

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 25 NUMBER 5
SEPTEMBER-OCTOBER 2026

GR86 Day
Car Show

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news & features

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COVER: Said to be the world's only BMW N54-swapped Toyota GR86, one of the many wonders at GR86 Day Car Show, a first-ever first-ever community car show celebrating the legacy of Toyota AE86 while raising funds for EVIT students pursuing career and technical education.
Photo: Rene Mendez
Instagram: @genzilla_coupe2.0t

JCB Hydromax

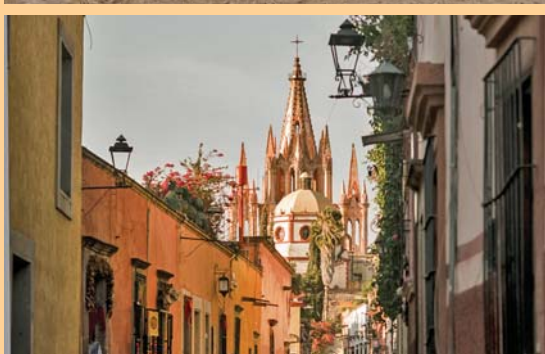
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Mecum Auctions

Joe Sage

Hotel Matilda



The intrigue of sort-of-back-to-back vehicle reviews—different versions (by size, powertrain, generation and so on) of vehicles already driven relative recently—was brought up in this space in the prior issue and continues in this issue. Having them all at the same time, in the same ambient conditions, is best for a comparison, anyway. But we glean what we can from impressions and specs, as well as notes from sibling vehicles driven at other times (bearing in mind, with dozens of other things driven in between).

We generally like to touch on product positioning, anyway, hoping to provide helpful clues for anyone potentially shopping or just generally interested in where these things fall in the intensely crowded greater market. This can be especially useful as the manufacturers like to put their best foot forward with what they send. Or their latest foot. Or their most popular foot. See? It's hard to be quite sure till we poke around a bit. So we look at the whole lineup's fundamentals, too. Most typically, if we get another copy of something we've driven before, it is because one is an off-roader or a hybrid etc.

A paradox of our trade is that the more problems we experience with a vehicle, the longer our notes generally are, but the less space we want to give it, for a variety of reasons. "But there will be signs..." Mostly, the opportunity to analyze is inherently limited. For the most meaningful comparison, you need extensive diagnostic equipment, as well as controlled roads, tracks and trails—the facilities of a very few, say *Consumer Reports* (and with an audience of millions). You need multiple copies of the version you drove, in case you had a one-off set of issues. You'd want to compare other powertrains and variables. And another factor glaring at us now—you need all this in a variety of seasons.

Manufacturers would need to be motivated to spend the time and resources to send all these vehicles, as well as surely engineers. Or maybe you leave your other work behind and join them at their facilities. Any scenario needs time and lots of it, even to do that whole process once—much less to return to compare seasons. And while all that is going on, they're busy developing the vehicles' updates, anyway. They may be well aware of the nitpicks we've discovered and have already reengineered them (that's still of interest, but not worth allocating resources to repeat all the diagnoses). Elapsed time alone is enough to confine it all to our simple observations and a heads-up where most warranted.

We mention all this as the weekly drives in this issue fell during especially hot summer months, obviously a vital consideration in engineering for our market and many others. Maybe all the fits, start, retreats and reinventions in powertrains over the past few years devoured resources. This affects not just powertrains, but all sorts of development emphasis get shifted. So there may be many factors in why this was a bigger topic than usual this summer. Nonetheless, we have a heightened level of interest in hot weather testing.

We're all aware of various manufacturers' proving grounds and test routes in Arizona and nearby. So what do they test there? We might think, "Well, everything!" In the course of mentioning this among colleagues, it turns out one used to work in the process, boasting about various ways they would make themselves suffer greatly in Death Valley. This sounds superficial and of statistically or developmentally limited engineering use—okay, you suffered, but what about all the metals and plastics and connectors and so on?

This summer, we had some extremely frustrating experiences with multiple vehicles, almost certainly due to the response of materials and/or engineering to heat. There were also a number of instances of controls and interfaces that become unreadable in our brutal sunshine. So we became increasingly interested in whether they test things like locks and door handles, various electronics and screens, and much more. Do they actually take hardware and trim and other details (all going through constant parallel development back in the design centers, through the same time spans) out into the wild? Or are the kinds of things that have failed us developed 100 percent on-screen now?

Rhetorical questions, for now. But ones of great interest and sure to be ongoing.

Enjoy the ride!
Joe Sage • Publisher/ Executive Editor



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SturgisSturgis Motorcycle Museum & Hall of Fame
USFRAUtah Salt Flats Racing Association
USMAUnited States Motorsports Association

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AUTOMOTIVE NEWS UPDATE

McLaren 788HS



▼ **McLaren** has introduced the 788HS as a final evolution concluding a multi-award-winning supercar lineage that began with 720S and evolved through 765LT and 750S. With a 777-bhp 4.0-liter twin turbo V8 and 2,789-lb dry weight, the 788HS has a power-to-weight ratio of 614 bhp-per-ton, the highest of any model in the 720S, 750S and 765LT series. When coupled with the aerodynamic package, amplified exterior design cues and personalization possibilities, the result is heightened track performance, greater road engagement and the chance for each client to celebrate the car's era-defining lineage in their own way via the expertise of McLaren Special Operations (MSO). The McLaren 788HS wears the "High Sport" designation reserved only for the most special expressions of a series production McLaren, until now, having only appeared on two others, the MP4-12C HS and the MSO HS. Sculpted bodywork elements provide the most advanced aerodynamic package ever applied to the platform, increasing downforce by 10 percent over 765LT. The aerodynamic concept centers around a new S-Duct hood, a raised active rear spoiler and an intricate Formula 1-inspired rear diffuser. Working in combination with a bespoke front splitter, these elements enhance stability, performance and driver confidence. A louvered underwing panel further supports powertrain cooling and aerodynamic efficiency. Gloss black exterior accents include a roof scoop on Coupe derivatives, and buyers

can opt for full Visual Carbon Fiber bodywork—encompassing every exterior panel—highlighting the car's lightweight construction. The driver-centric cabin layout includes a lightweight carbon fiber center console that signifies the level of focus applied to every aspect of 788HS. The cabin also features bespoke HS branding, with a unique perforation pattern for the upholstery, and a dedication plaque.

MG GO! concept



▼ **MG** had two concept car world debuts at the Goodwood Festival of Speed, signaling future models designed to showcase a mix of their 100+ years of British heritage, their sporty roots and the latest EV technology—"a fusion of inheritance and innovation." The MG Cyber Concept is an exploration of what a future D-segment performance SUV can become in the electric era, a broader vision for MG's future,

with EV performance not confined to a specific body style but applied across a wider range of vehicles and lifestyles. The MG GO! concept car is a glimpse of a new B-segment electric hatchback that is being launched in 2027, along with a promise of bringing genuine aspiration and desirability to the EV mainstream. It claims a mix of retro futuristic design inspired by expressive MG models from the mid-20th century, like the MGB GT. MG also pushed robots to center stage in a Future Motion Show presenting MG's move into AI, intelligent autonomous driving and connectivity. As a compact B segment battery electric hatchback, the MG GO! concept, along with the forthcoming production model, have been designed entirely by the team at MG Design Centre in London, led by design director Carl Gotham. The intention was not to create a nostalgic showpiece, but something contemporary and relevant—a compact car with genuine emotional appeal, conceived to stand apart in a highly competitive segment, to be poised, playful and immediately engaging. The design language is deliberately

simple, built around a small number of key qualities from MG's classic designs, especially the MGB GT—everyday elegance, joy and presence without excess—intended to stand on its own, acknowledging the past while feeling entirely at ease in today's automotive landscape. This does not mean sentimentality—it means designing a car evocative enough to form an emotional connection.

▼ **Bentley** designers have created "Design Theme by Mulliner," available exclusively on Supersports. For the first time on any Bentley, this introduces a paint fade

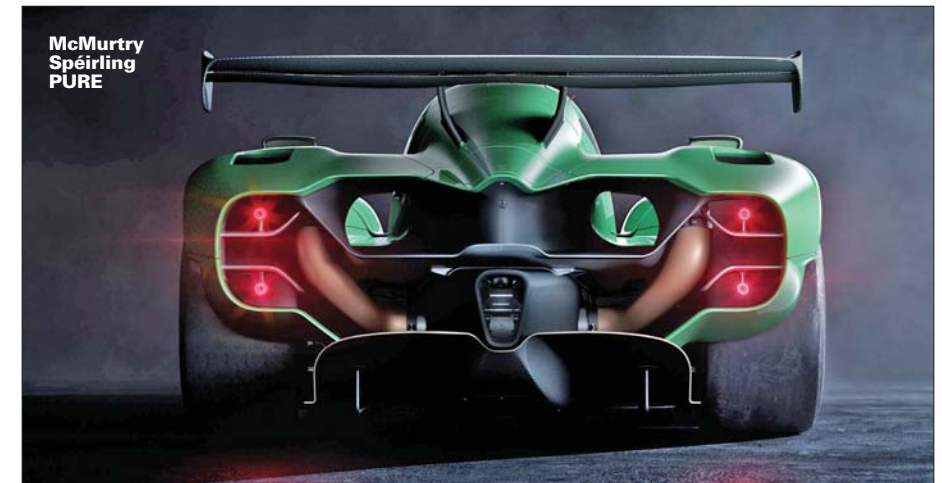


running from one side of the car to the other—a bold highlight color defining the driver's side and blending across the body into a darker tone on the opposite side. A single off-center highlight stripe runs from front to rear, aligned with the passenger seat. This design emphasizes the driver-focused nature of Supersports, irrelevant of hand-of-drive, always centered around the driver. Finishing exterior details include a number eight on the front grille, and an accent pinstripe on the carbon diffusers, fender blades and sills. Three specially curated themes—applied to both the exterior and interior—are available. "Dragon" has Dragon Red fading to Black Crystal exterior, paired with Hotspur and Beluga interior. "Electric" has Electric Blue fading into Dark Sapphire, a more subtle exterior fade, while the interior has vibrant Klein Blue complementing Imperial Blue; and "Brodgar" is a contemporary alternative, with a Pale Brodgar fading to Brodgar exterior, complemented with Camel and Beluga in the cabin. The interior of the new Supersports is purposeful, inspired by the energy and precision of motorsport. Two-seat only, it focuses on driver engagement as the singular mission statement of the car. In line with the design theme, the interior adopts a two-tone layout, with the brighter color surrounding the driver and the darker tone reserved for the passenger. The interior includes the Full Leather Specification, with door inserts and seats featuring a unique Supersports perforation pattern. A contrast gear lever match-

es the driver's seat, detailed with contrast stitching to the dashboard and headrests. The Design Theme by Mulliner has been curated with a selection of exclusive paint combinations chosen by Bentley design-

ers. Customers interested in alternative or bespoke paint finishes can consult their Bentley retailer, with Mulliner being able to explore additional possibilities.

▼ **McMurtry Automotive** has revealed the production form of its single-seat electric hyper track car, the Spéirling PURE, ready for owners to experience. Designed from the outset in the name of unfiltered driving exhilaration and fun, and with 95



percent new components compared to prototypes, the Spéirling PURE delivers truly accessible F1-level performance that any driver can enjoy, with a strong focus on a plug-and-play ownership experience. Following a decade-long research and development program, during which prototypes accumulated thousands of miles in testing, McMurtry has leveraged its engineering creativity and worked outside of

industry norms to create a track vehicle they say is unlike anything else in the automotive world. They first captured global attention in 2022 when the prototype set a new Goodwood Festival of Speed Hill-climb record, beating many established manufacturers before it. In 2025, it shattered the Top Gear Test Track record, once held by the 2004 Renault F1 car. That same year, the Spéirling prototype broke new ground to become the first car to ever drive upside down (yes, this was intentional, and on a controlled rack, to demonstrate the power of its downforce). The Spéirling PURE delivers its driving experience via McMurtry's patented, revolutionary Downforce-on-Demand™ technology, a system producing up to 2,000 kg of downforce from 0 mph, instilling absolute confidence in drivers to push the car to its limits at 3g in corners and at 3g under braking. Two high-speed fans generate immense suction beneath the Spéirling PURE, effectively pulling it onto the road surface—much like a giant, highly controlled vacuum. With bespoke fans spinning at up to 23,000 rpm, the fans draw air from a sealed region beneath the chassis through filters, creating immediate and consistent downforce. As air is expelled from the rear, the Spéirling produces a sound more commonly associated with a jet engine

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▼ The **Renault 5 Turbo 3E** made its UK public dynamic debut at the Goodwood Festival of Speed, completing its first run up the famous hillclimb in tandem with



the car that inspired it, an original 1980 Renault 5 Turbo, in front of thousands of spectators. Appearing together outside Goodwood House before taking to the hill, the two cars brought Renault's rally-bred past and electric future together in a single display (alongside the brand's latest all-electric stars that include Twingo, Renault 5 and Renault 4 Plein Sud). The Renault 5 Turbo 3E reimagines the original's spirit with 555 hp and 4,800 Nm of torque delivered by two rear-mounted in-wheel motors, making it the most powerful road-going Renault ever created. With a carbon superstructure helping keep weight to around 1,450 kg, it accelerates from 0–62 mph in under 3.5 seconds, while its advanced 800-volt architecture enables ultra-fast 330 kW charging. Production will be limited to 1,980 individually numbered examples, a tribute to the launch year of the original Renault 5 Turbo. The 1980 car, owned by private collector Richard Head, had its own Goodwood story. After spotting a Renault 5 Turbo in a Festival of Speed car park, Richard set out to find the right example, eventually securing the highly original red car shown at this event. Now a cherished part of his collection and described by Richard as “a defibrillator of a car,” it ran side-by-side with its modern successor to provide a fitting passing of the high-performance Renault 5 Turbo baton to a new electrified generation. Priced from £140,000, reservations for the new Renault 5 Turbo 3E are now open, with first deliveries in 2027.

▼ **Automobili Lamborghini** celebrated the past, present and future of the brand at the Concours of Elegance Germany in July at Gut Kaltenbrunn on the shores of

Lake Tegernsee. The event marked the German premiere of the new Fenomeno Roadster alongside a display of Lamborghini's iconic V12 heritage and latest hybrid models, bringing together collectors, enthusiasts and media in one of Germany's most prestigious automotive events. Taking center stage at the Lamborghini display, presented by Lamborghini Munich, was the ultra-exclusive Fenomeno Roadster. The latest expression of Lamborghi-



ni's Few-Off philosophy, this open-top is limited to only 15 vehicles worldwide, with few examples sold in the German market. Powered by a 1,080 CV V12 hybrid powertrain, it is the most powerful open-top Lamborghini ever built, accelerating from 0–100 km/h in just 2.4 seconds, reaching 200 km/h in 6.8 seconds and achieving a top speed of over 340 km/h. The Fenomeno Roadster was joined by the Temerario

and the Urus SE, together showcasing Lamborghini's hybrid lineup and vision for high-performance electrification combining exceptional performance with advanced hybrid technology. Available for test drives on site, they allowed guests to experience the advantages of Lamborghini's electrified models firsthand at the Gut Kaltenbrunn venue. The Temerario redefines the concept of the super sports car, combining extreme performance with a new generation of hybrid technology. At its core lies an all-new 4.0-liter twin-turbo V8 paired with three electric motors, for a total output of over 920 CV with engine speeds of up to 10,000 rpm, an unprecedented benchmark in its segment. The Urus SE establishes a new reference point in the Super SUV segment, combining Lamborghini's signature performance with advanced hybrid technology—powered by a 4.0-liter twin-turbo V8 paired with an electric motor and a 25.9 kWh lithium-ion battery, delivering a total output of 800 CV and 950 Nm of torque. Beyond this, Lamborghini enriched the exclusive Concours of Elegance display with a celebration of its automotive culture spanning past decades, showing iconic V12 models such as the Countach, Diablo and Miura. In particular, the Miura—the world's first super sports car—drew significant attention as it

celebrates its 60th anniversary this year. In addition, the uncompromisingly sporty Miura SV marks its 55th anniversary. With the unveiling of the Miura in March 1966 at the Geneva Motor Show, Lamborghini gave birth to the modern super sports car, introducing a transversely mounted mid-engine V12 inspired by motorsport.

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▼ Texas-based hypercar manufacturer **Hennessey** Special Vehicles revealed its most driver-focused creation yet, the new Hennessey Venom F5-M, with a global de-



but at Goodwood. Comprehensive “Venom F5 Evolution” enhancements include new aerodynamics, active suspension and 2,031 bhp, making this the world’s most powerful manual hypercar. Designed, developed and built in Texas, the F5-M combines a new carbon fiber chassis, bespoke bodywork and a six-speed gated manual transmission in an open-top Roadster configuration. At its core sits Hennessey’s 6.6-liter twin-turbocharged Fury V8, paired with sophisticated traction control and engine management systems for a precise, linear application of power, enabling the driver to control output in every gear with confidence. Venom F5-M introduces styling elements that clearly differentiate it within the F5 family—most notably, a dramatic 55-inch dorsal fin stretching from its roof-mounted air intake to the trailing edge of the rear deck. This eye-catching feature provides immediate visual identity, while also enhancing high-speed aerodynamics to beyond 200 mph. Another unique feature, the integrated roof scoop, feeds cool air to the engine bay, with air flowing around the sides, channeled rearward by the dorsal fin. (The fin is personalized to celebrate the brand’s American heritage and the owner’s British nationality, via hand-painted flags on either side of the fin—British and American, both interpreted in the same gold paint as the car’s other lively accents.) Inside, the cockpit is reconfigured around the manual driving experience. The prominently mounted billet aluminum short-throw gear shifter sits

within a precision-milled six-speed gate, positioned to maximize ergonomics and tactile engagement. Only 12 Venom F5-M Roadsters will be produced globally, each uniquely specified. The first production ex-

ample, belonging to a UK customer, is finished in exposed purple carbon with anodized gold accents. For more information, visit [HennesseySpecialVehicles.com](https://www.hennesseyspecialvehicles.com)

▼ The **Ferrari** 12Cilindri Manuale is a limited edition of the 12Cilindri combining driving emotions of Ferrari Gran Turismo models from the 1950s-60s-70s with advanced technology, via two major innovations—manual command and its new



clutch pedal, together forming its Manuale by-wire system. Engineered in Maranello, the system reinterprets manual gear-shifting, translating mechanical movement into an electronic signal, while aiming to preserve a natural analog feel and consistency. The process draws on cross-functional expertise within the company, including collaboration with the team responsible for the Hypersail project, which developed

a by-wire solution in the nautical sector. The car can be driven in manual mode in the first six gears (and in reverse), or in automatic mode, with the naturally aspirated V12 enhancing the progression and handling of gear changes, thanks to its rev range extending up to 9,500 rpm and the character of its power at high revs. The interplay between the innovative gear lever, clutch pedal and accelerator pedal becomes an integral part of the driving experience. The new Manuale by-wire system combines technology of Ferrari’s 8-speed DCT gearbox with a system redesigned from scratch. Entirely new components and a gear lever are designed to deliver an engaging analog feel—a lever gear selector, a control panel and a pedal assembly with a clutch pedal (also by-wire) allow the driver to manage engagement and disengagement of the clutch pack, plus updates to the control unit and gearbox/engine control software. The kinematic mechanism generates clicks and load variations, providing clear feedback to the driver regarding gear engagement. If the clutch is not depressed, or an unauthorized gear is selected, the system is able to mechanically inhibit engagement, preventing an operation from being completed. When the lock is not active, however, the kinematic mechanism is free to move. The manual

control system is completed by two angle sensors that detect lever positions, a knob and a backlit button panel for improved readability and integration with the interface. The compact, modular mechanism is machined from solid blocks and weighs less than 3.5 kg. The result is a mechanical-electronic blend that delivers pinpoint precision and load control while promising no compromise in driving feel. ■

Errigo Studios

PRESENTS

ALUMINUM CRAFTED PREMIUM SIGNS

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My Dream Chevrolet Impala—a mix of excitement, pride, and anticipation. It wasn't in perfect shape, but that only made the journey more rewarding. Every dent and faded detail held a story, and I was ready to bring it back to life. Countless weekends were spent sourcing parts, getting my hands dirty, and learning the ins and outs of restoration. Slowly, it transformed from a worn-out relic into the car I always imagined. Now, every time I drive it, I'm reminded of the hard work, patience, and passion it took to make that dream real.

1966

Chevrolet Impala

Notable History:

"My 427 Chevrolet motor is a true powerhouse, built for performance. Upgraded with high-flow dual carburetors, a performance camshaft, forged pistons, and a custom intake system, this big block delivers serious horsepower and torque. Tuned for track and street, it's a perfect blend of classic muscle and modern performance engineering."

KEY FEATURES:

- Chevrolet Impala 427 cubic inch engine
- L36 with 390 horsepower and 460 lb-ft of torque.
- Holley four-barrel carburetor
- Four-bolt main
- Solid-lifter cam
- 11.0:1 compression ratio
- the three-speed Turbo Hydramatic

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1967

1967 Ford Mustang

ORIGINAL FEATURES:

- Engine: 428-cubic-inch V8 (355 hp, 420 lb-ft torque)
- Transmission: 4-speed manual or optional 3-speed automatic
- Suspension: Stiffer front springs, upgraded anti-roll bar, and Gabriel shock absorbers
- Brakes: Front disc brakes standard
- Fog Lamps
- Performance: 0-60 mph in 4.5 seconds, quarter-mile in 15 seconds at 95 mph
- Body: Initially only available as a fastback coupe; convertible added in 1968

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Ford should be very happy with their decision to bring back the Bronco five years ago, after a quarter-century's absence—returning to a niche it had long inhabited prior, in multiple forms, and rising quickly again to the top tiers of that niche. While earlier Broncos had run through two sizes, one a smaller utility, the other based on the full-size F-series pickup, it returned in today's market—where utilities and pickups are available in a wide variety of sizes and formats—in a whole new size and shape, one that has clearly hit the nail on the head, quickly securing its position.

The beauty of this is not just its own glory—its popularity and volume have enabled Bronco to be further developed with incredible variety. This is significant as we drive this one—a 2026 Ford Bronco Badlands 4-Door 4x4—because, in a way, the best way to talk about *this* Bronco is to talk about all of them. And conversely, the whole point of talking about all of them is to define this one—or any of the others (see following page). While a blank-slate shopper is faced with some solid choices among off-roaders these days brand-by-brand, Bronco has created an ever-wider range

of options within its own stable, where just about anyone can find something to suit themselves. Many people in our market will buy the most extreme top trim off-roader, regardless of other factors. Many have three-car garages, room for a trail beast and a tamer daily driver. Yet many will still use their potent off-roader as a daily, just because they love it and/or they want to show it off. Beyond that, though, many want a decent level of off-roading skills, but don't want to show off—seeking potent weekend capabilities, while looking respectable on school runs or while hauling the

executive team to a posh restaurant or resort. Or they just have a different personality balance. And of course it may all come down to budget realities. Bronco's something-for-everyone lineup currently includes seven levels, plus packages atop those, plus 2-Doors and/or 4-Doors, plus manual and automatic transmissions, plus four H.O.S.S. systems according to task level (but which in some cases can be cross-pollinated—upgraded as options). The basic choice runs from a semi-unnamed Base to Ford's radical factory dirt-and-desert-racing Raptor, overall running \$40,795 to 79,995 base. Badlands is the middle of the seven by sequence, though starts toward the lower end by price. This gives it plenty of headroom to beef up further.

Our Bronco Badlands 4-Door 4x4 with standard HOSS 2.0 suspension started at \$48,890, and some people would happily stop right there. Sasquatch sounds like a trim level, but is a package, included in our Badlands at no additional cost. Wildtrak, on the other hand, has been its own trim level but is now an option package, and ours includes this, too, at about \$12 grand. Along with other options (a hard top and a creature comforts and tech group the priciest), ours is out the door at \$72,200—now close to base Raptor by price, but between build, options and personality, at this point deep into apples' n' oranges territory. And in a solid happy spot. All the Broncos except Raptor have the same engine. Four of the seven basic versions off a man-

(cont'd)

Eye on the ball.

Choices among choices

BY JOE SAGE



SPECIFICATIONS	
ASSEMBLY.....	Michigan Assembly Plant, Wayne, Michigan
CHASSIS.....	body-on-frame, fully boxed high-strength steel frame w seven cross members
ENGINE.....	2.7L EcoBoost 60° V6 twin-turbo, intercooled, DOHC, dir inj, compacted graphite iron block, aluminum head
HP/TORQUE.....	330 hp / 415 lb-ft
COMPRESSION RATIO.....	10.0:1
TRANSMISSION.....	10-spd auto
DRIVETRAIN.....	2-spd advanced 4x4
TRANSFER CASE.....	auto on-demand engage
DIFFERENTIALS.....	4.7 rear axle locking diff, front axle locking diff
SUSPENSION.....	standard is HOSS 2.0; our Wildtrak Package upgrades it to HOSS 3.0. F: indep short- and long-arm (SLA) w forged knuckles, HD wheels hubs & long-travel coil-over springs, forged alum upper & lower control arms (same as HOSS 2.0); HOSS 3.0 upgrades change Bilstein off-road monotube shocks to FOX internal bypass, IFS front axle to Ford Racing severe-duty steering rack and tie-rod ends; R: long-travel solid axle, 4-link w Panhard rod, var rate coil-over springs & integrated jounce bumpers (same as HOSS 2.0); HOSS 3.0 brings same upgrade to FOX internal bypass shocks as front, plus stabilizer bar.
STEERING.....	selectable-effort elec pwr asst w modes via Terrain Mgmt System w G.O.A.T. Modes.
BRAKES.....	F: cast iron 311x34, 51mm floating caliper dual-piston; R: high-carbon cast iron 308x24, 54mm floating caliper single-piston
WHEELS.....	17-in carbonized gray-paint alum
TIRES.....	33-inch LT315/70R17 R/T
LENGTH / WHEELBASE.....	189.0 / 116.1 in
HEADROOM (F/R).....	(4dr hard top) 40.8 / 40.1 in
LEGROOM (F/R).....	(") 43.1 / 36.3 in
CARGO CAPACITY.....	(") 35.6 / 77.6 cu.ft
ROOF LOAD.....	(in motion) 110 lb (static, 33-in tire) 450 lb
GROUND CLEARANCE.....	10.5 in
APPR / DEP / BRKOVER.....	41.3 / 34.5 / 24.1°
SUSPENSION TRAVEL (F/R).....	9.4 / 10.3 in
TURNING CIRCLE.....	(33-in tire) 39.8 ft
MAX PAYLOAD.....	(4dr 2.7L) 1204 lb
TOW CAPACITY.....	(4dr 2.7L) 3460 lb
WEIGHT.....	(4dr 2.7L) 5046 lb
FUEL / CAPACITY.....	.87 min / 91+ rec / 20.8 gal
MPG.....	17/17/17 (city/hwy/comb)
BASE PRICE.....	\$48,890
WITH SASQUATCH PKG:	4.7 rear axle locking diff, front axle locking diff, LT315/70R17 R/T tires (35-in)incl
PAINT:	Avalanche Gray.....395
WILDTRAK PKG:	HOSS 3.0 w/ Fox dampers.....11,945
BLACK APPEARANCE PKG:	black graphic pkg, 17-in blk alum beadlock black rings.....nc
HARD TOP:	black painted, sound deadening headliner.....2495
EQUIP GROUP 334A: BADLAND SERIES:	MID pkg, front heated seats, Pro Power Onboard 400W, Ford Co-Pilot360, Lux Pkg, 360° camera, adaptive cruise, AM/FM 12 spkrs...4500
SDARS conn pkg 1x 7yr.....	745
SIRIUSXM 3yr.....	300
FLOOR LINERS w/o floor mats.....	160
FRONT BUMPER HD modular.....	775
FRONT STBLZR BAR DISCONNECT.....	nc
DESTINATION CHARGE.....	1995
TOTAL.....	\$72,200

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ual transmission. Only Base and Badlands offer a Two-Door as well as a transmission choice—and even as ours was a Four-Door automatic, this mix confirms Badlands as a great starting point for a combination of most capability with most choice.

In addition to plenty of town time, we took our Badlands on a fairly extensive off-road run. Its 2.3-liter EcoBoost four offered ample smooth power in all cases, as well as running quieter and cooler than our recent Ranger Raptor, more support for its town-use quotient. Ford's beyond-intuitive electronic modes and differentials impressed us again.

Our highly outfitted Badlands comes across as a value pack built on extremes and equally an extreme build rooted in value. It's not a luxury build, but rather one you can give the toughest duty to and still hose out—a factor arguably missing from many lineups for years.

Bronco's success has enabled complexity that echoes the endlessly variable F-Series, making Ford's Order Guides—packages and such—as important as fundamental specs. You may want to dig deep to custom-order, or even just to educate yourself for cruising the dealerships with a solid idea of your basic goals and favorite features—say, door count and transmissions—then seeing what's on the lot. You clearly can't go wrong. ■

BRONCO BADLANDS (base inclusions)

ALL BIG BEND® SERIES STANDARD EQUIPMENT PLUS:

MECHANICAL:

- advanced 4x4 w auto on-demand engagement

EXTERIOR:

- powder-coated steel bumpers, front/rear
- full vehicle steel bash plates
- carbonized gray paint grille, w white "BRONCO" lettering
- LED fog lamps
- rock rails
- LED taillamps
- LT285/70R17 rugged-terrain R/T tires (33-in)
- full size spare tire, TPMS
- tow hooks (2 front, 2 rear)
- 17-in carbonized gray-painted aluminum wheels

SAFETY/SECURITY:

- LED headlamps w LED signature lighting

FUNCTIONAL:

- high clearance fender flares
- HOSS 2.0 off-road suspension w rear Bilstein® position-sensitive dampers
- Terrain Management System™ w G.O.A.T. Modes (normal, eco, slippery, off-road, sport, rock-crawl, Baja)

INTERIOR/COMFORT:

- auxiliary switches w pre-run accessory wires in overhead console w front map lights
- carpet floor mats (front, 4-Door only)
- interior grab handles, front row (one in center floor console, passenger side)
- marine grade vinyl seats, MOLLE strap system (front driver/passenger seat back)
- rubberized flooring (washout capable w drain plugs)



2026 FORD BRONCO LINEUP

This list of trims, builds and availabilities barely scratches the surface, even as it itself is quite a list. You will want to visit the consumer website for a deep dive. And deep it is.

BASEfrom 40,795
2-DOOR or 4-DOOR
300-hp 2.3L EcoBoost four
7-spd manual or 10-spd auto
* AVAILABLE SASQUATCH PKG

BIG BENDfrom 41,295
4-DOOR
300-hp 2.3L EcoBoost four
7-spd manual or 10-spd auto
* AVAILABLE BLACK DIAMOND PKG

OUTER BANKSfrom 48,190
4-DOOR
base: 300-hp 2.3L EcoBoost four
- available 330-hp 2.7L EcoBoost V6
10-spd auto
* AVAILABLE 60TH ANNIVERSARY PKG

▼ **BADLANDS**from 48,890
2-DOOR or ✓ 4-DOOR
base: 300-hp 2.3L EcoBoost four
✓ - available 330-hp 2.7L EcoBoost V6
7-spd manual or ✓ 10-spd auto
✓ AVAILABLE SASQUATCH PKG

HERITAGE EDITIONfrom 51,625
4-DOOR
base: 300-hp 2.3L EcoBoost four
- available 330-hp 2.7L EcoBoost V6
7-spd manual or 10-spd auto
* AVAILABLE SASQUATCH PKG

STROPPE EDITIONfrom 69,995
HOSS 3.0 advanced off-road build
4-DOOR
330-hp 2.7L EcoBoost V6
10-spd auto

RAPTORfrom 79,995
HOSS 4.0 highly advanced off-road build
4-DOOR
418-hp 3.0L EcoBoost V6
10-spd auto

BRONCO H.O.S.S. SYSTEMS

High-performance Off-road Stability Suspension

HOSS 1.0: Base, Big Bend, Black Diamond, Outer Banks

HOSS 2.0: Badlands, Everglades, Heritage Edition, Heritage Limited, and First Edition trims. It is also standard on any Bronco equipped with the Sasquatch Package

✓ **HOSS 3.0** system is primarily tied to the Ford Bronco Wildtrak. It was introduced as a \$2,515 option in late 2022 and became standard on all Wildtrak models for 2023. For the 2025 and 2026 model years, the Wildtrak was removed, but Ford made the HOSS 3.0 package available as an optional upgrade on the Bronco Badlands trim.

HOSS 4.0 is exclusively equipped on the Ford Bronco Raptor.

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Hydrogen-powered JCB Hydromax sets 406.320 mph world land speed record

British engineering giant JCB set a new world land speed record of 406.320 mph in August with its hydrogen-powered JCB Hydromax. The car recorded an average speed 400.623 mph in its first run that morning across the Bonneville Salt Flats, then 412.135 mph on its second run, for an average of 406.320 mph—the fastest a hydrogen internal combustion car has ever travelled.

The prior week, the JCB Hydromax recorded 368.347 mph at the Southern California Timing Association's (SCTA) Bonneville Speed Week, a new SCTA record in the Blown Gas Streamliner class (AA/BGS, 500+ cubic inches).

Driven by Wing Commander Andy Green OBE, the twin-engined, 32-foot car completed the two runs required under FIA rules—one in each direction within an hour—comfortably beating the previous FIA-officiated hydrogen internal combustion benchmark of 185.5 mph set by the BMW H2R in 2004. The record is subject to official ratification by the Fédération Internationale de l'Automobile (FIA), the global governing body for motorsport.

JCB Hydromax also surpassed the 350.092 mph world diesel land speed record set by JCB Dieselmax, also driven by Green, on the same salt, in 2006. Twenty years on, JCB beat its own benchmark, now with an engine that produces no tailpipe CO₂.

The speed also exceeds the 303 mph hydrogen fuel cell mark—making JCB Hydromax the fastest hydrogen-powered vehicle of any kind in history.

The new record—in the Category A, Group XIV - Class 7 FIA World Flying Record Start Land Speed Record—was set using two of JCB's own production-based hydrogen digger engines, built at the company's engine factory in Foston, Derbyshire UK and producing a combined 1,600 bhp. They are the same engines powering JCB machines and equipment rolling off production lines in the UK as part of the company's £100 million hydrogen program.

JCB chairman Anthony Bamford, who has led JCB's hydrogen engine project, came up with the idea of a hydrogen world land speed record bid early last year. Lord Bamford says, "Twenty years ago, we came to Bonneville with JCB Dieselmax

and showed what British engineering could do with diesel power. (Now) we have done it again—this time with engines powered by hydrogen. This record was set by production-based engines, the same engines powering JCB diggers right now. That is the point of JCB Hydromax: it shows hydrogen works, and it works today at the highest level with zero emissions."

Andy Green says, "The car was terrific—stable, strong and fast. Setting a world land speed record with hydrogen power, twenty years after Dieselmax, is a huge privilege ... a huge achievement by a world class team and superb technology."

The record comes ahead of the opening of JCB's new \$500 million factory in San Antonio, Texas, which will employ 1,500 people manufacturing machines for the US market. JCB has long pushed the limits of speed, and in addition to the JCB Dieselmax success, the JCB Fastrac became the world's fastest tractor at 135.191 mph in 2019, and in 2014 the JCB GT set the backhoe loader record at 72.58 mph. ■



The immensely popular Toyota 4Runner family has fully 16 members—seven basic trims, Premium alternates on four otherwise simpler trims, an upgrade to the more powerful i-FORCE MAX engine on two (while standard on three), and even three with unlikely 2WD versions (two lower trims, plus one standard-engine upper trim version).

Three of the basic seven trims are TRD (two are off-road specialists, one a sport specialist).

Or from another point of view, three are off-road specialists (of which two are TRDs, joined now by one Trailhunter, which is not a TRD).

Among the dirt-duty builds, our 2026 4Runner TRD Off-Road Premium is sort of a Clark Kent version, a largely unmarked, plain-clothes operator—no snorkels, decals, hooks, showy skidplates, bead-locks and so on—not out of place at the Daily Plan-

et, but always ready for wild adventure and heroics. As a Premium, ours is up-styled and up-featured a bit in and out. The only variable ours does not have is the i-FORCE MAX engine, although the base setup has solid power, shifts, braking, handling and ride comfort, as is. MAX is a hybrid that raises MPG by four points city and bumps horsepower up 17.3 percent (to 326), for another \$2800, which could also prove irresistible at that point.

Our 4Runner drew the attention of someone in a parking lot who was actively shopping exactly this. He and his wife were interested in a serious off-roader for weekends, with a civilized demeanor and plenty of room for child safety seats all week. We showed him the spacious second row, as well as our specs and build details, all of which seemed to confirm their combined-duty dream.

The Toyota 4Runner family benefits from its own popularity, with volume enough to build and offer tremendous variety, each version an ideal formula for one or another particular buyer and, best of all, with none of them being a compromise.

The TRDs covered all bases very well for years. Now with two 4Runners at the top end, Trailhunter is being positioned as more of a rock-crawler, TRD Pro as more of a dune-runner. Owners and enthusiasts of both will enjoy the debate, while there is plenty of cross-purpose use on tap in either.

Many will buy in at the top end for its own sake, in 4Runner's instance the most specialized ones. A case can be made, though, that general-purpose is often more useful than special-purpose. You can go for this, save \$10 or \$20 grand, and find plenty to love in the TRD Off-Road family of four. ■

VERSATILITY, VALUE AND VARIETY

TRD Off-Road has two engine choices, luxe level choices, the lowest price and perhaps best manners among dirt-specialized 4Runners

BY JOE SAGE



THE MOST SPECIALIZED DIRT-DUTY 4RUNNERS: FUNDAMENTALS COMPARED

TRD Off-Road: high-strength underbody protection, 18-in wheels, 33-in all-terrain tires, Bilstein remote reservoir shocks, Multi-Terrain Select with Crawl Control.

TRD Pro: TRD-tuned FOX® QS3 internal bypass shocks w 2.5-in aluminum housings and rear remote reservoirs. QS3 tech for manual adjustment of compression damping to match terrain, TRD performance air intake & exhaust, 20-in LED light bar in "TOYOTA" heritage grille, RIGID Industries LED fog lamps. Interiors available in Black or Cockpit Red w tech-camo inserts, heated & ventilated SofTex® seats w power adjust.

Trailhunter: engineered as the ultimate overlanding machine, w standard Old Man Emu (OME) 2.5-in forged monotube shocks, onboard air compressor, low-profile high-mount air intake. Mineral-colored heated & ventilated SofTex front seats.

	▼ TRD Off-Road	TRD Pro	Trailhunter
Engine	i-FORCE standard or MAX	i-FORCE MAX only	< same
Wheels/tires	18-in / 265/70R18	< same	< same
Ground clearance (in)	9.1	10.1	< same
Approach/Departure/Breakover	19/24/24°	33/24/24°	< same
Stabilizer Disconnect (SDM)	opt w MAX only	standard	< same
Electronic locking rear diff.	standard	< same	< same
Brakes	(F/R) 13.4/13.2 in	< same	< same
Tow capacity	6000 lb	< same	< same
Base price	▼ \$50,290	\$68,200	\$68,000

SPECIFICATIONS

ASSEMBLY	Toyota Tahara, Aichi, Japan
ENGINE	i-FORCE 2.4L 4-cyl turbo, DOHC 16v, D-4ST fuel inj
HP/TORQUE	278 hp / 317 lb-ft
COMPRESSION RATIO	11:1
TRANSMISSION	8-spd auto
DRIVETRAIN	4VVD
SUSPENSION	F: indep dbl wishbone w stblzr bar, twin-tube shocks; R: multi-link w coils, outboard-mounted twin-tube shocks
STEERING	EPS: electronic pwr-asst rack & pinion
BRAKES	F: 13.4; R: 13.2
WHEELS/TIRES	18-in machine-finish alloys w 265/70R18 tires
LENGTH / WHEELBASE	194.9 / 112.2 in
GROUND CLEARANCE	(TRD Off-Road) 9.1 in
APPR/DEP/BRKOVER	(") 19 / 24 / 24°
TURNING CIRCLE	39.4 ft
HEADROOM (F/R)	39.7 / 37.8 in
LEGROOM (F/R)	41.8 / 34.8 in
CARGO CAPACITY	48.4 / 90.2 cu.ft
WEIGHT	(TRD Off-Road) 4850 lb
GVWR	(") 6240 lb
TOW CAPACITY	6000 lb
FUEL / CAPACITY	reg unl / 19 gal
MPG	19/25/21 (city/hwy/comb)

BASE PRICE	\$55,770
SKID PLATE: front TRD gray powder coat	560
CARGO COVER: retractable black	135
CARGO TRAY: all weather '4Runner'	140
BADGE INSERTS: rear Toyota matte black	65
FLOOR MATS: all weather '4Runner'	248
WHEEL LOCKS: black chrome	90
CONNECTED SERVICES TRIAL: two addtl years of Drive Connect & Remote Connect in addition to 1 year standard trials, remote incl at n/c, 4G network dependent, terms apply	325
DESTINATION CHARGE	1495

TOTAL	\$58,828
Sticker price above; current pricing see below.	

2026 TOYOTA 4RUNNER LINEUP

	4x2	4x4
SR5	\$41,370	\$43,870
TRD Sport	48,350	50,350
TRD Sport Premium	53,710	55,710
TRD Off-Road		50,290
TRD Off-Road i-FORCE MAX		53,090
TRD Off-Road Premium		▼ 56,070
TRD Off-Road Premium i-FORCE MAX		58,870
Limited	56,500	58,500
Limited i-FORCE MAX		61,300
Platinum i-FORCE MAX		63,960
Trailhunter i-FORCE MAX		68,000
TRD Pro i-FORCE MAX		68,200

4Runner TRD Off-Road Premium adds Multi-Terrain Monitor, SofTex-trimmed power seats, 14-inch multimedia touchscreen with JBL Premium Audio, JBL FLEX speaker, hands-free power liftgate, TRD shift knob, heated steering wheel and other luxe-leaning details.

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THE ENTHUSIAST'S GUIDE TO ACTIVE WATERSPORTS

SEA-DOO HONORS AYRTON SENNA

YEAR OF SENNA'S THIRD WORLD TITLE CELEBRATED WITH 1,991 UNITS WORLDWIDE

Sea-Doo, a brand of BRP Inc., has announced a one-year partnership with Senna Brand, a global company created by the Senna family to perpetuate the legacy and values of the three-time Formula 1 world champion across generations. Together, Sea-Doo and Senna Brand have created a limited edition, top-of-the-line personal watercraft that pays tribute to the relentless pursuit of excellence and courage that defined the career of Brazilian legend Ayrton Senna.

The limited edition Sea-Doo RXP-X Senna 350 will provide riders the opportunity to thrill beyond the shoreline with power, exclusivity, and the spirit of a legend. Sea-Doo chose the RXP-X platform for this collaboration for performance that blends perfectly with Senna's champion legacy.

The partnership between Sea-Doo and Senna Brand has created a unique opportunity to highlight the RXP-X Senna 350 as the flagship model. This unit debuts Sea-Doo's all-new and most powerful personal watercraft engine from the factory, the Rotax 1630 ACE. It delivers 350 horsepower and a 15 percent faster 0-60 mph acceleration compared to previous models.

To capture the same relentless pursuit of excellence, the RXP-X Senna 350 features exclusive Ayrton Senna-inspired branding:

- Integrated signature & championships: Ayrton Senna's iconic signature is laser-integrated into the craft, alongside recognition of his three world championship victories.
- Senna inspired quotes: Two inspirational quotes, "Seek your truth" and "Born to win," are inscribed around the unit, representing the mindset that has inspired generations to pursue excellence with courage, authenticity and determination.
- Matching passenger seat: A coordinating passenger seat is included, allowing friends and family to ride together.
- Senna-branded protective cover: A custom Senna-branded cover is included to protect and showcase the craft when not in use.
- Numbered tribute plate: A numbered plate bearing 1991 pays homage to Ayrton's final World's Championship.
- Helmet-matched colorway: Through a highly exclusive coloration process, the RXP-X Senna 350 was meticulously designed to mirror Senna's original racing helmet, ensuring an authentic and visually stunning tribute.

The RXP-X Senna 350 is a limited, exclusive production run of 1,991 unique personal watercraft worldwide, available for pre-order as of now. For more information on Sea-Doo personal watercraft or the Senna Brand partnership, visit sea-doo.brp.com.



Outstanding Japanese builds

First-ever community car show celebrates the legacy of Toyota AE86 while raising funds for EVIT students pursuing career and technical education

Photos by Rene Mendez
Instagram: @genzilla_coupe2.0t



2020 Toyota 86
Full Carbon Robot Craftsman Widebody Kit
CMST 3P Wheels Custom Powder Coated
Continental DWS06
LS1 Engine Swap
Sikky Full Swap Kit
T56 Trans
Full Air Lift 3P Kit
Cusco FCA, RLCA, Trailing Arms
White line Toe Arms
Custom Trunk Mounted Dual Sub
Carbon Louvers, Duckwing, Fender Garnish
Full Engine & Trunk Dress Up Bolts
BilletWorkz Engine Caps
Full JDM Carbon Engine Bay / Custom paint
Ecutech Tune / E85
Custom Vland Headlights
Valenti Tail Lights
Starlights headliner
Lowglow Underglow
Greddy Evo 8 GT Exhaust
Custom Carbon Steering Wheel
Full Custom Carbon Interior
Status Racing Seats
Titan Motor Roll Cage
Instagram: Sasspop86

At right (top to bottom):

1994 Toyota Celica GT-Four

- SS-III Celica body kit
- Lowering springs
- fifteen52 wheels
- Koyorad radiator
- TB Dev Downpipe
- Apexi Exhaust

Instagram: @Edgar.cruz_

Subaru BRZ Limited 2022

- Full bolt-ons tuned on E85
- Firli Performance 3P suspension
- WORK Wheels WORK Meisters 3P
- 326 power wing
- Tom's Racing over-fenders
- Invoke Concepts clear taillights
- Seibon carbon ts style hood

Instagram: @fvisionz_

Toyota GR86 Premium 2023

Instagram: @Grannysgr

Valley Toyota Dealers Association, representing 10 locally owned dealerships across the Valley, hosted its first-ever GR86 Day Car Show on Thursday, August 6, celebrating the Toyota AE86 that inspired the GR86 name. The show featured more than 100 GR86s and other enthusiast vehicles at EVIT's Mesa campus, bringing together the Valley's car community to celebrate the 86 platform and Japanese automotive culture while raising \$1,622 for the East Valley Institute of Technology (EVIT) Foundation. Proceeds from vehicle registrations and raffles will support scholarships for students pursuing career and technical education.

Among the vehicles on display was a Toyota Sprinter Trueno GT-Apex, the AE86 that inspired the 86 nameplate, featuring an SR20DE engine swap from a JDM Nissan Silvia S14, a D21 Hardbody five-speed transmission, a Ford Mustang 8.8 rear differential and custom suspension components.

Other standout Toyota builds included a Celica GT-Four with an SS-III body kit, Fifteen52 wheels and performance exhaust components, and a GR Corolla Circuit Edition equipped with an Eventuri carbon intake, RK titanium exhaust, Öhlins Road & Track coilovers, Apex wheels and a Varis Japan wing. A 1998 Nissan Skyline also drew attention with a Blitz intercooler, HKS blow-off valve, Tomei titanium exhaust, Nismo suspension and Advan Racing wheels.

The show also featured a highly modified GR86 with a BMW engine swap, highlighting the creativity and customization that have become a defining part of the car culture. While 86s were at the center of the event, the show welcomed Ford, Nissan and other builds.

Valley Toyota Dealers kicked off the fundraiser by donating \$15,000 to cover program fees, tools, certifications and other educational expenses needed for this year's incoming EVIT Automotive Technology students. Funds raised through this year's GR86 Day will help fund scholarships for

(cont'd)



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At right (top to bottom):
1984 Toyota Celica Supra P-Type
Instagram: @Kyiske

Nissan Skyline 1998
• Blitz Intercooler • HKS BOV
• Tomei full titanium exhaust
• S tune NISMO suspension
• Advan Racing RS9J wheel with PS4s
Instagram: @Az_dr34mer

1977 Toyota SR5
• 22RE engine • W58 transmission
• Custom suspension • Custom exhaust
• Starion wheels • House of Kolors Tangelo
Instagram: @81kp61

2013 Subaru BRZ Limited
Instagram: @81kp61

future students.

"At Valley Toyota Dealers, we know firsthand how much our industry depends on skilled technicians and how financial barriers can discourage students from pursuing careers in this field," said Brett Henkel, President of the Valley Toyota Dealers Association. "GR86 Day allowed us to bring the students and the local car community together to help remove that barrier, one scholarship at a time."

EVIT offers more than 50 career training programs, and the EVIT Foundation helps make access to these programs a reality. Every \$250 raised provides one student with a year of educational support, with more than two-thirds of that funding going directly to scholarships, and the remainder covering tools and equipment for hands-on training. Through GR86 Day, six students will receive a year-long scholarship to continue their studies. ■

ABOUT VALLEY TOYOTA DEALERS

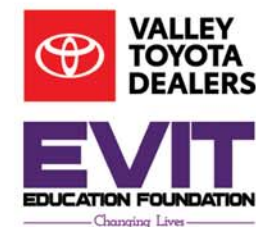
Founded in 1989, Valley Toyota Dealers includes all 10 Toyota dealerships across metropolitan Phoenix, including AutoNation Toyota Tempe, Avondale, Bell Road, Berge, Big Two, Camelback, Earnhardt, Larry H. Miller, Right Toyota and Toyota of Surprise. More than just local dealerships, Valley Toyota Dealers are neighbors deeply rooted in the community, committed to giving back to those they serve. For more information:

• JoinUsInGiving.com

ABOUT THE EVIT FOUNDATION

The EVIT Foundation is a 501(c)(3) nonprofit organization that expands access to career and technical education by removing financial barriers for East Valley Institute of Technology (EVIT) students. Through scholarships and support for tuition, program fees, tools, certifications and essential equipment, the Foundation helps students gain the skills they need to succeed in the workforce. For more information or to donate:

• EvitFoundation.org



The Mazda crossover buyer's first decision is among five models (see inset), starting, as is typical, with budget and size. Those who focus on the handsome compact CX-50 (midrange by actual size) will find the usual trim level and feature variables. But the big decision will be the powertrain.

The Mazda CX family variously offers base, Turbo, Turbo S and two types of hybrid (no model offers all four). CX-50, however, is the only one with a hybrid rather than plug-in hybrid (PHEV), helping to keep the prices of CX-50 Turbo and Hybrid very close in comparable trims. Unlike CX-70 or -90, where a PHEV costs more, the CX-50 Hybrid costs less, a win-win for both purchase price and MPG.

With the 2.5 S base engine at 187 hp, the more intense comparison will be between CX-50 Hybrid and Turbo, both in the 200s. And those are the two we have had for a week each, this year. While driving all versions on the same day is the best way to compare performance and impressions, we had a Hybrid last winter (in top Premium Plus trim), and we now have the Turbo (also in Premium Plus).

Differences are more power for the Turbo (256 hp on premium fuel vs 219 for the Hybrid) and not-

ably more torque (320 lb-ft for the Turbo [on premium, 310 on regular], vs just 163 lb-ft from the engine on the Hybrid). The Turbo also has a 6-speed automatic with manual paddle shift, vs an eCVT on the Hybrid. And towing is quite different, if needed (3500 lb Turbo, 1500 lb Hybrid, significant when considering many typical likely tow loads. A downside tradeoff for the Turbo is fuel mileage—23/29/25 city/hwy/combined, vs 39/37/38 in the Hybrid—although mid-upper 20s in the Turbo is still healthy, and it has a bigger fuel tank, to compensate for range (15.9 gallons Turbo vs 14.5 Hybrid).

One intriguing spec is top speed—135 mph for the Turbo vs 112 for the Hybrid, which may sound close, as well as something you will never do. But while most people will never see 135, many may push 100, and the Turbo has far more headroom.

More down to earth, the Turbo has more ground clearance than the battery-bearing Hybrid, though it has a slightly bigger turning circle (36.0 feet for the Turbo—our benchmark for a really good turning circle, anyway—vs 35.4 feet for the Hybrid, a wild card perhaps due to the fuel tank). Lack of hybrid battery volume also gives the Turbo a bit more head-

2026 MAZDA CROSSOVER / SUV FAMILY

(from)	2.5 S	Turbo	Turbo S	Hybrid/PHEV
CX-5	\$29,990	---	---	---
CX-30	25,975	\$34,410	---	---
CX-50	29,900	▼ 37,900	---	(hyb) 34,750
CX-70	---	42,750	53,440	(PHEV) 44,450
CX-90	---	38,800	53,940	(PHEV) 50,495

room and a significant two inches more rear legroom (just under 40 inches, another benchmark).

There are other minor differences, but as noted when we had the Hybrid, they are things that basically just come along for the ride, more than being decision points. The bottom line is that when we had the Hybrid, we had said, "this does not, for example, have the highest top speed, but who cares—we were driving it all day and having a ball." We could easily flip that script for the Turbo and essentially say the same thing.

We'd probably want the power, transmission, legroom, ground clearance and tow capacity of the Turbo, then just tough it out on additional gas expense—in theory. In reality, it's hard to ignore savings on both purchase price and fuel in the Hybrid. And this, once again, is why we have choices. ■

SPECIFICATIONS

ASSEMBLY	Madison, Alabama
ENGINE/TRANS BUILD	Japan / Japan
PARTS CONTENT	US/Canada 65% / Japan 15% / Mexico 15%
ENGINE	SKYACTIV-G 2.5L 4-cyl twin scroll turbo w i-stop, dir inj, alum alloy/alum alloy
COMPRESSION RATIO	10.5:1
HP/TORQUE	(reg 87 oct) 227 hp / 310 lb-ft (prem 93 oct) 256 hp / 320 lb-ft
TRANSMISSION	SKYACTIV-Drive 6-spd automatic
DRIVETRAIN	AWD
MODES	Mi-Drive (sport, off-road, tow)
TOP SPEED	135 mph
SUSPENSION	F: MacPherson strut w stblzr bar; R: torsion beam
STEERING	elec pwr rack & pinion
BRAKES	F: 12.8 vented; R: 12.8 solid
WHEELS	20x8J alloy / P245/45 R20
LENGTH / WHEELBASE	185.8 / 110.8 in
GROUND CLEARANCE	8.6 in
APPROACH / DEPARTURE	18.4 / 24.7°
TURNING CIRCLE	36.0 ft
HEADROOM (F/R)	38.6 / 37.5 in
LEGROOM (F/R)	41.7 / 39.8 in
CARGO CAPACITY	31.4 / 56.3 cu.ft
WEIGHT	3915 lb
TOW CAPACITY	3500 lb
FUEL / CAPACITY	reg or prem / 15.9 gal
MPG	23/29/25 (city/hwy/comb)

BASE PRICE	\$42,900
TURBO PREMIUM PLUS:	hood graphics, side rocker garnish, black lug nuts & locks, 360-degree monitor, auto-dim driver side mirror, smart brake support w turn across traffic & front crossing, smart brake support reverse, front cross traffic alert, blind spot assist, frameless auto-dim rear mirror w Homelink, cruise & traffic support
PAINT: Ingot Blue Metallic	nc
RETRACTABLE CARGO COVER	225
DESTINATION CHARGE	1495
TOTAL	\$44,620

2026 MAZDA CX-50 LINEUP

CX-50 2.5 S	187-hp 2.5L SKYACTIV-G, 6-spd auto, AWD, 24/30/26 mpg (city/hwy/comb), tow 2000 lb
2.5 S Select	\$29,900
2.5 S Preferred	32,400
2.5 S Meridian Edition	33,150
2.5 S Premium	34,900
CX-50 2.5 Turbo	256-hp 2.5L Twin Scroll Turbo, 6-spd auto, AWD, 23/29/25 mpg (city/hwy/comb), tow 3500 lb
2.5 Turbo	\$37,900
2.5 Turbo Meridian Edition	40,400
2.5 Turbo Premium Plus	▼ 42,900
CX-50 Hybrid	219-hp 2.5L Hybrid engine, eCVT, eAWD, 39/37/38 mpg (city/hwy/comb), tow 1500 lb
Hybrid Preferred	\$34,750
Hybrid Premium	38,150
Hybrid Premium Plus	40,150

All good choices

BY JOE SAGE



TRAVEL SITES TO BE SEEN



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There's still time for a normal summer—on the coast!

Catalina Second Summer: concerts, special events, island tours and activities, Buy 2 Nights, Get the 3rd Night Free at 7 participating hotels

Summers can be fairly brutal for most of Arizona, but when they finally let up and fade into fall, you may find yourself still wanting to enjoy the things most people do in summer—and you can find them all not far away, on Catalina Island.

Catalina's Second Summer Savings promotion keeps the summer vibes going—no matter what the calendar says. Take a hike on a pristine wilderness trail, explore the island's interior on an eco tour, or cruise around town on an electric bike. Relax at a day spa, dine at a local eatery, or try a Buffalo Milk cocktail (look it up!) in a one-of-a-kind watering hole. It's a place where you can escape at your own speed.

And with so much to do, you may want to stay awhile. It's an affordable time of year, and their seasonal offers make it moreso. You can bundle transportation to the island (by boat or helicopter) with your hotel stay—and maybe even a special something extra, like sparkling wine in your room

or an immersive island tour. Find the right package and get ready for that ultimate Catalina getaway.

LODGING: Buy two nights and get the third night free at any of at seven participating hotels, with the Midweek Second Summer Promotion—three nights, four days when you travel Sunday through Thursday—at participating hotels:

- Bellanca Hotel
- Glenmore Plaza Hotel
- Hotel Atwater
- Hotel Metropole
- Mt Ada
- Pavilion Hotel
- Snug Harbor Inn

Check each hotel's deals for room types, applicable dates and any blackout dates.

SPECIAL EVENTS: The perfect excuse to book an island getaway, it's a season packed not only with all the island tours and activities you love, but also concerts and special events, including:

- Two Harbors Wine FestSeptember 12
- 67th Annual Festival of ArtSept 18-20
- Catalina Film FestivalSept 25-27

ACTIVITIES: Discover the best hiking trails for any skill level. Enjoy the flavors of Catalina Island with fresh seafood, fine dining and fun casual bites. Fly high on a zipline over Descanso Canyon with the Catalina Zip Line Eco Tour. Explore the island's wildlands on a tour by Jeep or Hummer, among other options. Unwind with a massage, facial or body scrub at a day spa. Play a round of golf at the historic nine-hole course, or show off your putting with some mini-golf. Take a parasailing flight over Avalon Harbor for stunning views of the island and beyond. Pedal around Avalon on two wheels, with many rental options including electric bikes. Rent kayaks or paddleboards and float along the scenic coastline and hidden coves.

RESERVATIONS:

Love Catalina Island Tourism Authority
1 Green Pleasure Pier, Avalon CA 90704
310-510-1520

www.lovecatalina.com/secondsummer/?



If there's one overarching impression, or surprise, we have from this, it's that we always expect it to be far pricier than it is. The Land Rover brand does have an air about it—refined styling, royal pedigree and so on. And that air remains, even as you realize most of the pricing is right in the mainstream of many a more common SUV brand.

In the main Defender family, 90-110-130 versions by length, base prices run from \$61,000 to \$74,000 base—see sidebar. (An outlier is the 110-based Defender OCTA, at almost \$160,000, though when you come down to it, there are specialty versions of much more mundane brands that get up into that price range, too.)

Ours moves from its max-length Defender 130 base of \$65,000 to the \$100k ballpark by being a

130 X, adding an extensive range of enticing, well-considered upgrades. This resulting 395-hp 3.0L V6 mild hybrid with 8-speed automatic and twin-speed transfer case AWD, atop Active Dynamics air suspension and 22-inch wheels, then adds a number of very reasonably priced function, style and comfort options specific to ours, for just \$3,860 more.

Whether you shop by size, mission, budget or just lust, it's easy to shop this lineup and end up right where you need to be. Value notwithstanding, one look at this long, handsome SUV, and you feel you have arrived, without being outlandish.

Ours arrived set up to unlock on approach, which we usually change, but we left this that way, as it just fits its character—it's here to take care of us. Animated isometric screen graphics upon startup

confirm nice attention to detail by the team.

This vehicle simply has presence—detail, purity, delivering its brand and product promise in a straightforward manner. Psychologically it may feel on a plane with something that could cost \$250 or even 500 grand, yet while those might feel snobbish and lose appeal, this is not like that at all.

Instead, it's purposeful, with tremendous capabilities built in—almost a foot of ground clearance and about three feet of wading depth available, supported by a sophisticated, capable interface to control it all, all in the screen, as opposed to the array of console and dash switches and levers in more classic Land Rover layouts. Premium presentation takes center stage and does it well.

Our Defender 130 X sample is especially hand-

some with its black hood, grille and front fascia—almost a racing stripe look that breaks up a shape that in one color can fall between curvy and boxy. Maybe it's visually ambiguous and that's a plus. This takes it somewhere new and we like it.

At roughly 400/400 horsepower and torque, this is a performance machine on pavement. Its hybrid nature seems to provide a lot of that torque fairly immediately, almost on par with a full electric. (You may feel you have your hands full the very first time, but will quickly get used to it and love it.)

The only time it felt less so was while navigating parking garages at slow speed with uncertain next moves. If this kind of slower, tighter work is in your mix, potentially in town or in the dirt, maybe a shorter Defender, say the 110, is worth a look. And this, of course, is why they come in sizes.

That aside, we loved the presence and the capacity of the 130. It's a familiar tradeoff, common

in the overall segment, generally an easy choice.

No matter how much you crave challenge or drama, our Defender 130 X, while full of conquering attributes and with strong presence, is ultimately a very user friendly experience. It inhabits a pleasant point on the utility-to-humility-to-pride scale, providing a subtle nudge toward a brag. As with, say, personal relationships, a lot of people will tell you that's the one to hang on to. A keeper.

Defender, one of seven Land Rover models, accounts for almost one-third of their sales worldwide. The US, long the number one export market overall, has been swapping that spot with China the past few years. Be all that as it may, just as we close out this issue, Jaguar Land Rover is poised to announce significant cuts to production and to US-bound exports. We will see where this goes, but if you have the itch, it could be one more reason to hustle on out there and find yours right now. ■

EQUAL PARTS OVER THE TOP & RIGHT AT HOME

BY JOE SAGE



SPECIFICATIONS

Many specs were European and have been converted. Some are based on Defender 100 or 110. Doublecheck with dealer for the latest.

ASSEMBLYNitra, Slovakia
ENGINE/TRANS BUILDUK / Germany
PARTS CONTENTUK 31% / Germany 19%
US/Canada 1%

ENGINEMHEV 3.0L 24v 6-cyl
COMPRESSION RATIO10.5:1
HP/TORQUE395 hp / 406 lb-ft
TRANSMISSION8-spd automatic
DRIVETRAINAWD
0-TO-60 / TOP SPEED6.3 sec / 119 mph
SUSPENSIONadaptive air suspension
STEERINGelec 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

WHEELS22-in wheels w spare
TIRES275/45 R22 115V
LENGTH / WHEELBASE210.9 / 118.98 in
GROUND CLEARANCE(std) 8.6 in
.....(off-road) 11.54 in
APPR / RAMP / DEPART(std) 30.1 / 22.0 / 24.5°
.....(off-road) 37.6 / 27.9 / 28.8°
WADING DEPTH(air susp) 35.43 in
TURNING CIRCLE42.98 ft
HEADROOM (F/2/3)40.63 / 40.43 / 38.98 in
LEGROOM (F/2/3)39.09 / 38.39 / 31.65 in
CARGO CAPACITY13.7 / 43.3 / 78.5 cu.ft
WEIGHT: only provided for 110:
.....(Euro, converted) 5128 lb
TOW CAPACITY: only provided for 110:
(Euro, unbraked) 1653 lb (braked) 7716 lb
ROOF LOAD (DYN/STATIC): for 110:
220.5 / 661.4 lb / (dyn w expd rack) 370.4 lb
FUEL / CAPACITY: only provided for 110:
.....unknown / (Euro) 23.8 gal
MPG16/20/18 (city/hwy/comb)

BASE PRICE\$105,000
PAINT: Borasco Greync
INTERIOR: Ebony Windsor leather and Kvadrat™
seats w Ebony interiornc
COLD CLIMATE PACK: heated windshield, head-
light power wash500
TOWING PACK: advanced tow assist, tow hitch
receiver1300
2ND ROW heated and cooled captains' chairs w
winged headrests1000
WHEELS: 22-in Style 7030 diamond turned dark
grey700
WIFI enabled w data plan360
DESTINATION CHARGE1850

TOTAL.....\$110,710

2026 LR DEFENDER LINEUP

Defender 90from...\$ 61,000
Defender 110from.....65,000
Defender 130▼ from.....74,000
Defender OCTAfrom.....158,800

Similarly to specs, pricing has been gleaned from a variety of sources, including limited manufacturer materials, as well as our sample's Monroney sticker, online government references and the consumer website. Check with your dealer for the latest information.



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SPECIAL EVENT : PEBBLE BEACH CONOURS D'ELEGANCE 2026

Pebble Beach 2026 Best of Show

Best of Show at this year's Pebble Beach Concours d'Elegance—long known as the collector car world's top prize—was awarded this year to a Duesenberg SSJ originally owned by Clark Gable and shown by Harry Yeaggy of Cincinnati.

The 75th celebration also reached a major milestone, topping \$50 million total charitable giving.

This year, 218 cars—including 33 international entries from 14 countries and 185 US entries from 30 states—pulled onto the competition field.

"Duesenberg often tops the list of desires for people with a passion for American classics," says Concours chairman Sandra Button, "and the iconic SSJ is the marque's ultimate expression. This Special Speedster, one of just two made, offers both style and performance—and has a fantastic Hollywood backstory."

The SSJ embodies the dramatic styling of the era, with its sweeping hood line and rakish, aerodynamic windshield. The winner had been recently restored to its initial presentation, with a black lacquer finish and a light saddle leather interior.

"I won once before, 19 years ago, but I appreciate it a lot better now," said Yeaggy. "I appreciate the hard work it took and the time it took to get here. People don't realize how hard it is, how special it is, to win this award. It's amazing."

Yeaggy had won Best of Show in 2007 with the 1935 Duesenberg SJ Speedster known as the "Mormon Meteor." Having now earned a total of eight Best of Show trophies at the Pebble Beach Concours, Duesenberg retains its status as the event's winningest American marque.

In an interesting twist, it was a homecoming of sorts: "I found out recently," said Yeaggy, "that the second owner lived right here on the point in Pebble Beach. He owned the car for almost 12 years, so this car has come back home today."

Strong contenders in this year's race for Best of Show included the 1938 Delahaye 165 Fignon et Falaschi Cabriolet shown by The Pearl Collection of Baar, Switzerland; the 1955 Ferrari 375 MM Pinin Farina Berlinetta shown by the Heinecke Family Collection of Bangkok, Thailand; and the 1954 Ferrari 375 America Vignale Cabriolet shown by RQ Collections of The Woodlands, Texas.

The Pebble Beach Concours has already raised more than \$4.3 million for charity this year, bringing the event's total charitable donations to date to \$50,154,192. More than half of this has been raised in the past decade. Through the Pebble Beach Company Foundation, the primary charitable partner of the Concours, these funds will benefit more than 130 local nonprofits dedicated to improving the education, health and well-being of children throughout Monterey County.

The 76th Celebration of the Pebble Beach Concours d'Elegance, to be held at The Lodge at Pebble Beach on August 15, 2027, will celebrate the centennial of Delage's Grand Prix-winning season with a stunning selection of cars from that marque, Prewar Open-Front Town Cars, 40 Years of the Ferrari F40 and an exceptional class of Delahayes. Additional special classes and further details will be announced this fall. For more information on the Pebble Beach Concours visit:

pebblebeachconcours.net



Monterey/Pebble Beach 2026 Auction Highlights

FAMILIAR AND NEW FACES IN FAMILIAR AND NEW PLACES

BONHAMS|CARS

Bonhams moved to WeatherTech Raceway Laguna Seca this year, after almost three decades at The Quail Lodge, capitalizing on a nearly 15-year relationship with the track. Bringing the auction direct-

ly to this mix of exceptional collector automobiles, historic racing and gathered enthusiasts also expands the profile of the Rolex Monterey Motorsports Reunion during Monterey Car Week. Bonhams maintained their tradition of a special selec-



Bonhams|Cars
2024 Bugatti Chiron Super Sport
\$4,570,000



Broad Arrow
2003 Ferrari Enzo
\$10,675,000



Gooding Christie's
1964 Shelby Cobra Daytona Coupe
\$42,905,000

tion of auction lots on view in the Paddock during Pre-Reunion weekend, August 8-9, then the full auction preview of all lots was held on Tuesday and Wednesday, August 11-12, and the auction itself took place on Thursday, August 13. A total of 43 lots brought \$11,875,910, topped by the sale's headliner, the 2024 Bugatti Chiron Super Sport, selling for \$4,570,000 (against an estimate of \$4,300,000-4,800,000). With an 1,600 PS 8.0-liter quad-turbo W16 powering the car from zero to 60 mph in 2.2 seconds and to an electronically limited top speed of 273 mph, this car is a "Sur Mesure" commission in Glacier paintwork with Rouge Etoilé accents, over an Italian Red and Blanc leather interior. "Longtail" bodywork extends the rear of the car by 25cm for ultra-high-speed stability and a 40 percent reduction in aerodynamic drag as opposed to the standard Chiron.

BROAD ARROW

Broad Arrow (Driven by Hagerty) is new this year, taking over the position as official auction house for Quail: A Motorsports Gathering, in Carmel Valley, held Thursday and Friday, August 13-14. Sales totaled \$97.4 million, with 85 percent sell-through (159 of 186 lots). Top price was achieved by the 2003 Ferrari Enzo finished in Nero D.S. over Rosso, selling without reserve to an enthusiastic Jesús Ortiz Paz, frontman of American Mexican music group Fuerza Régida, for \$10,675,000. Nine new world record auction prices were also set over two days, led by the 2025 Bugatti W16 Mistral at \$8,805,000 and the 2011 Bugatti Veyron 16.4 Grand Sport at \$3,305,000. Ferraris drew strong interest and the most competitive bidding. A single-owner, low-mileage 2019 Ferrari 812 Superfast from The Casa Bella Macchina Collection nearly doubled its high estimate at a final \$747,500, a world record for the model. And a superb 527-mile, Classiche-certified 1998 Ferrari 550 Maranello set another world record at \$648,500. Outside the hot Ferrari market, modern supercars brought the strongest prices, as well specified Bugatti hypercars found significant bidder interest. The finest post-war era sports and GT cars also continue to draw discerning collectors. An exceptionally restored, low-mileage example of the world's first supercar, a 1968 Lamborghini Miura P400 S, sold for \$4,075,000 and an exquisitely restored 1957 Mercedes-Benz 300 SL Roadster, one of just 15 Roadsters with its factory finish, selling for a final \$2,040,000.

GOODING CHRISTIE'S

Gooding Christie's, official auction house of the Pebble Beach Concours d'Elegance for the 22nd

year, concluded its highest grossing sale since the company's inception, realizing over \$159 million in sales with a 94 percent sell-through rate. The top lot of this year's car week, the 1964 Shelby Cobra Daytona Coupe, set a record as the most valuable American car ever sold at auction, as well as the most valuable car ever sold by Gooding Christie's at auction, achieving \$42,905,000 (estimated in excess of \$25 million). One of the most important American automobiles ever built, this Shelby Cobra Daytona Coupe, chassis CSX2300, was previously owned by Carroll Shelby. One of only six Cobra Daytona Coupes created with the explicit intent to defeat Ferrari's 250 GTO, CSX2300 was the third one completed in late 1963, making its global debut at the 1964 Tour de France Automobile, with American Bob Bondurant and German Jochen Neerpasch at the wheel, and a key participant in Shelby American's incredibly historic 1965 FIA GT championship season, when Shelby defeated Ferrari. After a series of outings, including Daytona and Sebring, CSX2300 crossed the Atlantic to join the European campaign led by Alan Mann Racing, taking part in important endurance races at Nurburgring and Reims. A closed coupe body designed by ArtCenter alum Peter Brock, this Daytona wears coachwork by Carrozzeria Grandsport.

MECUM AUCTIONS

Mecum Auctions offered some 600 vehicles and 100 motorcycles at their Monterey auction, held Thursday through Saturday, August 13-15, at their familiar Del Monte Golf Course location, with sales reaching \$114 million, making the three-day auction Mecum's third \$100 million-plus event so far this year, building on a record-setting start to the year at Mecum Kissimmee with \$450 million in sales and a standout \$200 million Indianapolis auction in May. With the Bid Goes On department still working to finalize additional transactions, the Mecum Monterey sales total was expected to increase over the following days. The top ten sales at Mecum Monterey included:

1. 1996 Ferrari F50Lot S123\$14,575,000
2. 2003 Ferrari Enzo.....Lot S105\$12,100,000
3. 2004 Gemballa Mirage GTLot S120\$3,960,000
4. 2017 Ferrari F12tdf.....Lot S87\$3,657,500
5. 2014 McLaren P1 HDK.....Log S61\$3,575,000
6. 2005 Porsche Carrera GT.....Lot S74\$3,575,000
7. 1933 Duesenberg Model J Disappearing-Top Convertible Coupe.....Lot S125\$3,410,000
8. 2023 Ferrari 812 CompetizioneLot S42.....\$3,355,000
9. 2011 Ferrari 599 GTO.....Lot S115\$3,300,000
10. 2015 Ferrari 458 Speciale ApertaLot R15\$2,750,000

RM SOTHEBY'S

RM Sotheby's returned to Monterey for their 29th consecutive year with 193 lots showcasing 120 years of history, from pioneering coachbuilt masterpieces and legendary competition cars to the most coveted modern hypercars. Held once again at Portola Hotel & Monterey Conference Center, from August 13-15, this was the largest auction in company history, bringing a record \$380 million in sales. Bidders from 39 countries participated, with 90 percent of lots sold—69 above \$1 million, 14 above \$5 million, six above \$10 million, and two above \$30 million. Top sale was the first 1996-spec-

ification 1996 McLaren F1 GTR, "The Pop Art F1," one of two factory "XP" Short-Tail prototypes. This one, chassis 10R, is the only one finished in McLaren's scarlet-and-yellow "Pop Art" livery. It was retained by McLaren before passing to Pink Floyd co-founder Nick Mason in 1999. At \$34,655,000, it set records both as the most valuable McLaren F1 and most valuable British car ever sold at auction. A 1963 Chevrolet Corvette Grand Sport followed at \$18,705,000, a new Corvette auction record. In a separate charity auction, the 2026 Ferrari Luce "Tailor Made" EV raised \$40 million, the most valuable new car ever sold at auction. ■



Mecum Auction
1996 Ferrari F50
\$14,575,000



RM Sotheby's
1996 McLaren F1 GTR
\$34,655,000

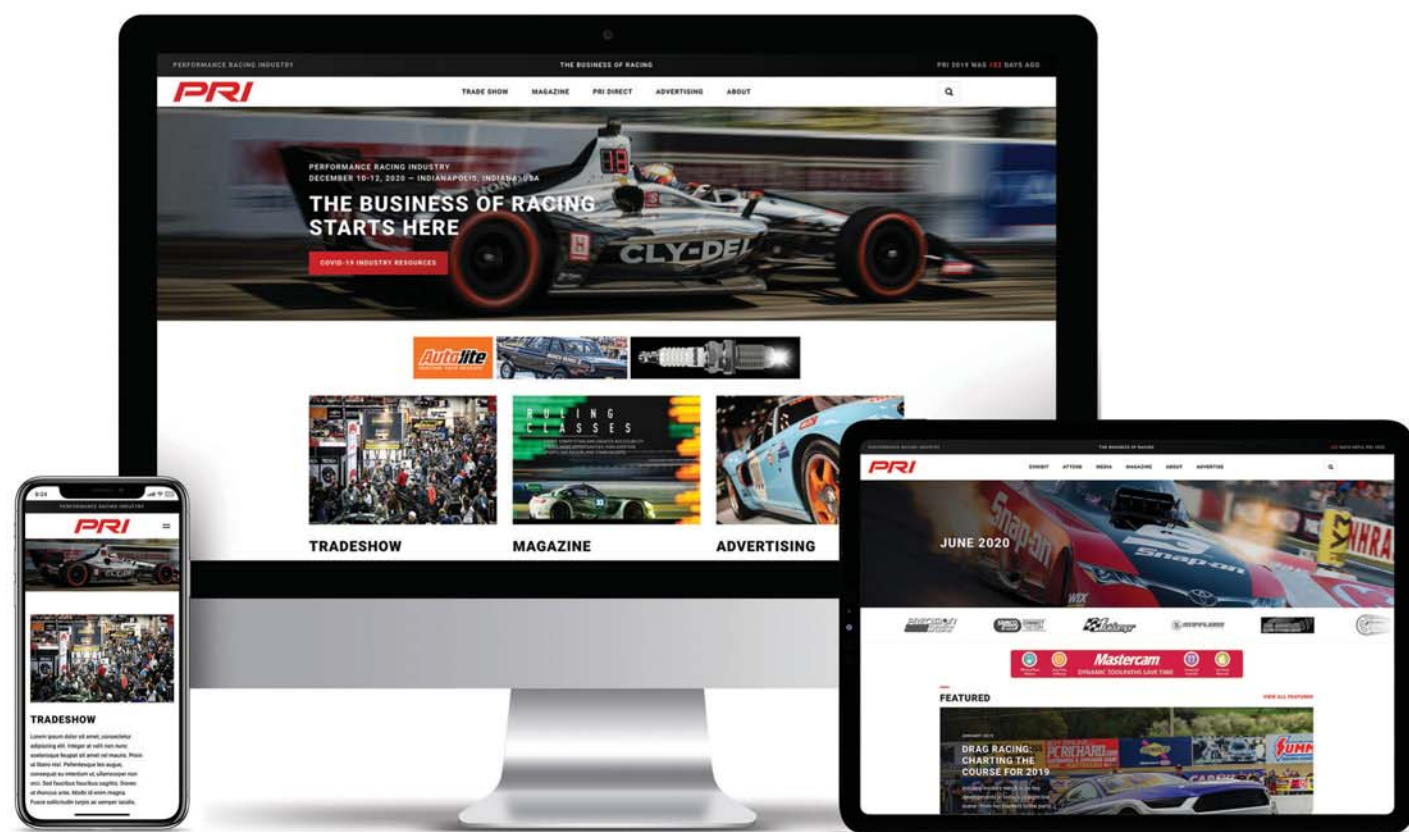


RM Sotheby's (charity)
2026 Ferrari Luce "Tailor Made"
\$40,000,000



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PRI

MOTORSPORTS : ROLEX MONTEREY MOTORSPORTS REUNION 2026

RMMR Celebrates a Spectacular Week of Racing

Phenomenal crowds, legendary racers and cars, the inaugural Bonhams auction and first-ever Hypercar Parade are highlights

The Rolex Monterey Motorsports Reunion delivered an unforgettable celebration of motorsports history for four action-packed days, as hundreds of historically significant race cars were not simply displayed, but driven at speed around the 2.238-mile WeatherTech Raceway Laguna Seca circuit, during Monterey Car Week.

This year's celebration of Japanese Icons of Motorsport brought an added dimension to the event, showcasing the innovation, performance and lasting influence of Japanese manufacturers and racers on the global motorsports stage.

The week began with the Monterey Pre-Reunion and Corkscrew Hillclimb, setting the stage for a remarkable week of automotive celebrations on the Monterey Peninsula.

Another significant milestone came with the inaugural Bonhams auction (see auction pages).

Competition remains at the heart of the Reunion, with drivers battling throughout the weekend across an exceptional variety of racing eras and disciplines. From early sports and touring cars to Trans-Am, Can-Am, IMSA GTP and FIA Group C machinery, each race offered fans a window into a different chapter of motorsports history.

The weekend also brought together an extraordinary roster of racing personalities. Grand Marshal Peter Brock was joined by champions and motorsports legends from across generations, while the return of IROC Presented by Chevrolet put some of racing's most recognizable names back behind the wheel, including Zak Brown, Kurt Busch, Bruce Canepa, Tomy Drissi, Jimmie Johnson, Bobby Labonte, Patrick Long, Scott Pruett and Danny Sullivan.

For the first time in nearly two decades, all six-living American 500cc World Grand Prix Champions also reunited here, adding an extraordinary two-wheel element to the Reunion, as Kenny Roberts, Freddie Spencer, Eddie Lawson, Wayne Rainey, Kevin Schwantz and Kenny Roberts Jr. representing one of the most dominant eras in Grand Prix motorcycle racing history.

Two collections attracted a steady flow of visitors. The Japanese Heritage Display with its 40-plus cars and motorcycles represented the pinnacle of Japanese motorsport, including the 1991 Mazda 787B, the first Japanese car to capture the crown, and the 2018 Toyota GAZOO Racing's TS050 Hybrid that gave Toyota its first overall victory. And the Indy Car exhibit featured a vibrant evolution of more than two dozen Indy Cars that ranged from a 1911 National and 1931 Miller to the 1983 March 83C (the winner of the first Indy Car race at Laguna Seca) and the 2022 Dallara of Alex Palou.

Adding a new chapter to the Reunion was the first-ever Hypercar Parade, which brought more than 40 modern hypercars onto the legendary circuit—a striking contrast to the historic machinery competing throughout the weekend and a glimpse of performance evolution from motorsports past to the cutting edge of today's automotive world.

The open paddock remained one of the event's defining experiences, allowing guests to get remarkably close to legendary cars and interact with the drivers, owners and crews who keep their histories alive. Throughout four days, fans were immersed in motorsports history through special displays, forums, driver appearances, autograph sessions, paddock access and celebrations honoring people and machines that have shaped the sport.

The weekend proved that the passion surrounding decades of racing history is as strong as ever, at a Rolex Monterey Motorsports Reunion that will be remembered for years to come.



Photos courtesy of Overland Expedition

Ford pickups have legions of fans. The modern iteration of the midsize Ranger pickup has been a big hit. And everybody loves an Anything-Raptor. So this is the whole enchilada.

This Ranger Raptor is almost exactly like one we had two years ago, right down to the color, Shelter Green (see Sept-Oct 2024 online). One difference: that was a pre-production unit, and this is a final.

Its full name—2026 Ford Ranger Raptor SuperCrew 4X4 3.0L EcoBoost—includes cab type, drivetrain and engine, all of which are redundant, as all Ranger Raptors are built this way.

The full Ranger lineup has three different EcoBoost engines—a 270-hp 2.3L inline-four; a 315-hp 2.7L twin-turbo intercooled V6; and a 405-hp 3.0L twin-turbo intercooled V6. Raptor is the only one with that biggest, most powerful 3-liter (also the only one requiring 91-plus octane premium fuel).

Ranger Raptor has purpose-developed suspen-

sion (see sidebar), though not as complex as F-150 Raptor, which even modifies its frame and bed.

As noted two years ago, Ranger Raptor is considerably less expensive at base level, approaches the bigger Raptor's base power and weighs 500+ pounds less—a full formula of advantages—and its simpler build variables may also be welcome.

While a very special version, Ranger Raptor is roughly only about \$10K more than the next-down Lariat. (For perspective, F-150 Raptor is about \$20K more than Lariat, though there are three other trims in between, with Raptor about \$10K above the top of those and \$15K higher than F-150 Tremor, which is just \$5K more than Lariat.) An F-150 Raptor at \$79K is also just \$20K or so higher than the Ranger Raptor, which always surprises us, as F-150 Raptor has such a halo. You can add on to the F-150 Raptor from there, even significantly upgrading its already over-the-top fundamentals—or move to a Raptor R,

about \$115K. Ranger Raptor, meanwhile, has answered all your basic questions with its one build.

We took our highly sand-dirt-and-rock-capable Ranger Raptor out into sand, dirt, rocks, cliffs and climbs. We had also hoped to hit mud from some serious weather brewing in the general vicinity, but while we got dirty, we stayed dry. We hit a favorite cliffside two-track, and although nothing came the other way, it's a situation in which you realize the potential benefits of having a smaller truck.

Drivetrain settings and drive modes are intertwined, redundant to a degree, or doubly certain, i.e. popping modes into off-road puts you in 4HI, or popping the drivetrain into 4HI puts you in off-road mode, with other options for Baja, rock crawl, normal, sport, tow/haul, slippery and so on. You can take control, or it can handle some basics for you if, say, you're preoccupied with choosing your track.

That kind of specialized drive may be its forte,

by an edge. But while the big Raptor was born for dune-running duty, yet is a popular daily driver, the Ranger Raptor might be considered a little broader in its mission, popular even as a daily-first. And here, we found the ride faintly rough (not that we don't maybe favor that, nonetheless). And against others on always competitive freeway ramps, this is properly a beast, with a healthy roar and tons of power. But you don't buy an off-road truck to be a freeway beast. Or do you? Equal parts dune runner/freeway runner? This seems another benefit.

We logged some issues during our week, but overall, this midsize specialist has a big gotta-have-it factor. Put your foot on the pedal and you love it.

In a nutshell, you might say this. If you want a Ford Ranger, especially with dirt purpose in mind, look at this Raptor first. If you want a Raptor, with your particular degrees of both dirt purpose and budget in mind, you likely will check out the bigger ones, too. Even then, there are tradeoffs between sizes. But one thing for sure—if you choose this one, you get a Raptor for \$60 grand. ■

Mysterious behaviors: This is like a bad Valentine's card: I love you, but here's what you could do better. Our notes were lengthy, and we can't ignore it.

Maybe it was a fluke. Or two. But why? We had this truck and our 2024 both in early July, both in 115-120° temps, and none of this happened then.

[a] The truck arrived running extremely loud, like having a WWI biplane squadron under the hood. The explanation was that it just had a freeway run. But traffic was all running fast and hot, and nobody else was deafening like this. Gauges (coolant, oil and transmission temp) were all normal. A three-level exhaust noise control made no difference. It stayed very loud pretty much for the duration.

[b] Related or not, we were soon driving normally when it instantly became even louder and simultaneously blast furnace hot inside the cab. Had a hose burst? Nope. More likely, the ECU was confused. We got it parked. Tried many climate control variations—numbers vs LO, AC or Max AC, recirc—till it randomly recovered. This did not repeat.

(Google away, as we did—many possibilities on both, and it seems to be not just us. We'll inquire with Ford engineers when we get the chance.)

The good news is, this midsize cabin does cool off quickly and effectively when all is on track. ■

SPECIFICATIONS

ASSEMBLY	Michigan Assembly Plant, Wayne, Michigan
ENGINE	3.0L EcoBoost 60° V6 twin-turbo, intercooled, DOHC, dir inj, roller finger follower, 4 main bearings, alum/alum
HP/TORQUE	405 hp / 430 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	10-spd SelectShift auto, electronically controlled
DRIVETRAIN	advanced 4x4
TRANSFER CASE	automatic on-demand engagement (Raptor only); alum case
MAXIMUM CRAWL RATIO	67.88:1
SUSPENSION	F: short & long-arm indep w forged alum A-arms, coil-overs, gas-pressurized 2.5-in Fox Internal Bypass w Live Valve Tech; R: Watts-link w trailing arms, gas-pressurized Fox Internal Bypass w piggyback reservoirs & Live Valve Tech
STEERING	elec power asst
BRAKES	F: 341x34, 51mm floating caliper dual-piston; R: 332x24, 54mm floating caliper single-piston
WHEELS	17-in gray-paint, beadlock capable
TIRES	33-inch All-Terrain LT 285/70R17
LENGTH / WHEELBASE	210.9 / 128.7 in
HEADROOM (F/R)	41.0 / 38.3 in
LEGROOM (F/R)	43.2 / 34.6 in
GROUND CLEARANCE	10.7 in
APPR / DEP / BRKOVER	33.0 / 26.4 / 24.2°
TURNING CIRCLE	43.3 ft
BED LENGTH	59.6 in
BED WIDTH / AT WHEELHOUSE	62.4 / 48.2 in
MAX PAYLOAD	1373 lb
TOW CAPACITY	5510 lb
WEIGHT	5363 lb
FUEL / CAPACITY	91+ oct prem / 20.3 gal
MPG	16/18/17 (city/hwy/comb)

BASE PRICE	\$57,070
EQUIPMENT GROUP 800A: RAPTOR SERIES	incl
PAINT: Shelter Green	395
RAPTOR GRAPHIC	750
WHEELS: 17-in gray beadlock capable (w LT285/70R17 A/T tire)	1495
SIRIUSXM w 3-yr plan	300
BEDLINER: Toughbed spray-in	525
DESTINATION CHARGE	1895

TOTAL	\$62,430
Sticker price above; current pricing see below.	

2026 FORD RANGER LINEUP

	4X2	4X4
XL	\$33,550	\$37,050
XLT	35,970	39,470
Lariat	44,450	47,950
Raptor		57,665

Our truck in 2024 had been a pre-production example. While we don't think about that much, those may be wholly or partly hand-built, with finer points of engineering still being tweaked. That aside (or not), there are a handful of changes in published specs from 2024 to 2026—e.g. legroom is less (by half an inch front and a significant 3.7 inches rear), with emphasis on 33.9 cu.ft of cargo space behind folded front seats (a spec not yet stated in 2024). This may suggest accommodating two adults with more gear. It's fun to contemplate how many people are involved in such juggling and their various goals.

Purpose built

BY JOE SAGE

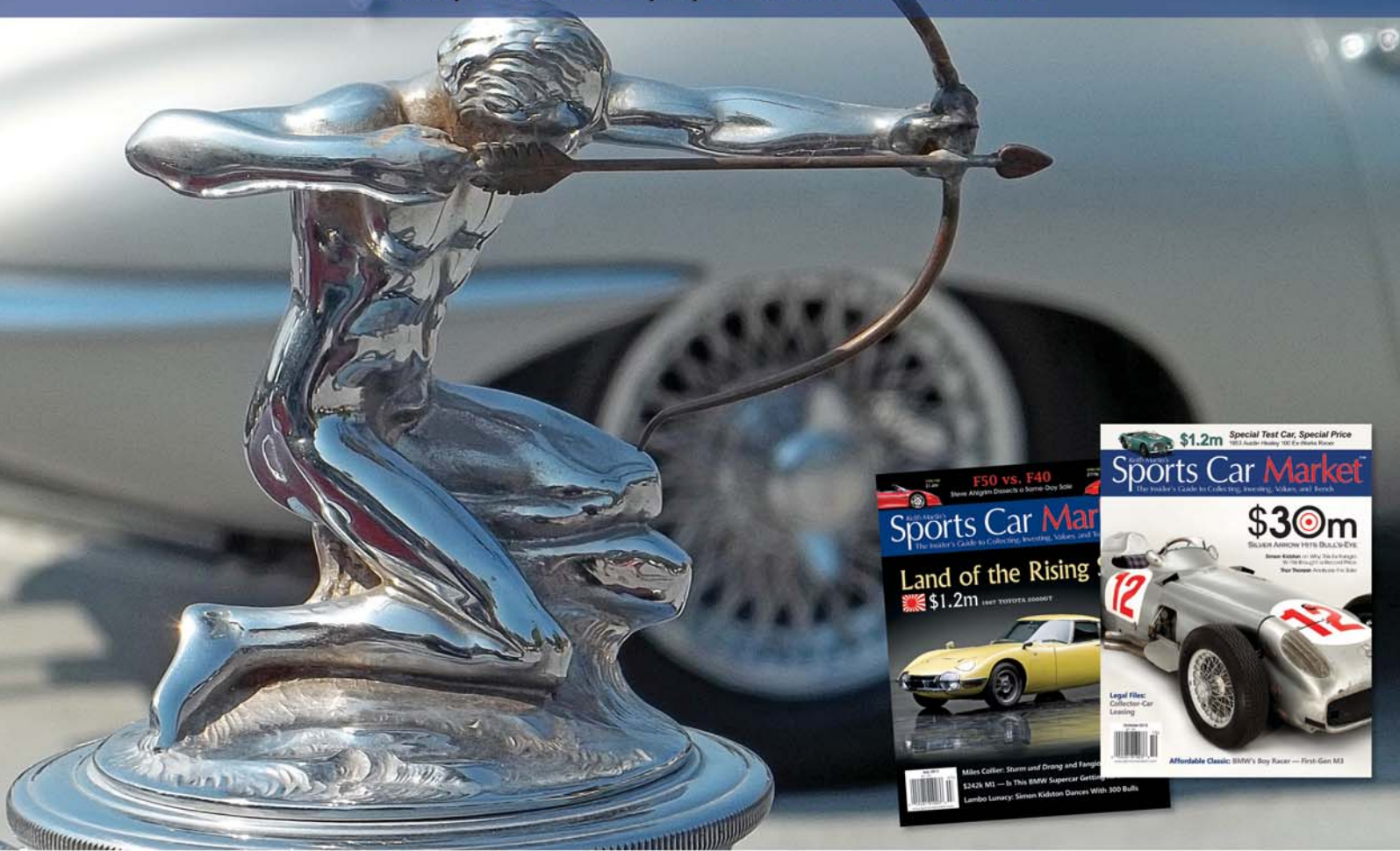


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SPECIAL EVENT : ARIZONA CONCOURS D'ELEGANCE : JANUARY 2027

TICKETS NOW ON SALE

ARIZONA CONCOURS : SUNDAY, JAN. 24, 2027

Tickets are now on sale for the 2027 Arizona Concours d'Elegance, a premier celebration of superb vehicles from the past and present that will take place Sunday, January 24, on the lawns of Scottsdale Civic Center. Discount pricing is available for early ticket buyers through November 30.

This 9th edition of the event will feature exceptional automobiles from around the world, guaranteed to impress and excite not only dedicated car lovers, but anyone who appreciates fine engineering and beautiful design, all in the atmosphere of a stylish garden party.

The professionally judged and curated assembly of 100 rarely seen dream machines and high-value collector vehicles is presented in partnership with Scottsdale Arts, the organization responsible for an array of artistic services in the city. The 2027 event will mark the fifth year that Scottsdale Arts has partnered with the Arizona Concours team to bring the event to Old Town.

For the 2027 Concours, Ferrari is the honored marque, celebrating 80 years of Ferrari excellence,

with many examples of the legendary Italian racing and sports cars expected for up-close viewing on the lawns in Scottsdale's Old Town district.

The Concours committee has designated 16 classes for the 2027 event, ranging from the dawn of motoring through the Classic and Art Deco eras, post-war sports cars, and the most-exciting hypercars of modern times. For a complete list of classes, see our prior issue or ArizonaConcours.org.

Awards are presented in each class, along with special awards and the two coveted Best of Show trophies—one for pre-World War II entries and one for post-war. The overall theme for the 2027 Concours is “The Art of Elegance at Speed.”

Along with several classes honoring Ferrari, other special classes for 2027 will feature endurance racing cars of the late 20th Century (as in Le Mans, Daytona and Sebring), as well as the Arizona Concours' first class dedicated to Japanese cars, pre-2005, including rare JDMs (Japanese Domestic Market). A full class for motorcycles has yet to be decided. There are also special awards for the

best costumes, with Concours spectators and entrants encouraged to dress in period outfits befitting the rare automobiles.

General admission tickets allow entry to the Concours on Sunday, January 24. Concours PLUS tickets also include Saturday Seminars on January 23 and Dawn Patrol early access to the Concours on Sunday. Early bird tickets are available through November 30 with general admission at \$97.50 and Concours PLUS at \$122.50. All prices already include fees. From December 1 through January 24, general admission tickets are \$112.50 and Concours PLUS tickets are \$137.50. Tickets for the Saturday, January 23, seminars only are \$31.

Student discounts are available for ages 13–18 at the Scottsdale Center for the Performing Arts Box Office with student ID. General admission with student ID is \$61.50 and Concours PLUS tickets are \$71.50. Active military members with ID and children 12 and under are admitted free.

Tickets are available at the box office at Scottsdale Center for the Performing Arts, or online at:

ScottsdaleArts.org/Whats-On/

ArizonaConcours.org/ticket

For general event information, visit:

ArizonaConcours.org ■



Photo courtesy Arizona Concours

The relationship between Lexus GX and the Toyota lineup is clearer than ever in generation three (which was new for 2024). It's readily apparent that GX is the premium badge cousin to Toyota Land Cruiser, its body form near-identical. Two years ago, we had a Lexus GX 550 Luxury, the top dollar trim of three by name (they then add a "plus" ["+"] version available for each). Overtrail falls mid-lineup by price, almost \$5 grand lower than Luxury. As the "+" versions generally add premium content, and the Luxury trim has less headroom for add-ons, Overtrail+ and Luxury+ are basically head-to-head solutions for top-dollar shoppers, with just a \$1335 price difference. This adds the feel-good factor of high spending for shoppers who want to boast the top ticket but

also have one eye on some serious off-road time. To add to dirt readiness, Overtrail and Overtrail+ have 33-inch all-terrain tires on 18-inch wheels, more ground clearance (at 9.84" vs 8.66" on other trims), a locking rear differential, adaptable suspension, multi-terrain modes and downhill assist. (Approach/departure/breakover angles are almost unchanged, as body differences are minimal.) To ensure the luxe aspect leaves no-one short in town, both Overtrail versions have paid special attention to innovative underpinnings, addressing the wide potential range from harsher dirt duty to boulevard/freeway cruising with an Electronic Kinetic Dynamic Suspension System (E-KDSS). The Overtrails are also two-row, while the others are three-, for far more default cargo volume,

plus the second row stows away flatter, providing even more, dramatically so. (And nobody will end up bouncing around in a third row, off-road.) As much personality as specification. GX Overtrail and Overtrail+ are the adventure-ready version of this proven premium SUV. We were happy with the GX's easy-going drive experience all week—smooth power and shifting, accurate handling, intuitive controls. (The powertrain is the same for the whole GX lineup, although word is that they will add a hybrid in 2027.) One feature we loved in ours was the Cool Box in the console (standard on Luxury, optional on Overtrail). While we had quite a few vehicles this hot summer with heat-related problems, this one gave us a heat-related benefit. Chilled and ready at any

time, it's not six-pack size, but very welcome for stashing sunglasses while running an errand, or cooling off our constantly overheated new phone. We didn't have a chance to hit any serious off-road trails during our week, but you are aware all the time that you certainly can—and this rugged-luxe formula may in fact be key to its niche. As a Lexus, after all, people are buying the premium luxury brand. And while some Toyota cousins may come off as more extreme off-roaders, the GX is very close and in fact more than enough for most people's reasonable departures from pavement. Have a sudden desire to tackle the trails, pack for a picnic, go fishing, take a ski weekend? GX is ready. The rest of the time, there is no off-road specialty build handful, just a smooth daily drive. We have a friend who was seeking a good vehicle for her mix of higher-end property remodeling and management, hauling everything from furni-

ture and tools to classy clients, all intermixed with transport of large and very active dogs to potentially dirty or muddy fun adventures, as often as not in very wild weather. We usually avoid recommendations or keep them more general, but this one came to us easily. We realized her kind of mix may be kind of key to the whole vehicle. We only wondered, if she wants a premium brand like Lexus, is the styling of the GX too boxy or funky and clunky? Or is that the whole point? And her response was just as its multiple-purpose personality suggests: "That's the new Lexus? Wow, that's so cool!" The newest Lexus GX and Toyota Land Cruiser have become more directly adapted or translated between the two, at a time when Land Cruiser has moved closer to its roots. The result arguably brings a broadening of the Lexus premium persona to include something a little bolder, a little tougher, for those for whom that is their exactly perfect fit. ■

TOUGH LUXE

High-trim dirt build double-delivers

BY JOE SAGE



SPECIFICATIONS

ASSEMBLY	Tahara, Aichi, Japan
ROWS / SEATS	(Overtrail) two / five
ENGINE	3.4L V6 twin turbo, 24v DOHC, chain drive, dual VVT-i
HP/TORQUE	349 hp / 479 lb-ft
COMPRESSION RATIO	10.3:1
TRANSMISSION	10-spd Direct Shift auto
DRIVETRAIN	AWD, Torsen limited-slip center locking differential, electronic locking rear differential, crawl control, downhill assist control, multi-terrain select
0-TO-60 / TOP SPEED	6.5 sec / 109 mph
SUSPENSION	F: dbl wishbone; R: four link w coil spring. Electronic Kinetic Dynamic Suspension System (E-KDSS), adaptive variable suspension
STEERING	rack & pinion elec pwr
BRAKES	F: 13.94 x1.26 vented, 4-cyl fixed; R: 13.19 x0.79 vented, 1-cyl fixed caliper
WHEELS	18-in six-spoke alloy, matte gray metallic finish
TIRES	33-in all-terrain: 265/70R18 116H (ours: Toyo Open Country A/T III)
LENGTH / WHEELBASE	197.05 / 112.2 in
OVERHANG (F/R)	37.8 / 47.05 in
GROUND CLEARANCE	(Overtrail) 9.84 in
APPR / DEPART / BRKOVER	(°) 26 / 22 / 24°
WADING DEPTH	27.56 in
TURNING CIRCLE	39.4 ft
HEADROOM (F/R)	(moonroof) 39.39 / 43.15 in
LEGROOM (F/R)	41.18 / 36.73 in
CARGO CAPACITY	45.6 / 90.5 cu.ft
WEIGHT	5674-5704 lb
TOW CAPACITY	9096 lb
FUEL / CAPACITY	premium / 21.14 gal
MPG	15/21/17 (city/hwy/comb)
BASE PRICE	\$81,395
PREMIUM PAINT: Earth (4Z1)	500
BI-TONE PAINT	350
HEADS-UP DISPLAY	900
AUDIO: Mark Levinson premium audio	1140
TRAFFIC JAM ASSIST: 4G network dep, requires Drive Connect subscrip, 3-yr trial incl	620
COOL BOX	170
ALL WEATHER CARGO TRAY	150
TONNEAU COVER	110
ROCK RAILS	990
BRIDGE RAIL CROSS BARS	570
DESTINATION CHARGE	1450
TOTAL	\$88,345
Prices have increased; see below.	

2026 LEXUS GX LINEUP

GX 550 Premium	\$68,335
GX 550 Premium+	72,800
GX 550 Overtrail	75,980
GX 550 Overtrail+	83,445
GX 550 Luxury	80,800
GX 550 Luxury+	84,800

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TECHNOLOGY : STELLANTIS eBOOST AIR TURBO-ENHANCEMENT

SRT unveils eBoost Air turbo-enhancing electric powertrain concept

The Stellantis SRT performance division has revealed a new powertrain concept, eBoost Air, an e-compressor technology designed to address one of the core tradeoffs in turbocharged propulsion systems: how to deliver the high-power potential of large turbochargers while preserving throttle response. Paired with a prototype 3.0-liter Hurricane inline-six high-output engine, eBoost Air uses its e-compressor to spool the turbos off idle for immediate response. Once the engine reaches a higher rpm, the job is handed off to exhaust energy. The result is sustained forced induction (boost) across the rev range, virtually eliminating turbo lag.

Traditional turbocharging increases power by forcing air into the engine. Turbos are powered by engine exhaust gases, which would normally be lost energy, making the technology very efficient. By capturing forced exhaust air to spool up the turbine, turbos create a forced induction system that reduces pumping losses and delivers more oxygen into the engine. The result is stronger combustion events for more power.

With larger turbos, more air can be forced into the engine, creating more power. But with larger turbos, this process only works at higher rpms, when the engine is producing substantial exhaust pressure. At lower rpms, the exhaust pressure is too weak to appropriately spool the turbos, commonly referred to as turbo lag. SRT's eBoost Air e-compressor technology solves that problem by filling the rpm gap with positive pressure from a quick and powerful electric turbine, spooling the turbos much sooner to increase throttle response and acceleration.

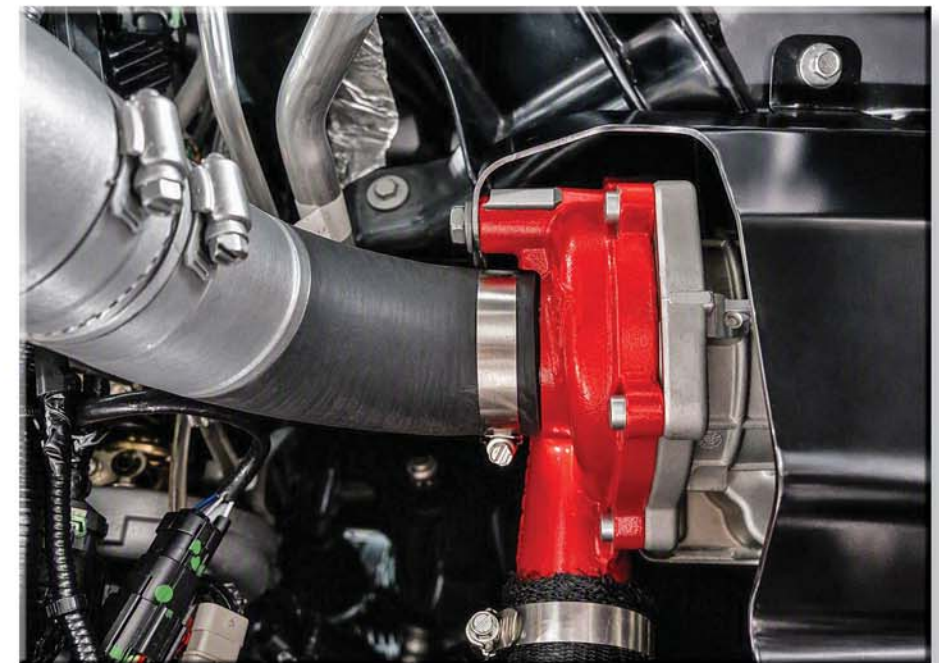
Positioned upstream of the exhaust-driven turbochargers, the e-compressor works with an electronically controlled bypass system. If the driver requests immediate torque, but the turbos have not yet reached the required operating speed, the bypass system directs airflow through the e-compressor, which rapidly builds boost pressure to spool the turbines.

Once the turbochargers are able to provide the required boost, airflow returns to the normal induction path. For the driver, this means stronger response without waiting for the larger turbos to build boost and sustained power as engine speed climbs. With a broad, responsive power band, eBoost Air more closely resembles the instant, linear feel of a supercharged V8. The system pre-

serves the benefits of a turbocharged propulsion system while unlocking a new level of performance.

Just over a year after its return, Stellantis' SRT (Street and Racing Technology) is reaffirming its

role as the company's performance division and innovation incubator. The new eBoost Air e-compressor technology highlights SRT's rapid-development capability for next-generation, high-performance propulsion systems. ■



Last fall, we had a 2026 Hyundai Palisade XRT Pro AWD, just above midprice in the pack and the only one that's AWD-only, which touches on its light off-road leanings per 18-inch wheels and all-terrain tires, with an inch more ground clearance.

This summer, we had the top trim Calligraphy. Both have the V6, as distinguished from the Hybrid Blue set, which have a more powerful turbo-4 and are slightly pricier. (Last fall's XRT Pro is also distinguished by not being available as a hybrid.)

Palisade, while officially a midsize, occupies the position of a full-size in Hyundai's SUV lineup, and it sells almost as many as the smaller, also officially midsize Santa Fe. (The compact Tucson is their biggest seller by almost 100,000 more units per year in the US.) While keeping strong family identity, Hyundai does a great job of distinguishing its models by style, not just size, moreso than many brands. Palisade has a handsome presence, with a notably flush fit of lights, fascia and such that convey a feel of quality engineering and assembly.

That said, we had a world of trouble with the door locks, a point of extreme frustration (and po-

tential personal risk) that dominated our week—a bigger issue than it may sound and the topic of more than half of our extensive notes. (It's not the only issue we had this summer making us wonder whether hot weather testing of certain details is maybe now done by simulation, not in the field.)

Along similar lines, we were mildly frustrated with dark-grey-on-black labels for many controls, both in the display and on physical buttons. We wondered whether these are designed on-screen but never reviewed in glaring daylight such as here.

On both, we do not know the answer, but can vouch for the frustration and distraction.

The V6 Palisade has generally good power and responsiveness, its moderate horsepower (for its size) offset by relatively tame weight (for its size). We did not try it with its up-to-5,000-lb towing.

Where power seems to fall short is in the transmission, which exhibits old-school lag from stop-lights or in turns, and could hunt for its preferred gear on even moderate straight inclines.

Anecdotally (we don't measure, but do watch the gauge drop), it also seems thirsty, although its

2026 HYUNDAI PALISADE LINEUP

V6: 287-hp 3.5L V6, 8-auto	FWD	AWD
SE	\$39,435	\$41,435
SEL 7p/8p	41,940	43,940
SEL Convenience	43,370	45,370
SEL Premium 7p/8p	45,300	47,300
XRT Pro	--	49,870
Limited	49,770	51,770
Calligraphy	54,560	56,560

Hybrid Blue: 329-hp 2.5L Turbo-4 hybrid, 6-auto	FWD	AWD
Hybrid SEL 7p/8p	\$44,160	\$46,160
Hybrid SEL Premium 7p/8p	47,520	49,520
Hybrid Limited	51,990	53,990
Hybrid Calligraphy	56,780	58,780

MPG ratings are a little higher than the XRT Pro. Last year, we had also noted some drivetrain uncertainties. This makes two times we've had this powertrain and speculated that the hybrids might be worth a look. Though not available as XRT Pro, for most of the others it is. You'd get higher horsepower and far higher MPG (30s) for not that much higher a price. And we're more than a little curious about its different (6-speed) transmission.

Of course the door handles will be the same. ■

SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	US/Can 1% / SKorea 90%
ROWS / SEATS	three / seven
ENGINE	3.5L V6, MPI+GDI DOHC 24v, alum
HP/TORQUE	287 hp / 260 lb-ft
COMPRESSION RATIO	12.3:1
TRANSMISSION	8-speed auto
DRIVETRAIN	HTRAC AWD active on-demand
SUSPENSION	F: MacPherson strut w coils, stblzr bar, R: multilink indep, separated springs & shocks, stblzr bar, self-leveling
STEERING	rack & pinion, motor-driv, col-mt
BRAKES	F: 345 x 30mm vented; R: 325 x 20mm solid
WHEELS	21x8.5J alloy
TIRES	265/45 R21 108V XL
LENGTH / WHEELBASE	199.2 / 116.9 in
GROUND CLEARANCE	7.4 in
APPR / DEPART / BRKOVER	18.6 / 21.1 / 16.3°
TURNING CIRCLE	39.2 ft
HEADROOM (F/2/3)	(sunrf) 40.1 / 40.0 / 37.7 in
LEGROOM (F/R)	44.2 / 43.0 / 32.1 in
CARGO CAPACITY	19.1 / 46.3 / 86.7 cu.ft
ROOF RAILS LOAD CAPACITY	220 lb
WEIGHT	4420-4872 lb
TOW CAPACITY	(w brakes) 5000 lb (w/o brakes) 1650 lb
FUEL / CAPACITY	reg unl / 19.0 gal
MPG	18/24/20 (city/hwy/comb)
BASE PRICE	\$56,060
CARPETED FLOOR MATS	245
DESTINATION CHARGE	1495
TOTAL	\$57,800

Note: sticker price above; new pricing at left.

Trim comparison begs drivetrain comparison

BY JOE SAGE



TRAVEL SITES TO BE SEEN

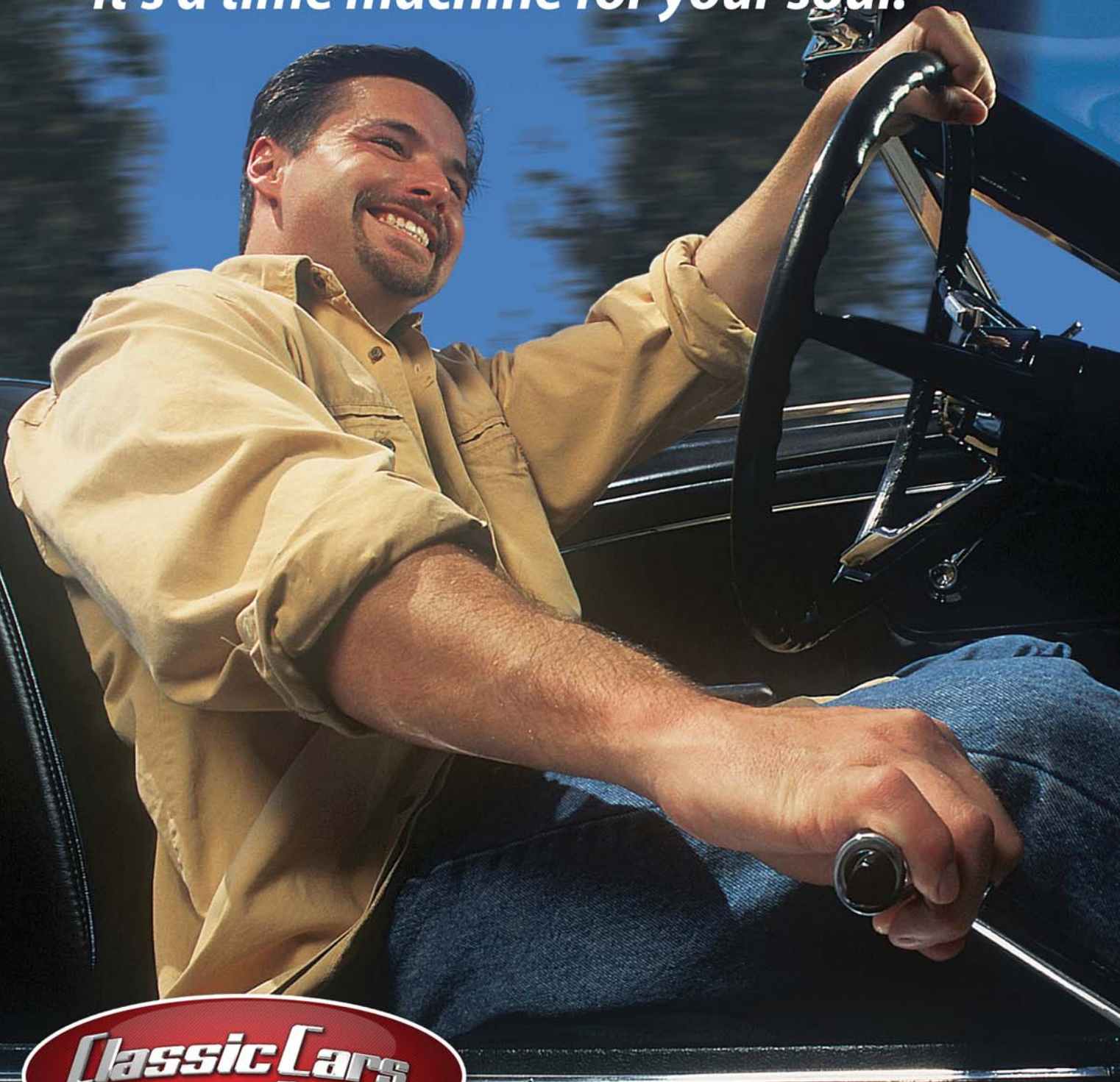
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TRAVEL : HOTEL MATILDA : SAN MIGUEL DE ALLENDE, MÉXICO

An escape to luxury and focused wellbeing

Hotel Matilda is a boutique hotel nestled in the heart of San Miguel de Allende—a 500-year-old colonial gem and UNESCO World Heritage Site—bringing a fusion of history and curated cultural events, luxury accommodation and innovative dining, and prioritized wellbeing and balance to one of Mexico's most captivating destinations.

Located in the historic center of San Miguel de Allende, Hotel Matilda provides an ideal setting for travelers seeking a restorative escape. The city's walkable streets, artistic atmosphere, temperate climate and slower pace create a natural environment for relaxation and reflection.

Culinary wellbeing is another important component of the experience. Seasonal menus highlight

fresh ingredients, balanced flavors and thoughtful preparation, for meals that are both satisfying and nourishing, wellness-focused while celebrating the rich culinary traditions of Mexico.

Hotel Matilda embraces a growing, more holistic wellness travel movement, with restorative offerings designed to help guests slow down, reconnect and recharge. Drawing inspiration from both contemporary and traditional wellness practices, the hotel's acclaimed spa focuses on relieving stress, restoring energy and promoting overall personalized care, including spa therapies and yoga, as well as sound healing sessions that utilize vibrational frequencies and meditative techniques to promote relaxation and inner balance.

Hotel Matilda also brings a chance to digitally disconnect. As wellness can also mean stepping away from the constant demands of technology, guests are encouraged to exchange screen time for meaningful experiences—exploring San Miguel's vibrant arts scene, taking time to pause and appreciate the city's unique atmosphere, or simply enjoying a leisurely afternoon at the hotel.

The initiative reflects a broader shift in luxury travel as travelers move beyond traditional sightseeing and seek destinations that support physical, emotional and mental wellbeing, one of the strongest and fastest-growing sectors in global tourism. For more information or to make reservations, visit: www.hotelmatilda.com ■

Named #1 Hotel in Mexico by *Condé Nast Traveler* in 2023, #1 City Hotel in Mexico by *Travel+Leisure* in both 2017 and 2019, and recipient of 1 Michelin Key in 2024



This is our first week in the Pilot in ten years. During that time, it has followed suit with platform-sharing and general overall sibling Honda Ridgeline, which evolved the two from prior more automotive styling to a more trucklike look. The full Pilot lineup spans just over \$10 grand, with the dirt-oriented TrailSport about in the middle, a win-win spot for off-roaders.

Our Pilot Elite AWD is basically the top trim of five—although this year there is a sixth, the Black Edition (an Elite with differences in styling details). Styling up front suits even the more townlike Elite trim and carries the brand, while from rear 3/4, it's quite handsome, long and lean—refreshing, as a distinctive rear view is fairly rare in this era.

Handling is generally tight and clean, hitting a competitive freeway S-curve (full of sudden lane-changers) nearly flawlessly, precision only down a point due to the slightest front-drive torque feel. We noted some drivetrain growling at parking lot speeds, the 10-speed shift-by-wire transmission perhaps overworked there.

SPEAKS FOR ITSELF

From fundamentals to configurations

BY JOE SAGE

We did not make best of friends with the interface, from its allocation of functions and less intuitive flow than we would seek, to memory functions that required long holds of multiple buttons, distracting, but also a long time to keep fingers-on-red-hot-screen in 115-degree summer temps, and unlike many, gloves made it totally unresponsive. It was also easy to think we were out of gas, as a prominent red zone at that end visually overpower a faint dashed line for actual supply.

But number one for us is the shifter. The more intuitive and uniform this interface is, the better, and it is indeed an era of many deviant forms—designers freed by electronics. But this one really requires eyes-off-the-road, always inconvenient, potentially downright dangerous when, for example, backing from a parking space into cross traffic.

Honda keeps the buying process simple—pick a trim level, and you know what you get, without the option deluge common to most. No need to figure out how a higher trim with fewer options compares with a lower trim with more (although of

2026 HONDA PILOT LINEUP

	FWD	AWD
Sport	\$42,395	\$44,495
EX-L	44,695	46,795
TrailSport		50,595
Touring		51,295
Elite		53,695
Black Edition		55,195



course there are some). Our sample (see specs at right) has no options at all. Straight and simple.

As for our various nitpicks? Check all the details when you test drive and see what you think. ■

SPECIFICATIONS

ASSEMBLY	Lincoln, Alabama
ENGINE/TRANS BUILD	USA / USA
PARTS CONTENT	US/Canada 65%
ENGINE	3.5L V6, 24v DOHC dual VTC, var cyl mgmt
HP/TORQUE	285 hp / 262 lb-ft
COMPRESSION RATIO	11.5:1
TRANSMISSION	10-spd auto, shift-by-wire
DRIVETRAIN	AWD: 2nd-gen i-VTM4™
DRIVE MODES	normal, econ, sport, snow, tow, trail, sand
SUSPENSION	F: MacPherson strut, 25.0x4.5 tubular stblzr bar; R: multi-link, 25.4x4.5 tubular stblzr bar
STEERING	elec pwr-asst rack & pinion
BRAKES	F: 13.8 vented; R: 13.0 solid
WHEELS/TIRES	20-in gray machined face w 255/50 R20 A/S tires
LENGTH / WHEELBASE	200.1 / 113.8 in
GROUND CLEARANCE	7.3 in
APPR/DEPART	18.3 / 20.3°
TURNING CIRCLE	37.8 ft
HEADROOM (F/2/3)	39.1 / 39.2 / 39.3 in
LEGROOM (F/2/3)	41.0 / 40.8 / 32.5 in
CARGO CAPACITY	18.6 / 48.5 / 87.0 cu.ft
WEIGHT	4658 lb
WEIGHT DISTRIBUTION (F/R)	55.8 / 44.2 %
TOW CAPACITY	5000 lb
FUEL / CAPACITY	reg unl / 18.5 gal
MPG	19/25/21 (city/hwy/comb)

BASE PRICE	\$53,495
DESTINATION CHARGE	1495

TOTAL	\$54,990
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Sticker price above; current pricing at left.



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THE INSIDE TRACK: BRIEFS & RUMORS



Automobili Lamborghini product portfolio at Goodwood Festival of Speed

▼ Automobili **Lamborghini** showcased its most comprehensive product portfolio ever at Goodwood Festival of Speed. At the heart of the brand's presence was the new Urus SE Performante, making its first public appearance following a recent digital debut. It was joined by a Revuelto, in a distinctive Ad Personam diagonal fading livery—from Verde Turbine to Nero Nemesis, highlighting virtually limitless personalization possibilities. Lamborghini also presented the Temerario, in a bespoke Ad Personam configuration featuring refined Gessato Tweed inserts and exclusive sartorial details that highlighted its craftsmanship and personalization possibilities. As the Goodwood event celebrated “The Rivals,” Lamborghini presented a lineup reflecting a different kind of challenge—not rivalry with competitors, but the constant pursuit of surpassing its own limits, pushing the boundaries once considered impossible, not against competitors, but against convention itself, and Urus stands among the clearest examples. By creating the world's first Super SUV, Lamborghini transformed what many considered a contradiction into a new benchmark. The Urus SE Performante takes that vision even further, in the latest evolution of the vehicle. The Goodwood Hill Climb marked the first-ever dynamic appearance of the Urus SE Performante, in Verde Hydra, alongside an Urus SE4 in Blu Uranus, a Temerario Allegerita in Blu Okeanos Matt, and a Revuelto in Grigio Artis, bringing Lamborghini's hybridized production range to life while

showing electrification can enhance performance, driving engagement and everyday usability without compromising Lamborghini's character.

▼ **Toyota** and outdoor digital navigation platform **onX** have announced an expansion of their partnership for more people to access and enjoy the outdoors, while supporting responsible recreation and trail stewardship. Rooted in a shared belief of



Toyota and onX recreation and trail stewardship partnership

more adventure for all, year two's partnership combines Toyota's capable trucks with onX's navigation technology to help outdoor enthusiasts find new places, plan their journeys and navigate with confidence. As part of the expanded partnership, eligible owners of select 2026 Toyota Tundra, Tacoma, 4Runner, Sequoia and Land Cruiser models will receive six months of complimentary onX Elite access—empowering ex-

ploration from the start of their ownership experience. They are also launching the Trail Creators Program, a community of outdoor enthusiasts and storytellers who will inspire responsible recreation through content and education, while expanding their Trail Revival Project across the country to help preserve access to public lands for future generations. This complimentary Elite membership gives owners access to detailed trail information, land ownership data, hunting maps, fishing access points and backcountry routes across the US. Newly added features to onX Offroad will also allow users to report trails in need of restoration. Users can download maps before leaving cell service, to navigate off-grid. Membership benefits span the onX ecosystem—onX Offroad, onX Hunt, onX Backcountry, TroutRoutes Pro and onX Fish. The Trail Creators Program will bring together a community of outdoor enthusiasts, storytellers and advocates who will showcase responsible recreation practices and inspire others to discover new outdoor experiences. Through content creation, education and community engage-

ment, participants will demonstrate how technology and stewardship can work together to enhance outdoor exploration. Beyond helping people access the outdoors, Toyota and onX remain committed to protecting the places that make those experiences possible into the future. Additional information about the partnership can be found at onxmaps.com/toyota.

▼ **Goodwood** has announced an international expansion of the Goodwood Road Racing Club (GRRC), with its first venture into the US, a California-based membership offering which will begin in 2027, an-



nounced at Festival of Speed in the UK, during a celebration of American motorsport and car culture. Founded nearly 30 years ago, the GRRC is the heart of Goodwood's motorsport community in the UK, offering members access to events, experiences and a shared passion for all things automotive. The California launch brings that model to a wider audience, heralding the start of a rollout across the US, the arrival of a new force in American car culture. GRRC of America will set a benchmark for membership, combining unrivalled access with a program built around participation, bringing members closer to the cars, drivers and defining moments of motorsport than ever before. Designed with the American enthusiast in mind, the focus will be on getting behind the wheel, with a comprehensive year-round calendar of events and experiences across California and Nevada, including track days, driving tours, private visits and curated social gatherings, with the first at Willow Springs in 2028. At its core, the Club will celebrate the personal connection between people and their cars, welcoming all tastes, without constraints of marque or category, fostering a genuine sense of belonging. A highlight of each year will be a flagship event in California, inspired by US motorsport and car culture, delivered with Goodwood's renowned charm, wit and style, placing members—and their cars—at the very heart of the action. Members will have reciprocal access to Goodwood's UK events. You can register interest now at grrcamerica.com.

▼ **Dodge** accelerated into one of the most influential gaming universes with the summer debut of the Viper GTS-R. For the first time, players can experience the

Dodge Viper GTS-R as an in-game race car in both Fortnite and Rocket League. Following the debut of the iconic Dodge Viper R/T10 in 1992, the Viper GTS-R was introduced in 1995 at the Pebble Beach Concours. A variation of the Viper GTS, the GTS-R model turned the Viper roadster into a factory-built race car that dominated the track. The original GTS-R earned five international GT championships and the 1997-1999 FIA GT championships. It also



posted an overall win at the Rolex 24 Hours of Daytona in 2000—the first for a production-based American car. Viper finished one-two at the 24 Hours of Le Mans in GTS class over three consecutive years, from 1998 to 2000. “Bringing the Viper GTS-R into Fortnite and Rocket League connects Dodge's performance heritage with a whole new generation of enthusiasts,” says Dodge CEO Matt McAlear. “The Dodge

Viper is a legend, and the GTS-R represents our racing DNA and heritage. Now, through these gaming communities, millions of players will experience Dodge and Viper performance in an entirely new, high-adrenaline environment.” The Dodge Viper GTS-R was made available in-game for a limited time in July, with exclusive customization options and limited-time bundles available at launch.

▼ **AMPORTS, Mitsubishi Motors North America, Inc. (MMNA)** and Port Freeport have announced a collaboration bringing additional automotive volume and integrated logistics capabilities to the Texas Gulf Coast, reinforcing the port's role as a leading gateway for vehicle imports, exports and distribution. At the center of this initiative is MMNA's continued expansion of its US distribution network, ensuring new Mitsubishi vehicles are delivered to the company's dealer partners in the critical Gulf and Midwest areas faster, more efficiently and with an eye toward long-term cost effectiveness. A long-standing AMPORTS customer since 1983, with existing operations in the ports of Baltimore and Jacksonville, MMNA is now leveraging Port Freeport's strategic location and coordinated services to establish a more efficient and responsive pathway for vehicles

KEEP RIGHT >>

Mitsubishi vehicles are received at the port by AMPORTS' stevedoring teams, then transitioned directly to on-site vehicle processing operations where accessorization and final preparation are completed prior to



distribution. This integrated flow reduces operational complexity and enhances coordination across the supply chain. MMNA commenced operations at Port Freeport in April, with more than 500 vehicles arriving that month alone. A ribbon-cutting ceremony took place this summer, with representatives from Mitsubishi Motors North America, AMPORTS, and Port Freeport, marking the official launch of the collaboration. The event coincided with the arrival of the Höegh Sunrise, a brand-new vessel in Höegh Autoliners' Aurora Class, carrying Mitsubishi vehicles into Freeport. The fifth vessel in a new generation of environmentally advanced car carriers, the Höegh Sunrise reflects ongoing investment in more sustainable maritime transportation and supply chain solutions.

▼ The **Fiat** Topolino brings its unmistakable Italian spirit to US shores. Playful, stylish and offering a new kind of freedom for modern neighborhoods, Topolino is an invitation to rediscover mobility. Its arrival also marks a strategic step forward for Fiat within Stellantis, expanding into the fast-growing micromobility space. The Fiat Topolino is a low-speed electric vehicle designed for life beyond crowded streets—from resort communities to private neighborhoods. In the US, for example, most golf cart owners purchase these vehicles for purposes beyond the golf course, reflecting a broader demand for practical, everyday micromobility solutions that the current market has yet to fully address.

Lightweight, fully electric and thoughtfully designed, Topolino reimagines mobility as something more personal—a vehicle made for moments, from sunset rides to spontaneous plans. There are two body

styles, Topolino and Topolino Dolcevit. An LSV is a federally regulated street-legal motor vehicle capable of speeds between 20 and 25 mph. Unlike standard golf carts restricted to the golf course, LSVs are legal on public roads with speed limits of 35 mph or less. With an MSRP of \$13,995, limited quantities of 2026 Fiat Topolino and Topolino Dolcevit are available now through select dealers across the US. For more info, visit fiatusa.com. Within Stellantis'



tis' FaSTLANe 2030 strategy, FIAT plays a central role in expanding customer choice, delivering accessible, design-driven mobility tailored for how people live and move today. Rooted in Italian creativity and amplified by global scale, FIAT helps bring a new generation of electric and urban solutions to market with speed, relevance and purpose. In doing so, it contributes directly to Stellantis' ambition to deliver more

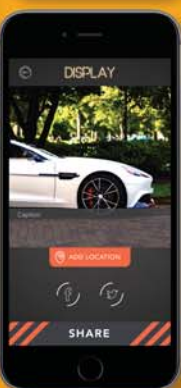
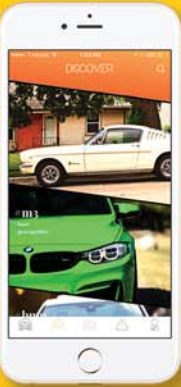
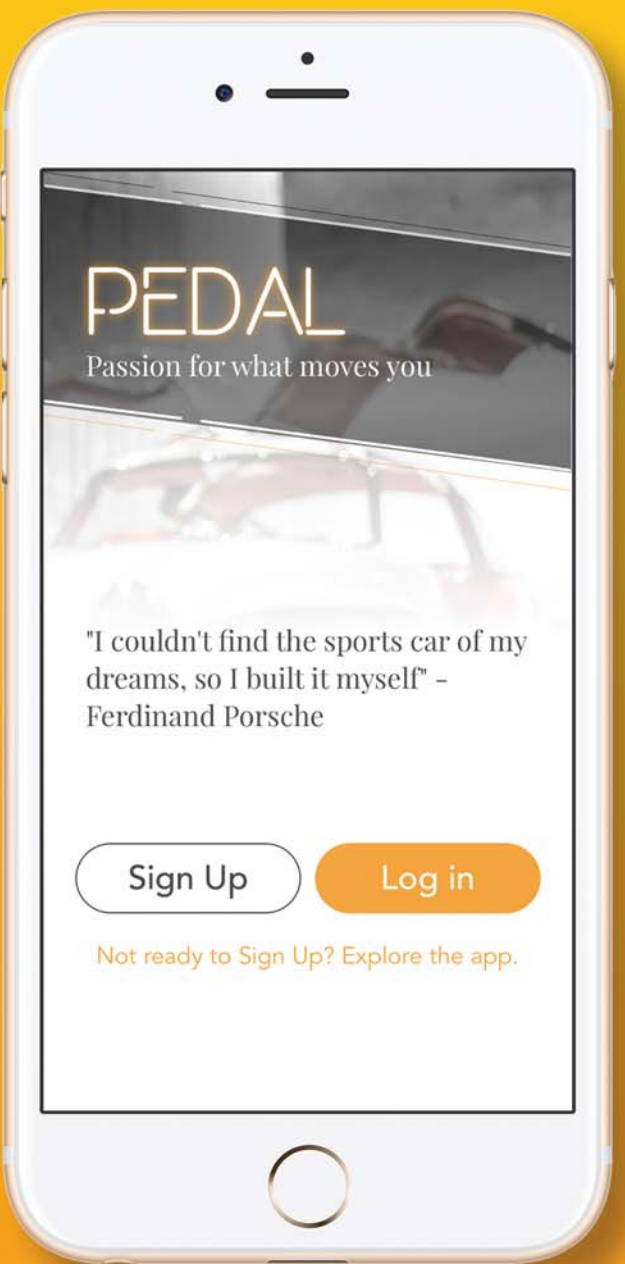
choice, more affordability and meaningful innovation for customers worldwide. Additionally, FIAT has partnered with Motori & Customs as a third-party outfitter to offer US customers an exclusive collection of curated Topolino editions, along with fully bespoke customization services. Whether selecting from signature editions or commissioning a one-of-one creation, customers can personalize their Fiat Topolino to their individual style. Additional details are available at motoricustoms.com

▼ **Unplugged Performance** now has a production-ready UP INVINCIBLE 2.5-Inch Lift Kit for Tesla Cybertruck available to order and install. Developed over more than two years of research and development and refined through some of the harshest real-world conditions imaginable, the new lift kit represents a major milestone for Cybertruck owners seeking meaningful off-road capability without compromising the vehicle's factory systems. The launch by the Hawthorne, California-based company marks the arrival of a product that was not rushed to market, but rather engineered through an unusually extensive development process that included trail driving, overlanding, daily use, long-distance highway travel and one of the most punishing validation environments in American off-

road motorsport—the Mint 400. This lift kit was designed specifically for the Tesla Cybertruck's unique architecture, which, unlike conventional trucks, combines factory air suspension, ride height sensors, steer-by-wire and rear-wheel steering in a way that makes suspension development substantially more complex. This meant a



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PEDAL
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lift kit could not simply make the vehicle taller. It had to work with the vehicle's existing systems, preserve factory functionality and improve capability without introducing new compromises. The result is a



lift system that raises the Cybertruck where additional clearance matters most, lifting the battery 2.5 inches while maintaining the integrity of the factory suspension system. Rather than relying on ride-height sensor manipulation or air suspension overextension, the system was developed as a proper mechanical solution engineered around the Cybertruck's original design. The UP INVINCIBLE 2.5-Inch Lift Kit includes high-clearance front and rear upper control arms developed to accommodate the revised suspension geometry while maintaining correct air suspension sensor positioning. Machined from 6061-T6 billet aluminum and paired with stainless steel hardware, the system was designed for durability, precision and compatibility with demanding use cases. The comprehensive system also includes supporting components required to maintain proper alignment and suspension function under the new ride height. The revised geometry also addresses a core limitation identified during development—under extreme off-road compression, the factory upper control arm can become a limiting factor. By optimizing that geometry and increasing clearance, the lift kit improves both capability and confidence in demanding terrain. A defining chapter in the development story came earlier this year when Unplugged Performance installed the prototype version of the lift kit on the only Cybertruck competing in the Mint 400. That race effort delivered exactly the kind of data the company wanted

most—real stress, real consequences and real feedback. During the event, an attachment pin failed under race conditions, exposing a weakness in the prototype. Rather than masking the issue, they used the

experience to redesign the affected area, reinforce the system and reduce the overall component count to eliminate additional potential failure points. That process helped transform the race prototype into the final production-ready system now being offered to customers. In that sense, the Mint 400 did not just test the lift kit. It made the final product better. The company expects the lift kit to become a key foundation for a wide range of Cybertruck



builds, from off-road and overland-focused trucks to aggressive street-oriented builds seeking a stronger visual stance and a more commanding presence. The kit is available now through Unplugged Performance, starting at \$9,995.00.

▼ To celebrate earning a position in premium Land Rover Defender personalization, as well as their 10th year at the

Goodwood Festival of Speed, **Urban Automotive** revealed a Defender project that points directly to the future direction of the brand—the world debut of a Wide-track Avantur prototype, a luxury lifestyle utility vehicle combining luxury design language with real-world practicality in a vehicle that would not look out of place at a private marina in Monaco, or on a country estate. Based on a Defender 110 Hard Top commercial, transformed into carbon fiber while maintaining its strength, refinement and driving characteristics, Urban developed an extensive engineering program including creating a structural framework with an integrated rollover structure specific to the vehicle's feel and intended use. Utilizing Urban's Widetrack platform, the Avantur has more than 36 bespoke components including an all-new replacement carbon fiber hood, new carbon fiber side trims, completely bespoke rear body architecture, fully exposed carbon fiber load bed, integrated modular utility rail system, embossed UA icon logo integrated into the bed floor, retained tailgate functionality, an integrated bottle holder in the tailgate, and bespoke structural engineering and rollover framework. Alongside this debut, Urban also showed Wide-track carbon fiber styling examples of Rolls-Royce Cullinan Series II, Lamborghi-

ni Urus SE, Mercedes-Benz G-Class, and the bespoke Urban x Visionnaire Range Rover Autobiography collaboration. Customers will be able to commission the Wide-track Avantur in Forged Carbon, Urban 2x2 Carbon Fiber or Urban 4x4 Carbon Fiber, in both gloss and matt lacquer finishes. Anyone interested in owning the vehicle can register their interest on the Urban website: urban-automotive.com. ■

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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!

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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



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