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## Acura



Acura TSX SE

**Hot news for 2012:** It's eerily quiet at Acura this model year, with barely a peep . . . and barely a beak, as the TL's complainers win out on the grille design. **Carryover:** MDX; RDX; RL; TL; TSX; ZDX

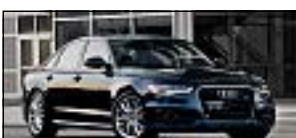
### STARTING LINE

Acura makes great driving vehicles that have historically been light on pizzazz and drama. There's a general shift with Honda's upscale division, though, as you can clearly see in the popular MDX sport utility vehicle, the ZDX coupe/wagon and the somewhat controversial TL sedan with its large front and rear metal shields. Or maybe not that controversial since Acura has retreated for the 2012 model year with a much more conservative look that will likely garner just as much criticism as the nose being replaced.

Surprisingly for Acura, it's the biggest news to report for the 2012 model year as all the really big changes have already been made for 2010 and 2011, specifically the addition of the ZDX wagon, the TSX wagon and a restyle of the RL, a car that despite all its qualities, is likely in need of a full-on redesign. Although it's an excellent road car that's packed with the very best features, including Super Handling All Wheel Drive, buyers have thus far not flocked to the rather pedestrian-looking RL.

That might have something to do with the TL that, despite its controversial looks, at least makes a styling statement of some sort and uses the same basic mechanicals as the RL. In fact the MDX and newer ZDX wagons also use the same basic power train, but where the MDX is really about utility and passenger space, the ZDX is all about . . . well . . . who really knows, but it is, by far, the coolest Acura in the fleet, even if it's the most impractical with its tiny rear passenger doors and entry/exit antics that require pushing your knees perilously close to your chin. Small changes for the 2012 model year include a TSX Special Edition sedan that includes a number of interior/exterior upgrades aimed at making this entry sedan a little more sporty.

## Audi



Audi A6

**Hot news for 2012:** Possibly Audi's best-looking family car, the new A7 is actually a hatchback • New A6 sedan switches to base four-cylinder power from a V6. • TT-RS debuts as a worthy Porsche Cayman killer. **Carryover:** A3; A4; A5; A8; Q5; Q7; R8

### STARTING LINE

After spending considerable resources bringing new wagons to market (such as the Q5) and developing classy and sassy two-door cars (the redesigned TT, the A5 and R8), Audi has picked the 2012 model year to work on its bigger-sedan inventory. And when it comes to the new A6, that means a little more and a little less at the same time. The more part is the three inches spliced in between the front and rear wheels that increases interior room. Despite this increase, the car's shortened front and rear bodywork results in about the same overall length as the 2011 A6. On the less side of the ledger, the new A6 starts out lighter by about 165 pounds, due in part to a 211-horsepower turbocharged 2.0-liter four-cylinder engine that replaces the heavier 265-horsepower 3.2-liter V6.

Part of the A6's diet plan is a new body structure, shared with the also-new-for-2012 A7 fast-back/hatchback, that uses more aluminum body panels and suspension components for a claimed 66-pound reduction.

The A7 differs from the A6 in one key area: it's actually a hatchback, and the best attempt to date by any luxury automaker; it's just plain gorgeous.

For now, the A7's sole powerplant is the A6's optional 3.0-liter supercharged V6, but a 4.0-liter V8 will likely be offered as part of a sporty S7 package that's expected later in the model year. All A7s arrive with the latest Quattro all-wheel-drive that sends 60 percent of the torque to the rear wheels. Up to 85 percent can be directed to the back wheels and up to 70 percent to the fronts if necessary.

The base (and amenity-rich) A7 serves up multi-zone climate control, multi-position heated front seats bi-xenon lighting and 10 airbags.

# Power sells, but the trick is selling the right kind

By JEFF MELNYCHUK

www.wheelbasemedia.com



**B**uilding and selling cars in today's economic climate is one thing. Forcing new technology into the marketplace is quite another considering the risk-reward scenario. Billions of dollars spent on untested, unproven and ever-changing markets.

Despite the focus on electric cars and other forms of alternative fuel and all the money spent developing it, the simple fact is that if buyers have cheaper and more convenient options - especially when cash and credit are already tight - they'll take that alternative just about every time.

The budding electric-vehicle market sounds tempting and even exciting, but the vehicles are pricey, don't go very far on a charge and it can take several hours for a top-up and there's the bigger question about where to top up when you're away from home. For the short term, electric cars will be small and limited to short highway jaunts and in-city driving.

More relevant to the masses for the 2012 model year are the obvious fuel-economy strides made on the cars we're more likely to buy: internal combustion and gas-electric hybrids that blend gasoline engines with helper electric motors to seriously cut consumption.

When it comes to internal combustion, automakers have handled the fuel-economy challenge in four key ways; cutting the flab; going with smaller engines (and bolting on power adders where necessary, such as superchargers and turbochargers); adding transmission gears to increase and engine's mechanical advantage and reduce the revs on the highway; and new engine technology such as direct fuel injection and start-stop, which shuts off the car when it's not moving. Each provides incremental gains in fuel economy, but when all are implemented, the gains are worth more than the sum of their parts.

And this has become normal business in the car biz, to the point that the money spent developing fuel-saving tech is not generally affect-

ing the price of new vehicles, aside from the modest year-over-year increases. We say generally, because the price of entry-level cars is on the rise, ironically due to buyer economics as they downshift into smaller, cheaper and more fuel-efficient cars. But, they're also dramatically better cars than they were a few years ago, some with spectacular design touches, and sexy sells, ever time.

The challenge is in the luxury leagues where cutting cylinders and power in the interest of fuel economy makes the big pricetags tough for buyers to swallow, since the industry has conditioned us to believe that more cylinders will cost you more, and in the luxury leagues it can be tens of thousands of dollars more.

So, is high-powered fun a thing of the past? Oddly, there's quite a bit more fun in a couple of categories as horsepower levels - which are often tied to efficiency improvements - dramatically climb. The 2012 Camaro ZL1, for example is pegged at 580 horsepower, granted those "fun" examples seem fewer and farther between, even as the average V6 now makes 300 horsepower. In that context, fun is all around us.

So, for 2012, it's a mixed bag of fancy new wagons, the culling

of poor-selling and inefficient models, the arrival sleek small cars from most of the major automakers, and raucous power in small doses. And this makes 2012 one of the most interesting new-car seasons of the last decade. - Editor

## This guide has a rulebook

The information in this guide is accurate to the best of our ability and knowledge at the time it was written. We say this because manufacturers are completely entitled to make changes after this writing and often do. Therefore, you can expect something to have changed from the time of writing to the time you've read it.

**This is the first of two issues, this first issue contains new models from Acura thru Jaguar and the second issue coming Thanksgiving day will contain cars from Jeep thru Volvo.**



## BMW



BMW 640i Coupe

**Hot news for 2012:** New entry-level X1 opens the world of all-wheel-drive BMWs to more buyers. • Elegant 6 Series redesign. • Turbocharged four-cylinder engine in the 5 Series and Z4. **Carryover:** 1 Series; 3 Series; 7 Series; X3; X5; X6

### STARTING LINE

As is the case with Audi and Mercedes-Benz, BMW's focus has turned from larger wagons and sport utility vehicles to updating the car line for 2012, and we're not just talking about two hot releases. Both the BMW Z4 roadster and the mid-sized 5-series sedan have new base four-cylinder engines, each fitted with a turbocharger to add passing power to what would be an otherwise too-small-for-the-application engine. It's the way of the future. Look for it in the next 3 Series car line and in the new-for-2012 X1 compact wagon. Visually, you could easily confuse the new X1 xDrive28i with BMW's ex-

isting X3, so similar is the physical resemblance.

The X1 doesn't come up short in interior accommodations, though. The front seats feel wonderfully supportive, as they do with most BMWs, while rear-seat leg and knee room might only be a problem for tall types.

All X1s come with permanent all-wheel-drive that splits the torque equally between the front and rear wheels in normal driving, but can shift 100 percent of the torque to whichever axle has the most grip.

To hold the starting price in mid-\$30,000 territory, the base X1 is on the stark side, devoid of leather seats, fancy interior/exterior trim and a number mechanical/safety features. On the option list is a panoramic glass roof, larger-diameter rims, heated leather seats, up-level audio/navigation system.

## Buick



Buick Verano

**Hot news for 2012:** Buick builds cars for non-Buick customers; it's a startling concept that just might

work • New Verano makes great use of the Chevy Cruze/Volt platform; elegant design. • LaCrosse and Regal add eAssist hybrid function to boost fuel economy **Carryover:** Enclave **Gone:** Lucerne

### STARTING LINE

Buick's days as a brand best known by the seniors set have come to a rather abrupt and screeching halt with vehicles such as the Verano leading a new charge to attract younger buyers. The compact Regal is already making waves with its taut body, European-engineered suspension and standard and optional four-cylinder engine picks.

The Regal's only problem is that its \$27,000 base price nudges up against that of the larger LaCrosse. The Verano starts at a much lower \$23,500.

Although base models come with leatherette (vinyl) and cloth seats, premium versions feature plenty of wood trim and overstuffed leather-covered seat cushions. For any compact car, this is ground-breaking.

The Verano's designers say they've gone out of their way to make the cabin a place of exemplary peace and quiet. They've added five layers of acoustic material within the headliner, sound-absorbing foam and other insulating ma-

terials stuffed into every possible nook and cranny, all door openings triple sealed and the use of thicker windshield and side glass for additional noise reduction. Other sound-defeating measures include specially designed tires and alloy wheels plus "quiet-tuned" intake and exhaust systems for the standard 180-horsepower 2.4-liter four-cylinder engine (also standard in both Regal and LaCrosse) that's mated to a six-speed automatic transmission. Other standard gear includes dual-zone climate control, and 10 standard airbags.

The new Regal GS uses a 270-horsepower turbocharged four-cylinder mated to six-speed manual transmission. It's still a front-wheel-drive car, but it has big wheels and tighter suspension tuning. Just as interesting an option is the eAssist gasoline-electric hybrid system that's also the base powertrain in the full-size LaCrosse sedan. An electric motor adds 15-horsepower and 79 pound-feet of torque to the 2.4-liter four-cylinder. It uses lithium-ion batteries that also allow the gasoline engine to shut off at stoplights, and regenerates electricity under braking. Fuel economy is improved, too; Buick figures a 25-percent boost across the board. Also for LaCrosse, the top-line versions stick with the 3.6-liter V6, now with 303 horsepower, up from 280.

## Cadillac



Cadillac Escalade Hybrid

**Hot news for 2012:** It's not what Cadillac has done to its current line for the 2012 model year that's important, it's the cleaning house to make way for two new models. **Carryover:** CTS; Escalade; Escalade EXT **Gone:** STS; DTS

### STARTING LINE

There's no question that the CTS is the backbone of the Cadillac line. With a two-door coupe, four-door sedan and a wagon in the CTS's fold - and Chevrolet Corvette power available for all - is there really anything the CTS can't do? Still, General Motors' most luxurious - and likely its most sophisticated - brand has no real crown: a car that offers large-scale cruising and comfort, a car that would compete in the arena of the Mercedes S-Class and the BMW 7-series.

The talk over the last couple of years has been about a new model to take the place of both the STS and aged DTS, and the dusting of both these models for the 2012 model year paves the way for the new XTS.

Both new cars - with no official launch date yet - cars will share the sharp creases that make the CTS a standout. So, for the 2012 model year, then there's only one other Cadillac that looks as though it has been sculpted by Edward Scissorhands. There's no mistaking the SRX wagon as anything other than a Cadillac, except maybe under the hood where a sluggish base engine gave the impression of churning butter rather than burning rubber. Yes, the base 265-horsepower 3.0-liter V6 engine felt a bit overwhelmed in stop-and-go driving, and the optional 2.8-liter turbocharged V6 delivering 300 horsepower suffered from lag.

Problem solved in 2012: a version of the CTS's 3.6-liter V6 with 308-horsepower is the sole engine available. Base models are front-wheel-drive while every other SRX gets power sent to all four wheels. A six-speed automatic transmission directs power to the appropriate wheels and now features an Eco mode that alters the shift points to further improve fuel economy.

So, the five-passenger SRX is now better able to hang with competitors such as the Lincoln MKX, in terms of power and amenities. Among the SRX's many standard features is a power lift gate, 18-inch wheels (20-inchers are optional), side-impact airbags and stability control to prevent skids and spins. One of the biggest sunroofs in the industry is optional.

## Chevrolet Cars



Chevrolet Sonic Sedan

**Hot news for 2012:** The 100th anniversary for Chevrolet yields special-edition Corvettes . . . and not much more. • ZL1 Camaro uses Corvette ZR1 powertrain. Look out, Mustang. • Lower pricepoint for Volt, but you get less stuff, too. • New Sonic makes the outgoing Aveo look like it's made of wood. **Carryover:** Camaro; Corvette; Cruze; Impala; Malibu

### STARTING LINE

Considering there's only one brand-new Bowtie model this season - and it's a good one - there's a ton of activity in the Chevrolet garage for the 2012 model year. But, honestly, we expected a lot more pageantry with Chevrolet's 100th anniversary looming in November. So far, it only applies to the 2012 Corvette Grand Sport, Z06 and ZR1, where the 100th anniversary dressup package gets buyers a black metallic car with black wheels and racer/engineer/founder Louis Chevrolet's face in three spots. And while Chevrolet takes the low-volume Corvette very seriously, it's nice to finally see an interest in the super-small-car segment.

The new Sonic replaces the Korea-built Aveo that has been around since the 2004 model year. Like the Aveo, the Sonic is offered in both sedan and mini-wagon formats. However, these cars are constructed at GM's Orion, Mich., Plant and not in Korea. Therefore, there's plenty of North American style built in, such as a stubbier-looking nose, more prominent grille and fancier headlight pods, while the dashboard and control panel exude an up-level quality rarely seen in the economic car class.



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## Chevrolet (cont.)

Both Sonic body styles are larger than their outgoing Aveo counterparts by nearly 3.5 inches in overall length. In the sub-compact class, this increase is significant and helps provide a decent amount of passenger room. The Sonic has a 138-horsepower 1.8-liter four-cylinder, or optional 138-horsepower 1.4-liter four-cylinder turbocharged unit. Although horsepower ratings are the same, the turbocharged engine makes 148 pound-feet of torque compared with 125 pound-feet for the base 1.8.

Chevy says the extra-rigid body structure, wide stance and suspension components were tuned by the Corvette engineering team (although you won't see Louis Chevrolet's face on this one), which should ensure that the Sonic delivers a sporty driving experience. Base models arrive as relatively stripped-down price leaders, but include 10 standard airbags.

## Chevy Truck/SUV



2011 Chevrolet Avalanche

**Hot news for 2012:** The hot news is likely that all the major players are still in the game. • Likely the last year for the Colorado.

**Carryover:** Avalanche; Colorado; Equinox; Silverado; Silverado HD; Suburban; Tahoe; Traverse

### STARTING LINE

How many of you out there used to drive a four-door pickup to work downtown every day? Yes, they might have been handy and the payments within easy reach, but no one counted on gas prices soaring and the economy heading into lingering tailspin at the same time.

Casual truck owners fled the category for the shelter provided by smaller, more efficient and less-expensive conveyances such as the good-looking Equinox and Traverse wagons, both of which carry over for the 2012 model year.

For the 2012 model year, the 2500-series' maximum towing capacity has been increased to 18,000 pounds from 17,000 while fifth-wheel-fitted one-ton units jump to 23,000 pounds from 20,000.

And other than a few more optional niceties such as ventilated front seats and an upgraded radio for LTZ models.

The base 6.0-liter gasoline V8 remains unchanged at 360 horsepower and 380 pound-feet of torque. But the real game-changer is the optional (and very popular) 6.6-liter turbo-diesel V8 that puts out 397 horsepower and an earth-shaking 765 pound-feet of torque.

Both base and optional engines employ six-speed automatic transmissions: a GM-developed Hydramatic comes with the 6.0; the turbo-diesel employs an Allison-built unit. The list of standard HD equipment on the WT (Work Truck), LT and LTZ trim levels is tremendous, as is the options list.

## Chrysler



Chrysler 200

**Hot news for 2012:** All four Chrysler models, although not new for the 2011 model year, were modified enough feel like new cars. • Latest arrival is the 200 convertible.

**Carryover:** 200; 300; Town & Country

### STARTING LINE

Even if it was intended as a stop-gap measure, the refreshed Chrysler car line basically looks brand new.

The 200 is a heavily worked over version of the Sebring, while the 300 was smoothed into an elegant looking downtown car more in tune with the image of what a Chrysler should be.

Now, whether that image includes a 470-horsepower 6.4-liter "Hemi" V8 is entirely subjective, but the rear-wheel-drive SRT8 is back for 2012. Loud and proud, it rides on 20-inch wheels, tops out at 175 mph and burns to 60 mph in less than five seconds.

Compared to the previous SRT8's 6.1-liter V8, there's an extra 80 pound-feet of torque at 2,900 revs per minute, which makes for spirited part-throttle around-town driving. A 21 percent fuel economy increase (up to 23 mpg) on the highway is achieved by use of a new-for-2012 active-valve exhaust system that allows the standard Fuel Saver Technology (four-cylinder mode) to engage over a

wider rpm range.

As a treat to the ears, the new exhaust system opens up under higher loads. The SRT8 shifts through a five-speed automatic transmission, but the whole package would be better if the new eight-speed automatic transmission for the V6 cars could be fitted to the V8.

The eight-speed helps the standard 292-horsepower 3.6-liter V6 do better than 30 mpg on the highway. The "Pentastar," as it's called, is Chrysler's new standard and is used in everything from the Jeep Wrangler to the Dodge Grand Caravan to the Chrysler 200.

## Dodge



Dodge Charger

**Hot news for 2012:** SRT8 package spreads like a bug — a performance bug, that is — to the Charger for 2012, making it more Charger-y in the process.

**Carry-over:** Avenger; Caliber; Challenger; Durango; Grand Caravan

**Gone:** Nitro

### STARTING LINE

The 2011 model year was about modifying the product that Dodge wanted to sell so that it would actually sell.

The 2012 model year is about getting rid of what the company doesn't want to sell, in particular the Nitro sport utility vehicle and the Dakota truck over at the Ram brand. As well, 2012 is the last model year for the Caliber, which kills the Express, Heat, Mainstreet, Rush and Uptown trims (that were around for one year only) for the more familiar SX, SXT and SXT Plus.

Another familiar tag is returning for the model year and that's the Charger SRT8. Aside from the added aggression to the unique grilles, fascias, lights and wheels, the performance machine gets the same 6.4-liter Hemi (392 cubic inches) V8 found in the Challenger.

Keeping regular Charger charging is the new 3.6-liter V6 worth 292 horsepower. The six-speed automatic transmission has been replaced in most cases by a new eight-speed automatic. The returning five-speed automatic is hooked to the base rear-drive V6,

and all iterations of the venerable 370-horsepower 5.7-liter V8 installed as standard equipment in the Charger R/T.

## Fiat



Fiat 500C

**Hot news for 2012:** Arrival of the cute and classy convertible model and upcoming Abarth performance variation.

### STARTING LINE

Bringing the darling of Europe, the popular 500 (a throwback to the original Fiat model from the 1950s) is a calculated risk.

There's not a lot of connection to the car on this side of the pond, even if it did help resurrect the Italian automaker following the end of World War II.

So, how does this work? North American drivers can sample the tiny hatchback's delights through a separate dealer network set up in conjunction with Chrysler, not unlike Mini stores nested within BMW dealerships.

Most importantly, the new dealer network is now a gateway for Fiat and its other models into the North American market. The 500C (cabrio) convertible is now available, too, although it's more like a giant fabric sunroof than a true drop-top.

The 500 is offered in base "Pop" and optional Lounge and Sport trim levels, each featuring specific equipment levels, while the 500C isn't available in Sport.

A 1.4-liter turbocharged four-cylinder engine supplies 101 horsepower to the 500.

Abarth models, a five-speed manual transmission is standard, while a six-speed automatic is an extra-cost option. Base cars have 15-inch steel wheels, air conditioning and power windows/door locks/heated mirrors.

At the top, the Sport adds tighter suspension, bigger grille, aero body cladding and unique 16-inch aluminum wheels. New for 2012 is a limited-edition Gucci-branded 500s and C's that include unique paint, chrome trim, unique stripes and wheels too, but no mention on how much the price tag rises.

## Ford Cars



Ford Focus

**Hot news for 2012:** Finally, we get the tight Focus package the rest of the world gets.

**Carryover:** Edge; Fiesta; Flex; Fusion; Mustang; Taurus

### STARTING LINE

Ford's Fiesta arrived a year beforehand, mostly because the car was already on sale elsewhere the world. It's déjà vu all over again for 2012 as the Focus rolls into North America from Europe. Parked alongside the Fiesta, it looks positively aggressive with its wide-open-mouth air intake and more planted stance.

But for those who just can't get with the sleek-looking hatchback, the sedan offers a more conservative silhouette. It's also the only style available if you order the price-leader "S" that comes with manual climate control, tilt and telescopic steering wheel and basic four-speaker audio system and 15-inch steel wheels.

The SE sedan and hatchback add Ford's Sync voice-activated communications and entertainment system plus some minor interior/exterior upgrades, while SEL versions improve on the basics with a six-speed automated manual transmission, dual-zone climate control, ambient lighting and 16-inch alloy wheels.

The standard 2.0-liter four-cylinder engine is rated at 160 horsepower and 146 pound-feet of torque, which is 20 more horses and 10 more pound-feet of torque than the 2011 2.0-liter Focus engine.

A five-speed manual transmission is standard on all models, while optional is a six-speed dual-clutch automated manual gearbox that conserves fuel by delivering lightning-quick gear changes.

All models arrive with torque vectoring, which is a system that applies light braking pressure to slow down the inside wheel when the car is turning. In the works is an electric Focus that features a 93-kilowatt (123-horsepower) motor and lithium-ion battery pack. Also in the name of conservation, Ford is offering an optional 2.0-liter turbocharged "EcoBoost" engine in the Edge tall wagon that promises to save money at the gas

pumps. The four-cylinder produces 240 horsepower, down 45 on the base 3.5-liter V6, but it does have more torque. Fuel economy is two to three miles per gallon better using the same six-speed automatic transmission, but the EcoBoost model is only available with front-wheel drive.

## Ford Trucks



2011 Ford F-Series Super Duty

**Hot news for 2012:** Basking in the glow of its new V6 engines, especially the 3.5-liter EcoBoost turbocharged V6. • Explorer adds the four-cylinder EcoBoost.

**Carryover:** Escape; Expedition; F-Series; F-Series SD; Transit

**Gone:** Ranger

### STARTING LINE

Those wanting traditional V8 power were spoiled too, with 5.0-liter or 6.2-liter options readily available. Ford is keeping up the momentum for 2012 as all EcoBoost models will have gigantic 36-gallon fuel tanks as standard, meaning a theoretical maximum range of more than 750 miles.

For the 2012 model year, the gigantic off-road SVT Raptor gets a locking front differential for better rock-crawling ability, and a forward-pointing off-road camera to help position the front tires.

Also, new for 2012 is the FX Appearance package that offers flat-black 20-inch wheels, black badges with red lettering, black-leather seats and interior trimmed in red and a red-stitched steering wheel. Yes, EcoBoost — using a turbocharger (or turbochargers) to add power only when it's needed to a small engine — is rather popular, to the point that the big Explorer tall wagon is now available with a 240-horsepower four-cylinder 2.0-liter EcoBoost (front-wheel-drive only).

Previously, a 290-horsepower V6 was the only engine available. The four-cylinder apparently provides a highway fuel-economy rating of 28 mpg, versus 25 for the 3.5. The Explorer was returned to the Ford lineup for the 2011 model year on a unitized architecture that's still rugged enough to tackle all but the roughest terrain and trailer up to 5,000 pounds in the process.

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<sup>1</sup>The Lincoln MKZ received the lowest number of problems per 100 vehicles among entry premium cars in the proprietary J.D. Power and Associates 2010-2011 Vehicle Dependability Studies.<sup>SM</sup> 2011 study based on 43,779 consumer responses measuring problems consumers experienced in the past 12 months with three-year-old vehicles [2008 model-year cars and trucks]. Proprietary study results are based on experiences and perceptions of consumers surveyed October-December 2010. Your experiences may vary. Visit [jdpower.com](http://jdpower.com).

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## GMC



2012 Acadia SLT

**Hot news for 2012:** With all eyes focused on fuel economy and small cars, it's an understandably quiet year for GM's upscale truck brand. (Upgrades to Sierra HD tow ratings better match offerings from Ford.)

**Carryover:** Acadia; Canyon; Sierra; Sierra HD; Terrain; Yukon; Yukon XL; Yukon Denali

## STARTING LINE

The GMC brand is a bit at odds with itself in that it blends a measure of luxury and prestige (softness) along with ruggedness. How/why it's perceived as being more of a workhorse than Chevrolet, yet more Friday-night urban is a bit of mystery. Take the Terrain, which is GMC's entry-level small sport-utility vehicle.

The GMC badge automatically gave it credibility as a more rugged piece than the equivalent Chevrolet Equinox, while also providing a more upscale experience. The same goes for the Sierra HD, which, whether warranted, is perceived as more nitty-gritty and utilitarian than the Chevy Silverado and with the Denali model, this bulldozer-hauling GMC is also dressed to kill.

The familiar Denali label (since it represents luxury motoring in other GMC models as well), which is assigned only to HD crew-cab body HD styles, includes a unique four-bar grille design with round air inlets, polished forged aluminum wheels, chrome exterior and interior trim, power-adjustable pedals, a Bose premium surround audio system and 12-way power seats.

For the 2012 model year, the HD can pull up to 18,000 pounds using a trailer hitch (up from 17,000 pounds, or 23,000 pounds (up from 20,000 pounds) with a bed-mounted fifth wheel.

Along with the HD's enhanced toting and hauling capacities, the standard 36-gallon-capacity fuel tank means that turbo-diesel versions have a 680-mile cruising range, which is a not-too-shabby 19 mpg. Since fuel economy is just as big an issue as features and payload capacity these days, light-duty Sierra pickups can be ordered in an extra-fuel-efficient model (XFE) that uses every trick in the book — from low-rolling-resistance tires to better optimized gear ratios — to extract one more mpg in the city and two more mpg for the highway cycle.

## Honda



2012CR-V Concept

**Hot news for 2012:** After a restyled Accord, a new CR-Z hybrid and a fussy-looking Odyssey minivan, we didn't expect a lot for the 2012 model year, but then . . . The new 2012 Civic arrives, more of an evolution than a revolution. (A new CR-V is under wraps, but the photos look pretty darned good.)

**Carryover:** Accord; Crosstour; CR-Z; Insight; Odyssey  
**Gone:** Element

## STARTING LINE

After a seemingly hectic 2011 model year with new vehicles and new updates, it turns out that that was just the beginning. For the 2012 model year, Honda offers up a new Civic, although both the coupes and sedans have evolved only modestly when compared to their previous-gen counterparts.

The rooflines are a bit more sweeping (what Honda calls a "one motion profile") and the front roof pillars are now thinner for improved visibility.

The sheetmetal on the sedan and slightly shorter coupe is attached to a stiffer platform that reduces the distance between the front and rear wheels by about an inch. Despite this, inside, Honda has increased shoulder and legroom for front- and rear-seat passengers and modestly enlarged trunk space.

The automaker also restyled the two-tier instrument panel into a slightly more formal layout. The centrally located tachometer is topped by a speedometer and available five-inch screen that can display key operating and audio selection info.

No major alterations were made to the Civic's base 140-horsepower 1.8-liter four-cylinder engine, other than to tweak it for fuel economy. However, the sporty Si coupe and sedan receive a more energetic 2.4-liter four-cylinder that generates 201 horsepower (up from 197) and 170 pound-feet of torque, which is 31 more than the 2.0-liter 2011 model.

Back for 2012 is the significantly changed Civic Hybrid sedan with a 1.5-liter four-cylinder combined with an electric motor that together make 110 horsepower. The system now employs a lighter and more advanced lithium-ion battery, replacing the previous nickel-metal-hydrate unit. Honda claims the Hybrid will achieve a 44-mpg rating for both city and highway driving, compared to 40 mpg city/45 mpg highway for the 2011 version.

Although it's not quite here, you can expect a more revolutionary approach with the upcoming CR-V wagon. The only photos the automaker has released as of this writing feature the concept version that, although similar to the final shape, will likely lack the prototype's big wheels and dark glass (generally used in prototypes to hide an unfinished interior).

## Hyundai



2012 Veloster

**Hot news for 2012:** New Accent vaults to the front of the pack (Cool new Veloster has no known competitors, at least from this planet. (Equus ungraded to a 5.0-liter V8 that it shares with the new 2012 Genesis R-Spec. Sonata hybrid arrives to challenge the Ford Fusion.)

**Carryover:** Elantra; Genesis sedan; Genesis coupe; Santa Fe; Sonata; Tucson; Veracruz  
**Gone:** Azera

## STARTING LINE

Some of the hottest styling comes from the sketch pads at Hyundai. Just look at the Sonata, the perfectly proportioned Elantra and the new-for-2012 Accent. Heck, these have gone from cars you had to buy (usually for budgetary reasons) to cars that you just can't live without.

Both the sedan and the wagon-like hatchback share the same platform that extends the distance between the front and rear wheels by nearly three inches over the previous model, which is important real estate for maxing out both leg and knee room.

The Accent's 1.6-liter engine produces 138 horsepower and 123 pound-feet of torque, up from 110/106. The base four-door GLS with the manual gearbox includes just the basics plus a full suite of safety gear. Adding the automatic transmission to the GLS also gets you air conditioning, cloth (instead of plastic) door inserts, up-level audio system and power windows and door locks.

All of that content is included in the GS hatchback, while the top-level SE hatch adds cruise control, premium seat covers, Bluetooth short-range wireless networking, steering-wheel-mounted audio controls, fog lights and 16-inch alloy wheels (14-inch steel wheels are standard). Yes, the Accent is cool, but the new Veloster brings cool to a whole new level. It's actually the slow-to-arrive replacement for the Tiburon sport coupe that was phased out a few years ago.

The interior provides seating for four passengers plus easy-to-read gauges and control-panel knobs for the driver. The Veloster comes with the Accent's 138-horsepower engine, mated to a six-speed manual transmission, while optional is a six-speed automated dual-clutch transmission (DCT) that does away with the traditional torque converter.

The DCT includes hillstart assist that helps prevent the Veloster from rolling backward when stopped on an incline. Keeping the Veloster well below the \$20,000 threshold involves pruning the base equipment list, although air conditioning, remote keyless entry, and a seven-inch multi-function touch-screen display are included along with the usual power-operated windows, door locks and outside mirrors. An upgraded interior, push-button start, up-level 450-watt sound package, navigation system panoramic sunroof and 18-inch alloy wheels (17-inch alloys) are optional.

## Infiniti



G37 Convertible

**Hot news for 2012:** At one end, a thirty-ish G25 (essentially a G37 sedan with a smaller engine) and at the other end, the giant and for-from-thrifty QX56. (In between is a delicious-looking M-series with optional hybrid propulsion for 2012.)

**Carryover:** EX35; G25/G37; M; QX56

## STARTING LINE

When we recently road-test-

ed the 333-horsepower supercharged Audi S4, the first question we asked was, "would you take it over an Infiniti G37?," a car that has become our go-to reference for mid-sized sport sedans. But imagine a G37 where the 3.7-liter V6 is replaced by a new 2.5-liter engine.

So what, you lose more than 100 horsepower, but you pick up fuel economy and some running-around money thanks to a lower base price of the G25.

Three trim levels are available, including the all-wheel-drive G25x with all models sporting niceties such as leather seats, bright high-intensity-discharge headlights, premium audio system and 17-inch alloy wheels.

One big notch up is the M-sedan that comes with the same basic 330-horse 3.7-liter V6 as the G37. The M56 runs with a 420-horsepower 5.6-liter V8 that shoos away the previous 325-horsepower V8.

The duo is joined for the 2012 model year by a gasoline-electric M Hybrid with a 3.5-liter V6 that's assisted by a 67-horsepower (50-kilowatt) motor to produce 360 horsepower. Lithium-ion batteries provide the juice. When fully charged, the rear-drive-only Hybrid can operate at speeds up to 62 mph and travel for up to 1.5 miles before the V6 pitches in.

The M Hybrid also achieves 27 mpg in the city and 32 mpg on the highway, compared with 18/26 for the M37 and 16/24 for the M57. Among the car's many technological marvels is a Vehicle Sound for Pedestrians (VSP) that issues a specific noise that alerts anyone nearby that the M functioning in electric mode is nearby.

The M is slick, for sure, but for maximum towing and people transport, the QX 56 is the only way to travel. The 2011 makeover has turned a pricey and somewhat underpowered tall truck into a sleek, strong, sexy — but still pricey — all-weather tourer.

There's room for up to seven souls, or eight if you delete the second-row throne chairs in favor of a split-folding bench. The 400-horsepower 5.6-liter V8 is the one and only choice and provides a tow rating of 8,500 pounds.

## Jaguar



XK convertible

**Hot news for 2012:** Jaguar's three-model lineup continues to offer impressive style plus some serious available horsepower for well-heeled drivers with a penchant for speed.

**Carryover:** XJ; XK

## STARTING LINE

Since it was acquired by India's Tata Group, the Jaguar brand has carved out a decidedly British presence, along with plenty of fresh styling ideas.

The XJ was made over for the 2011 model year and now somewhat resembles the smaller XF. Both share a similar mesh-style grille, although the XJ's snout and hood extend well forward of the front wheels and the windshield appears more steeply raked.

The exciting bodywork, including a built-in panoramic glass roof, represents high fashion of the first order and sets the Jag defiantly apart from its European and Asian rivals. Up to five passengers are treated to a confluence of sumptuous leather seat cushions, genuine wood trim and crisp metallic brightwork.

The body structure uses 50 percent recycled aluminum that contributes to the car's relatively light 4,050-pound base curb weight. Both regular- and extended-wheelbase versions of the XJ can also be ordered with a choice of three V8 engines that originate with the smaller XF.

The starting point is a 385-horsepower 5.0-liter unit, while optional is a supercharged 5.0 that slingshots output to 470 horsepower. At the top is a 510-horsepower version of the 5.0 that belongs to the XJ Supersport.

A six-speed automatic transmission is standard across the line. As for the smaller (and older) XF, Jaguar has done a little reverse engineering to make it look more like the bigger XJ. More sculpted headlamps now incorporate light-emitting-diode (LED) running lights, while the lower valance features three separate air intakes with chrome trim over the foglights. The rear lights are LEDs too, and the rear bumper and valance have been subtly reshaped. XF has the same engine options as the XJ.

The biggest changes to the regular XK and XKR this model year include new lower valances front and rear LED lights and updated wheel designs. Power continues in the form of a 385-horsepower 5.0-liter V8 or a supercharged version that makes 510 horsepower in the high-output XKR.

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## CHARGER SRT8

■ This is more of a shout-out to the entire SRT8 spectrum of offerings from Dodge and Chrysler than just the Charger version, but it makes a good example. Aside from the added aggression to the unique grilles, fascias, lights and wheels, the performance machine gets the same 6.4-liter Hemi (392 cubic inches) V8 found in the Challenger, Chrysler 300 and the new Grand Cherokee SRT8. Pushing out 470 horsepower (beating out the previous 6.1 by 45 horsepower), it turns the SRT8 line into a gang of horsepower hooligans. In all cases, the brakes are larger and the ride height is lowered and suspension firming up to make sure the SRT8 turns and stops well as it accelerates. Welcome back.

## PORSCHE 911

■ Every time Porsche tinkers with the 911, the effort ultimately leads to a better car. For the 2012 model year, the German automaker is introducing brand new coupes — a bit larger this time around — with a wide variety of convertibles and fixed-roof models scheduled to follow. For now, there's the base 911 Carrera that has been fitted with a 350-horsepower 3.4-liter horizontally opposed six-cylinder mated to the first-ever seven-speed manual transmission, or an optional seven-speed twin-clutch automatic that delivers split-second upshifts and downshifts.

## FORD FOCUS

■ The Focus looks positively aggressive with its wide-open-mouth air intake and more planted stance. But for those who just can't get with the sleek-looking hatchback, the sedan offers a more conservative silhouette. The standard 2.0-liter four-cylinder is rated at 160 horsepower and 146 pound-feet of torque, which is 20 more horses and 10 more pound-feet than outgoing model. All models arrive with torque vectoring, which is a system that applies light braking pressure to slow down the inside wheel when the car is turning. In the works is an electric Focus that features a 123-horsepower motor and lithium-ion battery pack.

## BUICK VERANO

■ The Verano's arrival constitutes a new direction for Buick, one that's smaller and with cars that are sharper in just about every way. It uses the Chevrolet Cruze platform, but it's only about two inches shorter between the front and rear wheels than the next-up Regal. Although base models come with leatherette (vinyl) and cloth seats, premium versions feature plenty of wood trim and overstuffed leather-covered seat cushions. The standard engine is a 180-horsepower 2.4-liter four-cylinder (also standard in both Regal and LaCrosse) that's mated to a six-speed automatic transmission. Other standard gear includes dual-zone climate control, 10 standard airbags and GM's OnStar concierge and help line that can also activate various functions (open doors, check fuel level, etc.) from your smart phone. A 220-horsepower four-cylinder turbocharged engine is on the option sheet and can be specified with a six-speed manual gearbox or a six-speed automatic. Also optional is a heated steering wheel, push-button start, electronic parking brake, premium Bose audio package and 18-inch alloy wheels (17-inches are standard).

## VOLKSWAGEN PASSAT

■ It's not just an all-new Passat, it's also about \$8,000 less than the previous version. It's bigger, too: 3.5 inches longer overall, which should mean an appreciable gain in passenger room. The Passat's interior styling, inspired by Volkswagen's new-look Touareg sport ute, is clean, uncluttered and devoid of the trendy dashboard swoops and swirls that can be found in competing vehicles. For the 2012 model year, VW has dropped the Passat's previously standard 200-horsepower 2.0-liter four-cylinder turbocharged powerplant in favor of a less-expensive non-turbo 170-horsepower 2.5-liter five-cylinder. A 280-horsepower 3.6-liter V6 is optional, as is Volkswagen's hybrid-challenging 140-horsepower 2.0-liter turbo-diesel that will give the Passat a claimed rating of 43 mpg on the highway, along with a range approaching 800 miles. The Passat's starting-point S model is equipped with automatic climate control, cruise control, outside temperature display and Bluetooth short-range wireless connectivity. Also standard is Hill Climb Assist that helps keep manual-gearbox models from rolling backward when you let out the clutch on an incline.

■ If isn't broken, don't fix it, just massage it. Aside from new bodywork, the roofline of the new Honda Civic is bit more sweeping (what Honda calls a "one motion profile") and the front roof pillars are now thinner for improved visibility. The sheetmetal on the sedan and slightly shorter coupe is attached to a stiffer platform that reduces the distance between the front and rear wheels by about an inch. Despite this, Honda has actually increased interior room and trunk space. No major alterations were made to the Civic's base 140-horsepower 1.8-liter four-cylinder engine, other than to tweak it for fuel economy. The sporty Si coupe and sedan replace their 2.0-liter engines for a 2.4-liter, while the hybrid returns with new-gen lithium-ion batteries and a 44-mpg city rating.

## HONDA CIVIC

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## MITSUBISHI i

■ The i hatchback joins the all-electric Nissan Leaf plus the gasoline-supported Chevrolet Volt as pioneers in the clean-energy movement. However the i (simplified from the original iMIEV name), will be one of the smallest electrical offerings to be mass produced for general consumption. As a short-haul urban commuter pod, it easily accommodates four adults as long as they're packing light. But with only the front seats in use, cargo capacity with the 50:50 rear seat folded flat matches the space available in the larger Nissan Leaf. The i's top speed is 80 mph, but driving at that velocity for any length of time will quickly sap its 3300-watt lithium-ion battery pack positioned beneath the passenger floor. The system flows power to the 107-horsepower electric motor. The i's range at about 85 miles per charge, less than the 100 miles claimed by the Leaf and other electrics. A 240-volt home charging system requires about six hours to top up the i, or 22.5-hours if you tap into a 120-volt outlet found in virtually every home.

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# 20 new rides

## BMW X1

■ You might think the new X1 xDrive28i is a BMW X3, but it's smaller and comes with a 241-horsepower turbocharged four-cylinder. The front seats feel wonderfully supportive, while rear-seat leg and knee room might only be a problem for tall types. BMW claims that zero-to-60 mph takes less than six seconds with the six-speed manual transmission, or 6.3 with the optional eight-speed automatic. All X1's come with BMW's xDrive permanent all-wheel-drive setup that splits the torque equally between the front and rear wheels in normal driving, but can shift 100 percent of the torque to whichever axle has the most grip.

## HYUNDAI ACCENT

■ The Hyundai Accent compact has come a long way in one redesign, landing right at the top of the small-car category with a much roomier cabin and a more powerful and fuel-conscious 138-horse 1.6-liter engine. The Accent carries Hyundai's new design DNA and bears a similar look to the larger Elantra and Sonata. It's no longer the cheapest car in field, but now it doesn't have to be.

## TOYOTA CAMRY

■ The oh-so-subtle changes to the seventh-generation Camry include a pointier front end, chiseled front fenders and an accent crease extending across the doors and fenders. As well, the windshield area has been increased. In terms of overall size, it's a wash, although Toyota claims there's now slightly more passenger space resulting from cabin-layout adjustments. Inside, the organically shaped dashboard presents a layered appearance and lacks the previous model's droopy look. Very little has changed under the hood, although Toyota now rates the standard-issue 178-horsepower 2.5-liter four-cylinder at 25 mpg in the city and 35 mpg on the highway, up by three mpg from 2011. The carryover 268-horsepower 3.5-liter V6 achieves 21/30 city/highway mpg numbers, compared with 19/28. In the Camry hybrid, however, Toyota has installed a new 156-horsepower 2.5-liter four-cylinder engine, replacing the 147-horse 2.4-liter unit. Fuel economy jumps 43 mpg in the city and 39 highway, versus 33/34.

■ It's a hatchback that looks like a sedan, plain and simple. The big A7 owes its existence to the forthcoming Audi A6 sedan. In back there's seating for two adults plus perhaps one other smaller individual. For now, the A7's sole powerplant is a 310-horsepower 3.0-liter supercharged V6 connected to an eight-speed "Tiptronic" automatic transmission. All A7s arrive with Quattro all-wheel-drive.

## AUDI A7

■ The revamped Impreza features the kind of bolder, broad-shouldered flared-fender styling similar to the WRX and STI models that were redesigned for 2011. Changes include a more steeply raked windshield and a front roof pillar that has been moved forward by nearly eight inches, allowing for a much wider front door opening. The distance between the front wheels has also been slightly extended, while overall length and width remains unchanged. The new 2.0-liter four-cylinder generates 148 horsepower while the previous model's 2.5-liter four-cylinder made 170. Despite the output decrease, Subaru claims that the 2.0 will still provide lively performance due to reduced vehicle weight. But the engine's biggest advantage is the anticipated 30-percent improvement in overall fuel economy, rated at 27 mpg in the city and 36 on the highway.

## SUBARU IMPREZA

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## VW BEETLE

■ Following a one-year absence, the Beetle is back with sharper styling, a roomier and up-to-date interior and more power. It's much wider and longer for more interior space and cargo carrying, which also gives a sportier look (less round). Base models arrive with a 170-horsepower 2.5-liter five-cylinder that pretty much carries over from the previous New Beetle. There's also a 200-horsepower turbo engine and a diesel.

## TOYOTA YARIS

■ While the hatchback body style carries over for 2012, the revised Versa sedan still maintains similar proportions to the 2011 model. Nissan claims the car offers more rear legroom than a BMW 5-series or a Mercedes-Benz E-Class sedan. The new platform weighs about 150 pounds less than the previous architecture and cradles a new 109-horsepower 1.6-liter four-cylinder. The \$11,750 base price (including delivery), makes it one of the least expensive cars on the road.

## MINI COUPE

■ As Minis go, the Coupe is the Mini-est, but the only key dimension that has shrunk is the height, due to the less upright windshield. The Coupe's signature design piece, and easily the most controversial, is its "helmet" roof that's painted in a contrasting color. In place of the squared-off ligature for regular Minis, the Coupe features a large hatchback. The Coupe is actually based on the Cabriolet's (convertible's) reinforced platform, minus extra bracing behind the seats. Base models are fitted with a 121-horsepower 1.6-liter four-cylinder while turbocharging brings the power to 181 and 208 in the case of the John Cooper Works edition.

## LAND ROVER RANGER ROVER EVOQUE

■ The Range Rover Evoque's lack of formality and boxy practicality runs counter to a brand that cut its teeth building some of the most rugged off-road vehicles on the planet. The Evoque, offered in two- and four-door versions, is slightly shorter than the Hyundai Tucson and is about 18 inches shorter than a Range Rover Sport. Fuel economy is the job of a Ford-based 240-horsepower 2.0-liter turbocharged four-cylinder engine: 19 mpg city and 28 mpg highway. On- and off-road traction comes from a full-time all-wheel-drive system with an electronically controlled center differential that varies the torque between the front and rear wheels, depending on the grip.

## CHEVROLET SONIC

■ Like the Aveo it replaces, the Sonic is offered in both sedan and mini-wagon formats. However, these cars are constructed at GM's Orion, Mich., Plant and not in Korea. Therefore, there's plenty of North American style built in, such as a stubbier-looking nose, more prominent grille and fancier headlight pods. Inside, the dashboard and control panel exude an up-level quality rarely seen in the econo-car class. The Sonic is longer than the Aveo by nearly 3.5 inches. Under the hood is a 138-horsepower 1.8-liter four-cylinder, or optional 138-horsepower 1.4-liter four-cylinder turbocharged unit. Chevy says the extra-rigid body structure, wide stance and suspension components were tuned by the Corvette engineering team, which should ensure that the Sonic delivers a sporty driving experience. Base models arrive as relatively stripped-down price leaders but include 10 standard airbags. Among a variety of options are leather-covered seats (heated in front), power sunroof, MyChevrolet hands-free phone, text and audio connectivity and larger (up to 17 inches from 15) wheels.

## MERCEDES-BENZ SLK

■ It looks lower and wider than before, but the new SLK is about the same size as the outgoing model. The interior showcases a new flat-bottom steering wheel, plenty of brushed-aluminum trim on the center console plus four oversized chromed air vents. Signature power-retractable hardtop features an optional panoramic glass roof that can be ordered with what's called Magic Sky Control. With the press of a button, the glass can be adjusted between clear and dark tint, handy if you want to keep the sun's rays from invading the passenger compartment. The first-to-arrive SLK 350 with its 302-horsepower 3.5-liter V6 has been joined by the SLK250 base model sporting a 201-horsepower 1.8-liter four-cylinder turbocharged engine. For the performance minded, the SLK55 AMG has a 415-horsepower 5.5-liter V8 plus numerous suspension and content mods geared to enrich the driving experience. Seven-speed automatic with paddle shifters is only transmission available in the SLK350 and SLK55 AMG, while the SLK250 offers a six-speed manual or optional seven-speed automatic.

## SCION IQ

■ With the Scion-branded IQ, Toyota has designed a vehicle that's barely 10 feet long (roughly a foot longer than a smart fortwo) and created a rolling habitat for four people. However, the person sitting directly behind the driver will either have to be very small, or sufficiently flexible of limb to sit cross-legged for extended periods because this so-called "micro subcompact" positions driver's chair a few inches aft of the front passenger seat. This allows for reasonable legroom available behind the shotgun position, but barely any behind the driver. There's nothing minimal about the 11 airbags strategically located about the cabin. The engine is a 94-horsepower 1.3-liter four-cylinder.

## HYUNDAI VELOSTER

■ The Veloster is the slow-to-arrive replacement for the Tiburon sport coupe that was phased out a few years ago. Hyundai always planned to replace its entry-level "shark" (Tiburon is Spanish for Shark), but it first focused on launching the upstart Genesis coupe. By comparison, the front-wheel-drive Veloster plays in a different sandbox where affordability and fuel economy are as important as eye-catching styling. The key design element is the well-camouflaged passenger-side rear opening that doesn't require the front door to be unlatched first. The interior provides seating for four passengers plus easy-to-read gauges and control-panel knobs for the driver. The Veloster comes with an all-new 138-horsepower 1.6-liter engine that's also used in the sub-compact Accent. A six-speed manual transmission is standard, while optional is a six-speed automated dual-clutch transmission (DCT) that does away with the traditional torque converter. Keeping the Veloster well below the \$20,000 threshold involves pruning the base equipment list, although air conditioning, remote keyless entry, and a seven-inch multi-function touch-screen display are included along with the usual power-operated windows, door locks and outside mirrors. An upgraded interior, push-button start, up-level 450-watt sound package, navigation system panoramic sunroof and 18-inch alloy wheels (17-inch alloys) are optional. Also available is Hyundai's new subscriber-based Blue Link safety, infotainment, diagnostic, route assist and roadside-assistance service similar to General Motors' OnStar program.

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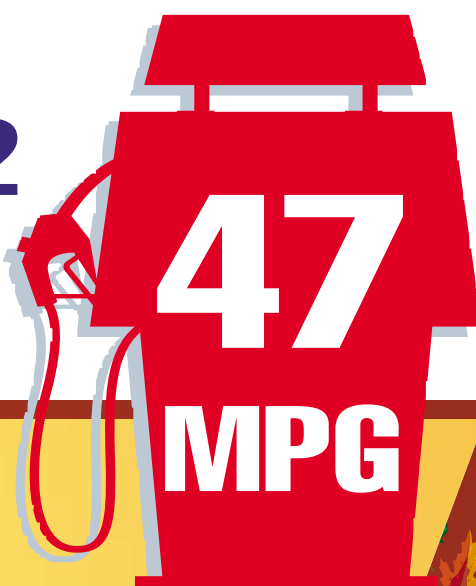


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# THE NEW 2012 ODYSSEY AND CIVIC

## TEST DRIVE ONE TODAY!

### absolute **ZERO** DAYS

- 0 DOWN PAYMENT
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- 0 SECURITY DEPOSIT



2012 ODYSSEY



2012 CIVIC

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# JAGUAR



ALL NEW 2012 XJL

# WILDE

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MPG!



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STOCK**

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# The 2012s Are Arriving!



# Get A... GREAT DEAL

**On A 2011  
While They  
Last At  
Gettel Nissan!**



**THE ALL-NEW  
2012  
VERSA  
SEDAN  
IS HERE!**

For A Limited Time...

# 0% APR FINANCING AVAILABLE\*

BRAND NEW 2012 NISSAN

## SENTRA



Stk#4628742, 4640191  
Mdl#12012

Lease For Only... **\$119 PER MO.** | **2 AT THIS PAYMENT**

With \$3999 down for 24 months. 12k Miles and 15¢ per mile thereafter.

BRAND NEW 2012 NISSAN

## ALTIMA SEDAN



MDL#13112,  
STK#4156684, 4156414

Lease For Only... **\$149 PER MO.** | **2 AT THIS PAYMENT**

With \$3999 down for 24 months. 12k Miles and 15¢ per mile thereafter.

BRAND NEW 2011 NISSAN

## ROGUE



MDL#22111,  
STK#4184270, 4187326

Lease For Only... **\$189 PER MO.** | **2 AT THIS PAYMENT**

With \$3999 down for 39 months. 12k Miles and 15¢ per mile thereafter.

BRAND NEW 2012 NISSAN

## ALTIMA COUPE



Stk#4122670, 4115842  
Mdl#15112

Lease For Only... **\$199 PER MO.** | **2 AT THIS PAYMENT**

With \$3999 down for 24 months. 12k Miles and 15¢ per mile thereafter.

BRAND NEW 2011 NISSAN

## MAXIMA S



MDL#16111,  
STK#4838203, 4864811

Lease For Only... **\$229 PER MO.** | **2 AT THIS PAYMENT**

With \$3999 down for 39 months. 12k Miles and 15¢ per mile thereafter.

BRAND NEW 2011 NISSAN

## MURANO S



MDL#23111,  
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Lease For Only... **\$269 PER MO.** | **2 AT THIS PAYMENT**

With \$3999 down for 39 months. 12k Miles and 15¢ per mile thereafter.

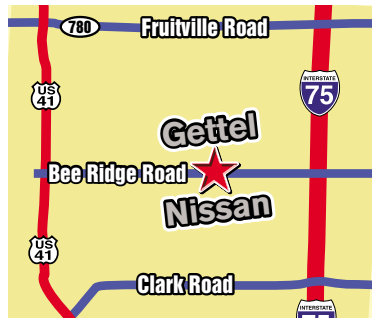
## OR CHECK OUT THESE USED SPECIALS!

2002 CHRYSLER TOWN & COUNTRY LIMITED Stk#4623380A.....	\$2994
1989 FORD MUSTANG Stk#4P5735A.....	\$4903
2004 ACURA TL BASE Stk#4066501Z.....	\$10,894
2007 FORD FUSION SE Stk#4P5781A.....	\$11,993
2008 TOYOTA CAMRY LE Stk#4S5697A.....	\$12,994
2007 NISSAN SENTRA SE-R SPEC V Stk#4P5796.....	\$12,994
2010 CHEVROLET IMPALA LT Stk#4S5803.....	\$13,554
2007 JEEP COMMANDER SPORT Stk#4P5709A.....	\$14,293
2007 HYUNDAI TUCSON SE Stk#4S5801.....	\$14,963
2008 NISSAN SENTRA SE-R SPEC V Stk#4P5797.....	\$15,403
2011 KIA SOUL PLUS Stk#4161979.....	\$16,793
2011 SCION iC BASE Stk#4017457A.....	\$17,594
2005 MERCEDES-BENZ CLK500 Stk#4066501A.....	\$19,783
2009 NISSAN MAXIMA S Stk#4P5783.....	\$20,194
2009 TOYOTA TACOMA PRERUNNER Stk#4630635A.....	\$22,194
2001 PLYMOUTH PROWLER BASE Stk#4P5748.....	\$22,904
2009 CHEVROLET CORVETTE Stk#4P5792.....	\$38,594
2008 BMW X5 4.8i Stk#4621387A.....	\$41,883

\*Does not apply to all models, based upon approved credit. In lieu of any other promotions and offers. See dealer for details. All pre-owned vehicles are \$2999 down, upon approved credit, with term base on vehicles ranging from 60 to 84 months at 6.5% please see dealer for details. Leases are for 39 months with \$3999 due at signing. \$0 security deposit. Plus tax, tag, title and \$799 dealer fee. Must finance through Nissan Motor Acceptance Corporation. All offers with approved credit. Offers expire 10/31/2011.



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# RAM POWER DAYS

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**certified pre-owned**  
CHRYSLER | JEEP | DODGE | RAM

**ALL NEW 2011 CHRYSLER 300**  
WORLD CLASS LUXURY

**SALE \$24,999**  
MSRP \$28,290

**14 IN STOCK EVERY ONE SALE PRICED**

3.6l v-6, power everything including both front seats, keyless entry, tilt/telescopic steering column, uconnect voice command with bluetooth, auto temp control, 17" aluminum wheels and more.



**2010 CHRYSLER 300 LIMITED**  
AUTO, PW, PL, CR, TILT, AC, LEATHER AND MORE!

**\$21,988**

5 YRS., 4 MOS. REMAINING CERTIFIED FACTORY WARRANTY

Rates as low as 1.9% on Certified Preowned



**NEW 2011 RAM 1500 QUAD CAB**

MSRP \$26,265

**SALE \$18,999**

0% for 60 months in lieu of rebate

AUTO, POWER WINDOWS AND LOCKS, THEFT DETERRENT, SIX SPEAKER SOUND SYSTEM, TILT STEERING WHEEL AND MUCH MORE.



**2011 DODGE GRAND CARAVAN MAINSTREET**

MSRP \$26,980

**SALE \$21,979**

0% for 60 months in lieu of rebate

3.6L V-6, SIX SPEED AUTOMATIC, POWER WINDOWS/LOCKS/MIRRORS, REAR A/C, SUNSCREEN GLASS, 16" ALUMINUM WHEELS, CRUISE CONTROL AND MORE!



**2010 CHRYSLER TOWN & COUNTRY**  
AUTO., PW, PL, CR, TILT, A/C

**\$19,988**

6 YRS. REMAINING CERTIFIED FACTORY WARRANTY



**NEW 2011 RAM 1500 SLT CREW CAB**

MSRP \$34,820

**SAVE \$10,000**

**SALE \$24,799**

0% for 60 months in lieu of rebate

5.7L HEMI V-8, POWER WINDOWS/LOCKS/MIRRORS, REMOTE KEYLESS WITH REMOTE START & SECURITY ALARM, ALUMINUM WHEELS, SATELLITE RADIO /IV 6 SPEAKER SOUND SYSTEM, REAR POWER SLIDING WINDOW, BED LINER & MUCH MORE.



**ALL NEW 2011 CHRYSLER T & C TOURING**

0% for 60 months in lieu of rebate

**SALE \$24,999**

3.6L V-6, SIX SPEED AUTOMATIC, POWER WINDOWS/LOCKS/MIRRORS, POWER LIFTGATE, SUNSCREEN GLASS, REAR A/C, REMOTE ENTRY AND MUCH MORE.



**2011 CHRYSLER 200 LX**  
AUTO., PW, PL, CR, TILT, A/C

**\$16,988**

6YRS., 2 MOS. REMAINING CERTIFIED FACTORY WARRANTY



**NEW 2011 RAM 3500 LARAMIE CREW CAB 4X4**

MSRP \$58,160

**SAVE \$10,161**

**SALE \$47,999**

6.7L CUMMINS TURBO DIESEL WITH DUAL REAR WHEELS, LEATHER, SUNROOF, NAV, POWER EVERYTHING AND MORE.



**ALL NEW 2011 JEEP GRAND CHEROKEE**  
The Most Awarded SUV Ever

**SAVE Up To \$5,000**

0% for 60 months in lieu of rebate



**2011 DODGE DAKOTA BIGHORN QUAD CAB**  
AUTO, PW, PL, CR, TILT, AC, ALLOY WHEELS

**\$18,988**

6YRS., REMAINING CERTIFIED FACTORY WARRANTY



**ALL NEW 2011 CHRYSLER 200**

**SALE \$17,999**

POWER WINDOWS/LOCKS/MIRRORS, TILT/TELESCOPIC STEERING, THEFT DETERRENT, CD/MP3 MEDIA CENTER AND MUCH MORE



**NEW 2011 DODGE CALIBER MAINSTREET**

MSRP \$19,370

**SALE \$15,999** 3 AT THIS PRICE!

LOADED WITH POWER WINDOWS/LOCKS/MIRRORS, AUTOMATIC, 17" ALUMINUM WHEELS, FOG LAMPS, TILT STEERING, MEDIA CENTER, REMOTE KEYLESS ENTRY, SPEED CONTROL AND MORE



**NEW 2011 DODGE CHARGER**  
LEATHER INTERIOR

**SALE \$23,999** 27 MPG Highway

3.6L V-6, POWER WINDOWS/LOCKS/MIRRORS/SEAT, REMOTE KEYLESS ENTRY, LEATHER, 17" ALUMINUM WHEELS, SPEED CONTROL, TILT/TELESCOPIC STEERING AND MUCH MORE.



**ALL NEW 2011 DODGE AVENGER EXPRESS**

**SALE \$17,999**

0% for 72 months in lieu of rebate

AUTO, POWER WINDOWS/LOCKS/MIRRORS, TILT/TELESCOPIC STEERING, SPEED CONTROL AND MUCH MORE!



**ALL NEW 2011 CHRYSLER 200 CONVERTIBLE**

MSRP \$29,585

**SALE \$25,999** 283hp V-6 with 25 MPG Highway

3.6L, V-6, SIX SPEED AUTOMATIC, POWER EVERYTHING, ALUMINUM WHEELS AND MUCH MORE!



**NEW 2011 DODGE JOURNEY MAINSTREET**

MSRP \$24,995

**SAVE \$5,000**

**SALE \$19,995**

3.6L V-6, 6 SPEED AUTOMATIC, POWER WINDOWS/LOCKS/MIRRORS, TILT/TELESCOPIC STEERING, UCONNECT TOUCH SCREEN SATELLITE RADIO WITH 6 SPEAKER SOUND SYSTEM, 17" ALUMINUM WHEELS AND MORE



**NEW 2011 JEEP WRANGLER 4DR 4X4**

MSRP \$30,333

**SALE \$26,999**

0% for 60 months in lieu of rebate

POWER WINDOWS/ LOCKS/MIRRORS, KEYLESS ENTRY, ALUMINUM WHEELS, SECURITY ALARM, 3.8L V-6, FULL CONVERTIBLE TOP, TRAILER TOW GROUP & MORE!



**NEW 2012 JEEP WRANGLER 2DR SPORT 4X4**

**SALE \$23,599**

NEW 3.6L V-6 WITH 40% MORE POWER AND BETTER FUEL ECONOMY THAN LAST YEAR, A/C, FULL CONVERTIBLE TOP, MEDIA CENTER WITH CD/MP3 AND SIX SPEAKER SOUND SYSTEM AND MORE



**NEW 2011 JEEP PATRIOT**

MSRP \$18,915

**SALE \$16,999** 28 MPG Highway

AUTOMATIC, SIDE CURTAIN AIR BAGS, MEDIA CENTER CD/DVD/MP3, FOG LAMPS, SUNSCREEN GLASS AND MUCH MORE




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\*All prices include rebates. Financing with approved credit. Residency rules may apply. Vehicles may not be as pictured.