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Book Descriptions:

canada manual transmission cars

And, for whatever reason, gearheads tend to like manual transmissions. We are right in our assertion, of course. Where possible, specific trims are mentioned if they are required to unlock that car's chamber of manual transmission secrets. Some notable omissions from our list are the Fiat 500, whose return to the Canadian market is uncertain for 2019, and the Jaguar F-Type, which sadly loses its manual transmission for the 2020 model year. In a Birdboxstyle twist, the 124 uses the MX5's old manual gearbox but both are a pleasure to drive. Wellequipped small cars with a manual. Count us in. The 2019 Accord's stickshift can be paired with either the 1.5L or 2.0L mills, the latter pumping out a robust 252 horsepower. Base DX, midlevel LX, and zooty Sport trims all give drivers a chance to row their own gears. Those six speeds stir a 1.5L pot making 130 horsepower while gently sipping fuel. If this Chevy were a burger, it'd be at the top of that secret list. It is indeed possible to order a 2019 Trax in Canada with a sixspeed manual transmission, provided you pop for a frontwheel drive LS in white or silver. Don't forget to ask for an extra burger patty. The latter is an intriguing proposition, as wellequipped wagons with three pedals and power going to all four wheels are a rarity these days. A sixspeed manual transmission is available on all three trims, from Comfortline to Execline, the latter of which includes a vast screen for its instrument cluster called Digital Cockpit. Audilike, indeed. The GT's stick even includes revmatching technology, allowing your passengers to believe that you can heel and toe like Fangio. If you're looking for something that'll bring big bucks at Barrett Jackson in thirty years, seek out a convertible with the stick as slushbox droptops are much more common. One can even get a stick in the almighty Hellcat. Those rear tires don't stand a chance. The M's available with a stick as well, of course. <http://vnmmalta.com/userfiles/deta-electrical-smoke-alarm-manual.xml>

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In fact, these are likely one of the few models on our list whose manual take rate is higher than the automatic option. Good, we say. Active rev matching provides dandy aural treats in the form of burbles and pops during downshifts. Our pick The Z06. Arguably the best handling Porsche, especially when compared to the 911's loaded diaper, the 718 is a superb sports car that needn't live in the shadow of its older brother. The model is mentioned here thanks to the GT3 trim which, technically, is the old car but still available as a current model year today. It also shows up on the Countryman and Clubman All4 models, making Mini one of the few manufacturers to offer a stick on just about everything it makes. They're not exactly penalty boxes, mind you, equipped with standard air conditioning and a heated steering wheel. In fact, moving up the Accent food chain to models with features like forward collision warning on an Accent! still retain the standard transmission option. Cranking out a healthy 275hp, this pint-sized funbag made the most out of its tuning sessions during development at Germany's Nurburgring. These days, only the smallest Subarus are available with a sixcog stick, but that's better than none at all. Shoppers will find three pedals as an option in two trims, base L and sporty SE. While the Corolla Hatch is a slight offshoot of the family tree these days, it too offers a manual for those who like to row their own in an economy car. A fivespeed manual shows up in all three trims of Yaris Hatch while the slightly weirdo Yaris Sedan offers a stick only on its base model. Most dealers will be a lot more interested in selling you an EcoSport, so be

sure to check the back of the lot for these small Fords. The ST trim, if you can find one, has a sixspeed manual. While other manufacturers have recently and quietly dropped the stick from their midsize pickups, Toyota carries the flame in no fewer than three of its Tacomas, including the too cool TRD Pro. <http://todoferdistribuciones.com.co/userfiles/deta-smoke-alarm-user-manual.xml>

The day the Jeep lineup does not include a stickshift will be the day the auto industry ends. Estimated monthly payments provided may not accurately reflect your actual car-related payments. Vehicle pricing and availability varies and dealers may sell for less than the MSRP; contact your local dealer for accurate stock and pricing information. Insurance charges are estimated based on your chosen vehicle and the other information you provide about yourself; actual rates will vary depending on your chosen insurer and coverage level. All price, payment, and other information provided by this tool is subject to change without notice and is not meant to be relied upon. These are estimates only based on information contributed by third parties, which is not independently verified, endorsed by, or the responsibility of Wheels.ca or Digital Auto Ventures. I would like to receive notices that may be of interest to me, communications, promotional offers and other information from Digital Auto Ventures. Digital Auto Ventures, a partnership between Metroland Media Group Ltd. We may earn money from the links on this page. Guess what You're right. Sales of electric cars recently surpassed those with three pedals. And since earlier this year, when we last revised this list, several stickshift-equipped models have been dropped from the U.S. market, either because the option or the entire model line has been discontinued. Most notably, the Cadillac ATS-V is gone, and Jaguar no longer offers a sixspeed for its rowdy F-type. But here's the good news. There are more than 30 cars available in the U.S. that come with a manual gearbox. A handful of sportutes come with them, too, but we covered those in a separate list. If it's a rowdy yourself new car you're after, this list will help you find it. Here's hoping the next time we have to update this story, we'll be adding entries. The unconventional dogleg-pattern shifter is offered only on the track-ready AMR performance variant.

Powered by a twin-turbo 4.0-liter V8 supplied from Mercedes-AMG, the Vantage is as quick as it is beautiful. The rear-drive 230i and M240i coupes can both be specified with a sixspeed 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 sixspeed 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 sixspeed 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 sixspeed 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 sixspeed 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. You can order your Civic sedan or coupe with the sixspeed in either Sport or Si guise, or you can get a rowdy yourself 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 jury's 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 six-speed 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, it's a real bargain when it comes to obtaining a heel-and-toe education. The moment you step up from the base SE model to the midlevel SEL or the top Limited trim, though, you're stuck with a CVT. But it's not the only manual-equipped car from this Korean automaker. That model will come with either a continuously variable or dual-clutch automatic transmission, depending on the trim level. Also, the five-door Elantra GT hatchback now pairs exclusively with a six-speed automatic. But for those who prefer their hot or warm hatches with three pedals, the sportier N Line model packs a six-speed manual as standard equipment. The six-speed manual is available in the base FE trim level and in the turbocharged Forte GT also available with a seven-speed dual-clutch. 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 eight-speed slushbox in the Stinger. It's also one of the only mid-engine sports cars you can buy with a stick shift. Though an automatic is available on the outgoing Evora 400, a six-speed manual is the only choice on the GT. We like to think that the company's "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 front-wheel drive and the Premium package. If you want the sedan, all-wheel drive, or a lower trim level, you'll have to settle for the automatic. No matter how you slice it, you get the same 2.5-liter four-pot. So far, so good. Now on its fourth generation, the MX5 is still resolutely faithful to the original format. Like the Chevy Sparks, it's a five-speed. Higher-spec—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 otherwise optional seven-speed automatic. The six-speed manual has a rev-matching 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 it's still one of the most budget-friendly new cars you can buy, and you can get it with a manual. It has five speeds, and as with the larger Sentra, it's available only on the base S trim. Higher-level models get a CVT. Both the Cayman coupe and Boxster convertible come with a six-speed or the optional seven-speed dual-clutch 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 seven-speed manual transmission option to the 911 lineup. It's currently available on the new 992-generation Carrera S and Carrera 4S in both coupe and convertible body styles as a no-cost option over the eight-speed dual-clutch. Currently, you can't spec the base Carrera coupe and cabrio with the manual. That's also true of the carryover 991-gen GT3 RS, GT2 RS, and Turbo models. But for now, the old Carrera GTS and Targa models are still available with a seven-speed stick and the GT3 with a six-speed.

As for the Speedster if you can get your hands on one, that can be spec'd solely with a six-speed manual. 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 eight-speed automatic. Customers can spec their base sedan, base hatch, or Sport hatch with a five-speed as an alternative to the CVT. The combination of a manual transmission and Subaru's signature all-wheel-drive 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 six-speed 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 six-speed 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 whats 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. Times have changed the stick shift is not extinct yet, but every year it becomes more endangered. The manual transmission, sadly, serves little purpose anymore. Our electric cars of the future won't use them. Even today, improved automatics are outperforming manuals on both the race track and on the EPA fuel economy test cycle. What the stick shift does still offer is a more engaging driving experience. For certain vehicles, it's that driving experience that remains paramount. Those cars' robust and loyal fan bases scoff at "flappy paddles," instead demanding ungoverned threepedal amusement.

Here are some such awesome cars you can still buy for the 2020 model year with a manual transmission. We culled it down to 10, but sadly, it wasn't as hard to cut down this list as it once was. 2020 Porsche 718 Cayman GTS But man, what a 365 horsepower fourpot. You could make the argument for choosing Porsche's dualclutch PDK automatic here. That transmission is an engineering marvel; in the Cayman GTS, it's a halfsecond faster than the manual from 060 mph when you also opt for the Sport Chrono package. But do you want to go a few ticks faster, or do you want row your own gears in a Porsche like the automotive gods intended. With the limited edition Vantage AMR, the company gave the enthusiasts dropping a hefty check what they wanted the visceral thrill of driving a manual transmission. Note this manual is a sevenspeed dogleg gearbox first gear is on the bottom left, which offers advantages for track driving, but is unusual in a road car. It's still the enthusiastpreferred option, unless you do an extraordinary amount of slowspeed rock climbing. But even in Wrangler world, there's a slow drift toward the automatic. Unlike some other cars, the stick shift is still quicker than the automatic, by a hair. It looks great. It's loud. It will go fast in a straight line. The Bullitt edition may be the purest embodiment of that ethos. Toyota, however, will let you do the shifting yourself on a Tacoma with the bigger V6 and the premium TRD Pro trim. The GTI takes that formula up a notch with added power and some of the best handling on a road car. For now, it's the halo Golf, since we are losing the Golf R for 2020. We don't yet know the full extent of Volkswagen's Golf lineup culling in the U.S. as America has gone allin on the Atlas and Tiguan. But we do know Americans will get the GTI for the eighth generation — and it will have a stick shift.

Big changes have been rumored for the nextgeneration WRX, including the venerable EJ25 motor's retirement and a move to Subaru's new global platform. But, with a 90 percent manual take rate, expect the stick shift to stay — at least for the premium STI models. It's not quite a Golf R or a Civic Type R in the performance or practicality departments, but it's significantly cheaper. Learn more here. 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. Rare Metals What You Missed Did You Hear. Here are your choices. There was a time, though, when choosing a manual transmission meant performance and efficiency advantages over the optional slushbox. Those days are over. Modern automatics and continuously variable transmissions consistently return better fuel economy ratings than their clutch pedalequipped counterparts—and they shift quicker, too. Its part of the reason why a manualequipped Porsche 911 is slower to 60 mph than an identical car sporting Porsche s PDK dualclutch automatic gearbox. There's a case to be made for the automatic. And yet there is still demand for the manual transmission, though its dwindling. There is something tactile and analog and supremely satisfying about changing gears yourself that cannot be replaced with improved fuel economy or launch control and quick shifts. The responsibility of driving any vehicle is shared between human and machine. Rather than diminishing the role of the driver, a car with a manual transmission celebrates the human aspect of driving. That's crucial, especially as automakers continue to push for autonomous cars. For those whod prefer to pilot their own vehicles, this is our list of every car you can buy right now with a manual transmission. View Gallery 17 Photos THE

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Toronto Hotels Things to do Restaurants Flights Vacation Rentals Shopping Vacation Packages Cruises Rental Cars Travel Forum Airlines Travel Guides Best of 2020 Road Trips Help Center All forums Can anyone please tell me if manual cars are available for hire and from where That's because many North Americans only drive automatics. Closest I ever got to stick was a Hertz luxury car with a combined automatic and stick. According to its search, there are no manualtransmission rental cars available in Toronto. That's not to say that RentaWreck or some such may not have some old beater with a stick they're renting out, but it's probably more trouble than it's worth to look. We also want to spend some time at Niagara Falls and Toronto and if we have any time left, Ottawa. All forums Do I need a passport Driving Around the City Question. I come from a warmer climate. If you are a resident of another country or region, please select the appropriate version of Tripadvisor for your country or region in the dropdown menu. more. 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 don't 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 heelandtoe 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 flat-foot 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 rev-match 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 six-speed manual connected to the 464-hp twin-turbo V6. This is no low-tech 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 six-speed. 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.