

## Car and Driver Says Cadillac CTS Is 'One of 10 Best'

The 2014 Cadillac CTS sedan is again one of *Car and Driver* magazine's 10 Best cars, the sixth consecutive time a CTS model has made the list, said Cadillac spokesman Brian Corbett.

"CTS is Cadillac's centerpiece, and earning this major accolade represents another important step in our mission," said Bob Ferguson, senior vice president, Global Cadillac.

The CTS/CTS-V was named a 10 Best car in 2008, 2009, 2010, 2011 and 2012, Corbett said.

*Car and Driver* wrote of the CTS, "Judging from the new Cadillac CTS . . . GM now knows how to bridge the gap between the driver and the spreadsheet. (It's not) simply about the cold pursuit of data. (It's) about the interaction between human and machine."

*Car and Driver* stated that GM gave the CTS excellent steering "that tells the story of a car in motion . . . Information pulses through (the steering wheel)."

*Car and Driver* also noted that the CTS's suspension tune has to harmonize with the steering for the car to feel right, adding that "Engineers have to find the ideal spring, damper, anti-roll-bar, and brushing calibrations so the body and suspension react in concert with the driver's inputs." The magazine's writers went on to say that the CTS does that.

*Car and Driver* concluded by stating that the CTS has always been the "Cadillac for people who prefer solid handling to landau roofs. At its birth in '03, however, the CTS seemed to prioritize numbers ahead of the driving experience. What's unusual about the CTS is that it represents GM persevering against its worst, most empirically driven instincts, methodically evolving the car's mechanicals and ladling on more feel with each generation.

"Yes, the General has flirted with putting experience ahead of the numbers before, but it never took . . . But the General has stuck with the CTS, making each successive model a more refined and entertaining sports sedan. The CTS is now unequivocally the best-handling car in the mid-size luxury segment."

The 2014 Cadillac CTS is offered with three powertrains. A 272-hp 2.0-liter turbocharged four-cylinder is standard and EPA-rated for 20/30 mpg city/highway. A 321-hp naturally aspirated V6 is available. Rear-wheel drive is standard; all-wheel drive is optional. Exclusive to the rear-wheel-drive CTS Vsport is the all-new 420-hp 3.6-liter Cadillac Twin-Turbo V6 engine.



Sonic Dusk (left) and Sonic RS Sedan (right) join the Sonic RS Hatch in 2014.

## Performance, Design Cues Added to Chevrolet Sonic

Chevrolet unveiled at the recent L.A. Auto Show two new sedan options to the Sonic lineup in 2014 – the performance-inspired RS and the stylish Dusk.

The options further demonstrated Chevy's commitment to the subcompact segment and to offering younger buyers expressive options at affordable prices, said GM Sonic spokesperson Analisa Bluhm.

The suggested retail price for the 2014 Sonic RS sedan starts at \$20,530 including \$825 destination. Sonic Dusk starts at \$20,945 including destination. Title and license fees are extra.

"Keeping the Sonic lineup fresh and offering consumers more choice is a priority for Chevrolet," said Cristi Landy, Marketing director for Chevrolet small cars. "The Sonic RS and Dusk sedans offer all of the great attributes that have made the Sonic a popular choice in the subcompact segment and they add performance and design cues."

Unique transmission gearing in the six-speed manual, or a 3.53 final drive ratio for automatic-equipped models, along with a sport-tuned suspension and lowered ride height, enhances the car's performance feel, Landy said.

One of the most dramatic Sonic RS cues, she said, is its front

fascia, which has a deep air dam design that enhances the car's road-hugging stance. Vertical intakes at the edges of the fascia reinforce a wide, low proportion and house the fog lamps. Interior refinements include:

- Aluminum sport pedals;
- A sport three-spoke, leather-wrapped steering wheel with contrasting stitching, and a racing-inspired flat-bottom design;
- Leather-appointed front bucket seats with red RS accents to the sportier appearance.

EPA-estimated fuel economy ratings are the same as the Sonic RS hatchback – 27 mpg city and 34 mpg highway with the manual transmission.

The Sonic RS sedan initially will be available in three color combinations: black granite metallic, silver ice metallic or summit white, all with jet black leather-appointed interiors.

The Sonic Dusk sedan, first shown as a concept at the 2011 SEMA Show, is meant to bring sophistication and style to the subcompact market, Landy said, which is done via unique exterior appointments that include a ground effects package, rear spoiler, 18-inch aluminum wheels with a Midnight Silver matte finish and four-wheel disc brakes – unique to Dusk and RS.

Sonic Dusk is powered by the Ecotec 1.4L turbocharged engine, rated at 138 horsepower and matched with six-speed manual and automatic transmissions. EPA-estimated fuel economy ratings are 29 mpg city and 40 mpg highway, with the manual transmission.

Also new in 2014, Chevrolet is introducing performance parts that enhance Sonic's handling, braking and performance, Landy said. The Chevrolet Performance parts include:

- 1.4L Turbo Stage Kit with high-flow exhaust, boosting the car up 10 horsepower and 15 lb.-ft. of torque;
- Cold-air induction;
- Suspension kit with lowered ride height;
- Brake package with Wilwood front calipers;
- 18-inch wheel-and-tire package.

These parts join appearance accessories announced in 2013, Bluhm said. Both models go on sale in spring 2014 and will be manufactured at Orion Assembly in Michigan. Sonic is the only subcompact assembled in America.

The Chevrolet Sonic and Spark are the first vehicles to offer Siri Eyes Free integration, Bluhm said.

Through the cars' available Chevrolet MyLink infotainment system, customers with a compatible iPhone running iOS6 or iOS7 can direct Siri to perform a number of tasks while they safely keep their eyes on the road and their hands on the wheel.

Also, the available BringGo navigation app, the most affordable navigation system in its class, offers easy-to-use features that included 3-D maps with lane suggestions, live traffic data, and more, Bluhm said.

## Fisker Bankruptcy Case on Fast Track

By RANDALL CHASE  
AP Business Writer

WILMINGTON, Del. (AP) – A Delaware judge has kept the bankruptcy case of electric car-maker Fisker Automotive on the fast track.

A hearing on the case is scheduled for Jan. 3 on the firm's proposed sale.

The judge has authorized Fisker to continue paying its employees and gave interim approval to its bankruptcy financing, which is being provided by the proposed buyer, Hybrid Technology LLC.

The proposed sale would result in a loss of \$139 million to federal taxpayers on an Obama

administration green-energy loan to Fisker, which is based in Anaheim, Calif.

Attorneys in the case say a committee representing unsecured creditors would be formed next week.

The unsecured creditors are owed an estimated \$250 million but stand to receive a minimum total cash distribution of only \$500,000.

The next hearing in the case is set for Dec. 10.

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