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MESSAGE



DARIN SCHOTANUS
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As the chairman of the 2014 Calgary International Auto and Truck Show, I am thrilled to invite all of you to come down to see us from March 12 – 16, 2014, at the BMO Centre, Stampede Park.

Last year saw a record 1.74 million auto sales in Canada, and the forecasts for Alberta's 2014 automotive sales see this trend continuing. That translates to a competitive automotive buying climate for consumers.

The Calgary International Auto and Truck Show is one of the largest exhibitions of new cars and trucks in Western Canada, and it gives consumers the perfect opportunity to check out the absolute latest in automotive technologies all in one place.

We have something for everyone, whether you are someone looking to purchase your first new car, need more seating capacity due to your growing family or have just decided it's time to spoil yourself with your dream vehicle, this is the place for you!

This year marks the 34th year for this event and promises to offer something for any automotive enthusiast. There will be more than 300 vehicles of new domestic and imported cars and trucks on display this year.

The Auto Show has partnered up once again this year with the Calgary Herald and Calgary Sun for two new car giveaways. Mazda and Toyota are the generous sponsors for this year's contests.

If you are looking for a special evening out, consider attending our signature Vehicles and Violins Gala. It will be held Tuesday, the night before the auto show opens, and gives you unrestricted access to many of our special vehicles. While there, you will enjoy

international cuisine, beverages and will be surrounded by musicians from the Calgary Philharmonic Orchestra. There are silent and live auctions, and it truly is the best way to spend an evening.

For more information on how to receive an invite to this 18+ event and the charities that will benefit from this evening's proceeds, visit our website at www.autoshowcalgary.com.

This year, your young children will be kept busy and wanting to see everything at the show with our "Kids Treasure Hunt" sponsored by Subaru Canada. Also, the first Ladies Night will take place on Wednesday. The first 500 women will receive a red rose and be entered to win a diamond.

Tickets for the Auto Show can be purchased at the door, through kiosks at the BMO Centre, online at www.autoshowcalgary.com or at local Safeway stores.

Follow us on Twitter ([calgaryautoshow](https://twitter.com/calgaryautoshow)), Facebook (Calgary International Auto and Truck Show) or go to our website (www.autoshowcalgary.com).

I look forward to seeing you there!

Darin Schotanus

The official guide to the Calgary International Auto and Truck Show is a publication of the Calgary Herald and Calgary Motor Dealers Association. THE CALGARY INTERNATIONAL AUTO AND TRUCK SHOW INC. is owned by the CALGARY MOTOR DEALERS ASSOCIATION. Correspondence or inquiries on exhibitor space or program advertising should be directed to: Jim Gillespie, Show Manager, Calgary International Auto and Truck Show, 300, 7309 Flint Rd. S.E., Calgary, AB, T2H 1G3; Tel: 403-974-0707 or 403-974-0708; email: cmda@telus.net. These addresses and phone numbers are the offices of the Calgary Motor Dealers Association and the Motor Dealers Association of Alberta. The official guide to the Calgary International Auto and Truck Show was produced by the Calgary Herald Special Projects Department. Co-ordinator: Jamie Zachary, jzachary@calgaryherald.com.



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hours: Wednesday, 3 p.m. - 10 p.m.; Thursday-Saturday, 10 a.m. - 10 p.m.; Sunday, 10 a.m. - 6 p.m.

admission: Adults: \$15 (\$10 Wed-Fri); Seniors, Youth (11-17): \$8; Children 10 and under (when accompanied by an adult): free; Family (two adults, two youth): \$29

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Annual auto show returns after record-breaking 2013 edition

BY GREG WILLIAMS

With great power comes great responsibility — words apt to describe the sentiment leading up to the 2014 Calgary International Auto and Truck Show.

After breaking all sorts of attendance records last year — more than 80,000 car aficionados walked through the BMO Centre's doors last year, making it the highest-attended auto show in Western Canada — all eyes are on what host Calgary Motor Dealers Association has planned for an encore.

And they are promising not to disappoint, with industry darlings such as the **Red Bull/Infiniti Formula 1 race car** and **Chevrolet Corvette Stingray**, North American Car of the Year, expected to be on hand.

"Last year's attendance was a big number," says **CMDA executive manager Jim Gillespie**. "It has helped put us on the radar in terms of the various auto manufacturers and the vehicles they display here."

New this year will be a special Ladies' Night promotion on the show's opening evening.

"Every lady who comes into the show on Wednesday evening will have a chance to win a diamond, and the first 500 will be handed a red rose," says Gillespie.

In addition, the much-anticipated **Vehicles and Violins Gala** returns for its 15th year. The preview event on Tuesday evening offers patrons a chance to get up close and personal to the vehicles before the general public, while enjoying fine food and beverages, as well as music from Calgary Philharmonic Orchestra musicians

Proceeds from the gala — which has raised more than \$2.5 million over the course of its history — will go toward the Canadian Cancer Society, Inn From the Cold and KidSport Calgary.

And at the centre of it all are the stars of the show: the vehicles.

In addition to Infiniti's Formula 1 race car and Chev's Stingray, Ford has brought its perennially popular **F-150**, which has the auto world abuzz after shedding several hundred kilograms thanks to the use of military-grade aluminum alloys in the body panels.

Speaking of lightweight, Mazda is back with a redesigned **Mazda3** in both sedan and hatchback variants. Showcasing Mazda's bold Kodo design movement and featuring the popular Skyactiv chassis, the 2014 Mazda3 is now one of the fastest, arguably best-looking and undeniably most fuel-efficient compact vehicles on the market. >>

Did you KNOW?

Last year's Vehicles and Violins Gala generated a record \$375,000 for three local charities.



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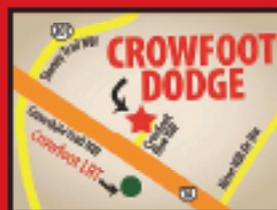


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Yes, as far as supercars go, the F12berlinetta will have even the most stoic auto aficionado picking their tongue off the ground.

Inside, the grand tourer is surprisingly roomy and offers a not-so-surprisingly comfortable ride.

For the latter, credit goes to the Evolution magnetorheological suspension (SCM-E) and advanced vehicle dynamics control systems such as E-Diff (electronic differential), ESC (electronic stability control), F1-Trac (Formula 1 traction control) and performance ABS (anti-braking system).



<< That's great news for showgoers, who have a chance to win a **2014 Mazda3 Sport GT** as part of a Calgary Herald giveaway in conjunction with the CMDA and local Mazda dealers.

Also up for grabs is a **2014 Toyota Highlander LE** as part of a promotion between local Toyota dealers, the CMDA and the Calgary Sun.

If it's raw power that's of interest, muscle-car enthusiasts will want to head on over to Chrysler where the **2014 Dodge Challenger R/T Shaker** is showcased. 'Shaker is a historic reference to a style of hood that was first available on select muscle cars in the late 1960s and early 1970s where the cold air intake, which is affixed directly to the engine, sticks up through a hole in the hood.

Showgoers interested in import performance will find the redesigned **2015 Subaru WRX-STI** on display, along with the redesigned **2014 XV Crosstrek hybrid**. The WRX-STI, Subaru's flagship model in the pocket-rocket segment, is built on a stiffer chassis, with upgraded suspension components for the ultimate in handling.

Sticking with compacts, the original "pocket rocket" returns to this year's show as Volkswagen lifts the veil on the redesign **2015 GTI**. It's joined by the lighter and faster 1.8T-powered **2015 Golf**, as well as **2014 GLI "Edition 30,"** a specially designed show car to celebrate the model's 30th anniversary.

Nissan, meanwhile, has its all-new **2014 Micra** subcompact on hand, while Toyota is here with the redesigned, Canadian-built **2014 RAV4** and **Corolla**.

Toyota's upscale Lexus brand is being highlighted

by a special **DeviantART-designed 2014 IS**, while the youth-spirited Scion brand has a track-ready **iQ** built by Evasive Motorsports ready to view.

Exotics are also front and centre at this year's show. The 530-h.p. V-8 **Ferrari QP** all-wheel drive, **Ferrari F12** and **Maserati Ghibli** — both all-wheel drive and rear-wheel drive versions — are making their Alberta debuts this week.

Lotus will be on hand with its track-ready **Elise Cup R**, as well as the **IPS Evora** and **IPS Evora S**.

From the race track to luxury lane, Bentley is stunning showgoers this year with a redesigned **2014 Flying Spur**, **2014 GTC Speed** and all-new **2014 GT V-8 S**, which made its debut in Detroit earlier this year.

Not too far away on the show floor is English luxury automaker Aston Martin, which is showing off the all-new **2015 V-12 Vantage S**, **2014 Vanquish Volante** and **2014 Vanquish coupe** — the actual car seen on Top Gear and Jay Leno's Garage.

Fellow countryman Jaguar, meanwhile, is featuring its **F Type convertible and coupe**, as well as the **XKRS GT**, one of only 50 ever built.

European automaker BMW is also back for 2014, showing off its **M3**, **M4** and **M235i**, along with the 2014 three-cylinder **MINI Cooper**.

Showgoers to this year's event can jump the lines by purchasing their tickets online at autoshowcalgary.com and then accessing VIP Fast Lane entrances at either the main gate on the south side of the BMO Centre, or on the north side at Hall D. In addition, electronic ticket sale kiosks will be available.

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show stoppers

Don't miss these scene-stealers at the Auto Show

It's the one time a year when local auto aficionados' dreams come true — a perfect mix of chrome, leather and horsepower.

This year's Auto Show offers plenty to tantalize drivers' dreams, with everything from exotic supercars to modern muscle machines and everything in between.

Here's a quick look at a few:

- **Porsche E Hybrid Panamera:** This plug-in hybrid version is scheduled to replace the hybrid version. Expected to sell for just under \$100,000s, the plug-in can go more than 30 kilometres on electric-only power before a supercharged 333-horsepower 3.0-litre gas engine kicks in.

- **Bentley GT V-8 S:** Launched on this side of the ocean in Detroit in January, this all-new model from luxe automaker Bentley is expected to "bring added excitement to the Continental range" courtesy of a 521-h.p. four-litre turbo V-8 powertrain.

- **Jaguar F-TYPE Coupe:** Originally penned as the C-X16 concept car by Ian Callum, the model lineup is headlined by an R Coupe with a 550-h.p. five-litre supercharged V-8 engine, enabling acceleration from 0-100 km/h in 4.2 seconds and a top speed of 300 km/h.

- **Lincoln MKZ Hybrid:** Shares a 141-h.p. 2.0-litre four-cylinder engine with 118-h.p. electric motor with the Ford Fusion Hybrid. It gets automatically adjustable shocks — something the Fusion does not receive.

- **Subaru WRX STI:** Undoubtedly Subaru's performance flagship model, the WRX STI debuts a new four-door wide-body design for 2015, built on a stiffer chassis for what Subaru says is great handling agility and precision.

- **Scion iQ-RS:** Specially designed by Evasive Motorsports, this particular iQ features custom-built fender flares, a vented hood, red pinstriping, customized Voltex GT wing, Sparco EVO seats and a custom six-point roll cage, to name a few features.

- **Aston Martin V-12 Vantage S:** First unveiled as a V-8-powered concept in 2003, the 2015 V-12 Vantage has been updated to S specification and is reportedly the fastest Aston Martin ever built — behind, of course, the rare One-77.



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Paul & Danielle Williams with Professional Triathlete Grant Burwash at Ironman 70.3 Calgary

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- Calgary Marathon – June 1st
- K100 Jasper to Banff Road Race – June 21st
- Calgary Stampede Road Race – July 6th
- Ironman 70.3 Calgary triathlon – July 27th
- Banff Ekiden – October 18th

Thanks, Calgary.

Paul Williams
General Manager



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INFINITI QX70

Gone are the FX37 and FX50. In their places are two versions of the QX70 — QX since it's one of the company's tall wagons and 70 relates to its relative positioning among its siblings.

Otherwise, the vehicle remains stylish and useful thanks to storage space aplenty, especially with the reclining split-folding rear seats lowered.

Open the standard power liftgate and there's usable space for groceries and assorted gear.

The all-wheel-drive QX70 gets you either a 325-horsepower 3.7-litre V-6 or a 390-h.p. 5.0-L V-8.

Both powerplants are linked to seven-speed automatic transmissions.

For a price well north of \$50,000, expect a wealth of basic up-level content, including dual-zone climate control, leather seats (eight-way powered in front), power glass moonroof, tilt and telescopic steering wheel, power liftgate, xenon headlights, 11-speaker Bose-brand audio system with speed-sensitive volume control and special clear-coat paint with the ability to "heal" minor scratches all by itself.



fueling change

Infiniti Q50 hybrid's AJAC win illustrates how luxury segment is evolving

BY GERALD VANDER PYL

When the Automotive Journalists' Association of Canada announced the finalists for its annual Canadian Car of the Year Awards, there were a number of surprises — yet perhaps none bigger than those within the Best New Luxury Car over \$50,000 category.

Along with familiar gas-powered tourers such as the **Cadillac CTS**, **Jaguar XF** and **Lincoln MKZ**, the contenders included a hybrid — specifically, the **2014 Infiniti Q50 hybrid**, which won the category.

"It was up against some very great competition, so it was certainly nice," reflects Infiniti Canada director Wendy Durward. "We are honoured that the Q50 hit the right balance between performance, luxury and value."

While some consumers associate hybrids exclusively with fuel economy, Durward insists the Q50, or any hybrid from Infiniti, offers an overall improved driving experience, first and foremost.

"Everything that Infiniti does is centred around inspired performance and things that will not compromise that," she says.

While the petro-powered V-6 version of the Q50 offers a 328-horsepower 3.7-litre powerplant, the more nimble 3.5-L hybrid V-6 outputs 302 h.p. but

adds another 67 h.p. from the electric motor at a much lower r.p.m. The result is impressive performance, whether accelerating from a stop light or on a racetrack.

"There's a definite and different quickness that the hybrid provides," says Durward.

Not to be overlooked, safety and technology also figure into the Q50's popularity among critics, she notes.

Earlier this year, the Q50 also walked away with AJAC's Best New Innovation Technology award for Infiniti's Direct Adaptive Steering feature, as well as the association's Best New Safety Technology award for its Predictive Forward Collision Warning feature.

Durward notes the Direct Adaptive Steering technology allows drivers to choose exactly how the steering wheel feels in their hands.

The Predictive Forward Warning system, meanwhile, enhances road safety with the ability to warn the driver of any risks that lie beyond their field of view. The system can sense the velocity and distance of not only the vehicle in front, but a vehicle in front of that car, using sensors and radar signals.

"Basically, whatever a driver is looking for in a luxury car, the Q50 can and will provide it," says Durward.

Did you KNOW?

The AJAC award for Best New Luxury Car under \$50,000 went to the Lexus IS 350 RWD.

#1

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ACURA TLX

Making its debut at the North American International Auto Show, the all-new Acura TLX represents another attempt by the upscale automaker to introduce an entry-level luxury sedan into the North American marketplace.

The prototype, which will be on hand at this year's Calgary International Auto and Truck Show and is scheduled to replace the outgoing TL, will benefit from two engine choices: a 2.4-litre direct injection four-cylinder and a 3.5-L V-6.

The TLX will also receive new transmissions: an eight-speed dual clutch for the 2.4-L and nine-speed push-button automatic for the V-6. "Super Handling" all-wheel-drive — which is reportedly 25 per cent lighter and incorporates new torque-vectoring control logic — will be available exclusively with the 3.5-L.

Dubbed by Acura as its "Red Carpet Athlete," the TLX is the third sedan in the brand's lineup, joining the smaller ILX and larger RLX. It will reportedly offer more cabin room than any other vehicle in Acura's lineup, yet is 9.6 centimetres shorter than the TL (483 cm total).



odd bedfellows

Affordable and luxury come together to create buzz-worthy pairings

BY JOEL SCHLESINGER

The concepts of "affordability" and "luxury" seemingly make for odd bedfellows. Yet when it comes to offering premium vehicles with not so premium price tags, today's discerning car buyer has more choice than ever.

Hyundai with its **Genesis** coupe and sedan, Nissan with the **Maxima**, Buick with the **Lacrosse** and Toyota with the **Avalon** are all examples of how the very definition of luxury continues to change.

"These are mainstream brands marketing high-end products that overlap with luxury," says Tom Libby, an analyst with IHS Automotive.

Hyundai made its first foray into the premium segment in 2009 with the Genesis sedan — an offering that straddled both the luxury and family sedan segments.

The latest version continues in that vein, only with more premium content and styling, says Michael Ricciuto, national manager of product and strategic planning with Hyundai Canada.

"There's always been an internal philosophy that we call 'modern premium,'" he says. "Whether it's clothing or your house, with any of these lifestyle goods, people expect a certain level of quality and features.

"'Modern premium' is a philosophy of how we design, package and price cars. It's basically bringing down the important features from a premium vehicle perspective to an affordable level for everybody's car."

As competition heats up, traditional luxury auto-

makers are also taking note by getting more aggressive with their current lots, says Libby.

The **Mercedes-Benz CLA Class**, launched last fall, embodies this trend. Starting at about \$33,000, it's aimed at consumers looking to own a brand that was once priced beyond their means.

Other luxury makers are turning their attention to the fast-growing compact market, such as Audi and its new **A3**. Libby argues, however, that automakers new to the luxury segment are not necessarily trying to steal away market share from traditional luxury brands.

"They're going after the top end of their existing markets," he says, noting these automakers are wanting to offer premium vehicles to customers loyal to the brand and looking to treat themselves.

He notes the luxury (or "premium") full-size sedan segment represents about 3.5 per cent of the North American automotive market.

While a small slice of the overall pie, automakers like Hyundai view the segment as fertile ground, believing a new kind of consumer is emerging, says Ricciuto.

"We call these buyers the 'modern expressive,'" he says. "They want to spoil themselves a little bit, but they are more concerned about the experience than the brand itself."

Did you KNOW?

The 2014 Genesis arrives with an enhanced multimedia controller that integrates the same rotating dial with a new joystick function.





MASERATI GHIBLI

Maserati has always been somewhat of a mystery to North American motorists — in which case, they should be prepared for one heck of a magic show with the new two-door Ghibli.

With a history that traces back to the 1960s, the all-new sports sedan arrives in 2014 with a familiar bi-turbo powerplant and all the sexiness you would expect from the Italian automaker.

Scheduled to be on hand at this year's Calgary International Auto and Truck Show, the Ghibli has splashes of Italian style, inside and out — from classic lines to saucy performance.

Available as a base of S Q4, both versions of the Ghibli are powered by 3.0-litre twin-turbocharged V-6s. The base produces 345 horsepower while the S has 404 ponies.

The Q4 represents Maserati's all-new all-wheel drive, designed to allocate a 50 per cent split between the front and rear wheels for maximum traction.

The only scary part about the new Ghibli is the opportunity it presents drivers!



kings of the road

Heavy-duty haulers turn up the dial on luxury features

BY ALEX FRAZER-HARRISON

Not long ago, pickup trucks were stereotyped as farm-bound heavy-haulers or site-specific lugging machines. Not anymore. These days, trucks such as the **Ram Heavy Duty 2500, Ford Super Duty F-250, Chevrolet Silverado 2500HD, GMC Sierra 2500HD, Nissan Titan** and **Toyota Tundra** are just as likely to be seen doubling as family vehicles as being used on job sites.

Especially in Alberta, says Ed Broadbear, vice-president of marketing with Chrysler Canada, when asked what makes Ram such a popular brand out here.

"A few years ago, they were just trucks, about work. Today, the quality of the materials in the interiors, the quality of the dashes with their 8.4-inch screens — today, we have the same level of luxury and amenities in one of our heavy-duty trucks as we'd have put into a **Chrysler 300**," he says.

Truck buyers are looking for more premium features in their vehicles, says Larry Hutchinson, vice-president at Toyota Canada Inc.

"(This includes) many comfort features and technologies often found in many high-end vehicles. For

example, the redesigned 2014 Tundra offers (a) Blind Spot Monitor system with Rear Cross Traffic Alert. And the all-new 1794 Edition ... reflects a sophisticated western lifestyle theme with exclusive premium saddle-brown leather seating, embossed leather and ultra-suede accents."

Ram models similarly turn the luxury up to 11.

"We introduced the crew-cab models a couple years ago. The leg room is more than you get in any other vehicle," says Broadbear.

"And the trucks have gotten extraordinarily quiet inside, (so) it's a smoother ride thanks to it having such a long wheelbase."

Ford's Super Duty F-250 King Ranch model similarly boasts Chaparral leather seating, not to mention a voice-activated navigation system. The days of bumpy, noisy pickups have definitely gone the way of '80s big hair and eight-tracks.

"The full-size pickup has gone beyond the 'just-work truck,'" says Hutchinson.

"It has become a family vehicle for those who still require a full-size pickup."

Did you KNOW?

The Ford F-150 Tremor is on hand this week. The Tremor, which is being discontinued, is meant to be an on-road counterpart to the off-road Raptor.





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CADILLAC ELR

While under the skin, there's a lot in common between the new 2014 ELR and the Chevrolet Volt, they are different products geared to different audiences.

The ELR goes beyond simply providing an electric platform and competent transportation, which are the Volt's two main claims to fame. The ELR was designed to be a "halo" car — a superstar — that shows Cadillac's design and technology capabilities.

The ELR is essentially a production version of the Converj Concept. As such, the dramatic angularity of the Converj was maintained.

Inside, real wood trim is prominently featured, along with optional carbon fibre. For tech buffs, there are "20-centimetre configurable instrument and driver information displays, offering four configurations ranging from elegantly simple to technologically detailed information," according to Cadillac.

Under the skin, the ELR is powered by a 154-horsepower electric motor (207 total system horsepower), which puts out 295-pound-feet of torque from a standstill.



industry re'coupes'

Re-emergence of coupe sedans offers drivers the best of both worlds

BY ALEX FRAZER-HARRISON

Back in 1962, U.K. automaker Rover experimented with its P5 Mark II by taking the low-roofed classic lines of a two-door coupe and building into it the functionality of a four-door sedan. Thus was born the "four-door coupe" or "coupe sedan."

Though relatively popular, the format faded out in the early 1970s before being revived by makers such as Toyota and Mercedes-Benz starting in the '80s.

Today, coupe sedans are still in demand, found with vehicles such as the **Porsche Panamera**, **Mercedes-Benz CLS-Class**, **Audi A7 Sportback**, **BMW Gran Coupe** and **Volkswagen CC**.

Sedan/four-door coupes offer motorists the best of both worlds, says Patrick Saint-Pierre, public relations manager with Porsche Cars Canada Ltd.

"As far as the whole look goes, it stems from the fact that there are people who enjoy driving and who enjoy the look of a sports car, but, because of their lifestyle, they require more practicality and flexibility," he says.

Porsche's Panamera is a good example of this.

"Any vehicle that Porsche builds is inherently a sports car," says Saint-Pierre, noting the manufacturer's decision to introduce a four-door coupe raised some eyebrows. "So, when we came out with the Panamera in 2009, it stayed true to the Porsche form of having a car that's not only fun to drive and capable, but it's a car with sensibilities."

Saint-Pierre adds the 2014 Panamera continues this theme as the first Porsche model to be offered with a plug-in hybrid option.

Audi continues to produce the **A7 Sportback**, but last year also launched the **RS7 Sportback**, a five-door coupe (door five being the hatchback, of course), which boasts 0-100 km/h acceleration in less than four seconds, and a range of luxury — yet practical — features such as active lane assist, adaptive cruise control and even a night-vision assistant.

BMW, meanwhile, has its **6 Series Gran Coupe**, which reflects the "best of both worlds" philosophy of the coupe sedan by being marketed as a sporty presence on the road, "even on the shortest trips." Of course, that does not mean you can't ramp up the sporty side of the vehicle, so BMW offers an M Sport package with a range of esthetic features including ergonomically moulded sports seats and high-end Nappa Anthracite leather on the interior.

Mercedes-Benz's CLS-Class buyers likewise have access to an AMG styling package on models such as the CLS 550 4MATIC. The manufacturer also spotlights the model's safety features like the Distronic Plus proximity control and active blind spot/lane keeping assist. And practicality is reflected in with the CLS' 4MATIC permanent all-wheel drive system and 4-Wheel Electronic Traction System.

"So enter the coupe sedan — it offers the look and feel of a sports car, but with four doors (and) it offers flexibility for people who perhaps have families and children," says Saint-Pierre.

Did you KNOW?

BMW's 6 Series Gran Coupe will be joined in 2015 by a 4 Series Gran Coupe, a compact expected to compete with the Audi A4 and Mercedes-Benz C-Class.



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**NISSAN
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The subcompact market is about to get a bit more crowded.

After a 21-year hiatus, Nissan is set to bring its popular four-door Micra to Canada (not the United States) in April, branding as a 2015 model. The Micra is already sold in more than 160 countries.

Expected to compete with the Mazda2, Ford Fiesta, Fiat 500 and Chevrolet Spark, to name a few, the Micra is expected to have an overall length of 3.82 metres.

Unlike its European cousins which get a supercharged three-cylinder 1.2-litre engine delivering 97 horsepower, the Canadian-bound front-wheel-drive Micra will receive a more powerful 109-h.p. four-cylinder 1.6-L that is shared with the Versa.

Buyers will have the choice between a five-speed manual or four-speed automatic transmission.

Despite its small size, the Micra will offer plenty of options, style and versatility, including 60/40-split fold-down rear seats, heated outside mirrors, exterior side skirts and a rear spoiler.



powerful statement

Despite perception, horsepower is not taking a back seat to fuel economy

BY DAVID MENZIES

Contrary to public perception, the golden age of tire-incinerating horsepower is not an anachronism best observed in the rear-view mirror.

True, more vehicles are making use of hybrid, diesel and electric technology to ramp-up fuel economy numbers. Yet there's still no shortage of vehicles equipped with powerplants that adroitly deliver that proverbial five-coupon ride.

Indeed, automakers are now using various types of engine technology and lightweight materials to pull off something that once would've been totally incongruous: boosting engine power and fuel economy simultaneously.

"It used to be you'd have to give up one for the other," says John-Paul Farag, manager of advanced technology and powertrain for Toyota Canada.

"That's not really the case anymore."

In fact, it's common to spot a gas-sipping subcompact such as the **Chevrolet Sonic** (5.1 L/100 km hwy) parked next to a fearsome **Chevy Camaro ZL1** pumping out 580 horsepower and 556 lb.-ft. of torque. But here's the rub: while the ZL1 sports a daunting V-8 that will make this retro-inspired coupe rocket from 0-96 km/h in just 3.9 seconds, the ZL1's

highway fuel economy rating is 6.6 L/100km — or just 1.5 L/100 km more than the more demure Sonic.

Industry observer Dennis DesRosiers of DesRosiers Automotive Consultants says the simultaneous uptick in horsepower and fuel economy comes down to powertrain breakthroughs such as direct injection, turbocharging and the use of eight- or even nine-speed gearboxes.

And it's not just retro-themed muscle cars such as the Camaro that are getting both more powerful and increasingly fuel-efficient. In recent years, vehicles ranging from family sedans and minivans to compacts have seen both their horsepower and fuel economy improve with each new generation.

Toyota, for example, recently introduced new fuel-saving technology called Valvematic on its **Corolla Eco** model. With the Valvematic system, airflow into the engine is more precisely controlled by varying the opening height of the intake valves. That might not sound like much, but this relatively simple device means this Corolla now offers improved fuel economy plus about 10 per cent more power.

**Did you
KNOW?**

Earlier this year, Ford unveiled the 2015 Mustang, which offers buyers the choice of a 420-h.p. 5.0-L V-8 or an economical 2.3-L four-cylinder EcoBoost engine that still cranks out 305 h.p.



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*LE, XLE seats 8, Limited seats 7.



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MINI COOPER

The iconic MINI has been in good hands ever since BMW assumed ownership of the brand and introduced a modern version to the North American market for the 2003 model year.

For 2014, the basic MINI hardtop and convertible receives significant changes beneath the mildly tweaked sheet-metal.

Not tweaked but completely new are the Cooper and Cooper S engines that are built off of a modular block, where each cylinder is a half-litre in displacement. Thus the turbocharged three-cylinder Cooper engine displaces 1.5 litres and produces 134 horsepower and up to 169 pound-feet of torque (up from 121/114).

Similarly the turbocharged four-cylinder engine in the Cooper S is 2.0 litres and makes 189 h.p. and up to 221 lbs-ft. of torque (previously 181/192).

Each of these so-called TwinPower Turbo engines uses an all-new six-speed manual transmission with rev-matching capabilities to make for smoother gear changes.



next generation

Facelifts, new models put family vehicle segment back into the spotlight

BY JOEL SCHLESINGER

The new generation of family cars share very little in common with the boxy, big, four-door models on showroom floors of yesteryear.

In fact, what constitutes a family car has changed so much in recent years that it is no longer sufficient to think of this as a sedan-only segment, says Jack Sulymka with Kia Canada.

The Korean automaker should know. Its **2014 Soul** recently won the Automobile Journalists Association of Canada award for the Best New Family Car Under \$30,000.

Sulymka says the Soul doesn't fit the traditional mould of family car, but today's families don't fit the traditional mould either.

"There are so many different choices out there for families that it really comes down to a family's individual needs and budget," he says. "And the Soul is pretty much that versatile vehicle that can appeal to a variety of different family requirements."

The fact is this year's AJAC category didn't even include a four-door sedan. All entries were crossovers, which points to a shift in what today's families want in a "family car," Sulymka says.

The Soul is representative of how automakers are

increasingly blurring the lines between traditional segments to create new ones in the hope of finding the sweet spot of the market.

Still, the family sedan isn't going away entirely, says Shane Peever with Chevrolet Canada.

"Families are buying crossovers, which are, to some degree, becoming the traditional family car, but the sedan market is still growing," he says. "If you look back, there's been growth two years in a row."

In fact, the compact car segment has had steady growth the last four years, he adds.

Chevrolet is so confident in the segment's resurgence that it has two new family car offerings for 2014: the **Cruze Diesel** and redesigned **Malibu**.

While the Cruze Diesel appeals to families looking for a smaller, affordable and fuel-efficient option, many automakers are increasing the number of sedan options to cater to the wide-ranging tastes of the modern family. Chevrolet alone offers eight models from the sub-compact Spark to the full-sized Impala.

"We're really trying to appeal to broad demographics to make sure we have an entry-level model for every segment," says Peever.

Did you KNOW?

Finalists in AJAC's Best New Family Car category included the Kia Rondo and Fiat 500L.

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SUBARU XV CROSSTREK

Heavily based on the Impreza hatchback, Subaru has provided the XV Crosstrek with its own distinctive nosepiece, bumpers, roof rails, side cladding and rear spoiler.

The meaner, macho look is completed with darker window tinting and a set of 17-inch all-season tires mounted to custom-look wheels.

The XV Crosstrek is fired up with a 148-horsepower 2.0-litre four-cylinder engine that comes straight out of the Impreza. The five-speed manual transmission has Incline Start Assist to prevent rolling backward when moving your right foot from the brake to the gas pedal while stopped on a hill. Optional is a continuously variable unit with paddle shifters that operate six preset ratios.

The new-for-2014 Hybrid uses the same CVT only with an electric motor included that's worth 13.4 horsepower and 48 pound-feet of torque. This is very much a "mild" hybrid system as the electric motor is used only when accelerating from rest, and it can be called upon to assist the 2.0-litre engine if needed.



lean & mean

Going green doesn't necessarily just mean hybrid or electric anymore

BY DAVID MENZIES

When it comes to choosing a particular make and model of vehicle, myriad reasons drive that purchasing decision — from styling and power to warranty and passenger capacity.

But as the price at the gas pump continues to spike ever upward, consumer preferences are changing. Case in point: fuel efficiency is now the most important buying criteria for new car purchases, according to J.D. Power and Associates' annual Avoider Study.

Little wonder, then, that auto manufacturers are going into overdrive in developing new technologies and using new materials that will eke out more kilometres from a litre of gasoline.

And it's not just what's under the hood. Sometimes, it's the metal being used for the hood that contributes to fuel efficiency gains.

Case in point: the **2015 Ford F-150** pickup that is on hand at the 2014 Calgary International Auto & Truck Show. While it may look similar to the 2014 model, the 2015's use of "light makes right" aluminum puts it into another category.

Ford truck product marketing manager Mark Farley says using aluminum in the truck's cab and bed reduces the curb weight of the pickup by more than 315 kilograms. This, in turn, will improve the F-150's fuel economy (numbers have yet to be released.)

As well, Farley notes that F-150 buyers hoping for added fuel-efficiency can opt for the automaker's new

2.7-litre V-6 EcoBoost engine, which promises to be the F-150's most fuel-efficient powerplant of all time.

Green cars, meanwhile, represent a different story. Noted auto observer Dennis DesRosiers of DesRosiers Automotive Consultants says the market for hybrids and electrics remains tiny. As he points out, it took 13 years for hybrid car sales to break the 10,000-units-per-year threshold in Canada.

Even so, DesRosiers says manufacturers have little choice but to invest in green technologies. For example, automakers are beholden to a regulatory environment that is demanding more fuel-efficient products. Federal regulations in the U.S. mandate that the Corporate Average Fuel Economy benchmark must hit 25.5 m.p.g. by 2016; come 2025, the target jumps to a lofty 54.5 m.p.g.

Undoubtedly in the decades to come, E-cars and alternative energy cars will be an important automotive niche. The two-fold challenge in the road ahead: improving such features as battery capacity awhile keeping pricepoints down.

In the meantime, DesRosiers notes that green vehicles — even if they don't sell in great numbers — give manufacturers "a P.R. (public relations) win and a G.R. (government relations) win ... the car companies have to show the regulators that they are treating those fuel-efficiency targets seriously."

Did you KNOW?

GM says its 2014 Silverado 1500 is its most fuel-efficient version ever, offering fuel consumption of just 3.0 L/100 km city, 8.7 L/100 km hwy.

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VOLVO V60

Volvo's new V60 has been described by some as a "sports wagon for Formula 1 drivers."

That's appropriate given the Swedish automaker's efforts surrounding the new R-Design version of the 2015 model, as well as the S60 and XC60.

Based on the 2012, the V60 wagon is blessed with Volvo's 3.0-litre turbo-charged six-cylinder which serves up a delicious 350 horsepower and 369 pounds-feet of torque.

The all-wheel-drive wagon also gets a six-speed automatic transmission that Volvo says springs to 100 km/h in just 4.9 seconds.

What else is in store? On the outside; how about a redesigned front fascia, side skirt, rear diffuser and spoiler?

Inside, the V60 gets new sport seats (leather is optional) and an adaptive digital display that allows drivers to switch between three layouts — elegance, eco and performance — that offer different configurations and functionality.

No doubt, this is not your average soccer mom's wagon!



ponying up

Ford pays homage to Mustang's 50-year history with 'best ever'

BY DAVID MENZIES

Its skin is sleek, tech is modern and can now be ordered with ... a four-cylinder engine?

Granted, muscle-car purists are probably still gasping about that last attribute. Yet clearly one thing is for certain: to paraphrase the old Oldsmobile advertising tagline, the all-new **2015 Ford Mustang** certainly isn't your grandfather's pony car. Indeed, Ford's iconic coupe turns 50 this year and the birthday present for fans is a car that honours its past (check out the short rear deck with the tri-bar taillights) while looking to the future (built on an all-new platform, the car is inside, new and out)

Ford Cars product marketing manager Marc Vejgman says the goal for the 50th anniversary 'Stang was straightforward: "We wanted to make the best-looking, best-handling Mustang ever."

Oh, and about that four-cylinder 2.3-litre EcoBoost engine? Vejgman notes it's hardly the type of anaemic powerplant one would find in an econobox. It will boast about 300 h.p. and 300 pounds-feet of torque.

Other Mustang engines include a 300-h.p. V-6 and 420-h.p. V-8 for the GT.

If anything, the back-story of the Mustang makes for fascinating reading. Although first introduced in 1964, the car's roots can be traced back to 1960, when Ford was reeling from the financial and critical disaster that was the Edsel brand (1958-60). The Blue Oval needed to rebound in a big way.

Yet, instead of espousing a bigger-is-better mindset,

Ford executive (and future Chrysler CEO) Lee Iacocca pushed his colleagues (and a lukewarm Henry Ford II) to go in the opposite direction: namely, develop a car that was relatively small, sporty and affordable.

The efforts paid off. When the Mustang debuted on April 17, 1964, Mustang Mania had arrived.

Of course, the Mustang saga has not been without its pitfalls. By the early '70s, the Mustang was eight inches longer and six inches wider.

It also tipped the scales at nearly 600 pounds more than the original model. The marketplace didn't respond favourably: in 1966, Ford sold 550,000 Mustangs; in 1970, sales had nosedived to 150,000 units.

The car was eventually slimmed down again for the 1974-'78 run and was known as the Mustang II. While sales rebounded, this Mustang generation clearly lacked the magic of the original pony car.

In subsequent decades, the Mustang has gone through numerous incarnations — some good, some ghastly. Most observers concur Ford didn't truly recapture Mustang's lightening in a bottle again until 2004, when the retro-inspired 2005 model was introduced.

In the months ahead, the redesigned 2015 Mustang will gallop into Ford dealerships the world over.

After half a century, here's betting Ford is going to hit yet another bases-loaded home run.

Did you KNOW?

In his autobiography, Ford executive Lee Iacocca said the company was challenged with keeping the first Mustang's sticker price below \$2,500 (about \$19,000 in today's dollars).



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LOTUS ELISE

When it comes to the featherweight Lotus Elise, is it possible to have too much of a good thing?

Na!

Reportedly set to be redesigned for 2015, the new Elise is set to get a dramatic restyling inside and out — highlighted by a new platform based on the Evora and “bold” changes to its already flawless skin.

In the meantime, local motorists can salivate over the 2014 Elise S Cup R, which is on hand at this year’s Calgary International Auto and Truck Show.

The track-only model is based on the Elise S, powered by the same mid-mounted 1-8-litre in-line four-cylinder engine. Yet a Magnuson R900 supercharger with Eaton TVS technology, when mated to a standard six-speed manual, generates 217 horsepower and 181 pound-feet of torque.

Other goodies specific to the S Cup R are added aerodynamic enhancements such as front splitter, winglets, a rear diffuser, floor extensions and a rear-wing spoiler — all of which combine to reduce lap times by four seconds over a 3.5-kilometre course over the Elise S.



the future of 'auto'

Cars that drive themselves are more than just a distant vision

BY JOEL SCHLESINGER

The future of driving is closer than you think. While fully autonomous vehicles have long been hailed as the future of driving, many vehicles already on the road are pushing the boundaries of automation.

Think of them as two parts car and one part robot — only with the driver still firmly in control, says Cyril Dimitris, director of Lexus Canada.

“The driver, in our view, will always be in control of the vehicle,” he says. “When we talk about autonomous technology, we like to differentiate from driverless technology.”

Dimitris points to autonomous systems that enhance safety and assist the driver, as examples. The **2014 Lexus IS** and its sportier cousin the **IS-F** both feature lane-keeping assist technology that can detect the lines of the road and will alert the driver if the vehicle begins to drift off course.

“The camera system installed in the vehicle can recognize certain types of road lines and then warn the driver or even control the electric power steering system to keep the vehicle on course,” says Dimitris.

Lexus is one of the pioneers of automotive automation, having developed parking assist several years ago. The feature allows a vehicle to automatically parallel park itself without help from the driver. Today, it’s fairly commonplace technology.

But Dimitris says parking assist is really more of a sideshow to the “main event” innovations found in some of today’s vehicles.

“We’ve developed a lot technologies like advanced pre-collision safety systems, driver monitoring systems and infrared cameras and sensor technologies that monitor the driver and the movement of the vehicle in relation to its surroundings,” he says. “These will either warn the driver or make adjustments to what is happening on the road.”

New to **Mercedes-Benz S-Class** and **E-Class** vehicles this year are front-facing cameras.

“A stereo camera mounted in the windshield can see up to 500 metres down the road. And within 50 metres, it can actually see in three dimensions,” says Chris Goczan, national product manager for Mercedes-Benz Canada.

“It can render 3-D imagery for itself. What this does is allow, at short-range, to have very detailed information about what’s in front of the vehicle.”

This, in turn, allows the vehicle to identify pedestrians, wild animals or inanimate objects on and to the side of the road that may pose potential collision hazards.

Did you KNOW?

French automaker Renault is developing a prototype that, once in automated driving mode, activates massage motors, dims the lights and kicks the seat back.



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MITSUBISHI OUTLANDER

The 2014 Outlander wagon has cleaned up its design act both inside and out.

Mitsubishi has upgraded the seats, door panels and dashboard (the latter with soft-touch material) and added more cabin insulation for a quieter ride.

As well, the split-folding second and third rows have been redesigned to fold more easily.

The Outlander has managed to shed some 90 kilograms, which should help performance. The standard 2.4-litre four-cylinder produces 166 horsepower and 162 pound-feet of torque. That's down slightly from before, but with the weight reduction it won't be noticed.

The four-cylinder is standard with the ES, while SE and GT S-AWC trims are fitted with a 3.0-L V-6 that delivers 224 h.p. and 215 lbs.-ft. of torque. That's a drop of 15 horses, but it's dead even in torque.

The 2.4 is hitched to a continuously variable transmission that has been adjusted to more closely mimic a traditional multi-speed automatic. The V-6 has exclusive use of a six-speed automatic.



on all fours

Sedans getting the red carpet treatment from automakers

BY GERALD VANDER PYL

While the sedan segment has long been a mainstay of the automotive industry, its about to get a much-deserved fresh coat of paint.

Automakers such as Mazda (**Mazda6**), Mercedes-Benz (**C-Class**), General Motors (**Malibu**) and Kia (**Cadenza**) are putting renewed emphasis on creating more stylish, tech-savvy family cars that now embody the upper echelons of their respective lineups.

Take Mercedes-Benz's upcoming 2015 C-Class sedans as an example. Consumers who place it next to the 2014 model year will immediately recognize the differences, says Chris Goczan, national product manager with Mercedes-Benz Canada.

"From the interior to the exterior, everything has been renewed on this car," says Goczan. "We really wanted to take it to the next level of design and give customers something completely new and fresh."

The exterior has the famous Mercedes-Benz family resemblance, but with some design cues from the S-Class model.

An impressively aerodynamic shape for a sedan has resulted in a drag coefficient of only 0.24, which Goczan says is benchmark in this class of

vehicle.

Mercedes-Benz is also joining other manufacturers in improving the safety of its vehicles, including sedans.

"What we do really better than everybody in really push the envelope on safety," says Goczan. "We have technology that we pioneered on much more expensive vehicles that are now seen in more affordable vehicles such as the C-Class."

Canadians will be offered two drivetrain configurations in the C-Class. The most affordable will be the **C300 4MATIC** with an all-new 2.0 L turbocharged four-cylinder engine, with preliminary ratings of about 240 horsepower.

"That's going to be the story — that we have a much more efficient engine that's going to give us the power of a V-6, more torque than many V-6s, and fantastic fuel economy to go along with it. And, of course, the all-wheel drive 4MATIC."

It will be joined by the **C400 4MATIC**, equipped with a 328-h.p. 3.0-L turbocharged V-6, which Goczan says represents an increase from the previous model but, again, with better fuel economy.

Did you KNOW?

When testing the all-new Cadenza, Kia ran the engine at red line under full load for 300 continuous hours.



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VW GOLF

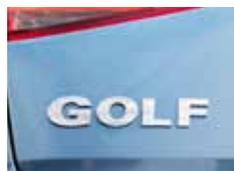
Even after all these years, the Volkswagen Golf still has plenty of tricks up its sleeves.

Named in 2013 as the “World Car of the Year,” the seventh-generation compact hatchback is stronger (new suspension) and significantly lighter (100 kilograms), according to the German automaker.

Expected to be available in Canadian dealerships this spring — and on hand at this year’s Calgary International Auto and Truck Show — the Golf is also expected to feature a new generation of engines: an all-new 1.8-litre turbocharged version with 170 horsepower, a revised 2.0-L TDI Clean Diesel and a 2.0-L turbocharged engine capable of production 210 h.p. and 258 pound-feet of torque. The 2.0-L replaces the 170-h.p. 2.5L five-cylinder.

Inside, drivers will be treated with added leg room, cargo space and a more refined overall ride — the later courtesy of a new suspension.

The 2015 Golf also grows slightly, gaining five centimetres in length and 1.2 cm in width. It’s also 2.5 cm lower in over height.



follow the leaders

Flagship models offer automakers opportunities to do it right

BY JOEL SCHLESINGER

Nothing embodies an automaker more than its flagship. It is the quintessential car, truck, SUV or CUV representing the pinnacle of engineering, technology and styling.

But what constitutes a flagship depends on the maker.

Ford’s flagship vehicle is indisputably its **F-150**, entirely redesigned for 2014. Yet its chief designer doesn’t necessarily view the bestselling truck in North America as the company’s flagship per se.

“We’ve never talked about the truck as a flagship vehicle, but you could certainly consider it one in terms how it’s performed for us,” says Gordon Platto, who led the team that designed the new edition of the F-150.

At Mazda, its face the marketplace is arguably its bestselling **Mazda3**, redesigned for 2014.

“The Mazda3 is our volume horse and the greatest contributor to our success in the Canadian market,” says David Klan, director of marketing for Mazda Canada.

Yet Klan contends that the Mazda3 isn’t the automaker’s true flagship.

“If we were able to define that as a showcase for the brand — the greatest example in terms of excellence in design and engineering — it would really be our **2014 Mazda6**.”

Featuring a SkyActiv powertrain, blending fuel efficiency with power under the hood, the Mazda6 also includes a new automated safety system called i-Active Sense. The system of sensors, which enhances road safety by detecting potential collision hazards, was, and still is, groundbreaking, says Klan.

“The cutting-edge technologies in the i-Active Sense simply weren’t available in the segment (mid-sized sedan) until the Mazda6 showed up on the scene,” he says.

“It exemplified a brand that has become known as fun to drive, celebrating the driver experience.”

Yet make no mistake. While they may arguably hold the title as flagship vehicles, a lot rides on newly designed icons such as the Mazda3, Mazda6 and Ford F-150.

Automakers pull no punches in designing and engineering vehicles that don’t just meet drivers’ expectations; they must exceed them, says Platto says.

“The stakes would be much higher if we didn’t push the envelope and we’re complacent instead,” he says.

“If you don’t move the boundaries, other companies will pass you by.”

Did you KNOW?

The Ram pickup was so successful as Dodge’s flagship vehicle that the company started marketing the Ram as its own brand in 2009.

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Vehicles may not be exactly as illustrated. Eastside Kia is giving away up to \$5000 in prizes to every person who purchases a new or pre-owned vehicle in March.



BMW M235i

With a new name, but the same reliable results, the 2014 BMW 2 Series is everything you'd expect from German automaker BMW.

The compact sports coupe arrives for the new model year a bit longer, a bit wider and a whole lot of fun.

Positioned under the new-for-2014 4-Series (replacing the 3-Series), the new 2 series arrives in Canada this March as either a 228i Coupe or M235i Coupe.

While the 228i offers a respectable 2.0-litre turbo-charged four-cylinder (241 horsepower, 258 pound-feet of torque), the star is clearly the straight-six 3.0-L M235i Coupe. With 315 ponies and 332 lb-ft. at its disposal, the M235i races from standstill to 100 km/h in five seconds flat.

When it comes to its ride, the nimble 2-Series doesn't disappoint. Offering four different driving modes — eco, comfort, sport and sport plus — the new model offers enough grip and control to make even the most trepidacious driver feel comfortable.

Inside, the 2-Series scores high with a new dash-mounted central screen and standard iDrive controller.



all or nothing

AWD is finding its way into the most unlikely of vehicles

BY DAVID MENZIES

Like all faucets of today's auto industry, even the once-simple drivetrain landscape is not what it seems anymore.

Once siloed in one of two camps (rear-wheel or front-wheel-drive), drivetrains have evolved over the past two decades, thanks to the growing popularity — and arguably prevalence — of all-wheel drive.

AWD started appearing in the mass market in the early 1990s, as sport utility vehicles became the soup du jour. After all, a key marketing proposition of the SUV was, and continues to be, the promise of such a ride being able to go deep into the African Serengeti.

Fast-forward to today, and AWD is commonplace in once-unheard-of segments ranging from exotic to sport.

Crave a **Porsche 911 Turbo S** with 530-horsepower engine under the hood with an AWD drivetrain? It's available.

Bentley Continental GT owners now no longer have to store their rides in the wintertime given that this 570-h.p. posh monster also comes in AWD mode.

Even the Prancing Horse People are not immune to the siren song of AWD: after requests from its

uber-posh customer base, Ferrari now offers the **FF** — an acronym for four seats and four-wheel-drive.

As with anything, the trend driving a Ferrari or a Lamborghini festooned with AWD boils down to good ol' fashioned market demand. Automotive consultant Dennis DesRosiers says today's motorists simply demand power to all four wheels in the name of stability and sure-footedness. Simply put, AWD vehicles have twice the grip available to transmit driving forces than that of a RWD car of the same configuration.

DesRosiers notes the current trend of gentrifying exotic sports cars can be traced back to Porsche unveiling the **Cayenne** a decade ago. Purists thought it was heresy for the Germanic sports car maker to manufacture something so suburban as a luxury sport utility vehicle. But until the Cayenne's debut in 2004, Porsche was leaving money on the table.

"The Porsche enthusiast still loses sleep over the Cayenne, but that vehicle and the Panamera (a four-door sedan offered since 2009) have been enormously successful for Porsche," says DesRosiers.

Did you KNOW?

Engine force in an AWD vehicle is transmitted equally to all four tires, resulting in more stable, and reliable, acceleration.



DRIVING



cure for the cold

Automakers are turning to cold-weather features in today's lineups

BY CARL PATZEL

Those without the luxury of snowbirding south for the winter season have to annually contend with freezing conditions and Old Man Winter's wrath.

Yet numb legs and chill-blasted cheeks aside, many automakers are taking the sting out of the most unfriendly time of the year.

Raised in Toronto, Edmunds automotive editor James Riswick has plenty of first hand knowledge of what it takes to steer safely through a winter season.

"It's as much to do with the features that a car provides," says Riswick.

"Certainly, the one that always sticks out is Subaru. Every car they sell, save for the **BRZ** sports car, is all-wheel-drive standard. It's a symmetrical all-wheel-drive system, meaning that is engaged at all times."

Joining Subaru are manufactures such as Kia, Ford and Land Rover, which are incorporating smart AWD systems on their front-wheel-drive vehicles.

To grab a larger piece of the winter-driving Canadian public, even Jaguar introduced the road-gripping AWD on its **XJ** and **XF** models in 2013, while Infiniti has unveiled a new AWD **Q50**.

"If you look into the luxury market, AWD popularity has skyrocketed in recent years. All the German luxury builders are pushing it far more than they ever have

before," says Riswick.

Even Chrysler has come one board, introducing AWD in the **Chrysler 200** at the North American International Auto Show in Detroit earlier this year.

Drive systems aside, avoiding that slippery slope of winter is just as much about interior comfort as keeping a grip through ice, slush and whiteout conditions.

Auto enthusiasts can spare the driving gloves and instead opt for a luxurious leather-lined, heated steering wheels, available on almost countless models this year.

But the warm treatment doesn't end there. Heated seats have been warming drivers' cheeks for several years now, with that option recently extending to passengers, both front and rear.

"Volkswagen was on board early with that, but Kia and Hyundai, in particular, have increased the availability of heated front and rear seats, as well as heated steering wheels. That's the kind of stuff you can usually get in higher-end luxury cars," says Riswick.

In the case of the **Cadillac Escalade**, **Dodge Charger** and **Audi Q5**, those luxuries have been extended to exterior mirrors, hot-beverage cupholders and windshield wiper de-icers.

Did you KNOW?

In the U.K., Ford offers a Quickclear windshield on the Fiesta that de-ices the front window at the touch of a button.



CHEVROLET SILVERADO 1500

It's long been Chevrolet's bestseller — even beating out the compact Cruze — but the Silverado walked away with a new title earlier this year.

At the North American International Auto Show in Detroit in January, the popular pickup earned North American Truck of the Year honours — quite a feat in one of the most fierce categories in today's auto industry.

Yet as Chevrolet argues, the win was not without merit. The 2014 Silverado arrives with a trio of all-new EcoTec3 engines — a V-6 and two V-8s; a stronger, quieter and more comfortable cab; a freshly designed interior; better steering, suspension and brakes; and a host of options for managing cargo in the bed.

Crew cabs arrived in Canadian dealerships last year, followed by a regular cab model and a new double-cab Silverado, which replaces the extended cab.

Later in the year, it was joined by an all-new 6.2-litre EcoTec3 V-8.





KIA CADENZA

The Cadenza's introduction is a significant one for this Hyundai subsidiary. The brand that once sold mainly inexpensive cars has gradually expanded its lineup to include a variety of smartly styled vehicles that look nothing like their Hyundai counterparts.

The Cadenza is a prime example of this philosophy. It's similar in size and shares the same stretched architecture as the full-size Hyundai Azera that's not sold in Canada.

Rock-star stylist Peter Schreyer's efforts have yielded a subtle-looking sedan that conveys a greater sense of class and polish than the Azera's trendier looks. Clearly the Cadenza is Kia's attempt to gain favour with more mature buyers who place pampering content atop their must-have criteria.

Content-wise, the Cadenza features a leather-fitted interior, dual-zone climate control with front- and rear-seat ventilation, navigation system with eight-inch touch-screen display, heated seats front and rear, a heated steering wheel, plus a feature that Kia calls hydrophobic front side windows that will repel water.



quick connect

Automakers are putting drivers in better touch with the world around them

BY GERALD VANDER PYL

Automakers are bringing connectivity to another level in what is being touted as the original "mobile" consumer product.

At the annual Computer Electronics Show in Las Vegas this past January, a coalition of automakers and tech companies called the Open Automotive Alliance announced plans to bring the Android ecosystem to new vehicles, including future plans that will make the car itself a connected Android device.

"The car is the ultimate mobile computer," says Jen-Hsun Huang, president and chief executive officer of NVIDIA in announcing OAA.

"With onboard supercomputing chips, futuristic cars of our dreams will no longer be science fiction."

Of course, autos have been connected for years. Yet many systems, such as Ford's original Sync system, were reliant on drivers' cellphones.

Today's systems come with their own cellular data service. In fact, many automakers now view 4G, the fastest current cellular service, as a must-have component of their vehicles in order to provide the speed necessary for potential uses, such as streaming high definition

video to a vehicle.

For example, the GM Connected by OnStar system expected in 2015 vehicles will have its own 4G cellular service to provide data connection and power the vehicles' various features and related apps. It will even come with a WiFi access point built in, so passengers can connect their own devices to the vehicle's data service.

Audi has announced similar plans to add 4G cellular connectivity to vehicles as a built-in feature in some 2015 models.

Connectivity is further changing the driver-vehicle relationship. The latest Blue Link system in some new Hyundais provides expected features such as emergency assistance, stolen vehicle tracking, locking and unlocking of doors using a cellphone and voice-activated navigation.

However, it also reminds a driver of upcoming scheduled maintenance and lets them make a service appointment while in the driver's seat.

The system also allows owners to program their vehicles so a text, email or voice message is sent if they are used outside of set hours — as a sort of curfew reminder system.

The latest version of Ford's pioneering Sync system, meanwhile, has app linking, so drivers can potentially stream music from a radio app, locate a parking lot and pay for parking, or order a pizza using voice commands.

Did you KNOW?

Chevrolet & OnStar's smartphone app allows Volt owners 24/7 remote connection and control of vehicle functions and OnStar features.

TECHNOLOGY

gear & gadgets

We all love to personalize our vehicles and there's no better way than with accessories to meet our needs. Here's a look at some of the coolest new vehicle gadgets:



CAR TENT

Napier's Sportz tents include a variety of sizes for different types of vehicles, and can be zipped closed into a self-contained tent when you need to use your vehicle.

napieroutdoors.com



DASH CAM

If your dash is getting crowded, Magellan has the solution with the RoadMate 6230T-LM DashCam that includes GPS navigation. The display can show record and show live video, display maps and directions or connect to an optional wireless backup camera.

magellangps.com

GPS

The Zubie is a pint-sized plug-in device. It uses a smartphone app to help you to monitor your vehicle — for example, keep track of teenagers driving your car, interpret engine trouble codes, record trip history and share it with friends via social networks.

zubie.com



KEY FINDER

Always misplacing your car keys or losing your cellphone? Kensington's Proximo is a key fob device that beeps as soon as you leave your phone behind or allows you to locate the phone if you misplaced it. Conversely, Proximo uses a smartphone app to pinpoint where you left your vehicle keys. There are also "tags" available that can be attached to personal items, such as a briefcase, backpack to save time searching for a misplaced item.

kensington.com



ASTON MARTIN VANQUISH

It's already one of the most visually stunning vehicles out there, but that didn't stop the folks at Aston Martin from stepping up their game with the 2014 Vanquish.

The English automaker's flagship car is more than 45 kilograms lighter than its DBS predecessor (1,767 kilograms overall), while the new 5.9-litre V-12 sits lower and lighter. The result, at least from a power perspective, is 565 horsepower and 457 pound-feet of torque, compared with 510 h.p. in the outgoing version.

On the outside, the new Vanquish features an all-new design influenced by the One-77 supercar. The sculpted curves of the wheel arches and rear launches define the profile, according to the automaker. The Vanquish also benefits from a new front grill that still undeniably says Aston Martin.

Inside the cabin, it's luxury at its best. The 2014 Vanquish features incredibly detailed leather stitching treatment on the bucket seats, a touch surface on the centre stack and a reported 60 per cent more overall interior space.



sizing up the competition

Smaller, more efficient powerplants dominate list of best engines in 2014

Sometimes, power is not everything — a point emphasized when three diesels, a three-cylinder turbo and a battery-electric vehicle topped the 2014 Ward's 10 Best Engines List.

The 20th annual competition was characterized by smaller, more efficient powerplants as consumers demand continues for more fuel-efficient models, notes WardsAuto editor Tom Murphy.

This year's winners includes:

- 3.0-litre TFSI supercharged DOHC V-6, available in the **Audi S5**;
- 3.0-L turbodiesel DOHC I-6, as featured in the **BMW 535d**;
- 3.0-litre turbodiesel DOHC V-6 in the **Ram 1500 EcoDiesel**;

- **Fiat 500e**'s 83-kW electric motor;
- 1.0-L EcoBoost DOHC I-3, available in the **Ford Fiesta**;
- 2.0-L turbodiesel DOHC I-4, as seen in the **Chevrolet Cruze Diesel**;
- 6.2-L OHV V-8 in North American Car of the Year winner **Chevrolet Corvette Stingray**;
- 3.5-L SOHC V-6 in the **Honda Accord**;
- 2.7-L DOHC H-6 boxer, available in the **Porsche Cayman**; and
- 1.8-L turbocharged DOHC I-4, found in the **Volkswagen Jetta**.

Murphy notes while nearly half the list of its best engines are returnees from previous years, only two made it back on the list this year: Honda's 3.5-L V6 and Audi's 3.0-L supercharged V-6.

"We weren't looking to throw the bums

out, as they might say about an election. We were just really impressed with a flood of new powertrains," added WardsAuto World editor-in-chief Drew Winter.

"What was great yesterday might be less impressive tomorrow because engine technology is changing so rapidly."

One of the biggest changes for 2014 was the arrival of six advanced diesel engines, notes Murphy. This was the first time more than two diesels made the list in a single year.

The awards are chosen by eight Wards Auto editors, who evaluate 44 new or significantly upgraded engines. Scores are based on power, torque, technology, observed fuel economy, relative competitiveness and noise, vibration and harshness characteristics.

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about the CMDA

Keeping Calgarians as the top priority

The Calgary Motor Dealers Association is proud to be an organization that continually gives back to the community in which it does business.

In addition to the countless hours and funds that Calgary dealers put toward different charities throughout the year, the CMDA donates the majority of proceeds raised from the Calgary International Auto and Truck Show to local charities.

The 2013 Vehicles and Violins Gala raised a record \$375,000 for the ALS Society of Alberta, KidSport and Make-a-Wish Foundation (Southern Alberta).

This year's edition, its 15th, will benefit the Canadian Cancer Society, Inn from the Cold, and KidSport Calgary. The Vehicles and Violins Gala has raised more than \$2.5 million since its inception.

At the CMDA's AGM in December, the CMDA donated, with proceeds from the 2013 auto show, a new bus for Calgary HandiBus (**photo above**). The CMDA now has three buses on the road.

Funds from the 2013 auto show also went to the Alberta Children's Hospital, AMA School Driver Awareness Program, BBB Torch Awards, Boys & Girls Club, Calgary Flames Foundation, Calgary Women's Emergency Shelter, Canadian Cancer Foundation, Canadian Diabetes Association, Canadian Red Cross Flood Relief, Careers The Next Generation,

DDRC, Feed the Hungry, Juvenile Diabetes Research Foundation, Kids Cancer Care Foundation, MDA Employee Flood Relief Fund, Motive Action, PREP Program of Calgary, Prostate Cancer Foundation, Providence, Ronald McDonald House, Rotary Stay in School Program, Royal Canadian Legion Poppy Fund, Samaritans Purse, The Mustard Seed, The Salvation Army, Tom Baker Cancer Centre, Vecova Centre for Disability Services and Research and the YMCA, to name a few.

Meanwhile, in May 2013, the CMDA received the Sidney Valo Exceptional Fund-raising Program award from the ALS Society of Canada

In December, CMDA members again joined forces in the Calgary Inter-Faith Food Bank Society's Annual Mayor's Christmas Food Drive. In 2013, the CMDA donated just under \$100,000 of food and monies collected.

The CMDA also continues to sponsor the Motor Dealers Association of Alberta's Charity Golf Classic. Held in Red Deer last September, the event raised more than \$300,000 for Special Olympics Alberta.

The CMDA continues to help youth continue their education in the automotive industry with its CMDA Memorial Scholarship; endowments and scholarships that are awarded annually to students attending post-secondary institutions in the city.

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SAIT is proud to have the Calgary Motors Dealers Association (CMDA) as an industry partner and thanks the association and its dealers for their continued support. The CMDA offers 28 student awards valued at over \$24,000 annually.

The School of Transportation has 187 awards for its automotive-related programs, including nine scholarships for the Automotive Service Technology (AST) program from the late Clayton Canell (AST '40) and his family.

AUTO SHOW

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