



AUTO



NEWS

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Auto News Honors Legends at Concours d'Elegance during Monterey Car Week

AUTO NEWS



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Beau Boeckmann, President of Galpin Auto Group (right) a 2022 Legends Honoree Presents Jim Farley Ford C.E.O. with a 2023 Legends Award at the GTD Mustang Event during "Car Week" (photo Auto News)

Drager's Museum and Event Center in Burlington, WA to Host Northwest Legends of Auto Gala on Saturday Night November 18th (See page 2, 15, 24)

by Bill McCallum

Saturday Night November 18, 2023 will be a big night in the life of Global Auto News, Legends of Auto, and the Auto News Foundation. All three of these industry leading companies will be celebrating a "milestone in their creation. "The event will be held at the Drager Auto Museum & Event Center in Burlington, WA. an hour North of Seattle. (See photo on page 15)

GLOBAL AUTO NEWS will be celebrating it's 40th birthday as the leading auto newspaper in the United States.

LEGENDS OF AUTO an event created over 10 years ago in Los Angeles and then moved to Monterey (see page 24 ad) will launch it's first Regional Event honoring 21+ automotive icons from around the Northwest.

AUTO NEWS FOUNDATION created to help promote automotive tech schools across the U.S. develop new programs using technology.

While attracting a younger generation into the auto industry by offering a full range of scholarships to potential students. (see page 24 & 25)

The official foundation "kick-off" will take place on Saturday night November 18, 2023. Reception: 5 pm - Dinner 6 pm - Presentations 7 pm

Attire: Sports Casual - Directions: Approx. 1 hour North of Seattle on I-5 take exit 232 (Cook Road). Limited Tickets Available at: bit.ly/legendsofauto or www.legendsofauto.com or www.autonewsonline.com

Thanks for your support over the years and I hope to see you at our event.

by Bill McCallum

As I have said before, if your an auto enthusiast Pebble Beach "Car Week" should be on your "bucket list." This was our 20th year and we have already made reservations for "August 2024 Car Week". While most events are held in Pebble Beach, Monterey, and Carmel. If you are on a budget I suggest you check out lodging in Pacific Grove. Seaside, and Marina, only minutes from "all-the-action".

This year we scheduled our

"Legends of Auto" annual event in the Pacific Northwest (see page 1 story) So we honored two Legends at Car Week Events; Jim Farley, Ford CEO (photo above) and Frank Corrente founder of Corrente's Cadillac Corner, Los Angeles. (photo page 12)

It was another record year for the Concours d'Elegance Sunday on the 18th Fairway at Pebble Beach. Award winners included Dana & Patti Mecum (see page 15) . I had a chance to chat with Bill Ford, Chairman. at the Ford

viewing stand on Sunday. (see photo page 12)

Ferrari's were the top sellers at both Bonham's and RM Sotheby's. I was at RM Sotheby's Auction when a 2012 Lexus LFA sold for 1 million dollars. Surprised ?

Hagerty added another day to their MotorLux Auction. The Friday Quail Event was a sell-out and the Concorso Italiano on Saturday also broke attendance records.

Hope to see you next year during Car Week.

The All-New Toyota Prius Hybrid Tours Monterey during "Car Week" While Producing 52 mpg. (See Story on Page 14)



Denise (Team Auto News) with All-New Toyota Prius Hybrid at Airport during "CarWeek" (photo Auto News)



(Left to Right) Andrew Drager, Jeri Drager, Jay Leno and Bill McCallum (photo Auto News)

Power of the Press for 40 Years



Bill McCallum
publisher

When we created NW Auto News 40 years ago in Seattle the “Power-of-the-Press” was dominated by, national, regional, & local daily newspapers, & TV news No internet or social media. Now we have the internet, digital, streaming services, a cell phone in every ones “hip pocket.” and connectivity in cars, on watches and headphones.

So how does Global Auto News continue to reach potential new car buyers and auto enthusiasts. Top 9 reasons:

- 1- We start by telling the truth, “an old fashion idea”
- 2- We have one of the largest staff of writers of any consumer automotive publication in the U.S.
- 3- We reach more women (see page 16)
- 4- We support new car dealers and value their opinions
- 5- We hired Chris Chung - COO of a coding school, 11 years ago.
- 6- We upload our entire print edition to the web with e-mail “fast blasts.”
- 7- Our national distribution network of automotive retail locations, service stations, car washes, parts stores, etc. continues to grow
- 8- Our direct mail list of OEM’s, Dealer Groups, PR agencies, and other auto writers across the U.S. continues to grow
- 9- We are launching both an “international” and a “Book Review” page this year. (See page 9)

Ford Mach-E GT Test Drive Review



Chris Chung
International editor

In 2019, for the first time ever, the Mustang had an SUV trim. That SUV, was the Mustang Mach-E. Being an all-electric vehicle, the Mach-E features stellar performance numbers and thus its name was created as a nod to the iconic Mustang Mach 1, a high performance variant of the Mustang that was first introduced in 1969. I recently had the opportunity to test drive a 2023 Mach-E GT on loan from Bill Pierre Ford in Lake City, and I must say the performance this vehicle had absolutely blew me away.

Under the hood, the Mach-E GT features a dual-motor setup that produces a combined 459 horsepower and 612 lb-ft of torque, allowing for a 0-60 mph time of around 3.5 seconds. This impressive acceleration is complemented by a top speed of 114 mph, making the Mach-E GT a true performance vehicle that will blow the doors off of most IC cars.

The Mach-E GT also boasts a range of up to 270 miles on a single charge, making it practical for everyday use and longer trips. It supports fast charging, allowing for up to 61 miles of range in just 10 minutes of charging time. I thoroughly enjoyed the fuel savings during

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Spacious & Economical Toyota Highlander Hybrid



Sally Hanson
editor

When the 2023 Toyota Highlander arrived for my drive, I was glad to have the opportunity to compare my own compact SUV to the midsize version. Specifically, I was interested in the drive and park ability of a larger vehicle, additional interior space, and features in the top of the line Highlander Platinum that were not included in my 5-year-old top of the line Toyota RAV4.

The Highlander’s 2.5-liter, 4-cylinder hybrid engine with All-Wheel-Drive coupled with an electronically controlled continuously variable transmission pumps out 243 combined net horsepower including the combustion engine with 186hp at 6000rpm. With the increased net horsepower, the 35 mpg mileage of combined city/highway driving exceeded that of my compact by 3mpg.

Toyota Highlanders’s refined drive comes from the Toyota New Global Architecture platform that provides a smooth ride with sound damping and sound

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Mercedes AMG SL 43 Test Drive Review



Dave Kunz
LA feature writer

Last year, Mercedes-Benz gave its iconic SL model a comprehensive redesign. This year, they’re offering something that hasn’t been seen in an SL in 60 years: four-cylinder power under the hood.

The new Mercedes-AMG SL 43 is the first SL not utilizing V8, V6, or inline-6 power since the small 190 SL of 1963. But while that scaled-down sibling to the original 300 SL developed only 105 horsepower from its old-school engine, this new AMG-developed SL puts some V8s to shame with a remarkable 375 horsepower and 354 lb-ft of torque. Mercedes can’t put an AMG badge on a car and have it be a slowpoke, naturally.

The secret to this new roadster’s impressive output is an advanced turbocharger developed in the company’s F1 racing program. The turbo is electrically assisted to get its internals spinning at low engine rpm before the exhaust gases get the real boost going. Further assist comes from a 48-volt mild hybrid system. It

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150 Raptor Built to Tackle Tough Terrain



Keith Turner
SF feature writer

There’s an old saying in the automotive racing world: “What wins on Sunday sells on Monday.” That could also be true for the trucks that tackle the famous Baja 1000, the torturous desert endurance race that tests the durability, speed and agility of the world’s toughest vehicles, if not for the fact that desert racers are typically highly customized one-of-a kind monsters.

That’s what makes the 2023 Ford F-150 Raptor R so special. It’s a full-sized F-150, with all the luxurious bells and whistles of today’s best-selling pickup truck, combined with all the power and ruggedness to tackle even the harshest terrain. It’s available today, tricked-out and ready to ride, from your friendly neighborhood Ford dealer.

Powered by a new 5.2-liter supercharged V-8 engine that cranks out 700 horsepower and 640 lb.-ft. of torque, the F-150 Raptor R’s engine could previously be found in the Mustang Shelby GT500, but now is built into a truck that is inspired by

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Innovative Wind & Solar Tower Debuts at Detroit Auto Show



Jim Trainor
LA feature writer

Emission-Free Electricity from Both Wind and Sun Can Charge EVs and Hybrids at Almost Any Location and Time

The world's only hybrid power station "fueled" solely by a combination of wind and sun, the internationally-patented Wind & Solar Tower (WST), will be on display for the first time during this year's North American International Auto Show in Detroit. The automated 1:18 scale model will demonstrate how clean, off-grid power can charge electric vehicles in a way that is cleaner and more efficient than anything presently available. A full-sized Tower operated seamlessly and flawlessly for five years, even surviving two hurricanes.

The Tower will be a featured attraction at the Plug and Play Startup Arena at Automobili-D in conjunction with this year's show from Sept. 13 – 15.

"The Detroit Auto Show is one of the most influential annual automotive events in the world

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Connie Peters Joins Auto News as Feature Writer



Connie Peters
feature writer

Connie Peters is an automotive writer and video creator based in Vancouver Canada. She has been writing about cars since 2014 and family travel, baby gear and parenting since 2008.

"I started a business in 2008 for mothers to get out of the house with events for them to experience together with their baby, and a blog with product reviews and content created solely for new moms in the first five years of parenthood.

I began covering family cars in 2014 and have grown to love all types of cars since. In 2018 I sold Modern Mama and focused solely on social media consulting and automotive content.

I now write for several outlets in Canada and the United States.

In 2020 when the pandemic began, I started creating video content as a way to connect with others online. My video channels, mainly TikTok and Instagram with a budding YouTube channel, continue to grow with new content there daily."

Find more from Connie here: Instagram.com/xoconniepeters TikTok.com/@xoconniepeters Facebook.com/xoconniepeters Twitter.com/xoconniepeters

(See Page 16 Story)

2024 Hummer ev SUV – First Drive



Howard Elmer
truck writer

The 2024 Hummer ev SUV is all about showcasing new technology – all-electric technology. This can be tough to do for a manufacturer because the real cutting-edge stuff is all under the skin. So, the answer to attracting attention is to put all that tech into the most eye-catching skin you have available. That's exactly what the Hummer ev SUV is; a head turning design driven by an all-electric platform supporting new revolutionary driving tech.

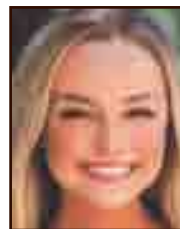
I recently drove this new Hummer through two days of rain in Napa Valley, CA. In some ways its similar to the H2 and H3 (both of which I drove at launch) – by that I mean the look of it. It's the obvious next generation of a family with a heritage that started 30 years ago in the deserts of the Middle East with the HMMWE (High Mobility Multipurpose Wheeled Vehicle) – the military Hummer. So, while the DNA is intact in this new Hummer the propulsion is not.

Built on the GM Ultium platform the Hummer ev SUV packages its power in a relatively

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Are Millennials More Likely To Fix Their Own Cars



Jordan Williams
millennial writer

I recently read an article at autoweek.com, entitled Are Millennials More Likely than Boomers to fix Their Own Cars?, by Emmet White and I enjoyed it.

White states that, "Many Gen Z and Millennial car owners are willing to repair their own car to save a few bucks, according to a study done by consulting agency Census wide".

This was in comparison to approximately 82% of Baby Boomers, the elder generation, who said that they prefer to use professional mechanics.

Less complicated repairs, such as replacing batteries, broken mirrors, and interior updates are the most frequent at home repairs.

Costs of car repairs have increased 23% year to year and many Millennials site professional repair costs exceeding what they can afford as the main reason why those opt for the home repair route.

White also stated it is helpful to have a trusted mechanic on hand to help with first-hand experience to "ensure fewer jobs go wrong".

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A Chevrolet Corvette Got Me Into Classics



Mark Smith
classic cars writer

What car cemented your love for classics? That is a question that I hear every so often and recently it was asked by another car guy at The Shop in Seattle. Great ice breaker and everyone in the hobby has an answer for that one question.

For me, it started in the late seventies with a 1955 Thunderbird. This car was the long-held object of desire for my father. It was the car that the "rich kids" had when he was younger and vowed to own a Ford Tbird before he was 40. I was there when he took the keys of his black Thunderbird.

The car quickly became part of our family life. Every year we would pull the car out from its winter storage and return it to the garage at the house. The convertible tops on these cars are heavy and difficult to raise or lower. So, for most of its life, the top remained down. The TBird would get driven almost every day through the spring, summer, and fall.

The 1955 Ford Thunderbird was the brainchild of George

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The Balancing Act in the EV Transition



Larry Weitzman
EV specialist

One aspect of being an American is the right to choose and that right is in serious jeopardy. In other parts of the world, there is no protection from government intervention in your life which our United States Constitution affords its citizens. The writers of the Constitution intent were to limit the powers of government. No other country in the world has these protections as evidenced by recent edicts, mandates and fiats issued by the governments of China, Norway, Netherlands, Canada and most of the rest of Europe.

What's at stake is your freedom of movement and personal transportation as California (with at least 15 other states to follow by legislation enacted that is triggered by California) has banned the sale of new petroleum powered vehicles by 2035, under the guise (or lie) of saving the planet from global warming. As I wrote 26 years ago, global warming isn't about saving the planet, it is about big brother government control of

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Mercedes-Benz C300 4MATIC Sedan

"Iconic C-Class Gains Historic Status"



Arv Voss
feature writer

The now iconic Mercedes-Benz C Class sedan first appeared on our shores in 1993 (code-named W202). It was the company's inaugural entry into the "compact" segment and was affectionately dubbed by many as the "Baby Benz". It replaced the Mercedes 190 model lineup.

Somewhat Spartan by upper echelon Mercedes model standards, the C-Class has now gained legendary historic status and has progressed to what might well be thought of as more on the order of a Mini-S-Class, having grown not only in stature, but in the level of opulence and technology as well.

EXTERIOR DESIGN ADVANCES:

In a view of the side, the skillfully sculpted surfaces serve up delicate light effects, and while the designers reduced lines to a minimum, emphasizing the shoulder line even more. Additional features generating the car's sporty appearance include the wide track width and the flush 18- and 19-inch alloy wheels in striking modern designs.

The familiar radiator grille char-

continued on page 14



2023 McLaren Artura: The Future of Sports Cars



Harold Allen
Texas feature writer

McLaren Automobiles has relocated from New York to Coppell, landing in a brand new, 31,000 square foot headquarters. Nick Brown, McLaren of the Americas president and Wes Mays, the Mayor of Coppell, joined a group of enthusiasts with over 50 vehicles on hand to tour the company's new facility. A brief video of the history of McLaren was shown, noting that founder Bruce McLaren didn't want to continue driving other people's cars and winning races. Instead, Bruce wanted his own car and winning his own championships as both driver and manufacturer. And win he did, from Le Mans in 1966 (in the Ford GT40) to his cars taking five Can-Am championships in the late '60s and early '70s.

Regrettably, Bruce's involvement with his namesake company ended with his death, while testing a McLaren Can-Am car, in 1970. You have to believe he'd be thrilled to know what a great job has been carried out in the years since the founding of McLaren Auto-

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Monaco Grand Prix 2023 Report



Joyce Chow
entertainment editor

The Monaco Grand Prix is one the most famous legendary grand prix locations in the world. Positioned during the second week of the Festival de Cannes Film Festival in Cannes, France, fans and the jet set come solely for racing and events around them during a French Riviera summer.

While all eyes are on Formula 1, there's Porsche Mobil 1 Supercup which holds its eight rounds per season as part of Formula 1 events. Monaco is the jewel of the circuit, it is one of the courses that drivers want to drive during their lifetime. If you're a brand, it's a stepping stone to F1.

It was a maze getting to the paddock as we ran between raindrops through the streets and varying levels of Monaco, which was confusing to the mobile GPS directing us. We were finally arriving at the Porsche paddock. The cars were fresh from the racetrack. Circling around, you could still see the drivers in the background visiting with people in the paddock and watching the

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Lexus RX F Sport in the Methow Valley



Scot McCallum
feature writer

This is a story about an amazing car and the journey it gave us to the Methow Valley, one of the jewels of Washington State. The Lexus RX F Sport was the perfect vehicle for a trip over the North Cascades Highway (State Route 20). The RX has new design improvements including suspension and this scenic highway provided countless curves to test the RX handling. The 2.4 Liter Turbo Engine with Direct4 All Wheel Drive provided plenty of power and stability up the steep climbs and curves to Rainy and Washington Pass (5476'). The views going both directions over the North Cascades Highway are unbelievable; not just the best in Washington State but one of the best views from any highway in the U.S.

Our destination was Mazama and Winthrop, WA. Winthrop has original Western architecture for every building and includes a real Saloon – Three Finger Jacks. The RX Safety Technology Assist features came in handy parking

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Is It Time To Visit New Power Sources?

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and a showcase for emerging technologies like The Wind & Solar Tower,” said the inventor of The Tower, Jim Bardia. “With its vertical axis wind turbine, “frictionless” levitation hub, and self-cleaning/self cooling solar panel, The Tower generates prodigious electrical output on a small footprint, making it a compelling addition to EV-charging choices.

Can operate independent of grid

“The Wind & Solar Tower is more than merely an EV-charging device simply linked to today’s electric charging grid; it goes beyond because unlike all other charging systems, it can function independent of the grid or be supplemented by the grid.

“The U.S. electric grid needs strengthening because it is being asked to deliver far more energy than ever before,” Bardia explains, “but we can’t be spending billions of dollars to build additional power plants that will increase pollution by burning more fossil fuels.”

Renewables are key to survival

“Using more wind, solar and hydroelectric power is the key to survival of our grid and the continuation of the comfortable lives we’ve come to enjoy,” Bardia explains. “The math behind the need for more clean

power is simple. A study by the Pacific Northwest National Laboratory determined that the electricity used during an average 30-minute full charge of an EV at a Level-3 DC fast charger is the same amount of electricity needed to power 50 homes.

“With present federal rules calling for a high level of EV sales, it’s obvious we simply don’t, or won’t, have the power to charge the electrics,” Bardia says. “Without significant infrastructure changes, utilities will burn more fuel to power today’s electric plants or build more dirty plants to try to come close to generating the amount of electricity needed. Both of these are expensive, dirty and backward solutions.”

Tomm Scalara Sufficient emission-free power for charging

But one ready solution to making sufficient power – and emission-free power at that – is The Wind & Solar Tower, the only generating device in the world that combines two infinitely renewable power sources – wind and sun. These commercial-scale Towers are for charging when motorists are away from home, and also provide the comfort of lessening range anxiety.

Since they require no connection to the conventional grid, Towers have the added benefit of being able to be placed almost anywhere for public access – along Interstates, in the deserts or mountains, at shopping malls, office buildings, apartment com-

plexes, at car dealerships or just about anywhere one would take a car or truck. Further, since electricity from the vehicle being charged comes from overhead cords, the charging handle never comes in contact with the

ground, thus eliminating breakage of the charging head, a common problem afflicting traditional charging units.

Wind & Solar Towers employ a vertical axis wind turbine **continued on page 6**



The Wind & Solar Tower™ can easily charge six EVs at a time.

AUTO NEWS® BYTES

Breaking up with Silicon Valley, VNC Automotive asks if it's time to uncouple?

There comes a time in many relationships where you question your onward compatibility. Both parties rushed in, carried away by the moment, with little regard for the future. There was a great connection after all. But a great connection by itself, as we know, is not a good predictor of long-term success. When our goals and visions for the future do not align, or are opposed, then we face the sobering decision: do we stay together or breakup? This is the decision facing automakers right now as they reflect on the once heady days of their relationship with Silicon Valley.

Automakers offer their customers a plethora of both interior and exterior options for their vehicles which allow drivers to customise them to their own exacting specifications. These customisations can range from optional driver assistance aids to the colour of the leather stitching, but when it comes to the infotainment system, automakers have in recent history been wedded: Android Auto and Apple CarPlay.

With Android and IOS both dominating the mobile operating systems’ market share globally[1], it’s understandable that the majority of OEMs want to offer their customers a similar experience and interface to that of their beloved smartphones, allowing drivers to seamlessly mirror their smartphones to the in-vehicle screen.

However, the automotive titan General Motors has recently announced its plans to step away from these two incredibly popular Silicon Valley protocols and phone mirroring in general in its future electric vehicles, instead favouring their own holistically integrated software solution.

Tom Blackie, CEO, VNC Automotive says, “I’ve long believed the vehicle OEMs are grudgingly deploying Android Auto and CarPlay in the absence of anything better. Or that they are at least perceived to be an easy option with negligible cost to the automaker”.

“However, the OEMs are now painfully aware that they are seeding real estate to Apple and Google who are defining the user experience and policing which apps can and can’t be used in the vehicle, whilst also gathering vast amounts of data from individuals and the vehicles”, continues Blackie.

Android Auto and CarPlay are widely favored by consumers, with 79% of car buyers only ever considering purchasing a vehicle that’s CarPlay capable[2], meaning the OEM’s own operating system, applications and features are often overlooked. Their ability to control and curate the in-vehicle experience is therefore limited and they ultimately miss out on potential monetisation opportunities of their own.

Not to mention their reputations are on the line if something goes wrong with these systems, as the OEM has little to no ability to fix the issue until Apple or Google release a software update. Hence, it’s totally understandable that the likes of General Motors are looking to remove themselves from this situation. But is it a mistake to completely disregard phone mirroring protocols?

Blackie continues, “although not necessarily Android Auto and CarPlay, phone mirroring technology shouldn’t be completely shunned, but rather the OEMs should look to implement systems that they can fully control – with the ability to tightly integrate with the vehicle systems, enabling car data to be shared with the OEMs proprietary applications, and to allow control of how that data is used and shared between the end user, vehicle and OEM.”

Solutions such as VNC Automotive’s Cobalt Link+ can provide OEMs with total control over how phones can be integrated into an overall vehicle system by providing instantaneous, safe and secure access to smartphone, tablet and other personal device content from the desired vehicle screen.

Due to the popularity of these Silicon Valley owned systems, Blackie advises automakers to consider a phased approach to rolling out their own infotainment solution. “Any such transition would likely need to be a gradual shift to avoid alienating their customer base, whose smartphones are central to daily life.”

“By this, I mean the OEM should run their own solution in parallel with Android Auto and CarPlay. Only when users really experience the benefits offered by the automakers will they be naturally drawn to it and then, and only then, should the OEM remove Android Auto and CarPlay if they want to avoid upsetting their customers”.

“In summary I’d agree with General Motors’s objectives, but question total removal of phone mirroring technology. When they do head off down the path of removing Android Auto and CarPlay my strong recommendation would be to run parallel systems and only remove Android Auto and CarPlay when the end users love their alternative solution”, concludes Blackie.

So, perhaps we could call this a “conscious uncoupling”. Does anybody know a good mediator?

Cam Clark Auto Group Acquires Evergreen Ford, Lincoln, Chevrolet

by Tony Rehn

Cam Clark Automotive Group has arrived on the scene in the Northwest with a bang.

Recent US acquisitions include Santa Monica Ford Lincoln, Clark Nissan, Clark Hyundai in California and Montana. These have joined the 11 successful stores in British Columbia and Alberta. They most recently made a big splash acquiring PNW icon stores Evergreen Ford Lincoln and Evergreen Chevrolet. With that, and formal plans to construct the newest Fouchee built, state of the art, twin silo, completely electrified Trustmark Ford and Lincoln Facility, they are clearly here to stay and will create a lasting impact on the Issaquah Valley economy.

Now with a solid base of 10 Ford Franchises, CDJR, Chevrolet, and numerous import stores, Cam Clark is looking to grow.

As we all know, its people first in this industry. We know what teamwork is all about. We are committed to your career growth first and foremost. The old saying of ‘we will help you get what you want’ as we know that is how we get what we want.

After 20+years with Evergreen Auto Group this is the most exciting opportunity to grow with a clear community focused team. From day one, the Cam Clark vision has been to serve the local market with transparency, honesty and integrity with every action we take, and word we speak.

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2024 Hummer ev SUV "First Drive"

continued from page 3

small space: using a 20-module, double-stacked battery pack, consisting of two layers of ten modules. It can deliver up to 830 hp and up to 11,500 lb-ft of torque. Off the line its capable of hitting 0-60-mph (0-97km/h) in approximately 3.5-seconds. It even has an integrated launch control and, as I found out, it will stick you to your seat and peel your eyelids back.

The other reason it gets this type of acceleration is that it is fitted with three electric motors which send power to each wheel. It has

a very low-center of gravity, and weight is evenly distributed front to back. Frankly, it just hunkers down and hooks up on acceleration – there is virtually no wheel spin.

Now, this Ultium platform is more than just a housing for the battery pack. GM describes it like this:

“The HUMMER EV’s body protects the battery, while the battery supports the structure. That means the battery pack itself is a structural element, which enables a truly open-air experience and a rare combination of extreme off-road capability and smooth

on-road performance in a body-frame integral platform.”

In other words, the battery is part of the frame. This strength and rigidity of the floor helps reduce twisting and deformation, while also providing the stiffness. In the case of the Hummer ev it makes it possible to build it with removable Sky Panels and I-Bar – a convertible of sorts.

However, it is also obvious at this point that this Ultium platform can (and will) support other GM bodies – like the coming all-electric pickup trucks. This

continued on page 7



Ford F-150 Raptor (photo Keith Turner)

Ford F-150 Raptor Built to Tackle Tough Terrain!

continued from page 2

the extreme desert-racing trophy trucks that compete in the Baja 1000. Adding to the desert-rated durability are FOX Live Valve shocks, standard 37-inch tires and class-leading 13.1 inches of ground clearance.

The styling of the F-150 Raptor R is so unique that it is sure to turn heads everywhere it travels. Accented with the Raptor R’s “Code Orange” coloring and bold graphics, the truck features a larger, more aggressively styled

power dome on the hood that sits nearly an inch above the standard Raptor, along with black bumpers and fender flares to add to the truck’s rugged appearance.

The unique Raptor design continues inside the cab with standard Recaro seats of black and leather Alcantara suede, and carbon fiber accents on the doors, media bin and instrument panel to help fortify the Raptor’s tough and ready theme.

For off-roading, the Raptor R

features technology designed to tackle even the toughest terrain. Trail Turn Assist gives drivers a shrunken turning radius in tight places and Trail-Control acts like cruise control for off-roading, automatically handling throttle and braking while the driver steers. Trail 1-Pedal Drive allows drivers to control throttle and braking with just one pedal to make extreme rock crawling a breeze.

Of course, the truck features

the full suite of F-150 design and technology, including a huge 12-inch touchscreen, wireless Apple CarPlay and Android Auto compatibility, and the Ford SYNCH system that allows for over-the-air updates when needed. The power-fold shifter makes room for a fold-out center table between drive and passenger to accommodate laptops, clipboards or lunch while parked. The under-seat storage in the back seats of the SuperCrew cab are perfect

for storage of items that need to be kept out of sight until needed.

A 36-gallon fuel tank provides long-range fuel capability, something that is necessary when tackling trails in a truck that gets 13 mpg in combined city and highway driving.

All of these specialized desert-racing accessories come at a price. The base price for the 2023 Ford F-150 Raptor R 4X4 Supercrew is \$75,775, while the Raptor Equipment Group option package adds \$31,575, plus power moonroof and tailgate to total our tester out at \$111,935.

Whether it be racing on weekends or riding around town, the Ford F-150 Raptor R is ready to roll.

For a full video review of the Ford F-150 Raptor R, visit Carguy Drives channel on YouTube.

Soul, electrified.

The soul has many aspects. It is variable and constantly changing. When viewing the Porsche Taycan, it reveals itself by a smile that expresses total delight. The Taycan is uncompromising and perfect for the everyday. Striking proportions, timeless and instantly recognizable design. With a spacious interior and two luggage compartments, providing comfort and convenience for long drives.

Experience true electrified performance.
The Taycan Turbo S.

Is It Time To Visit New Power Sources?

continued from page 5

(catches wind from all directions) that has a “frictionless” levitation hub. Topping the air-foil blades is a large rotating circular solar panel that is ultra-efficient because it is self-cleaning, thus eliminating dust, soil and bird droppings to maximize solar energy reaching the cells.

These two modes of generating emission-free electricity combine for 252 kilowatts and can charge an EV at Level-4 with 380 kilowatts at 1,000 volts, demonstrating that “clean” charging does not have to compromise performance. Up to a megawatt of battery storage can be integrated. Not only is charging fast and powerful, but the owner of a Tower doesn’t pay for electricity, thus eliminating a major cost of conventional units.

“Only renewable energy can provide EV charges without stressing the grid and dirtying the air,” Bardia concludes. “Fortunately, ‘clean’ charging is a choice. Sooner or later, emission-free charging will become standard – and the sooner that happens, the better for our grid and our health.”

To learn more, visit: windandsolartower.com/about-the-tower



PORSCHE



TRAVEL the U.S.

Time to Start Traveling "Again"

TRAVEL the WORLD

The Balancing Act in the Transition to EV's.....!

continued from page 4

the population, including controlling their movement and where people live.

Another, similar name for global warming is "the Martians are coming." The fear created has the same purpose.

EVs are expensive and getting more expensive as the price of battery components such as lithium, cobalt, copper, nickel and other rare earth elements continue to climb and that's with making about 5,000,000 batteries a year worldwide. Wait until there is a demand for 100,000,000 batteries annually, if that is even possible. As I have also written for the last ten years, the claimed five percent a year improvement in battery technology hasn't materialized and it never will. Without the discovery of "Unobtainium," battery technology will remain at a standstill as it was ten years ago. And battery costs have already gone up 25 percent from 2021 to 2022 and it is going to get worse.

California has nearly two million new car sales a year and by 2026, nearly 750,000 of those sales will be required to be electric which is more than all new EV sold in the United States just last year. You think electricity is expensive now, just wait until 2026.

In Norway, because of government fiat removing consumer choice in automobile purchases, EVs are 90 percent of the market, but Norwegians are finding out they have shot themselves in the foot. Electricity in Norway, some-

what due to other green dictates, is a dollar per kWh, meaning an EV is more than twice as expensive to drive than an internal combustion engine (ICE) vehicle. In California new edicts say you can't charge your EV between 4 pm and 9 pm. The grid can't handle the demand. Just wait until 2035, when electricity becomes a scarce commodity as the grid becomes more dependent on unreliable wind and solar. Without natural gas, coal and nuclear to generate electricity, we are dooming ourselves to third world status. Can you say rationing?

There is a small loophole in the California rule which may help some people and that is plug in hybrids with a 50-mile EV range can make up 20 percent of the new car sales mix. It is a shame that Chevy (GM) discontinued the Volt PHEV as it was a terrific vehicle with absolutely no range anxiety. It was a great answer and perhaps the least expensive of all vehicles to operate, while providing exceptional performance.

A new EV "competitor" is now marketing the Lucid Air, an ultra-performance EV that costs anywhere from about \$100,000 to over \$200,000 depending on battery size and performance. It claims to be the longest-range EV with an EPA rated 500 miles. But real range is about 20-25 percent less and recharging time at the highest-powered supercharger is still almost an hour as the battery is a huge 118 kWh. The vehicle weighs in at nearly 5,300 pounds with the battery topping 1,200 pounds.

Hummer Review

continued from page 6

statement also brings another thought to mind - much of the unique technology found in this Hummer is also transferable - like the Ultium platform - so in effect this Hummer is a showcase. Look to see many of these various systems migrating into other GM vehicles moving forward.

Here's a list of what's part of the Hummer:

- The Ultium platform itself is offering up to 350 miles of range per charge (GM Estimated). It is also capable of using 300kW DC fast charging. What that means is that you can get 100 miles of range from a 14-minute charge.
- The three-motor e4WD drive system - (1 motor front; 2 motor rear) is in essence a 4WD system with "virtual lockers" - even when not locked up the system using torque vectoring; constantly sending power to each wheel as needed on-road or off-road.
- New available Power Station generator2 enables 19.2kW AC charging, generator functionality (120v/25A/3kW) and ability to charge other EVs (240v/25A/6kW)
- Great degree of customization via customizable buttons on the center stack. Nearly 200 accessories will be available for Hummer EV
- With nearly 9-inch less wheelbase than HUMMER EV pickup, it gets expected best-in-class off-road proportions, with greater departure and break over angles and a tighter turning circle of only 35.4 feet with 4-Wheel Steer
- Regen on Demand, which can

slow the vehicle to a full stop without pressing the brake pedal, and feeds that energy back into the vehicle

- One-Pedal Driving and Terrain Mode. One-Pedal Driving can slow the vehicle to a full stop using the only the accelerator pedal providing very fine control. Terrain Mode uniquely integrates the this One-Pedal Driving, giving the driver precise control while off-roading and rock crawling

This Hummer ev SUV comes as either on-road trim (larger tires, less equipment) or as an off-roader - that adds several unique features. To start with, the off-road power is controlled by the CPU and available to each wheel. This Ultium drive system keeps the vehicle moving in some of the toughest driving conditions and terrain - also by using 13 inches of suspension travel (plus available 4-corner air suspension), climbing 60-percent grades (forward and reverse), scaling 18-inch verticals and fording water more than 2 feet deep.

I had a chance to go on an off-road, which had been turned into a quagmire by the rain. The Hummer ground its way through the ever-worsening ruts - dragging its belly - and coming out the other side, dirtier but still moving. And slow! That's what's surprising with this Hummer - it slowly grinds through debris and mud - it doesn't race and crash through it. I had to keep to reminding myself that I had to re-learn off-roading. Fifty years of running front engine heavy gas trucks off-road has taught me to expect a twitchy, light rear end - so momentum was king. Not so anymore - electric is simply very different.

Hi Readers!

Happy

Holidays!

Do you or a friend or family member of yours complete your own auto repairs?

continued from page 3

I can so relate to this article because my Dad and brother assist me with my car upkeep, however, they also help me with going to a trusted mechanic if ever I have a job for the pros. Thankfully, those jobs have been few and far between; thank you BMW. Happy, safe, driving, Millennials! Email me and let me know if you do your own repairs - See you next time!

jordanwms1@hotmail.com

Auto News QR Code



66 THINGS TO SEE & DO ON



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Bring A Trailer and Pennzoil Partner to Deliver Enhanced Content, Incentives and Exclusive Experiences

Joint initiatives will focus on enhancing the experience of the companies' respective enthusiast Communities

Automotive auction platform and enthusiast community Bring a Trailer (BaT) is partnering with leading global lubricant brand Pennzoil on several collaborative projects.

Both companies bring a shared passion for enthusiast vehicles and the indelible experiences enjoyed by their drivers. BaT, with its actively engaged community of buyers and sellers, and Pennzoil, through its Long May We Drive campaign, aim to enhance the BaT user experience as well as provide Pennzoil application expertise, brand engagement, and other opportunities for the companies' respective audiences.

Both companies will benefit from the relationship through a wide array of activation elements, including collaborative content, a dedicated page on BringATrailer.com, co-promotion of the brands, educational elements, giveaways, charity auctions for exclusive experiences, and more.

"Bring a Trailer is all about connecting enthusiasts with the cars of their dreams regardless of era or category. This creates a natural synergy with our Pennzoil Long May We Drive initiative, which celebrates cars, the inspired lives they help us lead and is our

pledge to help keep every engine protected," said Andrea Bottini, Marketing Manager for Pennzoil. "Since 1913, Pennzoil has led the way in pioneering motor oils, and we're thrilled to partner with Bring a Trailer to support their community for an unbeatable driving experience, so all drivers can ignite their passions."

"Pennzoil was built on innovation, protection and quality, all attributes valued by our community of automotive enthusiasts," said Randy Nonnenberg, Co-founder and President of Bring a Trailer. "We look forward to working with them to introduce programs that will enhance the experience of fans of both brands in the coming months."

The collaboration brings together two of the most trusted companies in their respective industries: Pennzoil, one of the leading global providers of oils and lubricants, and Bring a Trailer, which reinvented the collector and enthusiast vehicle auction industry with unmatched transparency and a highly engaged community of over one million users.

For more information, visit the Bring a Trailer Pennzoil page at: <http://bringatrailer.com/pennzoil/AboutBringaTrailer>

Bring a Trailer (BaT) is a digital auction platform and enthusiast community founded in 2007 to connect buyers and sellers of

classic, collector and enthusiast vehicles. BaT curates vehicles submitted by sellers and helps them craft transparent auction listings that present the vehicles as they are — without superlatives or dubious used-car-lot language. At the end of a successful auction, BaT connects the seller and buyer so they can work together to complete the transaction. BaT's knowledgeable community of more than 1,000,000 registered users vet each listing so potential buyers can bid with confidence. BaT auctions are listed at a flat rate, starting at just \$99 with a sell-through rate of 83%. Bring a Trailer Shipping is the company's fully integrated vehicle transport service, available for both BaT auction listings and private vehicles in the contiguous 48 U.S. states. For more information, visit www.bringatrailer.com.

About Pennzoil

Innovating since 1913, Pennzoil is passionate about driving the future and relentlessly works to help transform the motor oil category. Pennzoil Synthetic motor oil gives you unsurpassed engine protection.

Pennzoil is the most trusted motor oil brand in America and is backed by our 500,000-mile Pennzoil Lubrication Limited Warranty.

For more information about the full line of Pennzoil lubricating products, motor oils and filters, please visit www.pennzoil.com.

Hyperion XP-1 Hypercar Review by Joyce Chow



Hyperion XP-1 hypercar at the LA Auto Show 2022 in Los Angeles (photo by Joyce Chow)

The Hyperion XP-1 hypercar appears like a flashback from the movie "Tron". The spaceship-inspired hypercar hugs the ground, yet ready to take flight at any moment. It has titanium body panels with solar panels and swirls of teal accents and a visual representation of hydrogen powered by hydrogen fuel cells.

Visually it's downright stunning, so are the numbers. The Hyperion Motors XP-1 goes from zero-to-60-mph in 2.2 seconds, has a top speed of 221-mph with 2038 horsepower. It recharges in 3-5 minutes with a 1000 miles plus range. It has zero emissions, NASA Technology and shoots deionized water vapor out of its tail pipe.

Build the car that you know people are gonna be excited about

to get the industry thinking in this direction" towards hydrogen. "The longest range electric car isn't electric, it's hydrogen and has all the benefits of electric power with lower weight" shared Angelo Kafantaris, Co-Founder and CEO, Hyperion Companies.

"I saw that battery electric vehicles were becoming popular ten years ago, I said there's an opportunity here for hydrogen to finally be the future of fuel that we've always known it to be". Build it and they will come, but it's not just the car, it's the infrastructure.

One of the biggest challenges with expanding the EV market has been infrastructure. Hyperion developed a mobile station to show how hydrogen infrastructure could be created with a network cross country thus solving the infrastructure challenge of costs and regulations. Popularity is increasing as "big companies are realizing that you can store huge amounts of power and then take that power, put it back on the grid."

Angelo's background is automotive design and engineering. He sketched the first designs. The inspiration is "where hydrogen comes from – water, wind and solar and the hydrogen molecule itself. You'll see different parts of the car that have two circles in the front and the rear exhaust and swelling ticks and that stands for the hydrogen molecule cell of two hydrogen atoms together." The teal swooping accent elements are "because hydrogen takes green energy and it's blue water together."

Angelo will tell you about the extreme work and tenacity it took the past 10 years. During the first 6 years no one wanted to touch hydrogen. It's all part of the journey and moonshot. He's first generation American and admits to being crazy passionate striving to make his dreams come true.

Auto News Introduces All-New QR Code



INSIDE VIETNAM AUTO NEWS BYTES

by Bill McCallum

Automechanika Ho Chi Minh City 2023 closes to the praise of a cross-cultural sharing platform for business

Participants at Automechanika Ho Chi Minh City expressed great confidence in the Vietnamese automotive industry as many begin to lay down foundations for the upcoming technology-driven era. The trade fair took place from 23 to 25 June 2023 at the Saigon Exhibition and Convention Center. Feedback from those seeking business networking, investment and training also enjoyed the added element of entertainment that marked the fifth edition. Organisers vow to continue various forms of community outreach to build momentum in the market and tap into local business culture.

Key figures from Automechanika Ho Chi Minh City 2023: • Visitors: 13,148 from 37 countries and regions • Exhibitors: 461 from 20 countries and regions • Scale: 15,740 sqm

Ms Fiona Chiew, General Manager of Messe Frankfurt (HK) Ltd, remarked: "I am delighted to see an increase in participation amongst local and overseas exhibitors and visitors. It shows that players are recognising opportunities in the automotive supply chain and are using our platform as a gateway for trade and exchange. The engagement from the local players in our fringe programme was also very encouraging; it demonstrates an eagerness to advance the local automotive industry."

Once again, the trade fair offered an ideal occasion for domestic and overseas automotive markets to come together. Buyers visited from 37 countries and regions, including Cambodia, China, India, Indonesia, Japan, Korea, Malaysia, Singapore, Thailand, the US, and Vietnam, to name a few.

Recognising the show's global influence and importance to the local market, Mr Nguyen Minh Vu, Service Manager, OBD Vietnam, said: "The scale of Automechanika Ho Chi Minh City has definitely grown in recent years. We decided to join again as we continue to see results each time we exhibit. This time we have met buyers from China, India, and Malaysia. Therefore, the show helps to raise our company's profile beyond Vietnam to other regions around the world."

Visiting the show from South Korea, Mr Bryan Jon, President of DACCORD from South Korea, expanded on his reasons for attending. He noted: "Many Korean companies are investing in the country to establish local production bases. For the automotive industry, we know that local car ownership has doubled in the last five years thanks to the younger generation purchasing four-wheelers. It is creating new opportunities, which is why I am here; to get a better picture of the market and find new products for my trading company." He added, "I am pleased with the connections I have made locally. The international involvement was also more than I expected, and I explored brands from Germany, Indonesia, Japan, Singapore and Malaysia too."

One Malaysian exhibitor was Schmaco Auto Parts Industries SDN BHD. Managing Director, Mr Edmund Tan, reflected: "Participating allows us to keep up with local market needs and provide appropriate products in the future. For foreign companies like us, the exhibition is a gateway to the market where we can promote high-quality products. So, in addition to local companies, many players from other countries and regions were exhibiting."

Along the same lines, Mr Khach Tham Quan, a local sales representative from Cty TNHH Tan Phai Saigon, said: "The international representation of exhibitors was beneficial for my sourcing. I found the latest equipment and tools at the highest international standards from leading brands like Autel. I will follow up with them as I am in the process of upgrading my workshop to serve customers better."

This year, the Vietnam Association of Supporting Industries also brought a bigger group of players to the show. Mr Duong Danh Tai, Vice President Head of Linkage and Promotion Department of the Vietnam Association of Supporting Industries, reflected by expressing: "We believe Automechanika Ho Chi Minh City is the right platform for our members to tap into the global supply chain. Its influence can help open up opportunities for exporting car parts and foster more networks with foreign and domestic carmakers and OEMs. Going forward, we plan to invite more members so that they can continue developing a greater understanding of global industrial trends and market movements."

INSIDE CHINA AUTO NEWS BYTES

by Bill McCallum

Global automotive industry gears up for Automechanika Shanghai 2023

Expectations for this year's edition of Automechanika Shanghai are naturally high as the global automotive industry looks to China for new energy vehicle solutions and next-generation technologies. Continuing to serve as one of the most influential gateways for information exchange, marketing, trade and education, the show will lean upon Innovation4Mobility to reinforce areas of the supply chain that are rapidly evolving. The end-of-year gathering from 29 November to 2 December 2023 expects to host 4,800 exhibitors in 280,000 sqm of the National Exhibition and Convention Center (Shanghai).

As a whole, the automotive ecosystem is undergoing a massive transformation, with the influence of sustainability and environmental protection heightening the demand for new energy vehicles and innovative mobility solutions alike. With this, the international automotive community is expressing a great interest in knowing more about China's advancements, especially as the country is a forerunner in one of the most complex turns towards electrification, digitalisation and connectivity.

To answer the industry's call for sharing and collaboration, the 18th edition of Automechanika Shanghai is set to present a much-needed meeting point for players around the world to navigate these changes. It will be the first time that many global buyers and suppliers can meet face-to-face in Shanghai since 2019.

Therefore, it is no surprise that the organisers have already seen an influx of exhibiting enquiries from participants looking to evaluate performance in 2023 and communicate upcoming plans for business development in the year ahead. So far, companies from 32 countries and regions like Australia, Brazil, Belgium, Canada, China, France, Germany, Hong Kong, Italy, Japan, Malaysia, South Africa, South Korea, Taiwan, Türkiye, the UK, and the US have reserved their space on the show floor.

These leading brands include AUTOBACS, Bilstein, Borgwarner, Bosch, Brembo, Corghi, Doublestar, EAE, FAWER, Haige, Jekun Auto, Launch, Leoch, Liqui Moly, Mahle, MAXIMA, QUANXING, SATA, Sogreat, SPARKTRONIC, Tech, TMD Friction, Tuopu, VIE, Wanxiang, YAKIMA, ZF, ZTE, and Zynp Group.

Innovation4Mobility Showcase Areas

Following a positive introduction to the Chinese market, Innovation4Mobility will continue to transcend through the fairground, providing a fresh perspective on the key trends dominating automotive reform. The Showcase is set to converge the latest innovations and research to provide a window into segments with long-term prospects. Displays will not only highlight technological breakthroughs but also upgrades in traditional solutions.

For instance, the scenario-based displays at the newly-formed Future Mobility Area will give prominence to rising business opportunities developing from new energy vehicles and connectivity. The other debuting Customising x Tech Area prepares to draw attention to the latest trends and advancements in the customising market. It will feature a collection of customised cars, car wrapping, accessories, infotainment, lighting, and products for driving activities like car camping.

The Innovation4Mobility Mainstage and Green Repair Area will also return to complete the Showcase. Integrated facilities for product displays, start-ups and networking across the spaces aim to help foster meaningful business exchanges between exhibitors and prospective buyers. Moreover, lectures will touch upon the hottest topics on car technology and mobility solutions.

Year-round activities catalyse industry development

The collaboration between industry, academia and research during live demonstrations, buying missions, training workshops, open forums and other fringe events create an ideal environment to share new ideas and exchange technical information.



International Auto News



Monaco Grand Prix continued from page 4

deconstructing of the cars post race.

I had been waiting for this moment after hearing about it for months and months, a blue and white Porsche with red accents with an Arabian camel on top of the car. An actual Arabian camel, the graphic representing Alexander Amartei's epic movie "Antara", a swords-and-sandal movie which is to be filmed in Saudi Arabia's Neom, a proposed \$500 billion mega city. The Arabian camel represents a NFT, non-fungible token, which helped launch this \$50 million movie. Stay tuned for updates for access to drivers and racers.

In addition to "Antara" producer Alexander Amartei, our tribe included Kelly Gass, San Marco Capital Partners and Ellen Quirk, Hiba Technologies with many talks of reviving women's F1 racing midst squeezing in the car.

Enjoying F1 in Monaco is icing on the cake of a European vacation. While the jet set is plenty, enjoying F1 can be done by someone taking the train over and walking the streets or buying a 25 Euro ticket to an area or someone's condo balcony view. The ultimate experience besides someone's private yacht party is a suite at the Fairmont overlooking the Fairmont Hairpin Turn or the Monaco Yacht Club.

Until next May and the Monaco Grand Prix, F1 excitement will be taking over Las Vegas Strip mid November for the very first time and what happens in Vegas may not stay in Vegas.

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Joyce Chow in Porsche Mobil 1 Supercup race car in the Porsche Paddock at the Monaco Grand Prix 2023.



Alexander Amartei, Kelly Gass, Joyce Chow, Ellen Quirk in the Porsche Paddock at the Monaco Grand Prix 2023.

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Around the Track – Racing News



All-New Lexus RC 350 F-Sport Drives Like a Sports Coupe & Looks Like a Sports Coupe

by Bill McCallum

When I first picked up the Lexus RC 350 F-Sport Sports Coupe. I called Chris Chung our COO/International Editor and said “..... we need to take this puppy out to the race track.” (see photo below)

The Lexus RC 350 F Sport looks like a sport car but most importantly, it drives like a sport car. The RC 350 F Sport is powered with a 3.5 liter V6 Engine mated with a 6-speed Automatic Transmission and full Time all-wheel-drive. The steering wheel mounted paddle shifters help the driver accelerate on the track or on

the road. Fun-to-drive ! You bet ! The RC 350 has the Lexus Safety System 2.5 including Pre Collision w/Pedestrian Detection and Steering Assist. Standard Multimedia and Connectivity features include: Sirius XM, Lexus Multimedia System 8.0, and Apple Car Play/Android Auto Compatibility.

And get this, the MSRP (as tested) was only \$61,580. You will spend up to \$150K to 200K to buy an import Sports Couper that compares to the Lexus RC 350 F-Sport. I suggest a “test drive” if your shopping for a new sports coupe.

Ford Mach-E Test Drive Report continued from page 2

my week with the Mach-E.

Inside, the Mach-E GT is spacious and comfortable, with a modern and high-tech cabin featuring a large touchscreen display and a variety of driver-assist and safety features. The Mach-E GT also comes with a host of standard features, including a B&O sound system, wireless charging, and heated front seats.

Overall, the 2023 Ford Mustang Mach-E GT is a compelling electric SUV that offers impressive performance, practicality, and cutting-edge technology. If you’re in the market for an electric SUV that delivers a thrilling driving experience, the Mach-E GT is definitely worth considering.



Kevin Iden and Wife at Auto News XXX Show in June (photo Auto News) (See page 2 Ad)



Chris Chung with Lexus RC F-Sport (photo Auto News)



Tony Rehn and family at Auto News XXX Event in June (photo Auto News) (See Story on page 5)



(Left to Right) Andrew Drager, Jeri Drager, Jay Leno and Bill McCallum (photo Auto News)

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From Around the U.S.



A Road Trip To Winthrop by Scot McCallum



Bart Northcott (Left) Managing Partner of Bear Creek Golf Course with Scot McCallum (right) and Lexus RX F-Sport (photo Auto News)

continued from page 4
 in Winthrop's shopping district which has outstanding stores, restaurants and lodging. There are many attractions in Winthrop and Mazama which is about 14 miles from Winthrop. In Mazama you must stop into the Mazama Store which sits at the base of Goat Peak and Goat Wall, a popular rock climbing destination. And drop into the Public House, the new Pub in Mazama, for some great food and beverages. A must see just outside of Winthrop is driving up to Sun Mountain Lodge. The Lexus RX sound system with wireless Apple CarPlay and Android Auto compatibility had country music playing as we drove around Patterson Lake and up to the Lodge. The view from the bar deck at Sun Mountain Lodge while you sip your favorite beverage and enjoy five-star food is something you must experience.

Next we drove over to Bear Creek Golf Course in Winthrop which AAA has called "a hidden gem." For avid golfers, you might

be familiar with Desert Canyon and Gamble Sands—two amazing golf experiences in eastern Washington. On your next golf outing, you must stop and play Bear Creek golf course which has spectacular mountain views from multiple tee boxes. It is a par 72 full size course with three challenging par four holes. Ash and Linda Court have owned the course for many years and the course was built by Ash's father, Herman Court. The picture you see in this article was on the course which is in the finest shape I've seen in my 40 years of playing it. This is due to the new Course Management team led by Bart & Rick Northcott. The course has amazing staff including Angie Andrew, Deb Hardy, Dorothy Mitchell, Laurie Myers, Regina Wallenberg and the Groundkeepers. This is course that will challenge accomplished golfers, and is also super fun for the average golfer who wants to play in the sun and see amazing views.

We drove the RX on many back roads with incredible vistas with

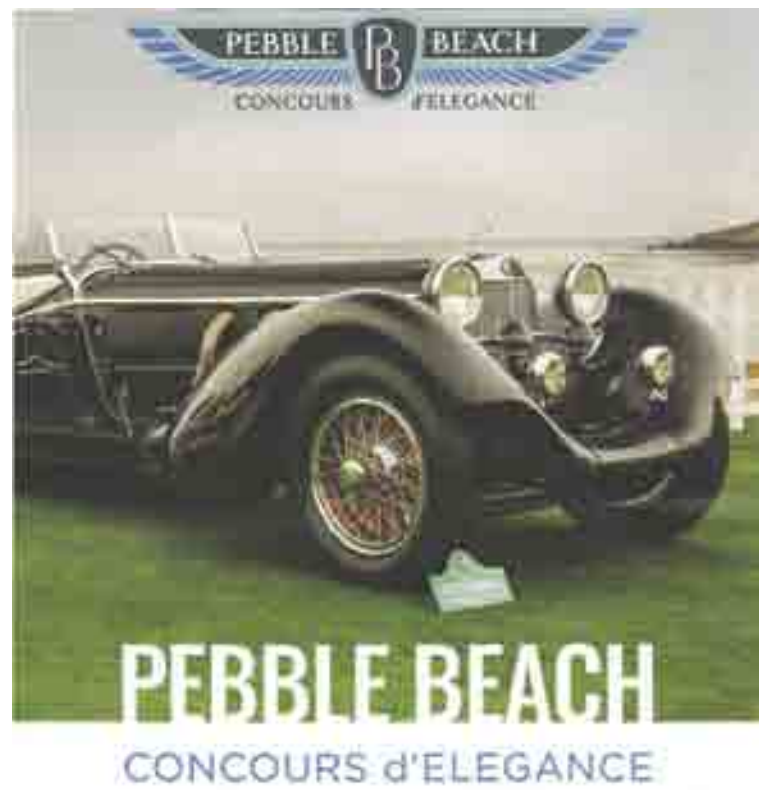
very little vibration or noise due to the solid Lexus design. There are countless activities in and around Winthrop in addition to golf including excellent fishing (stop in at the Outdoorsman for gear and advice), hiking, camping, swimming and rafting in lakes/rivers, waterskiing, jet ski, shopping, horse-back riding, ATV options, rock climbing and in the winter this area is one of the top cross-country ski and snowmobile destinations in the entire U.S. I always enjoy having breakfast at the Rocking Horse Bakery in Winthrop and reading the Methow Valley News, one of the top-rated newspapers in our entire state.

My suggestion is stop into a Lexus dealership and buy the Lexus RX F Sport SUV. Then contact the Winthrop Visitors Information Center at 509-996-2125 and ask about all the fantastic dining, shopping and recreation options available including many hotel, motel and B&B accommodations to fit your budget. Enjoy your trip!

Ford Launches the GTD Mustang Global Program at the Concours d'Elegance at Pebble Beach in August



Jim Owen, GTD Mustang Manager "On the Green" at Pebble Beach Concours d'Elegance (photo Auto News)



Frank Corrente accepts Legends of Auto Award at RM Auctions (photo Auto News)



View from Ford Viewing Stand on the 18th Hole at Pebble Beach (photo Auto News)

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Dan Brigantino the first Auto News Foundation Scholarship Award Winner Joins Auto News as a Writer and CA Distribution Manager

by Dan Brigantino

Overlanding: A Lifestyle Life Story

I was born in Monterey California and raised in a family that could not stay away from the wilderness. It seemed every vacation was a camping trip, more often than not at the location of a triathlon, this combined with my love of surfing instilled in me an almost incessant need for the outdoors. There was always something missing though, as my parents tried to show me the greatness of exercise, I always dreamed of more power from my mountain bike or skateboard.

As I aged and finally received my driver's license I knew I had found what I was dreaming of.

Internal combustion!

I soon realized, through something an old friend coined as "parkour driving" that I may not be fit for the legal roadways, so I took my first car, a 1993 Mazda Miata, to the shop (my parents driveway) and set to work lifting it. As fun as it was, light, nimble, and perfect for dirt roads, I needed something for long trips to stay

out of hotels or a tent. Trust me a pop-up tent trailer, while hilarious while being dragged by a miata, invisible until passing cars pulled up next to me, was doomed to fail from the start.

Introducing the 1999 Subaru Impreza Outback Sport, loved for its long name and its ability to make you think you are boating or in a 1970s Cadillac, while cruising the freeway. After lifting this car as well, I fell in love. Now living in my Subaru, over the next few years, 3 wheel bearings, two axles, lost in the Mojave Desert, lost in the Sierras, lost seemingly everywhere from Montana to Arizona, and over to the Pacific Coast, the little Subaru that could, had taken me across more than 50,000 miles of adventure.

"My advice to anyone looking for a fun vacation will forever be, take a drive."

One early morning in 2019, driving through farm roads in my hometown headed to work,

an eager truck driver with poor timing, decided to cross my lane. At 55 mph our vehicles met each other, and in an instant the little Subaru that could, could no longer. As I awoke in smoke filled darkness, I realized I had just lost my closest companion. Although my body shuddered in pain and my heart ached from the loss, it was not all bad. At the end of the day I had understood that, with excellent crumple zones and an airbag a king would sleep on, the little subaru that could, gave me one last parting gift. The great gift of life. My replacement is a wonderful 1999 Subaru Forester, but it will never be quite the same. I like to think my old Subaru has now been recycled and continues to watch over me, maybe in the form of soda cans or possibly that pile of scrap metal in the abandoned lot down the street, but like the good friend it once was, always watching out for me.

Be safe and overland always!

2023 McLaren Artura: The Future of Sports Cars

continued from page 4

hypercar, its McLaren P1. McLaren's new Artura has a base price of \$237,500, which may seem like a lot, but it really isn't that much for this type of design and performance – according to Car and Driver the Artura goes from 0 to 60 mph in 3.2 sec from a rolling start. Options include technology and performance packages, special wheels and painted brake calipers; in short, there are all kinds of boxes to check, most at a substantial cost upgrade – you pay your money and you take your choice.

A strong American dealer network benefits from centrally located headquarters, and the new facility provides technical service support. In 2011 McLaren was located in a 4,500 square foot downtown New York office suite, while today the company occupies a complex some seven times that original size. With this new location you will be able to conveniently access the new McLaren offices from both DFW Airport or Love Field, both easier than Newark or JFK.

McLaren is a pioneer and continuously pushes the boundaries. In 1981 they introduced light-weight and strong carbon fiber chassis into Formula One with the McLaren MP4/1. In 1993 they designed and built the McLaren F1 road car; the company has not built a car without a carbon fiber carbon fiber chassis since then. McLaren was also the first to deliver a hybrid

hypercar, its McLaren P1.

McLaren's new Artura has a base price of \$237,500, which may seem like a lot, but it really isn't that much for this type of design and performance – according to Car and Driver the Artura goes from 0 to 60 mph in 3.2 sec from a rolling start. Options include technology and performance packages, special wheels and painted brake calipers; in short, there are all kinds of boxes to check, most at a substantial cost upgrade – you pay your money and you take your choice.

No question this will be a great sports car, especially in Texas; you can drive long (perhaps winding) roads forever and enjoy the extreme power and handling of this vehicle. If you get a chance to see their facility it is jam-packed with these brand-new vehicles, all of which are on their way to new customers at some point. Incredible styling complemented by great colors and beautiful interiors – notably, even the paint comes from a special vendor overseas, and the cost of the gallon of paint for this car you could buy a good used car. Every vehicle is hand-assembled at the McLaren Production (MPC) in Woking, Surrey, England.

Next Event: "8th Annual BRM and Scale Racing Center 24 Hours of Tacoma"

- Nov 9th thru 12th
- \$300 Entry Fee (6 Races)
- Prototype Race Car Included
- Sprint Final Nov. 9th & 10th
- 24 hour Event Nov. 11th & 12th

"Teams from Italy, Canada and the United States"



Alan (left) Scale Racing Center owner hosts slot car competition at Legends of Auto Monterey

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Alan Smith, Scale Racing Center Owner Conducts Slot Car Demos at NW Race Tracks



Alan Smith, Scale Racing Center Owner, Demonstrates PoliCar Slot Car Starter Kit at his Center in Tacoma

All-New Toyota Prius Hybrid Tours Monterey

My recent test drive of the all-new Toyota Prius during Monterey "Car Week" generated some interesting comments like: Wow, I like your car, who makes it? How long has Toyota been making the Prius?

If the Prius gets 52 mpg and offers a plug-in model why would anyone buy an EV? (see PHOTO on front page)

The 2023 Toyota Prius offers an all-new design, is priced at \$34,465 (as driven), and offers 7 Safety & Convenience features including Blind Spot Monitoring w/Rear Cross-Traffic Alert. The 2023 Toyota Prius deserves a "test drive".

M/B C300 Test Drive Review by Art Voss

continued from page 4

acterizes the front with all models featuring the central tri-star logo, with the design and character of the radiator grille differing in various models. The standard exterior features decorative louver elements while the radiator grille and front bumper have chrome surrounds. The AMG Line sports the striking diamond grille with the star design in chrome.

Aft the tail lamp design delivers a unique day and night look with a two-piece design where the light functions are divided between the side wall and deck lid. Optional or line-specific trim in the rear bumper rounds out the rear view. Several new paint finishes are now available.

SPORTY INTERIOR TOUCHES:

Moving into the cabin, the dashboard is divided into upper and lower sections: into a wing-like arrangement with new, flattened round vents similar to aircraft engine nacelles, and into an elegant trim expanse. Driver-focus adds to the sportiness: the dashboard and central display are tilted slightly toward the driver by six degrees.

A standard 12.3-inch high-resolution display is featured in the driver area, setting it apart from traditional cockpits with classic round dials. Vehicle functions may be controlled by touchscreen. As with the dashboard, the screen is slightly tilted toward the driver. The minimalist door panel design frames both ends of the dashboard. A special seat design in the new C-Class utilizes layers and envelopes surfaces creating a visual sensation of lightness.

The range of available trim options showcases innovative surfaces including new interpretations of natural grain veneers in brown tones and a black, and natural grain wood veneer featuring fine inlays of genuine aluminum that follow the dashboard's contours.

The look of the screens can be individualized with three display styles (Sporty, Classic and Understated) and three modes (Navigation, Assistance, Service). predominant and the central rev counter has a dynamic design.

SHOWCASE REVIEWS

Acura Integra Type S



Acura has reintroduced their popular entry level four-door hatchback with more safety features including additional airbags & electric power steering

BASE PRICE: \$50,800 *
TYPE: 4 door Hatchback
ENGINE: 2.0 Liter Direct Injection
HORSEPOWER: 320 hp
TRANS: 6 Speed manual
MPG: 28 highway

Honda Pilot TrailSport



The Honda Pilot is a fun-to-drive SUV with more than enough room for road trips & the TrailSport Edition offers a lifted suspension for the off road crowd.

BASE PRICE: \$48,700 *
TYPE: SUV
ENGINE: 3.5 Liter V6
HORSEPOWER: 285 hp
TRANS: 10 Speed AT
MPG: 23 highway

Hyundai Sante Fe PHEV



Hyundai's popular midsize SUV is packed with advanced safety features including one of the best blind spot collision avoidance systems available.

BASE PRICE: \$47,370 *
TYPE: Mid size SUV
ENGINE: 1.8 L Turbo Hybrid
HORSEPOWER: 191 hp
TRANS: 8 Speed AT
MPG: Hybrid 76 mpg - Gas 33 mpg

Hyundai Tucson Ltd PHEV



The Tucson is Hyundai's best selling SUV with all the latest upgrades in technology. The Tucson is available with gasoline, hybrid, and plug-in hybrid editions.

BASE PRICE: \$44,310 *
TYPE: Full size SUV
ENGINE: 1.6 L
HORSEPOWER: 261 hp
TRANS: 8 Speed AT
MPG: 80 MPGe

Lexus LS 500 F-Sport



The Lexus LS 500 is the flagship of the brand offering over 15 safety features and over 20 multimedia and connectivity services included.

BASE PRICE: \$83,225 *
TYPE: Sedan
ENGINE: 3.4 Liter Twin Turbo
HORSEPOWER: 416 hp
TRANS: 10 Speed AT
MPG: 27 highway

Toyota Sienna Hybrid



As fewer and fewer mini vans are available the Toyota Sienna sales continue to grow as buyers like the ease of entry and extra room for road trips

BASE PRICE: \$47,695 *
TYPE: Mini Van
ENGINE: 2.5L 4 cylinder
HORSEPOWER: 245 hp
TRANS: ECVT
MPG: 36 highway

* All information listed "AS TESTED"



Car Collections



Mercedes-Benz 540K Named Best of Show at the 72nd Pebble Beach Concours d'Elegance

2023 Charitable Donations Surpass \$2.68 Million

A prewar Mercedes-Benz roadster that was first owned by the Shah of Afghanistan—one of just three similar cars surviving in the world today—was awarded the top prize at the 2023 Pebble Beach Concours d'Elegance.

This year, 216 cars from 18 countries and 30 states pulled onto the competition field of the Pebble Beach Concours d'Elegance, and the car named Best of Show was a 1937 Mercedes-Benz 540K Special Roadster presented by Jim Patterson of the Patterson Collection in Louisville, Kentucky. "This 540K balances strength with sweeping lines and style, and its history is definitely unique," said Concours Chairman Sandra Button. "In talking with Jim about this car, I was impressed by the time and thought invested in this restoration. Every piece of this beautiful Mercedes-Benz was researched so carefully to honor its history."

Prior to this win, the marques of Bugatti and Mercedes were tied with the most Best of Show wins at Pebble Beach. This win

puts Mercedes in the lead, with 10 wins in total.

"In Kentucky, you know, we talk about winning the Derby. Well, there's such a thing as winning the Triple Crown," said Jim Patterson. "And so I've won this Concours twice before today. This is a Triple Crown for me."

This year's race for Best of Show featured other strong contenders, including the Auriga Collection's 1930 Mercedes-Benz 710 SS Special Roadster, the 1932 Alfa Romeo 8C 2300 Corto Fioni Cabriolet shown care of Gregor Fiskien, and the 1939 Delahaye 165 Fioni et Falaschi Cabriolet owned by the Peter Mullin Automotive Museum Foundation.

The competition got underway on Thursday when the majority of Concours entries participated in the 25th Pebble Beach Tour d'Elegance, which traces about 70 miles of scenic coastal roads. Entries that complete the Tour have the advantage if they tie in the Concours class competition.

The Pebble Beach Concours raised more than \$2.68 million for charity this year, bringing the event's total charitable donations to over \$37 million to date. Through the Pebble Beach Company Foundation, the primary charitable partner of the Concours, these funds will benefit more than 90 local charities, impacting the lives of more than 10,000 children

annually in Monterey County.

Gooding & Company, the official auction house of the Pebble Beach Concours d'Elegance, hosted its 19th sale at the venue, presenting its largest catalog to date and grossing over \$92 million in sales. The top lot of the weekend was the unrestored 1962 Ferrari 250 GT SWB Berlinetta, which sold for \$9,465,000. The auction house also set a new world record for the Mercer marque with the sale of a 1914 Type 35-J Raceabout for \$4,790,000.

The 73rd Pebble Beach Concours d'Elegance will take place on Sunday, August 18, 2024, and will celebrate the marques of Packard and Maserati as well as the creations of Italian coachbuilder Pietro Frua—with more features to be announced in the early fall. For more information on the Pebble Beach Concours visit www.pebblebeachconcours.net.

COMPLETE LIST OF 2023 WINNERS

BEST OF SHOW

1937 Mercedes-Benz 540K Special Roadster
Jim Patterson/The Patterson Collection, Louisville, Kentucky

BEST OF SHOW NOMINEES

1930 Mercedes-Benz 710 SS Special Roadster
Auriga Collection, Germany

1932 Alfa Romeo 8C 2300 Corto Fioni Cabriolet
Care of Gregor Fiskien, Private Collection, London, United Kingdom
1939 Delahaye 165 Fioni et Falaschi Cabriolet
Peter Mullin Automotive Museum Foundation, Oxnard, California

ELEGANCE AWARDS

Gwenn Graham Most Elegant Convertible

1950 Talbot-Lago T26 Grand Sport Saoutchik Cabriolet
Steve & Marilee Hamilton, Washoe Valley, Nevada

J. B. & Dorothy Nethercutt Most Elegant Closed Car
1937 Bugatti Type 57S Atalante
William E. Connor Family, Hong Kong

Jules Heumann Most Elegant Open Car

1937 Bugatti Type 57S Corsica Open Sports
Lord Anthony Bamford, Rochester, United Kingdom

Strother MacMinn Most Elegant Sports Car

1960 Ferrari 250 GT SWB Competition Scaglietti Berlinetta
Rob Kauffman/RK Motors, Charlotte, North Carolina

SPECIAL AWARDS

Alec Ulmann Trophy
1936 Hispano-Suiza J-12 Saoutchik Cabriolet
The Keller Collection at the

Pyramids, Petaluma, California

Ansel Adams Award
1923 Rolls-Royce Silver Ghost Pall Mall
Laura & Jack Boyd Smith Jr., Elkhart, Indiana

ArtCenter College of Design Award
1963 Porsche 901 Prototype "Quickblau" Karmann/Reutter Coupe
Alois Ruf, Pfaffenhausen, Germany

Briggs Cunningham Trophy
1954 Edwards America Convertible
Gary & Cathy Edwards, Spring Branch, Texas

Center for Automotive Research at Stanford (CARS) Award for Automotive Innovation
1928 Mercedes-Benz 710 SSK Sport Two Seater
John Houlihan, Ireland

Chairman's Trophy
1952 Alfa Romeo 6C 2500 SS Touring Spider
Matthias Metz, Rosengarten, Germany

Charles A. Chayne Trophy
1968 Lamborghini Miura P400 Bertone Coupé
Raphael Gabay, Philadelphia, Pennsylvania

Classic Car Club of America Trophy
1930 Cadillac 452 Fleetwood All Weather Phaeton
Hans Emerén, Nadar, Malta

continued from page 17

Drager's



Burlington, WA

1645 Walton Drive Burlington Wa. 98233

206-533-9600 drager@mac.com dragers.com



1957 Chevrolet Bel-Air Convertible
283 engine powerglide
Power disc brakes on the front
Same owner for 44 years!



1963 split window Corvette
"L75" code 300-horsepower 327-V8 engine
Powerglide. Super clean. Very early 63.
This is the way you like to find them!



1969 Chevella custom. Custom paint.
396 V8 engine. 700 FH, PS. Power
four-wheel disc brakes. 17 inch wheels
You will love this car its beautiful!



1958 Chevrolet 3100 Cameo pickup
283 Chevy V8 engine. It came with a
manual three speed



1957 Corvette roadster as nice as you'll
find. You'll really enjoy driving this Vette
283 with dual carbs and four-speed.



1956 Chevrolet Bel-Air 2 Door Hardtop
It's a fine capsule. Top notch car that is
stock. 283 Power Pack. Power steering

Drager's Museum and Event Center to Host November 18th (Sat. Night) N.W. Legends of Auto Gala



20,000 Sq. Ft. Museum & Event Center with a seating capacity of 300 Guests



Over 100 Collector Motorcycles on Display at Drager's Event Center

**WOMEN in the
AUTO WORLD**

Women in the Auto World

**WOMEN in the
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Michelle Christensen – Acura Design
Lisa Copeland – FCA Dealer
Sandra Button – Pebble Concours
Courtney Kramer – Auto News

Monika Kalenski – MEK Magnet
Chanterria McGilbra – Prancing Ponies Foundation
Nancy LeMay – LeMay Family Collection
Muffy Bennett – Car Collector
Jennifer and Abbie Biggs – Repair Shop Owner
Carolyn Jackson – VP Brand Strategy Barrett-Jackson
Monterey Touring Vehicle (MTV) Heather Gardner
Pam Nelson – Nelson Auto Group

Joyce Chow – Social Media Mogul in Hollywood
Sarah Deccio – Distribution Mgr.
Valerie Thompson – Motorcycle Racer
Ashley, Courtney & Brittany Force – Drag Racing Champions
Toyota of Marysville – Ladies at Work
Dana White – Chief Comm. Officer - Hyundai N. America
Rita Case – Rick Case Auto Group
Connie Peters – Automotive Writer



Connie Peters
writer

Connie Peters Interviews Amber Geissler

When I spoke with Amber, she was in the final hours of completing a custom built car ready to be shipped to California and had been up until well past 4am working on the car. Amber co-owns Reaction Motorsports (rxnmotorsports.com) with her husband and has been in love with cars her entire life. Growing up as a First Nations from the Sylix band in British Columbia, Amber spent time driving and playing with cars with her father who owned two 1967 Ford Mustang fastbacks and passed on his love of cars to her.

Education was extremely important in the family, Amber went on to get a science degree, but life had other plans. With some tragedy and some personal choices along the way, Amber fell right back into cars.

The shop opened in 2020 and they make custom builds “from mild to wild” for customers from everywhere.

“When we opened our doors - one of the first things we did was set up an employee benefit package and go over the shop top to bottom to bring it up to safety standards, including training for equipment and creating a safe space for everyone. What I love the most about what we do, is that not only do we have the opportunity to help the people we work with, I am in love with the stories clients share. I love that they aren’t just cars.”

Amber is a passionate entrepreneur and is registered to become a licensed professional driver at the Area 27 circuit track in the New Year.



Amber Geissler (photo Connie Peters)

2023 Ford Bronco Everglades Test Drive Review by Chris Chung

The 2023 Ford Bronco Everglades is a testament to Ford’s commitment to delivering rugged, off-road ready vehicles, encapsulating the perfect blend of vintage style and modern performance. With the iconic Bronco name resurrected, the Everglades trim stands out for its robust off-road capabilities right out of the box.

Featuring an air snorkel, the Everglades trim breathes efficiently even when the air thickens with dust, snow, or water, ensuring the engine’s optimal performance. This feature becomes a game-changer in off-road conditions,

reinforcing the Bronco’s go-anywhere attitude. The snorkel, combined with raised air vent plumbing for the axles, transfer case, and transmission, increases the safe wading depth from 33.5 inches to 36.4 inches. This enhancement allows the Bronco to traverse deeper waters without risking damage to vital components, thus inviting enthusiasts to conquer challenging terrains and minor floods with confidence.

In addition to these, the Everglades trim includes a heavy-duty modular Ford Performance bumper, equipped with a Zeon

10-S Warn winch and protective safari bar. Whether it’s recovering from a difficult spot or helping another vehicle out, the winch is a valuable tool in the off-road toolbox. The interior isn’t left behind either, with marine-grade vinyl seats designed for easy cleanups after adventurous days of mudding or dusty trail rides.

On the road, the Bronco Everglades offers a fun, albeit bumpy ride. It’s no silent cruiser, but it’s not meant to be. It’s a joy to drive, even when the trails get rough. The vehicle’s G.O.A.T (Goes Over Any Type of Terrain) modes, including Normal, Eco, Sport, Slippery, Sand, Mud/Ruts, Rock Crawl, and Baja, make it adaptable to a variety of terrains. The Bronco Everglades is a vehicle that demands respect, both on and off-road, and its performance doesn’t disappoint!

With a multitude of off-road-ready features, the 2023 Ford Bronco Everglades is not just another SUV. It is a capable, fun-to-drive off-roader that stays true to the Bronco heritage while pushing the boundaries of what is possible in an off-road vehicle. With the Bronco Everglades, Ford has not only resurrected an icon but has also redefined off-road adventure.



2023 Ford Bronco Everglades Off-Road (photo Chris Chung)



Mercedes AMG SL 43 Test Drive Review

continued from page 2

all happens smoothly and seamlessly. You just get strong thrust, to the tune of a 0-60 sprint of 4.8 seconds, according to Mercedes-Benz. My own dashes up a few freeway on ramps convinced me that’s quite believable.

Like the V8s in the SL 55 and SL 63, this new engine with half their cylinders is hand-built, and then signed by the technician who assembled it. Unlike the booming AMG V8s with their distinctive

basso exhaust notes, this 2.0 liter four produces a slightly course, guttural sound at lower rpms. But as soon as the tach needle swings past the 3500 rpm mark, a delightfully sonorous shriek makes itself known, befitting the motorsports heritage baked into this car.

Other features in this new version of the SL carry through. A slick folding soft top (replacing the folding hardtop of the two prior generations) is operated by a fingertip motion on the central touchscreen. There’s also a small “rear seat,” definitely requiring those quotation

continued on page 17



2023 Mercedes-AMG SL 43 (photo Dave Kunz)



Book Reviews



Dana & Patti Mecum Win the "Elegance in Motion Trophy" at the Concours d'Elegance Event in August

Elegance in Motion Trophy
1947 Delahaye 135 MS Figoni et Falaschi Narval Cabriolet Dana & Patti Mecum, Geneva Lake, Wisconsin

Enzo Ferrari Trophy
1950 Ferrari 166 MM Touring Barchetta

Clive & Alison Beecham, London, United Kingdom

FIVA Prewar Trophy
1933 Duesenberg SJ Weymann Speedster

The Anne Brockinton Lee/Robert M. Lee Automobile Collection, Sparks, Nevada

FIVA Postwar Trophy
1956 Ferrari 410

Superamerica Pinin Farina Coupe

Alex & Judy Albarian, San Clemente, California

The French Cup

1927 Bugatti Type 38/49 Figoni Cabriolet Philadelphia Luc Slijpen, Maastricht, The Netherlands

Gran Turismo Trophy

1933 Alfa Romeo 6C 1750 Gran Sport Figoni Coupé David & Adele Cohen, West Vancouver, Canada

Lincoln Trophy

1932 Lincoln KB LeBaron Convertible Roadster Larry Carter, Los Gatos, California

Lorin Tryon Trophy

John Bentley Lucius Beebe Trophy 1933 Rolls-Royce Phantom II Brewster Special Permanent New Market

Lehrman Collection, Palm Beach, Florida

Mercedes-Benz Star of Excellence Award

1937 Mercedes-Benz 540K Special Roadster

Jim Patterson/The Patterson Collection, Louisville, Kentucky

Montagu of Beaulieu Trophy
1965 McLaren M1A Race Car

Egon & Birgit Zweimüller, Ennsdorf, Austria

The Phil Hill Cup

1957 Maserati 200SI Fantuzzi Spyder

Jonathan & Wendy Segal, San Diego, California

Tony Hulman Trophy

1988 McLaren MP4/4-2

Formula 1 Race Car

Mouse Motors, Chicago, Illinois

CLASS AWARDS

Class A-1: Antique

1st: 1910 Stearns 30/60

Touring, Stu Laidlaw & Kirk Bewley, Bolivia, North Carolina

2nd: 1912 Simplex 50 HP

Quinby 5 Passenger Torpedo

Tourer, The Singleton Collection, Newport Beach, California

3rd: 1910 Pope-Hartford

Model T Touring, Joe & Janice Conzonire, San Marino, California

Class A-2: Vanderbilt Cup Era Race Cars

1st: 1910 Fiat S61 Grand Prix, William Evans, San Diego, California

2nd: 1911 Fiat S74 Grand Prix, George F. Wingard, Eugene, Oregon

3rd: 1908 Benz 105 HP Prinz Heinrich Two Seat Race Car, Bruce McCaw, Redmond, Washington

Class C-1: American Classic Open

1st: 1929 Cord L-29 Cabriolet, Greg Ormazian, Troy, Michigan

2nd: 1937 Cord 812 Sportsman

Convertible Coupe, Dr. Scott & Susy Spiro, Livingston, New Jersey

3rd: 1931 Cadillac 452

Fleetwood Convertible Coupe, Bill & Patti Spurling, Evansville, Indiana

Class C-2: American Classic Closed

1st: 1932 Pierce-Arrow 51

LeBaron Sport Coupe, Ross & Beth Myers, Periomenville, Pennsylvania

2nd: 1934 Cadillac 452D

Fleetwood Coupe, Donald Ghareeb, Vestavia Hills, Alabama

3rd: 1931 Packard 840 Custom

Eight All Weather Town

Landauet, Mark & Vicki Smucker, Goshen, Indiana

Class D: Packard

1st: 1930 Packard 734

Speedster Phaeton, John D. Groendyke, Enid, Oklahoma

2nd: 1934 Packard 1106

Twelve LeBaron Runabout

Speedster, William Lyon Family, Coto de Caza, California

3rd: 1933 Packard 1005

Twelve Convertible Victoria, Chuck Spielman, La Jolla, California

Class E-1: Figoni Centennial 1923-1937

1st: 1937 Talbot-Lago T150

C-SS Figoni et Falaschi

Teardrop Coupé, Lee R. Anderson Sr., Naples, Florida

2nd: 1933 Alfa Romeo 6C 1750

Gran Sport Figoni Coupé, David & Adele Cohen, West Vancouver, Canada

3rd: 1937 Delahaye 135 MS

Figoni et Falaschi Special Roadster, Miles Collier

Collection at Revs Institute, Naples, Florida

Class E-2: Figoni Centennial 1938 – 1948

1st: 1939 Delahaye 165 Figoni et Falaschi Cabriolet, Peter Mullin Automotive Museum Foundation, Oxnard, California

2nd: 1938 Talbot-Lago T150

C Figoni et Falaschi Coupé, Academy of Art University, San Francisco, California

3rd: 1947 Delahaye 135 MS

Figoni et Falaschi Narval Cabriolet, Dana & Patti Mecum, Geneva Lake, Wisconsin

Class G: Duesenberg

1st: 1929 Duesenberg J

Murphy Dual Cowl Phaeton, Rob & Jeannie Hilarides, Visalia, California

2nd: 1936 Duesenberg SJN

Rollston Convertible Coupe, The Nethercutt Collection/Helen & Jack Nethercutt, Sylmar, California

3rd: 1929 Duesenberg J

Murphy Convertible Sedan, Thomas Maoli, Mendham, New Jersey

Class H: Rolls-Royce Prewar

1st: 1930 Rolls-Royce Phantom II Barker Torpedo Sports, Bradley Greene, San Carlos, California

2nd: 1923 Rolls-Royce Silver

Ghost Pall Mall, Laura & Jack Boyd Smith Jr., Elkhart, Indiana

3rd: 1930 Rolls-Royce

Phantom II Continental

Vanden Plas Torpedo, John & Mary Campbell, Woodinville, Washington

Mercedes AMG SL 43 Test Drive Review

continued from page 16

marks to describe. It's more of a nicely-upholstered cargo spot in the practical sense. A couple of switch-ups: the 9-speed automatic transmission only sends the power to the rear wheels, not all four like in the V8 versions. The SL 43 also loses the SL 55 and SL 63's four-wheel steering. Most drivers will never notice the absence of either of those things.

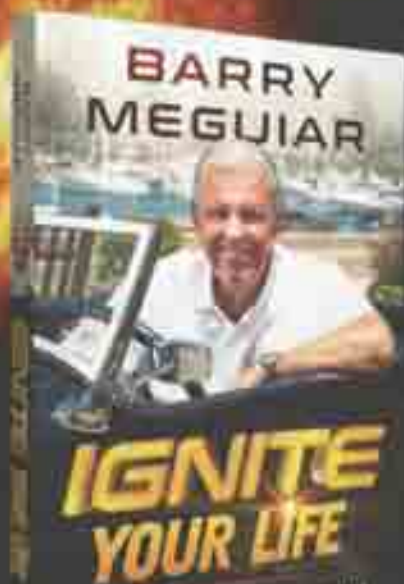
The new SL 43 starts at \$109,900. (Before options – of which there are many.) Yes, that's steep, but this one is about \$30,000 less than the SL 55 and a staggering \$70,000 or so less than the top-dog SL 63.

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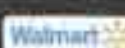


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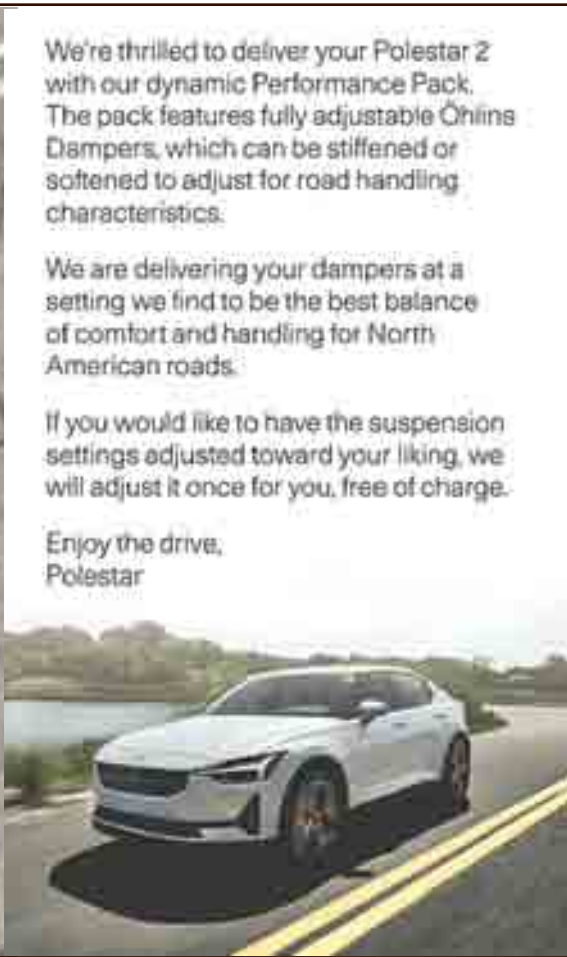
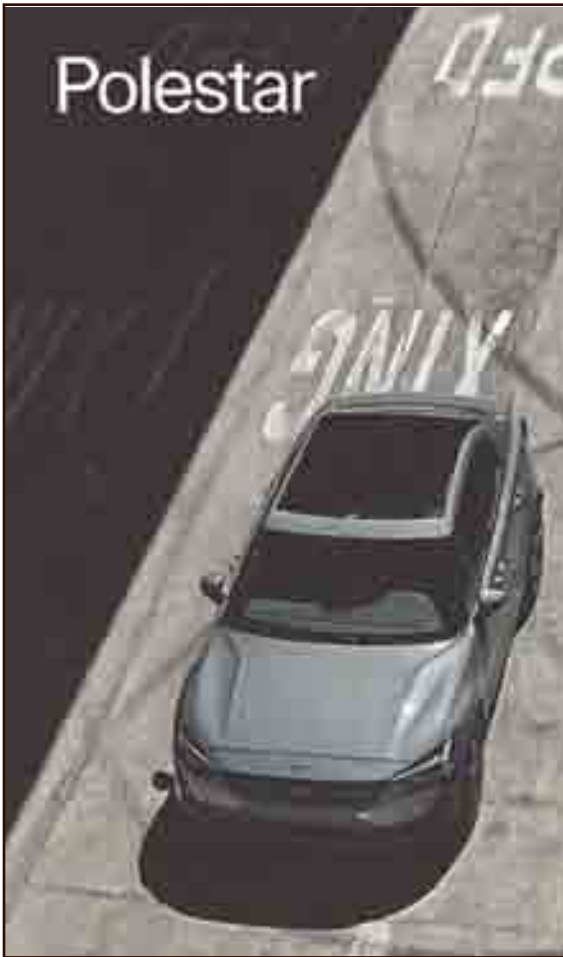
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Enjoy the drive, Polestar

O'Brien Auto Group Opens Polestar Showroom in Bellevue Square Mall

by Bill McCallum

When Polestar introduced their all-new EV lineup over two years ago, they picked the Northwest as a prime U.S. target area. As we reported this Spring the Swedish brand jointly owned by Volvo was working with the O'Brien Auto Group to establish Bellevue as "ground zero" for the Polestar NW launch. With the opening of the Bellevue Square Polestar showroom that goal is now a reality.

The Bellevue Square Showroom and South Center Service location is managed by Connor O'Brien an O'Brien Auto Group Executive. The Bellevue Square show room displays 3 each Polestar 2 models and the soon

to arrive Polestar 3 models. According to Connor O'Brien, manager, they are averaging 300 to 400 visitors on weekdays and over 1,000 visitors on weekends. The order list is growing and Bellevue Square has allocated 3 parking spaces for Polestar "test drive" vehicles. The Polestar 2 is priced between 50K and 70K with a 275 mile range. The Polestar 3, scheduled to arrive sometime in 2023 is priced at 85K to 100K with a 300 mile range. With a local dealer, convenient show room, and local service center, The Polestar brand is a good place to start your EV experience.

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Overland Off Road Adventures



2023 Toyota Highlander Joins Toyota's Off Road Line-Up

continued from page 2

proofing materials that have been added to create a quiet cabin. The balanced ride and handling are all provided by the MacPherson strut front suspension with stability bar and trailing wishbone suspension. The Highlander's ride is smoother and quieter than the RAV4.

Even though the Highlander is 14 inches longer, 3 inches wider and only one inch taller than the

compact SUV, the ground clearance is very close to the same in both vehicles and I really did not feel the increased size made the Highlander hard to negotiate through traffic or parking.

The Highlander offers seating for 7 with its third row seating configuration. Seating for three in the third row is limited to those smaller in stature. With the third row of seats folded down, 48.4 cubic feet is available for cargo compared to my vehicle's 37.6

cubic feet. With the second and third rows laid flat, 84 cubic feet of cargo space appears compared to my vehicle's almost 70 cubic feet of space with the back row laid flat.

A hands-free power rear liftgate provides easy access to the cargo area. The liftgate senses the smart key-fob and opens the liftgate automatically when you kick your foot under the rear bumper.

Inside the Highlander Hybrid Platinum is a 12.3-inch multi-media display that offers turn by turn directions to your destination and safety information at a glance so you can keep eyes on the road. The system is accessible with the sound of your voice. The fully Digital cluster also accesses playlists, podcasts and entertainment options paired with the JBL audio system's surround sound for fantastic clear quality listening. A perfect back-up camera display is one part of the cluster that definitely is superior to my vehicle's depiction. The panoramic moon-roof with front power tilt/slide along with a power-retractable shade is another great feature.

The exterior of the Highlander is especially notable with LED headlights that give the front end an aggressive and dynamic look. The auto-leveling lights keep light aimed down on the road for enhanced visibility. Rounding out the Highlander Hybrid Platinum's features are 20-inch alloy wheels

which add even more style to the midsize SUV.

The Toyota Highlander Hybrid Platinum is definitely a quality midsize SUV to consider for great mileage, plenty of inside space, and numerous standard features that make driving a pleasure.



Toyota Highlander Hybrid Platinum takes a break by the Columbia River at Clover Island in Kennewick, WA (photo Sally Hanson)

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Shelby American Introduces Its Latest Generation Shelby Raptor, Its Most Polished Off Road Super Truck Ever

Shelby American, a wholly owned subsidiary of Carroll Shelby International Inc. (CSBI:PK), has announced the latest generation Shelby Ford F-150 Raptor, the most polished off-road truck ever offered by the company. The 525-horsepower truck is now available in limited quantities through official dealers nationwide.

"Shelby American and Ford Motor Company have a tremendous history of working diligently together on high performance cars and trucks for enthusiasts worldwide," said Joe Conway, CEO of Shelby American. "We're excited to continue that important legacy. The future is bright as our companies continue evolving the product line, so the public has even more choices for world-class Shelby vehicles

through Ford dealer showrooms."

The latest vehicle in the lineup builds upon Shelby American's rich legacy.

"Carroll Shelby established Shelby American in 1962 and immediately pulled ahead of every automaker, just as he did on the track while a race car driver," said Gary Patterson, president of Shelby American. "An important part of his legacy was the idea of a high-performance street legal truck, which his team pioneered in the 1980s. When Ford introduced the first F-150 Raptor in 2010, Shelby began building super trucks based on that incredible vehicle. Our latest generation achieves handling, ride and power levels no one could envision when Shelby American started on this trail."

In 2021, Ford introduced a fully redesigned F-150 Raptor that boosted its off-road capability with all-new five-link rear suspension featuring improved wheel travel and electronically controlled shocks along with up sized wheels and tires. The re engineered running gear features extra-long trailing arms to better maintain axle position on rough terrain, a Panhard rod and 24-inch coil springs. Next-generation FOX™ Live Valve™ internal bypass shocks with state-of-the-art electronic control technology offer position-sensitive damping adjust ability.

The high output 3.5-liter EcoBoost® V6 engine delivers strong low-end torque for maximum towing and increased payload capability. The suspension design

combined with more sophisticated engine management software means the truck can put more torque to the rear wheels for quicker starts off the line, faster acceleration and better throttle responsiveness while still delivering comfort, stability, handling, control and traction at speed.

The interior was completely redesigned to elevate the owner experience with style, comfort and utility. The truck features enhanced materials, new color choices and more storage. The new Ford Shelby Raptor has standard over-the-air updates and a new connected experience that can deliver potential features like shareable digital trail maps. There is also SYNC® 4 with cloud-connected navigation and voice search and the FordPass mobile app to check on the truck remotely and more.

"The Ford F-150 Raptor and Shelby version of the truck have improved every generation," said Vince LaViolette, Shelby American Vice President of Operations and Chief Designer. "The latest Shelby Raptor boasts its best suspension system ever, giant 37-inch off-road tires on aluminum forged wheels, functional off road bumpers and LED lighting for any occasion. It makes impressive power, can stay cool in the most severe environments and look handsome while doing it."

The all-new 2021-2022 Shelby Ford F-150 Raptor delivers the rugged capabilities needed for outdoor adventure. The heavy-duty suspension and underbody were built to withstand the toughest conditions with its race-proven FOX Live Valve system. The suspension provides a smooth and comfortable feeling on pavement with aggressive control and stability at high speeds off-road.

Shelby American worked closely with partners like Fox, Ford Performance and Whipple to create its vision of the truck. Leveraging the new capabilities of the Ford Raptor, it has more power, refinement, technology and handling capabilities.

For 2021, the Shelby Raptor

features new and better handling underpinning, 75 more horsepower, an additional cooling package and an exterior with rugged all-American styling. The Shelby Raptor strikes an imposing stance with its robust bumper system, bed chase rack system carrying a pair of spare alloy 18-inch wheels wrapped in 37-inch high-performance tires, functional fresh air hood, Shelby stripes and badges. Inside, the Shelby American theme continues across the leather seats, dashboard and floor mats.

"The Shelby Raptor has every creature comfort the new F-Series truck provides," said Patterson. "And it has the capabilities to back up its bold looks. From skimming sand dunes to maneuvering the asphalt jungle, it's by far our most polished off-road truck to date."

The Shelby Ford F-150 Raptor, including the truck, start at \$124,820 MSRP. The truck is available through select Tuscan and Ford dealers in North America. Each vehicle from Shelby American has a Shelby serial number that will be documented in the official Shelby Registry. The cars come with a 3 year/36,000-mile warranty including powertrain. Individuals interested in Shelby vehicle can visit their local dealer or go to (<https://www.shelby.com>).

*Horsepower ratings based on use of 93-octane fuel

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Kim DiBenedetto shows Lexus LX 600 interior (photo Auto News)



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Pirelli P Zero Trofeo RS Is Born: The Most Sporting Tire In The Road Car Range Yet

Designed As Original Equipment For Supercars To Offer Performance On The Track And Safety On The Road

Pirelli presents the P Zero Trofeo RS: the latest version of the semi-slick tire designed for carmakers aiming to highlight the performance of their most sporting models. Pagani Automobili was the first to request a specific version of the new tire for the Utopia: its latest hypercar.

The new tire was born as the technical evolution of the P Zero Trofeo R and distinguishes itself by its position in the marketplace. The P Zero Trofeo R was originally designed as an aftermarket tire to improve on-track performance, while the P Zero Trofeo RS is primarily intended as original equipment, giving manufacturers the chance to supply cars that are already primed for a sports driving experience.

This new generation of semi-slick Pirelli tires offers even more performance in dry conditions, as well as extra consistency. When the tire is being used most intensively, performance is maintained longer to allow for more speed and safety over several different track sessions: a result obtained thanks to Pirelli's extensive experience in the top categories of motorsport. The materials, especially in the tread pattern compound, make full use of this know-how, adapting it to both road and amateur track use. As this tire is original equipment for hypercars and supercars homologated for the road, Pirelli's engineers also focused on safety in wet asphalt conditions.

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CryoMode founded by Scott Glasser and Ruben Alanis

CryoMode was founded by Scott Glasser and Ruben Alanis. They both worked together in the cloud technology industry and discovered a shared passion for cars and motorsports. After identifying a need for dry ice cleaning in the Pacific Northwest car community they partnered to bring their vision to reality with CryoMode.

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Tires



Mark Smith has a History with Ford Thunderbirds & Chevrolet Corvettes

continued from page 3

Walker and Louis D Crusoe. They had a solid plan to develop the car - but no name! Crusoe offered a \$250 suit to anyone who could do better. Ford stylist Alden Giberson aced the challenge and recommended the name that the team would go with..... Thunderbird.

The car was developed in response to the Chevrolet Corvette. Although Ford had a slower start they quickly and dramatically eclipsed the sales numbers of the Corvette. Ford had a runaway hit on their hands - originally slated for a production of 10,000 units, Ford sold 16,155 Thunderbirds to Chevrolet's 674 Corvettes. Ford continued to develop and sell the two-seater

Thunderbird until 1958 when it became a four seater. These first-generation cars were the only two-seat Thunderbirds until the retro-design movement started in the early 2000s and Ford produced the "new" Thunderbird in 2002. This new design drew heavily on the old design for its source inspiration.

The 1955 Thunderbird cockpit is classic American 1950's. The leather covered over a metal dash with a speedometer with a clear, domed back, and large circular tachometer on the left side, and a clock on the right side. Reach for the key, on the left side of the steering wheel, the sporty Le Mans position and the 292 Ford Interceptor V8 kicks over

slowly, the 6-volt system and low torque starter finally getting the car to ignite. Once running, the small V8 idles very smoothly and has a delightful mellow rumble and with the exhaust exiting the bumpers mere feet from the driver provides a sound track for your adventure. The shifter is located on the floor, in front of the power-adjustable bench seat. The wheel is massive - and you will need all that leverage to turn one of these cars at low speed.

The 1955 Tbird is not a fast car, by modern standards and certain even by the standards for the days. 11.5 seconds to 60 miles per hour is economy car territory. This car is about style and design, not raw performance.

My childhood memories are filled to the brim with all kinds of antics and fun with that 1955 Thunderbird. It always solicited comments, thumbs up, and waves. You could not drive that car anywhere without having a conversation, it was really a show stopper of a design. The first-generation Thunderbird is still a

remarkable automobile. For my taste, I almost always prefer the first year of a design - especially with classics. The first year tend to be the cleanest design.

Good examples are fairly reasonable today, Ford Thunderbirds are easy to maintain and punch above the purchase price in terms of style and wow factor.



Chevrolet Corvette (photo Mark Smith)



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Pirelli P Zero Trofeo RS Is Born: The Most Sporting Tire In The Road Car Range Yet

continued from page 20

A Tire With On-Demand Technologies

Pirelli's research and development department applied a series of innovative technologies to the P Zero Trofeo RS, developed thanks also to the company's engagement in top-level motorsport. These are available from an on-demand portfolio, to reach the targets defined by manufacturers for each specific model. Examples include **Multi-compound Tread**: a technology that allows tires to be personalized to complement the individual characteristics of each car by matching them to different tread pattern compounds from Pirelli's Prestige catalogue. For the Pagani Utopia, P Zero Trofeo RS tires are capable of

elevating performance in extreme sports driving compared to the P Zero Corsa, without compromising the balance of the car or the feeling experienced by the driver. This mission was accomplished thanks especially to the selected compounds. For the rear tires in particular, the most performance-focussed compounds were chosen to deliver speed and safety on the track as well as ease and predictability on the road.

Another innovation that Pirelli's engineers had at their disposal was **Virtual Geometry Development**, which allowed them to assess a huge number of different profiles and footprints through virtual modelling, in order to define the reaction of the tire to driver inputs with maximum precision. This virtual development process was used extensively for the Pagani Utopia, before the first physical prototypes were driven on track. Work was done on the contact patch in particular, to offer the ultimate in grip and control.

The new Pirelli P Zero Trofeo RS is already available for the cars using it as original equipment, and will be available in the future for a wide range of aftermarket tires. The P Zero Trofeo R will remain available in a specific selection of sizes.

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DOUG'S MAZDA SERVICE CENTER

Doug's Mazda Service Center is located in Lynnwood, WA and serves the entire Puget Sound Region. Scott Fausset, Doug's Mazda Service Manager says it best, ".....we want our service center to be the favorite place to have your car serviced." A new feature at Doug's Mazda Service Center is a complete video walk-around for each customer, checking the tires,

engine, and brake measurements. With 13 service bays, 8 techs, and 23 loaner cars Doug's Mazda Service Center is ready to serve your needs. Scott Fausset, Service Manager has 27 years in the business including 13 years in the tire business and 14 years working for a local Volvo family dealership. (Doug, the Mazda dealership owner is pictured above with a new 2022 Mazda 3 Turbo)

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(See Story on Page 25)

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Auto News Foundation Board Member Sally Hanson Helped Coordinate the NWAPA Scholarship Program

by Sally Hanson

It's been 20 years since the Northwest Automotive Press Association (NWAPA) began a scholarship program that offered scholarships to college students majoring in Communications with a possibility of becoming automotive journalists. NWAPA has awarded \$76,000 to 52 students at five Oregon and Washington universities since 2003.

NWAPA is a group of writers and broadcast journalists most of whom live and work in the Northwest and many have national venues. Several of the Auto News writers are members of the organization. For over 25 years NWAPA has sponsored and organized a contest to choose the Family Sport Utility Vehicle of the year. The winning vehicle is one that best reflects all the

necessary components that makes it especially compatible with our climate and topography. About 15 years ago. NWAPA began another annual event called Run to the Sun. This event features roadsters and sports cars that members drive on a two-day road trip through winding roads in Oregon and Washington. A few years later we began the Drive Revolution which gives journalists a behind the wheel survey of advanced technology "green" vehicles and it gives automakers the opportunity to detail the technology around these products. NWAPA members have the opportunity to drive vehicles that provide "0" tailpipe emissions — including all electric vehicles, plug-in hybrids, and fuel cell models.

These events have provided the funding to NWAPA that make our

scholarships possible. Through the scholarship program, NWAPA recognizes the importance of encouraging, promoting, and supporting the profession of journalism and communication to future generations whose career goals might lead to promoting public awareness of the automotive industry.

The first scholarship was awarded in 2003 at the University of Washington's Department of Communications. I was selected to head-up the scholarship program under the leadership of Bill McCallum, who was president of NWAPA at that time. It was the organization's goal to expand the program to include two universities in both Washington and Oregon. In 2005 we included Washington State University's Edward R. Murrow School of Communication — which has since become the Edward R. Murrow College of Communication. A couple years later we offered a scholarship at the University of Oregon and then we added Portland State University to our program. An Oregon member of NWAPA joined me to manage the scholarship distribution in Oregon and the organization decided to include Pacific University's Department of Communications instead of the University of Oregon.

Establishing a good working relationship with the Development Coordinator in each of the University's Department or College Communications is essential. This is important because we have submitted guidelines for our scholarship to be awarded on a set of criteria such as academic merit, financial need, and a candidate who might pursue a career in the communications field with an emphasis on automotive, consumer products and/or mechanical or technical products. Unfortunately, there has been a high turnover rate in the Development Coordinator field at universities, so I have found it necessary to re-explain the scholarship, its guidelines, and arrange the funding differently sometimes annually. Funding an endowment would eliminate the need to arrange to send off the scholarship money annually, but my suggestion to create endowments fell to deaf ears with our organization.

Seeking a recipient of our scholarship who specifically has the goal of becoming an automotive journalist is like searching for a needle in a haystack! When we asked the membership of NWAPA, we found the large majority of the members did not major in communications in college (like I did) and no one planned to become an automotive journalist (including me). While we have awarded 52 scholarships, I have only seen a byline of one.

Another organization that I belong to has just funded an endowment at Washington State University's School of Nursing to be awarded to someone in that program who plans to become a geriatric nurse in the state of Washington. Who knows how that will turn out — the recipient may decide they don't like old people, want to move out of state and become a hermit!

I have discovered that working to award scholarships is more than finding the perfect recipient — it is tremendously fulfilling to encourage and support someone who has found a passion they can work at, enjoy and make a living.



Legends of Auto Gala*

Date: November 18, 2023 (Saturday Night)

Place: Dragers Museum & Event Center**

Attire: Sports Casual

Reception: 5:00 pm

Dinner: 6:00 pm

Presentation: 7:00 pm

Advance Ticket Sales:

\$40 each - While They Last at bit.ly/legendsofauto

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SEE - www.LegendsofAuto.com

Legends of Auto Celebrates 10 Yr. Anniversary in 2022



(Left to Right) Bill McCallum, Auto News Publisher/Founder, Dan Brigatino, Scholarship Winner, Luk Blackwell (Pierre Ford), Steve Saleen, Jason Anucinski (Pierre Ford), Beau Boeckmann, Pat Bondurant, Barry McGuire, Lyn St. James, John Kraman (Mecum Family) and Rita Case



Legends of Auto Gala Event attendees at dinner during presentations at previous event.



Top Row: Diane Fitzgerald (President, RPM Foundation for Lyn St. James), Ed Justice Jr., Corky Coker, Barry Meguiar Bottom Row: Beau Boeckmann, Dana Mecum, Rita and Rick Case, Steve Saleen, Ryan Falconer



George Barris, a Legend that has departed, with Gary Williams at Pebble Beach Concours

Mission Statement To recognize and award individual accomplishments, that have significantly advanced the auto industry around the world and to help develop the next generation of auto industry leaders.



Auto News Foundation



The Auto News Foundation "Kick Off" Will Take Place at an Event on November 18, 2023

(See Stories on: Front Page & Page Two)



(Left to Right) Bill McCallum, Auto News Publisher/Founder, Dan Brigatino, Scholarship Winner, Luk Blackwell (Pierre Ford), Steve Saleen, Jason Anucinski (Pierre Ford), Beau Boeckmann, Pat Bondurant, Barry McGuire, Lyn St. James, John Kraman (Mecum Family) and Rita Case

“The Glendale Community College Automotive Program is preparing the next generation of automotive technicians and will have the support of the AUTO NEWS FOUNDATION.”

GLENDALE COMMUNITY COLLEGE - GLENDALE ARIZONA: Of all the community colleges we have visited in the last three months Glendale Community College has the best automotive curriculum. Lyle Clark, program director, working with Susan Campbell Dean of Career & Technical Education have created the “poster child” of programs that all schools should follow. (see photo)

They offer three of the best automotive OEM programs in the U.S. The Automotive Service Education Program (ASEP) sponsored by General Motors and Chevrolet, GMC, Buick, & Cadillac dealerships. The Automotive Student Service Education Training program (ASSET) sponsored by Ford Motor Company and Ford and Lincoln dealerships. The Mopar College Automotive Program (MCAP) sponsored by Chrysler, Jeep, Ram, and Dodge dealerships.

With over 70 new vehicles on the ground donated by automaker OEM’s as working models, a 2 person parts department with over 500 catalog pages of parts, and the equipment to work on every vehicle including EV’s the Glendale Community College Automotive Program is preparing the next generation of automotive technicians and will have the support of the AUTO NEWS FOUNDATION.

Glendale Community College Offers One of the Best Automotive Programs in the U.S.



Susan Campbell, Dean of Career & Technical Education at Glendale College with Lyle Clark Director of Automotive Programs

“The Ford Motor Company Fund, the Companies Philanthropic Arm is Joining Ford Dealers Across Four U.S. Regions Atlanta, Chicago, Dallas and Phoenix to Provide a Million Dollars in Scholarships”

Ford ASSET Program

The Ford ASSET program is the only program with a paid internship allowing a student to earn while you learn. Students alternate for six to eight weeks in the classroom and six to eight weeks with their sponsoring Ford or Lincoln dealer over a two year period. At the end of the two years they earn an Associate Degree and valuable in dealer experience.

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Inside Toyota’s T-TEN Program: Shaping the Future of Automotive Technicians



Ben Melcher, a Toyota Instructor from Regional Office at Shoreline Community College (photo Auto News)

by Christopher Chung

Toyota’s commitment to excellence extends beyond its renowned lineup of vehicles and into the realm of education. A shining example of this commitment is the Toyota Technician Training & Education Network (T-TEN), a comprehensive training program designed to develop factory-certified technicians for over 1,400 Toyota and Lexus dealerships across the United States.

We recently had an oppor-

tunity to connect with Ben Melcher, a Service Training Specialist with Toyota, and fellow T-TEN program graduate himself at Shoreline Community College.

“The T-TEN program offers a blend of academic instruction and hands-on dealership experience, equipping students with both theoretical knowledge and practical skills. It’s a testament to Toyota’s future-centric mind set as well as a great retention tool for dealerships.” Said Melcher, and he was right. While other automotive brands are seemingly not focused on training the next generation of technicians at all; Toyota is laying the groundwork to have a steady stream of quality talent who know their vehicles front to back. The curriculum covers a broad range of topics, including Toyota’s hybrid systems, advanced safety technologies, and customer service principles. As a result, graduates are prepared to diagnose and repair Toyota and Lexus vehicles, as well as provide top-notch customer service.

One of the program’s unique features is its integration of paid dealership experience. This allows students to apply what they’ve learned in a real-world environment, gain valuable experience, and build a strong foundation for their future careers.

Under Melcher’s guidance, students in the Shoreline Community College T-TEN program are well-positioned to succeed in the rapidly evolving automotive industry. His wealth of experience and deep understanding of the industry inform his teaching, ensuring the program remains relevant and effective.

The success of the T-TEN program is evident in the caliber of its graduates, who are highly sought after by Toyota and Lexus dealerships nationwide. These technicians are well-prepared to meet the challenges of the automotive industry, thanks to the robust training they received through the T-TEN program.

In summary, Toyota’s T-TEN program is a testament to the automaker’s commitment to nurturing the next generation of automotive technicians. By investing in high-quality education and hands-on training, Toyota is not only upholding its own standards of excellence but also contributing to the overall growth and development of the automotive industry.



Lucid Air: A Formidable Contender in the Luxury EV Market

by Christopher Chung

The Lucid Air, a product of the electric vehicle startup Lucid Motors, has made a significant impact in the EV market. The 2023 model of this luxury sedan is a blend of power, style, and cutting-edge technology, making it a strong competitor against high-end EVs like the Porsche Taycan, Mercedes-Benz EQS, and Tesla Model S.

The Lucid Air's impressive performance is powered by its in-house designed battery and compact motors. The Grand Touring Performance model can accelerate from 0 to 60 mph in just 2.6 seconds, and when driven conservatively, it can cover an estimated 516 miles on a single charge, according to the EPA. This range is currently unmatched by any other EV in the market. The new Sapphire model

is even quicker, boasting a 60 mph time of under 2.0 seconds. The exterior of the Lucid Air is sleek and stylish, while its spacious cabin is modern and comfortable. However, the high price tag of the car had us expecting more luxurious materials inside. The car's controls are mostly accessed through several display screens that adorn the cabin, reflecting Lucid's Silicon Valley roots.

Despite a few minor drawbacks, such as tire noise permeating the cabin and a fussy infotainment interface, the Lucid Air stands out for its swift acceleration, state-of-the-art technology, and the world's longest electric driving range.

The Lucid Air is not just a car; it's a statement. It's a testament to what a startup can achieve with the right blend of innovation, design, and technology. It's a vehicle that doesn't just promise performance but delivers it while offering

luxury and comfort. The Lucid Air is indeed a breath of fresh air in the EV market, setting new standards and pushing the boundaries of what electric vehicles can do. The Lucid Air is more than just a car; it's a revolution on wheels. It's a testament to what can be achieved when innovation, design,

and technology come together. It's a vehicle that doesn't just promise performance but delivers it while offering luxury and comfort. The Lucid Air is indeed a breath of fresh air in the EV market, setting new standards and pushing the boundaries of what electric vehicles can do.



Photo from Lucid

Auto News Celebrates 40th Anniversary in 2023 With All-New Digital Platform

by Bill McCallum

When you start on a journey sometimes you have no idea when or where it will end. That's where I was 40 years ago when the idea of an auto newspaper was born. I was publishing 2 weekly newspapers at the time "Uptown News" in Bellevue WA and the Coal Creek Newcastle News to the South. Both papers had a small auto section and were growing. I wasn't a car guy but I grew up in the business with family members involved with new car dealerships. I discussed the idea of an auto newspaper with Jim Hammond, the founder of the Puget Sound Auto Dealers Association and the original organizer of the Seattle Auto Show. He said "go for it" and you can count on my support. Thus Puget Sound Auto News was born. A few years later we expanded to Eastern WA, and Oregon and changed the name of the paper to Northwest Auto News.

With California being the largest new car market in the U.S. that was the next big step in our expansion and another name change to Auto News of America.

Enter Jay Leno. I first saw Jay at a comedy club on Sunset Blvd. shortly after we started circulating our paper in LA. Jay was the "car guy" that inspired me to expand our reach to include car collectors and collector car auctions. (see back page ad) I watched Jay's first TONIGHT show and attended his last TONIGHT show in person.

Next chapter. From our launch in Calif. we build a network of over 1,000 retail automotive distribution locations in four more states. (Ariz, Nv, Id, & Mt) and changed the name of our paper to GLOBAL AUTO NEWS and launched our online program. (www.autonewsonline.com) Currently we have added a digital platform sending out e-mail "fast blasts" reaching over 500K auto enthusiasts, media & PR firms, OEM's and car collectors.

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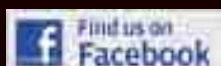
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