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The rear-drive 230i and M240i coupes can both be specified with a six-speed manual, as can the M240i convertible, the BMW M2 Competition, and the top-of-the-line M2 CS. The new 2-series Gran Coupe, however, will be an automatic-only affair. The 430i, 440i, and 440i xDrive coupes can be had with the six-speed manual, as can the 430i Gran Coupe and both the coupe and convertible versions of the M4. With the demise of the 6-series, though, that's the sum of BMW's manual offerings; the rest of the lineup is paired with automatics, no matter how nicely you ask. And sadly, the new 2021 4-series will be automatic-only as well. GM's engineers quantified the lack of a manual transmission, noting it would compromise the structural efficiency of the car. But some C7 Corvettes are still available for now, and like every prior iteration, it can be had with a stick. The Vettes seven-speed manual comes standard on the base Stingray, Z06, and ZR1. It still comes standard with a five-speed manual. And with the Fiat 500 hatchback gone from the U.S. market, the 124 is also one of the groups only passenger cars to be offered with a manual. Similar to its Mazda cousin, it comes standard with a six-speed stick. So if you insist on three pedals and want a high-performance Ford Mustang, the Shelby GT350 is as focused and potent as you can get. That extends to its upscale Genesis division, which offers its entry-level G70 luxury sedan with a six-speed stick—albeit in one specification, with the turbo 2.0-liter inline-four and rear-wheel drive. All-wheel drive and V6 models come with automatics. Same goes for the flagship G90 and mid-level G80 sedans, including the so-called G80 Sport. Honda has you covered with the Accord. The six-speed manual is available on the mid-range Sport trim with either the turbocharged 1.5 or 2.0-liter inline-four as a no-cost option. Its part of the reason the Accord has appeared on our 10Best list a record 34

times. <http://www.galerijabalta.lt/fckeditor/editfiles/comfort-stim-instruction-manual.xml>

You can order your Civic sedan or coupe with the sixspeed in either Sport or Si guise, or you can get a rowityourself gearbox in the hatchback Civic in Sport, Sport Touring, and Type R specs. With subcompact hatchbacks dropping like flies from the U.S. market, the jurors still out on whether the new Fit will make it to this part of the world. But for the time being, the current model, introduced here in 2014, can still be found with a sixspeed manual on all trim levels save for the top EXL. The Honda Fit offers a surprising amount of room for its size, and for the price, its a real bargain when it comes to obtaining a heelandtoe education. The moment you step up from the base SE model to the midlevel SEL or the top Limited trim, though, youre stuck with a CVT. But its not the only manualequipped car from this Korean automaker. That model will come with either a continuously variable or dualclutch automatic transmission, depending on the trim level. Also, the fivedoor Elantra GT hatchback now pairs exclusively with a sixspeed automatic. But for those who prefer their hot or warm hatches with three pedals, the sportier N Line model packs a sixspeed manual as standard equipment. The sixspeed manual is available in the base FE trim level and in the turbocharged Forte GT also available with a sevenspeed dualclutch. All other models come with a CVT. Everything else that Kia offers aside from the Soul crossover has an automatic, from the CVT in the cheaper Rio to the eightspeed slushbox in the Stinger. Its also one of the only midengine sports cars you can buy with a stick shift. Though an automatic is available on the outgoing Evora 400, a sixspeed manual is the only choice on the GT. We like to think that the companys “simplify, then add lightness” founder, Colin Chapman, would have wanted it that way. But like some of its competitors, the manual is available in one configuration only the hatchback with frontwheel drive and the Premium package.

If you want the sedan, allwheel drive, or a lower trim level, youll have to settle for the automatic. No matter how you slice it, you get the same 2.5liter fourpot. So far, so good. Now on its fourth generation, the MX5 is still resolutely faithful to the original format. Like the Chevy Sparks, its a fivespeed. Higherspec—and we use that term generously—versions come with a CVT and return better fuel economy as a result. Not much has changed. The roadster has been discontinued, but the coupe soldiers on. The Nissan 370Z comes with a stick in most trim levels, including the NISMO version, but the loaded Sport Touring model requires the otherwiseoptional sevenspeed automatic. The sixspeed manual has a revmatching feature that puts the revs where you need them when dropping into lower gears. It may not be as cheap as the old one, but its still one of the most budgetfriendly new cars you can buy, and you can get it with a manual. It has five speeds, and as with the larger Sentra, its available only on the base S trim. Higherlevel models get a CVT. Both the Cayman coupe and Boxster convertible come with a sixspeed or the optional sevenspeed dualclutch transmission in all trims. Plus, the hardcore Cayman GT4 and Boxster Spyder come exclusively with a stick shift. Well the German automaker has you covered. It recently reintroduced a sevenspeed manualtransmission option to the 911 lineup. Its currently available on the new 992generation Carrera S and Carrera 4S in both coupe and convertible body styles as a nocost option over the eightspeed dualclutch. Currently, you cant spec the base Carrera coupe and cabrio with the manual. Thats also true of the carryover 991gen GT3 RS, GT2 RS, and Turbo models. But for now, the old Carrera GTS and Targa models are still available with a sevenspeed stick and the GT3 with a sixspeed. As for the Speedster if you can get your hands on one, that can be speed solely with a sixspeed manual.

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In the minds of many enthusiasts, that gives the “Toyobaru” sports car a leg up on the more powerful and capable new Toyota Supra, which comes exclusively with an eightspeed automatic. Customers can spec their base sedan, base hatch, or Sport hatch with a fivespeed as an alternative to the CVT. The combination of a manual transmission and Subarus signature allwheeldrive system

makes the Impreza something of a rarity in the passenger car market. Toyota offers a stick on the Corolla sedan but only on one trim level. The Corolla SE can be optioned with a sixspeed manual as an alternative to the standard CVT. Buyers can also spec a manual on the SE and XSE versions of the Corolla hatchback. You can, however, opt for the sixspeed stick on the lower two of the sedans three trim levels. We know that VW plans to send the GTI here in 2021, and the Golf R later, but sadly not the SportWagen and Alltrack. In the meantime, you can get the 2020 Golf hatchback and GTI models, which are both available with a sixspeed manual. And what's even better is that we now have confirmation that the new model will keep that tradition alive. You may be able to find more information about this and similar content at piano.io. You may be able to find more information on their web site. Please enable javascript to enjoy the best experience. Anyone can tell you that. They are cost no object, "let's just see how good we can make this thing be" propositions, so of course they're good. But what happens when a manufacturer has to work within the confines of a target price. What are the best rearwheel drive sedans under those circumstances. Well, one very pleasant surprise for the 2015 model year is the Kia K900. A strong first effort from a brand known for considering value an integral aspect of its work, the model is certainly deserving of a look. Here are some other models we admire. Further, the cars are technologically advanced, handsomely styled, and offered with a wide variety of powertrains.

<http://astucesvoyages.com/images/canon-mp170-printer-manual.pdf>

You can get a hybrid 5 Series, a diesel 5 Series, an aweinspiring ultra high performance 5 Series, or a more comfort oriented 5 Series. What's most impressive though is regardless of the model you choose; goodness is an integral part of the package. Output of its engines range from 240 horsepower to 575 horsepower. Transmissions include sevenspeed automated manuals, six speed manuals, and eightspeed automatics. Other exceptional reardrive sedans in the BMW lineup include the 3 Series, 7 Series, and the BMW Gran Coupe fourdoor models. Happily, the G8 has been reincarnated at the Chevrolet SS, based upon the contemporary version of the Aussie fourdoor. Power comes from a 6.2liter V8 borrowed from the Corvette, producing 415 horsepower and 415 ftlbs of torque. This output is routed to the rear wheels through a sixspeed automatic transmission. Standard features include Brembo brakes, a high performance suspension system, dualzone automatic climate control, automated parallel parking, and leather upholstery. Conducting this power to the rear wheels is an eightspeed automatic transmission. This alone is enough to make the Charger fantastic, but there's an entire range of other engines with output varying from 292 horsepower to 485. An eightspeed automatic transmission is employed for all Charger models. Standard features include keyless entry and ignition, automatic headlights, dualzone climate control, and a touchscreen interface. In fact, Chrysler's flagship is in many ways a throwback to the large reardrive American land yachts of yore, except the 300 corners and brakes just as well as it goes. Two engines are offered for 2015, both paired with an eightspeed automatic transmission. The 3.6liter V6 makes 292 horsepower and 260 ftlbs of torque, while the 5.7liter V8 makes 363 horsepower and 394 ftlbs of torque. Plus, you'll get keyless entry and ignition, an 8.4inch touchscreen interface, and dualzone automatic climate control—as standard equipment.

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Power comes from a choice of two engines; the base powerplant is a 311horsepower 3.8liter V6 with 293 ftlbs of torque. The optional engine offering is a 5.0liter V8 capable of delivering 420 horsepower on premiumunleaded fuel and 407 on regular unleaded. Maximum torque output is 383 ftlbs on premium and 372 ftlbs on regular. Available features include an indash eightinch monitor featuring navigation and a rearview camera, rain sensing windshield wipers, and a selfopening trunk. The styling of the Infiniti was updated for the 2014 model year to incorporate more gracefully flowing curves, a bolder looking front end, and subtle character lines. The interior treatment was also revised to deliver a more luxurious environment. Power comes courtesy of a 328horsepower V6

engine with 269 ftlbs of torque. A sevenspeed transmission completes the reardrive powertrain. A hybrid version is also offered. Other reardrive Infiniti models include Q40, Q70 and Q70L. However, the Jaguar XF offers a very distinct set of attributes. Comfortable and quiet, yet agile and fleet, the XF is a highly desirable sport sedan. Power comes from a choice of five engines, ranging in output from 240 horsepower and 251 ftlbs of torque to 550 horsepower and 502 ftlbs of torque. Standard features include front and rear parking sensor arrays, keyless entry and ignition, automatic wipers, dualzone automatic climate control, and leather upholstery. Lexus IS 250 models get a 2.5liter V6 good for 204 horsepower, while IS 350 models use a 306horsepower, 3.5liter V6. The 2.5 uses a sixspeed transmission regardless of the driven wheels, while the 3.5 goes with an eightspeed automatic for its reardrive iterations. Both engines can also be had with the Lexus IS F Sport package, which tightens the suspension system and adds other sportingoriented enhancements. Other Lexus rear drive sedans include the GS and the flagship LS.

Whether your tastes run more toward economical operation, luxury and comfort, or outright roadburning high performance, Mercedes has an EClass model configured just for you. The gasolinefueled engines range in output from 302horsepower and 273 ftlbs of torque, up to 577horsepower and 590 ftlbs of torque. The cleanburning diesel engine produces 195horsepower and 369 ftlbs of torque. All EClass sedans use sevenspeed automatic transmissions. This is why the Panamera is basically a sports car in disguise. Yes, we know it doesn't look like a sports car, but it goes like one and that's what really counts. In the case of the Panamera, it also cossets its occupants in a manner befitting a flagship German luxury sedan. Offered in an absolutely amazing 11 trim levels, Panamera's engines range in output from 310 horsepower to 570. Standard features include autoleveling bixenon headlights, a chilled glove box, navigation, a sunroof, Internet connectivity, an 11speaker sound system, and front and rear parking sensor arrays. We may earn a commission through links on our site. Because so many were built, prices remain low. Here's one in good condition for sale on Craigslist now. Plus it has a V8 that sends power to the rear wheels, meaning there's plenty of fun to be had. They're not especially common at that price, but I was able to find this one on eBay with little effort. The Nissan 300ZX can check all of those boxes for you. It might be difficult to find a turbocharged model for under five grand, but naturally aspirated cars like this one can be sourced under budget all day long. Sounds like a deal to us. Just be on the watch for rust, however. Here's a 325iX for sale you can own right now. The lightweight two-seater CRX Si is a perfect example. This one is in need of some love, and it's listed for sale on Craigslist right now.

plusbateria.com/wp-content/plugins/formcraft/file-upload/server/content/files/1626bfc010d59d---a-concrete-approach-to-abstract-algebra-student-solutions-manual-pdf.pdf

First and second generation MX5s can easily be found for under five grand, and for that price, you're getting one of the best, most smile-inducing driving experiences on earth. Pretty much any non-M3 version can be found under budget, whether you want a strong inline-six or a frugal four-banger. This 96 sedan has a manual transmission, and you can own it. With a turbocharged boxer-four, it shouldn't have any trouble muscling through the toughest of blizzards. Here's one you can own right now. Though it may not be re-engined, it still drives like a Porsche, and has the same wonderful build quality. This one is clean, and it's for sale right now. We think the sweet spot is the second-gen SW20 model shown here. Here's one listed for sale right now. It has a totally different look, but packs a Corvette-sourced LT1 V8 under the hood. Here's one on eBay right now. What it does have, however, are much cooler looks, a lighter curb weight, and a rear locking differential. Here's a stock sedan you can own today. Thanks to its mid-engine layout and flat-six engine, it's one of the most capable cars on this list. The only things you'll have to deal with are the questionable looks and relatively high maintenance costs. Here's one for sale now. Prices are cheap, and for your money you get a fun, manual hot hatch with Honda reliability and massive aftermarket support. This one is in good condition, and it can be yours. You may be able to find more information about this and similar

content at piano.io You may be able to find more information on their web site. For a better experience, please enable JavaScript in your browser before proceeding. It may not display this or other websites correctly. You should upgrade or use an alternative browser. There's hardly any new 4 dr sedans with rearwheel drive and a manual transmission. Sure, you can still order a BMW 3series with a stick for delivery, but other than that what other alternatives do you have new or recently used. Please help compile a list.

VW Jetta. VW Passat. Audi A4 Or just any size. Im looking at any size. Thanks. VW Jetta. Audi A4. Thanks, but these are FWDs or AWD with the A4. I prefer RWD. Off the top of my head I can think of Chevy SS, Cadillac ATS or CTSV, and BMW 3 series. Cadillac CTSV. BMW 535i If you have the cash for new though, try a manually shifted auto. Some do rev matched downshifts and allow you to hit the limiter. They sound like they would be fun if they work well. Duh. I was hung up on the manual transmission and 4 door sedan. The A4 is AWD with a manual, however. Nope. The SS is only sold as a performance car. Have you considered a 5door hatchback like the GTI, Focus ST, or Golf R Those are available with manual transmissions. Otherwise you will need to look to the Germans or higherend sport sedans, such as the BMW 3 series or Cadillac CTSV. Not RWD. Not RWD. Oh right, derp. I will take two. Learned to drive on one. It would a burnout and rip a donut. Nice car if you can find one. SS was suggested up top but he said he wants a toned down version. We may earn commission if you buy from a link. Every year fewer and fewer cars are offered with a clutch and a shifter. Why Americans just dont want to be bothered with the chore of working a clutch with their left foot and shifting with their right. And sports car manufacturers are the worst offenders when it comes to quitting on the stick shift. Because the newest computercontrolled automatics can shift more quickly than any human can, engineers see the manual transmission as outdated. We disagree. Shifting a manual transmission is not only more engaging and fun than flicking some dainty little paddles, it also requires more skill and makes the driver a better one. Some carmakers still see the beauty of the manual transmission. Here are 20 of the greatest drivers machines that still do. But it's no stretch to say it was Mazda's brilliant fivespeed manual transmission that seriously added to the thrill ride.

The stubby little shifter was so effortless, it moved with just a modest flick of the wrist. The secondgeneration Miata of 1999 got one more gear in tenth anniversary models—a sixspeed—that remained optional the fivespeed was standard well into the third generation was equally great to use. The Miata was all new for 2016, and a few years later the Mazda not only retains the easyshifting and precise sixspeed manual transmission in the Roadster model but also the even better driving retractable fastback RF model. Either way, 2019 MX5s get an uprated engine that now makes 181 hp and revs to 7,500 rpm. And regardless of whether your Miata has a hard roof or a soft one, it's one of the best manual transmissions available on any car at any price. Of course, engineers were tempted to design a heavier and more expensive twinclutch, paddleshift transmission instead of a manual. But we're sure glad they didn't, and Subaru recently added a new highperformance, trackfocused tS model to the range with a retuned suspension by STI Subaru's performance arm, frame stiffeners, lighterweight wheels, and highperformance Brembo brakes. Oh, and yes, there's a big wing on the back, too. All this good stuff goes a long way to make the BRZ an even more enjoyable manualtransmission machine. That's exactly what Ford did for 2018. Ford freshened the Mustang for 18 and one major improvement comes from the upgraded manual in the V8powered GT. Engineers installed a new twindisc clutch, dual mass flywheel, and more closely spaced gears. There are new synchronizers, too. And it's all aimed at making the GT a smoother, more rewarding experience. They've done an excellent job, but for those that want the ultimate Mustang GT without stepping all the way up to a Shelby, consider the Performance Package Level 2. The best news If you want one, it only comes one way—with a manual transmission. The new sevenspeed manual transmission an eightspeed automatic is optional is one of the best hooked to any V8.

And that's true even for the top Z06 model. The Z06 makes a rather astonishing 650 hp from its supercharged V8 and when shifted by an expert tester can hit 60 mph in just 3.3 seconds. One might expect a car with such heavyweight performance to have a transmission that takes muscle to shift, but that's not the case. Pull one of the shift paddles that flank the steering wheel yes, shift paddles on a manual to activate the slick revmatching feature, which makes you sound like a heel and toe hero on downshifts. It's a pleasure to use. And that's true of the whole car too. This is one of the best driving sports cars in the world—at any price. That's big news for Porsche fans because the GT3 is one of the most potent and perhaps the purest models it sells. The GT3 packs a 4.0-liter flat six-cylinder in its tail that makes an even 500 hp way up at 8,350 rpm. The GT3 doesn't have the same seven-speed manual as the rest of the 911 line. Instead it uses a stronger six-speed unit borrowed from the hyperlimited 911 R model with a shorter gear lever. For many manual transmission enthusiasts, this is the car they'd most like to park in the garage. It also might be one of the last manual 911s, if the new 2020 models are any indication. The new Carrera and Carrera S launched with an eight-speed dual-clutch as the only transmission. Compared to the plain vanilla 500, the Abarth delivers 60 more hp and 72 more lb-ft of torque. The high-powered Fiat is relatively tame when you want it to be, but flatfoot the throttle and it sounds like a squadron of light aircraft are chasing you down—Fiat doesn't bother to fit, you know, a muffler. Need another incentive to go with the manual. For inexplicable Italian reasons, the manual cars make 160 hp but the automatics only get 154. In fact, we'd guess only the Acura NSX supercar is quicker. But what's neat about the Type R is that Honda channels the output of the 306-hp turbocharged four-cylinder engine through a manual transmission and on to the front wheels.

That's right, every Type R is a manual. Downside The Type R isn't pretty. But try to get past the appearance because the Type R is a very smart and sophisticated performance machine. The supercharger and large displacement V8 are gone, replaced by a tech-heavy flat-plane 526-hp 5.2-liter V8 that's nicknamed "Voodoo" and wants to rev hard. Nearly every body panel ahead of the windshield is all new to cover the car's wider track. Unlike Mustangs of the past—every design detail on the car is there to increase performance, not just appearances. Best of all, the only transmission Ford puts behind the new motor in the GT350 is a Tremec six-speed manual with carbon-bronze triple-cone synchronizers. And that's just fine with us. The difference here is that only the Golf R is offered with a manual transmission. This transmission will save you some dough over the DSG automatic. For 2018, there were also new touch screens and digital gauge clusters, too. Now if we can just get the Golf R in the new SportWagen body style like they have in Europe—with a manual. And second because a manual transmission adds an extra dimension of fun to 4x4s. Creeping up and over boulders with a manual transmission is challenging and requires just the right shift timing, throttle, and clutch work. An automatic lets the vehicle slowly crawl over the worst trail obstacles. All the driver has to do is steer and gently apply the throttle. The new Jeep Wrangler Rubicon is one of the most capable 4WD vehicles ever produced, and one of only a handful of 4x4s today that offer a manual. The all-new D478 gearbox six-speed has a deeper 5.131 first gear than the previous generation Wrangler for easier creeping on slow-speed trails. It's a bummer this gearbox isn't available with the fun and frisky 2.0-liter turbocharged four-cylinder engine, but it does operate smoothly and really brings out the most personality from the Wrangler's new 285-hp 3.6-liter V6. Long live the manual transmission Wrangler.

As if the 650-hp Z06 model wasn't enough, the Corvette team has upgraded the 6.2-liter V8 with a larger supercharger to deliver 755 hp and 715 lb-ft of torque. Chevy says the ZR1 is the most powerful Vette ever and can reach 60 mph in less than three seconds and top out at 212 mph. The new aero package, Chevy says, will produce an insane 950 pounds of downforce. They might need it, too, since the Corvette team is gunning to cut a full 20 seconds off the Nurburgring lap time of the old, previous-generation ZR1. Of all BMW's rivals in this class, few offer a row-your-own transmission, and BMW's is a good one. Get the shifts right and you can hit 60 mph in just over four seconds. In

two of the drivetrain modes Efficient and Sport, this smart gearbox will revmatch downshifts for you, too, which is handy. But select Sport Plus, and it's the driver's responsibility to do all that work. And since Caddy knows enthusiasts are buying this car, there's a sixspeed manual connected to the 464hp twinturbo V6. This is no lowtech gearbox. Do it all right and you will hit 60 mph in 4.2 seconds—and have a great time flicking the short throws of that Tremec sixspeed. You know what We'll take the regular Hellcat instead. After all, this car still has 717 hp and 656 lbft of torque thanks to its supercharged 6.2liter V8—those are just ridiculous numbers. Dodge could have wimped out and made sure every Hellcat was paired with an automatic, too. But Dodge didn't deprive manualtrans fans. You can tap into every one of those ponies with a robust sixspeed manual and leave burnout stripes stretching several blocks long. It can hit 60 mph in under four seconds despite weighing almost 4,500 pounds. Make ours a wide body with those extralarge wheels and tires. And the latest Lotus, the Evora, can build serious grip on these roads while also providing a soft, supple ride. So, it makes sense that the company would keep the manual transmission a big part of the formula.

The latest model, the limitedproduction Sport 410 GP Edition, is not only lighter by about 200 pounds but also drops the suspension slightly and retunes the springs and dampers for even better handling. The 400hp 3.5liter supercharged V6 is unchanged but the sixspeed manual, Lotus says, has a lowinertia flywheel for quicker shifts. And it is quick. The 2,910pound Lotus can hit 60 mph in just 3.9 seconds. Only 150 of these will be available for the world each year, so this will likely be one of the rarest manual machines on our list. And if you need more incentive to opt for the manual versus the automatic, the manual cars top speed is 190 mph. The automatic 174 mph. What that is, were not sure, but we can tell you that its big fun to row the STs leatherandaluminumtrimmed shifter through the gears as the little 1.6liter EcoBoost four strains toward its 197hp peak. The Fiesta ST is one of those cheap, thrilling machines that, when its gone, will make us sad that Ford gave up on cars. And Jag made sure that there were at least a few manual transmissions in the mix. Today, the lineup ranges from the new 296hp fourcylinder up to the firebreathing 575hp supercharged V8 SVR. But only the 340hp and 380hp supercharged V6 models can be paired with manuals. Hey, these cars can hit 60 mph in 5.5 and 5.3 seconds respectively—so that's probably sufficient for most backroad adventures. While there are zillions of vehicles with Toyotas 3.5liter V6, this is the only one other than the Lotus Evora that gets a manual. The Cayman's turbocharged 2.5liter flat fourcylinder normally makes 350 hp. But here that figure is bumped by 12 hp. It also comes with Porsche's best options like Active Suspension Management, a torquevectoring rear diff, drive modes, and a sport exhaust. The Cayman GTS also comes standard with a slick sixspeed manual. We particularly like the suedelike fabric used on the seats and steering wheel.

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