the Brazilian metropolis offers a number of challenges. Officially known as the Autodrome José Carlos Pace, Brazil’s home of Formula 1 and the FIA Endurance Championship (WEC), the circuit is known globally for the successes of national hero Ayrton Senna in the races of the early 1990s. The Taycan Turbo GT has also proven its motorsport credentials as a Formula E safety car since May 2024, when it took over the role from the Taycan Turbo S. There are always two Taycan Turbo GT safety cars at each Formula E race, both equipped with Weissach package. Fitted with safety equipment and a high-tech communication system, they alternate duties as the main car and as the backup vehicle. Driven by Bruno Correia (Portugal), it is the most powerful safety car in an FIA World Championship.

▼ **Kia** recently unveiled their new PV5 at the 2025 Kia EV Day in Tarragona, Spain. A midsize Car Derived Van (CDV), PV5 is the first production model to debut under Kia’s dedicated Platform Beyond Vehicle (PBV) global business strategy. It redefines space and mobility with clever modularization offering wide-ranging flexibility. Offered in multiple body styles—passenger, cargo, chassis cab, WAV (wheelchair accessible vehicle) and family—the PV5 will, like all future Kia PBV models, leverage the

brand’s EV technology and its modularization. All Kia PBV models, including PV5, will be built on the brand’s E-GMP.S platform, a dedicated battery-electric skateboard architecture that allows for combi-

nations of various vehicle bodies. The Kia PBV program aims to improve customer experience and efficiency with a dedicated manufacturing facility (EVO Plant) and a planned conversion center, for quality-controlled vehicle production and comprehensive support through warranties and predictive maintenance services. The dedicated PBV EVO Plant employs a flexible and efficient production process, utilizing both conveyor and cell-based systems.



Conversion models including crew, drop side, box van, freezer box, prime (an advanced model based on passenger) and light camper. Kia is expanding its software ecosystem by opening data access, enabling external partnerships, and fostering a scalable app ecosystem to enhance connectivity and the user experience. Additionally, based on feedback from various business customers in the global market,

Kia will continue to collaborate with major global conversion partners such as BraunAbility and software partners like 42dot and Samsung Electronics. Android-based in-vehicle infotainment (IVI) in the PBV vehicles will offer a wide range of app services for business partners. The three versions initially available, upon which others will be developed, are PV5 Passenger, PV5 Cargo (High Roof) and PV5 Chassis Cab. The PV5 Passenger has a three-row seat configuration that can be optimized for luggage or camping scenarios and has been developed with ride-hailing usage in mind. The PV5 Cargo (High Roof) offers up to 5.1 m³ (180.1 cu.ft) of capacity, with standard and long versions also available. An optional L-track mounting system provides wide flexibility, while V2L functionality improves efficiency. The PV5 Chassis Cab is supplied as an unfinished vehicle, with a shared cabin utilizing the front section of the PV5 Cargo. It has been developed to support a diverse range of conversion configurations, from Drop Side to Freezer Box models. Kia PV5 will be available in Korea and Europe starting in the second half of 2025, followed by other markets sequentially.

▼ Eighteen **McLaren** customers will have the opportunity to be a part of the brand’s



Grand Prix victories with the McLaren MCL38 on their way to the team's first such success since 1998. A very limited production run of MCL38 Celebration Edition supercars will be built. Just nine Cele-

to experience the performance of a McLaren supercar, whether it is the Artura's 3-liter V6 hybrid powertrain or the 750S's 4-liter twin-turbocharged V8. Both models feature McLaren's signature carbon fiber

the UK by 2030, Hole is urging policymakers to address the industry's concerns and provide clear guidance. The new Supersport, crafted at Morgan's Malvern facility, does align with the company's sustainability commitment—95 percent of its parts are sourced within Britain, while its chassis and body are made from lightweight aluminum containing 60 percent recycled content. A zero-waste-to-landfill strategy is in place, and all leather used in the interior is a by-product of the food industry. Designed for modern touring, the new model features a lightweight carbon composite hard top and a folding mohair soft top, offering two distinct driving experiences. A redesigned interior integrates Bluetooth connectivity, wireless charging and an advanced Sennheiser audio system, elevating usability without compromising Morgan's classic aesthetic. At the heart of the Supersport is a BMW B58 TwinPower Turbo inline-six, paired with a ZF eight-speed automatic gearbox, optimized aerodynamics, and a refined chassis—reinforcing Morgan's commitment to delivering pure driving enjoyment.

▼ The first two models from **Longbow**—the first-ever British full-electric sports car manufacturer, with a founding team of industry pioneers—have been revealed and



McLaren MCL38 Celebration Edition: 750S and Artura, with the MCL38 Formula 1 car

bration Edition Arturas and the same number of 750Ss will be offered, the number of each chosen to mark McLaren's ninth Constructors' Championship victory. The ultra-exclusive Celebration Edition cars are named in honor of the MCL38 2024 World Constructors' Championship-winning Formula 1 car. Both models feature a bespoke livery curated by McLaren Special Operations, reflecting the Papaya Orange and Anthracite colorways that distinguish McLaren within the motorsport world, and incorporating the chevron color transition that has become synonymous with the brand. A Champions' Laurel and Nine-Star logo are proudly displayed, alongside additional orange accents including brake calipers and a hood stripe that features a Champions' Laurel. The interior is equally striking, with the Visual Carbon Fiber Extended Sill Cover on the driver's side personally signed by Lando Norris and Oscar Piastri, and a Champions' Laurel on the seat headrest section. Each of the nine Artura and nine 750S MCL38 Celebration Edition cars carries a bespoke and rare souvenir—an MCL38 dedication plaque incorporating a genuine section of carbon fiber bodywork from an MCL38 Formula 1 car. An additional bespoke track record plaque, in the hood storage area, lists the pole positions, race wins and fastest laps recorded by the MCL38 Formula 1 car during the victorious 2024 season. Like the MCL38 Formula 1 car, both the Artura and 750S have been decorated with awards in 2024, and owners of the Celebration Editions will be able

to experience the performance of a McLaren supercar, whether it is the Artura's 3-liter V6 hybrid powertrain or the 750S's 4-liter twin-turbocharged V8. Both models feature McLaren's signature carbon fiber

▼ **Morgan** Motor Company has unveiled a new flagship vehicle—the Supersport—as uncertainty around impending internal combustion bans in the UK grows. Combining cutting-edge engineering with the marque's signature handcrafted aesthetic,



Morgan Supersport

the Supersport delivers a refined yet exhilarating driving experience. Amid shifting automotive regulations, Morgan's managing director Matthew Hole is calling on the UK government to provide clarity on the ICE ban, warning that continued uncertainty threatens investment, jobs and the ability of companies like Morgan to plan for the future. With current legislation set to prevent the sale of pure-ICE vehicles in

will fill a new niche. The company's trio of founders are veterans from across the automotive, tech and finance sectors. Daniel Davey and Mark Tapscott have been at the forefront of the EV industry since the original Tesla Roadster first woke up the entire industry and have also held senior positions with Lucid Motors and China's BYD.

KEEP RIGHT >>

MAX ALL SEASON PERFORMANCE HAS ARRIVED.

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



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

MORE AT MICHELINMAN.COM



OFFICIAL TIRE IMSA

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

Jenny Keisu—a pioneer in the electric marine industry and previous CEO of X Shore—adds vast commercial and investment experience, leveraging a career that spans successful startup and scaleup leadership,



private equity, business law and strategic investment. Their new cars—the Longbow Speedster and Roadster—offer a new take on the rich British tradition of lightweight sports cars, described as the spiritual successors of such British icons as Lotus Elise and Jaguar E-Type, as celebrated in their motto, *Celeritas Levitas* (the speed of lightness). Focus is on beauty, lightweight construction, engineering and hand finishing. Sharing a new electric platform and drivetrain, both will be sub-995 kg (2205 lb), establishing a new Featherweight Electric Vehicle (FEV) category. Development of the cars has pursued this philosophy: simplify; focus on beauty and engagement; then relentlessly add lightness, until all that remains is sheer automotive intoxication. Antithetical to conventional notions of what a battery electric vehicle (BEV) can be, the Longbow pair are light, nimble and balanced. Exterior styling reflects a blend of nostalgia and timeless allure, while the interior emphasizes handcrafted elements, representing driving “like it used to feel,” with craftsmanship that does not distract from the experience. Speedster and Roadster feature a timeless tactile cockpit. Both use a bespoke Longbow aluminum chassis that is engineered for minimal weight and maximum stiffness—purposeful in proportion, shaped for speed and honed for feedback, aiming to feel alive in your hands. A lightweight vehicle means lighter and more compact motors and batteries, leading to an exciting power-to-weight ratio. Speedster and Roadster are agile by

nature. Speedster offers an open-topped experience, weighs just 895 kg and sprints to 62 mph in 3.5 seconds. Its range is 275 miles (WLTP); starting price is £84,995 (incl VAT). Reservations for the hand-built

Speedster are open now, with only 150 to be produced. Customers can also reserve Luminary 1st Edition and Autograph Edition versions, limited to 10 and 25 examples, respectively. The closed cockpit Roadster will succeed Speedster. At just 995 kg it will reach 62 mph in 3.6 seconds. Starting price for the Roadster is £64,995 (incl VAT) and reservations are open now, with the option of securing one of 50 Luminary 1st Edition or 100 Autograph Edition ver-



sions. All Longbow models are designed, engineered, and will be hand built in the UK. For reservations: longbowmotors.com.

▼ One year after the announcement of the project—jointly developed by collector car dealer La Squadra and Atelier Zagato—the first AGTZ Twin Tail client car was unveiled at Rétromobile 2025 in Paris. Its bespoke configuration was developed in

partnership with the client, who drew inspiration from the late 1960s A220 racing legend. The new car seeks to share the dramatic story of the A220: a racing icon of the era that, in a visionary move by its creators, shed its long, aerodynamically shaped tail—originally designed for the high-speed straights of the 24 Hours of Le Mans race—in favor of a compact, agile form. The decision was radical but ingenious, as the French car went on to achieve historic success in its new specialization: hill climbing. More than half a century later, that legend remained an enduring source of inspiration for collector car dealer La Squadra and renowned design studio Atelier Zagato. Their joint efforts have resulted in the AGTZ Twin Tail: a contemporary tribute with a unique design feature—a removable rear body section. The driver can effortlessly switch between the Long Tail or Short Tail configurations in a matter of minutes—and use the removed Tail as a piece of functional art that can be displayed in a garage. This collector’s car—a rolling sculpture—is built around the underpinnings of the A220’s spiritual successor, the currently produced A110. Each AGTZ Twin Tail will be handcrafted at Atelier Zagato, one of the world’s most respected coachbuilders, operating in Milan uninterrupted since 1919.

Production is strictly limited to just 19 units, and the first one in the series, Commission #3, has now left the legendary workshop. Each in the series will be uniquely tailored through an extensive customization process fostered via personal dialog and visits to the car’s construction site at Atelier Zagato. The order book is filling up quickly, with only a few remaining slots still available. ■

THE BUSTED KNUCKLE GARAGE AN AUTOMOTIVE GIFT SHOP



Commercial Strength Shop Stools

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

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

Miracle Car Repair Shop Stool / SKU: 09-BKG-MCR
 Gas, Oil & Toil Shop Stool / SKU: 09-BKG-TOIL
 Were \$179.95 - Now \$159.95 each
 Free ground shipping in the lower 48 states!

Neon Garage Clocks

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

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

Shown: Vintage Iron Speed Shop Clock / SKU: 09-BKG-VI
 Were \$399 - Now \$349 / Free shipping on this item!

All-Steel Toolboxes

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

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

Wrench-In-Hand Steel Tool Box / SKU: 10-BKG-WCL
 Vintage Pickup Truck Steel Tool Box / SKU: 10-BKG-VT
 \$49 each / Eligible for free shipping!

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

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

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

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



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

Since 1957

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



EV demystified BY JOE SAGE

If you've been equal parts intrigued and put off by the whole EV thing, we recommend you give this one a try. Toyota, who demystified the hybrid, has now demystified the EV, as the (admittedly awkwardly named) bZ4X delivers great utility and a great drive in a simple, solid and satisfying manner. You get the whole EV experience, wrapped in a whole familiar overall driving experience—the latest technology, while you feel right at home.

Toyota did not dive full speed right into EVs, and they took some heat for it from proponents of proposed or impending mandates. This was (predictably) a good move on their part. Others let their seasoned powertrain engineers go and scrambled for a new wave of EV designers. But Toyota has long had some of the most advanced internal combustion and specifically hybrid talent of anybody. They

wisely hung onto their people, and now they are able to develop the best of everything, in models and volumes that suit actual market demand.

Classified as a "small SUV," the bZ4X turns out to be fairly large. It's a good-looking vehicle, with the visual stance of a long and low streamliner. What's best is that it's not derivative—it has its own styling from tip to tail, unlike so many EVs clearly adapted from existing lineups.

There are probably a lot of people who don't know or care if they're driving a 4- or 6-cylinder vehicle or what kind of transmission they have, as long as it's going, stopping and turning according to their wishes and commands. EVs have been a different animal, and many people probably tend to expect a learning curve and a very different experience in them, in most cases rightly so.

But this EV is transparent. Nothing is lost in translation. All you're doing is driving. It's operating as you expect, going where you want, responding as you wish, the only differences being that you have an extremely quick and accurate vehicle at a more routine vehicle's price, and you're going to have to plug it in instead of going to a gas pump when it's time to refuel.

While the lineup is simple, which keeps development costs down, it adds up to broad choice. The 2025 Toyota bZ4X has two trims, XLE and Limited, either one with a choice of FWD or AWD, plus there is a special Nightshade Edition (AWD) this year, for a total of five versions, in an attractive price range from \$37,070 to 43,880.

Its hatch format provides 27.7 cu.ft of cargo volume (or 25.8 with JBL speakers). Range till recharge varies from 222 to 252 miles depending upon version (see sidebar).

Instead of piling on unneeded or obstructive

cleverness, Toyota engineers have kept the interface largely clean and mainstream.

We did have a range of comments on various specific features during our week, which is typical in any (some moreso than others). But all items were quickly enough resolved or ignored, leaving us with a very positive driving experience, leading in turn to a very positive lasting impression.

More importantly, we had a range of comments about its power and accuracy, its command of complex freeway scenarios at speed, unencumbered overall so you can simply enjoy the drive experience.

Maybe it's just us. Maybe it's Toyota's approach of easing into the space. Maybe the world changed. But it is now completely at your own discretion to enjoy an EV or not. Nobody is making you. And it's completely at their discretion whether to build them or not—the free economy formula that brings products people love.

If Toyota was taking its time (or more likely taking a realistic pulse) before diving into EVs, it was worth the wait. ■



SPECIFICATIONS

ASSEMBLY	.....Toyota, Aichi, Japan
EPA CLASS	.....small SUV
SEATING CAPACITY	.....five
MOTORS	.....dual electric motors (80 kW ea)
HP	.....system total: 214 hp
BATTERY/PACK	.....li-ion traction battery, 72.8 kWh capacity (AWD), 355 V, dual-voltage cable, DC charge compat (150 kW)
TRANSMISSION	.....na
DRIVETRAIN	.....AWD w X-MODE (snow/dirt; deep snow/mud; grip controls)
DRIVE MODES	.....eco, regen braking boost, downhill assist control
SUSPENSION	.....F: indep MacPherson strut-type w stblzr bar; R: multi-link w stblzr bar
STEERING	.....elec pwr-asst rack & pinion
BRAKES	.....F: 12.9 vented; R: 12.5 vented
WHEELS	.....20-in multi-spoke machine-finish alloys w gray accents
TIRES	.....Bridgestone Enliten Turanza EL 450 235/50R20 100V M+S
LENGTH / WHEELBASE	.....184.6 / 112.2 in
HEADROOM (F/R)	.....38.6 / 37.1 in
LEGROOM (F/R)	.....42.1 / 35.3 in
GROUND CLEARANCE	.....8.1 in
TURNING CIRCLE	.....40.0 ft
CARGO CAPACITY	.....27.7 cu.ft (or w JBL speakers 25.8 cu.ft)
WEIGHT	.....(Limited AWD) 4464 lb
CHARGING COMPAT	.....SAE J1772 / CCS1 AC Level 1, AC Level 2, DC Fast Charge
RANGE	.....(Limited AWD) 222 mi
MPG	.....(MPGe) 112/92/102 (city/hwy/comb)

BASE PRICE	.....\$49,260
LIMITED WEATHER PKG: heated rear seats, front radiant foot-and-leg heater	.....350
JBL PREMIUM AUDIO: 9-spkr, subwoofer	.....580
SPECIAL COLOR: Supersonic Red	.....425
TWO-TONE PAINT	.....500
SPLIT ROOF REAR SPOILER	.....200
ILLUM CARGO SILL	.....425
ILLUM DOOR SILLS	.....425
CARGO NET	.....59
CARPETED FLOOR MAT / CARGO MAT	.....309
DESTINATION CHARGE	.....1350
TOTAL	.....\$53,883

2025 TOYOTA bZ4X LINEUP

	FWD	AWD
HP/torque	.....201/196	.....214/248
XLE	\$37,070	\$39,150
Range (miles)	.....252	.....228
MPGe (c/h/c)	.....131/107/119	.....114/94/104
Limited	41,800	43,880
Range (miles)	.....236	.....222
MPGe (c/h/c)	.....121/102/112	.....112/92/102
Nightshade Edition	.....	40,420
Range (miles)	.....	.....222
MPGe (c/h/c)	.....	.....112/92/102

THE NAME GAME

We were curious to learn whether "bZ4X" would just roll off our tongues by the end of a week with it. Not really. It's a pretty magical entry that could benefit from a more magical name.

EV Charging Resources

CHARGING STATIONS

- aps.com
- blinkcharging.com
- chargepoint.com
- electrifyamerica.com
- evgo.com
- plugshare.com
- tesla.com

HOME CHARGERS

Check all the above plus amazon.com

EV VISITOR'S GUIDE

visitarizona.com

MOBILE CHARGING

- beechargedev.com
- mobilecharginggaz.com
- prioritytow.com

blink

TESLA

electrify america

-chargepoint+

EVgo

POWER UP MOBILE CHARGING

PlugShare

aps

ARIZONA

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



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

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

Porsche Female Driver Program



Program drivers include (above, left to right): Loni Unser, Therese Lahlouh, Madeline Stewart, Sabré Cook, Ashley Freiberg, Anna Cecchi and Erika Hoffmann.

- The Porsche Mobil 1 Female Driver Program North America provides financial support and motorsports training to drivers in Porsche Carrera Cup North America and Porsche Sprint Challenge North America
- Top finishers are rewarded with Yokohama tires in the following round
- Sabré Cook, Madeline Stewart and Ashley Freiberg head to a full season of competition in Carrera Cup, with four additional drivers participating in Porsche Sprint Challenge

As Porsche Carrera Cup North America enters the 2025 season, one of its most successful programs in Porsche one-make competition remains the Mobil 1 Female Driver Program North America.

Since its inception in 2023, female drivers have regularly found a home in this Championship and Porsche Sprint Challenge North America and enjoyed the financial and racing support provided from Porsche Motorsport North America (PMNA) and its partners.

The 2025 Carrera Cup entry list will feature a trio of female drivers, two returning veterans in Sabré Cook and Madeline Stewart and a series rookie in Ashley Freiberg when the championship opens with a doubleheader at Sebring International Raceway, March 12-14 in Sebring, Florida.

The Porsche Sprint Challenge season opened at the same Sebring track on the first weekend in March, with Therese Lahlouh, Loni Unser, Erika Hoffmann and Anna Cecchi participating. Unser and Cecchi both stood on the podium in each Cayman Pro-Am class races.

The Porsche Mobil 1 Female Driver program, which has been in existence since 2023 across both Porsche Carrera Cup and Porsche Sprint Challenge, aims to create a supportive environment that showcases and nurtures female talent by equipping them with the necessary resources to excel in motorsports. It covers 50 percent of all entry fees throughout the season, and the top-finishing female driver at each round will receive a complimentary set of Yokohama Tires for the following event to help ease the financial burden and

encourage a high level of performance.

Additionally, the Porsche Mobil 1 Female Driver initiative provides access to specialized workshops for female drivers across the PMNA single-make program, offering valuable training, education and networking opportunities to advance their individual careers.

All three drivers participated in the series-wide pre-season test at Sebring in early March before turning around for the official start of the season as part of the IMSA WeatherTech SportsCar Championship paddock. The 2025 season calendar features eight rounds, all doubleheader race weekends, with three in support of the Formula 1 World Championship. Porsche Sprint Challenge North America, featuring classes for both the Porsche 911 GT3 Cup cars and the Porsche 718 Cayman Clubsport GT4 RS, competes in 14 races across seven rounds in 2025.

Cook and Stewart each scored multiple top-10 finishes a season ago and arrive with increased expectations for themselves this year; an important step to the program. ■

NEW VERSION OF THIS GLORIOUS BEAST HONORS OUR OWN RED ROCKS

BY JOE SAGE

We drove the new Land Rover Defender last fall, to high praise (see Sept-Oct 2024)—“a reinvented classic, a new benchmark in the historic marque’s seven-decade lifespan.” Defender is available with two doors or four; five, six, seven or eight seats; and short, medium or long bodies, variously in Defender 90, 110 and 130 formats.

This may sound like a lot of variety for a seemingly lower volume vehicle, but then again, not only is Defender sold in over 120 countries, but the more we are behind the wheel, the more we notice there are a great many on the road here—and the more we are behind the wheel, the more it seems that there very well deserve to be.

Defender’s aristocratic style, bearing and royal heritage can belie its high level of toughness and utility. We’ve driven Land Rovers and Range Rovers in multiple off-road comparo events, quickly learning their rough-duty engineering is top tier, runs bone-deep, and is often extra clever, to boot.

Purpose-built engineering that define and deliver Defender’s capabilities includes its basic drivetrain (all-wheel drive, twin-speed automatic gear-

box, center differential, optional active locking rear differential with yaw control); its chassis (configurable terrain response, generous ground clearance and wading depth); and plenty of useful tech (e.g. ClearSight Ground View ahead). Land Rover emphasizes the usefulness of all this not only for off-roading, but in town or on longer road trips.

Defender’s clean, fine finish and precision build tolerances may also lead many to think it’s on the pricey side. And it can be, with the top-top trim starting close to \$170k (see sidebar). But the lineup overall starts in just the upper-mid \$50s, or our four-door 110 series just above \$60k. (And really, at a mid-lineup price like our sample, or for most of those above that, it’s not at all difficult to build a much more common nameplate up into this price range. Land Rover simply forgoes the ultra-econo-

my end of the scale.)

We caught mostly pavement time in this sample, as it had something else to show off—its Arizona-inspired Sedona Red Edition build.

First brought to the Defender 130, Sedona Red Edition now adds its red-rock-evoking color treatment to the Land Rover Defender 110 for the first time, with exclusive exterior finishes and optional Sedona Red-accented accessories. Its Black Exterior Pack includes gloss black front and rear skid plates, grille bar, checkered hood pattern, badging, lower body cladding and wheel arches. Optional exterior details include a hood decal depicting the topography of Sedona and a body-colored cover for its full-size spare tire and wheel on the rear.

We took our Defender Sedona to, of course, Sedona. A run up I-17 from the Valley showed off superb highway speed handling through the curves and climbs; on a relatively short but irresistible dirt run near Agua Fria National Monument, it hinted

at its off-road mastery without even getting into its huge bag of specialty tricks; and then on into the maximum tourist zone, even the heaviest stop-and-go traffic did not faze it.

While Defender’s specifications and heritage suggest a vehicle with highly specialized capabilities, its deeper personality is far more universal—it’s an immediate pleasure to drive. Its simple eight-speed automatic transmission is an absolute dream, compared with many. And even as a six-cylinder, the powertrain has a healthy, satisfying growl. But while a pleasure all day in town, you know it has maximum utility baked in.

The experience is equal parts over the top and mainstream—a vehicle equally at home and equally way beyond capable in refined or extreme settings, in our experience so far. We don’t do a top choice kind of thing, but if we did, this could certainly be one. Defender dominates most any comparison. You won’t be disappointed. ■



SPECIFICATIONS

Many specs were European and have been converted. Doublecheck with dealer for the latest.

ASSEMBLY	Nitra, Slovakia
ENGINE/TRANS BUILD	UK / Germany
PARTS CONTENT	UK 31% / Germany 19% US/Canada 1%
ENGINE	MHEV 3.0L 24v 6-cyl
COMPRESSION RATIO	10.5:1
HP/TORQUE	395 hp / 406 lb-ft
TRANSMISSION	8-spd automatic
DRIVETRAIN	AWD
0-TO-60 / TOP SPEED	5.8 sec / 119 mph
SUSPENSION	coil suspension
STEERING	elec pwr assist
BRAKES	(w 22-in wheels) F: 380mm vented, 4-piston opposed 2-piece caliper; R: 365mm vented disc, single-piston sliding fist w iEPB
WHEELS	22-in wheels w spare
TIRES	275/45 R22 115W (Continental CrossContact a/s on ours)
LENGTH / WHEELBASE	197.6 / 118.98 in
GROUND CLEARANCE	(air susp, std) 8.58 in (air susp, off-road) 11.42 in
APPR / BRKOVER / DEPART	(air susp, std) 30.1 / 22.0 / 37.7° (air susp, off-road) 37.5 / 22.8 / 40.0°
WADING DEPTH	(air susp) 35.43 in
TURNING CIRCLE	42.16 ft
HEADROOM (F/R)	40.63 / 40.35 in
LEGROOM (F/R)	39.09 / 39.05 in
CARGO CAPACITY	34.3 / 80.41 cu.ft
WEIGHT	(Euro, converted) 5128 lb
TOW CAPACITY	(Euro, unbraked) 1653 lb (Euro, braked) 7716 lb
ROOF LOAD (DYN/STATIC)	220.5 / 661.4 lb (dynamic w expedition rack) 370.4 lb
FUEL / CAPACITY	unknown / (Euro) 23.8 gal
MPG	18/20/19 (city/hwy/comb)
BASE PRICE	\$83,800
COLD CLIMATE PACK: heated windshield, heated washer jets, headlight power wash	500
AIR SUSPENSION PACK: electronic air suspension, adaptive dynamics	1600
DESTINATION CHARGE	1625
TOTAL	\$86,725

2025 LR DEFENDER LINEUP

Defender 90 S	\$ 56,900
90 X-Dynamic SE	68,500
90 V8	109,800
Defender 100 S	\$ 60,800
100 X-Dynamic SE	72,100
100 Sedona Red	▼ 83,800
100 X	91,800
100 V8	113,500
100 OCTA	152,000
100 OCTA Edition One	167,800
Defender 130 S	\$ 69,700
130 X-Dynamic SE	81,400
130 X	100,900
130 V8	118,900
130 Outbound	85,500

Mecum Glendale 2025 results

Mecum Auctions
Glendale 2025 Collector Car Auction
 Tuesday, March 18 - Saturday, March 22, 2025
 State Farm Stadium, 1 Cardinals Drive, Glendale AZ 85305



MECUM AUCTIONS' Arizona spring event at State Farm Stadium in Glendale is becoming more and more significant, as it continues to grow in its own right, as January auction week has dropped from a high of eight to now four events, and as it is one of the few where the public can just come and enjoy the vehicles, the festivities, the action and the results, free to roam among the cars and displays, with easy access and plentiful parking, and with plenty of food options to make a day of it, or a week.

As of press time, they had not announced total consignments, dollars or sell-through rate, but we do have the top sales from each day of the event, which makes it clear that it's exciting every day. We've combined and re-sorted the top ten from each of four days, below (which may or may not statistically be the top 40 overall, as there could be some overlap below any day's ten). Note that the tops overall were on Friday and Saturday, and with Europeans above 50 percent, while the list heads notably more toward domestics from there.

1. 2005 Ford GTLot F169.1Fri\$605,000
2. 2006 Ford GTLot S167Sat\$440,000
3. 2022 Ferrari F8 TributoLot S172Sat\$330,000
4. 2021 Ferrari F8 TributoLot S210Sat\$324,500
5. 2016 McLaren 675LT Spider.....Lot S209Sat\$315,000
6. 1962 Mercedes-Benz 190SL ConvertibleLot S312Sat\$291,500
7. 2014 Ferrari 458 Spider.....Lot F110Fri\$286,000
8. 1969 Ford Mustang Boss 429 FastbackLot F152.1Fri\$269,500
9. 2015 Ferrari F12 BerlinettaLot F121Fri\$242,000
10. 2022 Ford Shelby GT500KR 60th AnnivLot S263Sat\$242,000
11. 1962 Chevrolet Corvette Convertible.....Lot S123Sat\$236,500
12. 2017 Rolls-Royce Dawn ConvertibleLot S317Sat\$231,000
13. 1969 Dodge Hemi Charger 500Lot S194Sat\$231,000
14. 1958 Chevrolet Corvette Convertible.....Lot S125Sat\$220,000
15. 1958 Chevrolet Corvette Custom Conv.....Lot F112Fri\$209,000
16. 1957 Cadillac Series 62 Custom ConvLot T98Thurs\$198,000
17. 1992 Ferrari 512 TRLot F178Fri\$198,000
18. 2023 Chevrolet COPO CamaroLot F272Fri\$178,750
19. 1963 GMC Custom PickupLot T154Thurs\$165,000
20. 1961 Chevrolet Impala Convertible.....Lot F76.1Fri\$159,500
21. 1965 Chevrolet Corvette Convertible.....Lot F196Fri\$159,500
22. 1970 Chevrolet K5 Blazer.....Lot F102Fri\$148,500
23. 1956 Chevrolet Bel Air Custom HardtopLot T154.1Thurs\$132,000
24. 1955 Chevrolet 210Lot T186Thurs\$121,000
25. 2022 Dodge Challenger SRT Super Stock.....Lot T110Thurs\$115,500
26. 2022 Dodge Charger SRT Hellcat Redeye Widebody: Lot T108: Thurs: \$115,500
27. 1939 Sterling JC137 TruckLot W156Weds\$110,000
28. 1953 Packard Caribbean Convertible.....Lot T151Thurs\$110,000
29. 2018 Dodge Challenger SRT DemonLot T172Thurs\$110,000
30. 1960 Chrysler 300F ConvertibleLot T165Thurs\$104,500
31. 2006 Chevrolet Corvette Custom Conv.....Lot T85Thurs\$90,200
32. 1947 Sterling HC115.....Lot W154Weds\$82,500
33. 1970 Chevrolet Nova L78Lot W86Weds\$77,000
34. 2014 Bentley Continental GTC ConvLot W232Weds\$75,900
35. 1971 Dodge Super BeeLot W99Weds\$71,500
36. 1961 Chevrolet Corvette Convertible.....Lot W233Weds\$66,000
37. 1956 Peterbilt 351 Truck.....Lot W150Weds\$66,000
38. 1956 Chevrolet Nomad Wagon.....Lot W102Weds\$60,500
39. 1927 Sterling EC23 TruckLot W163Weds\$55,000
40. 1935 Sterling HC115 Truck.....Lot W157Weds\$52,800

For access to complete results, sign up for a free MyMecum account online. Mecum already ran its Kissimmee (FL) and Las Vegas Motorcycles sales in January and into February of this year, prior to Glendale in March. Next was Houston in early April. Upcoming are Indy in May, Tulsa in June, Florida Summer Special and Harrisburg (PA) in July, Monterey Car Week in August, Dallas/Ft Worth in October into November, Las Vegas in mid-November, Kansas City in December, and then the cycle starts anew for 2026, again in Kissimmee.

Who knows—maybe someday they will add a second Arizona auction, say in that open spot in September?

For more details on upcoming auctions, to consign a vehicle, or to register as a bidder, visit Mecum.com, or call (262) 275-5050 for more information.

▼ www.mecum.com ■

1. 2005 Ford GTLot F169.1Fri\$605,000



3. 2022 Ferrari F8 TributoLot S172Sat\$330,000



5. 2016 McLaren 675LT SpiderLot S209Sat\$315,000



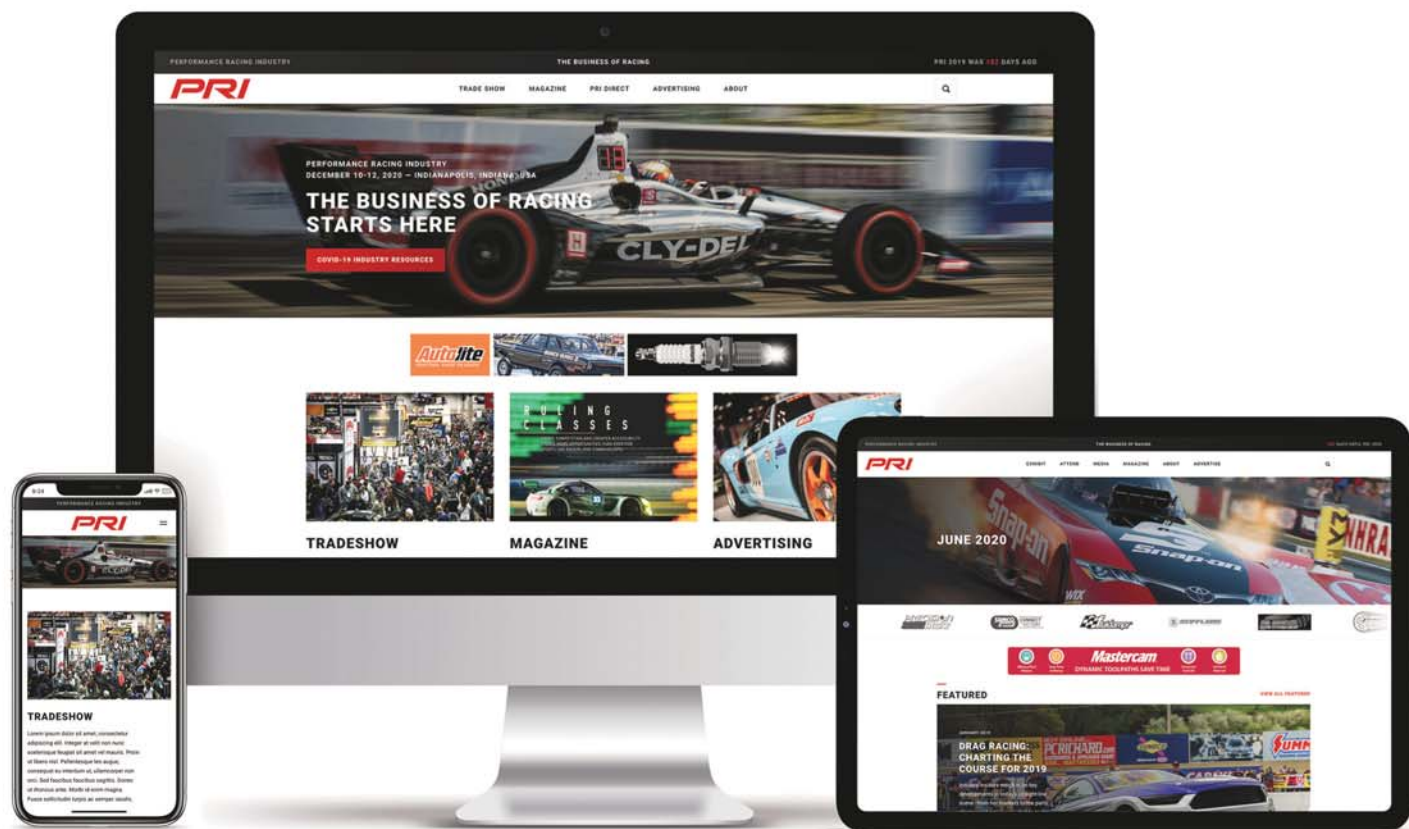
6. 1962 Mercedes-Benz 190SL Convertible.....Lot S312Sat\$291,500





PERFORMANCE RACING INDUSTRY

The New Website is Here



LEARN MORE AT
PERFORMANCERACING.COM



NASCAR FALL CHAMPIONSHIP WEEKEND: FRIDAY-SATURDAY-SUNDAY OCTOBER 31/NOVEMBER 1-2, 2025

NASCAR CHAMPIONSHIP WEEKEND returns to Phoenix Raceway this fall, running Friday/Saturday/Sunday, October 31, November 1-2. This will be the last NASCAR Cup Series Championship held here for a few years, as it rotates to a new track starting in 2026. Championship tickets sell out quickly, so don't wait—check plenty of choices online, but do it ASAP.

GET YOUR TICKETS:

- RESERVED GRANDSTAND SEATS
- GRANDSTAND + INFIELD BUNDLE
- DESERT DIAMOND CASINO INFIELD EXPERIENCE

PREMIUM EXPERIENCES:

- BUSCH LIGHT LOUNGE
- THE PERCH
- LUXURY SUITES

CAMPING: BOTH RV AND GLAMPING

PACKAGES: 2025 NASCAR CHAMPIONSHIP RACE 2-DAY OR 3-DAY

SPECIAL DISCOUNTS:

MILITARY, FIRST RESPONDERS, EDUCATORS AND GROUPS
Reserve ASAP at **866-408-RACE (7223)** or phoenixraceway.com
You can also buy and resell tickets at SeatGeek.com

Friday, October 31, 2025: 5:30 PM
NASCAR CRAFTSMAN TRUCK SERIES CHAMPIONSHIP
NASCAR CRAFTSMAN TRUCK SERIES
The kickoff to the last NASCAR Championship Weekend in Phoenix.

Saturday, November 1, 2025: 11:00 AM (ARCA) & 5:30 PM (NXS)
NASCAR XFINITY SERIES CHAMPIONSHIP RACE
& ARCA MENARDS SERIES
DESERT DIAMOND CASINO WEST VALLEY 100

High-speed action at Phoenix Raceway in the NASCAR Xfinity Series and ARCA Menards West Series Desert Diamond Casino West Valley 100 Championships, as tomorrow's stars race for the ultimate victory.

Sunday, November 2, 2025: 1:00 PM
NASCAR CUP SERIES
NASCAR CUP SERIES CHAMPIONSHIP RACE
The thrill of the last NASCAR Cup Series Championship at Phoenix Raceway before it moves to a new track. Championship tickets sell out quickly, so don't wait—get your tickets today! ■



YOUR NUMBER ONE DESTINATION FOR AUTO RACING & DRIVING SCHOOLS




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

SKIPBARBER.com / 866.932.1949

Adrenaline On Ice

Strengthen core competencies. Master new skills. Confront your demons. From introductory courses to advanced and custom classes, the Bridgestone Winter Driving School is your path to winter driving greatness.



DON'T JUST BE IN THE DRIVER'S SEAT — OWN IT.



BRIDGESTONE WINTER DRIVING SCHOOL | 970.879.6104 | winterdrive.com | open 7 days a week | Steamboat Springs, Colorado

TOYOTA | Sign up. Show up. Strap in.

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



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

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



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

BERTILROOS.com | 800-722-3669

0-60 IN 1.5 SECONDS

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

OR EARN YOUR NHRA OR IHRA COMPETITION LICENSE!



FRANK HAWLEY'S DRAG RACING SCHOOL
866.480.7223 | frankhawley.com

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

Concours in the Hills 2025

Community-fueled event raises \$437,657 for Phoenix Children's

Car enthusiasts celebrated their passion in Fountain Hills Park during this year's Concours in the Hills, a Phoenix Children's event presented by Discount Tire, while fueling a powerful cause, raising more than \$437,657 through sponsorships, registration, food vendors, and donated funds and services. This show of support is a testament to the community's dedication and to the profound impact of united efforts in advancing the Phoenix Children's mission. This year's proceeds benefit Phoenix Children's Center for Cancer & Blood Dis-

orders and the Cardiothoracic Surgery Support Fund, helping provide life-saving care to children facing serious illnesses.

Retired race car drivers Derek Daly, Didier Theys, Lyn St James, Arie Luyendyk and Harley Cluxton presented the opening ceremony with event founder Peter Volny, including the \$437,657 check presentation to Phoenix Children's. Darin Roberge of Motorwerks Marketing served as emcee.

The show was organized into categories including European, Domestic, Asian, Race Cars, Off-Road and Motorcycles. A special section dedicated to limited-edition exotics featured an impressive lineup of rare vehicles from private collections, many of which are seldom seen in public. Highlights included a Koenigsegg Trevita—one of only two ever built (with the other owned by Jeff Bezos); a road-legal Gumpert Apollo, the only one of its kind in the US; a McLaren 750S 3-7-59 (one of just six worldwide); a KTM X-Bow GT-XR; a Rolls-Royce Phantom Scintilla (one of only 10 globally); a 1959 Ferrari 250GT SWB; and a 1952 Jaguar C-Type race car.

Concours award categories included Best

Domestic, Best Import, Best Race Car, Best Car Club Display, Best Off-Road, Best Motorcycle and Best of Show. A 1967 Plymouth GTX won Best Domestic, and a 1955 Austin Healey 100-4 BN1 won Best Import. A 1936 Alfa Romeo Botticella Spider won Best Race Car, and Fountain Hills Automobile Club won Best Car Club Display. A 2021 Jeep Wrangler won Best Off-Road, a 2024 Ducati Panigale won Best Motorcycle, and a 1962 Ferrari 250 GT SWB won Best of Show.

At its inception in 2014, the event featured 220 cars and drew 3,000 spectators. This year, there were more than 1,000 vehicles, seven military and civilian helicopters, about 40,000 spectators, and over 85 sponsor booths and food vendors.

In its second year since Volny handed the reigns of the event to Phoenix Children's, Concours in the Hills has continued its significant impact with the help of its auxiliary group, PCH50, also known as "The Fifty," which has a mission to harness the energy, enthusiasm and experience of 50 driven community leaders to support Phoenix Children's.

For further information about the event, visit phoenixchildrensfoundation.org. ■

Photo courtesy of the event.



If you go back forty-something years (you could go farther), the Audi lineup was simple, basically two, the 4000 and 5000. Now, with more sizes, plus SUVs, EVs, S and RS variants and more, there are forty-something models. Yet through it all, the Q7—driven here—remains as one of the longest-standing originals, at least since 2006.

Audi Q7 can be seen as a larger three-row equivalent of Q5—one of their all-time hottest sellers—or vice versa), with heft, proportions and styling that can appeal even to those not needing its additional seat-count. Against the complexity of the overall lineup, the Audi Q7 still telegraphs a

message of a well-established pure Audi.

Even within the familiar Q7, variables have become complex. Three powertrains spanning either two or three trim levels, each, bring a total of seven Q7 and SQ7 variants (see sidebar). The base Q7 45 has a 261-hp turbo-4; Q7 55 (ours) a 335-hp turbo-V6; and SQ7 a 500-hp biturbo V8—all with an 8-speed Tiptronic automatic. Base prices span a 60 percent range, from \$60,500 to \$96,900. Ours, although not an SQ, approaches the top end as built.

Audi styling generally evolves gradually, conservatively, to the point that most generations remain visually quite current for years longer than typical. A bigger leap, though still in an evolutionary way, was the joining of upper and lower grilles over 20 years ago into one notably huge trademark

shape—the Audi Singleframe—which has stood the test of time and inspired many competitors.

While grille sizes and shapes have evolved, the overall feel has remained. The newest iteration, especially on our sample, is a stunner, as it shifts its feel from shiny-elegant to burly, augmented by new vertical bars, the two-fisted strength of its radar-lidar-camera packaging and, on ours, a Black Optic Package. At least with our deeper paint, this combination makes the long-dominant, often silver frame shape blend more, into one overall powerful front presence. (This overall direction arguably seems to both distinguish the gasoline Audis from the EVs, while also fitting in with them more.)

The Q7 is an unmistakably larger vehicle. It's a look and feel equally suited to transporting the corporate board, dropping off three rows of kids safe and sound at soccer, giving a potent punch when driving solo, or heading out on road trips or outdoor

adventures where ground clearance, tow capacity and cargo volume shine. Quite a package, all in one.

We're longtime fans of Audi's quattro all-wheel drive, mixing metaphors to describe it, at its best, as having the grip and accuracy of a cat riding on rails. That largely remains the case, even in their bigger beasts, although you may find lane-keep assist fighting against it in this (unless you turn it off, which is a common enough scenario).

Although the eight-speed automatic performs well, you will have a bigger grin on your face if you switch to manumatic before a traffic light turns green, then hit the paddles, 1-2-3-4 through a turn, ensuring that you are the master of the machine.

We generally don't track fuel mileage in detail, but we do tend to catch noteworthy readouts, and this one caught our eye at just over 10 mpg, then even dipping into single digits. Too much exuberant use of paddles or quattro curve-hugging? But those are plusses, even essentials, to the experience. This data is worthy of a deeper dive.

The user interface, in fact, makes many things

worthy of a deeper dive, as they have themselves become more complex. One puzzle of note was the start button, which seems to echo the purposely atypical implementation of power-on-off in an Audi e-tron EV, while also deviating from it, leaving room for uncertainty. (E.g. we put it in park, turned it off, but then upon exiting were told to put it in park, and the radio was still playing. It could take multiple cycles to clear all this. Bugs? Or features? Working as intended? We could not quite be sure.)

What is confirmed new is that the Q7 and SQ7 can now download apps for Spotify, Amazon Music, YouTube and other third parties, then run natively in the MMI. Online navigation and traffic light information are now also free for three years.

The Q7 is founded upon all you've known and loved about Audi for a long time, wrapped in a stylish, premium and in this case burlier package, a good 21st century luxury Mad Max amalgam. It holds a vital position in the Audi lineup, including among the e-tron EVs. There is still a pure Audi in there, layered with evolutionary differences. ■

Pure Audi TO A POINT

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Bratislava, Slovakia
ENGINE/TRANS BUILD	Hungary / Hungary
PARTS CONTENT	Slovakia 35%, Hungary 20%, US/Canada 1%
SEATING	seven
ENGINE	3.0L 24v DOHC 6-cyl, alum alloy, valvelift system, var valve timing
COMPRESSION RATIO	11.2:1
HP/TORQUE	335 hp / 369 lb-ft
TRANSMISSION	8-spd Tiptronic automatic
DRIVETRAIN	quattro AWD
0-TO-60	5.5 sec
SUSPENSION	F/R: five-link independent steel spring
STEERING	electromechanical progressive
BRAKES	F: 14.8; R: 13.8
WHEELS	(pkg) 21-in 5-double-spoke module design, matte gray finish
TIRES	(pkg) 285/40 R21 109H all-season
LENGTH / WHEELBASE	199.6 / 117.9 in
GROUND CLEARANCE	na
TURNING CIRCLE	41.0 ft
HEADROOM (F/2/3)	39.9 / 38.8 / 35.0 in
LEGROOM (F/2/3)	41.7 / 38.8 / 29.2 in
CARGO CAPACITY	13.6 / 68.1 cu.ft
WEIGHT	5137 lb
TOW CAPACITY	(braked max) 7700 lb
FUEL / CAPACITY	premium / 22.5 gal
MPG	18/23/20 (city/hwy/comb)
BASE PRICE ... (Q7 55 Premium Plus) \$65,800	
PREMIUM PLUS INCL 20-in wheels, Bang & Olufsen sound, LED interior lighting pkg plus, top view camera system w virtual 360 view, wireless phone charging pad	(incl above)
PAINT: Waitomo Blue metallic	595
INTERIOR: Saiga Beige	incl
PRESTIGE PKG: HD matrix-design LED headlights w Audi laser light, comfort adaptive air suspension, head-ups display, individual contour front seats w vent & massage	12,100
BANG & OLUFSEN AUDIO: advanced sound system with 3D sound	4900
BLACK OPTIC PKG (Q7 55): 21-in 5-double-spoke module design wheels, matte gray finish, Anthracite Gray Audi rings, black exterior trim (door blades, grille, roof rails, window surrounds), dark chrome exhaust tips	2100
ALL-WHEEL STEERING	1350
TRAILER HITCH	750
DESTINATION CHARGE	1195
TOTAL	\$88,790

2025 AUDI Q7 LINEUP

Q7 45 TFSI quattro	
2.0L I-4 turbo, 261 hp, 8-spd Tiptronic	
Premium	\$60,500
Premium Plus	64,300
Q7 55 TFSI quattro	
3.0L V6 turbo, 335 hp, 8-spd Tiptronic	
Premium	\$65,800
Premium Plus	69,600
Prestige	77,900
SQ7 TFSI quattro	
4.0L V8 biturbo, 500 hp, 8-spd Tiptronic	
Premium Plus	\$90,800
Prestige	96,900

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



Drive your dream.®

You never forget your first love.

With thousands of classic cars and trucks for sale, ClassicCars.com plays matchmaker every day to car buffs just like you. Travel back in time and fall in love all over again.

www.ClassicCars.com

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

SPECIAL EVENT : BARRETT-JACKSON PALM BEACH AUCTION 2025 : RESULTS



**Barrett-Jackson
Barrett-Jackson Palm Beach 2025
Thursday-Saturday April 24-26 2025**

South Florida Fairgrounds, 9067 Southern Blvd, West Palm Beach FL 33441

BARRETT-JACKSON offered a 100 Percent No Reserve docket of 613 collectible vehicles at this year's Palm Beach event, realizing over \$38 million in auction sales. Six vehicles also sold for \$992,000 total to benefit charity, bringing the total amount Barrett-Jackson has helped raise for important causes since its 1971 founding to more than \$163 million. Additionally, Barrett-Jackson sold 283 pieces of authentic automobilia for more than \$874,000, bringing the auction's total sales to over \$40 million with a 100 percent sell-through rate. The top vehicles sold during the 2025 Palm Beach Auction included:

1. 2018 Ford GT Lot #718 \$902,000
2. 2014 Lamborghini Aventador LP700-4 Roadster Lot #724 \$522,500
3. 2022 Ferrari SF90 Stradale Assetto Fiorano Lot #732 \$495,000
4. 1995 Ferrari F512 M Topless Spider Conversion Lot #725 \$440,000
5. 2006 MTI 40 R/P "Miami Vice" Movie Boat "Mojo" Lot #716 \$438,900
6. 2023 Ferrari SF90 Stradale Lot #743 \$429,000
7. 2023 Ferrari 296 GTB Lot #742 \$297,000
8. 1950 Chevrolet 3100 Custom Pickup Lot #715 \$291,500
9. 2008 Lamborghini Murcielago LP640 Custom Coupe Lot #748 \$282,700
10. 1967 Ford Mustang Eleanor Tribute Edition Lot #707 \$275,000

Celebrities attending this year's Palm Beach Auction included Edsel Ford II, Frank Siller, David Hobbs, Paul Teutul Jr., Linda Vaughn, Fabio Iha and Jerome Bettis.

The six charity vehicles in Palm Beach included:

1. 2024 Ford Mustang Dark Horse VIN 001 Lot #3004 \$425,000
\$325,000 from NASCAR team owner Rick Hendrick, plus a \$100,000 donation from businessman and philanthropist Ron Pratte, to benefit the Tunnel to Towers Foundation.
2. 2009 Chevrolet Corvette ZR1 Lot #3003 \$110,000
To benefit Hannah's Home of South Florida.
3. Jerome Bettis' 2025 Corvette Z06 Convertible VIN 001 Lot #3002 \$200,000
To benefit the Jerome Bettis Bus Stops Here Foundation.
4. 1965 Superformance MKIII Custom Roadster Lot #3001.1 \$110,000
To benefit Breakthrough T1D (formerly known as JDRF).
5. 2017 Ford F-250 Dwayne Wade Champions Ed Custom Pickup, Lot #3001 \$60,000
To benefit Social Change Fund United.
6. 1994 Dodge Viper RT/10 Convertible Lot #3000 \$87,000
To benefit the Florida Highway Patrol Advisory Council.

The top Automobilia pieces sold at Palm Beach include:

1. 1940s Dunlop Tires Neon Porcelain Clock/Sign Lot #8194 \$79,350
2. 1950s Chevron Oil Dealer Porcelain Sign w Animated Neon, Lot #7198 \$34,500
3. Late 1950s-Early '60s Disney Donald Duck Kiddie Ride Lot #8164 \$23,000
4. 1950s Standard Oil Porcelain with Neon Sign Lot #7196 \$23,000
5. Mid-1950s Texaco Oil Fuel Island w Wayne 80 Pumps Lot #8176 \$21,850

Next up for Barrett-Jackson is a new Scottsdale Fall Auction, October 15-18, 2025, at WestWorld of Scottsdale. For information, to take advantage of advance ticket pricing and Barrett-Jackson Experiences, to consign online, or to register to bid, visit:

▼ www.barrett-jackson.com ■



New in 2008, Nissan Rogue is in just its third generation, introduced for 2021. But its 2024 styling refresh, a welcome change from their previous longstanding brandwide face, easily makes it look like an entirely new vehicle.

The big news for 2025 is the new trim we are driving here, the Rogue Rock Creek edition. In a lineup of nine trims (four FWD and five AWD), this (AWD only) is priced in the middle (see sidebar).

Its rugged adventure character starts with visuals—a gloss black grille with silver accents, a redesigned front fascia with Lava Red accents, gloss black side mirrors and a tubular roof rack, also accented in Lava Red, with cross bars. Build specifics include all-terrain tires on 17-inch satin black wheels, hill descent control and HD intelligent

Around View Monitor with off-road view, as well as Front Wide View and Invisible Hood View available throughout the lineup.

The interior is a pleasure to step into, also given an adventuresome edge, featuring water-repellent leatherette seats with red embossed name inserts, Lava Red accent stitching and black trim.

Features have some nice redundancies, such as wipers, already with clear controls for rear, front and intermittent, also displaying confirmation and options in the binnacle display.

We packed some miles on this vehicle, and we would happily do it again. Our week included multiple runs cross-valley to Phoenix Raceway, hitting plenty of heavy freeway traffic, where it proved to be highly maneuverable, with good stop and go—

the brakes performed well without a thought to them. Shift points programmed into its CVT were lag-free, although this drivetrain can produce a highly noticeable whine in some situations. One run had noise in one direction, none in the other. At other times, such as cruising speeds, we were not aware of the drivetrain noise or effects at all.

The Nissan Rogue Rock Creek has lots of happy places—rocks and creeks, for example—but we couldn't resist heading up into some eight inches of new snow still coming down north of Payson.

Headed up the Beeline Highway, we could see snow in the hills ahead, and frozen slop was soon striking our windshield. Solid going. We drove 40 miles or so along snowpacked curves and cliffs and through the forests beyond Payson, as the

temperature eased down into the 20s and variable frozen precip picked up. An orange triangle in the binnacle soon warned that forward driving aids were temporarily disabled, as the front sensors were blocked, not unusual in these conditions. (As you can see at right, they cleared up just as quickly.) It was nighttime as we drove back down the snowy, then wet, then dry hills and curves of the Beeline. Performance was tops the whole way.

We appreciate drive modes and off-road features, but we especially like a package that's so capable in default mode, you might not even think about those other options. Such was this. With constant changes in snowpack, ice, clear and/or wet pavement or dirt, we simply soldiered on, transparently and very effectively in all cases.

It's hard not to think of Nissan as a quiet giant of sorts. Anecdotally, we are surrounded by them in traffic, the newest EVs included, even in clear-



ly high-end areas. Maybe that uniform corporate face was making them all blend. The new Rogue is likely to make them more apparent. ■

Accessible adventure

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....Smyrna, Tennessee
ENGINE/TRANS BUILD	.....Japan / Mexico
PARTS CONTENT	.....Japan 40% / Mexico 15% / US/Canada 25%
ENGINE	.....KR15DDT 1.5L 3-cyl inline turbo, transverse, DOHC 12v, high pressure dir inj, contin var timing, alum/alum
HP/TORQUE	.....201 hp / 225 lb-ft
TRANSMISSION	.....Xtronic CVT, paddles, manual mode
DRIVE MODES	.....eco, sport, hill descent (Rock Creek only)
DRIVETRAIN	.....AWD
SUSPENSION	.....F: indep strut w coils, 24.2mm stblzr bar; R: indep multilink, (AWD) 28mm stblzr bar; twin-tube shocks, off-road-tuned (Rock Creek only)
STEERING	.....veh speed var elec pwr-asst
BRAKES	.....F: 11.65 x1.02 vented; R: 11.5 x0.63 vented
WHEELS	.....7.5x17 alum alloy, dark painted
TIRES	.....235/65R17 A/T
LENGTH / WHEELBASE	.....183.0 / 106.5 in
HEADROOM (F/R)	.....(wo mnrf) 41.1 / 39.2 in
LEGROOM (F/R)	.....41.5 / 38.5 in
GROUND CLEARANCE	.....8.2 in
APPR / DEPART / BRKOVER	.....19.0 / 23.6 / 17.9°
TURNING CIRCLE	.....35.4 ft
CARGO CAPACITY	.....31.6 / 74.1 cu.ft
TOW CAPACITY	.....(when equipped) 1500 lb
WEIGHT / DISTRIB	.....3713 lb / 59/41%
GVWR	.....4685 lb
FUEL / CAPACITY	.....reg unl / 14.5 gal
MPG	.....27/32/29 (city/hwy/comb)

BASE PRICE	.....\$35,420
PREMIUM PAINT	.....425
ROCK CREEK PREMIUM PKG:	Hands-free power liftgate, reverse tilt-down outside mirrors, memory driver seat and outside mirrors, 4-way pwr passenger seat, heated steering wheel, wireless charging pad
DESTINATION CHARGE	.....800
TOTAL	.....\$37,945

2025 NISSAN ROGUE LINEUP

	.....FWD	.....AWD
S	.....\$29,230	.....\$30,630
SV	.....30,970	.....32,370
Rock Creek	.....	.....▼ 35,420
SL	.....36,090	.....37,490
Platinum	.....39,520	.....40,920




Your world is about to get *Larger*

MEXICO



CLASSIC VACATIONS




FUNJET
MORE OF LAS VEGAS



Funjet Vacations

Your travel center

MEMBER OF THE FROSCH TRAVEL GROUP



Treat yourself to the life of luxury travel

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

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

Our travel experts

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

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

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

Arizona headquarters

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

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

Your Travel Center

MEMBER OF THE FROSCH TRAVEL GROUP

414 South Mill Avenue, Suite 125
Tempe, AZ 85281
480-496-0160 / 800-952-3174 Toll Free
www.ytc.com

CST# 2019108-10

SPECIAL EVENT : PEBBLE BEACH CONCOURS 2025 : UPCOMING

74th Pebble Beach Concours d'Elegance



Start with the Pebble Beach Tour d'Elegance on Thursday, August 14, 2005, exploring Concours Village and Pebble Beach RetroAuto, an automobilia enthusiast's dream. Then on Sunday, August 17, indulge your automotive passion at the Pebble Beach Concours d'Elegance, as style icons, innovative prototypes and racing greats compete for the coveted Best of Show—the top prize in the collector car world. Reserve your experience now.

GENERAL ADMISSION: Stroll the show field, including special classes and features, as judges review the world's greatest collector cars, then end the day at the awards celebration.

CLUB d'ELEGANCE: Relax and refuel in an elegant and immersive tent at Parc du Concours, a

short shuttle ride from the show field—the only VIP experience with both gourmet breakfast and lunch, plus all-day hosted beverage service.

THE VENUE ABOVE THE CONCEPT LAWN: With the very best view of the latest concepts, this VIP experience provides enhanced continental breakfast, gourmet luncheon buffet and all-day hosted beverage service.

THE CONCOURS GALLERY: With a panoramic view of the Concept Lawn and First Fairway displays through sweeping windows or from a wrap-around balcony, this VIP experience also includes an enhanced continental breakfast, gourmet luncheon buffet, and all-day hosted beverage service inside the Gallery Café.

PATRON'S PATIO AT THE WINNER'S CIRCLE: Adjacent to the Awards Ramp, with enhanced continental breakfast, gourmet luncheon buffet and all-day hosted beverage service, each just-crowned winner parades before you as it exits the ramp.

CHAIRMAN'S HOSPITALITY AT THE LODGE: Also with enhanced continental breakfast, gourmet luncheon buffet and all-day hosted beverage service, this ultimate VIP experience inside Stillwater Bar & Grill has a panoramic view of the show field, a direct overview of all winners driving up to the Awards Ramp and a spectacular view of the Best of Show presentation.

TICKETS: theconcoursestore.com

INFORMATION: pebblebeachconcours.net



Kia K4 replaces Forte

POISED TO SELL WELL BY JOE SAGE

Going alphanumeric with its names (like so many others, and in line with its EVs), Kia replaced the midsize Optima with the K5 for 2021 (its global name already), now following suit as an all-new K4 replaces the compact Forte.

While the K5 was quickly recognizable as Optima's successor, K4 carries less of the look of the Forte, more the look of the K5. It also bears Kia's latest styling language. With a hint of Tiger Nose lingering, the new look, called "Opposites United," uses a combination of horizontal and vertical elements, easily seen in its headlights and taillights. The new K4 appears long and lean, partly thanks

to its almost coupe-like roof line.

We prefer to think of drive modes as a perk and not a necessity, but power could feel a bit tapped in normal, in our typically aggressive traffic. We quickly made a habit of sticking with sport mode, finding it satisfying through all our conditions in town—accelerating from lights, grabbing our spot in the curves, on straightaways and over a few hills. Parking lot speed bumps could be easy or could be particularly harsh, in either mode.

We liked the K4 quite well, overall—with solid, easy performance and clear value—while also noting its generous interior size for a compact (al-

though we did hit our head upon egress).

We noted more feature and interface critiques than average, too many to dive into here, but none of them deal-killers in this era.

The biggest surprise, however, ruled our experience. Legroom is above average, and the foot well is not small, but after seeming to have no brakes at our first stoop, we located an obstacle above the pedals that caught the toe of our shoe repeatedly (see callout). This made us theoretically compare the K4 with the K5 (and with the outgoing Forte), so we did some real digging. In a nutshell:

- The 2024 Kia Forte was priced about \$1,000-2,500 lower for comparable trims, and \$3,000 or so less when comparing higher-horsepower turbos (with various apples and oranges, including Forte

offering a manual transmission option on the GT). Horsepower numbers were similar to the new K4.

- The K5's standard powertrain bests the K4, at 190 hp vs 147, the turbo ditto, at 290 hp vs 190. You can spend into the mid-\$30s on a top K5, as you'd expect, but you can also get into a 191-hp base K5 at \$27,190, more than a top trim 147-hp non-turbo K4, but less than a top-trim-top-power 190-hp K4 turbo. This is intriguing.

- The K4 falls between Forte and K5 in wheelbase and length. Legroom is generously in the 40s up front, and K4 has the most rear legroom of any.

Comparing the K4 and the K5 is inevitable. The price walk on either is tight and favorable, and specifications could lead to either. If foot size is the decider, though, that could be an absolute. Then again, the K5 may have the same bracket in its footwell—we haven't had an opportunity to check. In any and all, you will find value. ■



NOTES FROM BIGFOOT

We have big feet, men's size 13. In case this is your problem, too, it needs a mention. Alarmed to have no brakes at our first corner, we found our toe was hitting an awkwardly exposed bracket above the pedals. We did seat adjustments and tried to pull our heel back and think ahead before stops, but that's a luxury when braking is needed. We have not encountered this specific snag in other Korean vehicles, but dug into it, and average foot sizes are indeed notably larger in the US than in Korea. If you have big feet, wear your normal shoes on your test drive, and give it all a careful try. •



SPECIFICATIONS

ASSEMBLY.....	Pesqueria, Nuevo León, Mexico
ENGINE/TRANS BUILD	USA / Mexico
PARTS CONTENT...S	Korea 45% / Mexico 35% / US/Canada 20%
ENGINE	2.0L DOHC D-CVVT 16v HLA 4-cyl, multi-port inj, alum/alum
HP/TORQUE	147 hp / 132 lb-ft
TOP SPEED	124 mph
TRANSMISSION	torque conv 8-spd auto
DRIVETRAIN	FWD
SUSPENSION.....	F: MacPherson strut; R: multi-link; hydraulic twin-tube gas shock
STEERING	col-mtd motor-driven pwr
BRAKES.....	F: 15.0 vented; R: 15.0 solid
WHEELS/TIRES	8.0J x18 alloy / 235/40R18
LENGTH / WHEELBASE	185.4 / 107.1 in
GROUND CLEARANCE	na
APPROACH/DEPART	14.2 / 18.7°
TURNING CIRCLE	35.16 ft
HEADROOM (F/R).....	39.0 / 37.3 in
LEGROOM (F/R).....	42.3 / 38.0 in
CARGO CAPACITY	14.6 cu.ft
WEIGHT	3080-3161 lb
FUEL / CAPACITY.....	92 oct prem unl / 12.4 gal
MPG	29/39/33 (city/hwy/comb)

BASE PRICE\$25,190

GT-LINE INCLUDES: 18-in alloy wheels, sport-tuned multi-link rear susp, GT-Line styling w gloss black exterior accents, outside mirror LED turn signal indicators, GT-Line sport steering wheel w paddle shifters, 12.3-in touchscreen w nav, cloth & SynTex seats incl, power driver's seat w power lumbar, heated front seats, Kia AI Assistant (req Kia Connect), highway driving assist, nav smart cruise control w stop & go, rear center armrest w cupholders.....incl

GT-LINE PREMIUM PKG: Harman Kardon premium audio, all-SynTex seats, memory driver's seat & outside mirrors, vented front seats

1100

GT-LINE SUNROOF PKG: pwr sunrf w shade .900

DESTINATION CHARGE.....1155

TOTAL\$28,345

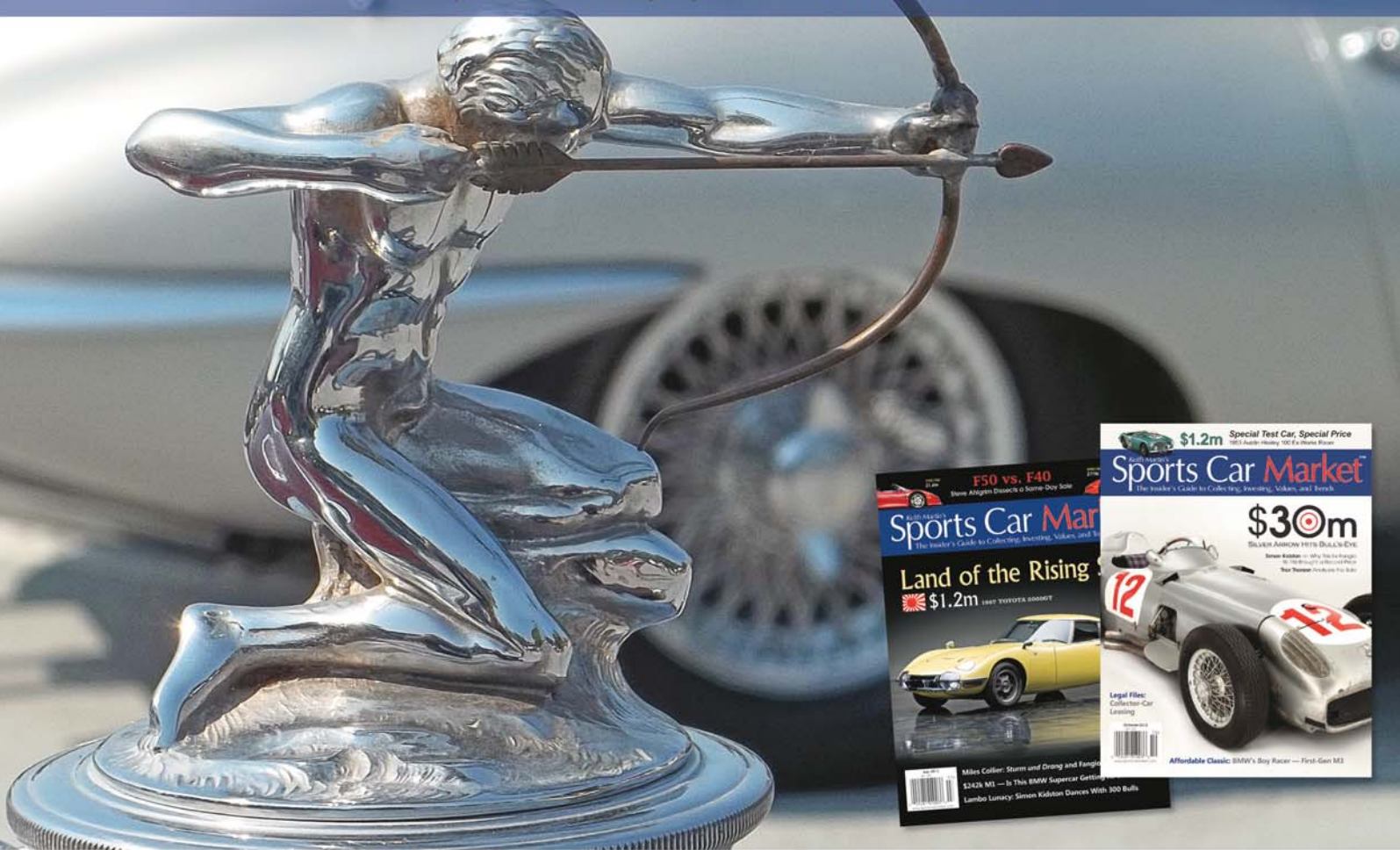
2025 KIA K4 LINEUP

2.0L MPI - 147 HP / 132 LB-FT - IVT	FWD
LX	\$21,990
LXS	22,990
EX	23,990
GT-Line	▼ 25,190
1.6 Turbo GDI - 190hp / 195 lb-ft - 8 A/T	FWD
GT-Line Turbo	\$28,090



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

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



Subscribe to SCM today and become a collector car insider

www.sportscarmarket.com

Zenvo previews the most powerful V12 engine ever fitted to a roadcar



- The Mjølner powerplant will produce up to 1850bhp, combining the 6.6-liter V12 engine and electric hybrid system
- Newly designed engine prioritizes driver engagement, without compromise on usability or emissions
- Utilising MAHLE Jet Ignition system, the powertrain has been specifically designed for road use, meeting current and future global emissions legislations
- Debut of new Zenvo modular engine architecture which will be tailored to different configurations for future models

Zenvo Automotive is breathing life into a project known as “Mjølner.” With four turbos and up to 1250 bhp alone—pushing up to 1,850 bhp with its electric hybrid system—this will be the most powerful V12 engine ever fitted to a production roadcar. The first example of the carefully crafted, hand-built unit has been completed, as their overall Aurora

development program continues at pace.

Developed with the team at MAHLE Powertrain, the beating heart of Aurora is a newly designed, bespoke 6.6-liter V12 engine, to be built at MAHLE Powertrain in Northampton, UK, alongside the hybrid system. With the birth of this new milestone powerplant, the Aurora program has taken a significant step forward. An extensive testing phase will next be getting underway, ahead of the first prototypes entering testing.

“A key part of the Aurora program is ... delivering an emotional connection for drivers and passengers, designed to stimulate the senses,” explains Zenvo chairman Jens Sverdrup. “Sound and visceral drama is what Aurora will be all about, and the engine is a vital element in this, which we will turn up to 11. ... The fact it is the world’s most powerful roadcar engine was not something we set out to achieve, but is a result of us pushing what we know is possible.”

The design of Mjølner is based on experience and on proven practices within the road car sector, while pushing the boundaries of performance. This engine has been carefully considered in all aspects from Aurora’s initial design phase, from driver engagement and comfort, to meeting current and future emissions legislation around the world.

Despite its high performance levels, with a 9,800 rpm redline, this is a bespoke engine developed specifically for the road, rather than compromised from motorsport. The engine will feature the MAHLE Jet Ignition system, in development at MAHLE Powertrain for over a decade and a key enabler for “Lambda1” operation. This will be prerequisite for future emissions requirements. This V12 format is the first implementation of this new modular architecture from Zenvo. From here, the concept will continue to be developed and used in different layouts across future product lines and models within the Zenvo family. ■

Retiring on top of its game

BY JOE SAGE

In a world currently dominated by SUVs—whether for fashion or function or both—Subaru Legacy offers everything that long made sedans rule. Created for the US market, Legacy was the first Subaru manufactured in the US, at their then-new Indiana plant. Though the popular tough-duty Outback variant sprang from the (long discontinued) Legacy Wagon, in turn a variant of the sedan, by now, Legacy might seem like a “sedan variant of the Outback.” This brings us to the bigger news—Subaru is discontinuing the Legacy this spring.

Despite its pending death sentence, the Legacy sedan remains a great vehicle. In its absence, can Outback satisfy the same customers? Most specifications for it and Outback have been very close, suggesting it's mostly a matter of taste, although there are notable differences in ground clearance and towing. And although Outback's cargo capacity is more overall, Legacy has a surprisingly large version of any sedan's distinguishing feature—a

separately lockable, contents-out-of-sight trunk.

The 2025 Subaru Legacy we are driving here is a Touring XT, the top of five trims from about \$25-38,000. The top two have a 260-hp 4-cylinder turbo boxer rated at 31 mpg highway, all the more impressive with almost 43 inches of front legroom, almost 40 in the rear. We drove ours many miles, in a variety of conditions, and the fuel needle hardly moved. And beyond that, the lower three trims have a 182-hp non-turbo rated 35 mpg highway. Legacy is a purchase and operating cost win-win.

It may not be so much that the sedan's time has passed, as that other things are commanding attention, and it was a tail that can no longer wag a whole dog. A few weeks after we had this Legacy, Subaru introduced an all-new 2026 Outback at the New York Auto Show in April, shifting noticeably toward SUV stature—also surely contributing to cutting the lower-volume Legacy sedan loose.

Maybe more revealingly, having said they will

produce eight EV models by calendar year 2028, they updated the Solterra EV for 2026, which also slides somewhat into the Legacy sedan's space.

What's more, they introduced a new Trailseeker EV, which at first blush may seem to have required a new Outback, thus requiring abandonment of the Legacy, but upon further digging is more of an up-sized Solterra adaptation. But the pressure built.

While some of this all adds up to Legacy's current fate, much also reminds us this is a very busy time, blending evolution, determination and hesitation, which raises other interesting possibilities.

For one, the EV trend has become less predictable of late. But even setting that aside, might Subaru come back around before long with a beefier sedan built on the new Outback's bones? From SUV coupes to slightly taller sedans on SUV platforms, such things have been done by others, with considerable success. We'll stay tuned. Things can always change and change again. ■

2025 SUBARU LEGACY SEDAN LINEUP

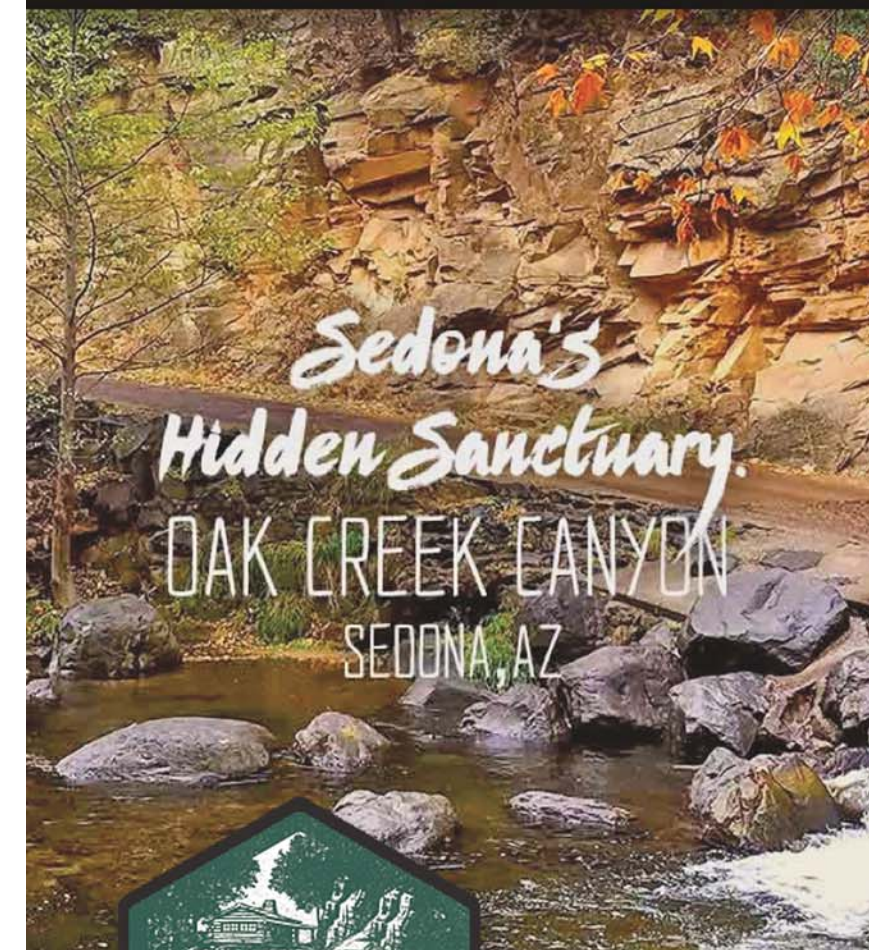
(base)	\$24,895
Premium	27,195
Limited	34,005
Sport	34,495
Touring XT	38,195



SPECIFICATIONS

ASSEMBLY	Lafayette, Indiana
ENGINE/TRANS BUILD	Japan / Japan
PARTS CONTENT	US/Can 50% / Japan 30%
ENGINE	2.4L DOHC 16v 4-cyl BOXER, twin-scroll turbo, intercooler, alum/alum, chain-driven cams, dual active intake/exhaust valves, sequential multi-port injection w cylinder head dir inj & ETC
HP/TORQUE	260 hp / 277 lb-ft
COMPRESSION RATIO	10.6:1
TRANSMISSION	high-torque Lineartronic CVT incl 8-spd manual mode and paddles
DRIVETRAIN	active torque split AWD w electronically managed variable hydraulic transfer clutch
SUSPENSION	F: MacPherson-type struts, internal rebound springs, alum lower L-arms, stblzr bar; R: dbl wishbone w subframe, coils, stblzr bar
STEERING	quick-ratio elec pwr asst rack & pinion
BRAKES	F: 12.4 vented disc, dual-piston; R: 11.8 vented, single-piston
WHEELS	18x7.5 alloy, gray w machine fin
TIRES	225/50R18 95V all-season
LENGTH / WHEELBASE	191.1 / 108.3 in
TURNING CIRCLE	36.8 ft
HEADROOM (F/R)	(w moonrf) 38.3 / 37.2 in
LEGROOM (F/R)	42.8 / 39.5 in
CARGO CAPACITY	15.1 cu.ft
WEIGHT	3787 lb
FUEL / CAPACITY	87 oct reg unl / 18.5 gal
MPG	23/31/26 (city/hwy/comb)
BASE PRICE	\$38,195
ALL-WEATHER FLOOR LINERS	141
DESTINATION CHARGE	1145
TOTAL	\$39,481

TRAVEL SITES TO BE SEEN



Sedona's
Hidden Sanctuary.
OAK CREEK CANYON
SEDONA, AZ



Where to stay
Things to do
oakcreekcabins.com

Southwest Media Communications

TRAVEL SITES TO BE SEEN



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

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

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

Pending federal change affects alternative fuel vehicles in HOV lanes

AFVS WITH ONE OCCUPANT TO LOSE ACCESS SEPT 30

The Federal Highway Administration has informed Arizona that, barring a federal change, electric vehicles and other currently eligible alternative fuel vehicles with only a single occupant will no longer have access to high-occupancy vehicle lanes during restricted times as of September 30, 2025. HOV lanes are available on freeways in the Phoenix metropolitan area.

Based on this notice, ADOT has established a website to help alternative fuel vehicle owners and others prepare for the change, explaining what is scheduled to happen upon expiration of a provision of federal code that has allowed the access. Visit: azdot.gov/HOVRule.

A provision of federal code (23 USC 166b) has allowed Arizona to exempt alternative fuel vehicles from HOV lane restrictions that otherwise require two or more occupants (except motorcycles). In addition to electric vehicles, currently eligible alternative fuel vehicles include those operating solely on natural gas, propane, hydrogen, coal-derived liquid fuels, fuels derived from biological materials, methanol, or denatured alcohol or other alcohols.

The decision on whether to allow this provision in federal code to lapse lies with the US Congress. Even though this is a federal matter, ADOT is sharing early word because the outcome affects travelers in the Phoenix area, owners and prospective buyers of alternative fuel vehicles, and businesses selling and servicing alternative fuel vehicles. ADOT's Motor Vehicle Division is also sharing this information with auto dealers, so they are aware and can pass the information on to customers, and with drivers who own a vehicle with an Alternative Fuel or Energy Efficient license plate and will no longer qualify to use the HOV lane with only the driver.

ADOT offers a full resource at azdot.gov/HOV explaining what HOV lanes are for, who can use them and other topics. Visit: azdot.gov/HOV.

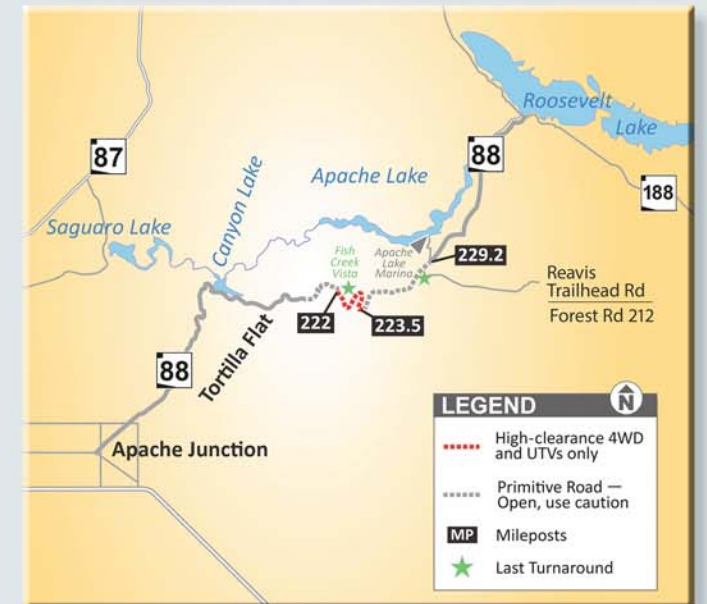
Apache Trail (AZ 88) section reopened

FIVE-MILE SECTION FIXED FROM SEVERE 2019 FLOODS

ADOT has reopened the five-mile unpaved section of State Route 88 (Apache Trail) from Fish Creek Vista (milepost 222) to milepost 227 near Reavis Trailhead Road that had been closed due to extensive roadway damage and rock debris in the aftermath of severe flooding in 2019.

The Woodbury Fire in June 2019 consumed almost 124,000 acres of Tonto National Forest. In September 2019, a storm dumped about six inches of rain onto the fire scar, and the runoff severely damaged large portions of the road. The most damage was in the area between those two points and included a large rockslide that had left that section of the road unpassable.

In October 2023 ADOT completed a study, which recommended \$33.7 million in improvements to make SR 88 more accessible and resilient to severe weather. Those improvements, developed with extensive public involvement, are identified in a Design Concept Report. ADOT invested \$4 million for an interim project to restore limited access to five miles of SR 88 damaged by flooding in 2019, as it seeks funding for more extensive improvements needed to make the roadway more resilient and accessible long-term.



Nissan is intensifying an evolution of its entire lineup. The first thing you'll notice on the new fourth-generation Murano will likely be its styling, to us a welcome change from their previous longstanding brand-wide face. Next you will notice its features, and then its all-new powertrain, which itself turns out to be a complex topic.

When new in 2003, Murano entered a new realm—or in fact played a big role in creating or solidifying it—the crossover. It brought sleek and curvy styling to the usually boxy SUV category, while to some it positioned and functioned as almost a sedan, but with an SUV's high ride and visibility.

While the original Murano stood apart significantly when new, this is a taller order today, as variety has grown in every way, from a wide range of sizes, to new cues from evolving EV styling, to a broadening of price ranges at both ends, and so on. With all those factors involved in its execution, the new Murano is successfully striking.

Nissan's own materials on the new Murano emphasize its features, with extra focus on a combination of spaciousness and creature comforts, on

connectivity via built-in Google including maps, and on a significantly new powertrain.

Our week with the Murano generated far more notes than is typical, mostly in two areas: feature oddities (more numerous and more frustrating than average); and powertrain behavior.

Features may seem like secondary things, but they included issues with climate control, locks, strong surface reflections—things that can dominate the experience. Nissan has long had some of the best cameras and mirrors in the business, although we had these overruled by system automation braking us with blunt force while backing into a parking space, though still five feet from a wall.

The new powertrain is the last thing mentioned in official introductory materials, though it seems to have been the main thing that got our attention. First is the engine, the same 241-hp 2.0-liter turbo across the full lineup, notable for its variable compression (brought over from premium sister brand Infiniti, new there a couple of years ago). This is a mechanical scheme physically reconfiguring the engine from one extreme to the other, largely aim-

ing to optimize both fuel economy and power, each in its own way. As performance could be frustrating at times, we experimented and theorized quite a bit on its potential overlap with drive modes.

Second is a 9-speed automatic on all, a notable change from years with a CVT. All levels have all-wheel drive, with the base SV also offering FWD. This is Murano's first move away from a CVT, an evolution also arriving on various other models. While many claim to hate CVTs, we've generally guessed that most people don't even know they have one. But this one seemed to have been more unpopular than average. Some elements of shifting inspired us to try the manual paddles, but they were often overruled by the system, anyway.

Nissan is off and running with a comprehensive makeover and update. With a rich history and now in fast-changing times, they are well positioned to take advantage of the best of both.

There is also a new CEO, Ivan Espinosa, being hailed in all quarters as a "car guy," one who will likely take great interest in further evolution and refinement we still anticipate in many areas. ■

Paradigm shift

New through and through

by Joe Sage



SPECIFICATIONS

ASSEMBLY	.....Smyrna, Tennessee
ENGINE/TRANS BUILD	.....Japan / US
PARTS CONTENT	.....US/Canada 50%
ENGINE	.....2.0L inline-4 16v turbo, VTCS, DOHC, alum/alum
HP/TORQUE	.....241 hp / 260 lb-ft
COMPRESSION RATIO	.....8.0:1 - 14.0:1
TRANSMISSION	.....9-spd auto
DRIVETRAIN	.....Intelligent AWD
SUSPENSION	.....F: indep strut w coils, twin-tube struts, 29.0mm solid stblzr bar; R: indep multilink, twin-tube shocks, 28.6mm tubular stblzr bar
STEERING	.....elec pwr assist
BRAKES	.....F: 13.78 x1.18 vented; R: 12.99 x0.63 vented
WHEELS	.....21-in alum-alloy w aero cover
TIRES	.....255/50R21 all-season
LENGTH / WHEELBASE	.....192.9 / 111.2 in
GROUND CLEARANCE	.....8.3 in
APPR / DEPART / BRKOVER	.....17.4 / 23.8 / 17.4°
TURNING CIRCLE	.....tbd
HEADROOM (F/R)	.....(moonrf) 41.1 / 39.7 in
LEGROOM (F/R)	.....44.3 / 36.3 in
CARGO CAPACITY	.....32.9 / 63.5 cu.ft
WEIGHT / DISTRIBUTION	.....4438 lb / 59/41
TOW CAPACITY	.....up to 1500 lb
FUEL / CAPACITY	.....reg unl / 18.7 gal
MPG	.....21/27/23 (city/hwy/comb)
BASE PRICE	.....\$49,600
(BUNDLE): carpeted floor mats and cargo mat, seatback protector, cargo blocks	.....510
ILLUMINATED CARGO SCUFF PLATE	.....505
EXTERIOR GROUND LIGHTING	.....675
PANORAMIC HEADLINER ILLUMINATION	.....430
ILLUMINATED KICKPLATES	.....415
DESTINATION CHARGE	.....1390
TOTAL	.....\$53,525

2025 NISSAN MURANO LINEUP

	FWD	AWD
SV	\$40,470	\$41,470
SL		46,560
Platinum		49,600



Join the AMA

Are you ready to stand side-by-side with hundreds of thousands of other riders who trust the American Motorcyclist Association to protect their right to ride? Ready to enjoy *American Motorcyclist*, America's biggest and best monthly motorcycle magazine? Want to participate in any of the thousands of AMA-sanctioned tours, races and rallies, or discover the many discounts on cool motorcycling products and services?

1-year AMA Membership \$49 annually

- Protect your freedom to ride
- Participate in AMA-sanctioned rides and races
- 12 issues of *American Motorcyclist*
- Access to more than 1,200 AMA clubs
- Members-only discounts on gear, parts, etc. ☒

ALSO: 3-Year Memberships, Youth Memberships, Family Memberships, Life Memberships and Charter Life Memberships

www.americanmotorcyclist.com



Honda developing regenerative fuel cell system in space

HONDA R&D TO CONDUCT TESTING WITH SIERRA SPACE AND TEC-MASTERS ON THE INTERNATIONAL SPACE STATION

- Honda aims to create regenerative fuel cell system to support life in space and on Earth
- Honda will test its water electrolysis system on the International Space Station
- New Space Development Division at American Honda seeks to promote technology development in the US and enhance collaboration with the US space industry

Honda R&D Co, Ltd plans to test its high-differential pressure water electrolysis system at the International Space Station (ISS) in collaboration with leading space and technology companies Sierra Space and Tec-Masters. The project is part of Honda's vision for a regenerative fuel cell system that could provide advanced energy storage capable of supporting human life on the lunar surface.

Regenerative Fuel Cell in Space

Honda is leveraging decades of hydrogen fuel cell technology expertise to develop a regenerative fuel cell system, known as a circulative renewable energy system, that will continuously produce oxygen, hydrogen and electricity. Honda envisions the circulative renewable energy system to be part of the in-

frastructure for humanity's sustained habitation on the Moon—utilizing the available resources of sunlight and water. By enhancing the performance of the circulative renewable energy system, improvements can be made to long-life regenerative fuel cells that can be used as a scalable, clean and renewable energy source both in space and on Earth.

During the Lunar Day, the system will use electricity generated by the sun to power the process. Honda's high-differential pressure water electrolysis system will then produce hydrogen and oxygen from water.

During the Lunar Night, when the Moon is not receiving sunlight, some of the oxygen will be used for astronauts to breathe. The Honda fuel cell system will use the remaining oxygen, along with the hydrogen produced dur-

ing the Lunar Day, to generate electricity.

After the fuel cells generate electricity, the only byproduct is water, which is recycled back into the water electrolysis system to create a closed-loop energy cycle. This process is similar to how a home solar system operates on Earth, where daytime solar electricity is harnessed and excess energy is stored in home energy batteries to provide power throughout the night.

ISS Testing

Honda has developed an advanced water electrolysis system designed to support long-term operations on the Moon by prioritizing efficiency and reliability. The system's lightweight and compact design addresses the critical need to reduce transportation costs in lunar development. Additionally, since it doesn't use mechanical compression, maintenance needs are reduced, enhancing reliability for extended missions. By enabling high-pressure gas storage in smaller containers, the system also reduces the need to transport and manage large numbers of tanks.

Honda will test the core part of its high-differential pressure water electrolysis system to verify the efficiency and reliability of the system in the microgravity environment of the ISS. For the ISS testing, Honda is collaborating with Sierra Space, a leading commercial

space company at the forefront of innovation and the commercialization of space, and Tec-Masters, a leading provider of innovative scientific and technological solutions. Sierra Space will be the primary space mission integrator, working with NASA to transport materials on Sierra Space's Dream Chaser® spaceplane, the world's only commercial spaceplane. Tec-Masters will be the ISS technology expert.

New Space Development Division

In late 2024, Honda established the Space Development Division at American Honda to promote technology development in the US and enhance collaboration with the US space industry. The US and Japan teams work closely to leverage Honda core technologies and apply them to the expansion of human activities and development on the Lunar surface. These space development initiatives demonstrate the commitment by Honda to fostering a sustainable future through pioneering technology and collaboration.

Honda in America

Honda started operations in the United States with American Honda Motor Co., Inc. in 1959. Today, Honda employs over 30,000 associates in America engaged in the development, manufacturing, sales and service support of Honda and Acura automobiles, Honda power equipment, Honda power-sports and marine products, and the HondaJet advanced light jet.

Based on its longstanding commitment to build products close to the customer, Honda operates 12 major US manufacturing facilities, working with 620 US suppliers to produce a diverse range of Honda products using domestic and globally sourced parts. Honda has built automobiles in America for over 40 years, and in 2024, nearly 64% of all Honda and Acura automobiles sold in the US were produced in America.

Honda also conducts research and development activities at 23 facilities in America where we fully design, develop and engineer many of the products the company manufactures in America. ■

Watch a video about the Honda regenerative fuel cell system at honda.us/SpaceDevelopment

HONDA



Matching Donors

YOU DON'T HAVE TO DONATE A KIDNEY TO SAVE A LIFE.

DONATE YOUR CAR, BOAT, REAL ESTATE OR PLANE!



We take donations in any condition, with fast, free pickup. Every donation is tax deductible. 100% of the proceeds help save the lives of people needing organ transplants on MatchingDonors.com, a 501(c)(3) nonprofit organization.

Call us at 781-821-2204 or donate online at MatchingDonorsDonations.com

Audi was at the leading edge of the EV curve, when it introduced its first full-electric e-tron (there had been a European PHEV 'e-tron' prior), to great fanfare in fall 2018. Since then, they have added more EVs, at first using E-tron plus a double-digit numeric for their EV model names, changing a few years ago to adding 'e-tron' after more familiar alphanumeric, all much as happened with 'quattro,' following the first Audi Quattro coupe.

It has been a given, for decades now, that every Audi equals quattro. As EV mandates (and an anticipated death of internal combustion) reached a peak over the past several years, it made sense to mainstream the nomenclature, toward a time when Audi (or any brand) would inherently mean EV. (But as of now, the pendulum shows signs of swinging back the other way, or both ways.)

Perhaps ironically, e-tron development has led

to quattro no longer being a given for Audi, as their EVs are available as either 2WD or AWD, as is common. Audi is, however, continuing to use the quattro name for e-tron EVs with power to both front and rear. This is achieved in the EVs, however, not via the breakthrough mechanical setups known since the first Audi Torsen differential quattros, but simply via a dual set of motors and electronic distribution, as is also common with EVs.

In fact, they do not even say the quattro name out loud on all models, the Q6/SQ6 lineup being a case in point (hence the parentheses in our title bar, above). A glance at the lineup in our sidebar (also using parentheses) shows that while two families of Q6 are distinguished in their official names as quattro or not, for SQ6 they do not include it in the name, although (or because?) the S version of Q6 is indeed AWD-only. This is nonetheless inconsis-

tent with the internal combustion lineup for years.

Put it all together, and it makes it all equal parts easier and equal parts harder to keep track of.

The two-motor Q6 quattro vs rear-drive Q6 has more power, quicker performance and only a minor loss of range, all for \$2,000, an easy decision for most anyone. The jump to SQ6 brings more power still and even quicker zero-to-60, but still more loss of range and about a \$7,000 bump in price, so it's not as easy a decision by the numbers. But an S trim level always brings more to the game.

Undeniably handsome, the Q6 and SQ6 do have a fresh new version of the familiar family face. Our SQ6 looks great in Daytona Gray Pearl Metallic, a favorite, which enhances the look of its EV grille.

Any quattro drive experience is generally tops on dry pavement, but also always suggests slick road traction benefits. This had us contemplating

a drive up into a Flagstaff snowstorm, although charging logistics could be a bigger challenge than weather. Ultimately, neither time nor weather fully cooperated.

Our experience on dry pavement was not the same as a traditional quattro, squirmy at times, seeming to be adjusting to electronic interpretations of conditions. Brakes also seemed conditions-dependent, giving us an alarming experience or two. Frustrations with the interface included the mysteries of whether the vehicle is on or off (it decides) and doors locked or not. It might have a few too many tricks up its sleeve. On the plus side, starting itself means you can just get in and be whisked away, as in an electric train, but you do have to drive. The vehicle seems conceived to demonstrate its e-wisdom, but it often seems to add up to "a driver's car with a mind of its own." ■

The Q6 family is, by the way, EV-only, making the e-tron portion of its name a redundancy of sorts, anyway. Names may evolve further, or not, if the time comes that the entire lineup has gone all-EV.

A full bag of tricks

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	.....	Ingolstadt, Germany
ENGINE/TRANS BUILD	.....	Hungary / Hungary
PARTS CONTENT	.....	Germany 59% / Hungary 15%
SEATING CAPACITY	.....	five
MOTORS	.....	two electric motors: F: asynchronous (ASM); R: permanently-excited synch (PSM)
HP	.....	nominal: 483 hp peak w launch control: 509 hp
BATTERY/PACK	.....	800V li-ion, 100 kWh gross, 180 prismatic cells, 12 modules
TRANSMISSION	.....	single-spd
DRIVETRAIN	.....	quattro AWD
0-TO-60 / TOP SPEED	.....	4.1 sec / 143 mph
SUSPENSION	.....	F: five-link; R: five-link
STEERING	.....	electromechanical progressive w speed-dependent power assist
BRAKES	.....	F: 375mm two-piece vented, six-piston calipers; R: 350mm vented, single-piston calipers
WHEELS	.....	(opt) 21-in black optic dynamic design 5-Y-spoke
TIRES	.....	(opt) F: 255/45 R21; R: 285/40 R21 summer
LENGTH / WHEELBASE	.....	187.9 / 113.8 in
GROUND CLEARANCE	.....	8.5 in
TURNING CIRCLE	.....	39.7 ft
HEADROOM (F/R)	.....	38.5 / 38.4 in
LEGROOM (F/R)	.....	39.4 / 37.4 in
CARGO CAPACITY	.....	30.2 / 60.4 cu.ft
WEIGHT	.....	5324 lb
TOW CAPACITY	.....	(max braked) 4400 lb
CHARGING TIME	.....	Level 2 (240V) 14 hrs DC Fast (10-80%) 21 min
RANGE	.....	275 mi
MPG	.....	(MPGe) 96/82/89 (city/hwy/comb)
BASE PRICE	.....	\$72,900
PAINT: Daytona Gray Pearl Effect	.....	595
PRESTIGE PKG: augmented reality HUD, B&O audio (headrest speakers), comfort pre-condition, hand-detect heated steering wheel, MMI 10.9-in passenger display, adaptive cruise assist, digital OLED taillights, dynamic interaction light, LED interior lighting, pano sunroof, top view camera system, acoustic front door glass, heated rear seats	.....	6400
FINE NAPPA LEATHER SEAT SURFACES	.....	1000
WHEELS: 21-in black wheel package: 5-Y-spoke dynamic design, summer tires	.....	1000
BLACK OPTIC PKG	.....	650
DESTINATION CHARGE	.....	1295
TOTAL	.....	\$83,840

2025 AUDI Q6-SQ6 E-TRON LINEUP

	RWD	AWD
Q6 e-tron		
Single rear motor (RWD) 322 hp		
Zero-to-60: 6.3 sec; range 321 miles		
Premium	---	---
Premium Plus	68,600	---
Prestige	70,600	---
Q6 e-tron quattro		
Front/rear motors (quattro AWD) 456 hp		
Zero-to-60: 4.9 sec; range 307 miles		
Premium	---	\$65,800
Premium Plus	---	70,600
Prestige	---	72,600
SQ6 e-tron (quattro, but not in its name)		
Front/rear motors (quattro AWD) 509 hp		
Zero-to-60: 4.1 sec; range 275 miles		
Premium	---	\$72,900
Premium Plus	---	77,300
Prestige	---	79,300

EV Charging Resources

CHARGING STATIONS

aps.com
blinkcharging.com
chargepoint.com
electrifyamerica.com
evgo.com
plugshare.com
tesla.com

HOME CHARGERS

Check all the above plus amazon.com

EV VISITOR'S GUIDE

visitarizona.com

MOBILE CHARGING

beechargedev.com
mobilecharginggaz.com
prioritytow.com

blink

TESLA

electrify america

-chargepoint+

EVgo

POWER UP MOBILE CHARGING

PlugShare

aps

ARIZONA

Adrenaline On Ice

Strengthen core competencies. Master new skills. Confront your demons. From introductory courses to advanced and custom classes, the Bridgestone Winter Driving School is your path to winter driving greatness.



DON'T JUST BE IN THE DRIVER'S SEAT — OWN IT.



BRIDGESTONE
WINTER
DRIVING
SCHOOL

970.879.6104
winterdrive.com
open 7 days a week
Steamboat Springs, Colorado



Sign up.
Show up.
Strap in.

VEHICLE REVEAL : TOYOTA GR86 YUZU EDITION

New Toyota GR86 Yuzu Edition

For 2026, the Toyota sports car lineup gets brighter with the GR86 Yuzu edition. Its vibrant exterior color is a nod to a memorable special edition of GR86's predecessor, the Scion FR-S Release Series 1.0.

Based on GR86 Premium grade, the special edition will have 18-inch matte black wheels and other black accents throughout the vehicle. The Yuzu edition interior has black Ultra-suede-trimmed sport seats with yellow perforation and yellow stitching on the steering wheel, parking brake control and door trim.

Brembo Brakes and SACHS Dampers improve stopping power and stability while preserving GR86's trademark playfulness.

Customers can customize with accessories like a cat-back exhaust with GR-logo silver-colored tips, and a body kit to the Yuzu edition for even more self-expression.

Pure Driving Experience Across All Grades

For model year 2026, the GR86 will be available in three grades—GR86, GR86 Premium and the GR86 Yuzu edition. All will offer a choice of a six-speed manual or automatic transmission and will be powered by a 2.4-liter, 4-cylinder boxer engine generating 228 horsepower and 184 lb.-ft of torque.

The GR86 focuses on performance and balance. Its compact size and responsive chassis make it nimble on tight corners and open roads, an engaging driving experience that emphasizes fun over outright power.

Last year, the GAZOO Racing engineering team made updates to tuning, including revised throttle mapping to increase the ease of "blipping," and additional engine torque control for a more direct throttle response and linearity for better control at all speeds.

These updates are carried over to 2026. A Performance Package available on GR86 and GR86 Premium grades upgrades to the Brembo Brakes and SACHS Dampers that are standard on the GR86 Yuzu edition.

The GR86's taut, agile chassis is crafted from a combination of high-strength steel, hot-stamped steel and aluminum, for a balance of roll and pitch that helps maximize control. Diagonal cross members and high-strength fasteners join the front suspension and frame together. A full ring structure and high-strength fasteners connect the frame and suspension mounts in the rear.

All GR86 models pack in modern engineering, tech, and convenience—while sticking to its lightweight sports car roots.

Light and Fun-to-Drive

Weighing in at just 2,811 pounds with manual shift or 2,851 with the automatic, GR86 is one of the lightest sports cars Toyota develops. Aluminum hood, front fenders and roof panel help keep weight down on the body, while details such as structural adhesives in the frame and seats over six pounds lighter than the prior generation 86 shave more weight.

Zero-to-60 comes in at 6.1 seconds for the 6-speed manual, 6.6 for the six-speed electronically controlled automatic (ECT-i). Either is equipped with a Torsen limited-slip rear differential for better traction while cornering.

Motorsports Inspired

Toyota GR cars go through an intensive track testing process using real-world competitive racing. In 2023, Toyota GAZOO Racing North America developed the GR Cup single-make racing championship that features race-modified GR86s. This motorsports commitment also brings a free one-year NASA membership to GR owners, with a host of benefits.

The GR86 will arrive this fall. There will only be 860 Yuzu editions built for the North American market for 2026. Prices and full specs will arrive later this year. ■



BETTER STILL?

BY JOE SAGE

We spent a week with a non-hybrid version of the new Hyundai Santa Fe last winter (see Nov/Dec 2024), the compelling adventure-oriented XRT, an AWD-only trim with higher ground clearance, a tougher tire and wheel set, and the highest tow capacity of any version.

We had compared the vitals of the hybrid alternatives at that time. Now we are driving the 2025 Hyundai Santa Fe Hybrid, in top Calligraphy trim and AWD. And we can confirm what the numbers had suggested—the hybrid presents a compelling decision you'll want to make right up front.

Overall power is pretty similar (see Vital Variables chart at right)—power and torque from the engine itself are less, but the hybrid system adds back most of the difference. Build basics—suspension, brakes, turning circle—are the same. Dimensions are mostly identical, other than the raised

height of the non-hybrid-only XRT. The weight difference of the hybrid is negligible, less than 100 pounds (in fact, lower-trim hybrids are lighter than upper-trim full-ICE trims).

Even prices are about the same. Our Hybrid Calligraphy AWD is the priciest of 15 trims, but not by much, just \$1800 more than its FWD, just \$1,000 more than a non-hybrid Calligraphy AWD. And the hybrids even start at about \$10,000 less than that.

The horsepower difference, 277 vs 231 (and the torque, 311 lb-ft vs 271) is probably not noticeable to most people, but the dramatic difference in fuel economy (mid-30s for the hybrid vs upper teens to mid-20s for the other) will be noticeable to all.

Acceleration, cornering and handling were solid on our hybrid, even in default Eco mode, and if you do grab Sport, it's not startlingly different, in some ways also a plus. There is also Snow mode.

The new Santa Fe, in any build, punches well above its weight, with the look and feel of a larger SUV. Fifteen versions gives you plenty of choice, but it's so well done, they could probably make just one version of it and still please almost everyone.

2025 HYUNDAI SANTA FE LINEUP

2.5L TURBO, 8-SPD DCT	FWD	AWD
SE	\$34,300	\$36,100
SEL	36,800	38,600
XRT	--	40,950
Limited	43,700	45,500
Calligraphy	46,850	48,650

1.6L TURBO HYBRID, 6-SPD AUTO	FWD	AWD
SEL Hybrid	\$37,800	\$39,600
Limited Hybrid	44,700	46,500
Calligraphy Hybrid	47,850	49,650

VITAL VARIABLES: 2.5T Hybrid

Total HP	277 hp	231 hp
Total torque	311 lb-ft	271 lb-ft
Ground clearance	7.0 (XRT 8.3) in	7.0 in
Tow	≤3500 (XRT 4500) lb	≤ 2000 lb
MPG	19/26/22	35/34/34

The FWD-AWD choice is price, with MPG here mostly the same (we would spring for AWD). Towing is the only major tradeoff, a need for which you likely know your situation right up front, and again, if you need the highest, that's the XRT, which is an ICE-only build, anyway. Those conditions aside, the hybrid seems pretty irresistible. ■

Ours Santa Fe came in Earthy Brass Matte paint, a sharp look that does take a little special care.



SPECIFICATIONS

ASSEMBLY	Montgomery, Alabama	
ENGINE/TRANS BUILD	S Korea / S Korea	
PARTS CONTENT	S Korea 46% / US/Can 39%	
ENGINE	Smartstream 1.6L Turbo GDI DOHC 16v inline-4; hybrid electric vehicle (HEV)	
HP/TORQUE (ENGINE)	178 hp / 195 lb-ft	
COMPRESSION RATIO	10.5:1	
ELECTRIC MOTOR	permanent magnet synchronous	
BATTERY	Li-ion 270V 1.49 kWh	
HP/TORQUE (ELEC)	44.2 kW (est 60 hp) / 195 lb-ft	
COMBINED HP/TORQUE	231 hp / 271 lb-ft	
TRANSMISSION	6-spd auto, paddles, shift-by-wire	
DRIVETRAIN	HTRAC active on-demand AWD	
SUSPENSION	F: MacPherson strut w coils, gas shocks w advanced valving, stblzr bar; R: multi-link indep, separated spring & shocks, gas shocks w advanced valving, stblzr bar	
STEERING	motor driven rack & pinion, column-mtd	
BRAKES	F: 12.8 vented; R: 12.0 solid	
WHEELS/TIRES	20x8.5J alloys / 255/45 R20 Pirelli	
LENGTH / WHEELBASE	190.2 / 110.8 in	
HEADROOM (F/2/3)	(snrf) 40.2 / 39.6 / 37.7 in	
LEGROOM (F/2/3)	44.4 / 41.5 HEV (vs 42.3) / 30.0 in	
GROUND CLEARANCE	7.0 in	
APPR / DEP / BRKOVER	(hyb) 17.4 / 20.9 / 15.3°	
TURNING CIRCLE	37.9 ft	
CARGO CAPACITY	14.6 / 40.5 / 79.6 cu. ft	
ROOF RAILS CAPACITY	220 lb	
TOW CAPACITY	(w/o brakes) 1650 lb (w brakes, hybrid) 2000 lb	
WEIGHT	4575 lb	
FUEL / CAPACITY	reg unl / 17.7 gal	
MPG	35/34/34 (city/hwy/comb)	

BASE PRICE \$49,050

PAINT: Earthy Brass Matte	1000
CARPETED FLOOR MATS	210
DESTINATION CHARGE	1415

TOTAL \$51,675

Note sticker price varies from current info (see chart).

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

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



We drive customers to your business.

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

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

THE INSIDE TRACK: BRIEFS & RUMORS



Lamborghini
Temerario
V8 Twin Turbo

▼ The **Lamborghini** Temerario, the only production super sports car able to reach 10,000 rpm, features a new hybrid powertrain, combining a twin-turbo V8 engine, designed and developed from the ground up at Automobili Lamborghini headquarters in Sant'Agata Bolognese, with three electric motors, delivering total power of 920 CV. The performance is stunning: a sprint from 0 to 100 km/h in just 2.7 seconds, and a top speed of 340 km/h. The new V8 biturbo engine—now one of the most powerful in the segment—delivers its peak power of 800 CV from 9,000 to 9,750 rpm and 730 Nm of torque between 4,000 and 7,000 rpm. The electric motor in P1 position (between the V8 engine and the gearbox), ensures immediate response starting from low engine speed and continues consistently through gear shifts, working as a torque gap filler and improving the transient response, giving the sensation of linear and limitless progression up to 10,000 revs. Efficiency and performance are increased at top speeds, thanks to the two large turbochargers, located compactly in the V of the engine as a “hot V8” to optimize the packaging and thermal management. The achievement of such high revs is derived from technical solutions drawn from the world of motorsport, such as a flat-plane crankshaft that ensures optimal fluid dynamics due to an even firing order between the two banks and delivering a unique and engaging sound. Titanium connecting rods, thanks to excellent strength and lightness

of this material, help reduce weight and rotating masses. The racing-inspired design also includes finger followers coated in DLC (Diamond Like Carbon), which increases hardness and thus strength, so they can withstand speeds up to 11,000 rpm. The characteristics of a smoothly revving, naturally-aspirated engine, with the power delivery of a turbo engine in combination with electric drives, is unique in the way it works and sounds. Lamborghini has thus



National Corvette Museum: *Speed Captured: The Photographic Works of Richard Prince*

succeeded in developing a new V8 biturbo combining the pronounced linearity of rev development in their previous naturally-aspirated V10, with the enormous power and torque of a modern turbo engine.

▼ The **National Corvette Museum**, in Bowling Green, Kentucky, has announced the opening of *Speed Captured: The Photographic Works of Richard Prince*, a special

exhibition celebrating the artistry of one of motorsport's most renowned photographers. The exhibition opened March 7, in the Museum's Limited Engagement Gallery, and runs through the end of the year. Prince, a 2024 Corvette Hall of Fame inductee known for his ability to capture the raw power and emotion of motorsports, has spent more than 30 years documenting the evolution of the Corvette and its historic role in racing. His photography vividly tells stories of speed, innovation, and the passion of the people behind America's Sports Car. Guests will see a curated selection of high-resolution prints, archival imagery, and behind-the-scenes moments, including racing victories, trackside camaraderie and engineering that defines Corvette on both road and track. In addition to the photography, visitors will be able to view five iconic vehicles that represent not only Prince's subjects but also racing and engineering excellence, including a 2025 Corvette ZR1 (limited engagement); 2019 Corvette ZR1; Cadillac DPi Chassis #1; C5-R Chassis #4; and the 1966 Corvette Stingray, which also represents the restoration busi-

ness he built with his wife, Carolyn. Together, they have preserved Corvette's legacy, bringing historic Corvettes back to life for future generations. Visitors will also gain insight into Prince's creative process, including his techniques for capturing motion, light and emotion in motorsports photography. The exhibit's layout pairs the cars with corresponding photos, allowing guests to experience the machines as both

engineering marvels and works of art. Exhibition guests also have access to the Museum's permanent exhibitions, can shop for exclusive Corvette merchandise at the Museum's Corvette Store, experience new



BMW Art Car
Collection
50th Anniversary
World Tour

Corvette deliveries on Corvette Boulevard, enjoy lunch at the Stingray Grill or visit the NCM Motorsports Park for an adrenaline-filled track session.

▼ The **BMW** Art Car Collection is celebrating its 50th anniversary with a World Tour. Works by Calder, Lichtenstein, Warhol, Holzer, Hockney, Koons, Rauschenberg, Mahlangu, Eliasson, Baldessari, Cao Fei and Mehretu comprise the largest exhibition project in the history of the collection, spanning all five continents via collaborations with cultural institutions and art platforms. For the past 50 years, the BMW Art Car series has provided artists fascinated by automobiles with a perfect playground for art and design, technology and innovation, motorsport and engineering. The collection of 20 BMW Art Cars embodies the essence of global cultural engagement, with over one hundred initiatives across contemporary art, music and film, as well as design. These “rolling sculptures”—from Alexander Calder's first-ever Art Car to Julie Mehretu's latest—offer a cross-section of art history over the past five decades—minimalism, pop art, magical realism, abstraction, conceptual art and digital art are all represented. The artists are selected by international juries of museum directors, then freely develop their concepts in close collaboration with the BMW Group's engineering and design teams. To mark the 50th anniversary, the BMW Art Car World Tour kicked off in Europe and Asia. In late March, BMW Art Cars

created by Roy Lichtenstein, Andy Warhol, Robert Rauschenberg, David Hockney and Jeff Koons went on display at the Museum of Applied Arts and the SPARK Art Fair in Vienna for the BMW Group Nieder-

lassung Wien event, *(R)Evolution of Art*. The latest BMW Art Car, the 20th—a BMW M Hybrid V8 by renowned American painter Julie Mehretu—embarked on an Asian tour, displayed at Art Basel in Hong Kong, also in late March. Important museums and platforms for classic automobiles are also celebrating the milestone anniversary of the BMW Art Cars. The 13th Art Car by Sandro Chia will be showcased at the classic car festival Concorso d'Eleganza Villa



Mercedes-Benz Digital
Factory Campus,
Berlin-Marienfelde

d'Este at Lake Como in May. In July and August, the Louwman Museum in The Hague will present eight BMW Art Cars in a special exhibition. The full Art Car World Tour schedule is still evolving and will continue through most of 2026. Further stops and venues are planned, including Australia, Belgium (Brussels, Zoute), China (Macau), Germany (Berlin, Munich, Düsseldorf), Kazakhstan, Latin America, Morocco

(Marrakech), South Africa, Spain, Switzerland (Basel) and the USA.

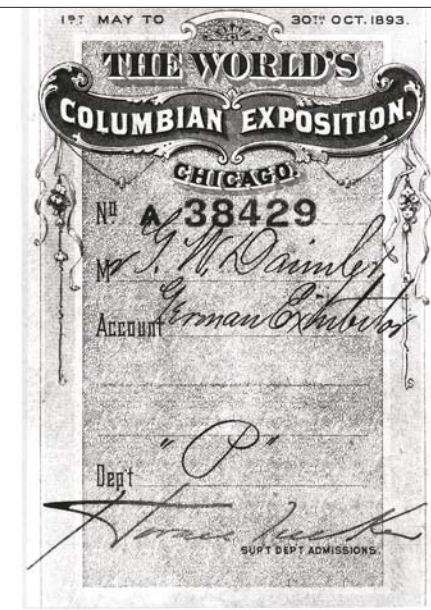
▼ Berlin-Marienfelde established itself as the global center of expertise for production digitalization through the **Mercedes-Benz** Digital Factory Campus (MBDFC) in 2022, promoting development of future software applications in a real-world production environment. The company is reinforcing Berlin-Marienfelde's role as the center of innovation for MO360 digital production technologies, now enhanced with artificial intelligence (AI), humanoid robots and pioneering innovations such as production of high-performance electric axial-flux motors. Central to these endeavors is the Mercedes-Benz Cars Operations 360 (MO360) digital production ecosystem, containing all key software applications and data within the global production network. Development and testing of new processes and technologies at MBDFC are seamlessly integrated with swift global implementation of new MO360 software applications for automotive production. They will now enhance these systems with AI features, including a Digital Factory Chatbot Ecosystem and an MO360LLM Suite, along with humanoid robots from US-based Aptronik. New production processes and features, including those enabled

KEEP RIGHT >>

vehicle to feature MB.OS. Mercedes-Benz will also be empowering its workforce with state-of-the-art technology through Apollo, one of world's most advanced commercial humanoid robots, being introduced into



ing management positions in the mechanical engineering industry, Daimler settled in Cannstatt in 1882 and created a workshop where he, together with long-time friend and colleague Wilhelm Maybach,



Coffee meet at the Mercedes-Benz Museum on August 31, a special event on the theme of Motorcycles.

▼ **Hyundai** Motor Group has expanded its research and development (R&D) facilities in Europe by over 25,000 square meters (270,000 sq.ft), completing its test center extension at Nürburgring and opening the Hyundai Motor Europe Technical Center's new Square Campus in March. The Group pioneered durability testing at the Nürburgring in 2011 and established a full-fledged test center there in 2013. The latest expansion at Nürburgring adds 834 square meters (almost 9,000 sq.ft) of new workshop areas, specialized laboratories and high-voltage EV charging. The opening of the new 25,000-square-meter (269,000 sq.ft) Square Campus at the Hyundai Motor Europe Technical Center, in the Rhine-Main region, housing the Group's largest four-wheel noise, vibration and harshness (NVH) dynamometer (dyno), as well as advanced chassis and powertrain dynos. These devices are used to simulate and evaluate vehicle performance under various conditions without the need for on-road testing. The facility will focus on improving EVs, advanced driver-assistance systems (ADAS), infotainment and electrification technologies, aimed at

manufacturing facilities. Underscoring their commitment to humanoid robots in automotive production, Mercedes-Benz is making a low-double-digit-million-euro investment in Apptronik, founded in 2016 at the Human Centered Robotics Lab at the University of Texas at Austin.

developed the high-speed four-stroke engine as a universal drive system. The single-cylinder unit replaced traditional drive systems in road and rail vehicles, boats and airships, and more. Compact and powerful, the engine allowed for a completely new level of mobility. In 1885, they

▼ While Mercedes-Benz goes full steam ahead on AI and humanoid robots, they also commemorate **Gottlieb Daimler**, who died 125 years ago, on March 6, 1900, at the age of 65. His compact internal combustion engine is recognized as key to the vision of mobility on land, at sea and in the air—from his 1885 Reitwagen, to both a four-wheeled automobile and motorboat in 1886, to airship propulsion in 1888. Daimler-Motoren-Gesellschaft was founded in 1890. The Mercedes-Benz Group this year is honoring his outstanding achievements for the company and the development of modern mobility. Born to a family of bakers in Schorndorf on March 17, 1834, Daimler trained as a gunsmith after leaving school. The talented young craftsman came to the attention of Ferdinand Steinbeis, principal promoter of Württemberg's industrialization, who financed Daimler's studies with scholarships, as well as his stays abroad. The young man seized the opportunity, becoming an engineer and turned his innovative ideas into new products. After hold-



tested the high-speed four-stroke internal combustion engine in public with the two-wheeled Reitwagen, or riding car, the first road vehicle in the world with this drive system and the first motorcycle in history. To mark "140 Years of the Reitwagen," Mercedes-Benz Classic is putting an authentic replica of the wooden-framed, Daimler single-cylinder engine-powered motorcycle into action at the open-brand Classics &

meeting the changing needs of customers, especially in the European market. "Germany remains at the heart of automotive excellence," says Tyrone Johnson, tech center managing director. "This serves as a testament to our road to electrification in Europe" and underscoring the Group's broader commitment to achieving zero-tailpipe emissions by 2035 in Europe and developing sustainable mobility solutions. ■

GO FARTHER



Jeep Rentals • 4wd Instruction
Overlanding & Guided Trips



Barlow Adventures Sedona

3009 W SR 89A
Sedona, AZ 86336
928-282-8700

Barlow Adventures Moab

284 N. Main St.
Moab, UT 84532
435-259-3195



www.Barlows.us

UPCOMING FEATURES

New Toyota Tacoma Trailhunter Double Cab



Barrett-Jackson Arizona Fall 2025 Auction



New Subaru Forester Sport Hybrid



ADOT: I-17 widening and flex lanes update



New Ford Maverick Lobo AWD



Sally McNulty - Arizona racer and race car builder



Courtesy Sally McNulty

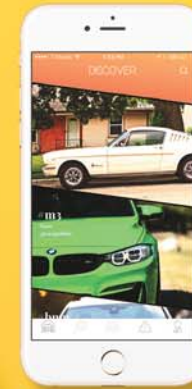
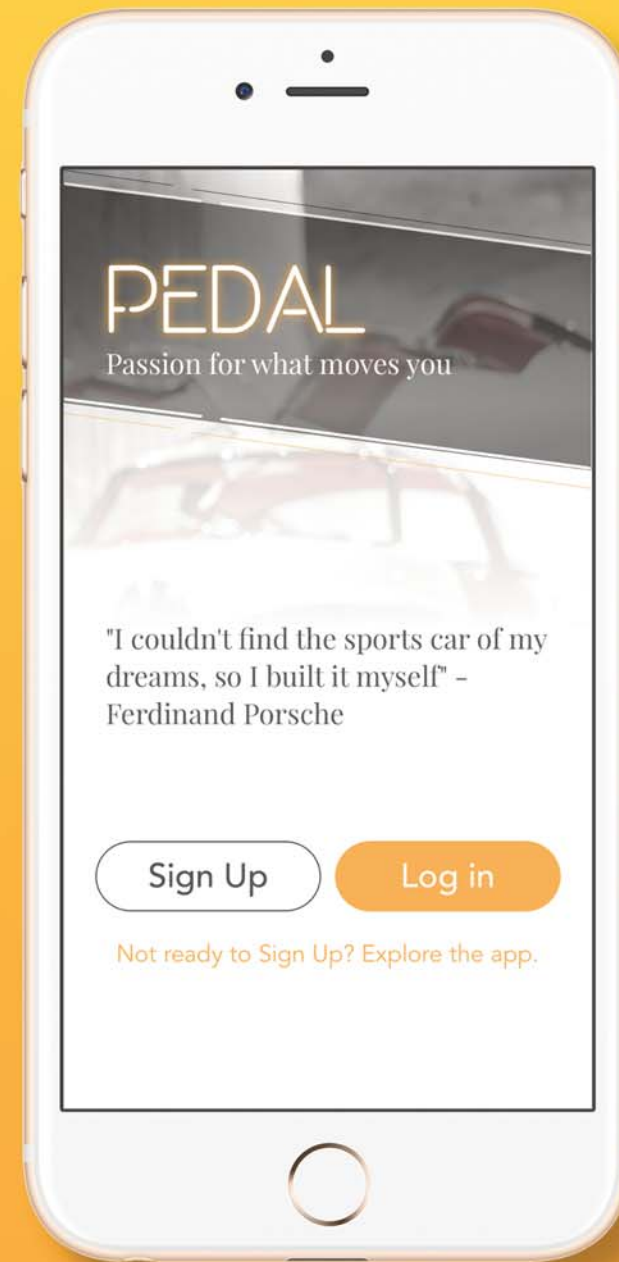
Jeep Wrangler Rubicon 392



NWAPA Mudfest: Outdoor Activity Vehicle comparo



PASSION
FOR WHAT
MOVES YOU



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

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

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

Use Pedal to:

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



PEDAL

© 2018 CARSCARS!, INC., ALL RIGHTS RESERVED.



SEMA
SHOW

CONNECT

WITH YOUR **COMMUNITY**



GET READY—REGISTER NOW.

INNOVATION. PASSION. OPPORTUNITY.

NOVEMBER 4-7 | LAS VEGAS CONVENTION CENTER | WWW.SEMASHOW.COM



CHECK THIS OUT