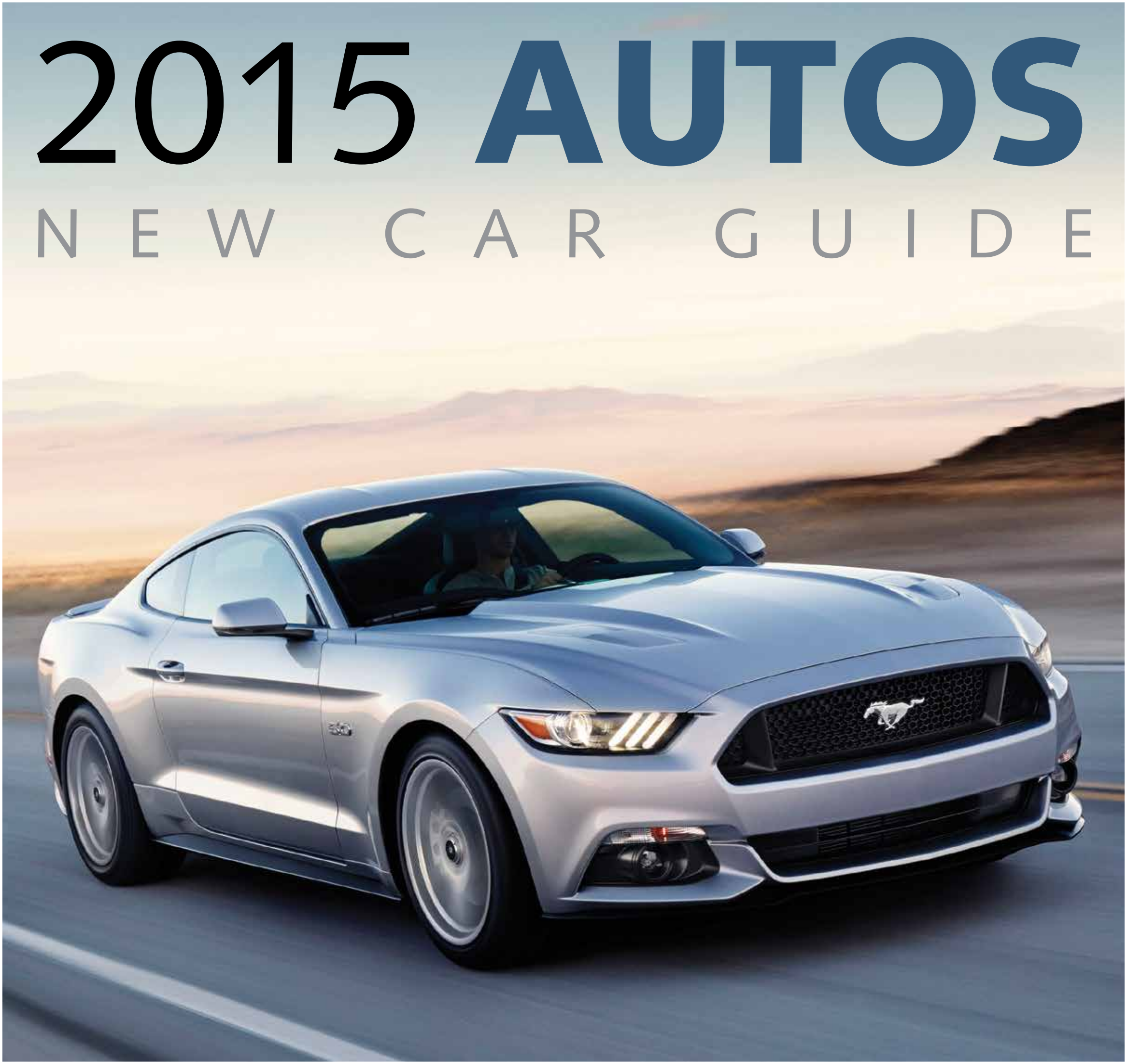
2015 AUTOS

NEW CAR GUIDE



A Great Buying Climate

New car sales have been on the upswing in recent years, and it's no wonder why. From reliability and warranty coverage to the sense of pride in driving a brand-new, shiny vehicle, more and more people are making the jump into new cars.

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LOW INTEREST RATES

A big reason for that increase in sales has been America's financial climate. After several years of low interest rates being offered, affordable financing has been available to more buyers lately.

Credit also is being extended at easier terms and for longer periods of time. While lending standards aren't quite as loose as they were in the heady days of 2007 and 2008, most buyers with reasonably good credit can qualify for loans at attractive interest rates.

Even buyers with poor or mediocre credit are frequently able to find financing options that can put them into a new car, although they might have to pay higher rates to do so. The bottom line is that across the credit spectrum, money is becoming available for vehicle financing to make it easier for buyers to purchase the car they need.

Unfortunately, no one knows how long the credit spigots will remain flowing and how long interest rates will remain this low. Many financial experts are predicting higher interest rates in the years to come after several years at historic lows, so now might be the right time to lock in favorable financing for your new car.

RELIABILITY

Another good reason to consider buying a new car is that reliability ratings, almost across the board, have improved in recent years.

While Japanese cars gained a reputation for dependability in the 1980s and '90s, the American, European and Korean brands have all improved their reliability ratings as measured on owner surveys since that time. Cars from around the world are, in general, on much more equal footing compared to 10 or 15 years ago.

Digital Dashboards

Since the dawn of the automobile, mechanical gauges have helped to keep the driver informed about the speed and condition of their vehicle. From speedometers and tachometers to oil pressure and temperature gauges, the instrument cluster is an integral part of every car.

Increasingly, though, mechanical gauges are being replaced by a new, high-tech alternative: the digital dashboard.

LCD SCREENS

Instead of showing your speed, engine RPMs and other information using needles in a gauge, these new-generation instruments are displayed digitally on a high-resolution LCD screen behind the steering wheel.

Some cars have one big display, while others have two or three small screens that can be configured to show different information.

And while they started out on expensive, rare cars like the Lexus LF-A and Nissan GT-R, they're filtering down to more affordable vehicles lately. Some luxury cars have digital gauges available either as standard or optional equipment, and they are expected to become more common on even moderately-priced vehicles in the future.

CUSTOMIZATION

Why are cars making the switch to digital screens? Aside from the sheer technological wow factor — many of them look like something out of a science fiction movie — it's because they can easily be customized to meet the wishes of the driver.

Unlike mechanical gauges, which can only be fixed in one layout, digital gauges can be redesigned and reconfigured as needed. Most of them offer options for the colors, design and layout that the driver can change to meet their preferences.

For example, you might be able to switch to a "sport" layout that includes a big tachometer for performance driving, then switch to a "normal" layout with a big speedometer for more relaxed driving.

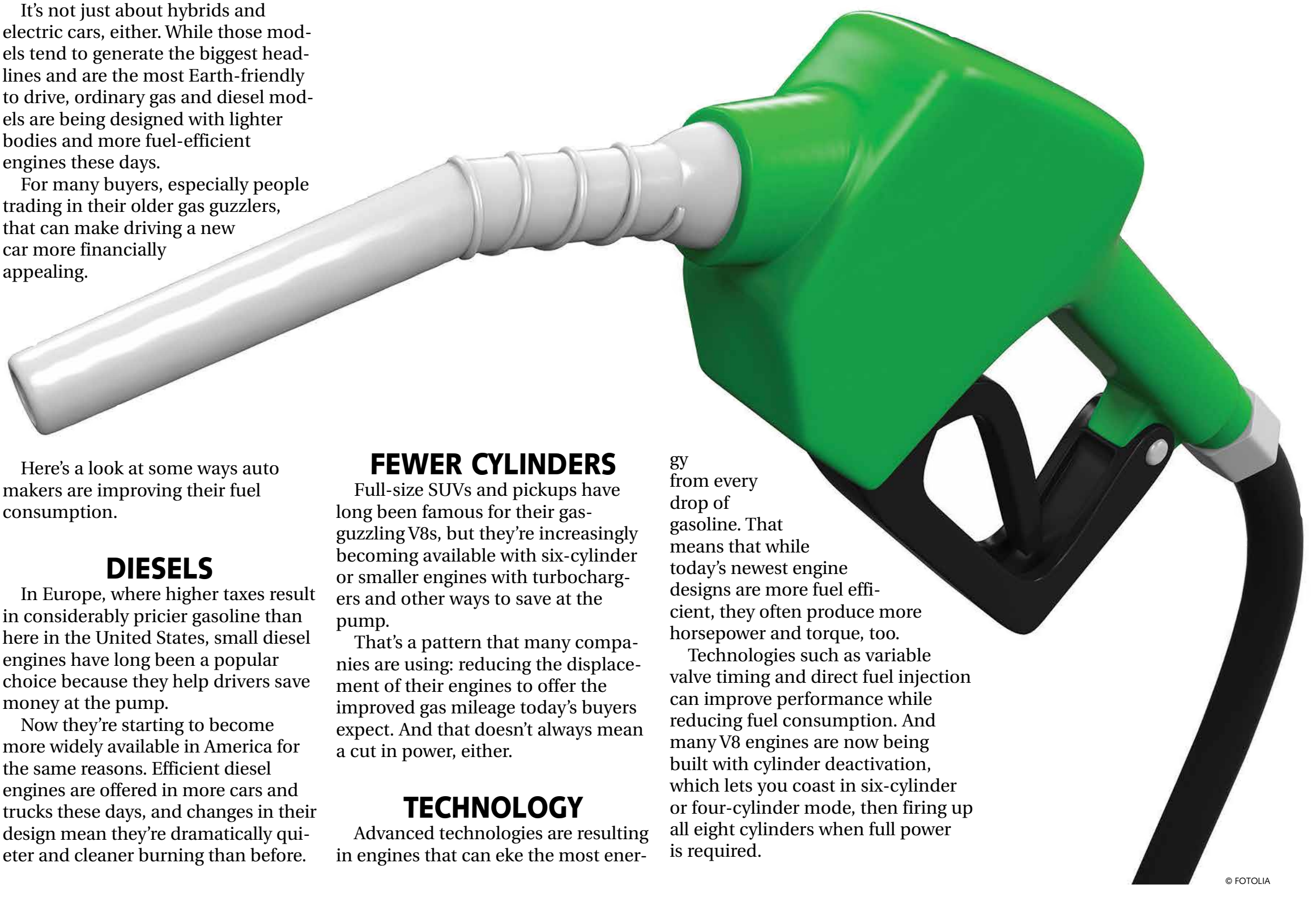
You can also pick which information you want to see displayed. You might want navigation info instead of fuel economy info in the lower right hand corner, for example.

A Focus on Efficiency

Improved fuel efficiency is driving many buyers to look into purchasing a new car. From giant SUVs and pickup trucks to small economy cars, nearly every new model has been engineered for better gas mileage in recent years.

It's not just about hybrids and electric cars, either. While those models tend to generate the biggest headlines and are the most Earth-friendly to drive, ordinary gas and diesel models are being designed with lighter bodies and more fuel-efficient engines these days.

For many buyers, especially people trading in their older gas guzzlers, that can make driving a new car more financially appealing.



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Here's a look at some ways auto makers are improving their fuel consumption.

DIESELS

In Europe, where higher taxes result in considerably pricier gasoline than here in the United States, small diesel engines have long been a popular choice because they help drivers save money at the pump.

Now they're starting to become more widely available in America for the same reasons. Efficient diesel engines are offered in more cars and trucks these days, and changes in their design mean they're dramatically quieter and cleaner burning than before.

FEWER CYLINDERS

Full-size SUVs and pickups have long been famous for their gas-guzzling V8s, but they're increasingly becoming available with six-cylinder or smaller engines with turbochargers and other ways to save at the pump.

That's a pattern that many companies are using: reducing the displacement of their engines to offer the improved gas mileage today's buyers expect. And that doesn't always mean a cut in power, either.

TECHNOLOGY

Advanced technologies are resulting in engines that can eke the most energy from every drop of gasoline. That means that while today's newest engine designs are more fuel efficient, they often produce more horsepower and torque, too.

Technologies such as variable valve timing and direct fuel injection can improve performance while reducing fuel consumption. And many V8 engines are now being built with cylinder deactivation, which lets you coast in six-cylinder or four-cylinder mode, then firing up all eight cylinders when full power is required.

The Connected Car

If any single trend could define what's happening in the car world right now, it's the continued integration of vehicles and consumer electronics.

With each passing year, cars are becoming more like smartphones and computers. From bigger, more full-featured digital displays to new ways to bring information and entertainment into the cabin, today's cars are more connected than ever before.

PHONE FEATURES

One of the most common features on new cars — even many bargain-priced models — is the ability to link with your cell phone to make calls, play music and often access your contact list.

Using either a wired USB connection or a wireless Bluetooth connection, most cars have some way of working with your smartphone to communicate. Some will even read your text messages through the speakers, operate via voice control and let you control your phone using buttons on the steering wheel.

APPS

Another trend is the extensive use of apps, both in the car and through your phone.

Many cars can run a limited number apps through the car's digital display. Streaming digital music through Pandora is one of the more widespread examples.

Some car companies are developing their own smartphone apps, too, that let you interact with your car through your phone. They might remind you when your car needs service, for example, or even be able to unlock your doors remotely.

This is cutting-edge technology, so it varies widely between each vehicle and manufacturer. It's by no means standardized yet.

WEATHER, TRAFFIC

As wireless data becomes more commonplace, so does the ability for your car to use that data to make your life easier.

Some new cars — particularly those from luxury brands — use real-time traffic data in their navigation systems to automatically re-route you to avoid congested roads. A few use weather data to let you know about hazardous travel conditions ahead.

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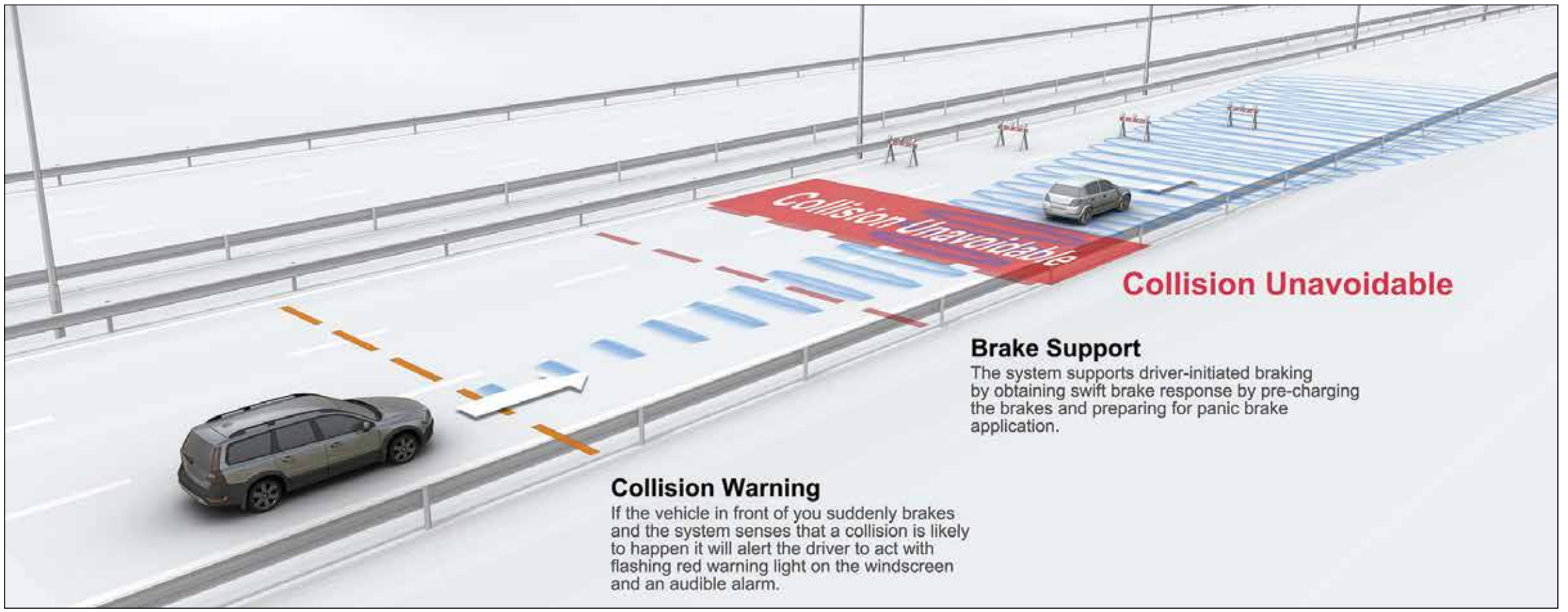
Active Safety Features

For years, safety was engineered in a passive way — meaning systems designed to help you after a crash occurs. Seat belts, air bags and body crumple zones are all examples of passive safety features, which are obviously vitally important when a wreck happens.



More recently, though, new cars are becoming available with active safety features. These are technologies that can either help a driver take steps to avoid a crash or try to automatically mitigate a crash before it occurs.

FORWARD COLLISION ALERT

One active safety feature that is rapidly gaining popularity is forward collision alert. This system uses sensors in the front of the car to detect when a crash might be imminent, then tries to take steps that will keep the crash from happening.

Some systems simply alert the driver with bright flashing lights and an alarm sound, essentially warning the driver to take quick action.

Other systems take action on their own, by priming the brake pedal for an emergency stop or perhaps even trying to stop the car automatically. Even if the driver isn't paying attention, this type of system can help to slow or stop the car in an emergency using its own intelligence.

BLIND SPOT SENSORS

Sensors that detect cars in the driver's blind spot are also becoming more popular. These systems constantly monitor the spots to the left and right rear of the vehicle — the places where it's hard for a driver to see when changing lanes — and will alert you if it senses you might hit a vehicle in the next lane.

ADAPTIVE CRUISE CONTROL

Long available on high-end luxury cars, adaptive cruise control is filtering down to more mid-priced models and can be an important safety feature for people who spend long stretches of time on "cruise" mode.

Unlike traditional cruise control, which keeps your vehicle traveling at a fixed rate of speed, adaptive cruise control will automatically slow you down or speed you up to match the flow of traffic. It keeps your car a set distance from the vehicle in front of you.

Adaptive Headlights

Perhaps one of the most common-sense features on modern cars, adaptive headlights can help the driver see better on winding roads at night by changing position as you drive.

Unlike traditional headlights, which stay in a fixed position all the time, adaptive headlights will automatically turn with the steering wheel. If you turn to the left, the headlights turn left. If you turn to the right, the headlights turn right.

As a result, your lighting will "follow the road" as you drive, improving your visibility and ultimately making the vehicle safer to drive after dark.

ADVANCED FEATURE

Most widely available on mid- to high-priced luxury vehicles, adaptive headlights have some surprisingly complex technology behind them.

They have to be carefully calibrated and engineered to keep from shining into the eyes of oncoming drivers. They also use sensors to measure the car's speed and steering angle to provide just the right amount of left and right adjustment as you drive.

SAFETY IMPROVEMENT

The better visibility from adaptive headlights results in a safer driving experience, a study from the Highway Loss Data Institute suggests. Looking at vehicles from Acura, Mazda, Mercedes-Benz and Volvo, the study found a statistically significant drop in insurance claims for cars with the feature.

Property damage liability claims fell by as much as 10 percent in vehicles with adaptive headlights, the study showed.

NEW LIGHTING TECHNOLOGIES

In addition to adaptive headlights, car companies are turning to new ways of lighting up the road at night. Here are a look at some of them.

HID HEADLIGHTS: These blue-looking lights started appearing on a few luxury cars in the 1990s. With a cleaner, purer color than the more yellow halogen bulbs, they provide better visibility at night that more closely mimics daylight.

LED HEADLIGHTS: One of the newest technologies on the market, LED headlights are much smaller than traditional bulbs, so they allow for more creative car designs. They also can last longer and use much less electricity than ordinary bulbs.

LASER HEADLIGHTS: The next evolution in headlight design could be coming soon from BMW. The German company has announced it is working on laser-powered lights that are even smaller and use less power than LEDs, but they haven't hit the market yet.

Stronger, Lighter, Safer

Steel, plastic and rubber may be the first materials that come to mind when you think of car construction. As manufacturers look for ways to make their vehicles even better, though, they're often turning to more exotic materials.

By using these advanced construction techniques, engineers are able to create cars that are safer, faster, more fuel efficient and quieter than cars built out of plain steel alone.

HIGH-STRENGTH STEEL

One major trend in new-car construction is the increasing use of special blends of high-strength steel.

This exotic — and more expensive — steel is used in special places to help the car reduce weight without sacrificing strength. This is especially important for crash protection in an era of increased fuel economy standards.

Because this exotic blend of steel is stronger and can be virtually custom made to meet certain specifications, from weight to malleability, it's helping engineers produce cars that are both lighter and more rigid than before.

ALUMINUM

Aluminum is another material being used more extensively in 2015 models, most notably on the new Ford F-150 pickup truck, but also in other vehicles.

Because it is dramatically lighter than steel, aluminum has been used for years on exotic cars to reduce weight and help them drive faster. Now it's becoming a more mainstream material on affordable cars, not just hyper-expensive supercars.

COMPOSITES

While its pricey production costs continue to keep its application limited, high-strength composite materials such as carbon fiber are being rolled out in more cars.

Usually associated with high-performance vehicles, carbon fiber offers incredible strength for its weight. Until it can be mass produced at a low cost, though, it will be mainly available on low-volume cars that place a premium on performance.

TRACK TESTED

All these materials — particularly aluminum and composites — have been used on the racetrack for decades.

Aluminum has been utilized to make race car bodies since the early stages of motor racing, and carbon fiber is one of the major materials used in Formula One cars since 1981.

In recent years, F1 cars made from carbon fiber have proven to be remarkably safe even in high-speed accidents on the track when combined with other advanced safety features. In the long-term future for cars, it could become a bigger factor for mass-market vehicles as engineers and manufacturers learn how to utilize it at scale.

IN ADDITION ...

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CARGAZING

Corolla gets a makeover

Popular Toyota compact car more efficient, enjoyable for 20

By Derek Price
CARGAZING.COM

For decades now, the Toyota Corolla has been the default choice for millions of people who want a dependable little car.

In fact, the Corolla's long-term reputation for reliability is a big reason people think of Toyota as a quality brand. It's a foundational car for Toyota, one that sells in huge volume in the United States and around the world, which sets the tone for the entire global company.

And that's what makes this car, the all-new 2014 Corolla, incredibly important.

This year marks the start of a new generation of Corolla, and this fresh version feels dramatically different from the old one when you get behind the steering wheel.

For one thing, it addresses the outgoing Corolla's only two weaknesses in my mind — fuel economy and driving enjoyment — while also getting a fresh look inside and out.

The fuel economy issue may come as a surprise to many buyers who think of the Corolla as an efficient, economical car, but it had actually fallen behind its competitors by the end of the previous generation's lifespan. Last year's Corolla was rated for 34 mpg on the highway, which was unimpressive when many of its competitors could brag about ratings of 40+ mpg.

That changes with this next-generation design. The new Corolla is available in a special Eco version that is rated for 42 mpg on the highway, and even the non-Eco Corolla gets a 38 highway/29 city rating — a nice jump over the outgoing model.

For me, though, the bigger news is that Toyota has actually managed to fix one of my long-standing, pinky-complaints about the Corolla: its dull driving feel.

My test car — an S model that comes with a firmer, sportier suspension than the base version — is more fun to drive than I can ever remember a Corolla being. Its suspension has an almost Honda-like tautness, providing the kind of precise, dynamic feedback to the driver that make small cars enjoyable on winding roads.

And if you prefer the previous Corolla's soft, compliant ride, the ordinary suspension is still tuned for comfort and smoothness. Basically, you can choose whether you want your Corolla softly or firmly sprung.

PHOTOS COURTESY OF TOYOTA

The Toyota Corolla gets an all-new design for 2014 that makes it more fuel efficient and fun to drive. It's available in an Eco model, shown here, that is rated for 42 mpg on the highway.

The new S model's serious sportiness is a pleasant surp and the improved fuel econ a good fit for the times.

What was tested?
2014 Toyota Corolla S Prem ($20,400). Options: None. Price as tested (including $ destination charge): $21,21

Wheelbase: 106.3 in.
Length: 182.6 in.
Width: 69.9 in.
Height: 57.3 in.
Engine: 1.8-liter, DOHC in-line16-valve 4-cylinder w Dual Variable Valve Timing intelligence (132 hp, 128 lb
Transmission: CVTi-S
EPA Mileage: 29 city/38 highway

RATINGS
Style: 8
Performance: 7
Price: 8
Handling: 8
Ride: 8
Comfort: 7
Quality: 7
Overall: 8

Video review
What's cool about the Core
http://bit.ly/newtoyota

Why buy it?
It has an all-new design that gets dramatically better gas mileage

The r
feel t

CARGAZING

All-new Sierra HD unveiled

Heavy-duty GMC truck adds power, capability, features

By Derek Price
CARGAZING.COM

DALLAS — General Motors recently pulled the covers off its all-new 2015 GMC Sierra HD at the State Fair of Texas. Not only does it have a new look and better capability than before, but it also sets high standards for features and technology in the heavy-duty truck market.

The Sierra HD offers payload and conventional towing capability of up to 19,600 pounds with the factory hitch, something GM says is the best in its class. That should be no surprise, considering it comes with some of the most powerful engines on the market.

REFINEMENTS

At the same time, the new Sierra HD is also designed to be more comfortable. It has a lot of the same refinements as GMC's new half-ton trucks, including doors that are recessed to reduce wind noise and classy looking cabins with soft-touch materials.

It also comes with the CornerStep rear bumpers and EZ Lift and Lower tailgates that are getting a lot of attention on the company's light-duty trucks.

The standard engine is a 6.0-liter V8 that makes 360 horsepower, but buyers also can opt for a 6.6-liter Duramax diesel that offers a little more horsepower and a whole lot more torque.

The base V8 is rated for 360 horsepower and 380 pound-feet of torque, while the diesel produces 397 horsepower and a whopping 765 pound-feet — a phenomenal amount of torque.

The Duramax is mated to an Allison six-speed automatic transmission and has a turbocharger that can double as

Another plus: StabiliTrak with Trailer Sway Control is now standard across all models, including 3500 dualies. GMC also takes safety to a new level for work trucks with the new Sierra HD. It is available with exclusive features like Forward Collision Alert, Lane Departure Warning with an Active Safety Seat, and Front and Rear Park Assist.

NEW DENALI

As usual, GMC will offer one of the most stylish and luxurious trucks you can buy under its Denali line. The 2015 Sierra HD Denali comes with a long list of upscale styling refinements and exclusive

behind the steering wheel that replaces the tradition analog speedometer and gauges.

The Denali's signature g design is back, but it's revi with oval holes that offer t ter cooling and a fresh loo

Everything on the new Sierra HD adds up to a big improvement for people w need the capability that ca only be found in a full-siz heavy-duty truck.

If it's anything like the li duty 2014 Sierra, which I t ed for a week and thorou enjoyed, the new 2015 HD version should have a lot more comfort and refinem to go along with all that p and toughness. And that's wonderful combination.

At a Glance
Wheelbase: 167.6 in.
Length: 258.4 in.
Width: 80.5 in.
Height: 78 in.
Base Engine: 6.0L VVT V-8 (360 hp, 380 lb.-ft.)
Transmission: Hydra-Matic 6-speed automatic

Video extra
See the Sierra HD unveiled:
http://bit.ly/GMTrucks

PHOTOS COURTESY OF GMC

The 2015 GMC Sierra HD is all-new, featuring many of the same improvements and technologies that are generating praise for GMC's new light-duty trucks.

The new GMC Sierra HD gets a classy, well-constructed and

CARGAZING

Tundra has American feel

Toyota's full-size pickup gets bolder look, new trim packages

By Derek Price
CARGAZING.COM

How Can Toyota, a Japanese company, make one of the most all-American vehicles on the road?

That's the question I'm asking myself after driving the 2014 Tundra for a week. Not only does it does it have the same big, brawny, apple pie and Uncle Sam spirit of American trucks, but it's actually got more American DNA than many domestic-brand vehicles.

The new Tundra was designed, engineered and assembled entirely in the United States, with styling from Michigan and California, an engine from Alabama, a transmission from North Carolina, and assembly done in San Antonio, Texas.

It should come as no surprise, then, to see the Tundra's changes in 2014 follow the same trends that Ford, General Motors and Ram have been successfully using to move pickups in the Land of the Free for decades.

For starters, its fresh look appeals to American brashness.

The Tundra's front grille and overall styling has been re-worked to be bigger, bolder and more aggressive than before, with more of a chiseled, squared-off look inspired by heavy-industrial equipment.

To my eyes, the new grille is a fitting change from the happy, smiling faces on most Toyota products. The Tundra looks like it wants to punch you in the face and steal your lunchbox, which is a good thing in the over-the-top world of full-size pickups.

It's also following another American truck trend: trim levels that offer drastically different flavors to suit varying tastes.

At the top of the lineup, for example, you can choose whether you want the Platinum, which is sleek, modern and urban looking, or the 1794 Edition, which is like driving around in Gene Autry's dude ranch. The look and feel of the two versions is so distinct that they feel like totally different trucks.

The version I tested is the Limited, and it's what Toyota calls the "active premium" version of the Tundra. It's not as fancy as the Platinum or the 1794, so it seems like more of a working man's type of truck — the kind you won't mind getting dirty and beating up just a bit on the job site if necessary. But it's still got things like leather seats and dual-zone climate control to keep you comfortable.

While the inside and outside of this truck have a lot of nice

engines — a V6 and two V8s — none of which are rated for more than 20 miles per gallon on the highway.

I wish Toyota had a more daring, fuel-efficient option, like the small turbocharged diesel engines that its competitors have rolled out recently.

On the higher end of the spectrum, though, I like the 5.7-liter i-Force V8 that came on my test truck. This is the most popular engine on the Tundra for a good reason. It makes a big, meaty 381 horsepower and is rated for 18 miles per gallon on the highway, which is competitive with the large V8s from Detroit's big three.

I also love the fact that Toyota has adopted the J2807 towing standards before any other half-ton truck maker. If you don't know what that means, Google it. You'll be glad you did, and you'll be a bit more skeptical about the pie-in-the-sky tow ratings that some truck brands produce using their own, in-house, non-

that it's so thoroughly American-made is just a nice bonus.

What was tested?
2014 Toyota Tundra Limited 432 Crewmax 5.7L V8 ($38,845). Options: Running boards ($345), Limited Premium Package ($595), TRD off-road package ($135), berliner ($365). Price as tested (including $995 destination charge): $41,280

Wheelbase: 145.7 in.
Length: 228.9 in.
Width: 79.9 in.
Height: 76 in.
Engine: 5.7-liter i-Force V8 (381 hp, 401 lb.-ft.)
Transmission: Six-speed automatic overdrive
EPA Mileage: 13 city/18 highway

RATINGS
Style: 9
Performance: 8
Price: 6
Handling: 5
Ride: 6
Comfort: 6
Quality: 9
Overall: 7

Video review
What's cool about the Tundra
http://bit.ly/2014tundra

Why buy it?
With a thoroughly refreshed design this year, the Tundra has more

PHOTOS COURTESY OF TOYOTA

A bigger, more aggressive front grille with lots of chrome sets the tone for the revised Toyota Tundra in 2014. It's a Japanese truck with a surprisingly American personality.

With

CARGAZING

2015 CHEVROLET TAHOE AND SUBURBAN

Suburban, Tahoe totally new

PRESS RELEASE

Chevrolet recently introduced the 2015 Tahoe and Suburban – all-new versions of the industry's best-selling duo of full-size SUVs. They offer more functionality, greater refinement, new safety features and an increased range of advanced technologies to appeal to two distinct customer groups who want the unique combination of features only Tahoe and Suburban provide.

All-new styling advances the Tahoe and Suburban's design, which contributes to a quieter ride. A more-efficient, direct-injected EcoTec3 powertrain coupled with improved aerodynamics help offer greater estimated highway fuel economy based on GM testing while preserving overall performance and capability.

"There are several new features and enhancements at the core of the all-new 2015 Suburban and Tahoe that will extend the legacy Chevrolet has built as the segment leader," said Tim Mahoney, Chevrolet global chief marketing officer.

"Customers will experience greater refinement, efficiency and safety with the same capability that has made Chevrolet the go-to brand for full-size SUVs."

With more than 117,000 sold in 2012 and sales up more than 16 percent for the first six months of 2013 over last year, Chevrolet's full-size SUVs continue to play an important role in the brand's success and General Motors' profitability. Introduced in 1935, the Suburban is the segment's founder and the industry's oldest continuously available nameplate, while Tahoe is the segment's sales leader.

"The Chevrolet Tahoe and Suburban will continue to be dominant forces in the marketplace and provide great value for our customers, Chevrolet and General Motors," said Dan Ammann, GM executive vice president and CFO. "This is an important and profitable segment and we have set the bar high to ensure we provide our customers with great quality and performance they expect and deserve."

The all-new 2015 Suburban represents the 80th anniversary and 12th generation of the original SUV. This generation has been designed for today's active families needing space for everyone and

The Chevrolet Suburban, shown here, and Tahoe both get all-new, more refined designs for the 2015 model year.

Cabin refinement takes a big step up in the full-size SUVs after their new design.

BY THE NUMBERS

SUBURBAN
Wheelbase: 130 i
Length: 224.4 in.
Width: 80.5 in.
Height: 74.4 in.
Engine: EcoTec3 5 V-8 FlexFuel, 355 h 383 lb.-ft. torque
Transmission: Six speed automatic

everything. Suburban tinues to offer legend roominess, utmatchc functionality, connec and first-class ameniti

TECHNOLO

Tahoe and Suburb incorporate new tech gies – including radia contributes to 360 de of crash avoidance ar occupant protection. Standard and availabl tures include forward sion alert, front park lane departure warni lane change assist, re cross traffic alert and five cruise control.

Both vehicles also the segment's only fr seat center air bag (b et-seat models), whic engineered to provide tional protection for and front passengers in side impact crashes, where the affected occupant is on the opposite, non-struck side of the vehicle.

CARGAZING

2015 MAZDA6

Mazda6 gets warm reception

PRESS RELEASE

Mazda has announced official pricing on the 2015 Mazda6 equipped with the SKYACTIV-G 2.5-liter gasoline engine. Starting at $21,190 MSRP, the award-winning mid-size sedan remains mostly a carry-over model for 2015 with minor updates to select features and packaging options.

Redesigned just last year, Mazda6 received an increasingly warm reception, being named "Car of the Year" by Popular Mechanics and a "10Best" by Car and Driver, among others. Mazda6 looks to maintain its competitive prowess into the 2015 model year.

"The mid-size sedan is the bread-and-butter of the automotive industry; a vehicle that finds its way into nearly every driveway and garage in America," said Jim O'Sullivan, president and CEO, MNAO. "And consumers are savvier than ever, able to gather information with the swipe of a finger. So we had to offer a vehicle that was free of gimmicks and empty promises but delivers on all the expectations shown on paper, and the Mazda6 does just that, if not more."

On sale now, the 2015 Mazda6 has a plethora of Mazda-engineered technologies and features wrapped into a stare-worthy design.

SKYACTIV TECHNOLOGY is now joined by the capacitor-based regenerative engine braking i-ELOOP system and safety-focused i-ACTIVSENSE. And its strong sweeping character lines courtesy of the KODO "Soul of Motion" design language continue to turn heads. Available in three trim levels – Sport, Touring and Grand Touring – Mazda6 is currently equipped with the SKYACTIV-G 2.5-liter gasoline engine.

The SKYACTIV-G 2.5L is robust, producing 184 horsepower at 5,700 rpm and 185 lb-ft of torque at 3,250 rpm. Both the SKYACTIV-MT six-speed manual and SKYACTIV-Drive six-speed automatic transmission are available for pairing.

For those who enjoy moving the gears themselves, the entry-level Sport ($21,190 MSRP) comes equipped with the manual transmission as well as a bounty of standard features, some of which are considered premium add-ons

The Mazda6 is recognized as one of the best new sedans on the road for its efficiency and sporty performance.

Added features and new trim packages make the 2015 Mazda6 even more enticing to drivers.

BY THE NUMBERS

Base price: $21,190
Wheelbase: 111.4 i
Length: 191.5 in.
Width: 72.4 in.
Height: 57.1 in.
Engine: SKYACTIV-G 2.5L DOHC 4-Cylind Engine with VVT, 18 hp, 185 lb.-ft. torqu
Transmission: 6-sp manual transmission
EPA Mileage: 26 c 38 highway

amongst competitors. These amenities includ push-button start, air c ditioning with a pollen tilt-and-telescopic adj able steering column, st ing wheel-mounted audi and cruise control funct a multi-information disp (MID) with a trip comput auxiliary/USB input con tions, cloth-trimmed spo seats, a six-way manual d er's seat with manual lu bar support, 60/40-split fold-down rear seats, a leather-wrapped parkin brake, shift knob and st ing wheel, daytime runn lights, auto-off halogen headlights and 17-inch minum alloy wheels. N standard equipment for 2015 is the addition of power windows with a one-touch up/down operation for all windows and illumi nated power door switches on all doors.

CARGAZING

2015 LEXUS RX 350

Convenience comes standard

PRESS RELEASE

The 2015 Lexus RX 350 is the RX for drivers who want a luxury crossover utility vehicle. Lexus' top-selling luxury utility vehicle provides driving pleasure with either front-wheel drive (FWD) or all-weather drive (AWD). Introduced last year, the available F SPORT, model exclusive to all-weather drive, adds a fresh, aggressive design inside and out plus changes to driving dynamics.

Drivers and passengers alike will appreciate the convenience of the new standard Display Audio with backup camera.

The RX 350 continues with a silky-smooth 3.5-liter DOHC V6 engine with 270 horsepower. The standard model (FWD and AWD) uses a six-speed automatic transmission while F SPORT uses eight-speed automatic transmission.

F SPORT

The RX F SPORT is a special model, with an exclusive drivetrain and chassis tuning. It's the first RX model equipped with an eight-speed paddle-shift automatic transmission, and it exhibits a greater appetite for the road with split-spoke 19-inch wheels and F SPORT tuned suspension. The F SPORT is clearly the driver's RX 350, yet still a crossover that coddles passengers in quiet comfort.

The eight-speed transmission not only makes the RX 350 F SPORT more responsive, but also boosts EPA highway fuel economy estimates from 24 mpg to 26 mpg.

The Lexus signature spindle grille gets the distinctive mesh style finish with the F SPORT, which is also distinguished by its own front bumper design. The F SPORT interior stands apart, as well, its black or cabernet leather accented by contrasting silver stitching, ebony birds-eye maple wood trim, black headliner and aluminum pedals and footrest.

The F SPORT steps up the standard luxury by including all features from the Premium and Comfort Packages, which remain options for the standard model. The Premium Package equips the RX 350 with a perforated leather-trimmed interior, power moonroof, memory system for the driver's seat, outside

The Lexus RX 350 has been upgraded to offer even more equipment for the 2015 model year.

The RX 350 offers impressive fuel efficiency for a vehicle with this level of luxury and performance.

BY THE NUMBERS

Wheelbase: 107.9 in.
Length: 187.8 in.
Width: 74.2 in.
Height: 66.3 in.
Engine: 3.5-liter DOHC 24-valve V6, 270 hp, 248 lb.-ft. torque
Transmission: 6-speed Multi-Mode Automatic Transmission
EPA Mileage: 18 city, 25 highway

mirrors and tilt/telescoping steering wheel, and more. The Comfort Package adds heated and ventilated front seats, High-Intensity Discharge (HID) head-lamps, and rain-sensing wipers.

ALL-WEATHER DRIVE

With available Active Torque Control All-Weather Drive, the RX 350 is ready for any weather. The electronically controlled system can vary the torque distribution from purely front-wheel drive to a 50:50 split between front and rear wheels. When accelerating, or starting on a low-grip surface, torque is quickly provided to all four wheels. At steady speeds, torque is sent only to the front wheels, prioritizing fuel efficiency.