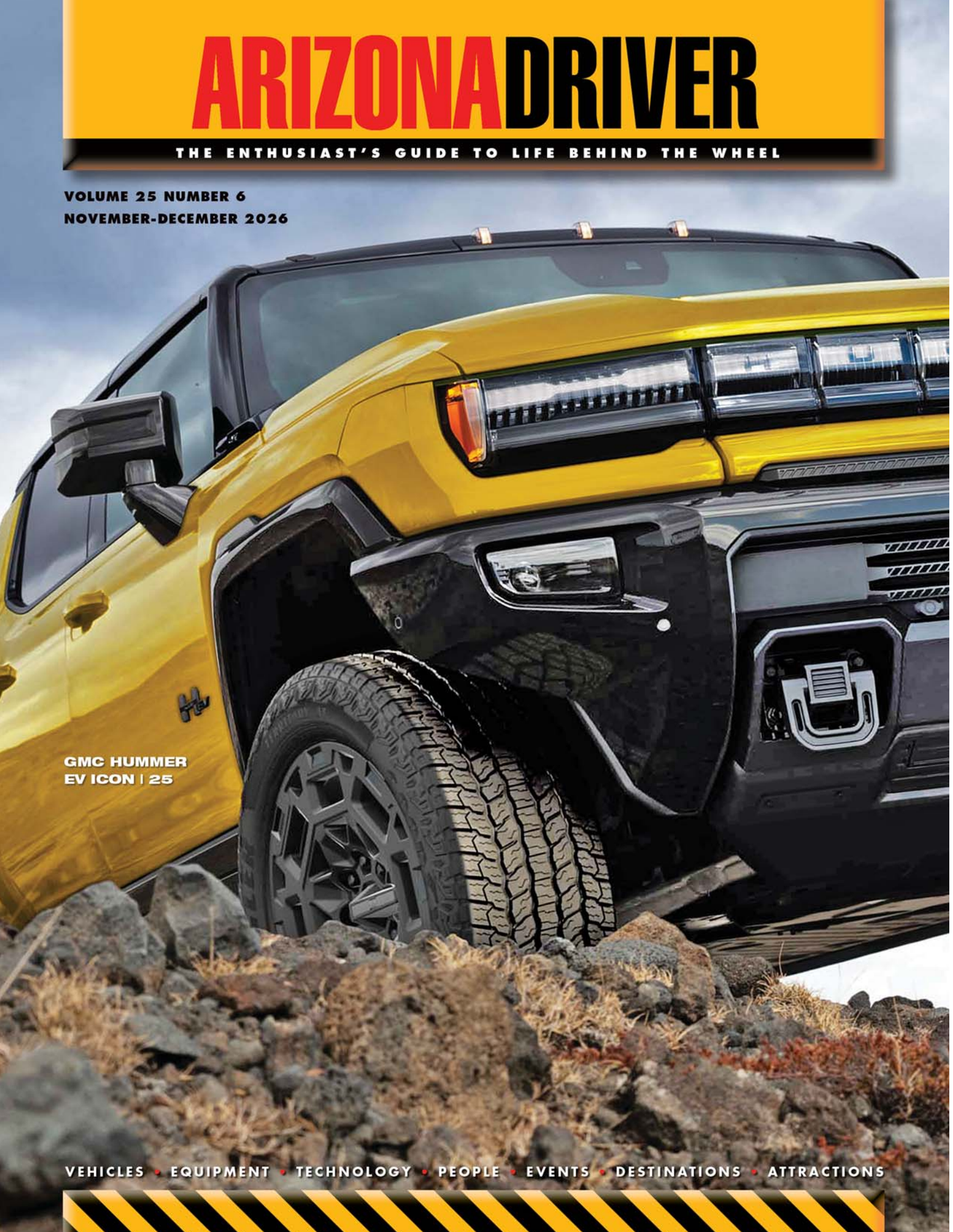
ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 25 NUMBER 6
NOVEMBER-DECEMBER 2026



GMC HUMMER
EV ICON | 25

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THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

news & features — **November-December 2026**

A Week With — **2027 Kia Seltos X-Line SX AWD** 12
The "baby Telluride," as subcompact Seltos is transformed.

Special Event — **Barrett-Jackson Las Vegas 2026 highlights** A 14
Top sales, total sales, charity, VIPs/celebrities and more.

Personalities — **Tom Barrett and Russ Jackson inducted into AHF** 17
These two, who started it all, gain new national and international recognition at the Automotive Hall of Fame in Detroit.

A Week With — **2026 Dodge Charger R/T Plus 4-Door AWD SixPack SO** ... 18
Dodge evolves from gasoline Charger and Challenger to EV combining both, back into gasoline, more evolution expected.

ARIZONA RIDER MAGAZINE — **Sturgis Museum turns 25** B 21
Sturgis Motorcycle Museum & Hall of Fame is a must-visit.

A Week With — **2026 Subaru Trailseeker Limited** 22
Subaru's product line expansion continues with a winning EV.

Special Events — **Arizona Auction Week 2027** C 25
A first look at events (just three) and schedules as of now.

A Week With — **2026 Hyundai Tucson Hybrid Limited AWD** 26
Last look at gen-four Tucson, sneak peek at gen five.

ARIZONA RIDER MAGAZINE — **Motorcycle news update** 28
A sampling of much going on in the world of two wheels.

A Week With — **2026 Ford Mustang Mach-E GT eAWD California Special** 34
Ford's Mustang EV stable picks up a classic name.

A Week With — **2026 Lexus IS 350 F Sport (RWD)** 36
F Sport carries the flame forward for Lexus F.

Special Event — **Arizona Concours d'Elegance 2027** D 39
Class information and more for this January event.

A Week With — **2027 Kia Telluride X-Pro SX-Prestige AWD** 40
With the "baby Telluride" in this issue, is this the "big Seltos"?

A Week With — **2026 Mazda CX-5 2.5 S Premium Plus** 42
Mazda moved to a new two-digit lineup, but kept this. Questions?

departments

- FROM THE PUBLISHER 4
- AUTOMOTIVE NEWS UPDATE 6
- THE INSIDE TRACK: BRIEFS & RUMORS 48
- UPCOMING FEATURES 50



COVER: We don't index our industry pages online—Automotive News Update up front, The Inside Track: Briefs & Rumors in the back—but they are always chock full of big news, beautiful machinery and more. This issue's cover gives a special nod to Hummer's 25th year (see page 7).
Photo: General Motors













Interestingly, a couple of our favorite drives in this issue were EVs—one from a company that's been pioneering this niche for the duration, another that largely waited to see where things might be headed. Whichever way, we mostly dwell on their immediate performance and user-friendliness, without getting into the pros and cons of long-term ownership, notably the in-depth charging experience. This varies so much, it doesn't matter much how we deal with it, but comparative takes are worth a search.

We have had a run of difficulty with electric door handles and locks, wondering how much might be related to our intense summer heat. Having these fail is of course an inconvenience—going against the whole purpose of keyless entry when e.g. you have your arms full of groceries, a finger or two extended to swipe the handles and unlock, only to need to pull out your key. But it is also potentially a huge personal security risk—imagine being pursued, or even just uneasy, in a dangerous area or just out late at night, and having these systems require multiple tries or flat-out fail.

During any drive of an unfamiliar vehicle, any number of things can take getting used to, so in principle this is okay. However, we also think general driving feel should be fairly universal— the one sober teen at a party should be able to drive everyone home in someone's parents' unfamiliar car without confusion from e.g."innovative" shifters.

We've had reps ride along with us on launch drives, actively gathering any feedback we had and calling it in immediately to eagerly awaiting engineers, often up all night for us overseas. We always envision them earnestly shutting down the assembly line and tackling any issues immediately. That represents the kind of "continuous improvement" that helps them accelerate their position in the marketplace quickly and valuably. If we had that opportunity today, we would have one overriding question or point of feedback: are these hot-weather tested? Or is that done these days by some sort of simulation?

Enjoy the ride!

Joe Sage - Publisher/ Executive Editor

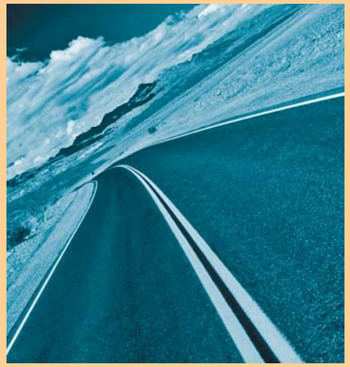
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AUTOMOTIVE NEWS UPDATE


Ferrari 296 GT Modificata

Ferrari has unveiled the new 296 GT Modificata, a track-only GT model developed exclusively for track use during the non-competitive events of the Club Competizioni GT program reserved for Ferrari customers. Presented during Ferrari Racing Days in Budapest, Hungary, the 296 GT Modificata is a two-seater, to be produced in extremely limited numbers, that draws from experience forged on the track with the 296 GT3 Evo that debuted at the start of the 2026 season. It combines this with technology and know-how developed also for Sports models. It picks up where the 488 GT Modificata presented in 2020 left off, created to deliver unalloyed driving fun on the track with a V6 engine producing 730 cv at 7,500 rpm (about 720 hp), 130 more than the race model, and sophisticated aerodynamics with a true racing pedigree. Its name. "296," refers to engine displacement of 2.9 liters and its 6-cylinder architecture. This is the latest iteration of Ferrari's 6-cylinder engine family that has successfully powered both production and race models. "Modificata" embodies special versions developed from an existing model, with bespoke performance modifications, as these cars are free from any motorsports technical regulations. The car has the potential to lap the Fiorano circuit three seconds faster than the 296 GT3 Evo. The rear-mid mounted 2992cc 120° V6 internal combustion engine has the same architecture and design as that of the 296 GT3 Evo from which it derives, but with a number of performance modifications. These focus in particular on the cranktrain, camshafts, induction line, intercoolers and turbochargers. The turbos share exterior housing geometry with the units on the 296 GT3 Evo, while the internal components were designed specifically for this application, also drawing from experience gained with the 499P Modificata, a Sport Prototype model created for non-competitive track use. The fuel system has increased flow rate, with addition of a low pressure pump. Tailpipes are completely new, in response to new drive ratios for the 6-speed sequential gearbox with carbon clutch, specifically maximizing non-competitive fun on the track. Purchase includes participation in two years (or 12 rounds) of track day use and participation in events of the Ferrari Club Competizioni GT customer program on some of the world's most prestigious circuits.


Nissan Z Kaze concept

The **Nissan Z** Kaze concept—revealed at ZCON, the annual enthusiast convention of the Z Car Club Association—is designed around the nostalgia, heritage and driving enjoyment running through Nissan's seven generations of Z cars. This is a passion project conceived to showcase the Z car's open-top roots. From the Japanese word for wind (kaze), its defining feature is a custom-engineered T-top roof, guided by a vision of an exhilarating Pacific Coast Highway drive on a perfect summer day. Designers finished the Z Kaze concept in a Pacific Teal paint with the spirit of '90s sports car culture, also subtly enhancing the lines and shape of this Nissan Z with modifications that nod to that period's import-tuner scene—a lightweight, vented carbon fiber hood, fender flares and a custom carbon fiber aerodynamic body kit. Modifications carefully balance the Z car's distinctive styling with a more aggressive stance. The concept has restored forged, multi-piece18-inch NISMO LMGT2 wheels, revered by enthusiasts for their strength and motorsports lineage. Long out of production, the team sourced an original set and had them painstakingly restored for the concept—the fronts 10 inches wide, the rears 11 inches, for a powerful staggered stance. Also paying homage to the tuner culture from decades past is a thoroughly upgraded suspension with NISMO components. The twin-turbo 3.0-liter V6 is paired with select components from legendary tuning company GReddy, including a SUPREME SP exhaust system, front mount air-to-air intercooler kit and Airinx air filter kit. Inside, custom white leather-appointed seating and carbon-fiber accent trim give a high-performance look with a sophisticated feel. Seats include enveloping Bose Personal Plus headrest speakers. The Nissan Z Kaze concept was on display at ZCON in Phoenix in late September, then continued to the Japanese Classic Car Show in Long Beach in October.


GMC Hummer EV Icon | 25

GMC commemorates 25 years of the **HUMMER** nameplate with a limited-run edition—the HUMMER EV ICON | 25. Inspired by the attitude defining HUMMER's rise, this 2027 model translates that legacy into a modern all-electric expression. The exterior color, "ICON," is inspired by HUMMER H2's recognizable yellow paint, reinterpreted for today. A black front approach shield sharpens the vehicle's bold, purpose-built stance. The Jet Black interior includes serialized badging on the instrument panel distinguishing each vehicle in this limited-production run, and unique infotainment graphics nod to heritage models. Each HUMMER EV ICON | 25 will also include an exclusive keepsake celebrating this limited-edition vehicle. This model will be available on 2X and 3X trims of the Pickup and SUV. All will be equipped with a native NACS inlet and will continue to offer available vehicle-to-home bidirectional charging allowing power to be provided to a properly equipped home during an outage, when paired with other equipment. Model year 2027 will also introduce five new exterior colors and two new 22-inch wheel options. Core capability features available to conquer the toughest terrain include drive modes, 4-Wheel Steer with CrabWalk and King Crab, Air Ride Adaptive suspension and Extract Mode, which can raise the vehicle about six inches to help clear off-road obstacles. The 2027 GMC HUMMER EV will also continue to offer available Super Cruise, the signature Infinity Roof with removable Sky Panels and up to 18 camera views on the Pickup. The 3X Pickup will offer up to 1,160 hp, 13,000 lb-ft of torque and 0-to-60 mph in as little as 2.8 seconds, with the optional 24-module battery. Production begins late this year at GM's Factory ZERO Assembly Center in Detroit and Hamtramck, Michigan.


Mercedes-AMG CLE 646 Spezialanfertigung

The **Mercedes-Benz** Mythos Series is dedicated to exceptionally rare collector vehicles built in strictly limited numbers. Following the Mercedes-AMG PureSpeed, an open two-seat configuration without a roof or windscreen, limited to just 250 examples worldwide, is the second model in the Series, the Mercedes-AMG CLE 646 Spezialanfertigung. a road-legal performance coupe limited to only 30 examples. This one is developed with one clear focus: driving dynamics, focused on closed race circuit performance, with equally uncompromised driving on winding country roads. The vehicle combines a 646-hp biturbo V8 with pure rear-wheel drive, significantly reduced weight and a chassis engineered for precision. Its wide-body, wider tracks, numerous carbon-fiber components and purpose-developed aerodynamics further enhance the vehicle's dynamics. Each CLE 646 Spezialanfertigung is comprehensively rebuilt to the highest standards at AMG headquarters in Affalterbach. The current Mercedes-AMG CLE Coupé serves as its technical foundation. From that, AMG engineers created increased power output, a purpose-tuned chassis, lightweight construction and many body modifications. Weight from the donor vehicle is reduced by about 375 pounds. All of the above forms the basis for its AMG 4.0-Liter Biturbo V8, its 646 hp reflected in the model designation itself. Maximum torque is 627 lb-ft across a broad range from 2,500 to 4,500 rpm. A flat-plane crankshaft reduces rotating masses, improves revving characteristics and promotes exceptionally responsive throttle response, further supported by dedicated engine mapping. To ensure thermal stability even under extreme loads are three separate cooling circuits—a high-temperature circuit for the engine itself, and two low-temperature circuits to cool charge-air, transmission oil and 48-volt components. Powertrain acoustics are further amplified by a bespoke high-performance exhaust system with increased flow capacity. In one of the most fundamental changes, the donor vehicle's AMG Performance 4MATIC system has been re-

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moved entirely, with the CLE 646 Spezialanfertigung transmitting power exclusively to the rear axle—reducing weight while fundamentally transforming the car's dynamic character. An electronically controlled limited-slip rear differential optimizes torque distribution through variable locking action and under suitable conditions can support controlled drifting. The AMG SPEEDSHIFT TCT 9G torque-converter transmission can also execute multiple downshifts almost instantaneously. Each vehicle is hand-built, continuing AMG's long tradition of manufactory craftsmanship that has produced icons such as the AMG 300 CE 6.0 "The Hammer."



Toyota GR Supra
2026 NASA Championships
Official Pace Car

▼ The **Toyota** GR Supra served as Official Pace Car for the 20th annual National Auto Sport Association (NASA) Championships in September, returning to lead the field at Sebring International Raceway in Florida, as the nation's top amateur road racers, representing 15 NASA regions nationwide, competed for national titles in multiple classes over four days. One of the most celebrated circuits in North American motorsports, Sebring has challenged drivers since 1950. Built on the runways of a former Army Air Force training base, the 3.74-mile. circuit is renowned for fast straightaways, technical corners and an infamously bumpy racing surface. Home to the world-famous 12 Hours of Sebring endurance race, the historic venue is a bucket list destination for race enthusiasts. Finished in bold GAZOO Racing red, white and black livery, the GR Supra pace car underscores GAZOO Racing's ongoing commitment to driving enthusiasts. Via Toyota's unique partnership with NASA, every new GR sports car owner receives a complimentary one-year NASA membership, including a free High Performance Driving Event (HPDE) track day. This benefit, introduced in 2019 for GR Supra owners, has since expanded to include all GR sports car buyers, helping thousands of enthusiasts experience performance driving in a safe, controlled environment. The final model year of the gen-five Supra, the 2026 GR Supra continues to deliver trackworthy performance with a 3.0-liter turbocharged inline-six producing 382 horsepower and 368 lb-ft of torque. Available in 3.0, 3.0 Premium and exclusive MkV Final Edition grades, the GR Supra remains one of the most capable and engaging sports cars on roads and tracks across the world.



Cadillac V-ONE
concept

▼ **Cadillac** has revealed the V-ONE, a concept study combining the brand's race-winning authenticity and bespoke refinement. The V-ONE name unites Cadillac V-Series' performance legacy in a one-of-one, single-seat expression, the first of its kind for the brand. The V-ONE concept explores translating competition hardware into a driver-focused experience, while reinforcing the broader Cadillac racing story across design, performance and technology. The V-ONE is rooted in Cadillac's LMDh racing program and informed by the V-Series.R race car, reinforcing performance as defined by real engineering rather than race-inspired styling alone. Co-developed by Cadillac Design, Cadillac Racing and chassis constructor Dallara, the concept is designed to deliver factory-level prototype performance and technology. Its story is backed by Cadillac Racing's momentum in the IMSA WeatherTech Championship and FIA World Endurance Championship, which together include 10 wins, 16 pole positions and 32 podiums since the inception of the V-Series.R in 2023—including the 2023 IMSA WeatherTech Championship manufacturer, team and driver titles, the 2025 Le Mans Hyperpole and Cadillac's first 1–2 finish in the FIA World Endurance Championship at São Paulo. At the heart of the V-ONE is a combined 830-hp V8 hybrid powertrain that shares foundations with the Cadillac V-Series.R race car. The concept also shares deeper race-bred architecture with the V-Series.R in suspension, transmission and select electronics. Even with its race-derived foundation, the V-ONE is intended to be easier to operate, while maintaining a similar level of performance. Its aerodynamic package is inspired by V-Series.R, while shared suspension elements include double wishbones, pushrod-actuated coils and torsion springs with lateral and heave dampers, front and rear. Body and overall proportions carry directly from the race car. New V-Series wheel design and dark-persona badging

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add bespoke, high-performance character, while a hand-sprayed paint gradient from silver to deep navy reflects the journey from day to night during endurance racing. A race-bred single-seat cockpit blends


Jeep Wrangler JL-2A

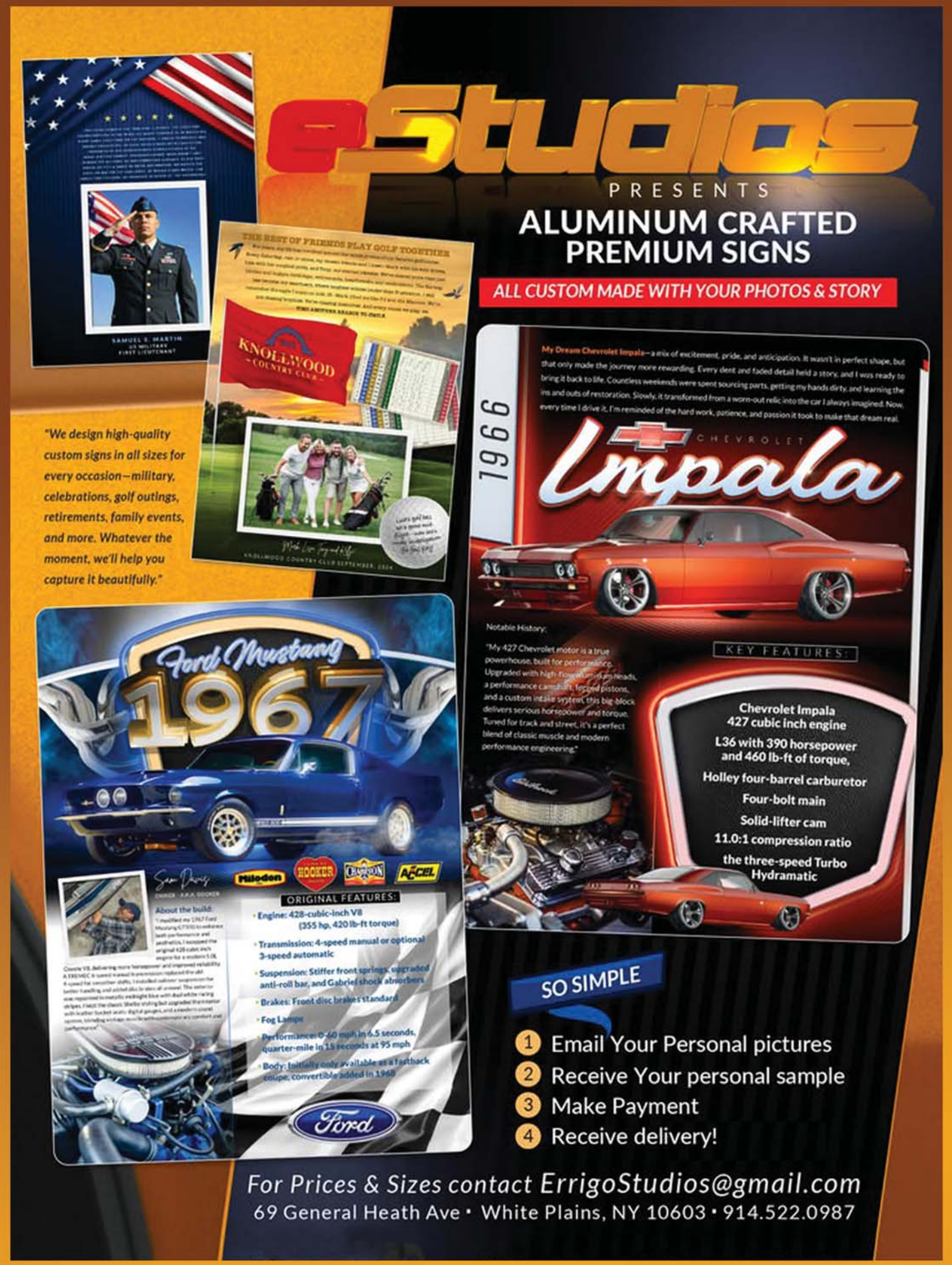
exposed carbon structure with an immersive custom UX/UI. The seat is customized to the driver's specifications, and the door bears a serialized plaque.

▼ A new **Jeep** Wrangler JL-2A special edition, built on the Wrangler Rubicon platform, blends legendary Trail Rated capability with design cues that pay tribute to the original Willys CJ-2A. In July 1945, the battle-proven military Willys MB formula was adapted for civilian life, in the Willys CJ-2A, the first Jeep vehicle designed specifically for civilian use—the beginning of the "CJ" or Civilian Jeep legacy. Built by Willys-Overland in Toledo, Ohio, the CJ-2A brought proven Jeep capability to farms, ranches and industry, adding practical features, including a tailgate and rear power takeoff, along with larger headlights and the now-trademark seven-slot grille. Civilian colors, including Harvest Tan with Sunset Red wheels and Pasture Green with Autumn Yellow wheels, brought personality to the purpose-built workhorse and directly inspired its modern-day namesake. More than 80 years after the Willys CJ-2A first brought Jeep capability to civilian life, the Jeep brand goes back to where it all began with the debut of the 11th drop in a yearlong Twelve 4 Twelve series. The 2027 Wrangler JL-2A reaches back to 1945 for inspiration, reimagining the original's bold design cues with a modern Wrangler attitude. Exterior highlights include a modern salute to the original CJ-2A's color palette, led by Gobi (drawing inspiration from the original's Harvest Tan finish) on the two-door and '41 on the four-door, with Bright White, Sting Gray, Ghost and Joose also available; exclusive 17-inch retro wheels painted Joose, a nod to the original Sunset Red wheels, paired with standard 33-inch BFGoodrich KO2 All-Terrain tires; body-color fender flares and three-piece hardtop; front and rear orange tow hooks; and dark metallic grey grille accents. The interior brings a newly developed, first-ever color and material combination for Wrangler, with details inspired by the original, including Nappa Heritage Tan leather seats; Nappa PUR instrument-panel mid-bolster; rich Bison Brown door panels, lower instrument panel and center console; bold Desert Orange accent stitching; exclusive Willys-Overland satin chrome shifter medallion; and heritage-inspired HVAC vent graphics with the seven-slot grille on one side and a Willys silhouette on the other. An exclusive rear swing gate plaque recreates original CJ-2A dashboard data plate artwork featuring farm and factory scenes, recalling the vehicle's original agricultural and industrial mission. This new Jeep was expected to be available starting in October as a $4,995 package, or $115 more than a similarly equipped Rubicon.



Polestar Formula 2030 concept car

▼ Swedish performance full-electric automaker **Polestar** has confirmed its Formula 2030 concept car. Delivered as part of a wider 2030 strategy, executed to continue business growth and a drive to profitability, the concept is designed to showcase the future styling of the brand, while amplifying their already established performance, technology and sustainability pillars. The Formula 2030 concept previews styling attributes that will be seen on the new Polestar 2, with a planned launch in 2027, as well as a forthcoming Polestar 7, while spotlighting the brand's performance credentials. A design team led by Philipp Römers applied an evolution of already established Scandinavian form language, moving exterior and interior design, material innovation and sustainability on to the next chapter. Römers says, "Polestar's design and brand is already so strong, it was obvious we needed a bold evolution not revolution of what came before. Formula 2030 delivers this, showcasing our future, while respecting brand-defining elements like the familiar Dual Blade headlights, ensuring it remains recognizably a Polestar with a strong, characterful identity." After being shown to Polestar investors, retailers and a select group of VIP customers during an exclusive behind-the-scenes preview at a Formula 2030 strategy event at Polestar HQ in Gothenburg a.k.a. The Cube, the showcar will make its global debut during the media drive of the Polestar 4 SUV, which is available to order at www.polestar.com. ■



TRANSFORMED

BY JOE SAGE

Kia Seltos—the brand's smallest SUV—has, by their own description, been reimagined as a small Telluride for generation two. It is a dramatic and effective move. Our 2027 Seltos X-Line SX AWD is the top trim, which takes it from the 147-hp 2.0-liter in other trims, to a 190-hp 1.6-liter turbo-4 in just this trim—almost 30 percent more powerful, still achieving 30 mpg highway, and with a base price about 60 percent that of Telluride. In addition to the engine difference, this powertrain moves from the iVT or intelligent CVT in all other trims (aside from a turbo hybrid joining the lineup soon with a 6-speed DCT), to an 8-speed automatic only on the X-Line SX.

We conveniently also have the Telluride in this issue, making it easy for you to compare specs in more detail. Most tradeoffs are as expected, with two that stand out being [a] that a tall person can't lie down and sleep in the Seltos, and [b] while Telluride tows 4,500 to 5,500 pounds, depending on version, Seltos is not tow-rated at all.

Migrations both larger and smaller happen regularly in various vehicle lineups, of course. Overall, the new Seltos, in its new look, translates so well from the big Telluride, we found ourselves contemplating, had this come first, whether the Telluride translates just as well from the new Seltos. It's a styling treatment that fits each to a T.

In this case, it works all the moreso because Kia has its range of other SUVs in between, and those are still distinct, so all the more clever an idea.

Being derived from the endlessly award-winning Telluride brings in the new Seltos pretty much already at the top of its game, partly by translation, while also certainly on its own merits.

Being as much a clean-sheet new build as a Telluride style derivative, there are any number of differences—a bit simpler suspension (although adding advanced valve shocks while getting rid of stblzr bars, things like that, not necessarily lesser or greater, just tailored approaches. Being a two-row to Telluride's three, the turning circle is more than three feet tighter than Telluride (and well below our 36-foot hero benchmark). Inside, this subcompact does not feel tiny. Seltos legroom is generous, while headroom is about the same as the bigger Telluride (officially a midsize). There are apples and oranges aplenty, as you dig into it all.

The powertrain is well executed, proving itself in a variety of conditions—in town, on freeways and during a great two-lane mountain highway romp. Acceleration is smooth, even in right angle turns from full stop at red lights, that seem (to us) to confuse many other 8-speeds, often exaggerating or hesitating through a quick series of lower shift points. Not this.



Drive modes include one option for normal or sport, and what appear to be separate, or overlaid, options for snow-mud-sand. We prefer modes to not be needed, per se, atop the basic engineering, rather icing on the cake. That said, we liked sport mode on this, adding performance headroom on our adventuresome open roads, with what seemed a bit tighter steering and shift points, appreciated everywhere. We could probably run this way all the time, if it doesn't require resets.

Features generated a wide range of commendation—seat (and wheel) heating and cooling right where you need it before you even hunt. Satisfying tiny details, the kind they didn't have to do but did, such as not only does it turn audio off before you open the door, annoyingly rare on others, but rather than going silent abruptly, it adds the quickest little fade to zero, a nice touch. Enter in the dark, and the start button light pulses—a simple idea and another good one. Everything is well thought out. Kia's engineering and design minds are already at work, but they go above and beyond.

All in all, we had a great week with our new "half price Telluride." This is stronger, more distinct and more meaningful branding than Seltos has had prior, and it carries through in product. Smaller, less powerful, less expensive, all as you would expect, it also proves itself to be more than the sum of those parts. ■

SPECIFICATIONS

ASSEMBLY	Gwangju, SKorea
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	SKorea 90% / US/Can 0%
ENGINE	1.6L turbo GDI, 16v, alum/alum
HP/TORQUE	190 hp / 195 lb-ft
COMPRESSION RATIO	10.0:1
TRANSMISSION	8-spd auto
DRIVETRAIN	full-time AWD (FWD also available on lower trims)
SUSPENSION	advanced valve shocks; **F:** MacPherson struts; **R:** multi-link
STEERING	elec rack & pinion
BRAKES	**F:** vented; **R:** solid
WHEELS	7.5x19J alloys
TIRES	P235/45R19
LENGTH / WHEELBASE	174.4 / 110.2 in
GROUND CLEARANCE	8.1 in
TURNING CIRCLE	35.16 ft
HEADROOM (F/R)	(snrf) 38.5 / 38.4 in
LEGROOM (F/R)	41.3 / 38.9 in
CARGO CAPACITY	27.8 / 64.2 cu.ft
ROOF LOAD	220 lb
WEIGHT	3549-3715 lb
TOW CAPACITY	na
FUEL / CAPACITY	reg unl / 13.2 gal
MPG	24/30/26 (city/hwy/comb)
BASE PRICE	**$32,790**
X-LINE SX PRESTIGE PKG: 12.3-in touchscreen w nav, 12.3-in instrument display, Harman/Kardon premium audio, driver's relaxation seat, driver's seat & mirrors memory, vented front seats, nav-based smart cruise-curve, blind-spot view monitor, surround view, hwy driving assist, reverse parking collision-avoidance assist, side parking distance warning	2500
ALL-SEASON FLOOR LINERS	220
CARPETED FLOOR MATS	200
DESTINATION CHARGE	1495
TOTAL	**$37,205**

2027 KIA SELTOS LINEUP

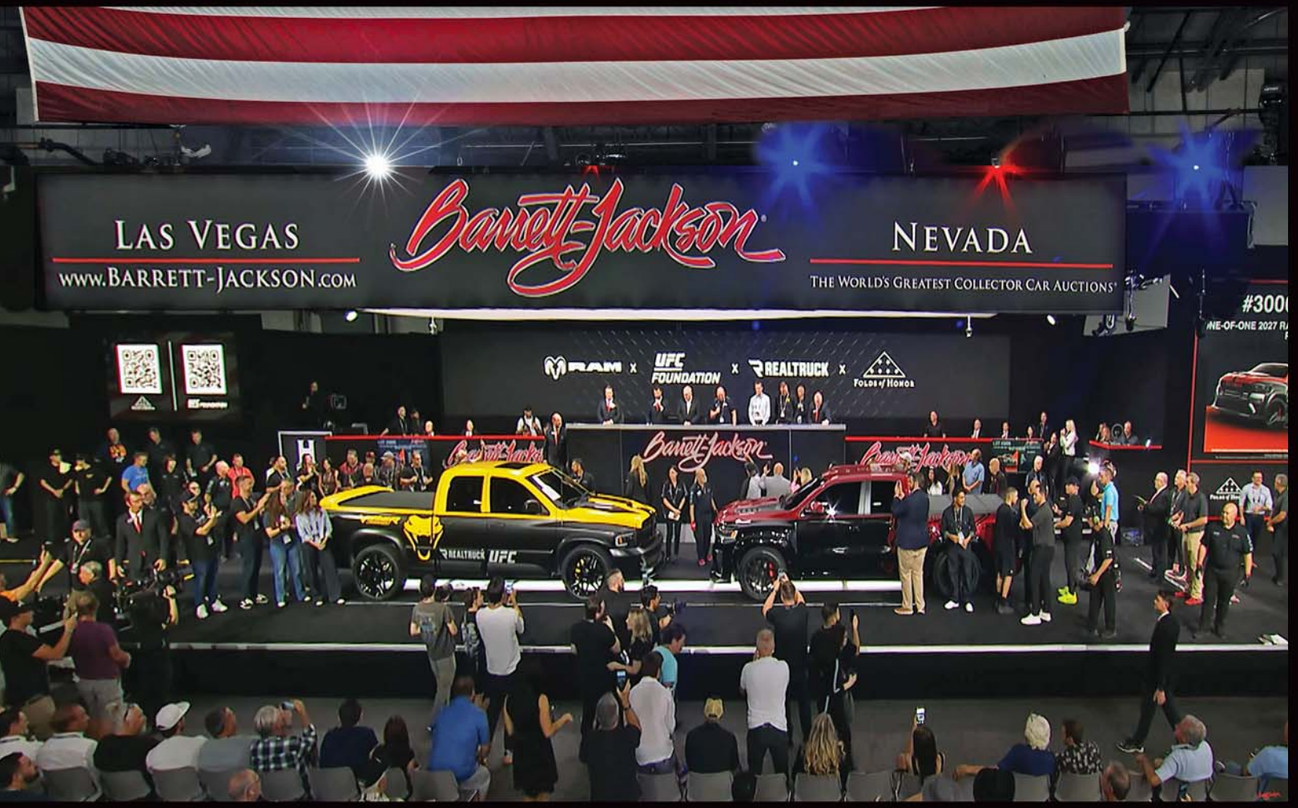
147-hp 2.0L MPI & IVT	FWD	AWD
LX	$24,990	$26,690
S	26,390	28,090
X-Line S		28,990
EX	28,390	30,090
190-hp 1.6L turbo-GDI & 8-spd auto		AWD
X-Line SX		▼ $32,790
(hp tbd) 1.6L turbo hybrid & 6-spd DCT	FWD	AWD
(hybrid tbd)		tbd

SOON: 2027 KIA SELTOS HYBRID

Rounding out the lineup will be a hybrid powertrain, which is a first for the Seltos. An advanced 1.6-liter four-cylinder hybrid engine is paired with a 6-speed dual clutch transmission designed to enhance both performance and efficiency. A front-wheel drive HEV improves driving efficiency, while available e-AWD, a Kia first on a HEV SUV, provides more power with on-demand all-wheel-drive capability for a broader driving experience. More information on the Seltos HEV has been promised by year-end, with official fuel economy figures also available closer to the on-sale date.

Barrett-Jackson Las Vegas 2026 highlights

Thursday-Saturday, September 10-12, 2026: West Hall of the Las Vegas Convention Center



Barrett-Jackson returned to Las Vegas this fall, bringing celebrities and crowds to watch nearly $36 million in collectible vehicles and automobilia change hands during this year's auction. The event featured 593 collectible vehicles that generated close to $35 million. The 2026 Las Vegas Auction featured a diverse lineup, including world-class customs, iconic muscle cars, and elite supercars. Excitement peaked on Super Saturday with the $968,000 sale of a 2019 Ford GT (Lot #742) and a 2025 Porsche 911 GT3 RS Weissach (Lot #735) that sold for $495,000. During the three-day auction, 250 pieces of authentic automobilia also sold, at No Reserve, for over $1.1 million. UFC President and CEO Dana White took home a pair of Ram trucks after he dropped $1.5 million on the winning bid benefiting charity, bringing the total amount Barrett-Jackson has helped raise for charity to over $173 million.

The event kicked off on Wednesday evening with an invitation-only Opening Night Cocktail Reception at LIV nightclub inside the luxurious Fontainebleau Las Vegas resort—an opportunity for guests to connect at the high-energy nightclub and the outdoor LIV beach oasis. The resort has significantly enhanced the Barrett-Jackson Auction lifestyle experience, blending the high-octane energy of the automotive world with premier luxury hospitality and social spaces.

Friday opened with a moment of silence to honor those who were lost and all whose lives were forever changed, on the 25th anniversary of the 9/11 tragedy. With the same spirit of unity that brought our country together on that day, those gathered in the arena joined in the singing of the national anthem.

Star power met horsepower in Las Vegas when a custom 1971 GMC Jimmy (Lot #687) consigned by singer/songwriter Edie Brickell fetched $88,000.

Another celebrity vehicle was a 1951 Cadillac Series 62 Royal Parade convertible (Lot #721) built by GM at the Cadillac factory for Her Royal Highness Princess Elizabeth, prior to her accession. The princess was chauffeured in the special one-off parade Cadillac during the 1951 Canadian Royal Tour, not long before she became Queen Elizabeth II. Final auction price for the royal Cadillac was $220,000.

Actor Cody Walker, CEO of Reach Out WorldWide (ROWW) and founder of FuelFest, was on site to check out the last-ever Toyota GR Supra MkV Final Edition, on display in Las Vegas before it heads to the Barrett-Jackson 2027 Scottsdale Auction in January. Generously donated by Toyota, the car's entire sale price will go to ROWW, founded in 2010 by Cody's brother, the late actor Paul Walker, to assist in the aftermath of natural disasters worldwide.

Another star car on display in Las Vegas before heading to Scottsdale was the historic 2006 Maybach 57 luxury sedan formerly owned by legendary Academy Award-winning actress Elizabeth Taylor. It was her last vehicle, willed to celebrity stylist and trendsetter José Eber upon her passing, rarely driven since her death and with only 7,200 actual miles.

Barrett-Jackson continued its tradition of giving back to the community, as UFC president and CEO Dana White joined Barrett-Jackson chairman and CEO Craig Jackson on the block during the sale of two championship-style, one-of-one trucks. A collaboration among Ram, UFC and RealTruck, the first retail production 2027 Ram 1500 Rumble Bee SRT pickup (Lot #3000) and a 2005 Dodge Ram 1500 SRT-10 custom pickup (Lot #3001) sold as a pair for $1.5 million—with White personally placing the winning bid to take both trucks home. With all fees and commissions waived, the entire hammer price is shared equally between the Folds of Honor Foundation—providing life-changing educational scholarships to the families of America's fallen or disabled military and first responders—and the UFC Foundation, supporting Hispanic charities.

Beyond the action on the auction block, Barrett-Jackson continued its tradition of hosting a massive automotive lifestyle festival filled with activities for the whole family. The event featured a vast Exhibitor Marketplace, interactive sponsor displays, a fan zone with DJs playing today's hits and an array of food options.

This landmark event marked the second most successful Las Vegas Auction in company history.

TOP 10 VEHICLES SOLD:

1. 2019 Ford GT Lightweight Carbon Series .....(Lot #742) $968,000
2. 2025 Porsche 911 GT3 RS Weissach.....(Lot #735) 495,000
3. 1962 Chevrolet Corvette Custom Convertible .....(Lot #734) 456,500
4. 1967 Ford Mustang Eleanor Widebody Licensed Carbon Edition .....(Lot #738) 440,000
5. 1970 Ford Mustang Boss 429.....(Lot #740) 429,000
6. 2022 Ford Mustang Shelby GT500KR Widebody.....(Lot #730) 423,500
7. 1963 Chevrolet Corvette Custom Split-Window Coupe..(Lot #743) 418,000
8. 1965 Lincoln Continental Custom Convertible .....(Lot #719) 363,000
" 1967 Chevrolet Corvette Custom Convertible .....(Lot #728) 363,000
" 1971 Plymouth 'Cuda .....(Lot #741) 363,000

TOP AUTOMOBILIA ITEMS:

1. 1958 Seeburg Model 201 Jukebox.....(Lot #9174) $57,500
2. 1923 Gilmore Oil Rapid Dayton Model #600 Filling Station Gas Pump .....(Lot #8199) 41,400
3. 1952 Mobilgas Porcelain with Animated Neon Sign ..(Lot # 9189).....35,075
4. 1950s Standard Oil Porcelain w Animated Neon Sign..(Lot # 9196) 32,200
5. 1960s Chris-Craft Woody Speedboat Coin-Operated Kiddie Ride .....(Lot #9160) 30,475

NEXT UP FOR BARRETT-JACKSON:

The inaugural Barrett-Jackson Digital Select Auction runs November 5-12 on Barrett-Jackson.com.

Consignments are invited for the Barrett-Jackson 2027 Scottsdale Auction, to be held at WestWorld of Scottsdale, January 23-31. General admission and Barrett-Jackson Experiences hospitality packages for the 2027 Scottsdale Auction are also on sale now. ■

2019 Ford GT Lightweight Carbon Series .....(Lot #742).....$968,000



2025 Porsche 911 GT3 RS Weissach.....(Lot #735).....$495,000



Dana White (president and CEO, UFC) and Craig Jackson (chairman and CEO, Barrett-Jackson)



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Tom Barrett and Russ Jackson inducted into AHF

Barrett-Jackson founders honored for helping build the company into a leading collector car auction business

The Automotive Hall of Fame has inducted more than 300 individuals from around the world. The Class of 2026 was first unveiled during REVEAL 2026, an exclusive reception held in February in Naples, Florida, presented by JM Family Enterprises and hosted in partnership with the Naples Automotive Experience. The private event brought together Automotive Hall of Fame Board members, industry leaders and invited guests to celebrate the announcement ahead of its public release.

Following REVEAL 2026 came a months-long Road to Induction—a journey of storytelling, engagement and collaboration designed to honor each inductee's achievements through digital content, interviews, partnerships and live activations leading up to the induction ceremony. The formal Automotive Hall of Fame Induction Ceremony, presented by MEMA, was held on September 23, in downtown Detroit, at The Department at Hudson's. The prestigious black-tie ceremony brought together inductees, global automotive leaders, partners and guests for an evening celebrating excellence, legacy and innovation.

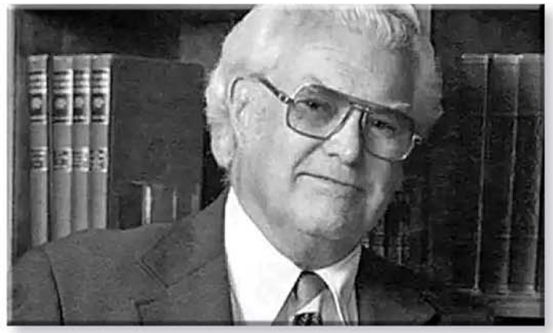
The Class of 2026, whose leadership, innovation and influence have profoundly shaped the global automotive industry, includes:

- Akio Toyoda, for redefining global automotive leadership through a driver-first philosophy and restoring passion, performance and purpose to modern mobility



- Giampaolo Dallara, for pioneering engineering excellence in motorsport and founding one of the world's most influential race car manufacturers
- Harold Goddijn, Corinne Vigreux, Peter Frans Pauwel and Pieter Geelen, founders of TomTom, for transforming navigation technology and reshaping how the world moves
- Tom Barrett and Russ Jackson of Barrett-Jackson Auction Company, for revolutionizing the collector car auction industry and elevating automotive culture on a global scale

Automotive Hall of Fame president Sarah Cook says, "These inductees have not only shaped the industry in their own time, but have also inspired generations of engineers, leaders, and enthusiasts around the world." ■



Russ Jackson : November 19, 1915 – January 30, 1993

In 1963, Tom Barrett placed an ad in the paper for a 1933 Cadillac Town Car. The respondent? Russ Jackson, who loved old cars, especially Cadillacs with big 12- or 16-cylinder engines. While the deal didn't materialize, the two formed a bond over their common interest and, a few years later, formed the Barrett-Jackson Auction Company. Born in Michigan, Jackson attended GM Institute in Flint, became a car salesman with local dealerships, married Nellie in 1940 and joined the Air Force, working up to Chief Mechanic. After World War II, he owned and ran the successful Russ's Country Store just outside Pontiac till moving to Arizona in 1960. Here, they opened the full-service Super Car Wash, securing a contract to wash Scottsdale's police cars and doing prep work and washing for local dealerships, while also owning and operating the Classic Carriage House, where they bought, sold, rebuilt and refinished classic cars. •



Tom Barrett : June 1, 1928 – April 20, 2004

Born in Oak Park, Illinois, Tom Barrett was a natural wheeler-dealer. A car collector since age 19, he had business contacts with collectors throughout the country. He also moved to Arizona in 1960, to be a real estate broker. For nearly 30 years, his Paradise Valley estate, La Paz, saw thousands of automotive masterpieces roll through its gates. Collectors would travel from around the globe to see rare classics and deal with the flamboyant showman. The "Grandfather of the Collector Car Industry," Barrett had his fingerprints on nearly every major classic car in existence. He went behind the Iron Curtain to chase down incredible cars from Germany during World War II. In 1989 the CCCA named the antique barn at the Gilmore Car Museum in Kalamazoo, Michigan in Tom's honor. While known for classics, Tom also had his own Indy car race team in 1981 and was a sponsor of the Indianapolis 500 for a number of years. •

CHARGER MEETS THE CHALLENGE

A comparison of two or three cars in one

BY JOE SAGE

Dodge made a big push into EVs just a couple of years ago, as regulatory winds were shifting fast, with market demand expected to follow. They dropped the familiar (and immensely popular) gasoline Charger (four-door sedan) and Challenger (two-door coupe), together having served a largely don't-change-a-thing market (existing and aspirational) through long years and generations.

In their place, to the degree possible, came the Charger Daytona EV in 2024, first a two-door (despite the Charger badge), then also a four-door, with R/T and Scat Pack names now applied to EV powertrains, hoping to carry the spirit forward.

It's fair to say the winds did not change so much nor as fast within the customer base, who seemed less likely than anticipated, or hoped, to dive right in and universally embrace that whole direction at that time. Fortunately, Dodge had kept their wits about them, and still had the necessary powertrain teams to quickly shift gears again, rebounding to internal combustion by creating SixPack twin-turbo Chargers, in both four-door and two-door form.

(And yes, SixPack, an engine, and Scat Pack, a model or trim level, can be confusing—with both the gasoline-powered R/T and Scat Pack having the SixPack engine, while the Daytona EV also has the Scat Pack trim level.)

With the 670-hp Charger Daytona EV also continuing (and in either door count), that makes six Charger variants, from $49,995 to $61,995 base, all of them potent, all of them all-wheel-drive, each one distinct within the same basic body shell.

This whole phase seems like it took a lot longer than it all feels in retrospect (or so far). Yet here we are. The evolutions and resulting powertrains aim to deliver exactly what a range of prospective buyers want, across an ever broadening lineup.

We described all this as a "quick comeback—part rebirth, part reinvention, a powertrain course correction"—as we dove right into the gasoline versions last winter, with a week in the 550-hp Charger Scat Pack Plus HO (High Output) 2-Door (0-to-60 in 3.9 seconds, top speed 177 mph).

This time, we have the 420-hp Charger R/T Plus SO (Standard Output) 4-Door (0-to-60 in 4.6 seconds, top speed 127 mph). With a base price of $51,995, a lengthy Package 21A ($4995, see specs sidebar), Blacktop Package (simple but enticing at $1295), an also lengthy but don't-wanna-miss-it Performance Handling Group ($2995), plus Alpine 18-speaker audio, a full glass roof and After Dark paint, our sample is out the door and into our garage for $67,160 (including $1995 destination).

Points of comparison between our two include a higher compression ratio for this SO, as well as the aforementioned differences in 0-to-60 and top speed (both enough for almost anybody). The R/T is also about 120 pounds lighter. There is a fuel difference that may be just an asterisk for some, a deciding point for others—91-octane premium is required for the HO, 'recommended' for the SO. You could save a little on gas. You're unlikely to majorly notice the difference in acceleration that much on a daily basis, and top speed is something most are unlikely to ever see (unless for track use).

We've always been impressed by Dodge's price walk on these cars. There used to be far more trim levels and powertrains, but now as then, all are kept within a pretty much 'everybody' price range, even when adding further variables and options, somehow largely keeping them from overlapping.

As for finer points, Stellantis a.k.a. Chrysler has a very longstanding reputation for a very detail-oriented engineering culture, calculating and fine-tuning details in each application—avoiding any nickel-dime what's-on-the-shelf approach. (Credit also presumably to Auburn Hills bean counters for recognizing the value of this. In the end, reputations are always worth a lot more.)

On these two Chargers, this appears to lead to slightly different spring rates, brake specs and such (while the Scat Pack's Brembos may be equal parts engineering and branding, so a nod also to the marketing department). Note: specs last winter were incomplete, so some differences may be model-specific or a year's further evolution.

A nominally full-size four-door sedan is a rarity worth celebrating in its own right in today's market. Not your grandfather's land yacht, the new Charger has that general capacity, modernized—all the moreso, thanks to almost 40 cubic feet of cargo space via the non-obvious liftback, when the rear seats are down—yet comes across lean and mean, animal wild. All perfect for the mission.

The drive experience can seem a bit of a mix, partly based on the EV evolution, partly on the return to the familiar. Our extensive notes can probably be summed up variously between jumpy electric behaviors (e.g. steering) and somewhat unbounded power (in line with its reborn ICE performance roots). Each is likely to please one group or the other (EV or gasoline enthusiasts) the most.

Probably our favorite drive time was on open four-lane mountain highways and two-lanes—the animal spirit has its way here. In town, we had a lot more notes—specifics of powertrain, steering, brakes, experiments with drive modes, all working together against the urban challenge.

In many ways, this is exactly as it should be. The market segment will be delighted by the very presence of the gasoline Chargers and happy to get their hands on one. As noted last winter, we're just so glad they're back. This current set of two- and four-door versions, with gasoline and EV powertrains, is doing a masterful job of keeping all itches scratched. Expect further evolution. ■



SPECIFICATIONS

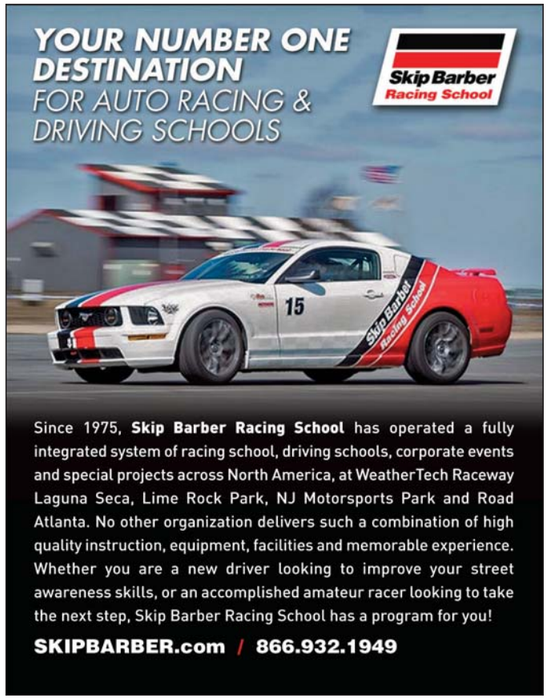
ASSEMBLY ..... Windsor, Ontario, Canada
BUILD ..... steel unibody / alum hood / 4 doors
ENGINE/TRANS BUILD ..... Mexico / USA
PARTS CONTENT ..... US/Canada 44% / Mexico 33%
ENGINE ..... 3.0L twin turbo SIXPACK SO (Standard Output, std on R/T) inline-6, DOHC, roller finger followers, 24v, dual VVT phasers, GDI 350 bar central inj, deep skirt cast alum w PM steel main bearing caps
HP/TORQUE ..... 420 hp / 468 lb-ft
COMPRESSION RATIO 10.41:1
TRANSMISSION ..... 8-spd auto / paddles
DRIVETRAIN ..... AWD
0-TO-60 / TOP SPEED ..... 4.6 sec / 127 mph
QUARTER-MILE ..... 12.9 sec at 107 mph
SUSPENSION ..... **F:** multi-link, spring rate 65 N/mm, touring monotubes (R/T), 90mm jounce travel, 100mm rebound; **R:** integral link, spring rate 80 N/mm (R/T), monotubes, 100mm jounce travel, 100mm rebound
STEERING ..... constant ratio gear
BRAKES ..... (R/T) **F/R:** floating: **F:** 354x28mm vented; **R:** 350x22mm vented
WHEELS ..... 20x9 Diamond Cut Baltic alum
TIRES ..... (R/T Plus) 255/45R20XLA Nexen
LENGTH / WHEELBASE ..... 206.6 / 121.0 in
GROUND CLEARANCE ..... 5.5 in
TURNING CIRCLE ..... 41.0 ft
HEADROOM (F/R) ..... 39.1 / 36.9 in
LEGROOM (F/R) ..... 42.6 / 37.2 in
CARGO CAPACITY ..... (4-dr) 22.752 / 38.028 cu.ft
WEIGHT ..... 4741 lb
WEIGHT DISTRIBUTION ..... **F/R:** 55 / 45 %
FUEL / CAPACITY ..... 91 prem recm'd / 17.5 gal
MPG ..... 17/26/20 (city/hwy/comb)

BASE PRICE **$51,995**
PAINT: After Dark 695
CUSTOMER PREFERRED PKG 21A: heated/vented front seats, heated 2nd row seats, 16-in driver display, performance shift indicator, Performance Pages, heads-up display, attitude lighting, st wheel paddle shifters, surround-view cams, enhanced alarm, wireless charging pad, power hatch, ext mirror lamps w logo, Uconnect 5 nav w 12.3-in touchscreen, map-in-cluster display, connected travel & traffic services, rain-sensing wipers, Alexa built in (wifi req'd), traffic sign information, ParkSense front and rear assist 4995
BLACKTOP PKG: dual rear exhaust w black tips, dark exterior badging 1295
PERFORMANCE HANDLING GROUP: leatherette/suede high-back performance bucket seats, 12-way power front seats w 4-way power lumbar, black one-piece performance spoiler, line lock, launch control, custom drive mode, perf suspension, 275/40ZR20 a/s tires, Brembo high-perf brakes 2995
FULL GLASS ROOF 1395
ALPINE AUDIO: 18-speaker high-performance w subwoofer 1795
DESTINATION CHARGE 1995

TOTAL **$67,160**

2026 DODGE CHARGER LINEUP

	2-door	4-door
Charger R/T		
420 hp SIXPACK	$49,995	▼ $51,995
Charger Scat Pack		
550 hp SIXPACK	54,995	56,995
Charger Daytona Scat Pack		
670 hp full EV	59,995	61,995









ARIZONARIDER
THE ENTHUSIAST'S GUIDE TO LIFE ON TWO WHEELS

Sturgis Museum turns 25

For 25 years, the Sturgis Motorcycle Museum & Hall of Fame in South Dakota has been more than a place to see motorcycles—it's a place to remember where motorcycling came from, celebrate the people who shaped it and inspire the generations who will carry it forward. New riders discover the freedom of two wheels. Builders push creativity and craftsmanship to new places. Innovators continue to challenge what a motorcycle can be. And the stories become part of the history that inspires what comes next.

For 25 years, the Museum has grown because of the people who believe those stories matter—riders, collectors, builders, families, volunteers, industry leaders, Hall of Fame members and motorcycle enthusiasts from around the world.

Riding into the next chapter, the Sturgis Motorcycle Museum & Hall of Fame will continue expanding the stories they tell, preserving history that might otherwise be lost, celebrating the people who make motorcycling special and creating experiences that welcome both longtime riders and those discovering the motorcycle world for the first time. Twenty-five years is a milestone but not the destination—it's a marker along the road. Motorcycles will continue to change. Riders will continue to evolve. New stories will be written. New legends will emerge. And the Museum will help preserve those stories for generations to come.

2027 Hall of Fame nominations

Behind every innovation, accomplishment, race, build, business or movement are people whose passion and dedication helped move motorcycling forward. Some became household names. Others made an impact in their communities or behind the scenes. Together, they are the legends who have made motorcycle history what it is today. The motorcycle community is invited to help identify such legends for the 2027 Sturgis Motorcycle Museum & Hall of Fame class.

Think about riders, builders, racers, designers, innovators, industry leaders, artists, advocates and pioneers who have made a lasting contribution to motorcycling. Think about the people whose influence reaches beyond their own accomplishments—those who inspire others, open doors, share their knowledge or help shape the culture. Your nomination may help ensure that their story becomes part of the permanent history.

Ways to support the effort

Volunteer. Give your time, knowledge and talents to support events, assist with projects or share your own knowledge.

Donate. Every contribution helps care for the collection, preserve history, develop exhibits, tell important stories and continue creating meaningful experiences for visitors from around the world.

Sponsor. Businesses and organizations can help support the Museum by contributing to exhibits, programs, events and preservation efforts.

Visit and share. One of the simplest ways to support the Museum is to visit, bring your family and friends and tell others about what we do.

Sturgis Motorcycle Museum
999 Main Street, Sturgis SD 57785
sturgismuseum.com ■









SEEK AND YE SHALL FIND

BY JOE SAGE

It's definitely a kick to have a humble brown Subaru wagon that is by far the quickest thing on the freeway ramp. Of course, some may point out that this is officially an SUV. Its Brilliant Bronze Metallic paint may be a warm grey to some eyes. And, like Subaru Solterra, it's a Toyota-shared build. But such quibbles miss the point—this thing is hot.

The 2026 Subaru Trailseeker, their second EV, is to Solterra sort of as Outback is to Impreza, as well as how WRX is to Impreza, all in one. While adding a more outdoor personality (and 3500-pound towing), Trailseeker also has 60+ percent more horsepower (375 vs 233 max for Solterra), quicker acceleration (0-to-60 as quick as 3.8 seconds vs 6.5 for Solterra), all with almost the same range (281 miles vs 288 Solterra)—while still under $40,000 (just $1500 more than Solterra). It's quite a package.

In a rear three-quarter view, Trailseeker doesn't look so much like an SUV or wagon, but arguably more like a European shooting brake, one of the sexiest body styles in the world, though not seen and not even widely known on our shores.

From a powertrain standpoint, the Trailseeker is very simple and straightforward, as EVs generally are. From a personality standpoint, it's much more complex, and all in a good way.

Smooth and absolutely trouble-free behind the wheel, we imagined someone driving it, knowing nothing about it, and when told it's an EV, saying yeah? Wow. Okay. After all, there was time when a fuel-injected vehicles were so unusual, so specialized, they had their own model designations, and surf bands wrote songs about them. What matters is that the Trailseeker is smooth, potent and quick. The drivetrain, while delivering EV benefits, is basically transparent.

When EVs were new, with their radical acceleration, we wondered how well they could cohabit in traffic with more conventional powertrains. This one has *very* strong acceleration (4.4 seconds to 60 mph), yet the pedal feels solid and tame, and you feel totally in control. Aggressive moves do *not* feel squirty, spurty, radical or on the edge of control—just very firm and comfortably potent.

Throughout the week, our notes were largely the same—"this is just a dreamy drive. Smooth-powered, accurate placement and handling... and there is nothing to dislike about it."

The interface is also blessedly normal. We surmised that if a time traveler popped into our world a couple of years ago and found themselves in an EV, eight out of ten chances are that they would find a lot very odd about the whole experience, with strange, slightly disorienting controls and a disorienting drive experience, hardly a slip-behind-the-wheel-and-go. But if that same time traveler slipped into this, now, they would simply be driving along saying, wow, this is a really nice car. Our conclusion is that *finally*, this is where this powertrain category should have been all along.

Subaru (along with EV partner-to-date Toyota) may seem to have come into the EV category later than others. But before anyone thinks that means they're late to the game, it very possibly now puts them ahead of the curve. While many others went off throwing unfathomable amounts of money at something that was not ready for prime time, because they were told had to, billions of dollars and some questionable early products later, the definition of leading the pack has new perspectives.

Subaru waited to get things right—for technologies to mature and to gauge actual market interest beyond mandates. The results are thus well above par and the experience more satisfying.

In fact—having just launched a third Toyota EV collaboration, the Uncharted, and with a fourth, a big three-row 2028 Getaway, coming in spring—Subaru has also just announced its first solo EV platform effort is underway, working toward 2029.

While Subaru is famous for the intensity of its brand loyalists and return customers, Trailseeker is one that might turn a whole lot of new heads. ■



SPECIFICATIONS

ASSEMBLY ..Yajima Plant, Ota, Gunma, Japan
ROWS / SEATS .....two / five
MOTOR .....front & rear AC synchronous permanent-magnet motors, integral transaxles front & rear, power inverters
OUTPUT .....167 kW / 375 hp
HP/TORQUE .....375 hp / 396 lb-ft*
*(torque per various 3rd party sources)
BATTERY .....74.7-kWh high-capacity Li-ion 104 cells, 391V rated , 191 Ah rated, w battery cooling/heating system
DRIVETRAIN .....Subaru Symmetrical AWD
MODES.....X-MODE w snow/dirt and deep snow/mud modes; grip control; downhill assist control; hill-start assist
0-TO-60 .....4.4 sec
SUSPENSION .....4-whl indep: **F:** MacPherson-type struts w internal rebound springs, lower L-arms, coils, stblzr bar; **R:** dbl wishbone, coils, dampers w internal rebound springs, steel lower arms w aerodynamic covers, stblzr bar
STEERING .....quick-ratio elec pwr assist rack & pinion
BRAKES.....**F:** 12.9 in vented, dual-piston; **R:** 12.5-in vented, single-piston; regenerative system w 4 modes
WHEELS.....20x7.5 alum alloy, machine finish w dark gray spoke inserts
TIRES .....235/50 R20 100V all-season
LENGTH / WHEELBASE .....190.8 / 112.2 in
GROUND CLEARANCE .....8.5 in
TURNING CIRCLE.....36.7 ft
HEADROOM (F/R).....(moonroof) 38.6 / 37.1 in
LEGROOM (F/R).....42.1 / 35.3 in
CARGO CAPACITY .....31.3 / 74.0 cu.ft
ROOF RAIL LOAD.....(dyn/static) 176 / 700 lb
WEIGHT .....4530 lb
TOW CAPACITY .....3500 lb
RANGE .....(Limited trim) 274 miles
CHARGING SPEED .....up to 150 kW DC fast: 10 to 80% as quickly as 28 min
MPG ...(MPGe)* 125/103/114 (city/hwy/comb)
*(per Edmunds)

BASE PRICE **$43,995**
DESTINATION CHARGE.....1450

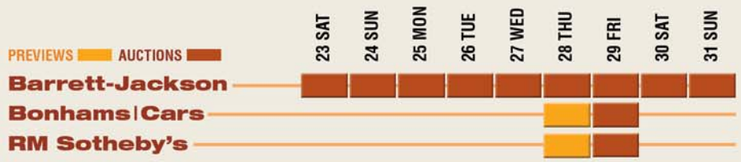
TOTAL.....**$45,445**

2026 TRAILSEEKER LINEUP

Premium.....**$39,995**
Limited .....▼ **43,995**
Touring.....**46,555**



SPECIAL EVENTS: JANUARY AUCTIONS









Arizona Auction Week 2027

From a high of eight auction events in January 2020 (before the pandemic changed the game in ways that would ripple forward for years), Arizona's January Auction Week was down to four events for January 2025, then three for January 2026, and, as of now, will be three again this year.

Gone from January are Gooding & Co., Russo and Steele, Worldwide Auctioneers, the once-ever Leake, and now also MAG Auctions (evolved from Silver Auctions).

(There are now also other auctions here at other times—Mecum in spring, Barrett-Jackson now with a second event in fall.)

The January week itself remains strong. The Arizona Concours returned in 2023, many other events still dovetail with this week, visitors still descend from all around the globe, and the remaining events draw record crowds for record sales. Hotels, restaurants and airports are doing fine

Watch for any additions and updated information in our next issue.

Barrett-Jackson
56th Annual Scottsdale Auction
Nine days: Sat Jan 23 - Sun Jan 31, 2027
WestWorld of Scottsdale (AZ Loop 101 & FLWright Blvd)
16601 N Pima Road, Scottsdale AZ 85260
www.barrett-jackson.com

Bonhams:Cars
16th Annual Scottsdale Auction
Friday, January 29, 2027 (starts at 4pm)
(Preview: Thurs 28 9am-6pm, Fri 29 830am-4pm)
Westin Kierland Resort & Spa
6902 E Greenway Pkwy, Scottsdale AZ 85254
www.cars.bonhams.com

RM Sotheby's
29th Annual Automobiles of Arizona
Friday, January 29, 2027 (starting time t.b.a.)
(preview dates-times: t.b.a.)
Arizona Biltmore Resort and Spa
2400 E Missouri Ave, Phoenix AZ 85016
www.rmsothebys.com ■

Tucson delivers

Last call for gen four

BY JOE SAGE

2026 HYUNDAI TUCSON LINEUP

	FWD	AWD
2.5L : 187-hp, 8-auto		
SE	$29,700	$31,200
SEL	31,050	32,550
SEL Plus	31,550	33,050
SEL Premium	34,050	35,550
XRT	33,725	35,225
Limited	39,675	41,175
1.6L Turbo Hybrid : 231-hp total, 6-auto		
Hybrid SE	$31,300	--
Hybrid Blue SE	--	$32,800
Hybrid SEL	32,750	34,250
Hybrid SEL Convenience	--	35,250
Hybrid Limited	--	▼ 42,425
Hybrid Night	--	42,925
1.6L Turbo Plug-In Hybrid : 231-hp total, 6-auto		AWD
Plug-in Hybrid SEL		$40,675
Plug-in Hybrid Limited		48,900

This Hyundai Tucson Hybrid Limited AWD, a 2026, joined our fleet just as the all-new 2027 was revealed, making this equal parts swan song, announcement and, for some, an inspiration to go grab a 2026 (perhaps at closeout prices?).

There are fully (21) versions of 2026 Tucson, (12) with a 187-hp 2.5-liter (six trim levels with FWD, or AWD for just $1500 more); (7) Hybrids with a 1.6-liter turbo and 231-hp output (five trims with AWD, plus two lower trims available as FWD); and (2) Plug-in Hybrids (PHEVs), same turbo power and MPG as the Hybrids, in upper-grade trims only, at $6400-6500 more), but able to run all-electric for an estimated 32 miles—enough for some commuters or errand-runners to run as EV all the time.

Hyundai is able to offer so much variety, as Tucson is their biggest seller by almost twofold and still growing—with sales up 10 percent year-to-date through the third quarter, 23 percent during the third quarter, and 32 percent for September.

The base engine lineup starts at $29,700, while starting at just $1600 more, the Hybrids are clearly enticing—although the 2.5L group does offer a wider range in the $30s overall. Turbo Hybrid fuel economy gets another big win, however—36/37/36 (city/hwy/comb) vs 25/33/28 for the 2.5L.

A $6400-6500 jump to the PHEV (in comparable trims) may also be a vote for the Hybrid, other than for those who truly utilize the Plug-In's EV mode.

Ours is the top trim Turbo Hybrid, aside from a plus-$500 "Night" version with dark style details.

Time behind the wheel is as transparent or engaging as you want at any given moment. It's not an EV, nor this the PHEV version, but however this is implementing its hybrid powertrain, give it some gas, and man is it a performer. From the line—say accelerating to freeway speeds when the light for the ramp turns green, our notes called it a rocket, so responsive. Of course, you don't have to drive it this way, but it's a way of life here, and power is plentiful as can be. Plus it's fun.

It's a well known phenomenon, to us, that the more notes and voice messages a vehicle generates during our week, the more nitpicks we encountered. This one generated almost none, and it was a very full week, with a lot of errands, a lot of running around, and even a tropical storm to navigate—heavy traffic, light traffic, confused fellow travelers on slippery surfaces, the works. In a nutshell, Hyundai Tucson just delivers.

Hyundai Tucson is a responsive performer in its own right, has been responsive to the marketplace, and the market has responded, in turn.

Just as all this logic falls into place, a spoiler alert: the 2027 will also be adding tougher-duty-performance XRT and XRT Pro versions.

You hate to see gen-four's run come to an end, right? It's a cute, stylish vehicle, looking bold and fresh when it was new, which it still does. But the new 2027 has already achieved the successful evolution formula even before birth—while the existing gen-four Tucson still looks great and contemporary, we immediately take to the new one, too—a complete success by definition (though far from universally achieved in this industry), as the ball always moves forward. ■

Otherwise basically problem-free, we did have trouble with touch operation of the door locks several times, as with a few others lately—this time not in extreme heat, but perhaps affected by extreme rain? Or maybe there's something else to this?

SPECIFICATIONS

ASSEMBLY	Ulsan, South Korea
ROWS / SEATS	two / five
ENGINE/TRANS BUILD	SKorea / SKorea
PARTS CONTENT	US/Can 1% / SKorea 90%
ENGINE	1.6L Turbo-GDI DOHC CVVD 16v inline-4
HP/TORQUE	178 hp / 195 lb-ft
COMPRESSION RATIO	10.5:1
ELECTRIC MOTOR	permanent magnet synchronous
HP/TORQUE	64 hp / 195 lb-ft
BATTERY	Li-Ion, 270V, 1.49 kWh, 64 kW output
TOTAL SYSTEM HP/TORQUE	231 hp / 271 lb-ft
TRANSMISSION	(hybrid/PHEV only) 6-speed auto
DRIVETRAIN	HTRAC AWD active on-demand
SUSPENSION	**F:** MacPherson strut w coils, stblzr bar; **R:** multlink, stblzr bar, gas shocks
STEERING	rack & pinion, motor-driven, column-mtd
BRAKES	**F:** 325 x 30mm vented; **R:** 300 x 10mm solid
WHEELS / TIRES	19x7.5J alloy / 235/55R19
LENGTH / WHEELBASE	182.7 / 108.5 in
GROUND CLEARANCE	(AWD) 8.3 in
TURNING CIRCLE	38.6 ft
HEADROOM (F/R)	(sunrf) 40.1 / 39.5 in
LEGROOM (F/R)	41.4 / 41.3 in
CARGO CAPACITY	(max) 41.2 / 80.0 cu.ft
ROOF RAILS LOAD CAPACITY	220 lb
WEIGHT	na
TOW CAPACITY	na
FUEL / CAPACITY	reg unl / 13.7 gal
MPG	36/37/36 (city/hwy/comb)
BASE PRICE	**$41,825**
CARPETED FLOOR MATS	240
DESTINATION CHARGE	1600
TOTAL	**$43,665**

Note: sticker price above; new pricing at left.

Meet the incoming fifth-generation Hyundai Tucson, a complete restyling for 2027, arguably less carlike and more trucklike in appearance—what they are calling an "Art of Steel" styling philosophy—picking up boxier, burlier directions, in this case especially in line with the addition of Tucson XRT and XRT Pro levels. It's a tougher look, likely to also shift its competitive set a bit. We like both the outgoing and incoming styles. There is no question the outgoing one has made a huge dent and done a lot to define its segment, and indications are that they aim to make this all even moreso.

The new Tucson's interior promises a new level of refined, spacious, "furniture-inspired" everyday comfort, intuitive controls and interface, flexible storage, and optional relaxation features.

For hybrids, a next-generation system promotes "intelligent efficiency," targeting up to 42 mpg. ▼






Aston Martin and Brough Superior AMB 002 Roadster

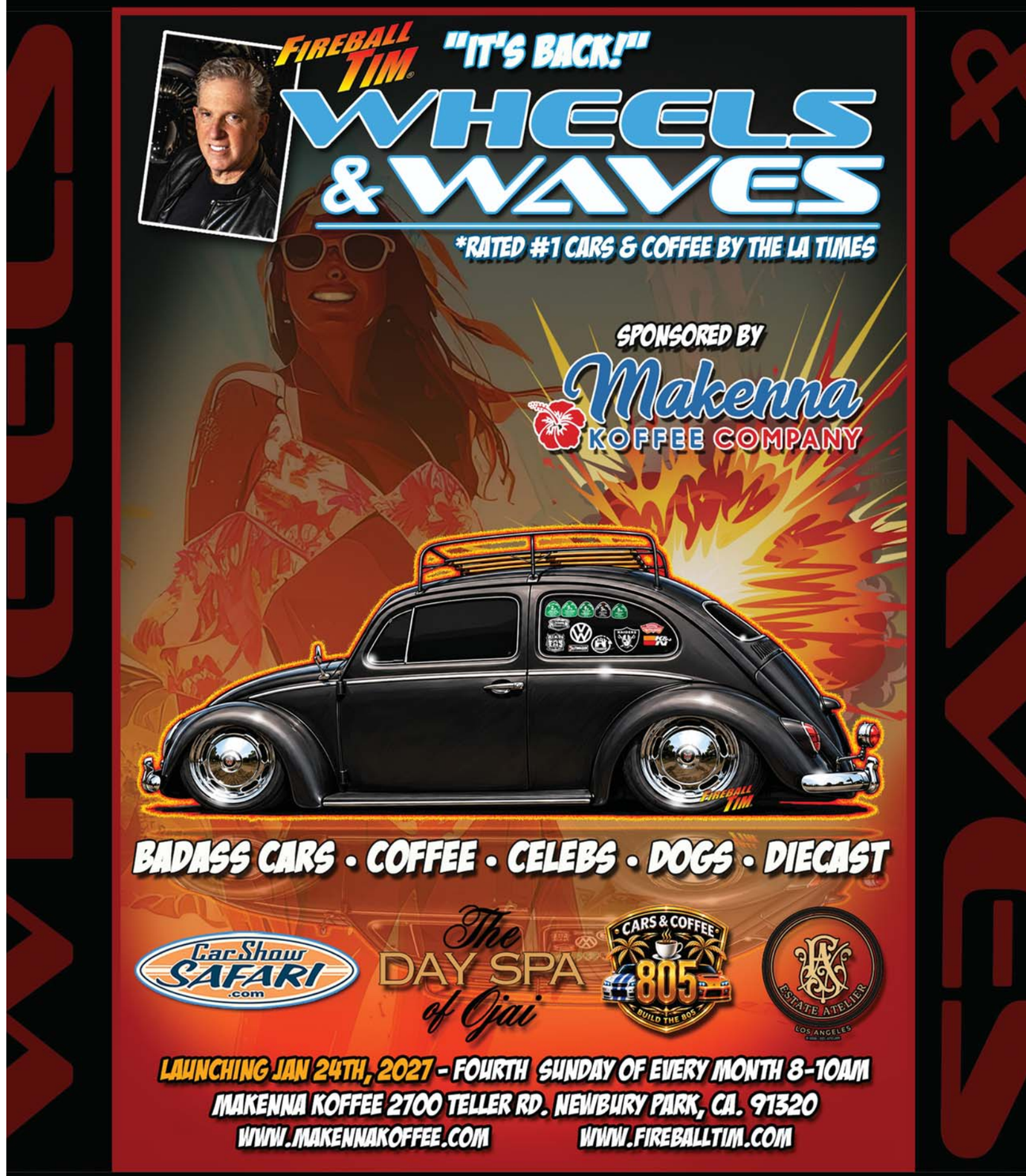
▼ **Aston Martin** and **Brough Superior** have announced the AMB 002 Roadster, the first road bike in their ongoing collaboration, following track-only AMB 001 and AMB 001 Pro superbikes introduced in 2019 and 2022. The all-new AMB 002 Roadster is lightweight and razor-sharp, with a rider-focused sport bike essence. The Aston Martin Design Studio has created fluid, compact lines and sculpted, forward-biased carbon fiber body elements. Form and function are expressed in the smooth carbon fiber fuel tank and side fairings, which rise when tucked out of the slipstream. Crescent-shaped gills streamline engine cooling airflow. A more direct four-wheeled Aston influence is also found in e.g. the side-strake piercing through the side fairing, extending forward to around the headlamp. Ribbed heat sinks on twin oval exhausts echo the exhaust finisher design of the Aston Martin Vanquish, DB12 S and DBX S. An array of rear light blades are the same type as seen on the tails of the Aston Martin Vulcan, Valkyrie and Valhalla hypercars, while keyless function, a backlit ignition button and hand-crafted saddle leather seat pads bring luxury craftsmanship as found in Aston Martin's road cars. With such high standards of materials, manufacture and craftsmanship incompatible with mass production, like its track-only predecessors, AMB 002 production is limited to just 300 individually built motorcycles.



Sturgis Motorcycle Rally 2026

▼ **Sonic Automotive**, Inc., one of the nation's largest automotive and powersports retailers and the only automotive and powersports retailer recognized on the *Newsweek* 2026 "Most Trustworthy Companies in America" list, announced that Sonic Powersports set a new sales record at the 86th annual **Sturgis Motorcycle Rally**, selling 1,135 motorcycles—including a record 511 new Harley-Davidson motorcycles, securing Black Hills Harley-Davidson as the number one Harley-Davidson dealership in the nation for year-to-date new motorcycle sales. The achievement was powered by more than 1,200 new and pre-owned rally-ready motorcycles deployed across Sonic's five Black Hills locations—the largest Harley-Davidson inventory ever assembled for the Rally under Sonic's ownership—and executed through the operational scale of the company's expanded national Harley-Davidson network. The result is an operating proof point for Sonic's strategy to build a larger, more connected powersports platform that can offer riders more selection, more access and a stronger guest experience. Sonic Powersports continues to be the fastest-growing powersports retailer in the country, with its national Harley-Davidson platform now spanning 20 rooftops and 46 franchises, including 13 Harley-Davidson locations—nine full-service Harley-Davidson dealerships and four Harley-Davidson retail locations focused on apparel and accessories. For more information about Sturgis Harley-Davidson, visit SturgisHD.com. To explore the Sonic Powersports network, visit SonicPowersports.com.

KEEP RIGHT >>





Moto Guzzi 105th Anniversary

Moto Guzzi is the oldest European motorcycle company in continuous production. As celebrating motoring heritage includes recognizing companies that have played a key role in shaping it, the Fédération Internationale des Véhicules Anciens (FIVA) and FIVA's National Member (ANF) in Italy, Automotoclub Storico Italiano (ASI), joined together in September to celebrate Moto Guzzi's 105th anniversary, as annual "GMG" (Guzzi World Days) took place in Mandello del Lario—where Moto Guzzi motorcycles have been built since the company was founded in 1921. This year's GMG had a special theme of "The Opening," as FIVA and ASI opened the ASI/FIVA MOTO VILLAGE in a prime location adjacent to the Moto Guzzi factory entrance. The first day included three exhibitions. "The People of Guzzi" offered an overview of the company's most popular and widely produced models, followed by "The Stars of the Guzzi Firmament," featuring their sporting models, and the day concluded with a retrospective, "Parlotti's Winning Machines," a fascinating insight into the Slovenian brand Tomos. A panel discussion on day two explored "The Factory as a City"—a celebrity- and executive-packed tribute to and overview of cooperation between Moto Guzzi and Tomos, as well as the two companies' profound impact on their communities and markets. The next day, thousands of Moto Guzzi motorcycles from every era gathered to ride from the city of Lecco to the Moto Guzzi factory in Mandello del Lario—their sight and sounds a fitting tribute to Moto Guzzi and a memorable conclusion to the four-day celebration. The town, with a population of 10,000, welcomed an estimated 30,000 visitors on Friday and over 40,000 on Saturday of the GMG weekend.


AGV and RLS Pista GP R³ (R CUBE) helmet

AGV, the motorsport helmet brand of Dainese Group, and **RLS** (Release Layer System), a patented brain protection system, unveiled the Pista GP R³ at the San Marino Grand Prix in Misano—the latest evolution of AGV's flagship racing helmet and the first motorcycle helmet built with RLS technology. AGV MotoGP, Moto2 and Moto3 riders were wearing the new Pista GP R³ helmet [or GP R CUBE], the latest incarnation since its introduction in 2011. Featuring a pure carbon fiber shell, the GP R³ brings the Pista GP platform over 100 new and redesigned components, raising safety and performance standards even higher—from rider protection to aerodynamic performance, comfort and channeled ventilation—while preserving the distinctive design language and shape. Designed in accordance with requirements of the new FIM FRHPhe-02 standard—the International Motorcycling Federation's most recent racing helmet protocol—the Pista GP R³ takes a new approach to managing oblique impacts, one of the areas on which the FIM regulations have focused most heavily. Offering the most advanced racing helmet innovations in safety and performance for MotoGP riders, it will be used by all AGV riders from San Marino and Rimini Riviera Grand Prix events onward. On the new Pista GP R³, a release panel is mounted to the exterior of the helmet using Force Activated release pins. On impact, the panel reacts, rolls on a

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matrix of polycarbonate bearings, then releases to deflect concussive force before it reaches the head. The low-profile design keeps the panels silent and aerodynamically stable even at MotoGP speeds. The


Ducati Desmo450 SM
Supermoto racer

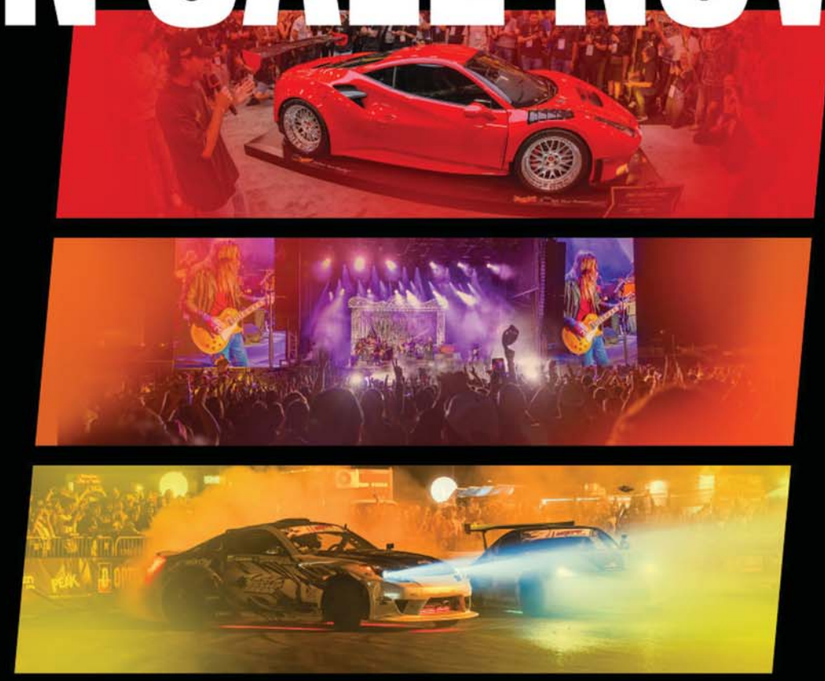
Pista GP R³ was independently tested with and without RLS technology using the FIM's new protocol, with data showing significant reductions in predicted risk of concussion (AIS 2+) in each of three oblique impact locations where RLS is fitted:

- Front / 0 degree: 98% reduction
- Side / 270 degree: 78% reduction
- Cheekbone / 90 degree: 12% reduction

For front and side, identified as primary impact locations, RLS reduces peak rotational velocity by an average 61 percent, corresponding to a 6X reduction in predicted risk of concussion. The Pista GP R³ is developed in part thanks to direct input of MotoGP riders, with the goal of further raising the safety and performance standards of AGV racing helmets.

▼ Unveiled during World **Ducati** Week, Desmo450 SM is the first racing supermoto from the Borgo Panigale-based manufacturer. It derives from the Desmo450 MX, a technical platform that had been immediately competitive in Supermoto races, as multiple world champion Marc Reiner Schmidt and Team Undici led it to victory on its world debut. Desmo450 SM is built on the Desmo450 MX platform, further developed specifically for Supermoto. Suspension, wheels, braking, final drive ratio, slipper clutch and electronics are all fine-tuned to work in unison, for precision control and performance on the circuits. Built to compete, with all Ducati's solutions specifically for Supermoto brought together in a single package, the bike is equally effective for both professional and amateur riders, thanks to its power delivery, chassis and electronics, able to deliver consistent high performance, efficiency and lap times with minimal physical effort. Showa stepped in for the first time in supermoto suspension, the rear with progressive link for traction and balance throughout various stages of riding. A radial brake caliper and billet-machined steering plates for extended front wheel clearance guarantee front end support during intense braking, precision in corners and confidence on the road, remaining effective off-road. Fork guards are shorter, for more space for the supermoto front slick tire. Front brakes have a Brembo Stylema radial caliper and 310 mm Galfer floating disc. the rear a 240 mm Galfer disc with Brembo floating caliper. The lightweight aluminum frame is the same as on the motocross bike, designed to minimize the number of welds to optimize weight, stiffness and strength, while creating the straightest possible intake duct. The Desmo450 SM introduces a patented Ducati Traction Control system to the segment, specifically calibrated for Supermoto. Electronic features also include Launch Control and Engine Brake Control, which, like the DTC, can be configured to different levels of intervention and linked to two Riding Modes that the rider can adapt to their own needs and the track characteristics via the X-Link app.

▼ The **American Motorcyclist Association (AMA)** has created a RaiseIt4USA fundraising website to financially support the United States MXoN team. The site includes official Team USA merchandise, RaiseIt4USA raffle items, race-worn and rider jerseys, autographed plastics, limited-edition collectibles and much more. All purchases help support Team USA's efforts on the world stage and give fans access to exclusive products. The fundraising website, always evolving, with new items added regularly, is an opportunity to help American riders while scoring exclusive gear. Visit www.raiseit4usa.com. ■

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Distinguishing itself

BY JOE SAGE

There is much buzz right now about Ford re-entering the sedan market, in response to high purchase and fuel prices, both. Some rumors have them bringing back a prior model. Others suggest they may create a new four-door sedan bearing, yep, the Mustang badge. This is pertinent here, as it echoes (seemingly inevitable) debate in some traditional circles on whether Mach-E is really a Mustang, not so much because it's an EV, as because of its bulky shape and four doors.

A similar dynamic springs to mind as the California Special name has been picked up from Mustang's long heritage and applied here.

The Mach-E lineup's variables are many, including trim levels, a wide range of power, FWD-RWD-eAWD drivetrains and more, with some years having as many as nine basic builds before even getting to packages. (Of note here, the lineup even included a California Route 1 version at one point.)

The Mach-E lineup now comprises four trim levels, two with a choice of RWD or eAWD, for a total of six. There are then significant add-on layers available, the California Special Package driven here being a case in point.

The first Mustang California Special was created in 1968, built atop the GT (and also known as GT/CS). Those classics, while carrying strong performance and lifestyle vibes, were basically cosmetic—stripes, badges, sometimes Shelby style cues via fiberglass scoops and spoilers. (A rare few were built atop performance powertrains.)

Today's Mach-E GT California Special is similarly built atop the Mach-E GT, including its same enhanced powertrain, suspension, brakes and other GT cues. EVs in general already distinguish themselves considerably by performance and lifestyle, leaving the California Special build differentiated largely by details (stripes, logos, wheels, spoiler, etc.). These are what makes it Special. (As for what makes it California, that is pure heritage.)

The California Special package itself ($2495) adds specific 20-in wheels, spoiler and stripes, as well as other style and feature points. A GT Performance & Handling Package on ours ($1995, see inclusions in sidebar) is available on any GT and not part of making this a California Special.

The drive is as you would expect from a top-spec EV, this one highly variable in both power and brakes, depending upon mode and regen settings. There were times it could feel hesitant, mixed in with an overall feel of considerable potency.

If there's one feature we do not care for, it's the electric door operation, often uncertain, with a tiny, awkward physical handle as backup. It suggests the California Special term has changed with the times—now less Surf City, more Silicon Valley.

Maybe that's intentional. Like the state for which it's named, the California Special has changed and changed again over the years. Between its catchy name and an ever-evolving set of distinguishing features, it has always been special and desirable (as the classics still are, at auction). Time will tell whether this follows suit. That makes this branding exercise a solid and defensible choice. But all of that probably overthinks it—basically this is still just for fun, fun, fun. ■

OUR BUILD

BASE PRICE	**$53,395**
CALIFORNIA SPECIAL PKG: 20-in gray wheel w aero cover and logo, Calif Special hood stripe, rear spoiler	**2495**
PAINT: Glacier Gray Metallic Tri-Coast	995
GT PERFORMANCE & HANDLING PACK: MagneRide damping system, MME GT performance upgrade	1995
TECHNOLOGY PKG	incl on GT
TIRES: 245/45R20 summer tires	300
PANORAMIC ROOF PKG	1875
FRUNK	495
FAST CHARGING ADAPTER (NACS)	200
MOBILE POWER CORD	500
TIRE SEALANT & INFLATOR KIT	145
BLUECRUISE (w one-year plan)	745
SIRIUSXM (w three-year plan)	300
DESTINATION CHARGE	2045
TOTAL	**$65,485**

Our sticker price above; current pricing in chart at right.

SPECIFICATIONS

Manufacturer specs limited; some 3rd-party info below.

ASSEMBLY	Cuautitlán Izcalli, Mexico
ROWS/SEATS	two / five
ELEC MOTORS	dual eMotor (rear/upgraded front)
BATTERY	Extended Range (usable capacity 91kWh)
HP/TORQUE	(GT/eAWD/Perf Pack) 480 hp / 700 lb-ft
TRANSMISSION	single speed
DRIVETRAIN	eAWD
MODES	Unbridle +Ext, Engage, Whisper; 1-pedal
SUSPENSION	(ours w GT Performance & Handling Pkg)
F/R:	MagneRide® Damping System front & rear
STEERING	elec pwr-asst, speed-sensitive
BRAKES	"power 4-wheel disc w ABS"
WHEELS	20-in gray wheel w aero cover & logo
TIRES	245/45R20 summer tires
LENGTH / WHEELBASE	187.0 / 118.0 in
GROUND CLEARANCE	(3rd party info): 5.7 in
TURNING CIRCLE	(3rd party info): 39.7 ft
HEADROOM (F/R)	38.9 / 38.2 in
LEGROOM (F/R)	43.3 / 38.1 in
CARGO CAPACITY	29.7 / 59.5 cu.ft
FRUNK CAPACITY	2.6 cu.ft
WEIGHT	(3rd party info): up pto 4890 lb
TOW CAPACITY	(3rd party info): ±2200 lb (w pkg)
CHARGING SPEED	240V: 9.9 hrs
	Fast Charge: 3rd party info varies tremendously)
RANGE	280 miles / 91 kWh Ext Range 300 miles
MPG	(MPGe) 95/85/90 (city/hwy/comb)

2026 FORD MUSTANG MACH-E LINEUP

	RWD	eAWD
Select	**$38,290**	**$41,290**
Premium	**41,090**	**44,090**
GT		▼ **53,890**
Rally		**57,690**



BALANCE POINT

F DESCENDANT IS HOT AND STYLISH, NOT OVERLY SO, AND NOT OVERLY EXPENSIVE BY JOE SAGE

A number of brands with super-performance "halo" models have gone on to introduce more accessible versions with derivative names, built atop more conventional upper powertrains, with styling cues and higher-end features. At Lexus, it started with the "F" models, then added F Sport. As of now, only the F Sport versions survive.

In short, the F name derived from the spirit of the extremely rare Lexus LFA V10 supercar (just 500 units globally, 2010-2012). As a concept, L stood for Lexus and F for Future.

Broadening into an F family from there, IS F was the first, in 2007 for 2008, packing a potent 416-hp 5.0L V8, plus performance brakes, suspension and so on, into the IS compact sedan (otherwise a 204-hp V6 IS 250 or 306-hp V6 IS 350). That V8 IS F wrapped its run in 2014. Also with a GS-F four-door midsize sedan along the way, the Lexus RC-F Coupe was the last full F, discontinued just last year.

And F Sport is where you find a halo today. These have evolved through various derivatives including F Sport Handling, F Sport Design and F Sport Performance (the term we might think anchors it all). These names have waxed and waned, sometimes still going as simply F Sport, even when there are others (presumably the Performance part can speak for itself, though it seems they all could).

That last setup is the case with Lexus IS this year—in generation three since 2013 and receiving its third refresh in 2025 (cosmetics and electronics, plus speed-related steering for tighter in-town maneuvering. While other approaches have been taken (IS had both Design and Performance just prior) the current system has an F Sport Design and, above it, just F Sport. Intriguing, but we just roll with it.

And here we are driving the top trim, 2026 Lexus IS 350 F Sport (not Design), though the lower-cost RWD drivetrain. Both trims do offer RWD or AWD, for four versions total, all in a tight spread from $46,895-51,345.

Shopping among the four versions thus boils down to two decisions.

The choice between F Sport Design and the pure F Sport is more subjective, personal. The upper F Sport build includes performance seats, adaptive suspension, red brake calipers, three levels of Sport driving modes, Mark Levinson premium audio, 19-inch black BBS wheels, upgraded headlamps and additional details, as well as a new available rear spoiler—a lot of content for its $2450 bump.

While what's available on the lot may decide for any number of people, we suspect those who parse both in detail will pause to ask, "What are all the differences again?"—and just jump into the full F Sport.

The rear- vs all-wheel drive decision brings specific statistics into play. At just $2,000 more than rear-drive, AWD has its own advantages, such as being able to know you can dash up into high country snows on a whim or with a plan. You won't feel a one percent difference in weight distribution (55/45 AWD vs 54/46 RWD, opposite what we might expect). Nor will many if any feel a one-tenth difference zero-to-60 (5.6 sec RWD, 5.7 sec AWD). Interior capacities are all the same. And fuel mileage is almost the same (same for city and combined, one point diff on highway, 27 RWD, 26 AWD), despite the AWD carrying another 132 pounds. In this case, however, there's at least one specification working against AWD—a turning circle with an over-a-foot tighter advantage for RWD, which is huge.

But here's a wild card—while the engine is the same in all, the rear-driver has an 8-speed automatic, the AWD a 6-speed, with considerably different gearing between the two. Our experience is that this is not always a more-is-better situation, so for this, we would truly have to try them back-to-back in a variety of conditions. Then again, maybe it's an indication that this just isn't that critical.

Want one more variable? If you're lucky, you may still find one of just (350) 2026 Lexus IS 350 F Sport Special Appearance Package versions. This, in fact, is the one we were lucky enough to be driving here (ours a rear-driver, though we are not clear on whether these all are). While very similar to the not-Design-just-F-Sport fitment, this build is especially notable for its Hakugin Matte White paint and striking white-and-black interior.



The general drive experience in our sample was strong and tracked accurately, and power delivery was smooth with no downsides to its transmission activity at all.

Still wish you could buy an IS F V8?

The state of Lexus F is pretty simple. In today's climate, volume (and regulations) apparently won't support a full F, but Lexus has been able to beef up the existing F Sport approach to provide broad appeal. And the fact that, this year, the entire Lexus IS lineup comprises F Sport variants guarantees that these versions will maintain high interest. ■



SPECIFICATIONS

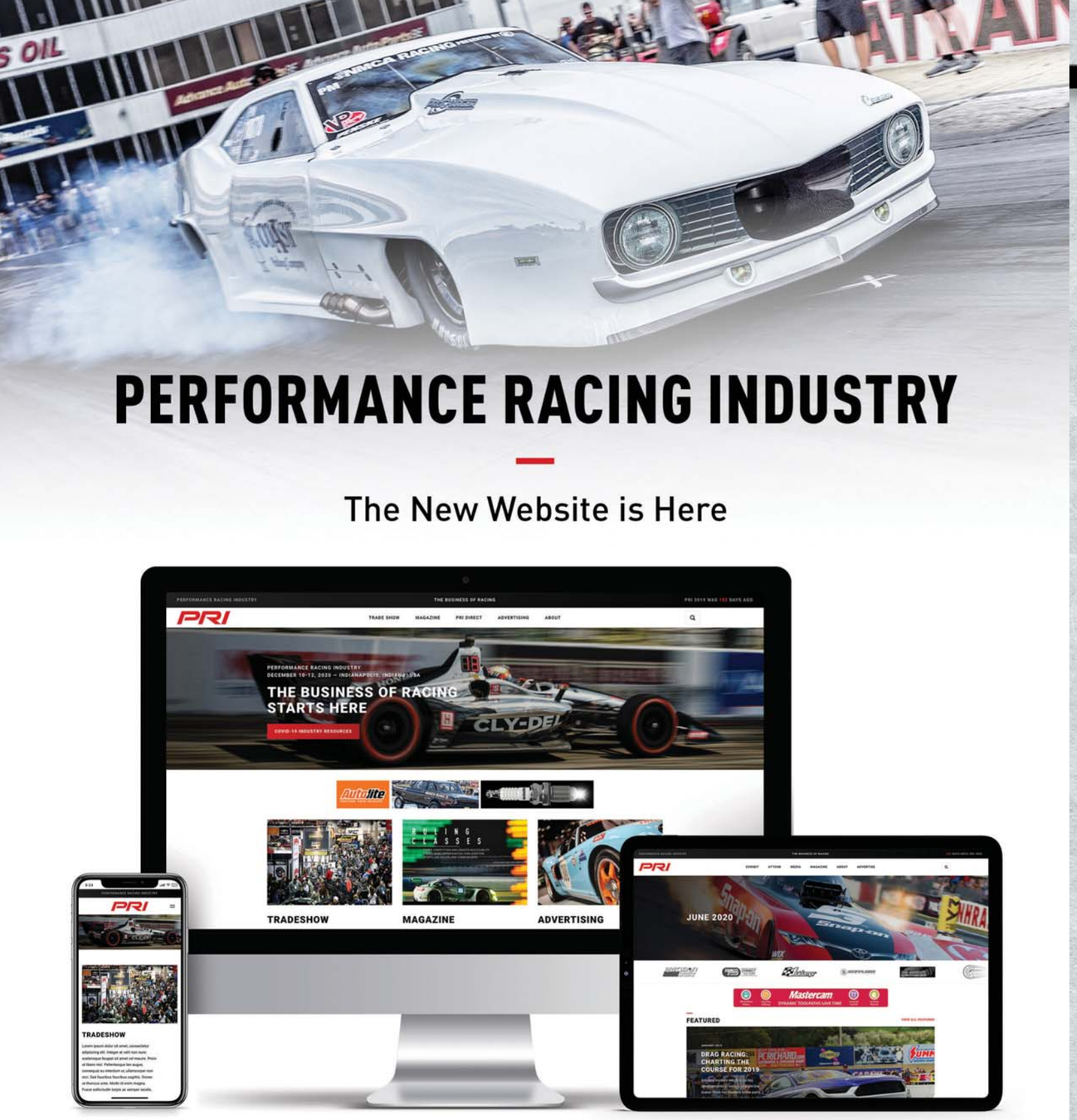
ASSEMBLY.....Tahara, Aichi, Japan
ROWS / SEATS.....two / five
ENGINE.....3.5L V6, 24v DOHC, EFT, alum/alum, dual continuously var VVT-i
HP/TORQUE.....311 hp / 280 lb-ft
COMPRESSION RATIO.....11.8:1
TRANSMISSION....(RWD) 8-spd auto /paddles
DRIVETRAIN.....RWD
0-TO-60 / TOP SPEED...(RWD) 5.6 sec / 143 mph
SUSPENSION.....**F:** dbl wishbone type w high- mount upper arms, coils, gas shocks, stblzr bar; **R:** multi-link w coils, gas shocks, stblzr bar
STEERING.....elec pwr rack & pinion
BRAKES.....**F:** 13.2 vented; **R:** 11.7 vented; w Vehicle Dynamic Integrated Mgmt
WHEELS.....(opt) 19-in black BBS forged alloy
TIRES.....**F:** 235/40R19 92Y; **R:** 265/35R19 94Y (ours: Bridgestone Potenza S001L)
LENGTH / WHEELBASE.....185.8 / 110.2 in
GROUND CLEARANCE.....5.51 in
TURNING CIRCLE.....(RWD) 34.2 ft
HEADROOM (F/R).....38.2 / 36.9 in
LEGROOM (F/R).....44.8 / 32.2 in
CARGO CAPACITY.....10.8 cu.ft
WEIGHT.....(RWD) 3748 lb
WEIGHT DISTRIBUTION (F/R) ...(RWD) 54 / 46 %
FUEL / CAPACITY.....premium / 17.4 gal
MPG.....(RWD) 18/27/22 (city/hwy/comb)

BASE PRICE.....**$47,950**
SPECIAL APPEARANCE PKG: Hakugin Matte White paint, white & black interior, 19-in black BBS forged alloy wheels, adaptive variable suspension, Torsen limited-slip rear differential, power rear sunshade, Mark Levinson premium audio, power moonroof, front cross-traffic alert, lane change assist, traffic jam assist (subscrip req'd, trial incl), SmartAccess card key, unique key globes.....12,140
CARPET TRUNK MAT.....130
WHEEL LOCKS.....99
DESTINATION CHARGE.....1295

TOTAL.....**$61,614**
(Our sucker pricing above; prices have increased; see below.)

2026 LEXUS IS LINEUP

	RWD	AWD
IS 350 F Sport Design	$46,895	$48,895
IS 350 F Sport	▼ 49,345	51,345



ARIZONA CONCOURS 2027

SUNDAY, JANUARY 24, 2027 : CLASSIC MOTORCYCLE CLASS ADDED

The 2027 Arizona Concours d'Elegance, returning to the Scottsdale Civic Center on Sunday, January 24, 2027 for its fifth year, has announced the addition of a motorcycle class, presenting rare and significant examples of two-wheeled (and sometimes three-wheeled) motoring. .

The new class, launched in addition to the 16 automobile classes previously announced, is titled Class 17: A Collection of Classic and Influential Motorcycles.

The motorcycle class has been a crowd favorite at past Arizona Concours events, presenting the innovative and photogenic bikes that have transported adventurous riders since the beginning of the 20th century. "Classic motorcycles are a natural extension of our automotive interests, and we're delighted to showcase these extraordinary vehicles on the Arizona Concours show field," said Chuck Stanford, Jr, Concours co-chairman along with Ed Winkler.

ENTRIES: The Arizona Concours committee is seeking superb examples of collector-grade motorcycles for display and award competition. To submit an entry, sign on to ArizonaConcours.org and click "Vehicle Submission" for the form that guides you through the entry process.

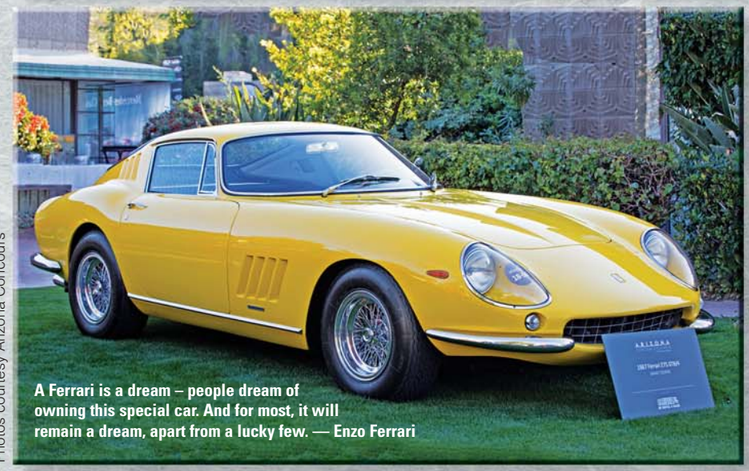
ENTRY DEADLINE: The deadline for entries is November 30. Apply soon, as spots will fill up quickly.

The Arizona Concours is professionally judged and curated, featuring about 100 impressive vehicles ranging from the dawn of motoring, through the Art Deco era, to post-war sports cars and the most exciting hypercars of today.

Ferrari will be the honored marque for the 2027 Arizona Concours, with several classes celebrating 80 Years of Ferrari Excellence. The Ferrari community has responded by entering terrific examples of the legendary racing and sports cars, ranging from very early examples to the latest in Italian performance.

Other classes include those celebrating endurance racing cars of the late 20th Century (as in Le Mans, Daytona and Sebring); elegant cars of the 1950s, focusing on American luxury craft; and the Arizona Concours' first class dedicated to Japanese cars pre-2005, including rare JDMs (Japanese Domestic Market).


Rare 1948 Jawa Perak with sidecar on display at a prior Arizona Concours


A Ferrari is a dream – people dream of owning this special car. And for most, it will remain a dream, apart from a lucky few. — Enzo Ferrari

Photos courtesy Arizona Concours

Awards are presented in each vehicle class, along with special awards and the two coveted Best of Show trophies—one for pre-World War II and one for post-war. Special awards are also presented, including for best period costumes, a fun factor that is strongly encouraged.

TICKETS: Concours tickets, which allow spectators to get up close to examine these rarely seen and highly valuable vehicles, are discounted through November 30 and are available at the box office at Scottsdale Center for the Performing Arts, or see the full list of options and pricing online at:

ArizonaConcours.org/tickets

Proceeds from the Arizona Concours support the event's longtime beneficiary Make-A-Wish® Arizona, the founding chapter of this national organization that grants wishes for children facing life-threatening medical conditions.

The Arizona Concours is presented in partnership with Scottsdale Arts, the organization responsible for an array of artistic services in the city.

For general event information, visit:

ArizonaConcours.org ■

NEW STYLE, NEW STATS

BY JOE SAGE

It's surprising to realize that this is just generation two of the Kia Telluride, its first gen introduced in early 2019 as model year 2020, although that eclipsed it a bit in the disruptions of the pandemic and lockdown. Nonetheless, even in the absence of most of the usual media comparo events in that period, it promptly won a list of awards a hundred miles long. And nobody needs to tell you how many we all see in traffic every day.

With a similar lead time, the gen-two Telluride was introduced in early 2026 as model year 2027 (skipping model year 2026). With highly updated styling, plus other evolutions inside, outside and under the hood, the new one still appears to deliver value of arguably twice its price, as we had concluded with multiple drives of gen one.

The lineup is similar to gen one, with a little housekeeping, a few adjustments and nudges toward both the lower and upper ends. Driven here is an X-Pro SX-Prestige, the top, by price, of 12 versions across five trim levels, the top three offering a top-feature X-Line, then the top two also offering enhanced off-pavement X-Pro builds. All have the same engine and transmission, with an updated mix of FWD and AWD (see chart in sidebar).

Lineup-wide, the prior V6 has been replaced by a 2.5L turbo-4, with slightly lower horsepower and notably higher torque. Despite the downsized engine, fuel mileage hovers around the fairly thirsty 20 mark (17/22/19 mpg city/hwy/comb), though on the plus side, it does run on 87-octane regular.

Suspension varies only slightly across versions, with X-Pro's setup, including self-leveling rear suspension (as on many trims), good for its combination of performance, open highway and light dirt duty. Primarily, X-Pro earns its off-pavement credentials via smaller wheels with beefier sidewalls, and ground clearance increased to 9.1 inches, up considerably from 7.4 on all other versions.

A midsize with the personality of something bigger, gen two has grown a few inches longer, with legroom and cargo volume specs increased from the first generation.

Starting from a stop sign or red light, we sensed the briefest delay before power kicks in—not a lag, really, rather a growl with an illusion of grunt, more show than go for the first few nanoseconds, and then go go go. The new powertrain is then very quick, getting up to a healthy cruising speed extremely easily—so smoothly, you need to pay attention, with the overall feeling of its four-cylinder a more heroic experience of power and thrills than a six often feels when either is replacing an eight. It may be that element of surprise. But this is also a four in a spacious three-row SUV, smooth from the start, with fairly seamless shifts, and the growl quite satisfying as we get underway. The Telluride powertrain sounds and feels good.

We also went for a dirt run, starting in FWD on a primary unpaved stretch, by default, then popping into the combination of sand and 4WD for good measure. We did note some lurching on some of the more significant ruts and swales, unsure whether this may be due to the adaptive air suspension in our particular (not unusual) combination of conditions. A binnacle display showed our front wheels very active, but with all four at least somewhat active—probably worth seeking out another level of lockdown.

The beauty of Kia Telluride largely speaks for itself through its own massive success.

The beauty of X-Pro SX-Prestige is that you get full luxe features and details, along with off-road capabilities—meaning zero tradeoffs in making a choice, for many buyers. ■

STYLING: *Quite rectilinear at first glance, it's as though the styling studio created the basic form, then said, "it still needs somethin'." The box is broken up by low-key geometric sheet metal effects on the sides—larger triangular areas folding downward above all wheel wells, echoed by sharper folds angling upward from where wheel wells meet rocker panel. The upper angles also point to rectangular black bits atop the wheel wells, which seem to emphasize the self-leveling suspension (on those that have it, which is most). These subtle complexities reveal themselves over time, which makes them all the more satisfying.*

FEATURES: *Our notes are more extensive than average, some topics in particular. Copious comments generally mean annoyances, but many are often subjective, many may fade or equalize over longer ownership time, and in fact, some are probably an absolute dream long-term, such as seat adjustments with far more possibilities than most, too many to perfect in a quick week. Nitpicky notes touched on the video rear mirror (some love, but we have a universal issue with); settings that were difficult purely because of location, tiny thin and/or gray-on-black fonts, signs of style first, over function.*

AND... *see our doors, locks and heat notes in sidebar.*

SPECIFICATIONS

ASSEMBLY	West Point, Georgia
ENGINE/TRANS BUILD	SKorea / US
PARTS CONTENT	US/Can 50% / SKorea 35%
ENGINE	2.5L turbo-4, GDI dir inj, DOHC w multi-port inj manifold, alum/alum
HP/TORQUE	274 hp / 311 lb-ft
COMPRESSION RATIO	10.5:1
TRANSMISSION	8-spd auto
DRIVETRAIN	full-time AWD w Terrain Mode
SUSPENSION	(X-PRO): **F:** MacPherson strut, stblzr bar, high-perf dampers; **R:** multi-link & high-perf dampers; self-leveling rear suspension
STEERING	rack-mtd motor driven pwr
BRAKES	**F:** 345mm vented; **R:** 325mm vented
WHEELS	7.5x18 black finished alloys
TIRES	P255/60 R18
LENGTH / WHEELBASE	199.2 / 116.9 in
GROUND CLEARANCE	(X-Pro) 9.1 in
TURNING CIRCLE	39.0 ft
HEADRM (F/2/3)	(dual snrf) 40.0 / 38.9 / 37.4 in
LEGROOM (F/2/3)	41.4 / 43.0 / 32.1 in
CARGO CAPACITY	22.3 / 48.7 / 89.3 cu.ft
WEIGHT	4729-4736 lb
TOW CAPACITY	5000 lb
FUEL / CAPACITY	reg unl / 19.0 gal
MPG	17/22/19 (city/hwy/comb)
BASE PRICE	**$56,790**
PAINT: Terrain Brown Matte	995
CARPETED FLOOR MATS	250
DESTINATION CHARGE	1545
TOTAL	**$59,580**

2027 KIA TELLURIDE LINEUP

All 2.5L turbo-4 / 8-spd auto	FWD	AWD
LX	$39,190	--
S	42,090	$44,090
EX	43,790	45,790
X-Line EX	--	47,290
SX	48,790	--
X-Line SX	--	51,790
X-Pro SX	--	53,690
SX-Prestige	--	53,890
X-Line SX-Prestige	--	54,890
X-Pro SX-Prestige	--	▼ 56,790

2027 KIA TELLURIDE HEV

Treated as basically a separate model in the Kia lineup is a Telluride HEV (hybrid), with higher power, notably higher fuel mileage, higher purchase price, and fewer trim levels, including no X-Pro. We will be driving this in an upcoming issue.

DOORS-LOCKS-HEAT? *As with a surprising number of vehicles this summer, we had repeated problems with the door handles and especially the locks—touch- and electronic-dependent, very possibly suffering from the heat, which, if so, could make it an issue of particular note in our climate.*

Needing further investigation (was it a one-off? still not good), at our first red light, the whole system had shut down completely. No air. Everything lit up. But nothing. Instant oven, with an outside summer temp of 104º. Add to our wondering about hot-weather-testing lately.

Conundrum

BY JOE SAGE

While Mazda has had a newer double-digit lineup for several years now—the CX-30, CX-50, CX-70, CX-90—they've kept the CX-5, their long-time global best-seller. Perhaps they've been hesitant to migrate those customers, a common scenario, but an uncommon response—this happens regularly with any brand, but others move on.

But where does it fit in with those? Is it different in other ways? How much do they overlap? Do they confuse the customer? Or are they clearly two separate vehicles on two separate paths for two separate groups? Curious about this for awhile, we get reacquainted with the CX-5 in its own right, after considerable time with the double digit lineup.

Ours is the Mazda CX-5 2.5 S Premium Plus—in legendary Soul Red Crystal Metallic—the top of five trims basically spanning the $30s in price, which is basically the same price span as CX-50.

In US sales, CX-5 and CX-50 sell in close numbers, each about a third of the whole brand's total, or two-thirds together. That benefits from about a 35 percent current jump for CX-50, although CX-5 still grew a tiny bit at the same time. Wow. Imagine what they could do if combined into one? Or would the magic disappear?

(Note that the considerably smaller CX-30 has lost volume this year, about the same as, or a third again more than, the growth for CX-50. We do not have data showing how many of these are actually the same customers, migrating. We also don't know that it won't flip back around based on fuel prices, style and trends, or who knows what.) Imagine being a Mazda product planner. Fascinating.

One interesting phenomenon is that when we have conversations about why there are both of them, with colleagues who might have solid opinions, we often hear that, well, one—or the other—is bigger. So we went to the stats. And as you can see in our chart, they are fundamentally the same. Style is different, but possibly only to the more familiar eye. In the "that's why we have choices" realm, it only gets more baffling.

We might all expect the proof to be in the pudding—how do they drive? Best, of course, is to drive them side-by-side, an opportunity we will seize if and when it presents itself. But we can go back and read our own notes on our CX-50 drives. Surprisingly or not, both of those recents (one a hybrid, one note) said, "we were driving it all day and having a ball." Our full CX-5 notes were less favorable, although pleasant enough overall .

Who knows—if the past year's sales numbers stay on trend, maybe CX-50 will finally take over and this will go out to pasture. Or not. They clearly like keeping it around. So try them on for size. For most, it will probably tug less at the "how did this all get to this point?" question and continue to appeal to the "I know what I want" segment. ■

VITALS COMPARED	CX-5	CX-50
Length / wheelbase	184.6 / 110.8	185.8 / 110.8
Width / height	73.2 / 66.7	75.6 / 63.9
Headroom (F/R)	39.2 / 39.1	38.6 / 37.5
Legroom (F/R)	41.7 / 39.9	41.7 / 39.8
Cargo (cu.ft)	33.7 / 66.5	31.4 / 56.3
Weight (lb)	3856	3915
Towing (lb)	1500	1500-3500
Pricing (base by trim)	$29,990 to 38,990	$29,900 to 42,900

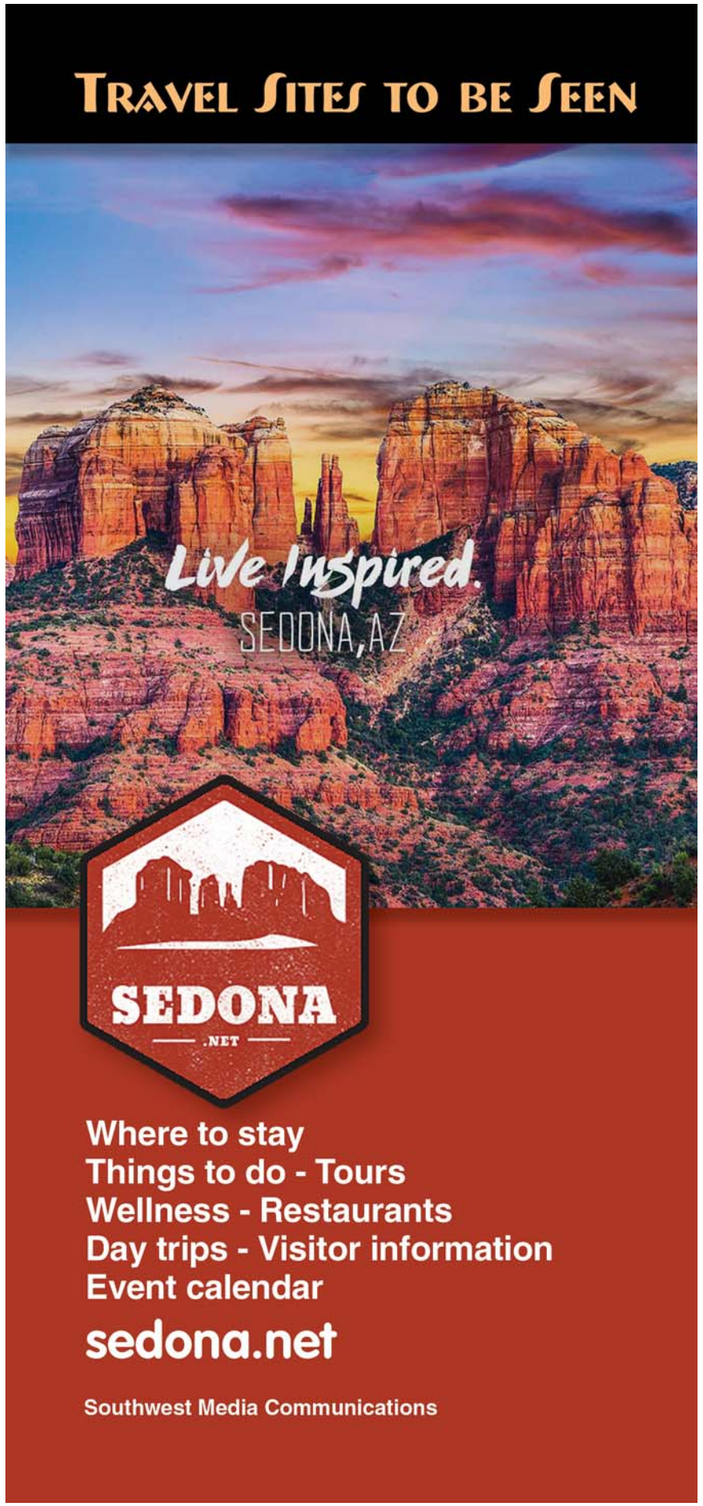
Some specs (e.g. headroom, weight) can vary per sunroofs, trim levels, etc.; shown are the most typical.

SPECIFICATIONS

ASSEMBLY	Hiroshima, Japan
ENGINE/TRANS BUILD	Japan / Japan
PARTS CONTENT	Japan 90% / US/Can 0%
ENGINE	2.5L 4-cyl DOHC 16v dir inj, alum alloy
HP/TORQUE	187 hp / 186 lb-ft
COMPRESSION RATIO	13.0:1
TRANSMISSION	SKYACTIV-Drive 6-speed auto
DRIVETRAIN	i-ACTIV AWD
TOP SPEED	116 mph
SUSPENSION	F: indep MacPherson strut w stblzr bar; R: indep multilink, stblzr bar
STEERING	pwr-asst rack & pinion, eng speed var
BRAKES	F: 328mm vented; R: 325mm solid
WHEELS	(Premium Plus) 19x7J alloy black metallic
TIRES	P225 / 55 R19 a/s
LENGTH / WHEELBASE	184.6 / 110.8 in
GROUND CLEARANCE	8.2 in
TURNING CIRCLE	36.8 ft
HEADROOM (F/R)	(pano sunrf) 39.2 / 39.1 in
LEGROOM (F/R)	41.7 / 39.9 in
CARGO CAPACITY	33.7 / 66.5 cu.ft
ROOF CARRIER	165 lb
WEIGHT	3856 lb
TOW CAPACITY	1500 lb
FUEL / CAPACITY	reg unl / 15.3 gal
MPG	24/30/26 (city/hwy/comb)
BASE PRICE	$38,990
PAINT: SOUL RED CRYSTAL METALLIC	595
DESTINATION CHARGE	1495
TOTAL	$41,080

2026 MAZDA CX-5 LINEUP

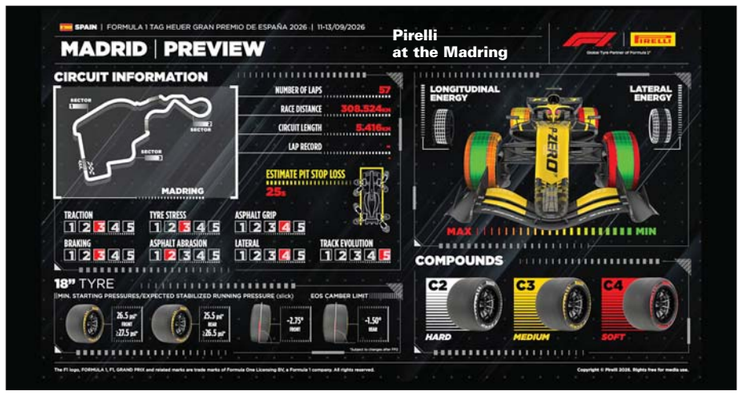
2.5 S	$29,990
2.5 S Select	31,990
2.5 S Preferred	34,250
2.5 S Premium	36,900
2.5 S Premium Plus	▼ 38,990



THE INSIDE TRACK: BRIEFS & RUMORS


Hispano Suiza
at Spanish Formula 1 Grand Prix

Hispano Suiza is a historic Spanish car brand owned by five generations of the Suqué Mateu family. Hispano Suiza Fábrica de Automóviles SA was founded in Barcelona in 1904 by Damián Mateu, with the assistance of technical director and engineer Marc Birkigt, who was also a partner in the company. Hispano Suiza manufactured over 12,000 high-performance luxury vehicles—and 50,000 aircraft engines from 1904 to 1946. The brand was revived in 2019 by the founder's great-grandson, Miguel Suqué Mateu, who preserved its legacy, bringing fresh impetus and dynamism, with a clear vision for the future and longevity. CEO Sergio Martínez Campos, along with the management team, continues to drive the brand's legacy and evolution into the future. Hispano Suiza was present at the Spanish Formula 1 Grand Prix in September, with nine vehicles representing the brand's evolution from 1912 to its current stage as a hypercar manufacturer. The Alfonso XIII, Rabassada and H6C Boulogne were part of a historic journey reflecting Hispano Suiza's connection with competition since its origins. And the Carmen Sagrera, the brand's most advanced electric hypercar, represented the current interpretation of a legacy built on innovation, high performance and sporting spirit. The exhibition was organized by CarDesign.es along with Fever and MADRING. The eight historic vehicles formed a chronological journey from 1912 to 2002, within the Marca España area of Fan Zone E2, capped off with the Carmen Sagrera (2024), Hispano Suiza's latest model, on display in Fan Zone A, alongside the rest. It was the largest representation of a single brand within the exhibition, which brought together around 60 vehicles in total. Since its origins, Hispano Suiza saw motorsport as a tool for demonstrating the technical capability of its vehicles. From its earliest years, the brand competed in motor races, linked to some of the great events of the early 20th century—among these, the Copa Catalunya, whose first edition in 1908 is considered the first circuit race held in Spain. From there, Hispano Suiza supported this competition organized by the Real Automóvil Club de Cataluña, with numerous models taking part over the years. Among its most notable milestones was the Concurso Automovilista del Guadarrama, held in Madrid in 1912, where King Alfonso XIII himself competed at the wheel of a Hispano Suiza HS 45 HP. Two years later, at the 1914 Concurso de Navacerrada, the brand achieved an outstanding one-two finish: Louis Massuger, Hispano Suiza's test driver, took victory in the T20 bis "La Sardina", while Lluís Carreras finished third in a T20/21. And in 1921, King Alfonso XIII once again demonstrated the brand's performance at the Cuesta de las Perdices, setting a new record at the wheel of his Hispano Suiza H6, exceeding an average uphill speed of 102 km/h. Over a century after its first competition experiences, Hispano Suiza aims to uphold the same principles of exclusivity, innovation and high performance in a new technological era.



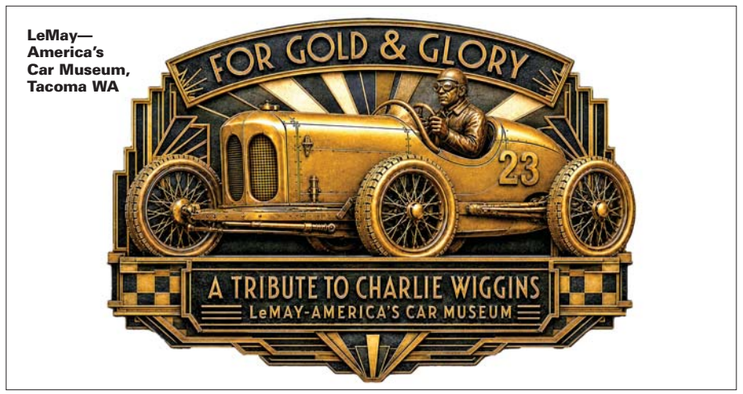
Pirelli
at the Madring

Formula 1 had raced in the Madrid region previously. Between 1968 and 1981, nine editions of the Spanish Grand Prix were held at the Jarama circuit, located 19 miles from the capital. The **Madring** made its World Championship debut in September, as this new circuit joined the Formula 1 calendar with its first Grand Prix. Built in the Spanish capital—combining a street section running between buildings in the exhibition district with a second permanent section—the circuit is 5.416 km long and features 22 corners, including the "Monumental," a 550-meter turn characterized by 24 percent banking. **Pirelli** tire compounds selected for the event were the C2 as Hard, C3 as Medium and C4 as Soft. The start-finish line and Turn 1 are separated by just 200 meters. The first sector is very fast and leads into a second section with several medium and low-speed corners, including the banked Turn 12. The final part of the lap also includes a number of 90-degree corners similar to those in Baku. Pirelli's work to identify forces tires would be subjected to at the Madring began three years prior, when course designers provided the first information on the final layout. Simulation tools were used to identify trajectories the cars would follow around the circuit, from which loads tires would be exposed to were calculated. Once the circuit was completed, Pirelli engineers visited the venue to measure the asphalt's macro and micro roughness, refine simulations and produce a technical briefing that was shared with the teams to support their preparation for this new event. From an energy perspective, the Madrid circuit ranks among the five most demanding on the calendar, with lateral forces comparable in intensity to Barcelona and Silverstone. The "Monumental" corner generates the highest vertical load of the season, due to both its banking and its length.


Young Drivers, UK

Driving instructors in the UK say that **young drivers** should start learning before age 17, with 14 named as ideal. UK learners now pass their driving test at an average age of almost 25, vs 18 in the US, prompting a study there that is also useful here. British instructors say early, gradual training builds confidence behind the wheel. While data shows that the average age when people pass their driving test is increasing, a new survey of driving instructors has revealed that most believe there is a benefit to youngsters starting to learn years before they can get their license. Driving school Young Driver asked 120 instructors who teach pupils both pre- and post-17 what the best age is to learn to drive, finding that just one in 20 said 17. Nine out of 10 of the instructors (88 percent) said they believed pupils learn better at a younger age, while just seven percent said people were best learning over age 18. One in four (25 percent) gave age 14 as the most "ideal" to start learning, saying it is the best age to most easily pick up the necessary skills. When instructors were asked the hardest age to learn to drive, 56 percent felt it was more difficult for those aged over 25 to acquire the skills. However, the national average age for passing the test has been steadily increasing over the last two decades. These findings are backed up by scientific research into learning new skills. The developing brain is particularly receptive to learning motor skills during childhood and adolescence, and younger children can have specific advantages in how newly learned motor skills are consolidated and protected from interference. Science also suggests that learning a skill a little bit but often over time can be more effective for long-term retention than cramming practice into a short period. Driving involves a combination of motor, visual and perceptual skills, which can be improved through training and repeated exposure.

LeMay—America's Car Museum, in Tacoma, Washington, opened a new exhibition, entitled For Gold & Glory, in September, bringing national attention to Charlie Wiggins, the brilliant driver, mechanic, innovator, and four-time Gold & Glory champion whose achievements were long excluded from the best-known narratives of American motorsports. The exhibition is scheduled to run for a year. Ed Welburn, former Vice President of Global Design at General Motors, serves as guest curator of For Gold & Glory. He is the singular driving force behind championing Charlie Wiggins' legacy and securing the rights to tell Wiggins' life story with the care, authority, and scale it deserves. The exhibition traces Wiggins' life and racing career within the vibrant world of Indiana Avenue and the Gold & Glory Sweepstakes. Through historical imagery, artifacts, automotive design, sound and immersive interpretation, visitors will encounter both Wiggins' extraordinary talent and the barriers Black racers faced in segregated America. The launch campaign began August 7, exactly 100 years after Wiggins won the first of his four championships in the Wiggins Special, the race car he built himself. The centennial anchors a campaign designed to move from curiosity to education and, ultimately, to long-overdue public recognition of Wiggins' place in American racing history. At the center of the exhibition is the original Wiggins Special. Lost for more



LeMay—
America's
Car Museum,
Tacoma WA

KEEP RIGHT >>

than 90 years, the one-of-one race car built and driven by Charlie himself has been recovered and acquired and will be part of the new For Gold & Glory exhibition at the Museum. Wiggins drove the car to four Gold & Glory Sweepstakes championships, making its return a powerful connection between his remarkable achievements and the history the exhibition seeks to restore. The exhibition opening will be the first public viewing of the prolific race car in more than 90 years. For details and tickets, visit www.americascarmuseum.org/ForGoldandGlory.



Santa Pod Raceway, in Northamptonshire UK, has a new corporate leadership program, "Burnout to Breakout," that takes business people out of the boardroom and puts performance, decision-making and leadership under pressure to the test on one of the world's most famous drag racing strips. The launch comes as Santa Pod celebrates its 60th anniversary. Established in 1966, the venue is the home of British drag racing and hosts more than 60 motorsport and entertainment events each year. The first experience of its kind in the UK, Burnout to Breakout draws on the principles of professional drag racing to reveal how leaders and teams work together, make critical decisions under pressure and improve performance. In drag racing, a burnout sees tires spinning, heat building and raw energy going nowhere, much like a team with power but no direction, or activity without progress. A breakout happens when a driver exceeds predicted performance, breaks through limits and goes faster than expected. The same behaviors that drive success on the drag strip also drive success in business. More than a traditional corporate away-day, the experience combines coached and timed runs on the drag strip with structured briefings and performance debriefs. Every reaction time and result is measured, helping teams turn what happens on the track into practical lessons they can apply in the workplace. The concept is built around the parallels between motorsport and business. In both, success depends on clarity, commitment, teamwork, marginal gains and the ability to perform when the pressure is on. While hesitation or poor communication can be difficult to identify in an office environment, the start line makes those behaviors immediately visible. Every run generates data, an opportunity for participants to review their performance, adapt their approach and measure improvement.

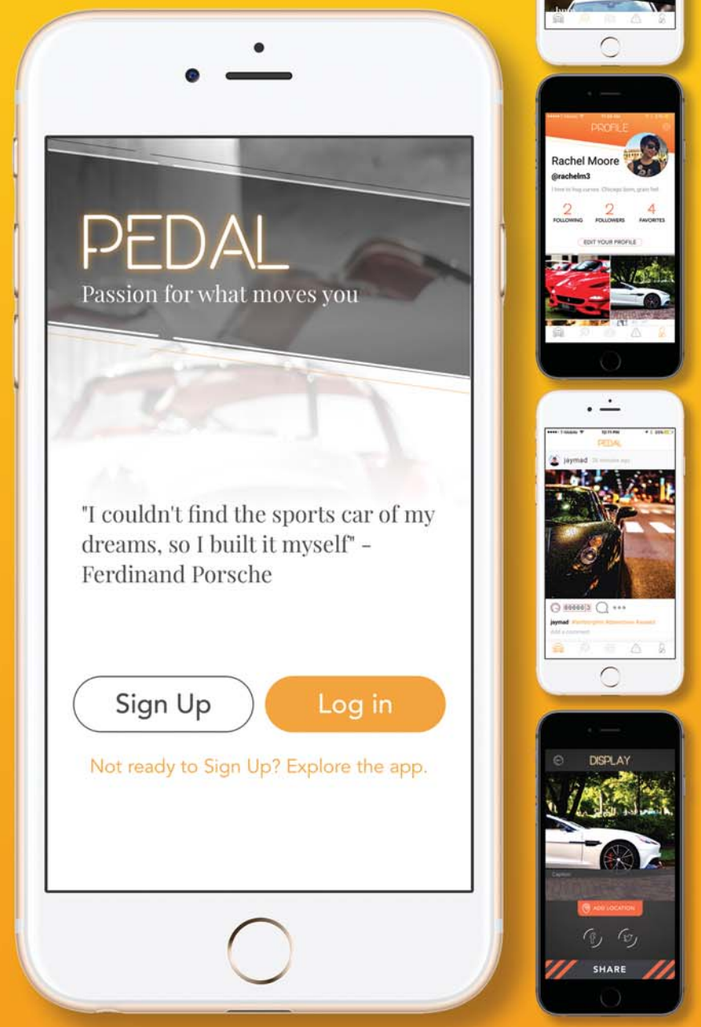


Aptera Motors Corp., a solar mobility company advancing ultra-efficient transportation, has issued purchase orders for the major structural components of its first 40 vehicles—a significant step in the company's transition from validation builds toward production. The purchase orders cover two of the vehicle's largest structural assemblies: the body and the chassis, including its frame and suspension. Unlike the validation vehicles Aptera built to test and refine its design, these components are intended for the first production vehicles, which are expected to support Aptera's plan to reach start of production (SOP), including the first vehicles delivered to customers. The company continues to execute on its financing plans to be able to fund the production ramp. Committing to these components reflects confidence in both the vehicle design and the supply chain behind it. Aptera's engineering team has spent recent months refining body and chassis specifications based on learnings from its validation builds, that work now reflected in these production vehicle parts. Aptera has also received and taken into inventory solar cells for more than 100 vehicles, adding to the growing list of parts secured in preparation for production. Aptera expects to secure the remaining components for its first vehicles in the coming months, supporting its plan to reach SOP. Additionally, the company is working diligently to complete necessary tests to secure final regulatory approvals needed to sell its vehicles commercially.

Hai Robotics, a global provider of warehouse automation for inventory storage and order fulfillment, has expanded its Americas leadership team with senior appointments across software, supply chain, sales, strategic accounts, engineering and manufacturing. Together, these leaders will

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help Hai Robotics strengthen the capabilities supporting the entire customer journey, from solution development and software integration to commercial strategy, strategic account support, supply chain execution and US-based manufacturing. The appointments also support the company's growing physical presence in Alpharetta, Georgia, and its continued investment in more responsive, locally supported service across the Americas. The company is investing in additional office, manufacturing, supply chain and operational capabilities to create a stronger regional foundation for serving customers and integration partners across the Americas.





▼ **Horse Powertrain**, a global leader in innovative, low-emission powertrain systems, has opened its new North American office in Detroit, a significant milestone reflecting the company's commitment to delivering cutting-edge technologies to the US and its automakers. The office houses 32 new roles across a range of business functions, adding to regional facilities in Europe, China and South America. Horse Powertrain specializes in development and production of powertrain-agnostic technology encompassing combustion engines, hybrid systems, transmissions, power electronics and electric motors. Its pre-integrated powertrain systems dramatically reduce complexity and capital burden, allowing automakers to quickly meet changing consumer demand, unlocking considerable savings and reducing time-intensity of vehicle production. Horse Powertrain brings world-leading expertise in hybrid, plug-in hybrid and range-extended powertrains to the North American market, leveraging an extensive catalog of intellectual property and engineering heritage, delivering globally proven hardware. Horse Powertrain, an independent company with more than 125 years of heritage, employs over 19,000 people. With over 25 automotive manufacturing customers around the world, its new North American office represents the latest phase of the company's ambitious global growth plans.

▼ New British automotive design and engineering studio **La Cinquecento** has made its public debut at Tutto Bene, revealing its first highly bespoke, re-engineered interpretation of the classic Fiat 500. Born from founder Max Kindersley's longstanding connection with his family's own Fiat 500, La Cinquecento was founded with a clear ambition: to explore what the ultimate expression of the iconic Italian city car could be. The result retains the scale, simplicity and character that made the original so loved, while introducing a significantly greater level of engineering, performance, quality and usability. Based on a 1970s donor chassis, the first prototype uses a developed Fiat 126-derived two-cylinder engine with a twin-spark ignition system, alongside bespoke or extensively reworked suspension, braking, steering, cooling and electrical systems. Development focuses on response, torque and driver engagement, rather than outright power or top speed. The exterior has been developed with Milan-based design studio BorromeodeSilva, with widened wheel arches, side skirts, rally-inspired auxiliary lighting and a more purposeful stance, while remaining immediately recognizable as a classic Fiat 500. The project itself began with Max's family Fiat 500, which had spent about 25 years stored in a barn. What started as a personal project to return that car to the road ultimately developed into La Cinquecento, with the first prototype being built in that same barn. Following a debut at Tutto Bene, La Cinquecento plans to produce a limited series of individually numbered cars, each developed closely with its owner. Prospective customers can now register their interest at www.500.design. ■





UPCOMING FEATURES

Arizona January Auction Week



Genesis G80 3.5T Sport Prestige AWD



Arizona Concours d'Elegance



Hyundai IONIQ 9 Performance Calligraphy



New York International Auto Show



Volkswagen Tiguan SEL R-Line Turbo



NASCAR Spring Weekend at Phoenix Raceway



Sally McNulty - Arizona racer and race car builder



Courtesy Sally McNulty

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