

ARIZONA DRIVER

THE ENTHUSIAST'S GUIDE TO LIFE BEHIND THE WHEEL

VOLUME 8 NUMBER 1
JANUARY-FEBRUARY 2009

2010 MUSTANG RETRO REVOLUTION

PLUS... NEW MERCEDES-BENZ GLK350
NEW TOYOTA VENZA • NEW NISSAN 370Z
NEW DODGE CHALLENGER R/T
AND... AUCTION PREVIEW • TUCSON ON THE CHEAP
GOODGUYS SW NATIONALS • AND MORE

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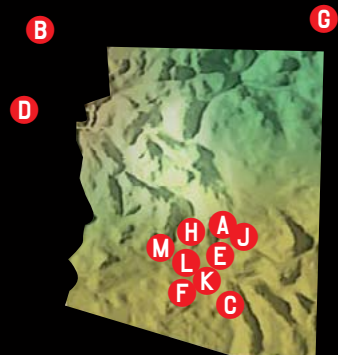
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G 2009 Toyota Venza30
Toyota, too, has identified a gap in their lineup. But rather than fill it with another SUV, or another crossover, or another car, they've created what they think will be a whole new self-defining segment, though that segment has no particular name. We travel to rural Pennsylvania to be among the first to drive the new Venza.

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COVER: 2010 Ford Mustang.
Photo courtesy Ford Motor Company.



The economy may be working through major challenges, and the auto industry through even bigger ones—as we go to press, Detroit executives are being raked over in DC regarding their request for loans—loans—in the amount of 2% of what was recently given to the finance sector (with few strings attached in that case).

But new product is still in the pipeline in a big way. This issue, we're bringing you five new vehicles: the midrange Dodge Challenger R/T (between the SRT8 and the base model); a new Ford Mustang, the first since its successful retro redesign a few years ago; an entirely new vehicle category with the Toyota Venza, bridging the gap between sedans and crossovers/SUVs and with a few new capabilities; Mercedes-Benz expanding their already broad SUV lineup with a smaller vehicle; and a completely new Nissan Z car, a 370Z that's resized, restyled and reengineered from top to bottom, inside and out.

If purchase price is your concern, each and every one of the above comes in at a significant value point for what it offers. If fuel economy is your concern, none of these are breakthrough drivetrains or alternative fuel vehicles, but each has addressed fuel consumption and made improvements to varying degrees. If none of that matters to you, you will also find much of interest in this lineup.

Covering the above included Alice Cooperstown, Santa Monica and Scottsdale simultaneously, southwestern Pennsylvania, Santa Barbara wine country and Glendale AZ.

Check out vintage rides as we visit the Goodguys 11th Southwest Nationals at WestWorld, then bring you a preview of what's crossing the auction block this month at



Barrett-Jackson, Gooding & Company, RM Auctions and Russo and Steele. While you're getting out to the auctions, you may also want to head over to Tucson, an easy two-hour drive from the Valley, and outlining here many compelling attractions that are free or close to it. Enjoy the ride.

Joe Sage
Publisher/ Executive Editor

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Good Times at WestWorld

Goodguys 11th Southwest Nationals

Photos: Randall Bohl Photography
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For the last eleven years, the Goodguys Rod & Custom Association has closed their annual event season in the Valley of the Sun, at WestWorld in Scottsdale. The 11th Southwest Nationals was the biggest one yet, drawing over 2,600 1972-and-earlier rods, customs, muscle cars and tricked-out trucks. Given the state of the American economy, it speaks volumes that more cars than ever attended the event and more people flowed through the ticket gates than the 2007 Southwest Nationals. Goodguys has long contended that classic American automobiles make people very happy and serve as a wonderful distraction in troubled times. Given this year's turnout, those sentiments rang true tenfold.

More than just a car show, the Goodguys Southwest Nationals offers a variety of auto-themed activities. The entire grass polo field of WestWorld is filled to the brim with candy colored rods and customs, while the paved upper paddock is a blend of cars and vendor exhibits. Every square inch of the massive Barrett-Jackson auction tent was occupied by retail parts and services vendors, but also housed a cool model car show offering youngsters a chance to show their wares. The back rim of the polo field was a treasure hunter's playground, where a swap meet with over 500 vendors offered everything from rusted out Model A hulks to record albums, and old drag racing mags to wheels, frame rails and even dogs and cats made from automotive parts.

To top it all off, Goodguys displayed the 2008 "Terrific 12" award winners, who came in from all over the US. The Goodguys Street Machine of the Year, the Street Rod of the Year (belonging to Joe Schott of Phoenix), Muscle Car of the Year, Trucks of the Year and many more "Of the Year" winners were all displayed in one giant row, marking the first time in history that all twelve major seasonal award winners were assembled and displayed together as a group (see *Arizona Driver*, November/December 2008). And out of all the Goodguys events, it happened here. The cars attracted onlookers like ants to a sugar hill.

While the Plains States and upper Midwesterners were still trying to wipe the frost from the pumpkin, all those in attendance at the Goodguys Southwest Nationals were scrambling for sunblock as the mercury reached 90 perfect degrees. "There's a good reason why everyone wants to come to Arizona this time of year," grinned Goodguys Event Director Harry Daviess. "I mean, look around," he said as he glanced over the polo field sparkling with a thousands different colors. "Who wouldn't want to be here?"

GOODGUYS 2009 EVENT SCHEDULE

The Goodguys Rod & Custom Association, the largest rod and custom association in the world with over 70,000 members, will stage twenty-two events in 2009. The event lineup features eighteen national events for rods, customs, classics and muscle cars through 1972 vintage as well as four "Get-Together's" in California which welcome all years, makes and models of specialty vehicles. The Goodguys 2009 event season kicks off March 14-15 with the 3rd Meguiar's Orange County Get-Together at the OC Fair & Expo Center in Costa Mesa CA. The season will again wrap up in Scottsdale AZ with the season-ending 12th Southwest Nationals at WestWorld, November 20-22.

Vintage drag racing is on the national schedule, as is the popular Street Challenge Autocross, which will be held at eleven of the 22 events including new courses at the Del Mar Fairgrounds and Pleasanton Fairgrounds Summer Get-Together in California.

2009 GOODGUYS EVENT HIGHLIGHTS IN OUR REGION

March 14-15 - Costa Mesa CA - OC Fair & Event Center
 3rd ORANGE COUNTY GET-TOGETHER

March 28-29 - Pleasanton CA - Pleasanton Fairgrounds
 27th ALL AMERICAN GET-TOGETHER

April 3-4-5 - Del Mar CA - Del Mar Fairgrounds
 9th DEL MAR NATIONALS

May 30-31 - Pleasanton CA - Pleasanton Fairgrounds
 16th SUMMER GET-TOGETHER

June 5-6-7 - Loveland CO - The Ranch, Larimer County Fairgrounds
 12th DUPONT COLORADO NATIONALS

November 14-15 - Pleasanton CA - Pleasanton Fairgrounds
 20th AUTUMN GET-TOGETHER

November 20-21-22 - Scottsdale AZ - WestWorld of Scottsdale
 12th SOUTHWEST NATIONALS
 Rods, Customs, Classics, Muscle Cars and Trucks through 1972.
 Vendors, Swap Meet and Car Corral.

Founded in 1983 by Gary Meadors, Goodguys is the world's largest association specializing in street rod, custom car, classic and muscle car events. For the complete 2009 schedule of Goodguys rod, custom and muscle car events nationwide, call 925-838-9876, or visit www.good-guys.com.



AUTO NEWS UPDATE



Lexus IS250C

LEXUS ADDS IS CONVERTIBLE

▲ Lexus revealed a retractable hardtop version of its popular IS model. Developed from the IS luxury sport sedans, the new IS 250C and IS 350C will arrive in the US market in late spring 2009, just in time for summer use. Like several other similar new cars in the last couple of years, the IS serves double duty as a hardtop and convertible. The three-panel aluminum roof opens in just 21 seconds. The same V-6 engines and six-speed automatic and manual transmissions that power the sedans will be available in the convertible. The instruments, climate control and audio systems have been changed to maximize usability when the top is down. Lexus says the body and chassis have gone through extensive testing to insure the same quiet ride the sedan. Several body changes have been made to augment the body strength, rollover protection and torsion rigidity.

FORD PLANS TO DROP TWO CARS

The Taurus X crossover and Mercury Sable sedan will reach the end of their roads next year. Sources say weak sales and the fact that the Sable sedan does not fit Ford's new vision for the Mercury brand are the reasons for the changes. Ford's plans call for narrowing the Mercury focus to smaller

cars and crossovers to compliment the larger vehicles offered by Lincoln. The Taurus X design is getting old and the new Flex crossover serves that segment better. The next generation Taurus, said to be dramatically different, is due next year. Ford has not confirmed or denied the report.

CHRYSLER KILLS NEW HEMI HYBRIDS

Just nine weeks or so after the Chrysler Aspen and Dodge Durango Hemi Hybrid SUVs started arriving at dealerships (see *Arizona Driver*, September/October 2008), Chrysler LLC pulled the plug. They were doomed to a short run from the beginning because they were built at the Newark, Delaware, plant, already scheduled to close at the end of 2009. Slow full-size SUV sales pushed the date forward to the end of 2008, with no plans to produce the hybrid SUVs elsewhere. Chrysler is now concentrating on a hybrid Dodge Ram pickup.

TESLA TO BUILD SEDAN IN SAN JOSE

Tesla, the San Jose company that recently started selling an electric-powered roadster, announced plans to build a five-passenger electric sedan in California in late 2010. The Tesla S is expected to be powered by a 280-hp electric motor with a range of 220 miles and a sticker price of

\$60,000. According to a San Jose city official, the \$250 million plant is expected to employ about 400 people who will produce at least 15,000 cars annually. California offered the company numerous incentives to build the plant there, after the company considered a New Mexico operation. Governor Arnold Schwarzenegger is a big fan of the electric-powered Tesla.

CAYMAN/BOXSTER: NEW ENGINES, PDK

The Porsche Boxster S and Cayman S will get the same new direct injection system that did wonders for the 2009 Carrera 911. The advanced fuel system will boost the horsepower of the Cayman S from 295 to 320 keeping the displacement at 3.4-liters. Base models are enlarged from 2.7- to 2.9-liters with small horsepower increases. All Boxster and Cayman models will get the optional PDK seven-speed, double-clutch transmission replacing the Tiptronic S automatic. The transmission produces significantly faster acceleration than the manual transmission but with same fuel economy. The smaller Porsches will also get some cosmetic enchantments and a new infotainment system.

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Cadillac BLS (Europe)



NEXT-GEN CADILLAC BLS TO US?

▲ Cadillac may bring the second-generation BLS compact sedan from Europe to the US. The current BLS, which is smaller than the Cadillac CTS, was developed on the front-drive Epsilon architecture of the Saab 9-3 and other GM models, but has never been well received. Inside info suggests the next-gen BLS will be rear-drive (with optional all-wheel drive) and that it will be brought to the US by 2011. The BLS would go head-to-head with the BMW 3 Series, while the CTS would move upscale to compete with the BMW 5 Series.

NEXT GENERATION PRIUS

Generation three of the Toyota Prius arrives in the US next year as a 2010 model, but don't look for revolutionary changes since the current model is selling as fast as Toyota can make them. Limited supplies of the nickel-metal hydride batteries have capped production levels, however a new factory is about to go online to increase capacity. The Prius design will lose some of the jellybean styling in favor of more sculptured and aerodynamic looking lines. It will be larger, a little roomier inside and a little more luxurious. The slightly larger engine will get a little more kick, but there will also be even better fuel economy than the current 48-city/45-highway EPA figures. A plug-in version with more powerful lithium-ion batteries is expected to follow in 2010, but in quantities that are more limited. Pricing will increase modestly from

the current \$22,160 base price and should peak at just over \$30,000 when ordered with all the bells and whistles.

EXTREME TOYOTA—THE BOOK

If you have ever been curious how Toyota has been able to become the world's best and largest auto manufacturer, then *Extreme Toyota—Radical Contradictions that Drive Success at the World's Best Manufacturer* will make interesting reading. Authors Emi Osono, Norihiko Shimizu and Hiroataka Tekeuchi document how Toyota consciously embraces and promotes a fascinating set of paradoxes within the organization to mirror human life. Life will never be easy, perfectible or completely predictable, and Toyota has learned use paradoxes to embrace contradictions and inconsistencies as an invitation to find a better way. Published by Wiley, the 239-page hardcover book is available at bookstores or through the publisher online at www.wiley.com.

LOTUS EVORA DUE BY MID-2009

Lotus debuted the new Evora 2+2 sports car at the recent British International Motor Show in London. Larger than the other Lotus sports cars, the Evora has space for two adults and two children. A Lotus-modified Toyota 3.5-liter V-6, rated at 276 hp, powers the Evora from 0-to-60 mph in under 5.0 seconds, while still offering 30 mpg fuel economy. The stylish and lightweight (less than 3,000 pounds) car has a sophisticated chassis built on the

company's Versatile Vehicle Architecture using advance aluminum bonding techniques. Evora goes on sale in Europe in the spring of 2009 and in the US shortly thereafter as a 2010 model. The price is estimated at about \$60,000 in the US. Only about 2,000 will be built annually.

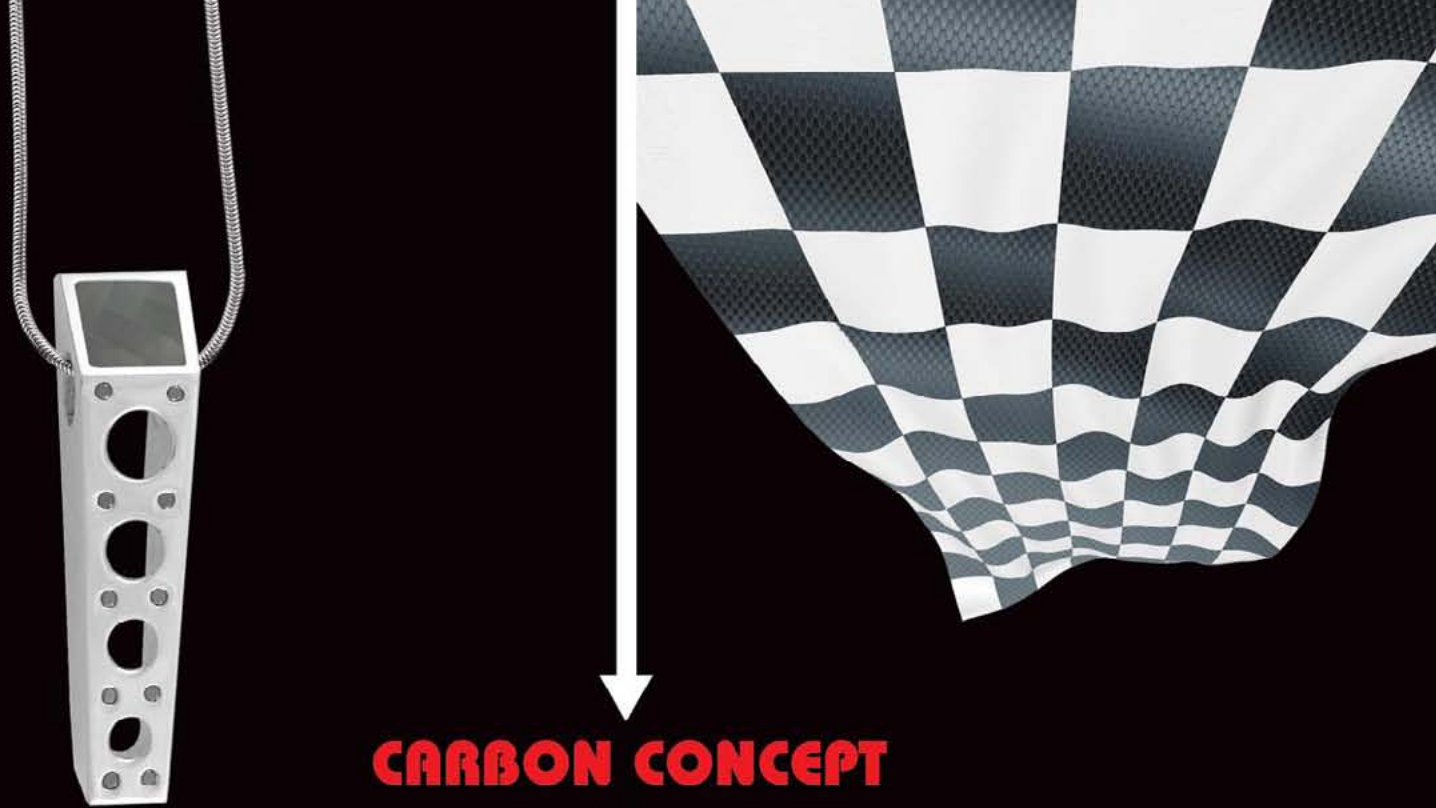
GM TRUCKS GO HYBRID

Following closely the Tahoe and Yukon hybrids, GM is rolling out hybrid versions of the Chevrolet Silverado and GMC Sierra pickups. Powered by a 6.0-liter, 332-hp V-8 engine, the trucks retain their working credentials, boasting a towing capacity up to 6,100 pounds and more than 1,400 pound payload. The two-mode hybrid system centers on an electrically variable transmission (EVT) with two 60-kilowatt electric motors and four fixed gears. The EVT can achieve 30 mph before the gasoline engine starts, increasing fuel economy especially in city driving and around job sites. On the highway, the powerful V-8 has a late-intake valve-closing technology and active fuel management system that allows the engine to cut back to a V-4 mode during light load driving conditions, like steady speed cruising. The engine and regenerative braking charge the 300-volt battery pack, and that reserve power is available to assist the gas engine when a little extra power is required. The net result is a 40 percent increase in fuel economy to 21 mpg city and 22 mpg highway EPA estimates for the two-wheel drive version. The four-wheel drive gets a 20/20 rating. The trucks go on sale this coming summer.

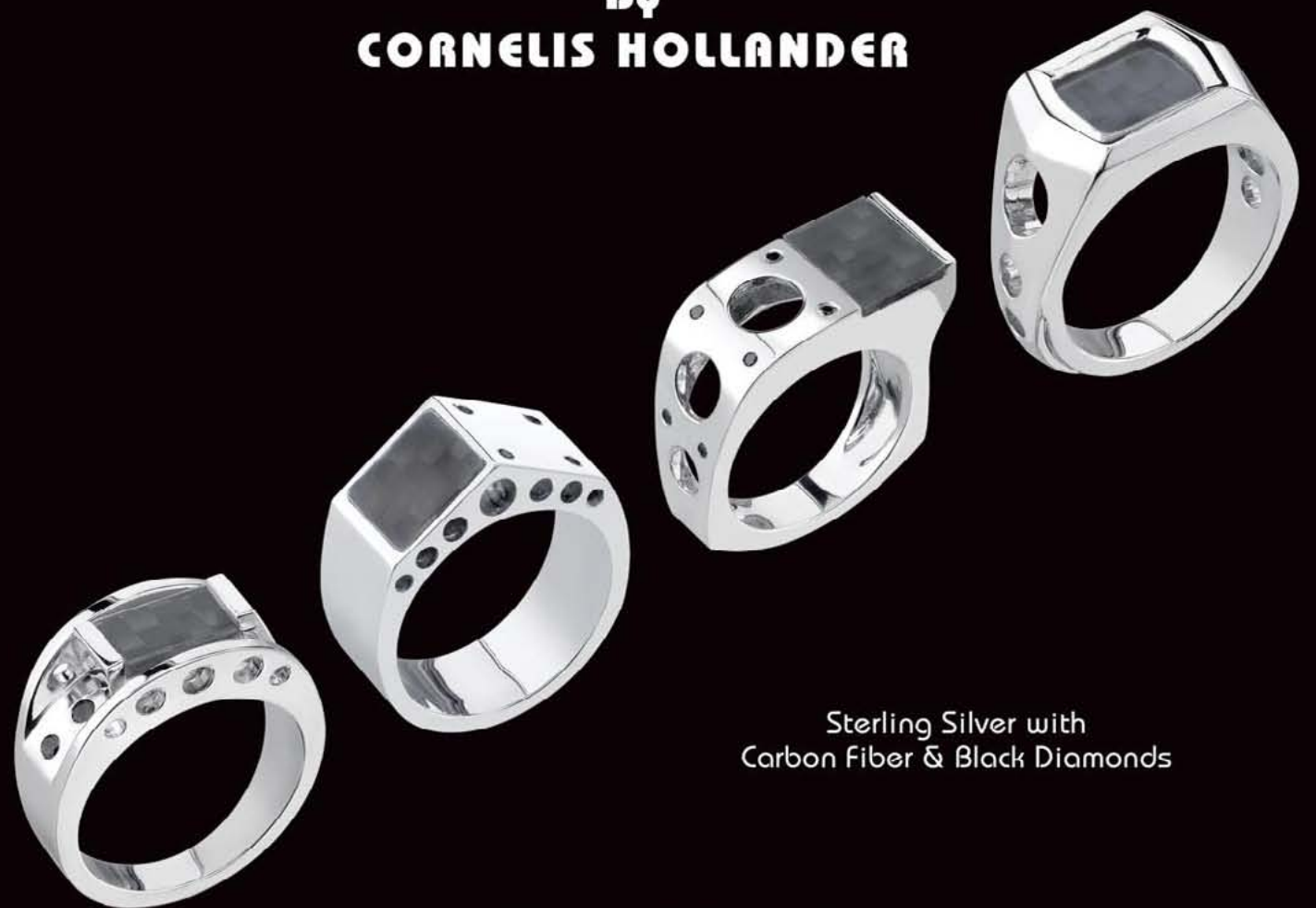
HYUNDAI'S FUEL SAVING PLANS

As Hyundai tackles higher US Corporate Average Fuel Economy (CAFE) standards (37.5 mpg for cars and 31.0 mpg for trucks) mandated for 2015, plans call for technological and weight-cutting changes including eight-speed automatic transmissions for the high-end Genesis and Equus sedans within two years. Fuel saving direct injection systems will be integrated into 2.4-liter four-cylinder engines and 3.5-liter V-6 engines by 2010. Turbo-charged engines are expected to arrive a year later. Engineers plan to cut vehicle weights by using more plastic, aluminum and high-tensile sheet metal in the doors, trunk lids, roofs, hoods and underbodies.

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BMW 335d

2009 BMW 3 SERIES DIESEL

▲ The biggest news for the 2009 BMW 3 Series is a diesel engine option in the model called the 335d. It is powered by a 3.0-liter turbocharged six-cylinder diesel engine using BMW's new BluePerformance technology uses urea injection to cut emissions. The diesel produces 0 to 60 mph slightly faster than the naturally aspired 330i, and gets a combined fuel economy rating of 41 mpg. The body styling of the 2009 BMW 3 Series has been tweaked with a deeper and wider grille, new headlamps with LED indicators and new shaped air inlets. The sides have a redesigned sill and a prominent crease runs from the front wheel arch to the rear. Fitted with the second-generation iDrive, the master controller is more user friendly with four individual buttons mounted a fingertip away from the large aluminum control knob. There is also "go back" button to move back from a wrong.

2009 MONTEREY HISTORIC DATES

Event organizer General Racing has announced dates for the 2009 Rolex Monterey Historic Automobile Races presented by Toyota. The 36th annual running of the world-famous races and auto exposition will take place on August 14-16, 2009, at Mazda Raceway Laguna Seca. This annual announcement of a featured marque is followed closely by thousands of enthusiasts. For 2009, the featured marque will be Porsche.

For Arizonans, this is a highly recom-

mended way to spend an August weekend, combined with the Pebble Beach Concours d'Élegance and area auctions including Russo and Steele, RM Auctions and Gooding & Company.

Monterey Historic tickets are already on sale and can be purchased online at: www.laguna-seca.com.

A POLICE CAR DESIGNED BY POLICE?

An Atlanta company, Carbon Motors Corp, has been working with police departments to design a sedan for their specific use. According to CEO William Santana Li, a purpose-built prototype car will be taken to large police departments and potential investors around the country. The rear-drive sedan was designed to a list of 88 requirements from police personnel nationwide, taking into consideration features like ground clearance, approach and departure angles, storage capability, interior space, reliability, safety and fuel economy. The cars will be diesel-powered to maximize fuel efficiency and performance. The design includes an aluminum space frame with composite panels.

MERCEDES-BENZ S400 BLUEHYBRID

Mercedes-Benz may be late to the hybrid party but they promise to offer something special. Wearing the S400 BlueHybrid label, the Mercedes hybrid will be powered by a 3.5-liter V-6 engine rated at 279-hp modified to improve fuel economy. An electric motor is mounted in the front of the front of the standard seven-speed auto-

matic gearbox adds an additional 20 hp to drive the rear wheels. BlueHybrid uses a new five-cell lithium-ion battery that weights only 60 pounds. It uses a nickel-cobalt-aluminum chemical process that has more efficient charging and improved discharge properties than the nickel-metal-hydrate technology used by most hybrids. The car used a patented battery cooling system. The S400 accelerates from 0 to 60 mph in 7.2 seconds and gets about 30 mpg in combined driving. Unlike some other systems, the Mercedes will not operate exclusively on the electric motor. The price is expected to be about the same as the Mercedes S550 sedan or about \$100,000.

SYSTEMS MONITOR DRIVERS

Auto manufacturers are introducing a variety of electronic driver-monitoring systems, including three on European models to help prevent accidents caused by drowsiness and fatigue, and two new US systems to keep an eye on teens.

- To start, the Mercedes system builds a profile of the driver's steering, acceleration and braking use. When the drive deviates from the profile, an alarm and a coffee cup indicator on the dash signal the driver to take a break.
- Volvo's system uses a forward facing camera that it shares with other vehicle systems to identify lane markings and other vehicles. It uses algorithms to analyze a driver's response and compares this to a model of how a tired person would reach. When it determines the driver is tired or inattentive it signals the driver in similar fashion to the Mercedes system.
- The Lexus LS has an infrared camera on the steering column looking at the driver. When it determines the driver is looking away and the vehicle's forward radar system indicates a possible crash, the system sounds an alarm. If the driver fails to react, the system can brake automatically. Watch for variations on these systems to start finding their way to US spec cars in the next few years.
- Tattletale GPS units that monitor the driving activates teen drivers are not new, but a device call Tiwi is taking the process a step further. Once the parent buys the system, they can go online and set tolerance limits. When the driver exceeds those limitations, the system can verbally



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2009 Ford F-150



warn the diver, e.g., "You're exceeding the speed limit, please slow down." Tiwi can immediately notify the parent when limits are exceeded and the parent can call the Tiwi unit and send a message directly to the driver, like "Knock it off and bring it home" or "Stop the car now and call me, we need to talk." The system has limited data storage capacity so it's supposedly not possible for authorities to get information to use against the driver. The information only goes to the owner when chosen limits have been exceeded. Visit www.tiwi.com.

• Starting with the 2010 Focus, Ford will offer a new standard feature call MyKey, designed to encourage teen drivers to drive more safely. The MyKey system allows parents, using the vehicle's message center, to program the vehicle's top speed, traction control system, maximum audio volume and speed alerts at 45, 55 and 65 mph. When the MyKey is inserted it automatically activates a Persistent Ford Beltminder™ that typically provides a six-second reminder chime every minute for five minutes while muting the audio system. It also has an earlier low-fuel indicator. Rather than warning of low fuel at 50 miles, it starts the warning at 75 miles. When the MyKey is in the ignition, features like Park Aid and BLISTM (Blind Sport Information System) and Cross Traffic Alert cannot be deactivated. After the system is introduced in the Focus Coupe, it will be quickly offered on many other Ford, Lincoln and Mercury models.

ALL NEW FORD F-150

▲ After a brief delay to try to sell down stocks of the previous generation F-150, Ford is finally releasing the all-new F-150. The new version is evolutionary in design changes but is built on a new high-strength, hydro-formed chassis that is 10 percent more rigid. Engine choices include three V-8s: an E85 capable 5.4-liter, 3-valve Triton V-8; a 4.6-liter, 3-valve, V-8 and 4.6-liter V-8 with the same fuel economy as the previous V-6. Three cab styles, four box options and seven unique trim levels allow the F-150 to be built into 35 configurations tailoring the truck in to nearly any need or desire. Existing XL, STX, XLT, FX4, Lariat and King Ranch models are joined by a luxurious Platinum series. Safety and drivability is enhanced with AdvanceTrac® with Roll Stability Control and trailer sway control plus available rearview camera and integrated trailer brake controller. Cargo handling and access is easier with a new Box Side Step, the tailgate step, cargo management system, bed extender and innovative Midbox storage system.

BIG CHANGES UNDER AUDI A6 HOOD

Audi has restructured the engine lineup for the 2009 A6 with a new supercharged 3.0-liter V-6 engine. Detuned about 30 hp from the smaller high-performance S4, the new V-6 includes a naming change for Audi. Normally, their "T" designation has indicated turbocharging, but it's also being used as Audi embraces supercharging for response and performance match-

ing the A6 4.2-liter V-8, with 0-to-62 times of 5.9 seconds and a top speed of 155 mph. The new direct-injection engine is derived from the naturally aspired 3.2-liter V-6. Mechanical noises from the supercharger were prevalent in testing at about 4,000 rpm under hard acceleration, but muted under constant throttle conditions. The new A6 3.0T should be available now.

VEHICLE TEST BATTLE BREWING?

Automotive website giant Edmunds.com is planning to take on the consumer-testing giant *Consumer Reports* and their 327-acre track in Connecticut with its staff of two dozen full-time engineers. *CR* annually buys and tests 80 vehicles using 50 individual tests. Forty-year-old Edmunds has published price guides for years before building one of the largest automotive websites with more than 186 million page views a month. Edmunds is now shopping for a 250-acre test facility in southern California, where it plans to test 1,000 cars a year, up from the 250 cars it annual tests at rented facilities.

CHRYSLER FUTURE PRODUCTS

Chrysler CEO Bob Nardelli has announced several upcoming product additions and changes as part of a "product renaissance" for 2010. Included in a seven or eight vehicle rollout are new versions of the popular full-size Dodge Charger and Chrysler 300, a new Jeep Grand Cherokee, a Nissan-built small car and hybrid version of the Dodge Ram. Chrysler also unveiled three electric vehicles and said one would be ready for 2010. Nardelli said there would be other products coming from alliances with other auto manufacturers.

WILL ESCALADE GO A NEW DIRECTION?

Rumors have the next Cadillac Escalade coming from the Lambda platform used for the Chevrolet Traverse, Saturn Outlook, GMC Acadia and Buick Enclave. GM has done a good job of giving each of those crossovers a unique identity, but one more may push the limits. But the platform is V-8 capable, and if the edgy Cadillac family styling is well adapted, it might work. There are also rumors of a unibody pickup like the GMC Denali XT concept for the next Cadillac EXT and Chevy Avalanche. ■

Auto News Update is compiled from a variety of industry sources for *Arizona Driver Magazine* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

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**GLK: a G-Wagen
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compact SUV.
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not just a
downsized
M-Class.**

Mercedes-Benz has quite a lineup. So much so, it's sometimes hard to keep track of them all. They must know this, as they are on the verge of combining several of their model designations (see page 45). Having recently traveled to Vermont (see *Arizona Driver*, September/October 2008) to drive their new BlueTec diesel M-, GL- and R-Class SUVs (and/or crossovers), and adding to that the big G-Class né Galendewagen, we perceived a pretty full set of options. Not so.

The 2010 GLK350 has a base price of \$34,775, against the M-Class, which starts at about \$48k (and competes with such luxury SUVs as the Lexus RX350). The GL-Class starts just under \$60k and is a strong competitor to a wide range of SUVs. The R-Class is a supremely capable and largely misunderstood vehicle, priced from about \$48.5k, con-

sidered a crossover in their lineup but also counted among the SUVs, able to compete with a Suburban or Cadillac EXV.

But it turns out there was a niche untapped. Mercedes SUV buyers had nowhere to go for smaller size or lower price within their lineup, and aspirational buyers of small SUVs such as the Ford Escape and Toyota RAV4 had no Mercedes option (though they have Porsche and BMW options, and the new Audi Q5 adds another). Mercedes points out that there are five new Luxury Compact SUV vehicles for 2009, so they are wise to be riding this wave.

Any manufacturer seeks customers for new vehicles from either of two places: existing customers switching within the brand, and customers new to the brand, or "conquests." Mercedes is targeting and in fact anticipates a high conquest rate with the GLK.



The downsizing conundrum

As the new GLK entered early conceptual stages, the design team had a clear dictate: do not make this a small M-Class. Mercedes did not want a lineup perceived as simply small, medium and large versions of the same concept. With sensitivity to a market that suddenly thinks downsizing is a pretty good idea, Mercedes is ready to "celebrate small." Their philosophy, which will be carried into their advertising (and has already influenced early TV promotion) is that great engineering is great engineering, at any size.

We doubt they will have much of an uphill battle pitching a smaller vehicle in current conditions. From what we've seen in reactions among the press, on the road, and in general conversation, this vehicle covers all the bases, and very well indeed. Well, except for maybe one, and we'll get back to that.

Hitting the niche

So if the new GLK is not going to seem like a downsized M-Class, then where would they start? Well, a couple of places. From within, they investigated the strengths and attributes of the full SUV and crossover lineup. And they did extensive consumer studies, all of which indicated that, overall, people consider this market and such a vehicle to be an SUV. Whether it is based on a truck frame or unibody automobile construction, and regardless of the degree of utility they require, they see the segment as a two-box SUV. They think crossovers, regardless of function or construction, are distinguished by a jellybean shape. (So for all the effort and discussion that has gone into this topic, there you have it, at least based on those consumer studies.) Interesting, whether SUV or crossover, whether truck-framed or not, there apparently was precious little discussion of whether the vehicles serve a purpose off-road or in deep snow and other adverse conditions. It is indeed all about style and perception.

Styling, performance, versatility

Yes, style... and performance and versatility, the two other attributes the Mercedes product planners assigned to the design team. Stylewise, armed with their consumer perception findings, they went right to the extra-large in their lineup, the G-Class (a boxy brute based on a long-running European military vehicle and starting at over \$100k for the US civilian version). The G-Class is certainly versatile, or at least offers a lot of utility, and its style is 100% SUV. Performance would be addressed on its own, as the GLK's size and weight are significantly lower. G-Class cues include a relatively upright windshield, aggressive front grille, fender flares and a strong character line from the doors to the rear taillight. Chrome

accents are plentiful.

Ultimately, we can't argue that they have avoided creating a downsized M-Class, and they have evoked a bit of the G-Class, but in many ways it's actually not hard to see a lot of GL-Class in the GLK, also. Which is fine; that's already a segment favorite.

A moving target

Of course it takes quite awhile to bring a new vehicle to market, so it's a wonderful thing for all concerned when the right vehicle hits at the right time. And that's just what Geoff Day, Mercedes-Benz USA Director of Corporate Communications, says they have achieved: "the right sizing, in the right vehicle, at the right time, at the right price." He says this is a vehicle anyone can buy now and enjoy.

Dave Larsen, Product Manager for the GLK and M-Class, points out that although the new GLK does not compete with Mercedes' own M-Class, conversely the Lexus RX competes with both. If nothing else, this demonstrates that Mercedes has at least two places for a Lexus (or similar) SUV customer to migrate.

Larsen provides us with a brief history of Mercedes SUV offerings. They start in 1997 with the first M-Class, a fairly tame takeoff on their first SUV concept show vehicle, a fairly traditional body-on-frame SUV, trucklike in its basis though styled for a broader audience. The European Galendewagen was available for many years from just one source in the US, a specialty dealership in New Mexico. But in 2001, the consumer-friendly G-Class entered the marketplace, very trucklike and all business. As the segments matured, and with one eye on the competition, the M-Class for 2005 was completely redone with unibody construction replacing the body-on-frame truck approach. They were surely doing something right, as M-Class sales have gone up while that segment is down overall, giving Mercedes an ever-increasing share. 2005 also brought the big R-Class, and 2006 brought the new GL-Class, both with third-row seats and 7-passenger capacity. GL sales are currently down 7%, but as the segment's sales are down a whopping 25% overall in the current economic climate, the GL's share is also increasing.

In 1997, one class of SUV (the new M-Class) comprised 12% of MBUSA sales. By 2007, four SUV classes from Mercedes-Benz (including the crossover R-Class) were contributing 30% of sales. For 2009, they will have five classes with the addition of the GLK. The Luxury Compact SUV market is estimated to grow by a whopping 72% from 2007 to 2010. So now that we think about a lineup of eleven classes of car and five SUVs, it's clear this is not one SUV too far;

KEEP RIGHT >>

SANTA BARBARA

We flew nonstop to Santa Barbara, a very easy southern California getaway. The airport there is very small and fairly close to town (and the beach), a quick in and out. Mercedes met us there, so we didn't do a rental car transfer. Our nonstops were with US Airways, a CRJ small jet on the way over and a DeHavilland Dash-8 prop plane on the way back. The prop flight takes a little longer, but gives you a better look at scenery below.

We stayed at the Canary Hotel in downtown Santa Barbara, enjoying a rooftop reception with mountain and ocean views, dinner at their Coast Restaurant, and our final dinner at San Ysidro Ranch, where JFK and Jackie honeymooned.

Our test drive was through Santa Barbara's wine country in the Santa Ynez Mountains, with lunch at Fess Parker's Wine Country Inn—that's right, Davy Crockett and Daniel Boone. Though Parker had been there for the prior wave of journalists, he wasn't for ours, although his daughter was, and she set things up so we could access the production end of the winery for some photography. ■



Photos: Joe Sage



on a pro-rata model basis, it's exactly right for the share.

GLK be nimble

If you've ever driven the big R-Class, you know that Mercedes can deliver what they call a "small and nimble" feel in a big vehicle. (This is much the case with the big Audi Q7 as well.) Despite being masters of that trick, however, with the GLK they promise just the opposite: a small and nimble vehicle that, well, feels large and stable... and nimble.

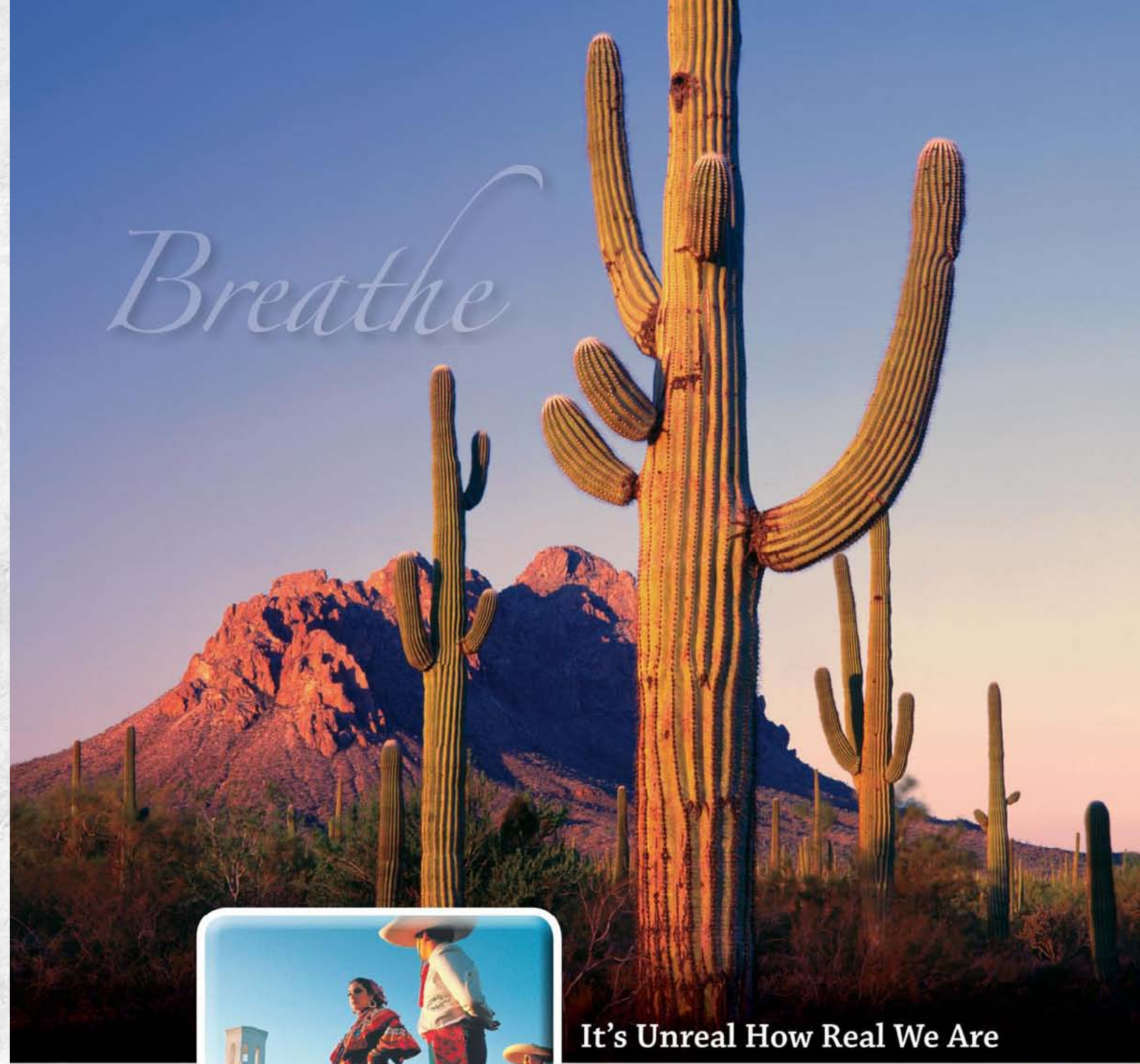
This was borne out on our 200-mile tour through Santa Barbara's wine country, which included minor freeway time, a lot of two-lane highway and even a little small-town driving. The vehicle's height and short stance could contribute to top-heaviness or sway in some vehicles, but it is almost imperceptible in this all-wheel driver. But while contemplating this, we directed our attention to the road we were traveling—a rough, narrow, cracked, patched, rutted and rotted rural two-lane—and noted that the ride was firm and smooth as silk, absorbing it all. This is no minor feat, especially given the 19" wheels and the shallow sidewall those bring. Very nice.

Keeping it simple

One breath of fresh air is a simplified set of options for the GLK (something little Honda figured out long ago). There are just five packages and eight options total. Packages include Premium (sunroof, satellite radio, power liftgate, rain sensors, driver memory seat and such), Multimedia (including voice-controlled phone/audio/nav, rear camera with larger display, and updated sound system), Appearance (20" wheels, all season tires and aluminum roof rails in place of the standard black rails), Full Leather Seating (including premium interior lighting) and Lighting (adaptive bi-xenon headlamps, LED taillamps and corner-illuminating foglamps). Standalone options are Parktronic, 6-CD changer, media interface, trailer hitch, styled running boards, heated front seats and rear seat entertainment. As for that trailer hitch, the 3.5L 268-hp 24-valve V-6 will tow 3500 pounds.

So what was that one thing? Fuel economy is rated at 16/21 mpg (with 4Matic), not bad for a luxury ute that hits 0-to-60 in 6.5 seconds, but not eye-popping in a market seeking the small. Despite the diesel treatment just applied to the M-, GL- and R-Classes, there are no BlueTec or BlueHybrid versions for the GLK at this time. The first GLK should arrive during January, in 4Matic fitment (4Matic all-wheel-drive generally distributes grip about 45/55% front/rear and adds about 145 pounds to the vehicle). A rear-wheel-drive version is due in April. ■

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Dillinger Days 75th anniversary. Tucson rolls back the calendar to 1934 for Dillinger Days, January 24. This time warp will mark the

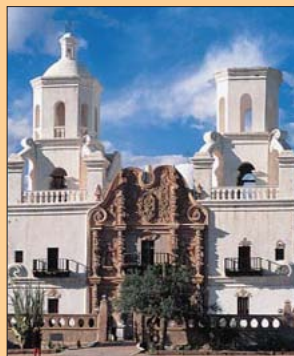


75th anniversary of the capture of notorious John Dillinger and his gang. The Dillinger gang's Depression-era crime spree enthralled the nation and ended in Tucson after a nationwide manhunt. This story is now a motion picture, titled *Public Enemies* and starring Johnny Depp and Christian Bale, set for July release. This free, all-ages street festival features an action-packed re-enactment of the gang's capture at Tucson's Hotel Congress, lectures, tours, antique cars, 1930s music, food, and more. Details: Downtown Tucson Partnership, 520-547-3338 or www.DowntownTucson.org.

Gem Show. The Tucson Gem, Mineral and Fossil Showcase (January 31 - February 15) is a citywide rockhound event with over 40 different shows by international vendors and top-quality museums. Serious prospectors will find prime rock collecting sites in mineral-rich Tucson and Southern Arizona, though many are tricky to access. More convenient is the University of Arizona Mineral Museum, which holds one of the largest public collections in the US. Amateur rockhounds can imitate real miners on underground tours of the Copper Queen Mine in Bisbee and the Good Enough Mine in Tombstone; or explore geologic exhibits at Asarco Mineral Discovery Center, Arizona-Sonora Desert Museum, and Bisbee Mining and Historical Museum. Info: www.visittucson.org/visitor/events/gemshow.

Mission San Xavier del Bac. "The White Dove of the Desert." Nine miles south of Tucson in the Santa Cruz Valley on the Tohono O'odham Reservation, this is acclaimed as the finest example of mission architecture in the

US. It was built by famed Jesuit missionary and explorer Father Eusebio Francisco Kino, who first visited Bac—"place where the water appears"—in 1692. The foundation for the first church, two miles north of the present Mission,



was laid in 1700. The present church—an active parish—was built from 1783-1797, and is open every day of the year, from 8am to 5pm. www.sanxaviermission.org. Free admission.

The Arizona State Museum. Established in 1893, this is the largest and oldest anthropology museum in the Southwest. Located on the University of Arizona's midtown campus, the Smithsonian-affiliated museum is home to the largest Southwest Indian pottery collection in the world, with 20,000 specimens, more than 150,000 archaeological and ethnographic artifacts, and a quarter-million prints and photo negatives, with artifacts and histories of the Mogollon, O'odham and Hohokam Indian cultures, plus one of the country's best Navajo textile collections. Free admission (\$3 suggested donation).

University of Arizona Museum of Art. Located on campus, the University of Arizona Museum of Art is home to a remarkable collection of Renaissance as well as 19th to 20th century art including works of such giants as Rembrandt, Rodin, Georgia O'Keefe, Rothko and Hopper. In addition to the permanent 15th century exhibit upstairs, there are changing exhibits around prominent artists and themes. Free admission.

The Presidio Trail ("Turquoise Trail"). This historical walking tour around Downtown's historic sites is roughly 2.5 miles long, and lasts 1.5 to 2 hours. The Trail follows a turquoise-colored line past over 20 restaurants. 23 points of interest and nine optional stops including the 1850s Sosa-Carrillo-

Frémont House; the historic Fox Theater; and the old Railroad Depot. Walkers will visit an archaeological dig for remnants of the original adobe-walled Spanish Presidio of Tucson from the late 1700s; an outdoor shrine for lost lovers; and a café in the 1920-era hotel where Tucson police captured the Dillinger gang. A brochure and map are free from the Tucson Convention & Visitors Bureau. The tour begins at the all-new Presidio San Augustin del Tucson in downtown. Call 520-624-1817 or visit www.VisitTucson.org. Free; self-guided.

Southern Arizona Transportation Museum. The transcontinental railroad, western heroes and outlaws, 1940s gangsters, Presidents and European royalty have all played a role in the history of Tucson's downtown Railroad Depot. The Historic Depot on Toole has been a centerpiece of downtown Tucson for more than a century. Free admission.

DeGrazia Gallery in the Sun. This 10-acre retreat features a gallery of Ted DeGrazia art, a mission, and the artist's home. DeGrazia is well-admired for his impressionistic paintings of native Southwest people. The buildings are works of art that DeGrazia built with the help of his Indian friends. They feature adobe walls and ceilings painted by his hand in desert hues, and a unique cholla cactus walkway, all a backdrop for DeGrazia's paintings, lithographs, serigraphs, watercolors, ceramics and bronzes. Free admission.

TUCSON FOR UNDER \$10...

Sosa-Carrillo Fremont House. In the heart of Downtown Tucson, the Sosa-Carrillo Fremont House is one of Tucson's original adobe houses. First purchased by José Maria Sosa in 1860, the house was later owned by the Carrillo family for 80 years and leased at one point to territorial governor John C. Fremont. The restored house is furnished in 1880s period décor and features displays of territorial life in the Sonoran Desert of Southern Arizona. Admission: \$3 adults; \$2 seniors and 12-18; 11 and under free.

Amerind Foundation Museum. Since 1937, the Amerind Museum has told the story of the Americas' first peoples, exploring the cultures of indigenous tribes from Alaska to South America, from the Ice Age to present day. The Fulton-Hayden Memorial Gallery features the work of western artists Harrison Begay, Carl Oscar Borg, William Leigh, Frederic Remington and Andy Tsihnahjinnie. Housed in Spanish colonial revival-style buildings designed by Tucson architect Marritt Starkweather, the Amerind Museum houses

archaeological and ethnographic research collections, a research library and scholarly archives on Southwestern anthropology, archaeology, history and Native American studies. \$5/adults; \$4/seniors 60 and over; \$3 children 12-18; and under 12 free.

Tucson Museum of Art. This museum's mission is to connect life and art; to inspire creativity and discovery; and to promote cultural understanding through art experiences. Established in 1924, the Museum has housed both permanent and rotating collections by



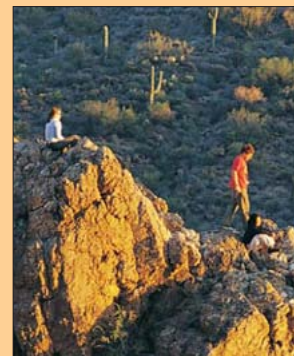
local and national artists. For current exhibits and more information, call (520) 624-2333 or visit www.TucsonMuseumOfArt.org. The first Sunday of the month, TMA offers free admission! (Otherwise, \$8 Adults, \$6 Seniors.)

Saguaro National Park. This park is in two pieces. Just west of the city, the half-mile, mostly flat out-and-back Signal Hill Trail is perfect for kids, across a wash and up a hill of dark basalt rock, to the Signal Hill Overlook, where the thousand-year-old Signal Hill Petroglyphs, created by the extinct Hohokam tribe, include circular and other geometric rock art shapes clearly visible on the hilltop stones. The scenic, relatively flat 10-mile Cactus Forest Trail coils through the native cacti and succulents. Hike through Saguaro National Park East on the Cactus Forest Loop Drive, an 8-mile mostly paved trail through the Rincon Mountains. Or head off-road on the 2.5-mile Cactus Forest Trail, through stands of the park's namesake cacti. \$10 per car.

Sabino Canyon. North of Tucson, Sabino Canyon offers hiking adventures for beginners to experts. Take on the rugged Seven Falls trail, a three-hour trek that crisscrosses over Sabino Creek and ends at the falls, with natural pools in which hikers can wade, swim, relax and rejuvenate before the hike back down. Less avid trekkers can take a relaxing stroll along the paved Sabino Canyon Trail, or take a tram for a \$5 per-car fee.

Mt. Lemmon. Serious hikers and bikers need look no further than 9,157-foot Mount Lemmon, overlooking Tucson from the north.

Experienced hikers can enjoy a variety of climates on the mountain, from desert lowlands hiking near the bottom, to cool treks through the Ponderosa pines at the top. The more difficult Butterfly Trail near the top of the mountain rises nearly 2,000 feet over 5.7 miles, and the 2.6-mile Soldier Trail follows an old road and power line from the Catalina Highway to an abandoned prison camp. Experienced mountain bikers have steep, technical trails—like the Crystal Spring trail near the top, or the lower-elevation Agua Caliente trail. Adventurous road cyclists have



the 25-mile Catalina Highway, which twists and turns from the desert floor to the top—a 2-plus-hour, all-uphill excursion gaining 6,000 feet in elevation, with a 30-degree temperature drop atop the mountain. Bikers then enjoy an all-downhill cruise back. \$5 per-car fee for trail use (free if dining or shopping in Summerhaven).

H.H. Franklin Museum. This museum is a tribute to the Franklin automobile, manufactured in Syracuse NY from 1902 to 1934. The historic air-cooled cars were considered technologically advanced at the time. There are a number of classic Franklins, including a 1904 Model "A" 2 Pass and a 1918 Series 9B Touring Franklin. Founded by longtime Tucson resident Thomas Hubbard, the museum includes extensive company research materials. Admission: \$5. www.franklinmuseum.org.

"La Fiesta de los Vaqueros" Tucson Rodeo Parade Museum. This unique, authentically Western museum features 150 horse-drawn vehicles, from buggies to elaborate coaches. Guests can check out historic artifacts from pioneer days, re-created Tucson Main Street circa 1900. Tours last 1.5 hours. Open publicly January–March. Admission: \$5 per adult; 16 and under free.

Finger Rock & Pontatoc Ridge Trails. Hikers and birders can head to the foothills north of town for the Pontatoc Ridge and Finger Rock trails around the Santa Catalinas. The shorter, out-and-back Pontatoc trail is a 4-mile round trip, up 1,000 strenuous feet of elevation over craggy desert rocks. The longer

Finger Rock trail takes hikers on a difficult, steep 10-mile trek to the summit of Mt. Kimball. The six-to-seven-hour trek takes visitors from the cacti and palo verde trees of the Tucson Basin, up to the cooler pines of Mt. Kimball. Free parking and admission.

Tohono Chul Park. In the Tohono O'odham language, this means "desert corner." This 49-acre desert preserve is a center of desert nature, arts and culture—and is listed by *National Geographic Traveler* as one of the top 22 Secret Gardens in the US and Canada. Find a respite from your hectic pace and an informative look at the region's cultural traditions and its flora and fauna. Enjoy breakfast, lunch or afternoon tea in The Tea Room, in a handsome Spanish-Colonial home; or visit the museum shops. Admission: \$7 adults; \$2 children 5-12; \$3 students; \$4 seniors and military with ID.

Tucson Botanical Gardens. Tucked away in the heart of Midtown Tucson, the Botanical Gardens is a 5-acre oasis of natural beauty, inspiration and education about the natural desert. The Botanical Gardens feature 16 gardens with diverse themes—such as the Herb Garden, the Xeriscape Harden, the Butterfly Garden, the Backyard Bird Garden, the Cactus & Succulent Garden and more—located on the historic 1920s property of Tucson's Porter Family. Visit www.tucsonbotanical.org for information. Adults: \$7, children 4-12 free.

Kitt Peak National Observatory. The world's largest collection of optical telescopes is found high atop Kitt Peak, on the Tohono O'odham Reservation. It is home to 22 optical and two radio telescopes representing dozens of astronomical research institutions. The National Optical Astronomy Observatory (NOAO), funded by the National Science Foundation, oversees operations on Kitt Peak. Visitor Center exhibits and the gift shop teach astronomy. Take a tour and discover how astronomers unlock the mysteries of the universe. Visit the National Solar Observatory exhibit gallery and watch scientists operate the world's largest solar telescope. Guided tour: \$7 adults; \$4.50 children.

University of Arizona Flandrau Science Center & Planetarium. The University and local communities join to inspire the teaching and learning of science, technology, environmental sustainability and more, on campus. Attend Flandrau's special planetarium shows and get your hands dirty with hands-on science exhibits. Explore the history of Planet Earth at the mineral museum, and catch a glimpse of the heavens at the planetarium. Open Wednesday evening through Sunday afternoon. Adults: \$5 - \$7.50; Children: \$3 - \$5. ■

The original pony car still plays for keeps



Creating a heritage design for a vehicle, while bringing engineering and technology up to date, is no mean feat, but Ford's fifth-generation 2005 Mustang was universally hailed as a success. Ford Senior VP of Design J Mays tagged it at the time as "retro-futurism." Aside from lack of independent rear suspension (on most models, and bear in mind this gave classic handling that some people preferred), the future was here, and in classic attire.

But if the original's look and feel had been carefully and successfully adapted, what could come next? The '05-09 models evoked characteristics of models from 1964 through 1970, depending on the leanings of the beholder, and the originals beyond those years had headed in their own directions. What could follow this?

With the 2010 Mustang, Ford has tackled that challenge and triumphed. The new model still captures the essence of its forebears, but moves the ball forward not only in styling, but with a multitude of technological innovations. Exterior styling is immediately recognizable as the same car, though reportedly only the roof panel and A-pillars are carried forward from the old car. (Despite all the changes, though, the 2010 Mustang is not considered a new generation, as it is built on the same platform.)

The interior, however, has been reworked comprehensively, not only in style but in function, putting it on a par with, or exceeding, much of the immediate competition, as well as what's needed to play in the general marketplace. Among many features, one of our favorites is one that serves no practical purpose: an Ambient Lighting System with MyColor™ (see photos to right) allows drivers to customize the interior lighting of the vehicle to suit their mood. The system features seven base colors: ice blue, purple, blue, orange, red, white and green. Owners can actually create 125 custom colors by mix-

KEEP RIGHT >>





THE REVEAL: live and in person in Santa Monica... live via satellite at Scottsdale Pavilions...

We secured credentials to the 2010 Mustang reveal two ways:

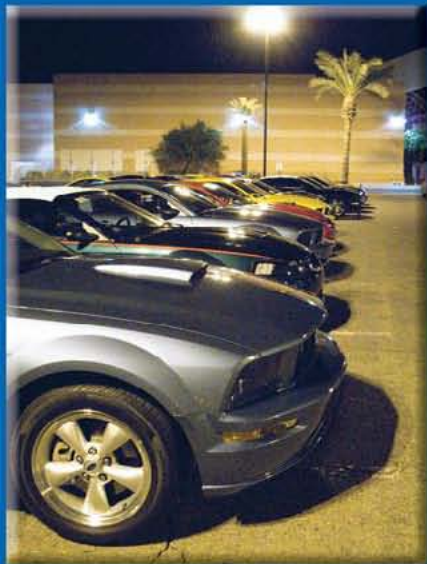
On the evening before the start of press days for the Los Angeles Auto Show, Ford introduced the new steed at the Santa Monica Airport.

And on the home front, as the Santa Monica event was broadcast live via satellite (this feed was later replayed on SPEED™) to eight or ten enthusiast cores around the nation, including to Arizona Mustang clubs and other invitees at the United Artists theater, at Scottsdale Pavilions on Indian Bend (the location of the well-known weekly car show each Saturday night).

We designated a team for each.

The Santa Monica event was a tour de force, despite two strikes in the form of [a] Detroit executives being grilled that week by Congress about their need for a cash infusion, which included pointed questions about why every car is not a Prius, and [b] smoke and traffic snarls from the worst wildfires the Los Angeles area has probably ever seen. But with two strikes, Ford hit a home run with the Mustang and with the event, which also featured a dozen or so top-tier Mustang race cars from over the years, amazingly located and transported to the site, accompanied by their legendary drivers, from Carroll Shelby to Arizona's own Lyn St. James.

Out of all the people in Santa Monica, all the camera angles, and all the theaters receiving feed, the Pavilions crowd was lucky enough to have one of their own, an otherwise-unidentified Jeff, appearing live in the center of the crowd shots, with cellphone in hand, paving the way for the clubs' own satellite remote cheers from here and waves from there, which was actually pretty cool, when you consider nobody else watching elsewhere had a clue. ■



ing the red-green-blue palette. The driver can individually set the instrument cluster gauge background, cluster "halo" lighting, ambient lights in the front and rear footwells, cup holders, doors and the "MUSTANG" logo in the aluminum door sills to different colors, or easily coordinate them all to the same.

Other tech features that let you know this isn't your father's nor your own old Mustang include SYNC, the voice-activated hands-free in-car communication/entertainment system from Ford and Microsoft; 911 Assist for immediate reporting of an air bag-deploying accident; Vehicle Health Report (VHR) diagnostics phoned direct to Ford; SIRIUS Travel Link™, with real-time traffic data, coast-to-coast weather and fuel prices at over 120,000 stations; Voice-Activated Navigation, with text-to-speech of street names and incoming text messages, a music jukebox for more than 150 hours of music, and even personal photos on the screen; Reverse Camera System, with the image displayed on the navigation screen or in the self-dimming rearview mirror if you don't have nav.

A new console includes trunk release, lockable stowage and covered cup holders. There are steering-mounted audio controls, dual electronic climate controls, outside temperature sensing, remote keyless entry and one-touch up-and-down windows. An EasyFuel™ Capless Fuel-Filler System helps reduce evaporative emissions; when fueling is completed, the system automatically seals shut.

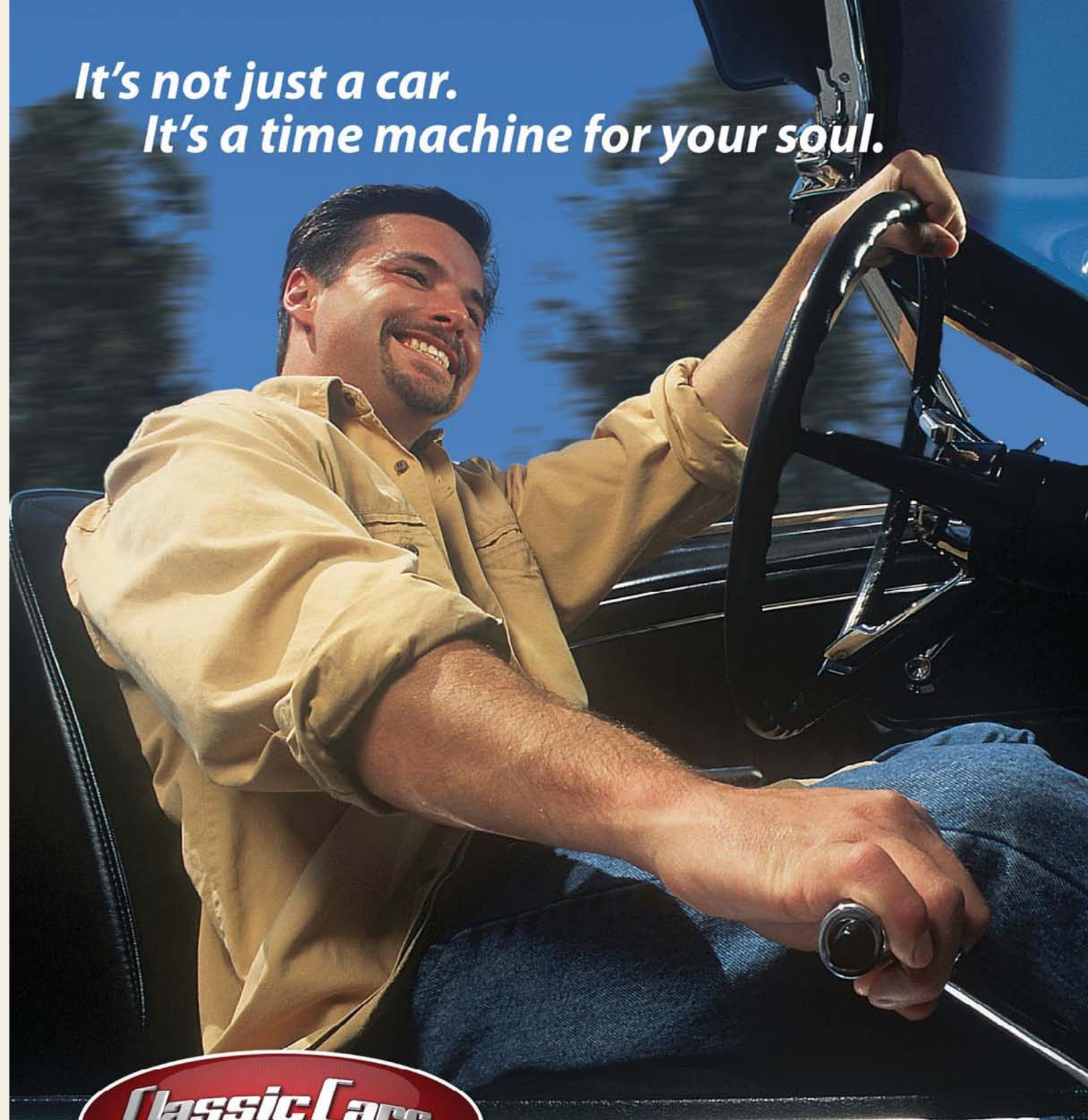
In the category of little things mean a lot (or not), Ford has made a pretty big deal out of the enduring running horse being restyled. A paragraph or two of description are summed up with ears that are swept back a bit more, which looks fine; we're just glad the original essence is, in fact, intact.

One major styling detail that we think could take awhile to get used to (and we just might hope will be redesigned before then) is the rear taillight treatment, in which the lenses no longer lie flat, but bend and angle toward the rear quarter panels. On the plus side, though, they have a sequential turn-signal pattern to left or right, a feature seen on a few other Fords decades ago. You'll immediately recognize this when you see it.

We're glad to see an (unnamed) approximation of Acapulco Blue from the original '60s Mustangs, even moreso than the Lime Gold redux of the past few years. The highlight at the reveal was a new iteration of Grabber Blue from the '70s Boss and Mach I Mustangs. Not bad, but let's see if they can come up with reborn versions of Grabber Orange and Grabber Green, not to mention Calypso Coral.

Head to the dealer, get your hands on the new Mustang, take a look and take a spin. ■

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School's Out!

With 21st century pony car wars heating up—as Ford updates the hot-selling retro Mustang and GM reintroduces the Camaro—interest in the Dodge Challenger was so high the top-spec SRT8 went to presales early and sold out quickly. It was unusual to release the hottest model first, rather than building anticipation from the bottom up. The SRT8 is potent, indeed, with a 370-cubic-inch (6.1 liter) HEMI® V-8 pumping out 425hp and 420 lb-ft of torque, all in a 4170-pound package, with a choice of six-speed manual transmission (with twin-disc clutch) or five-speed automatic with overdrive. The base SE features a 250hp V-6, weighs 3720 pounds, and offers only a 4-speed overdrive automatic.

Enter the R/T. Its 5.7-liter HEMI V-8 puts out 376hp against a weight of 4041 pounds. This gives the SRT8 a power-to-weight ratio advantage of 9.5%, though torque is virtually identical at 410 (these R/T numbers are for the manual transmission; with an automatic, horsepower is 372 and torque is 401.)

The V-6 SE claims EPA fuel economy of 18/25 mpg (city/highway), with 89-octane mid-grade fuel recommended (but 87-octane regular "acceptable") against the R/T at 16/23 for the automatic (mid-grade fuel recommended but regular acceptable), or 15/23 manual (91 octane premium recommended but regular acceptable). The

SRT8 is lower still at 13/19 (automatic; manual info n/a) and requires premium fuel.

Nobody is buying a Dodge Challenger for fuel economy, but there are always degrees. If you know the max-power SRT8 is for you, then that is the version you will likely buy. If you want the Challenger look and feel at a bargain price (starting at \$21,995), the SE also brings fuel price AND mileage economies. But for the best of both worlds, the R/T is a great option.

SE Standard on the base Challenger SE are side-curtain air bags, AM/FM/CD radio with four speakers and MP3, a/c, eight-way power driver's seat, 60/40 split-folding rear bench with arm rests and two cup holders, adjustable lumbar support, 12-volt auxiliary power outlet in the center console, automatic speed control, rear-window defroster, fold-away power mirrors, power locks and windows, manual-tilt and telescoping steering column, remote keyless entry and tire pressure monitoring warning lamp.

SRT8 The Challenger SRT8 provides modern American muscle, with enhanced powertrain, ride and handling, benchmark braking, an aggressive-looking exterior and race-inspired interior. The SRT8

also features limited-slip differential, exclusive 20-inch fully forged aluminum wheels, carbon-fiber-like hood stripes, a race-inspired interior with bolstered seats, pistol-grip shifter (manual) and a reconfigurable display with performance readouts of 0–60 mph, 0–100 mph, 1/8- and 1/4-mile times, g-forces and 0–60 mph braking distance.

R/T For a balanced mix of hardware, technology and features, the Challenger R/T with its 5.1-liter HEMI hits the power/weight/fuel points mentioned above, plus the automatic transmission features fuel-saving multi-displacement (MDS) technology which claims to improve fuel economy by as much as 20 percent without sacrificing performance. The six-speed manual transmission, part of a "Track Pak" option, includes Hill Start Assist (HSA), limited-slip differential, bright pedal covers and performance steering.

Standard eighteen-inch machined aluminum wheels, dual exhaust with rectangular tips, rear body-color spoiler, standard anti-lock brakes, ESP, traction control, brake assist, vented brakes, fog lamps and leather-wrapped steering wheel and shifter knob are included. Available are Remote Start, Keyless Go push-button start and heated leather front seats.

A special-edition Challenger Classic R/T is slated for fall, in B5 Blue with wide black side stripes inspired by the original Challenger of the 1970s, script-style badging and modern 20-inch wheels styled with heritage five-spoke aluminum.

The all-new 2009 Dodge Challenger will be offered in nine vibrant colors including Brilliant Black, Bright Silver, TorRed, Inferno Red,

Deep Water Blue, Titanium, Stone White, HEMI Orange (R/T and SRT8 only) and B5 Blue (late availability R/T and SRT8 only). Carbon-fiber-like hood stripes are standard on the Dodge Challenger SRT8. The Dodge Challenger R/T features an optional hood-to-fender side stripe. Dark Slate Gray cloth seats are standard on Dodge Challenger SE and R/T. Dark Slate Gray leather seats with exclusive SRT trim are standard on Dodge Challenger SRT8.

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Our Challenger R/T drive

Chrysler invited us to join them for lunch at Alice Cooperstown in downtown Phoenix, to see the 2009 lineup, including the Challengers, the all-new Dodge RAM pickup (see *Arizona Driver*, May/June 2008), and the HEMI Hybrid Chrysler Aspen and Dodge Durango (see *Arizona Driver*, September/October 2008 and see this issue's Auto News Update regarding their early cancellation).

As we'd heard Alice Cooper (with his inside track as owner of a Valley Chrysler-Jeep dealership) was taking delivery of his own Challenger about the same time (yes, Wayne, this car *WILL* be his), we entertained the notion he might join us for lunch and take delivery then and there. But he was playing a gig in London, Ontario, that evening. So no dice on that slice of glory.

We drove them all but concentrated on the Challenger R/T. From that starting point, our drive was limited to the relatively flat and square streets of downtown and south Phoenix. This car definitely turned heads, both on the city streets and in the neighborhoods and schoolyards to the south. We didn't test its heroics in the high school parking lot, but we did pull into the Phoenix Elementary School's bus lot, where the car was very well received by the District's staff and workers. This was a crowd with equal parts nostalgia for the original and finger-on-the-pulse of the next generation, so that was a strong endorsement.

Our drive was long enough to test acceleration, cornering, shifting and braking, and all performed very solidly and powerfully. With all that power on tap, it could be possible to do an embarrassing stall in that schoolyard lot, but it takes very little effort to avoid, and the dynamics become second nature almost immediately. The car feels larger, on the one hand, than its pony car competitors, but at the same time feels to be just the right size for what it is. We had only driven a couple of blocks when we felt that this was a package you could enjoy the heck out of, for a long, long time.

The only decision remaining is where your tastes and budget fall on issues of power, performance and petrol price. Clearly, the more power and performance you go for, the closer you may feel to the original Challenger's persona. But with modern technology and updated mechanicals on the entire lineup, the tie-breaking features and specifications of the Challenger R/T suggest this is a good model to try first. And it might well be the one you drive home.

The 2009 Dodge Challenger SE, R/T and SRT8 are available now. The Dodge Challenger Classic R/T will be available late in the 2009 model year. ■

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Defining a new
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of form and function:
Toyota Venza



We knew from the get-go that Toyota was very excited about the launch of the Venza. The buzz was that this was a completely new kind of vehicle, expressly tailored to the times and filling a niche that was previously unfilled, possibly even previously undefined. We hear this a lot.

In fact, we found Toyota had done something very special, though they had a little trouble defining the new niche themselves. We'd been generally expecting a crossover of some sort, engineered from a combination of the top-selling, ultra-reliable Camry sedan and the Highlander crossover/SUV. The Venza does derive from these in part.

Toyota Division Group VP and General Manager Bob Carter explained that the Venza has its roots in the well-received Toyota FT-SX concept car presented at the 2005 Detroit auto show. Whereas a concept designer's vision is often compromised a great deal in production, due to the realities of engineering, tooling, materials sourcing, vendor capabilities and such, the Toyota design centers in Newport Beach and Ann Arbor were tasked with keeping the styling intact. Chrysler has famously accomplished this a few times, the Prowler, PT Cruiser, Challenger and others. And Toyota had accomplished it with the FJ Cruiser.

In the continuing effort to define vehicles that are neither car nor SUV, but nobody wants to call a crossover or especially a station wagon, Toyota has identified this vehicle as "70% car and 30% SUV." On the car side, they mention styling, handling, fuel economy, lower roof height, step-in/load-in access and 5-passenger capacity. On the SUV side, they mention all-wheel drive, cargo capacity and the driver's higher sightline. On balance, they call the Venza "a passenger car, optimized."

Toyota Chief Engineer Michihiko Sato explains that focus groups from the Detroit concept insisted they wanted comfort and driving fun, which they felt were not offered by conventional SUVs. These goals were meshed with ingress/egress ease and a broad set of features. There is a higher sill than on a car, and there is great width and depth from doors to seats to legroom. Ingress and egress, in fact, are claimed to be better than a car or an SUV. The driving experience was engineered toward responsive steering, body control and a well-balanced ride, all better achieved with the lower overall height of the Venza compared to an SUV.

Powertrains include two engines: a 3.5-liter V-6 and a 2.7-liter 4-cylinder, the all-new dual VVT-I, plus one of two 6-speed automatic transmissions, and optional all-wheel drive with either engine. The V-6 is familiar from

the RAV4, Camry and Highlanders to date—engineered for less scheduled service, while putting out 268 horsepower and 246 lb.-ft. of torque and delivering 19 mpg city and 26 highway, respectable for a 5-passenger utility pod that achieves 0-to-60 in 6.7 seconds. The new VVT-I 4-cylinder is a DOHC with aluminum block and head, to be used also on the 2009 Highlander—with figures of 182 for both horsepower and torque and delivering 21 mpg city and 29 highway. There is no hybrid version at this time. The 6-speed automatics for the two engines are different, with weight savings on the 4-cylinder version. A Tow Package with heavy-duty alternator and other upgrades allows the V-6 to tow 3500 pounds, the 4-cylinder 2500 pounds. You can tow 1000 pounds without the Package.

So what is the Venza? There is something about the styling that's reminiscent of the cars of the future that graced illustrations decades ago. Carter reminds us that both the Toyota RAV4 and the Lexus RX300 were examples of vehicles that found customers who "didn't know what they wanted till they saw it." They are expecting the same reaction as customers discover the Venza, a vehicle Toyota claims delivers "everything in one package"—a tall claim, indeed, until you start to actually check out the Venza.

So let's check it out and see what we find. The cabin provides a top-notch sound system, a 6-CD/6-speaker standard unit or a JBL upgrade with 13 speakers, navigation and 90 days of free satellite radio. A Denso Bluetooth navigation unit understands English, French and Spanish for nav-by-voice control, and you can also navigate using phone numbers or XM NavTraffic. Rear entertainment includes DVD, wireless headsets and game inputs. A backup camera is included with or without nav. The display screen can be customized in many ways, including function and even font size.

There is ample storage throughout—in the dash, the doors, the console—including shifting cupholders and a sliding console cover that enable individual adaptation of the storage components to one's needs. All windows are one-touch, and a panoramic sunroof includes shades. A smart key option controls both doors and the power rear door.

The vehicle is 189 inches long and rides on 19" wheels for the 4-cylinder or 20" for the V-6. There are nine exterior colors available, with interiors of grey or ivory, including leather options with piping (reminiscent of an Aston Martin but for \$100k less). Cockpit design has given equal emphasis to both

FALL IN PENNSYLVANIA

Nemacolin Woodlands Resort & Spa is located on over 3000 acres in southwestern Pennsylvania, a great place for a test drive in the heart of fall colors, even if a bit far afield from Arizona. We were hosted at the resort's Falling Rock hotel, one of only 21 hotels and resorts in the world to earn a AAA Five-Diamond rating. Interestingly enough, it turns out the hotel is a tribute to Frank Lloyd Wright's style and organic philosophies, so it turned out we were not so far afield at all.

The resort was developed from an existing game reserve by Joe Hardy, founder of the 84 Lumber Company, who had attended an auction seeking a small fishing parcel for his daughter, until this property caught his eye.

Nemacolin is home to Mystic Rocks championship golf course, as well as the location's original course, The Links, and also to the Off Road Driving Academy, for training in rock, trail and even what they call crater driving skills. ■



Photos Joe Sage

KEEP RIGHT >>



driver and passenger. In fact, each has been given *more* than equal emphasis, with a layout ethic Toyota calls 60/60, giving both people an unconfined feeling of more than half the available space up front. The rear seat really amazed us, with wide doors and then delivering legroom on a par with the largest German luxury sedans. You'll have to enter it to believe it, given the price range and overall vehicle size. Rear seats also recline 14 degrees and have one-touch laydown.

On-demand all-wheel drive delivers 50/50 traction front and rear, using the electromagnetic system from the RAV4 and Matrix. Compared to a viscous system, Toyota claims better start-off performance and integrated vehicle stability with this system. The vehicle also has uphill/downhill logic systems, with shift points adjusted to conditions. In a nod to drive-by-wire trends, the Venza includes electric rack-and-pinion power steering, claimed to be their best-ever system. It utilizes no hoses, fluids (a "green" improvement) or belts, and it only runs when needed, increasing fuel economy. An enhanced VSC safety suite includes cooperative steering control with multiple modes, including "off." The STAR™ safety system from Toyota SUVs and trucks is brought to the Venza, also. Headrests have active impact response, all mechanical with no need to reset anything.

The Venza comes in just one model grade, with eight packages and four options, plus accessories (including new Pet Product Accessories). Features, features, features—this is one of their main messages, and a visit to your Toyota dealer or the Venza website will give you even more details.

Natae Rayner from the University of Toyota (new product education) slots the Venza between the Camry and Highlander, which turns out to have been a perfectly-sized gap for something new. Though six inches *lower* than the Highlander, the Venza has 8" ground clearance, completely out of the league of the Camry or any sedan. So is the Venza just a "different Camry"? Toyota emphatically says no. The floorpan, key to platform derivation, is based on the Highlander in the front, picks up Camry floorplan elements in the comfort-zone middle, and is new and unique to the Venza in the rear—a combination that, overall, let Toyota deliver their vision on time and under budget. Throughout the design process, Toyota took the unusual step of having non-Venza engineers check the work of the Venza engineers, a collaboration with big payoffs.

We test drove three out of four—the all-wheel-drives with both engines, and the

front-drive 4-cylinder. And we took them on three different routes, one that included a highway foray into Maryland and West Virginia, others on very twisty tree-lined highways. Road conditions were great for the comparison, with a light rain and slick autumn leaves on the pavement. We even had one very close encounter with a deer, in which the brakes proved their mettle admirably. We were surprised to find no appreciable loss of comfort or control with the larger 20" wheels on the V-6. If buying, we would probably opt for all-wheel drive, though in our tests, the front-driver did just fine. But just to be ready for anything, and for a reasonable price, we'd take the traction. As for the engine, that's a tough choice. The V-6 is not much more to purchase, but the fuel economy could make a difference over time. All in all, we favor either the top or the bottom, for exactly that reason—either go for it all and pay the moderate price, or go for economy and smile about that.



Carter points out the market already has an amazing 60 crossovers, and Toyota set out to make the Venza *not* be the 61st. When all the comparisons are done, you may find yourself still looking at wagons, crossovers and SUVs and seeing certain similarities to this vehicle. But we come back to several points that distinguish it. It's a given that there is a great combination of style, purchase price economy and fuel economy. But then there is that enormous back seat legroom and cargo capacity. And last, there is that 8-inch ground clearance. Add to this the choice of the 4-cylinder or V-6 powertrains, and the front-wheel-drive or all-wheel-drive option, and the only other thing we'd like to see would be an available manual transmission.

Production began in November at Toyota's plant in Kentucky, with V-6 deliveries slated to start in December and the balance in January. Toyota expected to deliver 2000 units in 2008 and targets 60,000 for 2009, of which the V-6 and 4-cylinder are predicted at 50/50 sales, although the factory can adjust if one is outselling the other. They expect top sales to be for the 4-cylinder in front-wheel drive and the V-6 in all-wheel drive.

Direct competitors are stated to include the Nissan Murano, Ford Edge and Mazda CX-7 and CX-9, all decidedly considered crossovers, though each does bend that label a bit itself. And yet, the Venza is also expected to compete with the Honda Accord and Nissan Sentra (though Toyota does not accordingly mention it taking sales from the Camry).

The base 4-cylinder front-wheel-drive model is expected to start at \$25,975, the fwd V-6 at \$27,800, and all-wheel drive adds \$1450 to either. A destination charge of \$720 is added to any. A crossover can mean any number of things to any number of people (or any number of manufacturers). But a game-changer is harder to come by. The Toyota Venza may be in a category of its own, as yet unnamed, but it is indeed a game-changer. ■

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Russo and Steele continues to support the Emily Center at Phoenix Children's Hospital, as the recipient of the auction's annual charity gala. The gala is staged on the first night of the five-day event. Open to corporate sponsors, registered bidders and invited guests only, this prestigious event is always a sellout. The Emily Center is a free pediatric health library, staffed by nurses and open to the public, with more than 4,000 books, 2,000 videos and thousands of articles (both English and Spanish) on everything from parenting tips to childhood health, injury and illness. There is also free online access to medical journals.

2007 CREATIVE WORKSHOP SPORT SPECIALE

Built by Jason Wenig and his creative team at The Creative Workshop, this one-of-a-kind scratch-built Sport Speciale is inspired by the big-displacement European racing specials from the late '50s and early '60s. The car takes cues from the Ferrari TR59/60, Aston Martin DBR1, Maserati 450S and others.

Although bodylines place the style in that period, the car sports a chrome-moly tubular chassis in a true Superleggera-style, stainless steel, wire-rimmed and hand-formed aluminum body. A legendary specially-built F1-



inspired performance BMW V12 with one-off cylinder heads, from the BMW factory in Germany and a custom Hilborn racing fuel injection system transmits power through a matching 6-speed transmission. Add tubular, adjustable suspension arms, BRT rack and pinion steering, racing-bred sway bars and many other competition tech advancements, plus Brembo and Wilwood racing disc brakes.

Authentic details include period-correct

Veglia instrumentation, Nardi steering wheel, original Marchal and Carello lights and correct Magneti-Marelli switches. The wheels, hubs and knockoffs were built by Borrani on the original jigs that built the same classic wires for the Ferraris of old. This masterpiece is a seamless fusion of classic style and modern performance, capturing a magnificent era, yet with convenience, ergonomics and performance those cars could only dream of.

1963 SHELBY COBRA CSX2009

Drivers including Augie Pabst, Peter Jopp, Tom Payne, Gene Fisher and Dick Stockton made history with this 1963 Shelby Cobra CSX2009, taking numerous trips to the winners' circle with it in FIA/SCCA racing. With



the introduction of the new AC Cobra in early 1962, a new era of sports car racing dominance began in both America and Europe. Shelby American's engineers and hot-rodgers in southern California took over and ruled the racetracks from the early to mid-1960s, culminating in the 1965 World Championship over arch-rival Ferrari. This 1963 Shelby Cobra CSX 2009 was prepped for the race circuit as a factory team car for Ford Motor Company. Its goal was to make its mark in the world of FIA/SCCA racing, and it exceeded expectations with numerous trips to the winners' circle.

CHAMPION 1965 SHELBY GT350-R MODEL

This 1965 Shelby GT350-R is one of 37 R models built and documented in the Shelby registry. The Ford Mustang first appeared in 1964 and was immediately popular for its style and capabilities. The base six-cylinder engine came in coupe, convertible and fast-back variations. However, sports car enthusiasts seeing incredible potential demanded more power. Ford turned to the national SCCA racing program, but their rules for sports cars required two seats. Ford turned to Carroll Shelby to help them qualify for

homologation requirements; 100 examples needed to be produced by January 1, 1965. The cars were ready to go by the due date, all painted in Wimbledon White with Guardsman Blue stripes. In 1965, a remarkable 562 Shelby GT350 models were created, with 36 designated for racing and given the code "R."



Shelby GT350-R #5R530 was ordered by Shelby American on March 18, 1965, initially assembled by Ford Motor Company on April 20; it was issued the work order number 17527 a month later on June 24.

Raced by purchaser Bratzo Vicich, the car was South American Class Champion during the late 1960s and Peruvian National Champion as late as 1973. A second South American owned the car and ran it actively until 1980. Returning to the US in 1984 in the care of George Stauffer, the car has had numerous American owners since and ran with the SportsCar Vintage Racing Association, with whom it has a permanent medalion (as it does with other well-known sanctioning bodies). Restored Kurt Vogt of Cobra Automotive and in a museum since then, the car remains in excellent condition and should always be a top-tier invitee to vintage race and concours events worldwide.

2007 GOODGUYS STREET ROD OF THE YEAR

This is an outstanding custom designed and fabricated Street Rod concept—a 1932 Ford "F-32" Roadster, the 2007 Goodguys Street Rod of the Year. The roadster took Barry's



Speed Shop in Corona CA three years to fabricate. The tires are about the only "off-the-shelf" components; every other part had to be specially designed and constructed. The deliberate theme of a contemporary version of the great mid-fifties classics was designed by Chris Brown and features the best in modern technology and new materials. It has an all-aluminum body, all-aluminum 590hp EFI Ford Cobra 427 Windsor, 5-speed Tremec and one-off front and rear suspension. This absolutely flawless piece of rolling art is now

considered by most enthusiasts to be the finest exhibited street rod anywhere.

1971 DODGE HEMI® CHALLENGER R/T

This original, numbers-matching 1971 Dodge Hemi Challenger R/T is one of just 58 4-speed cars and one of fewer than 12 factory shaker cars produced. In late 1970, as muscle-car sales began to evaporate, Chrysler released one final handful of factory Hemi cars. The 1971 Dodges are some of the most coveted collector cars ever built; fewer than 400 Hemi cars in total left the factory in that year, and of that only 72 were Hemi Challengers.

Although all Plymouth Hemi 'Cudas came with a factory shaker hood, Hemi Challengers did not. The shaker was an option on the Challenger, and very few were produced. In fact, out of the 72 Hemi Challengers from 1971, it is estimated that fewer than a dozen came from the factory with a shaker hood.

This particular Hemi Challenger R/T is a three-owner car, with a nut-and-bolt rotisserie restoration completed on just 5800 original miles, original matching-numbers motor and correct Hemi 4-speed tranny. Its fully docu-



mented history (by owner), fender tags, two original build sheets, factory warranty card and authentication by Mopar guru Galen Govier makes this one of the most significant Hemi E-bodies produced.

ALL RESERVE, ALL THE TIME

Russo and Steele feels that the integrity of "No Reserve" has been badly compromised within the hobby and no longer has value. Their philosophy is that quality consignments are the result of only two scenarios: either the owner previously paid a premium, or there has been a costly and laborious restoration. They feel that neither of these two will entice the highest caliber of automobiles to simply be sold at no reserve: "to the highest bidder—regardless of price." Russo and Steele says their decision on All Reserve selling has been well received by their clients. They believe it will result in the long term health of the hobby and maintain auction integrity.

MORE INFORMATION

Russo and Steele's three auctions each year include its signature auction in Scottsdale every January, Florida in spring, and Monterey in August. For more information, call 602-252-2697 or visit www.russoandsteele.com. ■

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Sunday-Sunday, January 11-18, 2009

WestWorld - northeast of Frank Lloyd Wright Blvd. and AZ Loop 101 - Scottsdale

Barrett-Jackson's 38th Annual Collector Car Auction Event will feature a diverse mix of desirable collector vehicles. As always, SPEED will broadcast nearly 40 hours of live high-definition coverage of all six auction days (Tuesday-Sunday). Lifestyle attractions include luxury vendors, galas and fashion shows. Night-spot "The Garage" will be the site of exclusive gatherings throughout the event. Some 1000 collector vehicles and automobilia will be sold at the Barrett-Jackson auction, including:

FIRST PRODUCTION FORD THUNDERBIRD LOT NO. 1295: RAREST OF ALL BIRDS

One of the most significant American sports cars ever built, the first production Ford Thunderbird will be sold at No Reserve. The Raven Black 1955 T-Bird was produced by Ford on September 9, 1954, representing the birth of their sports car program. Penned by Ford's Frank Hershey, it was a hit with sports car fans and an instant competitor for the Corvette. This first T-Bird has a 292 Y-block engine, Fordomatic transmission, power steering, power windows and power seats. Such creature comforts gave the first T-Bird's debut real sizzle.

The car has been featured in numerous articles, including "Testing the Thunderbird" in the October 4, 1954 *Sports Illustrated*. It has been displayed across the US, from Ford headquarters in Dearborn to the 1984 Summer Olympics in LA.

"I've followed (this car) closely over the years," said Steve Davis, President of Barrett-Jackson. "First production vehicles have an appeal that no other car in their lineage can compete with, especially when they represent the beginning of one of the most legendary marques."

SYDNEY ALLARD'S PERSONAL STEYR-ALLARD RACER

LOT NO. 1304: AUTO PIONEER'S HILL CLIMB CHAMPIONSHIP RACER

Considered the most famous of all Allards, the 1947 Steyr-Allard racer owned by the legendary Sydney Allard captured victories worldwide and blazed a path followed by other American heroes. This is the most documented, race-winning and famous Allard of all time. Sydney Allard drove the Steyr-Allard in the British Hill Climb Championship for five years, finishing third in 1947, third in 1948, first in 1949, second in 1950 and third in 1951. The Allard held class and outright records at all hill

climb courses and sprint events it competed in during the period. Sold in 1952, this car competed in numerous races until the early 1960s.

"Sydney Allard is considered the first to combine a British chassis with an American or German V8 to create a car with outstanding reliability and power-to-weight ratio," said Davis. "This was the formula later followed by Briggs Cunningham and then Carroll Shelby, who also raced an Allard before going on to build the iconic Cobra. Some could argue that this championship Allard set the stage for some of the greatest sports cars in the world."

The car was built with altered production Allard J1 chassis rails fitted with tube and channel cross-members. Front suspension was the standard Allard Bellamy split axle but with the radius rods behind the axle and pivoting in line with the front axle pivot points.

With limited post-war engine choices, Allard chose a lightweight, air-cooled Austrian Steyr V8 used in WWII armored cars. He modified it



for competition, with the engine developing 150 horsepower at 4000 rpm and the finished car weighing only about 1600 pounds.

"It's been said that the car's layout was determined by having Sydney sit on a soapbox on the workshop floor," noted Davis. "They

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Barrett-Jackson (cont'd)

propped the V8 and gearbox on a wooden box to approximate the correct height, with broomsticks acting as axles for the front and rear



wheels to create the 100-inch wheelbase. The car's dimensions were then written in chalk on the factory concrete floor, and construction began, following the chalk outline."

In 1994, the car was fully dismantled for a six-year restoration back to 1949 Hill Climb championship-winning configuration, with coil sprung De Dion rear end, rear tubular shocks, rear inboard brakes with Alfin drums and rear-wheel drive. It is complete with documentation, spares and a unique Allard battery cart. Since restoration, it has competed regularly at hill climb events and won its competition class at the 2003 Goodwood Festival of Speed.

CUSTOM 1970 SUPERBIRD TRIBUTE

LOT NO. 1289: CHARITY AUCTION FOR THE DARRELL GWYNN FOUNDATION

This spectacular 1970 NASCAR Plymouth Road Runner Superbird tribute car was unveiled at the SEMA show in Las Vegas in November. The car will be sold at No Reserve for charity. All proceeds will benefit the Darrell Gwynn Foundation to prevent, provide for and ultimately cure spinal cord injuries and other debilitating illnesses.

"This car represents an amazing era," said Davis. "Someone will end up with a rare cus-

tom muscle car built to vintage NASCAR specifications by one of the premier shops in the world. From the 'all-business' engine to the distinctive lines, it's a salute to an era



when drivers like Richard Petty helped put NASCAR on the map."

The Superbird was built by YearOne in Braselton GA with Gillette Evernham Motorsports, Musclicar TV and former pro wrestler, actor and auto enthusiast Bill Goldberg. The car pays homage to the legendary muscle cars that dominated stock car racing in the late 1960s and early '70s. Period-correct NASCAR modifications include a raised transmission tunnel, rear springs moved inboard, a stout X-brace to tie the sub-frames together, wheel tubs and a generous radius of the wheel openings. A full roll cage and NASCAR-style bare bones interior round out the Superbird tribute.

While the body is all retro, the power is ultra-modern. with a NASCAR-spec 358cid Dodge engine from Gillette Evernham Motorsports that produces nearly 800 hp and a feather-weight Tex Racing 4-speed manual transmission feeding an 8 3/4-inch rear.

1965 DODGE CORONET A-990 HEMI RE-CREATION

LOT NO. 1288: This Bill Goldberg re-creation with a Who's Next 526cid/650hp Street Legend HEMI engine, #1 of 20 to be produced, was documented in *Mopar Muscle* magazine.

1963 CHEVROLET CORVETE Z06 COUPE

LOT NO. 1284: One of 199 built with the factory Z06 option. Numbers match except for correct '63 transmission. Powered by original L84 327/360hp Fuel Injected engine with the original FI unit. Full body and frame-off restoration.

1969 CHEVROLET CAMARO YENKO COPO COUPE

LOT NO. 1278: Of three Camaros personally sold by Don Yenko for use in NHRA Drag Racing, the only know survivor. Daytona Yellow with an automatic, power steering, Hurst shifter and black vinyl roof. A highly documented car with Don Yenko-signed Yenko Chevy paperwork.

2009 60TH ANNIVERSARY NASCAR MOTORCYCLE

LOT NO. 0706: Limited edition, officially licensed 2009 Special Construction 60th Anniversary NASCAR bike by Destination Daytona. #60 of 60, 110cid/108hp Screaming Eagle Twin Cam 110B engine. Benefits Victory Junction Gang through The NASCAR Foundation.

1951 STUDEBAKER 2 DOOR "SUPER SONIC"

LOT NO. 1247.2: This aircraft-inspired custom was Pixar Animation Studios Motormara Car of the Show. The car features a breathtaking interior, tube chassis and Corvette power.

2006 CHEVROLET NASCAR JEFF GORDON #24

LOT NO. 1274: Jeff Gordon #24 DuPont Chevrolet Monte Carlo with certified race-winning Hendrick Motorsports SB2 358cid V8 engine. 14 races with 2 wins, 4 Top Fives and 5 Top Ten finishes. To be sold on a Bill of Sale; proceeds benefit the Hendrick Marrow Program.

1959 PONTIAC CLUB DE MER RE-CREATION

LOT NO. 1287: This 2-door roadster by Marty Martino has fully functional 389 engine, automatic transmission, power steering and leather.

1956 CHEVROLET 210 PRO-STREET "EVH"

LOT NO. 1259: This Eddie Van Halen collection Pro-street Hot Rod by Jim Van Gordon features a 454cid/600hp big block Chevrolet with an automatic, 9" Ford rear with 4.30 gears, 4-link coilover suspension, disc brakes, racing gauges and a custom interior.

Barrett-Jackson gets started with Family Value Day on Sunday, January 11, then Preview Day on Monday, and auctions starting on Tuesday (automobilia at 11am, vehicles 2pm). Wednesday-Sunday, automobilia begins 10am, vehicles 11am. Tickets pre-January 2 range from \$12 (adult) Sunday or Monday, to auction day tickets ranging from \$18 Tuesday through \$43 Saturday. Discounted prices for evenings and for seniors, students, military and children. All-week pass is \$120 (\$100 senior/student/military). Prices beyond January 2 were not published as we went to press. For tickets online or more info, visit www.barrett-jackson.com. ■

Gooding & Company

2nd Annual Scottsdale Auction

Saturday, January 17, 2009 (Preview Thursday-Saturday, January 15-17, 2009)
Adjacent to the west end of Fashion Square - Camelback Road and 68th Street - Scottsdale

Gooding & Company, the official auction house of the Pebble Beach Concours d'Élegance (see *Arizona Driver*, November/December 2008), is offering a prime selection of rare and exceptional automobiles at its second annual auction in Scottsdale on January 17. More than 70 cars are anticipated to cross the auction block.

"We are pleased to offer automobiles for many levels of collectors, with values under \$100,000 and over \$3 million. We want to fill the void in the auction market place with a broader range of vehicles of the highest quality in their categories," said David Gooding, President and CEO of Gooding & Company.

1932 DAIMLER DOUBLE SIX SPORT SALOON

This spectacular 1932 Daimler Double Six 40/50 Sport Saloon is one of the era's most complex, expensive and exotic luxury cars. It boasts some of the most impressive technical specifications, details and dramatic proportions of any car built in the 1930s. Bodied by Martin Walker, it features a complex and beautiful 6.5 liter sleeve-valve 12-cylinder engine, advanced gearbox and massive chrome wire wheels. All Double Sixes were custom-built, but this car is distinguished by a wheelbase exceeding four meters (13 feet), making it the largest of the 26 Double Sixes. Comprehensively restored and with its illustrious history, it was awarded the coveted "Best of Show" award in 1999 at the prestigious Pebble Beach Concours d'Élegance.

1937 TALBOT LAGO TEARDROP COUPE

The 1937 Talbot Lago T150 C SS Teardrop Coupe was owned by iconic American industri-

A peek inside the Van Kregten garage shows the 1953 Allard J2X and 1960 Ferrari 250 GT SWB California Spider. Also among the Van Kregten Estate treasures are a 1937 Talbot Lago Teardrop Coupe, a 1933 Isotta Fraschini 8A Dual Cowl Sports Tourer, a 1955 Vincent Rapide and a 1937 Harley-Davidson. Shown below is the stunning 1932 Daimler Double Six Sport Saloon. Photos by Pawel Litwinski © 2008, Courtesy of Gooding & Company.

al designer and automotive enthusiast Brooks Stevens. Combining avant-garde French coachbuilding with Talbot's racing pedigree, Figoni & Falaschi created a "rolling sculpture," exemplifying European passion for speed, power and technological innovation. This particular car boasts an unmatched provenance, unquestioned originality and a competition history. So brilliantly designed, the car prompted famed automotive designer Strother MacMinn to say, "The Talbot Teardrop Coupe represents what may be one of the finest examples of assembled form applied to the automobile."

1933 ISOTTA FRASCHINI 8A DUAL COWL

This 1933 Isotta Fraschini 8A Dual Cowl Sports Tourer is an extravagant coachbuilt Italian automobile from the Classic era. An opulent and very rakish open car, it made its debut at the 1933 Paris Auto Show before being sold to American comedian Joe Penner. This stunning car was later featured in the 1956 film *Giant*, starring James Dean and Elizabeth Taylor. The car has since been included in the renowned Otis Chandler collection, among other esteemed collections.

KEEP RIGHT >>



THE VAN KREGTEN ESTATE

The recently uncovered Van Kregten Estate is a nearly unknown collection of exceptional, automobiles and motorcycles. More than 20 cars from the Estate will cross the Gooding & Company auction block, along with eight of the most internationally recognized motorcycles.

"Coming upon this collection was akin to finding buried treasure; it is truly a jaw-dropping group," said Gooding.

Ron Van Kregten began his collection in the early 1970s. With a passion for cars and motorcycles, he was also an avid collector of aircraft, including the P-51 Mustang, Steerman Bi-Plane and Howard Hughes' Sikorsky S-43 flying boat. From humble beginnings as a gas station attendant, Van Kregten went on to start a successful automotive trade school. His interest in mechanics, unique character, and respect for history are reflected in his collection, never before publicly viewed in its entirety.

The star of the Van Kregten Estate is a 1960 Ferrari 250 GT Short Wheelbase California Spider. This Italian sports car par excellence is one of only 54 Short Wheelbases and one of only a handful fitted with coveted covered headlights from the factory. Exceedingly original, it is believed to retain its original interior and is complete with factory hard-top.

Another stunning Ferrari from the collection is a 1961 Ferrari 250 GT Pininfarina Cabriolet, the most expensive Ferrari model produced at the time, and the premier gentleman's open GT car of the early 1960s. It is very original and one of only 200 built.

A 1964 AC 289 Cobra, in a rare combination of Princess Blue with red interior, was originally delivered to a Ford executive before joining the collection in the 1970s. Also set for auction is a 1953 Allard J2X, a rare 1950s British sports car with a high-horsepower, top-of-the-line Cadillac engine. The collection also includes a 1937 Cord 812 SC Phaeton, one of the few supercharged models built. Motorcycles include three great British bikes: a 1959 Ariel 1,000 CC Square Four, a 1952 Vincent Black Shadow and a 1955 Vincent Rapide with Sidecar, and three classic Americans: a 1939 Harley Davidson, a 1939 Indian with Sidecar and a 1953 Indian Chief "80."

SCHEDULE AND INFORMATION

Gooding & Company auction preview days are Thursday and Friday, January 15-16, from 9am to 6pm, and Saturday from 8:30-10:30am, at 68th Street and East Camelback Road adjoining Scottsdale Fashion Square. The auction starts at 11am Saturday. An auction catalog for \$75 admits two to the viewing and auction. General admission to the viewing and auction can be purchased at the tent for \$30 per person. For information, call 310-899-1960 or visit www.goodingco.com.

RM Auctions

10th Annual Automobiles of Arizona

Friday, January 16, 2009 (Preview Thursday, January 15, 2009)
Arizona Biltmore Resort and Spa - east of 24th Street and Missouri, north of Camelback Road - Phoenix

RM Auctions celebrates a decade in Phoenix in January with their 10th anniversary Automobiles of Arizona event. The event kicks off RM's 2009 season in grand style, as over 100 magnificent motor cars and motorcycles cross the block before an international audience.

1963 CORVETTE GRAND SPORT ROADSTER

One notable consignment is a rare and highly desirable 1963 Chevrolet Corvette Grand Sport (chassis no. 002, shown above), considered to



be the most important Corvette ever to come to market and perhaps the most valuable American-built automobiles ever produced. As GM's answer to Ford's Shelby Cobra, the Grand Sport reached mythical proportions by taking on other fierce competitors such as the Ferrari GTO, Ford GT40 and the Chaparrals.

Envisioned by "father of the Corvette" Zora Arkus-Duntov, these top secret hand-built race cars were designed to win at FIA endurance races and ultimately the 24 Hours of Le Mans. Only five Grand Sports cars were eventually built, out of an expected 120 car run, before GM management pulled the plug on all its competition activities in early 1964. The cars miraculously escaped the head office order to be destroyed and found their way into the hands of private racers.

Starting out as a coupe, #002 was converted into a roadster, making it the lightest and fastest Grand Sport of all. Aluminum was used extensively. Combined with a lightweight tube frame and special ultra-thin fiberglass body, the Grand Sport tipped the scales at under 2000 pounds—1100 pounds less than production Corvettes. Grand Sport #002 has its original unrestored race body. Other than its simi-



larity with the new Sting Ray body style for 1963, there was nothing underneath its skin that bore any resemblance to its assembly line cousins. Most significant was its full-race aluminum 377 cubic inch engine that kicked out over 550 hp.

Veteran racer George Wintersteen delivered impressive results in chassis #002 in the 1966 US Road Racing Championship at Bridgehampton, Watkins Glen and Mosport. In the book *Corvette-Grand Sport* by Dave Friedman, former owner of Grand Sport #001 and #002 Roger Penske is quoted as saying "when you really stood on the gas, the front end would come off the ground like a dragster." When passed by a Grand Sport, A.J. Foyt said "It went by me like I was stopped!"

RARE STARS: 1950S SHOW CARS

There are very few survivors among early concept cars, as most were destroyed by their manufacturers to keep them from competitors. Luckily, a few passionate auto enthusiasts and employees spared the fate of a handful of one-off milestones. Two rare examples are being offered for the first time by RM.

The 1954 Dodge Firearrow III Sport Concept (above) was Chrysler's response to the Ford Thunderbird, known to be on the drawing

board, and to the already released 1953 Corvette. The third in a series of four Firearrow concepts, this car skillfully blended the best ideas from Europe and the American design studios of Virgil Exner, and brought a new kind of beauty with a look of poised power.

Introduced at the 1954 Detroit Automobile Show, the Firearrow III was Chrysler's main attraction at all the major shows that year. Unlike other concepts, this was built to "show and go," thanks to superb engineering and its legendary Hemi engine. Fully operational, it includes windows that roll up and down, 15" chromed wire wheels, and fully functional



quadruple exhaust pipes on the rear fenders.

The Firearrow III is the only 1950s concept car to break a major speed record, when famous racer and aviatrix Betty Skelton hit a Closed-Course USAC record of 143.44 mph at the dedication of Chrysler's new Chelsea Proving Grounds in Michigan in 1954. The car was discovered in a suburb of Paris in 1988, restored to show condition in the early 1990s and has since been shown at most major automotive museums in the US. It is offered for the first time in over 20 years.

Differing from Chrysler's idea cars, in that it was built without the backing of a corporation or sponsor, is the 1950 Saturn "Bob Hope Special" (shown below) A one-off early sports custom built at a reported cost of \$12,000 by the father-and-son team of Lloyd, Don and Bob Templeton, this was the most famous and

most published custom-bodied car in the US between 1950 and 1953. Built on a modified Mercury chassis, this unique custom features completely handmade steel coachwork, three-speed transmission, two-speed Columbia rear end and a full race Mercury flathead engine. With a seven-and-a-half-foot-long front hood and a dashboard resembling an airplane cockpit with 32 different instruments and controls, the car's unique styling derived from a variety of different marques.

Legend indicates it was on the auto show circuit that this car caught the attention of one of popular American entertainer Bob Hope. Reportedly there was discussion about using the car in one of Hope's movies, which saw it sent to Hollywood under his care. The movie didn't pan out, but Hope fell in love with the car and was often seen driving the Saturn around Hollywood. The car's sale will be accompanied by the original Templeton sketch as well as original articles and period magazines featuring the car, including pictures of Bob Hope with the car.

OTHER HIGHLIGHTS AND INFO

The auction also presents an elegant 1937 Bugatti Atalante Type 57 SC (grille shown at right), recognized the world over for its union of styling, engineering and sophistication, a unique 1914 Rolls-Royce Silver Ghost Boattail Skiff, one of the most instantly recognizable of all Rolls-Royces, a 1950 Hudson Commodore Convertible owned by Steve McQueen, and an elegant 1937 Delage D8-120 Aerosport Coupe, the only known survivor of ten.

RM's Automobiles of Arizona is held January 16 at the Biltmore. An auction preview is held January 15. Admission is by catalog only, good for the catalog holder and a guest. The full-color collectible catalog is \$100 (plus shipping) at 800-211-4371 or www.rmauctions.com.



NISSAN PUTS THE "Z" IN ARIZONA

THE ALL-NEW NISSAN 370Z IS UNVEILED AT THE NISSAN Z NORTH AMERICAN RALLY IN GLENDALE, AS ARIZONA Z-CAR CLUBS AND ENTHUSIASTS CARRY DECADES OF HERITAGE INTO THE FUTURE



How better to introduce the all-new Nissan 370Z—smaller, lighter, faster than the 350Z, restyled and reengineered—than to bring it to Arizona, where club members and owners of Z-cars, 1600 and 2000 roadsters and a GT-R or two showed up for a close look.

In the first full redesign since its 2003 re-introduction, nearly every bit of the Z has been revisited. The 370Z has a shorter wheelbase, more use of lightweight body materials, a new engine with more power and improved fuel economy, two new transmissions, an upgraded interior and, of course, a raft of new technology features.

You will recognize the new Nissan 370Z immediately, from its wildly angular head-

lights and taillights, to the upswept line of the rear quarter window (the 350Z had a straight beltline), designed to recall the original 1970 240Z—a car that redefined the sports car by providing performance and value in a format that deviated from MG-B, Triumph and other open 2-seaters.

Nissan's goals for the 370Z are well-timed for today's economic challenges, with a base price expected around \$30,000. The 2009 Nissan 370Z Coupe is scheduled to go on sale in January, followed by a new 370Z Roadster for the 2010 model year.

The 370Z's wheelbase is nearly four inches shorter than the previous 350Z (100.4 vs. 104.3 inches), rear wheels are moved forward in the platform, and overall length is

reduced by 2.7 inches. Width increases 1.3 inches, and the rear track by 2.2 inches, while overall height is reduced by 0.3 for a more aggressive stance. Aluminum door panels, an all-aluminum hood and an aluminum hatch deliver reduced weight.

Front body rigidity improves 30 percent; a new front suspension cradle reduces front body lateral bending; the rear has structural reinforcements; and an underbody "V-bar" reduces rear lateral bending. The radiator housing is a carbon fiber composite. Rear body rigidity improves up to 22 percent, rear body vertical bending by 30 percent, and the rear fender and hatch areas are strengthened. The result is a more solid Z

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with enhanced handling. Even with all of this reinforcing, the body-in-white is lighter than before. Beyond shaving body pounds, fuel tank weight was reduced by 13.9 pounds, the exhaust system by 3.8 pounds, the audio system by 3.5 pounds and the 19-inch wheels by about seven pounds each for the fronts and six pounds for the rears—about 225 pounds total.

The 370Z's new skin has 240Z styling cues, a more aerodynamic shape and a cantilevered roof reminiscent of the Nissan GT-R. The new Z maintains the previous car's zero front and rear lift when equipped with rear spoiler. Front bumper shape smoothes the flow of air to the sides, while air flow is reduced from the roof to the rear hatch. Over 200 rear quarter panel patterns were built and wind-tunnel-tested to perfect aerodynamics for the shortened wheel-base. A Sport Package includes performance front chin spoiler and rear spoiler. The coefficient of drag is 0.30 (0.29 with Sport Package), matching the 350Z.

The Z picks up 26 hp in its new 3.7-liter V-6 with VVEL (Variable Valve Event and Lift)—rated 332 hp at 7,000 rpm with 270 lb-ft of torque at 5,200 rpm (up from a 3.5-liter at 306 hp and 268 lb-ft). The new close-ratio 6-speed manual includes an available SynchroRev Match system, the world's first, for professional-grade shifting. A new 7-speed automatic offers Downshift Rev Matching (DRM) and Adaptive Shift Control (ASC) for a manual mode with a target time of 0.5 seconds between shifts, via standard paddle shifters or the shift lever.

The traditional two-seat layout is built around a full-length center console, with an open rear cargo area. Gauges are attached to the steering column, and the upper steering wheel is open to see them better. Tach size is increased 15 percent, and gauge angle has been adjusted. The speedo and tach add an initial sweep when the Z is started. The interior is black cloth, or for Touring models a choice of gray, black or persimmon leather-appointed seating.

Smart key push-button start is standard, along with one-touch windows, auto-lock doors, two 12-volt outlets and more. Electronics include a hard drive nav with real-time traffic info for XM users, an on-board music hard drive, iPod interface, Bose audio with dual subwoofer, Bluetooth, HomeLink and more.

Estimated fuel economy is 18 mpg city / 26 mpg highway for either transmission, up 1 or 2 points over the prior Z. The 370Z comes in Pearl White, Monterey Blue, Brilliant Silver, Magnetic Black, Solid Red, Platinum Graphite and launch-year-only Chicane Yellow. ■

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Chevrolet Camaro

■ Ford product development chief Derrick Kuzah says he thinks there is room for a smaller **Lincoln**, but he would not discuss specifics, yet. Ford will likely add a Lincoln version of the Escape crossover when the current model is replaced. Suppliers say the replacement

■ **Chevrolet** announced that the price of the new Camaro will start at \$22,995, including destination charge, for the base LS model with a V-6 engine. The Camaro SS with 6.2-liter V-8 will be stickered at \$30,995. The 3.6-liter V-6 engine, with an estimated 300-hp, is expected get an EPA fuel economy rating of 27 mpg for highway driving. Chevy dealers started taking orders in mid-October and production is scheduled to start February 16 at the company's Oshawa, Ontario assembly plant.

■ **Volvo** announced it will build diesel hybrid vehicles by 2012 or before. The high-fuel economy technology will appear first in larger sedans, crossovers and SUVs, according to Automotive News. The Volvo system will use the five-cylinder turbodiesel engine to drive the front wheels and a separate electric motor driving the rear wheels. They will operate on battery power alone at low speeds. A plug-in application is planned for introduction shortly after the initial launch.



Toyota Camry CNG Hybrid

may be based on the Ford Kuga compact crossover, currently being sold in Europe.

■ **Cadillac** will drop the current rear-drive SRX crossover built on the same platform as the CTS and STS sedans at the end of this model year. The new 2010 SRX will go onto a new platform and be a close interpretation of the Provoq concept shown last year at the Detroit auto show. It will be on the same front-wheel drive architecture as the Chevy Equinox, Chevy Malibu and Saturn Aura. Also planned on the same structure is the 2010 Saab 9-4X and next generation Equinox.



Cadillac Provoq concept

■ **Toyota** showed a Camry powered by CNG (compressed natural gas) hybrid at the Los Angeles auto show. CNG has a distinct advantage over hydrogen and other alternative fuels because the infrastructure is readily available with 1.8 million miles of natural gas pipelines already in place. This is the first concept to use CNG and a hybrid system.

■ **Aston Martin** built a long, low saloon (sedan) bearing the famous Lagonda name from 1978 to 1989. Now we hear Aston Martin plans to unveil a Lagonda concept car with possible production in 2012. Aston has been talking to Daimler about shared projects, which could indicate the Lagonda may have components or technology from Maybach or Mercedes.

■ To meet demands for better fuel economy and lower emissions, **Volvo** is considering dropping their V-8 engine. The sophisticated engine that was developed for Volvo by Yamaha, has been installed in the XC90 SUV for three years and as the centerpiece of the new S80 last year.

■ The next generation **Audi** S4 will lose the 4.2-liter V-8 engine in favor of a new supercharged 3.0-liter V-6. The power-

plant should produce about 330-hp (10 less than the V-8) but will have more torque. A six-speed manual transmission is standard with a new twin-clutch seven-speed option. Quattro all-wheel drive gets an active rear differential that can swap rear-wheel torque from side to side to improve stability and handling. The S-4 Avant wagon will be dropped.

■ **Toyota** plans to bring most of the production of the hot selling Prius to the US by late 2010 into the company's new Blue Springs, Miss. plant, which was originally built for the Toyota Highlander. With the high fuel prices spoiling SUV sales, the capacity is better suited for the hybrid. Prius is due for a major redesign in 2010.



GM 4.5-liter V-8 Duramax diesel

■ **General Motors** will offer a light-duty 4.5-liter V-8 Duramax diesel in 2010 Chevrolet and GMC trucks (and possibly in some SUVs). The graphite iron block is stronger than aluminum and lighter than traditional cast iron. According to Popular Mechanics magazine, the engine is rated at 310-hp with 520-lb.ft. of torque. The engine is expected to get 25 percent better fuel economy than the gas V-8s.

■ **Kia** is expected to launch a hybrid version of the Rio by late 2009. The electric-motor assist configuration should be similar to the Honda system with a 16-hp electric motor sandwiched between the 88-hp, 1.8-liter four-cylinder engine and the transmission. Pricing could be as low as \$14,000 or \$15,000.

■ There may be some new alpha-numeric names for **Land Rover** when the new Freelander/LR-2 based seven-seat SUV arrives in 2010 because there is now room in the designations for the new model. It is possible the currently LR3 may be renamed the LR4 and the new model will get the LR3 designation to fit logically between the two existing LR models.



Land Rover concept at Pebble Beach 2008

■ It appears the next generation **Chevrolet** Corvette, the C7 may be delayed because of the GM financial crisis. The schedule called for significant upgrades in 2012 as a 2013 model. There is also the problem of corporate average fuel economy (CAFE) that calls for a company average of 35 mpg by 2020. Insiders say significant changes may come in 2014 or later, depending on the market and the economy.

■ Walter de'Silva, **Volkswagen** group design director, told European press that the next generation New Beetle, "should look less toyish and become a much more mature product." He said he wants the next New Beetle's interior to be more functional with less space between the A-pillars and the steering wheel. Insiders say the next New Beetle hatchback will be launched in 2010 with a new cabriolet a year later.

■ After displaying the Concept CS four-door coupe more than a year ago for possible production, **BMW** had decided to kill the project. BMW CEO Norbert Reithofer said the Concept CS does not meet the internal requirements for rates of return and "At the moment we do not need that kind of brand shaper." The four-seat coupe-style sport sedan was developed to sell against the Mercedes-Benz CLS, Porsche Panamera and Maserati Quattroporte.

■ **Mercedes-Benz** will be making some name changes next year. To realign the models, The CLK will be renamed the E-Class coupe. The big CL will become the S-Class coupe, making way for Mercedes to bring out a new C-Class coupe the following year and a convertible after that.

■ **Hankook** plans to sell a fuel-saving tire in North America starting in 2010. The Enfren tire cuts rolling resistance by 21 percent and improves fuel economy by at least two percent. Lower weight, specialized tread patterns and tweaked chemical compounds lead to better fuel economy. The tires are expected to cost about six percent more.

■ **BMW** has two small crossovers and two diesels already in the pipeline. For its **MINI** division, the four-seat MINI Crossover con-



MINI Crossover concept

cept is expected to go on sale in 2010. The BMW X1 crossover should be at dealerships by 2010 or 2011. Developed from the 1-series car the X1 will be a volume car rather than a niche vehicle like the X6. Diesel versions of the 3-series and X5 will arrive by the end of this year.

■ Barring corporate disruptions, Ford is showing the **Lincoln** MKT that is based on the Ford Flex but without any of the boxiness. The stylish MKT has the toothy Lincoln family grille derived from the 1941 Continental that was first adapted to the MKS. Available in six- or seven-passenger configurations, the MKT will include many of the new high-tech features like Blind Sport Monitoring and Cross Traffic Alert System when it arrives at dealerships early in 2009. ■

Briefs & Rumors is a summary of auto news from industry sources, trade journals and consumer magazines compiled for *Arizona Driver Magazine* by **BILL & BARBARA SCHAFFER** of *Auto Digest*.

Arizona

NATIONAL PARK SERVICE

National Park Service - Arizona
http://www.nps.gov/state/az

Grand Canyon National Park
PO Box 129 • Grand Canyon AZ 86023
923-638-7888 Visitor Info Recorded Message

Organ Pipe Cactus National Monument
10 Organ Pipe Drive • Ajo AZ 85321-9626
520-387-6849 Visitor Information

Petrified Forest National Park
PO Box 2217 • Petrified Forest Natl Park AZ 86028
928-524-66228 Visitor Information

Saguaro National Park
3693 South Old Spanish Trail
520-733-5153 Visitor Info Rincon Mtn District

Wupatki National Monument
Flagstaff Area National Monuments
6400 N. Hwy 89 • Flagstaff AZ 86004
928-679-2365 Visitor Information
928-526-1157 Visitor Information, HQ

PARKS AND OUTDOORS

Chiricahua State Park
HCR 2, Box 6500 • Willcox AZ 85643
520-824-3560

Lake Havasu State Park
699 London Bridge Dr. • Lake Havasu AZ 86403
928-855-2784

TOURISM - LODGING - EVENTS

Travel Sites To Be Seen
sedona.net • thecanyon.com • flagstaff.com
prescott.com • scottsdale-phoenix.net

Metropolitan Tucson Convention & Visitors Bureau
100 S. Church Avenue • Tucson AZ 85701
1-800-638-8350 • 520-624-1817 • visittucson.org

Greater PHX Convention & Visitors Bureau
400 E. Van Buren Street, Suite 600 • PHX 85004
877-CALLPHX • 602-254-6500 • phoenixcvb.com

Nevada

TOURISM - ATTRACTIONS - EVENTS

Las Vegas Tourism Bureau
6120 W. Tropicana Ave. • Las Vegas NV
www.lasvegastourism.com

AUTOMOTIVE

Imperial Palace Auto Collections
Imperial Palace • Las Vegas NV
702-794-3174 • imperialpalace.com/auto.html

National Automobile Museum
Harrah Collection • 10 Lake Street South • Reno
775-333-9300 • www.automuseum.org

California

NATIONAL PARK SERVICE

National Park Service - California
http://www.nps.gov/state/ca

TOURISM - ATTRACTIONS - EVENTS

Disneyland
Anaheim • 714-781-4565 • www.disneyland.com

Palm Desert Visitor Information Center
72-567 Highway 111 • Palm Desert CA 92260
800-873-2428 • www.palm-desert.org

San Diego Convention & Visitors Bureau
2215 India Street • San Diego CA 92101
800-359-6205 • www.sandiego.org/nav/Visitors

AUTOMOTIVE

Petersen Automotive Museum
6060 Wilshire Blvd. (at Fairfax) • LA CA 90036
323-930-CARS • www.petersen.org

New Mexico

TOURISM - ATTRACTIONS - EVENTS

New Mexico Department of Tourism
800-733-6396 x 0643 • www.newmexico.org

Santa Fe Chamber of Commerce
PO Box 1928 • Santa Fe NM 87504
8380 Cerrillos Rd. Suite 302 • Santa Fe NM 87507
505-983-7317 • www.santafechamber.com

RESORTS AND LODGING

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800-530-3040 • www.VacationTaos.com

Inn on the Alameda
303 East Alameda • Santa Fe NM 87501
505-984-21221 • www.innonthealameda.com

Utah

NATIONAL PARK SERVICE

National Park Service - Utah
http://www.nps.gov/state/ut

PARKS AND OUTDOORS

San Juan County Tourism
117 S. Main Street • Monticello UT 84535
800-574-4386 • www.southeastutah.org

Southern Utah Scenic Tours
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888-404-8687 • www.utahscenicstours.com

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Desert Rose Inn & Cabins
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888-475-7673 • www.DesertRoseInn.com

Colorado

TOURISM - ATTRACTIONS - EVENTS

Colorado Activity Centers, Inc.
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800-777-8642 • www.coloradoinfo.com

AUTOMOTIVE

Shelby American Collection
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303-516-9565 • .shelbyamericancollection.org

Mexico

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Puerto Peñasco Mexico Online
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Edificio Plaza Patria Nivel 3
CP 22400 Tijuana BC • (66) 81-9492

Chihuahua State Tourism Office
Calle Libertad No. 1300
Edificio Agustin Melgar, 1er Piso
CP 31000 Chihuahua, Chihuahua • (14) 29-3421

Sinaloa State Tourism Office
Av. Camarón Sabalo esq. Tiburon
Edificio Banrural 4 Piso
CP 82100 Mazatlán, Sinaloa • (69) 16-5160

Sonora State Tourism Office
Centro de Gobierno
Edificio Estatal Norte 3er Nivel
Comonfort y Paseo Río -
CP 83280 Hermosillo, Sonora • (62) 17-0076

Of national interest

AUTOMOTIVE

Henry Ford Museum & Greenfield Village
20900 Oakwood Blvd. • Dearborn MI 48124
www.hfmgv.com • 313-271-1620

Imperial Palace Auto Collections (see Nev.)

Motorcycle Hall of Fame Museum
Pickerington OH 43147
www.motorcyclemuseum.org • 614-856-2222

National Automobile Museum (see Nev.)

National Corvette Museum
350 Corvette Drive • Bowling Green KY 42101
www.corvettemuseum.com • 800-53VETTE

Petersen Automotive Museum (see Calif.)

Shelby American Collection (see Colorado)



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