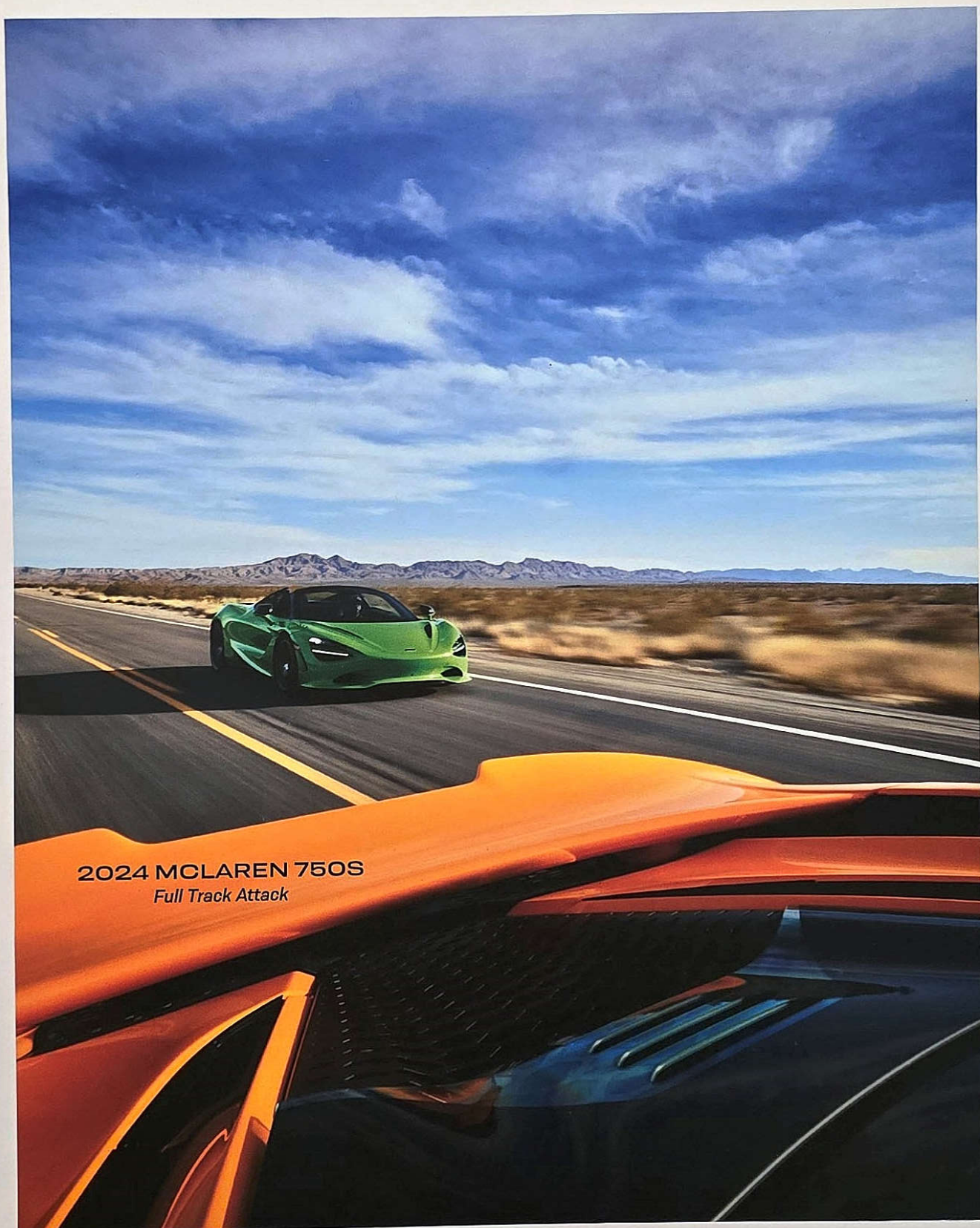


# VICARIOUS

SUMMER 2024

AUTO / MOTO / TRAVEL



2024 MCLAREN 750S  
*Full Track Attack*

**DISCOVERED**  
The Home Of The Prancing Horse

**FIRST DRIVE**  
2025 Audi A3 and S3

**RIDER'S SEAT**  
2024 Aprilia RS 457

\$10.95 | Display until September 23, 2024





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Photo courtesy of the Greater  
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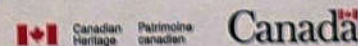
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We acknowledge the financial support of  
the Government of Canada through  
the Canada Periodical Fund of the Department of Canadian Heritage.

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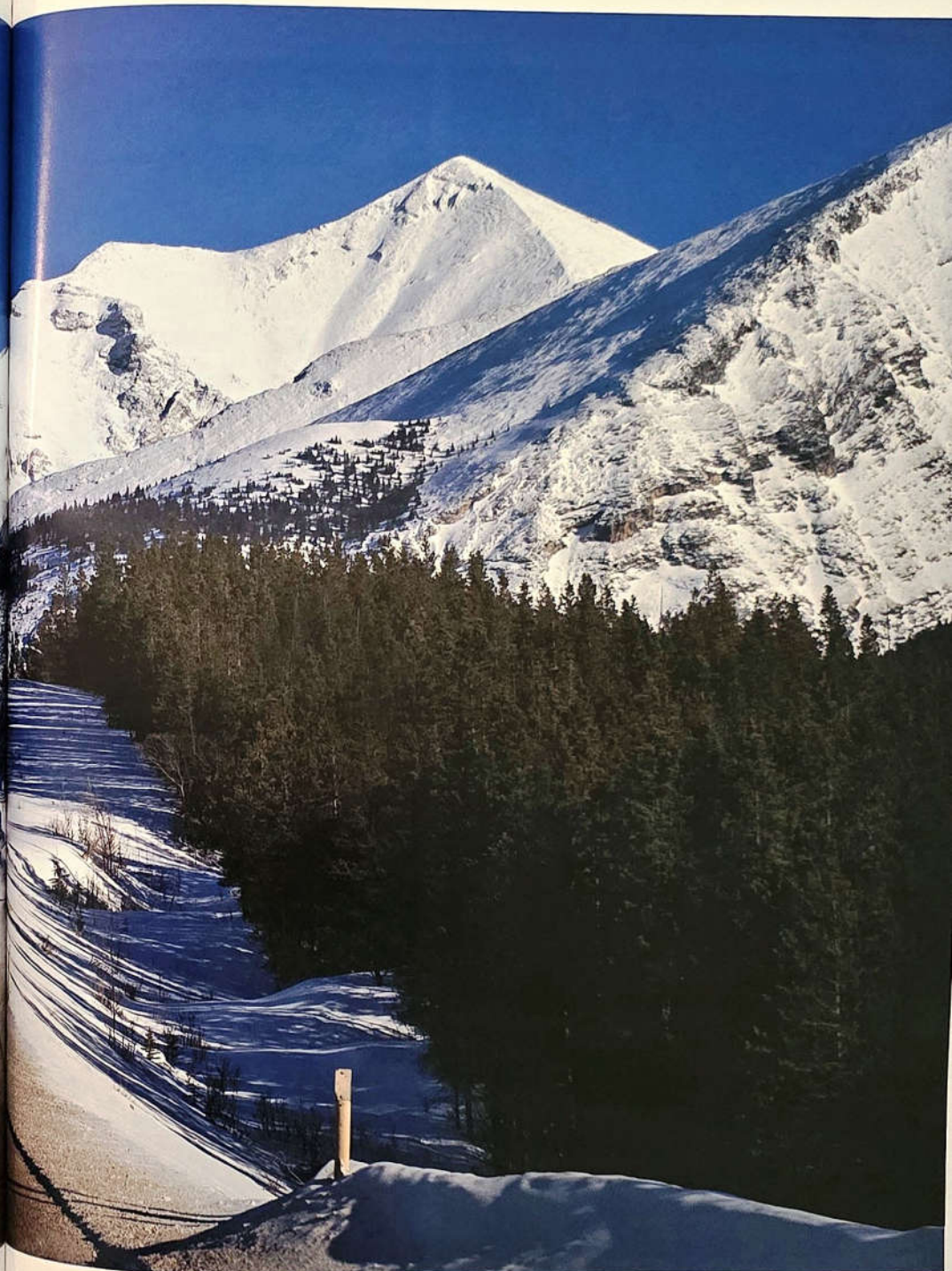
2024 MCLAREN 750S



**DISCOVERED**

**2024 ALCAN 5000 RALLY**  
THE LILIENTHALS TAKE TOP HONORS

Story and Photography | Mercedes Lilienthal





## DISCOVERED

AN AUDACIOUS ADVENTURE just had, and it was done in a vehicle many have never heard of: a 2024 INEOS Grenadier Trialmaster 4x4. My husband, Andy Lilienthal, and I recently competed in the 2024 Alcan 5000 Rally, a time-speed-distance (TSD) rally that started and ended in the U.S. but took place throughout western Canada. This extreme endurance competition was held in late February 2023, and lasted 10 days. We partnered with U.K.-based INEOS Automotive to test their new SUV. Andy was the driver; I was the navigator.

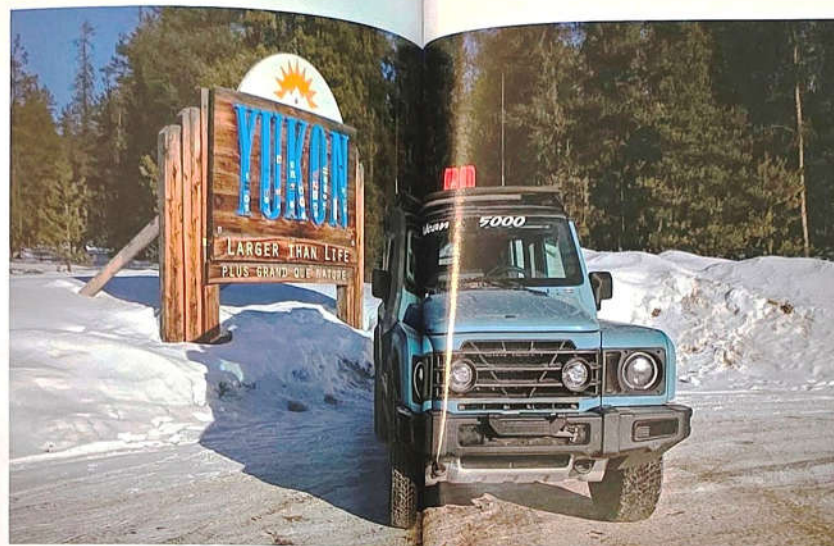
This rally spanned over 8,000 kilometres (approximately 5,000 miles). It's an event based on precise routes and times and is held on public roads. Thirty-six teams entered this year, comprising five classes. We ran the 2 SOP class, the largest segment, totaling 17 vehicles.



Above: Mercedes Lilienthal  
Below: Andy Lilienthal



Cover Photo: Team #17 in Jeep  
Shane Bowman (driver),  
John Williams (navigator)

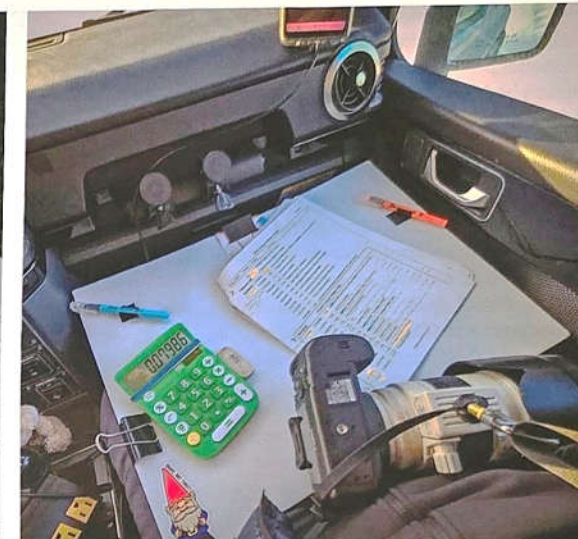


Here's the class break-down:

- 1 Unlimited (passenger cars with unlimited rally equipment)
- 2 Unlimited (trucks and SUVs with unlimited rally equipment)
- 1 SOP (Seat Of Pants class, passenger cars with OEM odometer and basic equipment like a simple calculator or rally table)
- 2 SOP (Seat Of Pants class, trucks and SUVs with OEM odometer and basic equipment like a simple calculator or rally table)
- Historic (1991 and older autos with historic equipment)

Not only were there daily TSD competitions that kicked off each morning (some were held during the early evenings after several-hundred-kilometre transit legs – “recces”, for the rally enthusiasts out there -- too) but there were also optional extra rally challenges, called extreme controls, for those courageous enough to complete them.

Andy and I competed in two previous Alcan 5000 Rally events (2020 as privateers



*"This rally spanned over 8,000 kilometres (approximately 5,000 miles). It's an event based on precise routes and times and is held on public roads."*

in our 1991 Mitsubishi right-hand-drive Pajero turbo diesel and 2022 partnering with Subaru of America to drive their 2022 Outback Wilderness). We completed all extra challenges any rally put in our path.

If teams complete extreme challenges in totality, they can earn extra accolades like the Arctic or Go Farther awards (like we've previously garnered). The INEOS Grenadier, equipped with 265/70 R17 Michelin X-Ice SNOW tires, was proving to be a rock-solid platform—we suddenly found ourselves leading the 2 SOP Truck and SUV Class after just Day 2.

The 2024 Alcan 5000 Rally started near Seattle, Washington and wound its way throughout British Columbia, Alberta, and then into the Northwest Territories to Yellowknife where temperatures plummeted more than 30 degrees in less than two hours. The snow flew and visibility deteriorated.

By Day 4, temps dropped another few dozen degrees and we settled into a balmy -28° Celsius (-18° F) with a -41° Celsius (-41° F) windchill during the day.



## DISCOVERED

Competitors took to Great Slave Lake for higher-speed ice slaloms, including Andy. I photographed them all until my full-frame camera body's internals froze. However, it was worth it as Andy nabbed third fastest overall time on the track with our Grenadier on Michelin X-Ice SNOW tires!

Two optional extreme controls were offered after ice racing: driving the Dettah Loop ice road and the Ingraham Trail haul road (up to Tibbet Lake where another ice road starts). Only 15 of the 36 teams did both extreme challenges, including us.

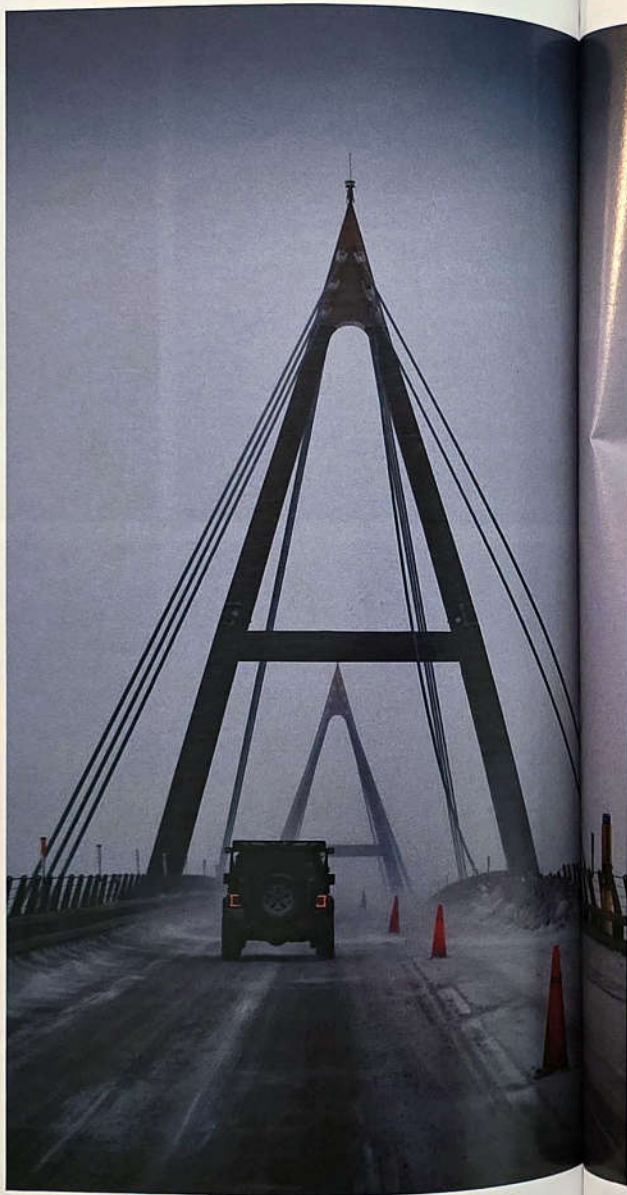
Day 5, a short morning time-speed-distance rally capped off our stay. Teams then trekked to Whitehorse, Yukon Territory via Fort Nelson, British Columbia. In Fort Nelson, we were challenged. On Day 6, Andy and I had a terribly difficult TSD at dawn. We slid from first to second place in our class.

From an insistent dog that wouldn't move from the middle of the street to falling Go-Pros and my navigational supplies flying off my lap mid-competition, we did the best we could to get back on track. We managed to stay on course, but three double-digit scores set us back. But that's the name of the game with precision time-speed-distance rallying.

Day 7 had two TSDs, one in Whitehorse and another in Tok, Alaska. We dug deep and found renewed focus and enthusiasm.

The Tok Junction TSD was just 7.55 kilometers (4.69 miles), but we've never done better. Andy and I passed five invisible checkpoints and were only off 3.9 total seconds! Day 7's performance moved us back into the class lead—for now. Could we pull it off with three more days and about 1,900 more kilometres (1,197 miles) to go?

Once teams landed in Fairbanks, AK, it was the rally's much-needed day off. On Day 8, teams could soak at the Chena Hot Springs or drive halfway up to the Arctic Ocean to Coldfoot, AK (above the Arctic



*"On Day 9, after another morning TSD (our 10th of this event), teams got word that our next jaunt, Valdez, Alaska, had issues."*

Circle) and back to Fairbanks to help qualify for extra awards. Of course, we did the latter and piloted our trusty Grenadier 832.34 kilometres (517.19 miles) that day.

On Day 9, after another morning TSD (our 10th of this event), teams got word that our next jaunt, Valdez, AK, had issues. Richardson Highway, the only road going in and out of the town, was closed due to one key area: Thompson Pass. No one was sure when would reopen. Thompson Pass receives the most snowfall annually in Alaska, on average 1,401 centimetres (551.5 inches).

The rally originally planned two TSD competitions for the last day, one in Valdez and another a few hours away in Palmer, near Anchorage. The awards banquet and





## DISCOVERED

celebration would follow in Anchorage. We chose to drive to Glennallen, to fuel and decide. Should we push south and risk getting caught in Valdez but try for both TSDs? Or should we bypass Valdez and its TSD to play it safe, completing the Anchorage TSD instead?

After a quick call to the rallymaster, Jerry Hines, we found out the Palmer TSD was canceled. Any teams deciding to forgo Valdez and heading straight to Anchorage from Fairbanks would get the maximum penalty for missing the Valdez TSD: 300 points.

We played our cards right! Andy and I competed in the "new" last TSD of the 40th-year rally, hoping to grab the 2 SOP Truck and SUV Class title. It was down to the wire.

Day 10 was cold. The wind whipped as we were told not to load gear, but rather to run the TSD and return to our hotel rooms for further directions. Thompson Pass closed overnight again and remained closed with no re-opening time in sight.

This was our last TSD of the competition. Andy and I started strong until we unexpectedly got behind rally traffic and a local vehicle going too slowly. There was no way around them. Suddenly we were in a whiteout. The rally app chimed out, "Late 13.1 seconds!" Andy threw up his hands and lamented, "It's

over, we lost it." Meanwhile, I was yelling we didn't, but I didn't really know. We had approximately six kilometres (3.7 miles) left to go. We were gutted.

A bone-crushing blanket of defeat came over us as we finished the final rally. We coasted on the final straight-away—numb—as we searched for a place to turn around and head back. However, we passed an Alcan media vehicle, they were jumping up and down and clapping as we passed. "What's going on?!" We saw another photographer and he was doing the same thing—did we clinch the 2024 Alcan 5000 Rally 2 SOP Truck and SUV Class victory?! I hopped on the rally app scoreboard and screamed in delight, "Yes!! Oh my God, I think we did it, Andy! We need to wait until it's official, but I think we held our class lead!"

Out of 17 trucks and SUVs and 36 total teams, Andy and I, along with our 2024 INEOS Grenadier Trialmaster, won the 2024 Alcan 5000 Rally 2 SOP Truck and SUV Class and earned 10th place overall. We maintained our class lead all but three days (Day 1, 5 and 6) and won two class stages (Day 2 and Day 7). We also earned Arctic and Go Farther awards for completing all extreme controls. We couldn't have asked for a better outcome for the 40th anniversary Alcan 5000 Rally. **V**

*"We were gutted. A bone-crushing blanket of defeat came over us as we finished the final rally."*

