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[AUTO SHOW MAP INSIDE]



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NORTH AMERICAN INTERNATIONAL AUTO SHOW®



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the road ahead is the reason.

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Since 1907, Detroit has had an auto show. You probably knew that. What you may not have known is that the Detroit Auto Show hasn't always been held here at Cobo Center. In fact, over the years, the show was presented in a variety of locations, including the Detroit Light Guard Armory, the Detroit Artillery Armory, the Michigan State Fairgrounds, a factory, a German beer garden and, since most of the 1960s, Cobo Center (formerly known as Cobo Hall). But, through all of its venue changes, it remained the "Detroit Auto Show," a regionally focused event designed to spur auto sales during the usually slow winter months.

But 25 years ago something special happened. The "Detroit Auto Show" came to an end, and the "North American International Auto Show" was born.

This occurred because a committee representing the Detroit Auto Dealers Association (producer of the auto show) developed a plan and traveled the globe to forge new relationships with international auto manufacturers. Detroit, they correct-

ly believed, could and should be the world stage for vehicle unveilings.

The team included George Gorno, David Fischer, Gordon Stewart, Ken Meade, Robert Thibodeau Sr., and global industrialist Heinz Prechter (with ongoing guidance from one of the biggest names in automotive media, Keith Crain).

So off they went to Europe and Asia with a plan. They returned with more than expected: Not only did Toyota and Nissan commit to unveiling new luxury cars at NAIAS, they also introduced their own new luxury brands – Lexus and Infiniti – for the first time anywhere.

Today, the international relationship with our global partners is as strong as ever. In fact, outside the respected motor shows in Frankfurt and Tokyo, there are more German and Japanese vehicles, respectively, introduced annually at



ROBERT SHUMAN
Chairman
2014 North American International Auto Show
President,
Shuman Chrysler Dodge Jeep Ram, Walled Lake

NAIAS than any other show in the world.

All in all, since Detroit went international, some 1,365 vehicles have been introduced at NAIAS and 81 percent of them have been worldwide unveilings, meaning they were never seen before they appeared on our stage.

Beyond the impact on the global automotive industry, don't forget what NAIAS means to metro Detroit: \$375 million in economic impact; and millions of dollars raised annually for children's charities in Southeast Michigan at the largest single-night fundraiser in the United States – the NAIAS Charity Preview.

Not a bad quarter century's work. And, take it from me, we're not done yet.

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THE FIRST ONE WHO SAYS IT, GETS IT

How Detroit landed the marquee international auto show

DAVID BARKHOLZ
Automotive News

The easy part of becoming the North American International Auto Show was for Detroit's car dealers to claim the name. The hard part was getting buy-in from international automakers and media to attend.

But 25 years ago, a determined cadre of Detroit-area dealers and business leaders — along with staff from the Detroit Auto Dealers Association — upstaged the New York International Auto Show with much fanfare and not a little relief.

"There were some people at the Big 3, especially in sales and marketing, who were kind of laughing at us," said Ken Meade, the 70-year-old CEO of Meade Lexus of Lakeside in suburban Detroit who helped put the first show together as a Detroit Auto Dealers Association trustee.

Few people would consider Detroit a January destination. Cold, gray and dreary are some of the nicer descriptions of the city, circa 1989.

But despite a fierce snowstorm that year, the North American International Auto Show made its debut — and has been going strong ever since.

Last year's show featured:

- 71 global or North American vehicle premieres.
- Auto executives and more than 5,200 media members from around the world visiting the city.
- An estimated \$365 million in economic impact to the Detroit area.

How it came together was a mixture of hard work, good fortune and realized opportunity, said Gordon Stewart, 68, who owns four Chevrolet stores in Michigan, Georgia and Florida.

BIG BREAK: What prompted Detroit's expansion beyond a regional show? Detroit dealer Bob Thibodeau Sr., while traveling in England in the mid-1980s, was chatting up a London cabbie, who wondered why



Top: The show floor in '54. Above: Big ideas, big space, big show in 1989.

Detroit, the home of the Big 3, didn't have a bigger auto show. Thibodeau, who died in 2005, was inspired to ask the Detroit Auto Dealers Association to consider expanding.

Thibodeau joined Meade, Stewart, dealership group owner David Fischer and others who propelled the plan.

The challenge of turning the regional Detroit auto show into an international event was getting the international media to attend and finding automaker executives for them to interview, Stewart said. Press days also needed to be televised to increase coverage across the country.

Preparation for the first international show started almost two years before the kickoff, with the dealers, Dan Hayes, then the association's executive vice president, and others visiting international shows in Tokyo, Frankfurt, Paris and Geneva.

Michelin, the French tire giant, had experience sponsoring pressrooms at the international shows. Michelin, which still sponsors the show in Detroit, provided advice on how to set up a room and process interviews with automaker executives — many of whom needed translation, Stewart said.

Then the organizers caught a huge break. Toyota was preparing to launch Lexus in the United States when Meade and others urged Bob McCurry, then Toyota's U.S. sales chief, to introduce the luxury brand in Detroit.

McCurry, who died in 2006, agreed.

Nissan, realizing that its rival was about to plant a flag in Detroit, decided to launch its Infiniti luxury brand at the show as well.

That proved an instant magnet for the international media, and an increased presence by the German luxury automakers, Stewart said. About 4,000 journalists attended Detroit's first international auto show.

KEY PLAYERS: Stewart said the composition of the organizing committee proved crucial to the cause.

Meade, one of the first 25 Lexus dealers in the country, helped lure Lexus. Fischer had several German import brands in his Suburban Collection dealership group, which allowed him to influence those car-makers.

Another key player was Heinz Prechter, a sunroof entrepreneur in suburban Detroit who knew international protocols and had the promotional connections to help launch the show, Stewart said. Prechter, the former head of American Sunroof Corp., died in 2001.

Keith Crain, editor-in-chief of *Automotive News*, said the Detroit auto dealers were wise to claim the "North American" international mantle before New York, Chicago or Los Angeles.

Crain, chairman of Crain Communications, said he told Hayes: "The first one who says it, gets it."

And while New York had tagged itself as an "international" auto show since it was formed 1900, it always used the city's location as its moniker. New York hadn't trademarked the "North American" name. Detroit snapped it up.

The automakers weren't playing around either. Toyota came to the first show with a two-story exhibit that spurred competition with rivals to build elaborate displays to showcase their vehicles, Thibodeau said in a transcribed 2003 interview with his son, Bob Thibodeau Jr.

Stewart said he remembers the moment when any lingering doubts about the success of the first show vanished: "We knew it would work when thousands of press started signing up for it."

REFRESHED COBO BECOMES A CENTER OF ATTENTION

BY DOUG HENZE
Crain's Custom Media



◀ A view of the renovated atrium of Cobo Center. Marble, glass, and porcelain were used to give the space a distinct look.

AS THOUSANDS OF CAR enthusiasts converge on the North American International Auto Show in search of the most striking new vehicles, they may find it's the building that's the star.

Now at the halfway point of a \$267 million renovation, Cobo Center has taken on a totally different appearance for the 2014 show. The old Cobo Arena space — once home to the Detroit Pistons — has given way to a grand ballroom, upscale meeting rooms and a stunning atrium featuring floor-to-ceiling glass.

It's a milestone in keeping the NAIAS — in the birthplace of the American automobile industry — competitive with shows globally.

Show attendees will see “a completely transformed Cobo Center,” said Thom Connors, regional vice president of SMG and general manager of Cobo Center, the firm hired to manage the venue. “I think people will be shocked by the new look of the interior space. Cobo Center's got some sizzle.”

Renovation of the space has been underway since September 2009, but the improvements largely have been behind the scenes. Journalists, suppliers and members of the public attending the show from around the world won't miss the changes this year.

Major construction at Cobo Center began in early 2011 when crews gutted the arena space and installed a midlevel floor, Connors said. That work set the stage for what Cobo now is unveiling.

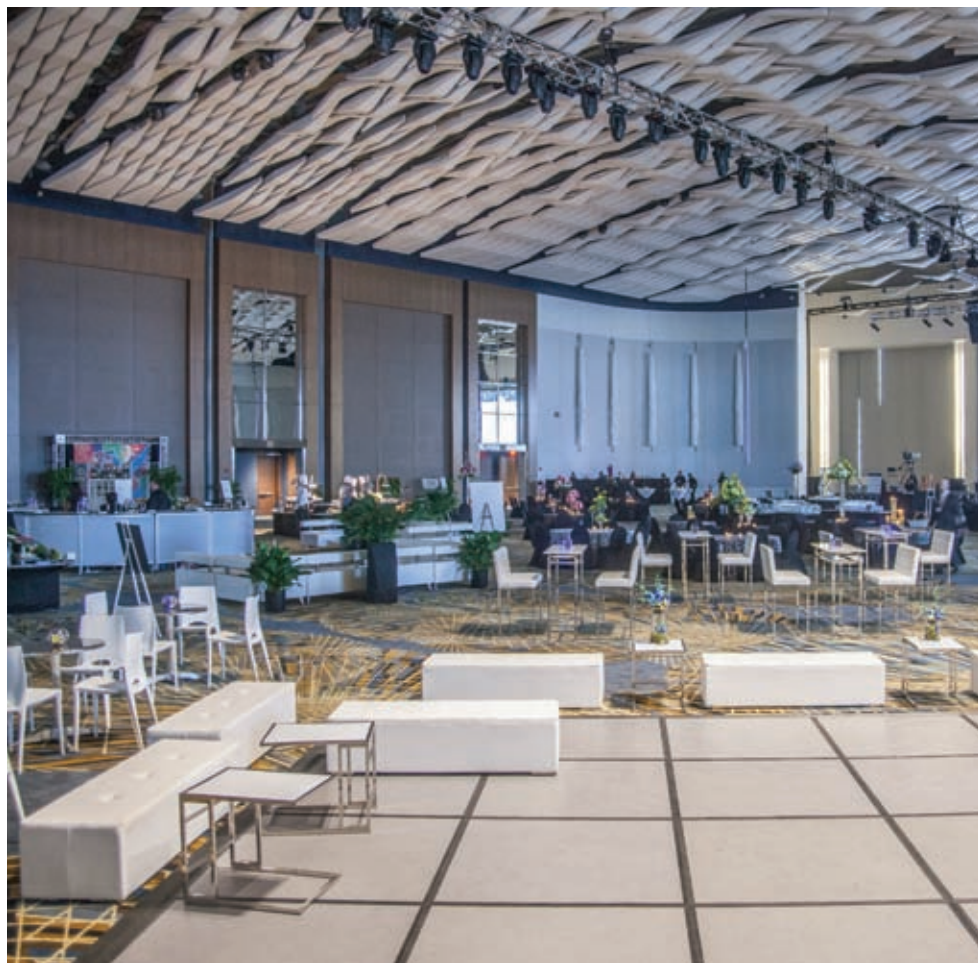
One of the most visually captivating new features is the finished, 30,000-square-foot atrium, which features a glass wall overlooking the Detroit River. Visitors standing on the white porcelain floor of the atrium can gaze 80 feet up marble-covered columns.

The atrium “has already been used for a number of private receptions,” said Connors, describing the reactions of guests to that and other new features as “spectacular.”

The atrium was open for the 2013 auto show — minus the marble and porcelain finishes. A VIP lounge will overlook the atrium.

Another notable new feature is the 40,000-square-foot Grand Riverview ballroom with its 40-foot ceiling. The ballroom can seat as many as 3,500 people.

“There is a custom-designed ceiling



A view of the new 40,000-square-foot ballroom.

that provides not only a beautiful look, but a number of the features are lighting elements,” Connors said, adding that lights can pulse or glow different colors. “Meeting and party planners can become really creative with the space,” he said.

Movable partitions in the ballroom offer flexibility in the space. A large stage lift adds to an event's showmanship.

“You can put products, cars (or) people on the lift and have a very dramatic entrance,” Connors said. The stage rises 50 feet from the loading dock to a 6-foot stage height.

Cobo Center also has added 20,000 square feet of meeting space and put in an 8,000-square-foot production kitchen behind the ballroom to serve hungry visitors.

The quality of the meeting rooms has been improved “immensely,” Connors said. The rooms feature fresh, multicolored carpeting and wall sliders for varying space needs.

A new food court will feature six restaurants serving a range of food, such as Greek, Polish and gourmet burgers.

With a nod to technology, Cobo Center is opening a 230-seat cybercafe. The space — named Cityview Lounge because of its view of the Detroit skyline — will offer free WiFi and a recharging area.

The center also has increased its bandwidth to 1 gig to allow the use of 30,000 wireless devices at once.

The current renovations are the first portion of what will become an entirely upgraded Cobo Center, Connors said. In 2014 and 2015, the original convention center, built in 1960, and the 1989 expansion will get a face-lift.

Besides updating meeting space, the center will put a new facade on the east side of the building, featuring a glass curtain with three video screens. The screens will display advertisements or messages about events at Cobo.

Cobo Center also will create an out-



Events with a view: the space outside the new ballroom boasts views of the Detroit River.

door event space — to be known as Cobo Square — primarily for use during warm weather.

Cobo's extensive renovation is the result of a decades-long outcry from the auto industry about the convention hall's lack of competitiveness.

"The auto show let it be known that unless something was done about Cobo Center to improve conditions, they were considering leaving," Connors said.

That led to the creation of the five-member Detroit Regional Convention Facility Authority, which began its work in September 2009. With appointed representatives from Detroit, the state and Wayne, Oakland and Macomb counties, the body is required to have unanimous agreement for all actions taken.

In its first year, the authority hired SMG and caterer Centerplate and signed the auto show to a five-year deal, Connors said. The authority also "conducted basic maintenance on the facility that had been deferred for over a decade," he said.

That included \$6 million in lighting, electrical and other infrastructure improvements. Outdoor loading docks

were enclosed, and energy-efficient lighting, escalators and building system controls were added, reducing utility costs 40 percent, Connors said.

The center later added the Eatsville concession area to play on Detroit's Hitsville music identity.

"When we got to Cobo in 2010, there was no sense of place," Connors said of the branding. Giving it one is a way to lure conventioners — and their dollars — to the city.

"It's business tourism, really," Connors said. "People come into town for events, and they stay three or four nights, and they spend millions of dollars."

That's a boon not just for Cobo Center but for the entire area, said Larry Alexander, president and CEO of the Detroit Metro Convention & Visitors Bureau and chairman of the DRCFA. That means dollars spent on local contractors doing the renovation as well as dollars spent by out-of-towners at restaurants, hotels and other businesses.

"There are a lot of people who are depending on these groups for part of their livelihood," Alexander said.

Having a first-class convention center gives Detroit a positive boost when much of the talk nationally about the city is about crime, blight and the bankruptcy.

"This is bringing an awful lot of national attention to us," Alexander said of the Cobo work. "It gives people a different side of the story."

Alexander sees it as another page in the Detroit comeback book that entrepreneurs such as Dan Gilbert and Mike Ilitch are trying to write with their investment dollars.

The renovated Cobo, combined with an improving economy, is bringing back Detroit's convention industry, Alexander said. Cobo, which once booked 14 conventions from around the country, saw that number slide to as low as two, he said.

The center already has booked 10 conventions for 2014 and has nine lined up for 2015.

"We've got a lot of other groups we're looking at closing deals with, and it's because of the convention center," Alexander said.

The auto show has been able to bring back exhibitors who left in recent years, he said.

"This is something that is the foundation of our entire state," Alexander said. "That keeps us on the leading edge and the top of the heap."

Rod Alberts, executive director of the NAIAS and the Detroit Auto Dealers Association, remembers supplier days' attendance falling off the cliff in 2009. With an aging convention center and the economy's bottoming out, the record 30,000 attendees who turned out in 2008 declined to 8,000 in 2009.

"My guess is we'll have well over 30,000 this year," he said, crediting the regional authority for completing the much-needed changes. "It should be an extremely good year."

Alberts said the center's new look, as well as improved economics in the auto industry, has much to do with bringing the crowds back.

"It's almost not like being in Cobo Hall like you once knew," he said. "The new ballroom attached to it looks like it came out of Paris."

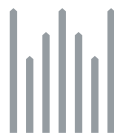
Change was essential for the auto show to thrive, Alberts said.

"We were decades behind," he said. "It's like trying to bring guests to your house and everything is broken."

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“The management and staff of One Detroit Center are of the highest caliber. We have always found them friendly and responsive. We know that the safety of our employees is always top of mind, and we have found the security staff to be visible and willing to help. We highly recommend One Detroit Center to anyone interested in becoming a tenant.”

John D. Gorzalski, Chief Administrative Officer, Dickinson Wright PLLC



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WHAT TO DO AROUND TOWN

BY MICHELLE MUÑOZ
Crain's Custom Media

WHILE YOU'RE IN DETROIT FOR THE NORTH American International Auto Show, stay a while and grab a bite to eat, do a bit of shopping or enjoy some entertainment.

Here's a list of things to consider. Most are within walking distance of Cobo Center; some are just a short drive away. This list isn't exhaustive. It is based on recommendations from a variety of sources such as Jeanette Pierce of D:hive, the Detroit Metro Convention & Visitors Bureau, local websites and residents.

SHOPPING

■ TIGERS TEAM STORE

Get all your official Detroit Tigers apparel and other gear here.

HOURS/CONTACT: 10 a.m.-4 p.m. Mon.-Fri.; (313) 471-2673.

DIRECTIONS: At the corner of Witherell and Elizabeth inside Comerica Park. Head north on Woodward, turn right on Adams, then left on Witherell — about a mile from Cobo.

■ LIONS PRO SHOP

If you're looking for Detroit Lions gear, the pro shop is the place to go.

HOURS/CONTACT: 10 a.m.-3:30 p.m. Mon.-Fri.; (313) 262-2200

DIRECTIONS: 2000 Brush, inside Ford Field. Head north on Washington, turn right on Park, continue on Witherell, turn right on East Adams and turn left on Brush — about a mile from Cobo.

■ SPECTACLES

Spectacles, in Detroit for more than 20 years, has clothing and accessories for men and women. It features Detroit-centric items like the "Soul Detroit" T-shirt.

HOURS/CONTACT: Noon-6 p.m. Mon.-Thu., 11 a.m.-8 p.m. Fri., noon-6 p.m. Sat., closed Sun.; (313) 963-6886

DIRECTIONS: 230 E. Grand River between Broadway and Centre.

Head north on Washington, turn right on Grand River — less than a mile.

■ PURE DETROIT

If you're looking for an item you can get only in Detroit, you have a good chance of finding it at Pure Detroit. Clothing, handbags, food and other items are available.

HOURS: The Guardian and RenCen locations are open 10:30 a.m.-5:30 p.m. Mon.-Sat. The Fisher location is open 10:30 a.m.-6 p.m. Mon.-Sat. and noon-5 p.m. Sun.

DIRECTIONS/CONTACT: In the Guardian Building at 500 Griswold between West Larned and Congress; (313) 963-1440. Start east on West Larned and turn left at Griswold — about a quarter of a mile. Also in the Renaissance Center in Tower 400; (313) 259-5100. Head northeast on Jefferson — about half a mile.

The store in the Fisher Building is about four miles north of Cobo just west of Woodward, on East Grand Boulevard.

■ MOOSEJAW

The outdoor retailer has a location on Woodward near the Cadillac Center People Mover station.

HOURS/CONTACT: 11 a.m.-7 p.m. Wed, 11 a.m.-9 p.m. Thu., 11 a.m.-7 p.m. Fri. and Sat.; (313) 938-3605

DIRECTIONS: 1275 Woodward Ave. Head north on Washington Boulevard, turn right onto West Fort Street, continue on Woodward Avenue — about half a mile.

■ JOHN K. KING USED AND RARE BOOKS

John K. King bookstore is Michigan's largest used and rare bookstore. It consists of two buildings.

HOURS/CONTACT: 9:30 a.m.-5:30 p.m. Mon.-Sat.; (313)961-0622

DIRECTIONS: 901 W. Lafayette Blvd. Head north on Washington Boulevard, turn left onto West Lafayette Boulevard — about three-fourths of a mile.

EATING, DRINKING

» *Less than half a mile away*

■ LAFAYETTE CONEY ISLAND

MENU: Coney dogs and fries are the stars.

HOURS/CONTACT: 9-3 a.m. Sun.-Thu., 9-4 a.m. Fri.-Sat.; (313) 964-8198

DIRECTIONS: 118 W. Lafayette, at Michigan. Head north on Washington, turn right at West Lafayette.

■ AMERICAN CONEY ISLAND

MENU: Coney dogs are what it's famous for, but it also features gyros, salads and sandwiches.

HOURS/CONTACT: 24 hours every day; (313) 961-7758

DIRECTIONS: 115 Michigan, at West Lafayette. Head north on Washington, turn right at West Lafayette.

■ ROAST

MENU: Dinner at chef Michael Symon's place inside the Westin Book Cadillac hotel features seafood, steaks and other cuts of meat. The bar menu includes wings, coney dogs and burgers.

HOURS/CONTACT: Bar opens at 4 p.m. Mon.-Fri. and 5 p.m. Sat. and Sun. Dinner service begins at 5 p.m. every day; (313) 961-2500

RESERVATIONS: At RoastDetroit.com
DIRECTIONS: 1128 Washington,

between Michigan and State. Go north on Washington.

■ 24GRILLE

MENU: The restaurant inside the Westin Book Cadillac offers brunch, lunch and dinner and has a new champagne bar. The menu features a variety of American and regional dishes, from barbecued chicken to confit duck leg.

HOURS: 11 a.m.-10 p.m. Mon.-Sat., 4-10 p.m. Sun.

RESERVATIONS: At 24Grille.com or (313) 964-3821

DIRECTIONS: 204 Michigan, inside the Westin Book Cadillac. Go north on Washington and turn right at Michigan.

■ FORAN'S GRAND TRUNK PUB

MENU: Foran's menu features more than 170 bottled craft beers. The food includes burgers, sandwiches and traditional Irish offerings such as shepherd's pie and bread pudding.

HOURS/CONTACT: 11-2 a.m. every day; (313) 961-3043

DIRECTIONS: 612 Woodward, just north of Congress: Head east on Jefferson and take a left onto Woodward.

■ ANCHOR BAR

MENU: Featuring items for breakfast, lunch and dinner. Daily specials as well as burgers, sandwiches and soups.

HOURS/CONTACT: 7-2:30 a.m. Mon.-Sat., noon-2:30 a.m. Sun.; (313) 964-9127

DIRECTIONS: 450 W. Fort, Suite 100, between Cass and First. Head north on Washington, turn left on West Fort.

» *One-half to three-fourths of a mile*

■ ANDIAMO DETROIT RIVERFRONT

MENU: Andiamo's menu features Italian classics, from fettuccine to ravioli. A limited grab-and-go menu is available any day before 7 p.m. for \$49.95 and can feed four.

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HOURS/CONTACT: 11 a.m.-11 p.m. Mon.-Thu., 11 a.m.-midnight Fri., noon-midnight Sat., 2-9 p.m. Sun.
RESERVATIONS: (313) 567-6700
DIRECTIONS: Inside the GM Wintergarden at the Renaissance Center. Go east on Jefferson, turn right on Bates and left at Atwater.

■ SWEETWATER TAVERN

MENU: Known for its wings, but it offers burgers, sandwiches, salads and pulled pork.
HOURS/CONTACT: 11 a.m.-2 a.m. Mon.-Sat., noon-2 a.m. Sun.; (313) 962-2210
DIRECTIONS: 400 E. Congress, at Brush. Go north on Washington, turn right on Congress.

■ HUDSON CAFÉ

MENU: Breakfast and lunch selections such as pancakes, waffles, salads and sandwiches.
HOURS/CONTACT: 8 a.m.-3 p.m. Mon.-Thu., 8 a.m.-4 p.m. Fri.-Sun.; (313) 237-1000
DIRECTIONS: 1241 Woodward Ave. Head north on Washington Boulevard, turn right onto West Fort Street, continue on Woodward Avenue.

■ BAGGER DAVE'S LEGENDARY BURGER TAVERN

MENU: A Michigan original, Bagger Dave's menu includes a build-your-own-burger option.
HOURS/CONTACT: 11 a.m.-10 p.m. Sun. and Mon., 11 a.m.-11 p.m. Tue.-Thu., 11 a.m.-11 p.m. Fri. and Sat.; (313) 782-4147
DIRECTIONS: 1224 Randolph, between Monroe and Macomb streets. Head north on Washington Boulevard, turn right onto West Congress Street, left onto Woodward Avenue, slight right onto Monroe Street and left onto Randolph Street.

■ BUFFALO WILD WINGS

MENU: Burgers, wings and wraps are on the menu at the country's largest Buffalo Wild Wings location.
HOURS/CONTACT: 11-1 a.m. Mon.-Thu., 11-2 a.m. Fri. and Sat., noon to midnight Sun.; (313) 961-9453
DIRECTIONS: 1218 Randolph,

between Monroe and Macomb streets. Head north on Washington Boulevard, turn right onto West Congress Street, left onto Woodward Avenue, slight right onto Monroe Street and left onto Randolph Street.

■ CAFÉ D'MONGO'S SPEAKEASY

MENU: A full bar with a selection of house cocktails. Barbecued ribs and chicken, macaroni and cheese and other selections are available early in the evening.
HOURS: 5 p.m.-1:30 a.m. Fri., 8:30 p.m.-1:30 a.m. Sat.
DIRECTIONS: 1439 Griswold St., near the Times Square People Mover station. Head north on Washington Boulevard, take a slight right to stay on Washington, turn right onto Grand River Avenue, left onto Griswold Street.

»» *About a mile*

■ ANGELINA ITALIAN BISTRO

MENU: Dinner features Italian dishes that change seasonally and an extensive wine selection.
HOURS: 5-10 p.m. Tue.-Thu., 4-11 p.m. Fri. and Sat., 4-8 p.m. Sun.
RESERVATIONS: (313) 962-1355
DIRECTIONS: 1565 Broadway, near Grand Circus Park. Go east on Larned, turn left onto Woodward, take a right on Witherell and another right onto Broadway.

■ HARBOR HOUSE

MENU: Many kinds of seafood and meat. An all-you-can-eat option includes shrimp, frog legs and salmon. Wednesday nights feature live jazz and Thursday nights live blues; there is sometimes music on other nights.
HOURS/CONTACT: 11 a.m.-11 p.m. Mon.-Tue., 11-2 a.m. Wed.-Fri., 3 p.m.-2 a.m. Sat., 1-11 p.m. Sun.; (313) 967-9900
DIRECTIONS: 440 Clinton, just off Gratiot. Take Jefferson east, turn left at Randolph, veer right onto Gratiot, turn right onto Clinton.

■ VICENTE'S CUBAN CUISINE

MENU: Lunch and dinner feature a variety of Cuban sandwiches,

paellas and other dishes. Friday or Saturday nights have salsa dancing and lessons.

HOURS/CONTACT: 11 a.m.-10 p.m. Mon.-Thu., 11 a.m.-11 p.m. Fri.-Sat. with dancing 11 p.m.-2 a.m.; noon-9 p.m. Sun.; (313) 962-8800
DIRECTIONS: 1250 Library, near Farmer. Start north on Washington, turn right at Fort, left on Woodward, right at Gratiot and left onto Library.

■ BOOKIES BAR & GRILL

MENU: Traditional bar fare such as burgers, sliders and sandwiches and a number of entrees. Daily specials on food and drinks.
HOURS/CONTACT: 11-2 a.m. Mon.-Sat., noon-2 a.m. Sun., happy hour 3-6 p.m. daily; (313) 962-0319
DIRECTIONS: 2208 Cass, at Columbia. Go northwest on Washington, turn left at Michigan and right onto Cass.

■ COACHES CORNER

MENU: Burgers, sandwiches, pizza and salads. There are daily food and drink specials.
HOURS/CONTACT: 11 a.m.-midnight Mon.-Wed., 11-2 a.m. Thu.-Sat.; (313) 963-4000
DIRECTIONS: 1465 Centre, near Harmonie Park. Head northwest on Washington, turn right on East Grand River and turn right onto Centre.

THINGS TO DO

■ MGM GRAND CASINO

DIRECTIONS/CONTACT: 1777 Third. Go northwest on Washington, turn left at Michigan and right on Third — about one mile. (877) 888-2121.

■ MOTORCITY CASINO-HOTEL

DIRECTIONS/CONTACT: 2901 Grand River. Go northwest on Washington, turn left on Michigan, right on Cass and left on Grand River — about 1.5 miles. (866) 752-9622.

■ SOUND BOARD THEATER

Located inside MotorCity Casino-Hotel; features live music.
EVENT: Mung Xuan Giap Ngo, 6 p.m. Jan. 19, \$59; D.L. Hughley, 8 p.m. Jan. 23, \$49-\$54; Patti

LaBelle, 7:30 p.m. Jan. 26, \$64-\$89.

TICKETS/CONTACT: soundboarddetroit.com, (313) 309-4614.

DIRECTIONS: 2901 Grand River. Go northwest on Washington, turn left on Michigan, right on Cass and left on Grand River — about 1.5 miles.

■ GREEKTOWN CASINO-HOTEL

DIRECTIONS/CONTACT: 555 E. Lafayette. Go northeast on Jefferson, turn left at Beaubien and right at East Lafayette — about three-fourths of a mile. (313) 223-2999.

■ DETROIT PRINCESS RIVER-BOAT DOCKSIDE MOTOWN

DINNER: A buffet dinner of prime rib, chicken piccata, crab-stuffed salmon and vegetarian lasagna. Boat stays docked.
TICKETS: Adults \$39.95, Children \$20. 5:30-8:30 p.m. Jan. 18.
DOCKSIDE OLD SCHOOL MOONLIGHT PARTY: The boat stays docked and heated. The dockside party is for 21 and over only. Concessions and cash bar available. \$20. 9:30 p.m.-1:30 a.m. Jan. 18.
DIRECTIONS/CONTACT: 201 Civic Center Drive, just outside Cobo Center. (877) 338-2628.

■ RENCEN 4 THEATRE

SHOWTIMES AND BOX OFFICE: (313) 259-2372
DIRECTIONS: Inside the Renaissance Center, Tower 200, Level 2. Go northeast on Jefferson — about half a mile.

■ CAMPUS MARTIUS PARK

EVENT: Ice skating 11 a.m.-10 p.m. Mon.-Thu., 11 a.m.-midnight Fri., 10 a.m.-midnight Sat., noon-8 p.m. Sun.
TICKETS: Adults \$7, children and seniors \$6, skate rental \$3
DIRECTIONS/CONTACT: 800 Woodward. Head northeast on Jefferson, turn left at Woodward — about half a mile. (313) 962-0101.

■ DETROIT RIVERFRONT

The east Detroit RiverWalk runs alongside the Detroit River from Joe Louis Arena to Gabriel Richard Park at East Jefferson Avenue and East Grand Boulevard. It meets up with the west RiverWalk, which ends at Rosa Parks Boulevard and West Jefferson.

The RiverWalk meets up with the Dequindre Cut Greenway trail at Atwater and Orleans streets. The Dequindre Cut is a paved trail leading up to Gratiot Avenue near Eastern Market.

MORE INFORMATION: detroitriverfront.org.

■ DETROIT PUPPET THEATER

EVENT: "Snow Queen": 10 a.m. Jan. 16; 2 p.m. Jan. 18, 25 and 26
TICKETS: Adults \$10, children 13 years and younger \$5; puppet-making workshop after each play, \$8 per child.

RESERVATIONS: (313) 961-7777
DIRECTIONS: 25 E. Grand River, between Woodward and Farmer. Head northwest on Washington, turn right on Grand River — about three-fourths of a mile.

■ FOX THEATRE

EVENT: "Sesame Street Live", 11 a.m. and 6:30 p.m. Jan. 23 and 24; 10:30 a.m. and 2 p.m. Jan. 25; 10:30 a.m., 2 p.m. and 5:30 p.m. Jan. 26.

BOX OFFICE: (800) 745-3000. \$16.25 or \$42.25, depending on the show time.

DIRECTIONS: 2211 Woodward, three blocks north of Adams. Go north-east on Congress and turn left on Woodward — about one mile.

■ CLIFF BELL'S

EVENTS: Daytime and evening shows most days of the week. (313) 961-2543. Some shows are no cover, others require a ticket. Call Cliff Bell's for details.
DIRECTIONS: 2030 Park, right outside Grand Circus Park. Head northwest on Washington and turn left on Park — about three-fourths of a mile.

■ SAINT ANDREW'S HALL

EVENT: This or The Apocalypse: 6 p.m. Jan. 14, \$12; Cody Simpson: 6 p.m. Jan. 15, \$25; Live Nation Present Blackberry Smoke – Fire in the Hole Tour 2014, 7 p.m. Jan. 25, \$18.

TICKETS: Purchase online at saintandrewsdetroit.com or call (313)961-8961.

DIRECTIONS: 431 E. Congress St, near Bricktown People Mover station. Head north on Washington Boulevard, turn right onto West Congress — about half a mile.

■ CITY THEATRE

EVENT: Girls Night: The Musical: 8 p.m. Jan. 15-17; 3 p.m. and 8 p.m. Jan. 18; 3 p.m. Jan. 19.

TICKETS: Purchase online at olympiaentertainment.com, \$38

DIRECTIONS: 2301 Woodward Ave., at East Montcalm Street. Head north on Washington Boulevard, slight right to stay on Washington, turn right onto Park Avenue, left onto Woodward Avenue — about one mile.

TOURS

■ RENECN TOUR

Free hour-long tours of the Renaissance Center at noon and 2 p.m. Monday-Friday. Includes the history of General Motors in Detroit. Private and motor coach tours are also available for a fee, depending on the number of people.

START: Pure Detroit inside RenCen Tower 400

INFORMATION: (313) 568-5624
DIRECTIONS: Inside Tower 400 of the Renaissance Center. Head northeast on Jefferson — about half a mile.

■ FORD FIELD TOUR

Walk-up hourlong tours of Ford Field are available at 11 a.m. and 1 p.m. Mondays and Fridays.

TICKETS: Adults \$7, children and seniors \$5, children under 5 free; (313) 262-2000

START: Gate A on Brush Street or Gate G on St. Antoine.

DIRECTIONS: Head northwest on Washington Boulevard, turn right on Park, continue on Witherell,

turn right on East Adams, turn left on Brush, right at Beacon and left on St. Antoine — about one mile.

■ D:HIVE TOURS

The Auto Show Bar Tour is scheduled for 6-9 p.m. Jan. 18. Tickets are \$5, and the tour starts at the Anchor Bar, at 450 W. Fort St.

The free Insider's Downtown Highlights Walking Tour is 2-4 p.m. every Saturday.

The D:hive Insider's Bus Tour is scheduled for 11 a.m.-1 p.m. Jan. 25. Tickets are \$10 and the tour begins at 1253 Woodward Ave.

INFORMATION: (313) 962-4590 or dhivedetroit.org

■ DETROIT TOUR CONNECTIONS

Several options are available for private tours for four or more people. Call to schedule a walking tour of downtown, a People Mover tour or a tour by car to see the automotive attractions in the city.

TO SCHEDULE TOUR: (313) 283-4332

NEARBY NEIGHBORHOODS

■ MIDTOWN

This growing neighborhood about a mile north of downtown has a lot to offer. There's the Museum of Contemporary Art Detroit, Detroit Artists Market and Detroit Institute of Arts, all along Woodward between East Canfield and East Ferry. There also are places to shop and dine — such as The Black Dress, on Canfield east of Woodward. On West Willis, there's Meaning of Life Coffee at Avalon International Breads, Goodwells Natural Foods Market and, nearby on Cass, Slows-to-Go barbecue. On East Kirby, there's Good Girls Go To Paris crepes, Korean-Japanese fusion at Wasabi, Detroit-centric gear at Goods and French press coffee at 14 East. From Cobo, go east on Jefferson and turn north on Woodward.

■ GREEKTOWN

This historic neighborhood, about two miles northeast of Cobo, is filled with options for mealtime, from pastries at Astoria Bakery to dinner and drinks at Fishbone's and traditional Greek fare at places such as Pegasus Taverna and New Parthenon. All four are on Monroe between Brush and St. Antoine streets. The neighborhood runs along Monroe, primarily between Beaubien and St. Antoine. From Cobo, go east on Jefferson, north on Randolph and east on Monroe.

■ CORKTOWN

The neighborhood, about a mile and a half northwest of Cobo, was home to Tiger Stadium and is still home to several Detroit attractions. Pick up some gear from your favorite Detroit team at the Detroit Athletic Co., have a cup of coffee at Astro Coffee or grab a meal at well-known Slows Bar BQ, on Michigan Avenue between Trumbull and 14th. Follow Michigan northwest over the Lodge Freeway to get to Corktown.

TRANSPORTATION

■ SMART BUS AND PEOPLE MOVER

MAPS: Visit thepeoplemover.com for a map of the People Mover, which has 13 stations downtown including one at Cobo, and smartbus.org for SMART bus routes and stops.

FARE: Fares for SMART vary; the People Mover is 75 cents, seniors and people with disabilities 35 cents, and children under 5 ride free.

■ TAXI COMPANIES

CHECKER CAB: (313) 963-7000

DETROIT CAB CO.: (313) 841-6000

MICHIGAN GREEN CABS: (877) 476-8294



// 2014 CADILLAC CTS SEDAN

DETROIT AGAINST THE WORLD!

CADILLAC'S RE-ENGINEERED CTS AIMS FOR THE BEST SPORTS SEDANS FROM EUROPE AND JAPAN

BY MARK VAUGHN

THE TERM "MIDSIZE sports sedan" used to refer to only one car—the BMW M5. There were plenty of midsize sedans, but there weren't really any on the list deserving the modifier "sports." For generations, carmakers chased the mighty M5 but couldn't catch it. Things are changing now, though, as other carmakers sashay

up to the performance altar and take a couple laps around it.

The Cadillac CTS is one such pretender to the throne. It's not aimed directly at the M5, but it is pointed right at BMW's 528 and 535, and will be aimed at the M5 once the more powerful CTS-V comes out. First, though, Cadillac development engineers are picking off the lower-hanging fruit, the four-cylinder 528 and the turbo-I6 535. They are so serious about this

that during 2014 CTS development, they bought one each of those Bimmers to see how they were doing in their quest.

Turns out they were not doing badly.

First, they swapped out anything heavy in the CTS and replaced it with lighter-weight aluminum componentry—everything from suspension links and dashboard braces to front and rear subframes, and all four doors. And not just the door skins, but the entire door. During a walk-through, we were shown numerous forged and extruded aluminum pieces replacing stamped steel and other heavier materials.

Then they optimized the chassis with high-strength steel at critical points. Combined, the new parts and structural efficiencies took 250 pounds off the car's curb weight. Then into that lighter frame they added class-leading powertrains.

The entry-level 2.0-liter turbo-four makes 272 hp and 295 lb-ft of torque, 14 more hp than the BMW 528i and 52 more than the four-cylinder Audi A6. This CTS



ANDREW TRAHAN (6)

is available in rear- or all-wheel drive. The 321-hp naturally aspirated 3.6-liter V6 likewise beats its competitors in horsepower while offering rear or AWD. Then the range-topping (range-topping for now, until the V8-powered CTS-V appears) twin-turbo 3.6 CTS Vsport again leads the class with 420 hp.

We drove the 2014 CTS with all three available powertrains over a good mix of California highway and twisting two-lane.

Let's start at the top with the Vsport. It is terrific fun to drive, howling and powering its way through any corner you throw at it. The magnetic ride control keeps body roll to a minimum without removing so much that the car feels numb. The ZF electric steering with variable assist provides feedback without bump steer but is slanted a little more toward comfort than sheer performance. With the console-mounted mode-selector button set to either track or sport, the steering gets less boost for greater feel, the ride is firmed up some, throttle response is increased and the eight-speed automatic shifts more quickly.

Again, if the Vsport isn't enough, then we can assume the more powerful, better-handling V-Series will be coming in the future. John Heinrichy drove the previous CTS-V to a 7:59 Nürburgring lap time in 2008. As it is now, the Vsport lapped the Nordschleife in 8:14—nothing to sneeze at, especially at 150 mph.

The regular 3.6-liter, 321-hp nonturbo V6 is fun, too. It offers almost the same

cornering performance as the Vsport up to 0.92 g, according to Cadillac, with slightly less acceleration performance for considerably less sticker. As for the 2.0-liter, 272-hp turbo model, it felt more than a little underpowered for its 3,616-pound curb weight. Available in rear- or all-wheel drive, the four-cylinder turbo kept going up and down the gears during our drive. Sure, you will save money and get the same cool styling and lightweight components as its more powerful siblings, but it's not as good a time.

We were able to push all three CTSs we drove fairly hard through tight, narrow roads north of Santa Barbara and really enjoyed the whole line's balance. Our favorite, obviously, was the Vsport, but the normally aspirated V6 was also worth a gander.

There are 20 additional standard features on the 2014 CTS that were options before—everything from 11-speaker Bose audio to an electrically operated cupholder cover. The new car is 5 inches longer, nearly an inch lower and a lot more powerful than the car it replaces. We'll leave it up to you whether BMW, Audi, Lexus and Mercedes must now pack up and leave the U.S., but anyone in this market should at least test-drive a CTS.

Prices range from \$46K for the four-cylinder to just under \$60K for a base Vsport. That's a lot of coin, but it's within a few grand up or down of the competition. A drive of either V6 CTS just might convince you it's worth the sticker. 🐾

2014 CADILLAC CTS SEDAN

ON SALE: Now (November for Vsport)

BASE PRICE: \$46,025

DRIVETRAIN: 2.0-liter, 272-hp, 295-lb-ft turbocharged I4; RWD, six-speed automatic

CURB WEIGHT: 3,616 lb
0-60 MPH: 6.1 sec (mfr)

FUEL ECONOMY (EPA CITY/HWY/ COMBINED): 20/30/24

OTHERS TO CONSIDER

Mercedes-Benz E-class

BASE PRICE: \$52,325

BMW 5-series

BASE PRICE: \$50,425

Lexus GS

BASE PRICE: \$48,160





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**THE ALL-NEW
2015 FORD F-150**

ford.com





ACURA RLX

ACURA RLX

Meet the replacement for the Acura RL, the RLX. The new car gets fresh exterior styling, along with larger dimensions. The interior is made over as well, with luxurious bits and pieces to go with a quiet and spacious cabin. A 3.5-liter V6 mated to a six-speed automatic transmission and producing 310 hp powers the RLX. A hybrid version of Acura's signature SH-AWD is available, as is front-wheel drive, along with a host of other goodies such as a lane-keeping assist system and a Krell sound system.

BASE PRICE: \$49,345
OUR OPINION: The RLX leans away from sport and toward luxury with its range of features and high comfort levels. It's a solid, straightforward alternative to the likes of the Lexus GS, Mercedes E-class and Audi A6.



ALFA ROMEO 4C

ALFA ROMEO 4C

Based around a carbon-fiber center tub weighing just 143 pounds, the 4C tips the scales below 2,000 pounds dry. Power comes from a 1.75-liter turbo-charged four making 240 hp and 258 lb-ft of torque, working with a six-speed dual-clutch transmission. The suspension uses double wishbones in front and

a multilink strut setup out back. Steering is unassisted, speaking to the 4C's pure and driver focused nature.
BASE PRICE: \$54,000 (est)
OUR OPINION: A loud, raucous sports car that's more livable than a Lotus and should appeal to track-day and autocross enthusiasts.



ASTON MARTIN VANQUISH



BENTLEY FLYING SPUR

ASTON MARTIN VANQUISH

The Vanquish replaces the DBS for 2014 and has everything we've grown to expect from Aston: great looks and an awesome-sounding V12. Inspired by the One-77 concept, the carbon-fiber-bodied brute houses 565 hp mated to a six-speed automatic. The British GT's build quality and refinement are up a notch or three over the DBS, with an interior worthy of the Aston Martin nameplate.

BASE PRICE: \$282,820
OUR OPINION: Great looks, much better interior and an awesome engine; the only thing that might hold you back from buying this beauty is its price tag.

BENTLEY FLYING SPUR

The Flying Spur drops the Continental nameplate for 2014, but it's still the same large, luxurious offering from Bentley you've come to know. The fresh exterior looks different from the outgoing Continental Flying Spur, especially in the rear. Power comes from a 6.0-liter twin-turbo W12 pumping out 616 hp and 590 lb-ft of torque mated to an eight-speed automatic, making this big beauty a relative rocket.

BASE PRICE: \$205,825
OUR OPINION: Although there are cheaper alternatives around (thinking of you, Mercedes S-class and Audi S8), the Flying Spur remains one of the best luxury sedans your money can buy. You just gotta have a lot of it.



BMW 4-SERIES



BMW M6 GRAN COUPE

BMW 4-SERIES

The BMW 3-series coupe is gone; the new 4-series replaces it as BMW shuffles up its model nomenclature. Exterior design falls in line with the 3-series sedan, looking mostly like you would expect, and the interior is typical BMW with different trims and the use of higher-quality materials. Power comes from either a 2.0-liter turbocharged I4 (240 hp) or a 3.0-liter turbocharged I6 (300 hp). An M3, excuse us, M4 coupe is on the horizon, as well.

BASE PRICE: \$41,975

OUR OPINION: Although the name has changed, the 4-series picks up where the 3-series coupe left off. BMW loyalists will be pleased. Newcomers will want to take a look.



BMW i3

BMW i3

The i3 is the first product from BMW's i sub-brand. It carries an all-electric drivetrain and is also the first road-going BMW based around an all-carbon-fiber body. An electric motor drives the rear wheels through a single-ratio gearbox offering three driving modes: comfort, eco-pro and eco-pro+. BMW says range can be as high as 118 miles, but in cold temper-

atures, 81 miles is more likely. A range extender comes in the form of an optional 650cc two-cylinder gas engine strictly serving as a generator for the battery.

BASE PRICE: \$42,275

OUR OPINION: This is a practical and potentially fun-to-drive alternative to today's city cars.

BMW M6 GRAN COUPE

Joining the four-door coupe party as the top dog in the 6-series Gran Coupe lineup is the M6 variant. It looks like a 6-series coupe with four doors, and that's a good thing. The interior has quality materials and terrific fit and finish. A 4.4-liter twin-turbo V8 churning out 560 hp and 500 lb-ft of torque is shared with the M5.M features and additions make it stand apart from your standard 6-series Gran Coupe.

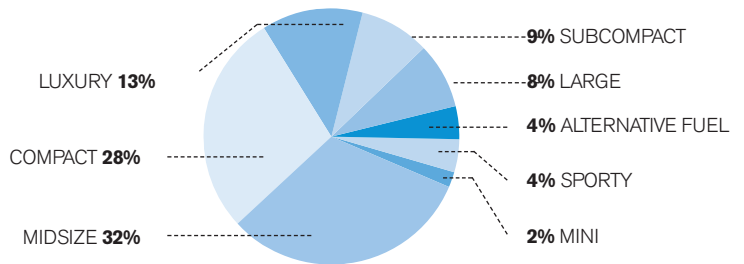
BASE PRICE: \$113,925

OUR OPINION: It's essentially a sexier and about \$20,000-more-expensive M5. That makes it an excellent high-performance sedan.

FAST FACTS

WHAT KINDS OF CARS MOVE US?

Here's a look at the type of rides Americans are buying, with midsize (32 percent) and compact cars (28 percent) leading the way, year to date.



September sales, Automotive News data source



CHEVROLET CAMARO Z/28



CHEVROLET CORVETTE



CHEVROLET IMPALA



CADILLAC ELR

CADILLAC ELR

Based on the Chevrolet Volt, the Cadillac ELR will find its way into customers' hands come January 2014. Featuring Cadillac's edgy and sculptured "Art and Science" design theme, the luxury two-door coupe uses a 16.5-kWh battery, along with a 1.4-liter I4 acting as a generator, for a total output of 207 hp and 295 lb-ft of torque. The interior gets the

Cadillac treatment with sculptured lines on the dash that add some cabin pizzazz.

BASE PRICE: \$62,000 (est)

OUR OPINION: It looks stunning and provides a solid option for those who want a hybrid with some flair (and are willing to spend a little bit more cash).

CADILLAC CTS

See story on page 14.

CHEVROLET CAMARO Z/28

Chevrolet calls the 2014 Z/28 the most track-capable Camaro to date with a dry-sump 7.0-liter V8 with at least 500 hp, limited-slip differential, reworked suspension, carbon-ceramic brakes and reduced curb weight. A manual trans is the only gearbox available, and air conditioning is optional. Forged-aluminum wheels wrapped with Pirelli PZero Trofeo R tires are at the corners. The interior gets Recaro seats featuring microfiber inserts, a flat-bottom steering wheel and matte-metallic trim.

BASE PRICE: \$60,000 (est)

OUR OPINION: We've been waiting for a lighter Camaro, and for it to have an LS7 V8 sitting under the hood makes us even happier.

CHEVROLET CORVETTE

The seventh-generation Corvette is new from the ground up, featuring an exterior with sharper creases and lines that are a little more complex. Call it edgier. The interior is worlds better than the last generation with better materials and seats, and a lot more attention to detail. Power comes from a 6.2-liter V8 producing 455 hp and 460 lb-ft of torque, with either a six-speed automatic or seven-speed manual.

BASE PRICE: \$51,995

OUR OPINION: Quit your round taillights being gone; the C7 Corvette is a world-class performer and a bargain at that.

CHEVROLET IMPALA

The last-generation Impala bored us to tears, but the 2014 model finally seems to recapture some of the famed nameplate's long-lost glory. The exterior is redone, giving the car an upscale and premium look. The interior is all new, too. Powertrain options for the Impala are either a 2.5-liter I4 (195 hp) or a 3.6-liter V6 (305 hp); both are mated to a six-speed automatic.

BASE PRICE: \$27,670

OUR OPINION: Chevrolet has produced a solid, high-quality American sedan with a great mix of comfort, quietness and stealthy sportiness. This car is worthy of the Impala name.



CHEVROLET SS



CHEVROLET SPARK EV

CHEVROLET SS

After 17 years of not having a RWD V8 sedan offering, Chevrolet presents the SS. Similar in design to the beloved Pontiac G8, the car features a 6.2-liter V8 making 415 hp and 415 lb-ft of torque and a six-speed automatic, the SS looks to fill a lineup gap.

BASE PRICE: \$44,470
OUR OPINION: We haven't driven it yet, but it looks like Chevy is about to unleash an option for those shopping the DodgeCharger/Chrysler 300 SRT.

CHEVROLET SPARK EV

Powered by an electric motor and lithium-ion battery helping produce the equivalent of 130 hp and 400 lb-ft of torque, the Spark EV is looking to take on the Mitsubishi i-MiEV, Fiat 500e and Nissan Leaf in the pure electric battle. Chevy says the Spark EV has an 82-mile range and can get the equivalent of 119 mpg on a seven-hour full charge. The Spark EV should be a zippy urban commuter, with a 0-60-mph time of less than eight seconds. It

will also include a standard Chevy MyLink infotainment system with several smartphone-based applications. **BASE PRICE:** \$27,495
OUR OPINION: Despite the lack of charging stations around, EVs are starting to make financial sense, too, thanks to tax credits, lucrative leasing deals and government rebates; GM brings a new alternative to the EV party.



FERRARI 458 SPECIALE



FERRARI LAFERRARI

FERRARI 458 SPECIALE

Successor to the Challenge Stradale and 430 Scuderia, the 458 Speciale, with 597 hp, is the most powerful naturally aspirated V8 Ferrari to date and is capable of hitting 60 mph in 3.0 seconds. It weighs in at 2,844 pounds and gets improved Brembo brakes that can stop the Speciale from 62 mph in just 101.7 feet, according to Ferrari.

BASE PRICE: \$320,000 (est)
OUR OPINION: An even faster version of one of our favorite cars? Yes, please and thank you.

FERRARI LAFERRARI

With all 499 accounted for before it even made its world debut, the LaFerrari is the Italian automaker's latest hot commodity. Penned as the Enzo's successor, the handmade carbon-fiber LaFerrari packs a total of 950 hp and 664 lb-ft of torque thanks to a 6.3-liter V12 (789 hp) and a 120-kW electric motor. The transmission is a seven-speed dual-clutch. Ferrari says the LaFerrari can hit 60 in less than three seconds and reach a top speed of around 217 mph.

BASE PRICE: \$1.3 million (est)
OUR OPINION: Ferrari produces yet another lust-worthy supercar capable of incredible numbers. With all of them sold out, you'll have to wait your turn to get your hands on one.

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FORD FIESTA ST

FORD FIESTA ST

Following on the coat-tails of the Focus ST, the Fiesta ST forms a powerful package in the euro-style, small-hatch department. The exterior remains unchanged from 2013, still adorned in body-matched accents and ST badges galore. An optional ST Recaro package gives the car a sportier look and adds comfort thanks to Recaro heated front seats. The ST gets a 1.6-liter, 197-hp turbocharged four, six-speed manual gearbox, torque vectoring and an upgraded suspension. **BASE PRICE:** \$22,195 **OUR OPINION:** Big performance on a budget. We relish the light-weight chassis and the car's nearly 200 hp.



HONDA ACCORD HYBRID

HONDA ACCORD HYBRID

The Accord lineup gets two new green options with the introduction of a regular hybrid and a plug-in hybrid. The latter, offered initially only in New York and California, has a 124 mpg-city rating and an electric-only driving range of 10 to 15 miles. For the rest of us, the new Accord Hybrid carries an EPA fuel economy rating of 50 mpg in

the city and 45 mpg highway thanks to a 2.0-liter Atkinson cycle four-cylinder, two-motor hybrid system and lithium-ion battery pack. Calculated driving range in the regular hybrid 673 miles, according to Honda. **BASE PRICE:** \$29,945 **OUR OPINION:** With a reasonable price of entry and impressive fuel figures, it looks like Honda will deliver a competitive hybrid Accord.



INFINITI Q50



JAGUAR F-TYPE

INFINITI Q50

The Q50 succeeds the G Sedan in Infiniti's brand realignment—it is switching all cars and coupes to the Q-line, while SUVs and crossovers are designated QX. The Q50's proportions are similar to the G's with a more aggressive front end. The interior is also revamped, and the car includes features like Active Lane Control. A 3.7-liter V6 (328 hp, 269 lb-ft of torque) and a hybrid powertrain are available; each gets a seven-speed automatic transmission. **BASE PRICE:** \$37,605 **OUR OPINION:** Infiniti takes a shot at the BMW 3-series, Lexus IS and Cadillac ATS. The Q50 offers sharp styling and agility, plus enough features to make this a solid option in the entry-level, luxury-sports sedan market.

JAGUAR F-TYPE

You're looking at Jaguar's first two-seater in 50 years. The exterior design really works: It looks petite, and the sculpted lines flow and blend smoothly. It's hot from any angle. The interior is a terrific blend of sports-car spartan and luxury. Powertrains are two 3.0-liter supercharged V6s (340 hp, 332 lb-ft of torque and 380 hp, 339 lb-ft) and the top-of-the-line 5.0-liter supercharged V8 (495 hp, 460 lb-ft). Unfortunately, there are no manual transmissions available. **BASE PRICE:** \$69,895 **OUR OPINION:** Jaguar roars back into the roadster game with a great-looking convertible. It might not be as tossable as, say, the lighter Porsche Boxster, but the Jag does a fine job wearing two hats—comfort and sportiness—in sweet harmony.

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FAST FACTS

DRUMROLL, PLEASE: What cars are the all-time champs when it comes to overall sales? The top-four best-selling car nameplates ever are **1.) Toyota Corolla (40-plus million)**, **2.) Volkswagen Golf (30 million)**, **3.) Volkswagen Beetle (20.5 million)** and **4.) Ford Escort (20 million)**.



JAGUAR XFR-S

JAGUAR XFR-S

If the XFR wasn't enough for you, check out the even quicker XFR-S. Power is up 40 hp from the XFR—the S's supercharged 5.0-liter V8 produces 550 hp and 502 lb-ft of torque; the engine is mated to an eight-speed automatic. Blue stitching and Alcantara adorn the interior, with sport-infused accents just about everywhere you look. Other notable features include carbon-fiber treatments and extensive aero bodywork, not to mention an interesting spoiler.

BASE PRICE: \$99,875

OUR OPINION: A worthy rival to its German competitors, the XFR-S is a refreshing standout against the masses in its class.



JAGUAR XJR

JAGUAR XJR

Jag's big luxury sedan adds a more performance-oriented model with more power and sharper looks. Power comes from a supercharged 5.0-liter V8 producing 550 hp and 502 lb-ft of torque with an eight-speed automatic gearbox. Upgraded springs and dampers improve handling, while the interior gets better-bolstered seats and specific R trim and accents throughout.

BASE PRICE: \$116,895

OUR OPINION: The XJR is sportier than a standard XJ but retains its ultra-luxury roots. It's a fine and refreshing alternative to an Audi S8 or BMW Alpina B7.

KIA CADENZA

The Cadenza is Kia's new flagship sedan. The corporate grille pairs with handsome creases and lines throughout the body. Kia is calling this a car for those who want to move up from its Optima. The powerplant is a 3.3-liter V6 (293 hp, 255 lb-ft, FWD) and six-speed automatic. Interior features include standard navigation, leather, an LCD instrument cluster and Kia's UVO system.

BASE PRICE: \$35,900

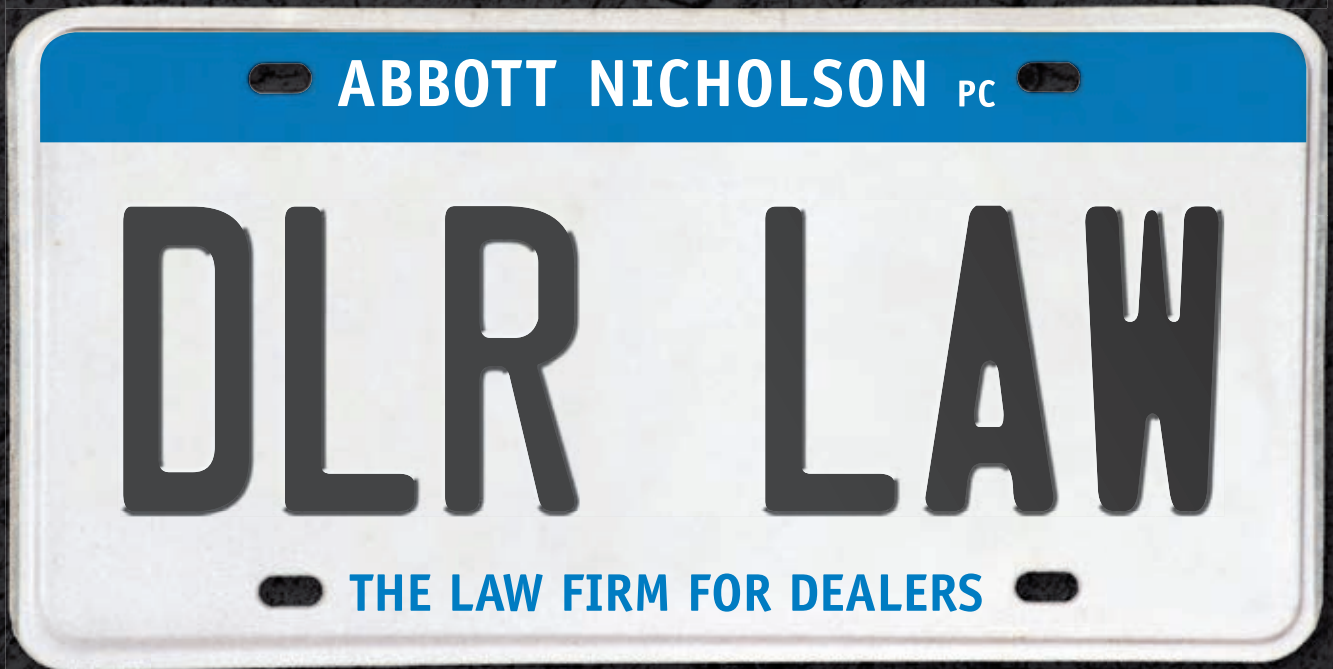
OUR OPINION: Kia's entry-level luxury sedan makes a fine competitor to the Toyota Avalon, the Lexus ES and the Chevrolet Impala.



KIA CADENZA

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KIA FORTE

KIA FORTE

Kia's Honda Civic fighter features a handsome new design for 2014 that makes it look pricier than it is. The interior features improved materials and a better-than-good navigation system. Powertrain options are a 1.8-liter I4 (148 hp, 131 lb-ft) or a 2.0-liter four (173 hp, 154 lb-ft). The smaller engine can be paired to either a six-speed manual transmission or a six-speed automatic while the 2.0L is automatic only.

BASE PRICE: \$16,700

OUR OPINION: The Forte isn't necessarily a corner-carver, but power is adequate and it is reasonably priced. If you're after a good-looking, affordable car with a truly massive list of standard features, the Forte is definitely worth taking a look at.



LEXUS IS

LEXUS IS

Lexus revamps its BMW 3-series fighter for 2014, and the car is hugely improved. The new styling might be a little controversial—especially the huge grille—but the car looks like it means business. The seats are comfy with good bolstering; this is much more of a driver's car than the outgoing model. Powerplant choices are a 2.5-liter V6 (204 hp, 185 lb-ft) or a 3.5-

liter V6 (306 hp, 277 lb-ft). An eight-speed automatic is the only transmission available.

BASE PRICE: \$36,860

OUR OPINION: We'd opt for an IS 350 with the F Sport package and a manual trans, if only one existed. There's no denying the new IS stands out. Bottom line—this car now does more than enough to give its biggest rivals some major headaches.



MASERATI GHIBLI

MASERATI GHIBLI

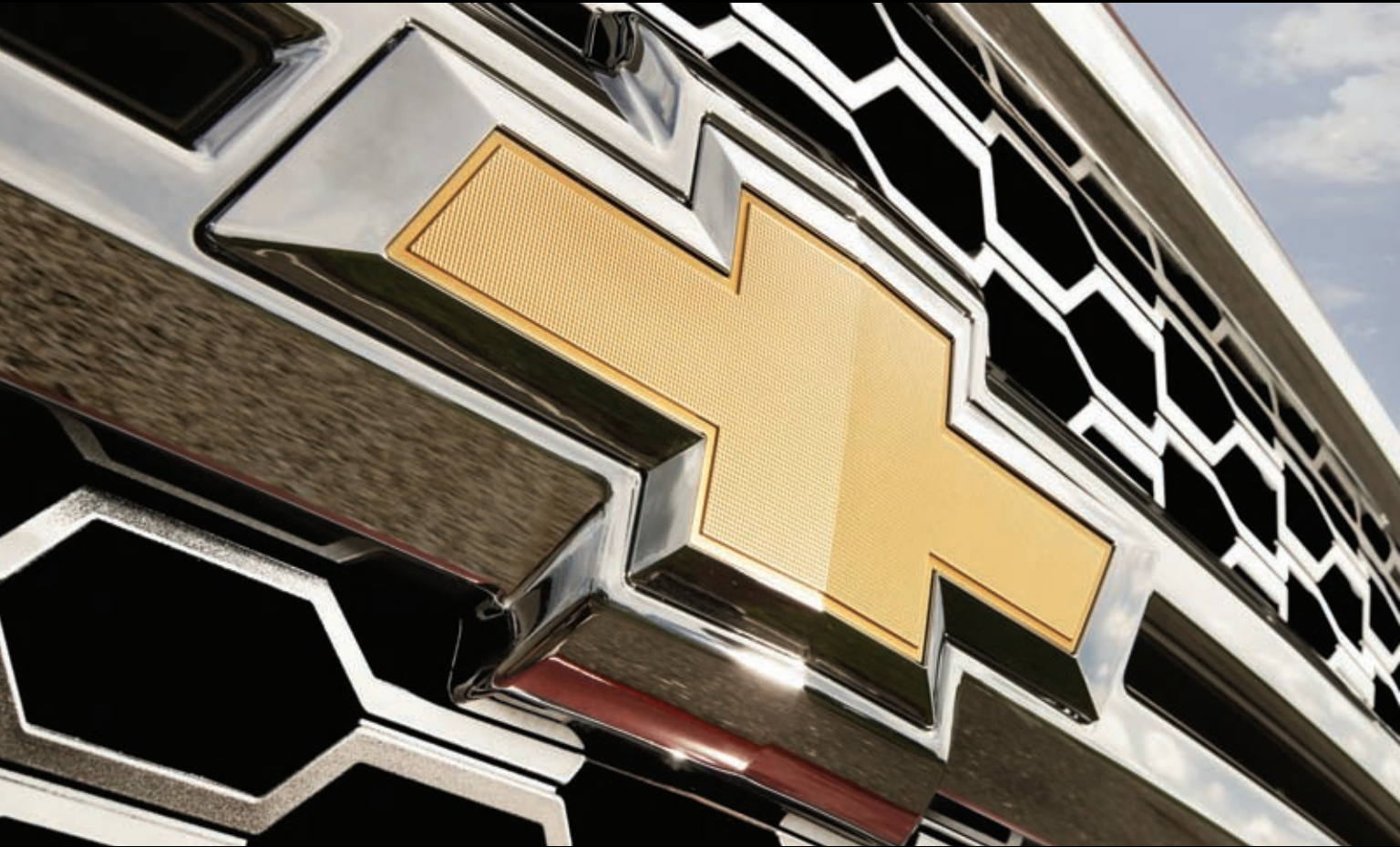
The all-wheel- or rear-wheel-drive Ghibli is Maserati's second sedan, joining the Quattroporte. Slotted under its bigger brother, the Ghibli will take on the Mercedes E-class, Audi A6 and BMW 5-series. The Ghibli wears Maserati design cues front to back, in both proportion and profile. The interior emphasizes craftsmanship and expensive materials. Power comes from a Ferrari-built 3.0-liter twin-turbo V6 in two states of tune: 345 hp, 369 lb-ft and 404 hp, 404 lb-ft. An eight-speed trans completes the powertrain.

BASE PRICE:

\$65,000 (est)

OUR OPINION: The Ghibli is a refreshing face to see among the masses of Audis, BMWs and Benzes. The Maserati is gorgeous inside and out; in fact, we'd call it a more-than-fine option.

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FAST FACTS

INTERNATIONAL FLAVOR:

While the vast majority of cars Americans buy are made in North America, other continents and countries contribute to the big sales totals, as well. Here's where our cars come from:



72%
NORTH AMERICA



13%
JAPAN



9.6%
EUROPE



5.3%
KOREA



0.1%
AUSTRALIA



MAZDA 6



MAZDA 3

MAZDA 3

Mazda's latest 3 loses the gaping, smiling grille in favor of a sleeker, better-looking design. The interior is also redone: Gone is the weird secondary screen on top of the dash; there's a head-up display and what Mazda is calling i-Activsense, a package including blind-spot monitoring, lane-departure warning and automatic high beams. Two four-cylinders are available: a 2.0-liter (155 hp, 154 lb-ft) and a 2.5-liter

(184 hp, 185 lb-ft). You can specify automatic or manual transmissions, both six-speeds.
BASE PRICE: \$17,740
OUR OPINION: The new Mazda 3 is one of the best-driving small cars on the market and has equipment normally reserved for cars twice its price. Enthusiasts wanting a small car can't go wrong. And the Mazda-speed 3? Be patient, friends, be patient.

MAZDA 6

Like the 3, the Mazda 6 is revamped as a handsome midsize sedan, with crisp lines blending well. Overall, this 6 looks worlds better than the previous generation, standing out aesthetically in a crowded (mostly bland) segment. The interior extends Mazda's recent streak of high-quality, driver-oriented cockpits. The only engine available for now is a 2.5-liter Skyactiv four (184 hp, 185 lb-ft); a 2.2-liter turbodiesel is on the way next spring.
BASE PRICE: \$21,785
OUR OPINION: In the crowded midsize-sedan market, the Mazda 6 offers good looks, great fuel economy and sporty driving characteristics. If the other midsize offerings bore you, then the Mazda 6 deserves a look. We can't wait to get our hands on a diesel.



MCLAREN P1



MERCEDES-BENZ S-CLASS

MCLAREN P1

The P1 comes with a 3.8-liter twin-turbocharged V8 paired with an electric motor—for a total output of 903 hp and 664 lb-ft of torque—and a seven-speed dual-clutch transmission. It looks ... well, let's just say we think it looks "unique." Sort of like an alien spaceship. Early indications are that the cockpit is what you would expect of a \$1-million supercar.
BASE PRICE: \$1.15 million
OUR OPINION: This baby tops out at 218 mph and can hit 60 mph in less than three seconds. The P1 is gunning straight for the Ferrari LaFerrari and Porsche 918 Spyder. Let the supercar wars begin. We will be watching for sure.

MERCEDES-BENZ S-CLASS

Mercedes-Benz's self-proclaimed "best car in the world" is revamped for 2014 ... and that statement might be right on. It looks modern, and the interior will blow you away: How can you live without a perfume sprayer, heated armrests and a hot-stone massage? You can't! The S550 has a 4.6-liter twin-turbo V8 (455 hp, 516 lb-ft) and a seven-speed automatic. Two AMG models are coming soon, as are a diesel and a hybrid.
BASE PRICE: \$93,825
OUR OPINION: We're still debating Mercedes' claim, but the amount of attention to detail, the level of craftsmanship and features galore make for a compelling argument.

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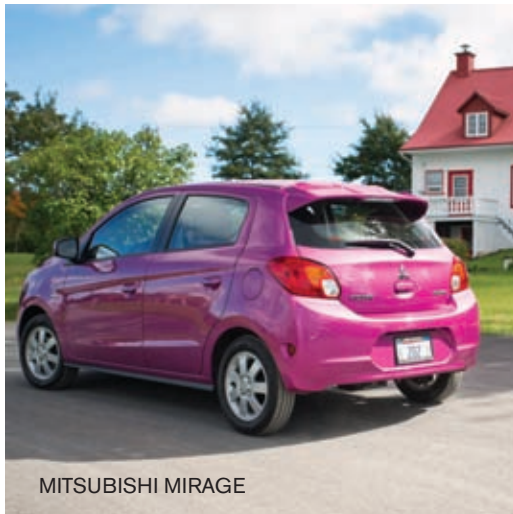


MERCEDES-BENZ CLA-CLASS

MERCEDES-BENZ CLA-CLASS

The new CLA is Benz's shot at reeling in some younger buyers. It looks like a mini-CLS and fills a void left by the soon-to-be-larger Mercedes-Benz C-class, coming for 2015. Besides the cramped back seat, the interior is what you have come to expect from Benz—high quality and comfortable. The front-drive CLA250 has a 2.0-liter turbo-four (208 hp and 258 lb-ft), and the CLA45 AMG has a 2.0-liter turbocharged four producing a stout 355 hp and 332 lb-ft, as well as all-wheel drive. Helping to lay down power is a seven-speed dual-clutch transmission.

BASE PRICE: \$30,825
OUR OPINION: We don't think Mercedes will have trouble getting younger buyers behind the three-pointed star thanks to the CLA's standout styling and value pricing. We'll take the CLA45 AMG, please.

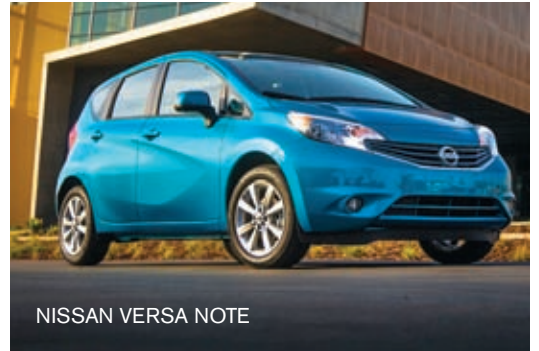


MITSUBISHI MIRAGE

MITSUBISHI MIRAGE

Mitsubishi is hoping to make a dent in the subcompact market with its new Mirage, pitching it against a crowded field that includes the Chevy Sonic, Kia Rio, Honda Fit and Mazda 2. Exterior styling is straightforward, featuring your typical econo-car hatchback design. The interior is impressive, though, especially for this price range, with 60/40 split rear seats

and steering-wheel controls. The little Mirage only gets 74 hp from its 1.3-liter three-cylinder engine, but it's an efficient little bugger, with an EPA combined 40 mpg. **BASE PRICE:** \$13,790
OUR OPINION: Perfect for city dwellers not concerned about performance but who just want something efficient for around town. The Mirage might be late to the party, but it is light on its feet and doesn't burn much gas.



NISSAN VERSA NOTE



PORSCHE 918 SPYDER

NISSAN VERSA NOTE

The Versa Note hatchback joins the sedan for 2014, going up against cars such as the Ford Fiesta, Hyundai Accent, Kia Rio, Mazda 2—you get the idea. The Note's exterior shape looks like it was inspired by the Honda Fit, with the same basic proportions and profile. The interior features options such as navigation, Pandora and Google connectivity. A 1.6-liter four-cylinder produces 109 hp and 107 lb-ft of torque, with either a CVT or a five-speed manual transmission.

BASE PRICE: \$14,800
OUR OPINION: In this ever-growing segment, there's something for everyone, and the Versa Note is for those who value practicality and cost saving.

PORSCHE 918 SPYDER

The 918 Spyder is considered a spiritual successor to the Carrera GT. We just saw the production version at the Frankfurt show, and it is a good-looking, evolved design. The Spyder features an all-wheel-drive hybrid powertrain (a 4.6-liter V8 plus two electric motors) with a combined 875 hp and 940 lb-ft of torque, and a seven-speed dual-clutch transmission for a top speed of 214 mph. It's based around a carbon-fiber monocoque with composite body panels and uses an aluminum-and-magnesium chassis.

BASE PRICE: \$845,000
OUR OPINION: We can't wait to drive it side by side with the McLaren P1 and the Ferrari LaFerrari.

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PORSCHE CAYMAN/ CAYMAN S

The Cayman is refreshed for 2014 with a more fluid, cohesive design and a slightly bigger interior. The base Cayman has a 2.7-liter flat-six (275 hp, 214 lb-ft of torque), while the S runs a 3.4-liter flat-six (320 hp, 270 lb-ft). You can either get a six-speed manual or a seven-speed dual-clutch transmission. Improved interior surroundings carry over from the Boxster.

BASE PRICE: \$53,550

OUR OPINION: The Cayman looks good, sounds great and is an amazing handler—and considering the performance, it is actually a good value. As a matter of fact, it's the best car Porsche currently makes.

PORSCHE 911 TURBO/TURBO S

A new 911 Turbo lands, which is immediately noticeable with the wider rear fenders, 20-inch wheels and rear wheel scoops setting it apart from lesser 911s. Sport seats and 911 Turbo appointments adorn the interior. The 3.8-liter twin-turbo flat-six produces 520 hp and 487 lb-ft, and has a seven-speed dual-clutch transmission. The Turbo S packs a 560-hp and 516-lb-ft-of-torque version of the blown boxer six-cylinder. Porsche claims the Turbo hits 60 mph in 3.2 seconds, while the Turbo S needs just 2.9 seconds to do so.

BASE PRICE: \$149,250

OUR OPINION: Better looking, better quality, better dynamics and a better drive. And, of course, blistering acceleration.



PORSCHE CAYMAN



PORSCHE 911 TURBO



PORSCHE 911 GT3

PORSCHE 911 GT3

It's definitely been a busy year for Porsche. The latest product of Porsche's labor is the range-topping 911 GT3, which receives the same, next-gen treatments as other 911s with updated exterior and interior styling. Weight is down 13 percent, and most of the body parts are aluminum. It screams "drive me fast and on a track," thanks to the spoiler, wide stance and an aggressive aero kit. The GT3 sports aluminum pedals and

carbon-fiber seats covered in leather and Alcantara. The GT3 houses a version of the 3.8-liter flat-six found in standard-issue 911s, but here it belts out 475 hp and 325 lb-ft of torque. One disappointment to some enthusiasts: a seven-speed dual-clutch is the only transmission available for this model. **BASE PRICE:** \$131,350 **OUR OPINION:** The GT3 is fantastic: comfortable enough to be a daily driver and fast enough to be a track star, though we do miss the manual gearbox.



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ROLLS-ROYCE WRAITH

ROLLS-ROYCE WRAITH

The Wraith is a modern take on the original 1938 model. The big bruiser has all the old-world luxury appointments you've come to expect from Rolls. Want a modern twist? The transmission is linked to the GPS for optimal gearing in all conditions. The powertrain is shared with the Ghost, a 6.6-liter V12 producing 624 hp and 590 lb-ft of torque, along with an eight-speed automatic transmission.

BASE PRICE: \$200,500

OUR OPINION: This is one of the most luxurious, comfortable, feature-filled coupes on the market. The alternative Bentley Continental GT is a bit less expensive and more of a driver's car, but we bet Rolls doesn't care.

TOYOTA COROLLA

The 11th-gen Corolla features more athletic and edgier styling reminiscent of the Furia concept car. The Corolla is the best-selling nameplate on the planet, and Toyota hopes this new model continues that momentum. It should: The last generation's interior was bland, but this car boasts higher-quality materials and a better layout. Two 1.8-liter fours are available, one producing 132 hp and 128 lb-ft of torque, and the other 140 hp and 126 lb-ft.

BASE PRICE: \$17,610

OUR OPINION: We're confident Toyota will continue to sell a boatload. Potential new customers should take a look if value and efficiency top their lists. Today's small cars are playing the efficient-yet-fun-to-drive game really well, though, so the Corolla will have its work cut out for it.



TOYOTA COROLLA

VOLVO V60



VOLVO V60

Coming in January as a 2015 model, Volvo's V60 wagon joins the U.S. market. Exterior styling is similar to the S60: essentially the same fascia and sleek profile. The interior is typical Volvo, with the corporate center console and a bunch of safety tech. Front-wheel

drive versions get Volvo's new turbo-charged I4 engine with 240 hp, while all-wheel-drive models will stick with the 2.5-liter turbo I5 with 250 hp or 3.0-liter turbo I6 making 325 hp.

BASE PRICE: \$35,000 (est)

OUR OPINION: We like the S60 for its cozy cabin, unique styling, nimble-

ness and overall noteworthy packaging. If this applies to the V60, it'll be perfect for those buyers looking for more inside room than an S60 but don't need all the space offered in the XC60. Maybe this V60 wagon has found a sweet spot and feels right at home in the Volvo lineup.



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// 2014 TOYOTA TUNDRA

FRESH FACED

Next-gen Tundra boasts new front and rear, plus upgraded interior

BY STEVEN COLE SMITH

WITH FORD, GM AND RAM all making dramatic changes to their full-size trucks in the past couple years—mechanically, cosmetically or both—those hoping for similar big changes to the 2014 Toyota Tundra might be disappointed. There are differences, and they are mostly positive, but they are aimed more at keeping the Tundra on track than any sort of “hail Mary” attempt to genuinely advance.

The 2013 Tundra originally went on

sale in 2007, and this is Toyota’s first chance to substantially update it.

By happy coincidence, we happen to have a 2013 Toyota Tundra CrewMax Limited in the test fleet, offering the chance for some direct comparisons. While driving it reveals minimal differences from the 2014, a long look at the interior does just the opposite. For a near-\$50,000 truck, the 2013’s dashboard is uninspired: There are three or four big switch blanks, suggesting there are options the buyer didn’t want to spring for—a reminder that we wouldn’t want to see daily on a pickup we’d just dropped that kind of coin on.

The good news is, even on the base model, overall the 2014 interior is considerably upgraded, and on premium models it’s downright Lexus-like. In the CrewMax—the model that features the full four doors—rear-seat room is cavernous. Five 6-foot-tall men can ride comfortably in it. Rear-seat room isn’t bad in the Double Cab either, but the rear-middle passenger will hope the trip is short.

There aren’t many differences in pro-

file between the 2013 and 2014 Tundras, except for the front and rear. Out back, there’s a three-piece bumper replacing the one-piece version: Toyota claims that if you damage one part, you don’t have to replace the whole thing. Same for the new front bumper.

Also up front, there are newly squared-off fenders and an enormous grille. The 2013’s grille was huge, too, but the 2014’s is different.

Taller? A little.

Prettier? Maybe.

You can make that call.

With this Tundra, Toyota designers seem to be saying that American buyers don’t want a pretty truck, and maybe not even a handsome one. They want an imposing one. The new Tundra is color-dependent—it looks almost elegant in black, a little cartoonish in red.

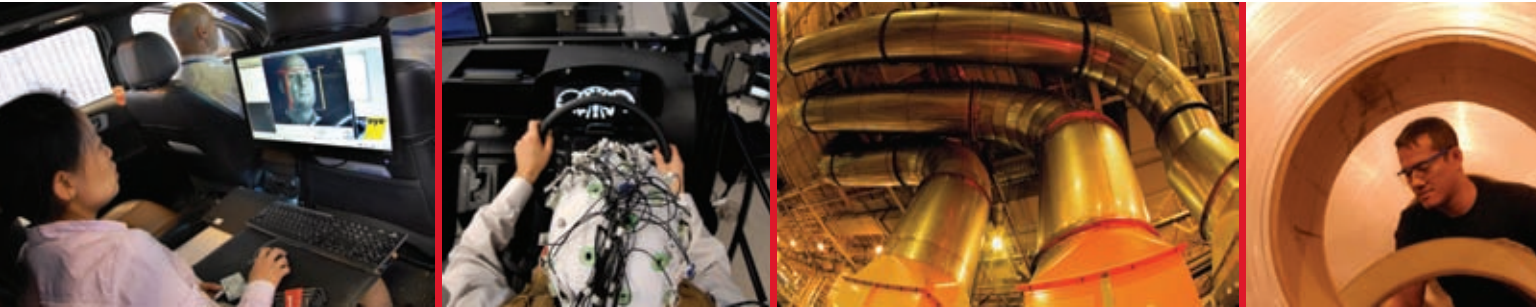
There isn’t much new to the mechanics—no eight-speed transmissions, no turbo- or supercharging, no diesel.

Pricing is, as you would expect, not much different for the 2014 Tundra over the 2013 model because it is, after all,



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2014 TOYOTA TUNDRA

ON SALE: Now

BASE PRICE: \$26,915

DRIVETRAIN: 5.7-liter, 381-hp, 401-lb-ft V8; 4WD, six-speed automatic

CURB WEIGHT: 4,580 lb

0-60 MPH: 7 sec (est)

FUEL ECONOMY (EPA CITY/HWY/ COMBINED): 13/18/15 mpg

OTHERS TO CONSIDER

Ford F-150

BASE PRICE: \$24,070

Ram 1500

BASE PRICE: \$23,600

GMC Sierra

BASE PRICE: \$24,090

anything you can pile onto the trailer.

We spent most of our time in the CrewMax models and found the ride to be surprisingly good, even on the 4x4s. This is also one of the quietest trucks we've driven. Steering is vague but not annoying; brakes are a bit touchy but quite good.

Our advice is, shop carefully because some models are actually cheaper than last year's crop, depending on equipment level.

Toyota would like to sell about 130,000 new Tundras a year. Some perspective: Ford will probably sell about

basically the same vehicle. The Tundra starts at \$26,915 for the base SR. The top-of-the-line Platinum and 1794 editions—the latter is so named because the Tundra's San Antonio-area plant sits on a ranch built that year—start at \$44,270. They are both luxurious, but the 1794 is more, well, you could say Western-ish.

This gives you SR, SR5, Limited, Platinum and 1794 models to choose from; various cab sizes (Regular, Double and CrewMax) and bed lengths; and whether

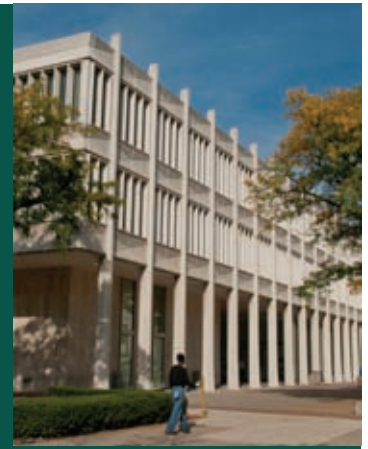
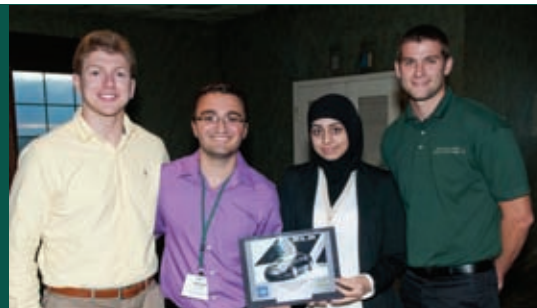
you want the capable four-wheel drive, plus the choice of three engines. The three engine options are, for the most part, carryovers—a 4.0-liter V6, and a 4.6- and 5.7-liter V8. The 270-hp V6 is reasonably gutsy and works well if you don't tow a lot. The 310-hp 4.6 is fine, but go ahead and opt for the 5.7-liter, 381-hp V8.

It's a monster with a means-business exhaust note, nicely matched to the six-speed automatic transmission; based on our tests, it will happily tow most

730,000 F150s this year. Toyota's 130,000 goal might be a bit optimistic without some discounting.

Toyota executives admit they've found cracking the brand-loyalty code of Ford, GM and Ram buyers harder than they thought it would be.

The 2014 Tundra's improvements won't make any domestic-brand loyalists climb the fence, but it should keep those who already like Toyota trucks happily in the camp. 🐾



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**2014 KIA SOUL****ON SALE:** Oct. 1**BASE PRICE:** \$15,495**DRIVETRAIN:** 1.6-liter, 130-hp, 118-lb-ft I4; FWD, six-speed manual**CURB WEIGHT:** 2,714 lb**0-60 MPH:** 10 sec (est)**FUEL ECONOMY:** +/-30 mpg (mfr est; EPA numbers closer to launch)**OTHERS TO CONSIDER**

Chevrolet Sonic

BASE PRICE: \$15,595

Scion xD

BASE PRICE: \$16,675

Nissan Versa

BASE PRICE: \$14,800

// 2014 KIA SOUL

HEART, SOUL AND LESS BODY ROLL

NEW SOUL AIMS TO CONNECT WITH THE CLOUD MORE SO THAN THE ROAD

BY MARK VAUGHN

■ TO DEMONSTRATE how great Kia thinks its new Kia Soul is—and executive marketing VP Michael Sprague, who wouldn't exaggerate, assured us it was "absolutely phenomenal"—Kia had us drive to the new vehicle's introduction in an old Kia Soul. The merry old Soul tended to hop around on

even the first-world freeways of LA, sometimes scarily so. It was loud, thumpy and the six-speed automatic tried mightily to sap what little power emitted from the old 2.0-liter four.

Thorough revisions to the suspension make it quieter and better controlled. Body rigidity is increased 28.7 percent, using more high- and ultra-high-strength steel. The new car's wheelbase is an inch

longer, and the car has new bushings front and rear, new upright shocks in back and a stiffer front subframe.

Peak horsepower and torque actually go down a little, but low- to mid-range torque goes up 5 percent in the 1.6-liter and 9 percent in the 2.0. Output is 130 hp and 118 lb-ft in the smaller engine and 164 hp and 151 lb-ft in the 2.0. With a 2,879-pound curb weight in our loaded big-block 2014-model tester, we guesstimate a 0-60 time of more than 10 seconds using a handheld stopwatch and one eyeball on the speedo.

But many (if not most) buyers in this segment don't care as much about performance as they do connectivity and styling. Kia gives them plenty with a new Android-based

next-gen nav system and a suite of UVO eServices, an 8-inch capacitive touch control audio/video display and a 10-speaker premium 350-watt Infinity audio system with the all-important pulsating LED speaker rings. Also available is a panoramic sunroof, LED taillights, push-button start, a roof rack that plugs right into the roof, 10-way power driver's seat, and heated and ventilated front and rear seats.

The Soul is defying the segment trends, selling 115,000 a year to lead even some members of the more mainstream subcompact class. A fully loaded Soul tops out at a little more than \$26,000. It's cool, connected and inexpensive—what the kids (and their parents) seem to want today. 🚗

Breathing new life into luxury. The K900.



Over time, we've been led to believe that luxury is synonymous with legacy and heritage. While we respect the past, we're more focused on the future—one that's innovative and progressive. We believe that luxury should not be defined by where it came from, but rather what it is. A luxury sedan is made from the finest materials available and comes equipped with the most advanced onboard technology. It is the perfect combination of power and performance, designed to instill a sense of exhilaration and confidence. While some may still be convinced that history is what makes a luxury sedan, we invite you to come to your own conclusion. Introducing the K900, from Kia. It challenges everything.™ **Experience the K900 in Wayne Hall.**

// 2014 TOYOTA 4RUNNER

NEW TAKE ON OLD SCHOOL

UPDATED 4RUNNER WILL KEEP LOYALISTS HAPPY

BY STEVEN COLE SMITH

■ AND THEN THERE WAS—WELL, one less. With the announcement that Toyota won't be building the odd-but-endearing FJ after the 2014 model year, there will be one less traditional body-on-frame SUV. Once upon a time, that's pretty much all there was.

For those loyalists, Toyota has updated its venerable 4Runner for 2014, guaranteeing it at least a few more years carrying the torch at the front of a diminished field. Not long ago, we thought of body-on-frame vehicles as being heavier, more rugged and superior off-road, but truckish and rougher-riding. Unibody models were considered more carlike, hence more comfortable, but less capable on serious trails.

Interesting how the two architectures have met in the middle; there are products on both sides able to do everything well. Still, there are those buyers who spend time off-road or towing—or at least want that image. They keep on buying 4Runners.

Resale value remains strong for even rusted, clapped-out models dating back to the original nearly 30 years ago—it was little more than a Toyota pickup with a fiberglass camper shell. Newer models are



far nicer, but some bits and pieces of that initial utilitarian mission remain.

A larger bit-and-piece is the drivetrain: a carryover 4.0-liter, 270-hp V6 mated to a five-speed automatic transmission. This is definitely a truck engine with the positive and negative connotations the label implies, but it works well enough in the 4Runner. The 278-lb-ft of torque help with off-roading should you want the 4x4 model, and we do. Towing capacity is 5,000 pounds.

Inside, there are modest updates, but the 4Runner remains about a generation behind the nicest versions of its competition. 4Runner owners don't care.

Off-road, the 4Runner is still a mountain goat—no Jeep Wrangler, but capable and easy to drive aside from a mildly touchy throttle tip-in. On the road, the ride can be

2014 TOYOTA 4RUNNER

ON SALE: Now

BASE PRICE: \$31,700 (est)

DRIVETRAIN: 4.0-liter, 270-hp, 278-lb-ft V6; 4WD, five-speed automatic

CURB WEIGHT: 4,400 lb
0-60 MPH: 8 sec (est)

FUEL ECONOMY (EPA CITY/HWY/ COMBINED): 17/22/19 mpg

OTHERS TO CONSIDER

Nissan Pathfinder

BASE PRICE: \$28,700

Jeep Grand Cherokee

BASE PRICE: \$28,795

Ford Explorer

BASE PRICE: \$29,600

choppy on uneven pavement but never unacceptable. It's roomy for four, passable for five. There's an optional third row, but few adults would voluntarily exercise the option to sit back there.

Pricing for 2014 has not been set, but expect it to remain at 2013 levels, meaning a \$32,000 base price for the SR5, with the Limited topping out about \$10,000 north of that, and the Trail in between.

Body-on-frame buyers are the sort who demand, say, a full-size spare tire, and they get one with the

Toyota. Every time an SUV moves away from body-on-frame, as the fourth-generation Nissan Pathfinder did for 2013, it likely sends a few more new customers to the 4Runner. They won't be disappointed with the 2014 model. 🐾





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Ferodo Eco-Friction and Wagner ThermoQuiet CeramicNXT with OE21 technology offer 2021-complaint low-copper formulations for the replacement market.



ACURA MDX

ACURA MDX

HIGHLIGHTS: The Acura MDX is redesigned for the 2014 model year with fresh sheetmetal and a revamped interior. Exterior changes include a longer wheelbase and length, a narrower body and lowered height. In styling terms, the MDX carries on

Acura's design theme with features such as the corporate blade grille and jewel headlamps. The interior is revised, as well, with a less-busy center stack and more user-friendly interface.

A Honda-smooth 3.5-liter V6 engine powers the MDX, producing 290 hp, mated

to a six-speed automatic. For the first time, you can have an MDX with front-wheel drive, while all-wheel drive is optional.

BASE PRICE: \$43,885

OUR OPINION: More manageable dimensions make this always-solid luxury crossover option even better.



AUDI SQ5



BMW X5

AUDI SQ5

HIGHLIGHTS: The Q5's S-line variant is Audi's newest addition to the high-performance SUV market. Packing a 3.0-liter supercharged V6, the SQ5 delivers 354 hp and 347 lb-ft of torque with a top speed of 155 mph. Ride height has been lowered more than an inch with the entire package riding on 20-inch wheels. You'll notice S-line trim around the exterior featuring sportier wheels, grille and exhaust tips. The interior receives the S-line treatment as well.

BASE PRICE: \$51,900

OUR OPINION: Audi brings an entry to the high-performance SUV market, stepping into a niche market given its size. The only question now: Is it worth \$50K?

BMW X5

HIGHLIGHTS: BMW's third-generation X5 enters 2014 with freshened styling and a new rear-wheel-drive version available. Styling falls in line with what we've seen from the 3-series with such styling touches as the headlights bleeding into the twin-kidney grille. Overall shape and proportions are the same, so it's instantly recognizable as an X5. Engine choices include a turbocharged 4.4-liter V8 producing 445 hp in the xDrive50i, a turbo-charged diesel 3.0-liter inline-six with 255 hp (xDrive35d) and BMW's 300-hp turbocharged 3.0-liter inline gasoline six (xDrive35i and sDrive35i). Inside you'll find a more luxurious interior with different rear-seat choices (40/20/20 or 70/30 bench options).

BASE PRICE: \$53,725

OUR OPINION: Remains one of the more enthusiast-focused SUVs available.

the next
TYREE GUYTON



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KID ROCK



the next
GLOVER QUIN



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GILDA RADNER



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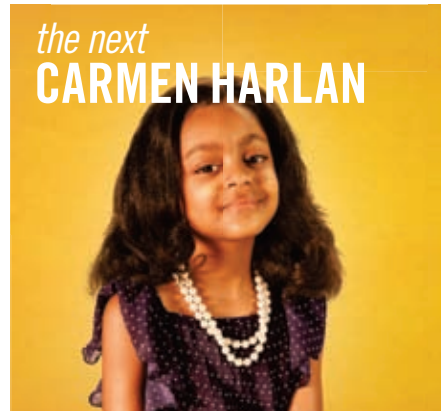
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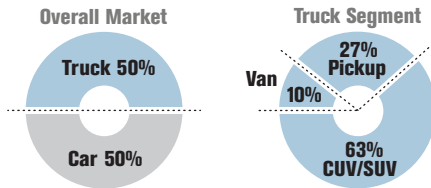
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for Southeastern Michigan**

HAULIN' FACTS 101

Cars and trucks were **NECK AND NECK** in overall U.S. August sales, while CUVs/SUVs **dominated** within the truck-only category.



August 2013 sales
Automotive News
data source

CHEVROLET SILVERADO

HIGHLIGHTS: The new Silverado wears a blockier exterior design along with a redone interior. Engine choices include a 5.3-liter V8 producing 355 hp, a new 4.3-liter EcoTec3 V6 delivering 285 hp and a 6.2-liter V8. All engines are mated to a carryover six-speed automatic. The interior features five USB ports and a MyLink infotainment system so you can keep tabs on the office when you're on the road. The truck is quiet and refined, thanks to a stiffer frame and the use of more high-strength steel. Cab options include regular, double and crew configurations.

BASE PRICE: \$24,585
OUR OPINION: With a great ride, adequate powertrain options,

quiet cabin and competitive pricing, this truck just made deciding which pickup to buy a whole lot harder.

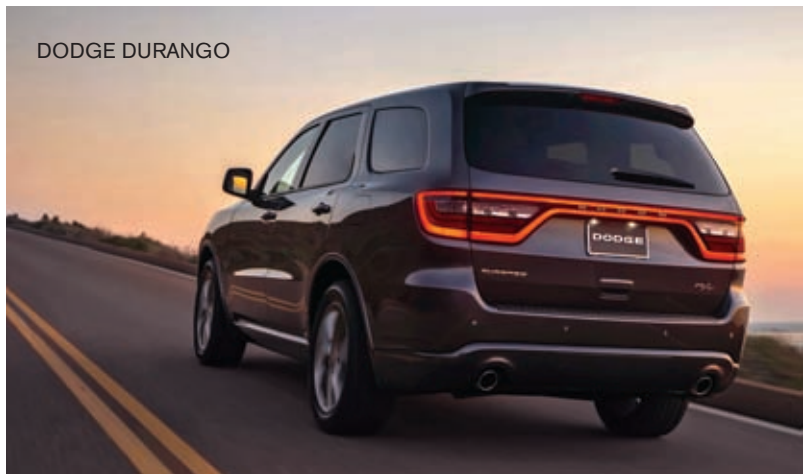
DODGE DURANGO

HIGHLIGHTS: For 2014, the Durango has a revamped exterior and interior. Outside changes include optional LED daytime running lights, revised grille and Dodge's new tail lamps, along with other subtle changes. The Durango also receives an eight-speed transmission standard across all trim levels while the V6 (295 hp) and V8 (360 hp) stay on board. The interior gets Chrysler's 8.4-inch navigation system, along with a new infotainment center.

BASE PRICE: \$30,790
OUR OPINION: Often overlooked, but a solid full-size SUV competitor.



CHEVROLET SILVERADO



DODGE DURANGO



FIAT 500L

FIAT 500L

HIGHLIGHTS: The 500L is the latest in the 500 lineup. It's a taller, more versatile five-door, though styling is 500-esque. You'll find signature design cues and smaller details such as the headlights and taillights. The inside is spacious and features options such as navigation, Beats by Dre audio system and a backup camera/sensors. The 500 Abarth's 1.4-liter turbo-four powers the L, producing 160 hp

and 184 lb-ft of torque. You can get either a six-speed manual transmission or a six-speed dual-clutch automatic.

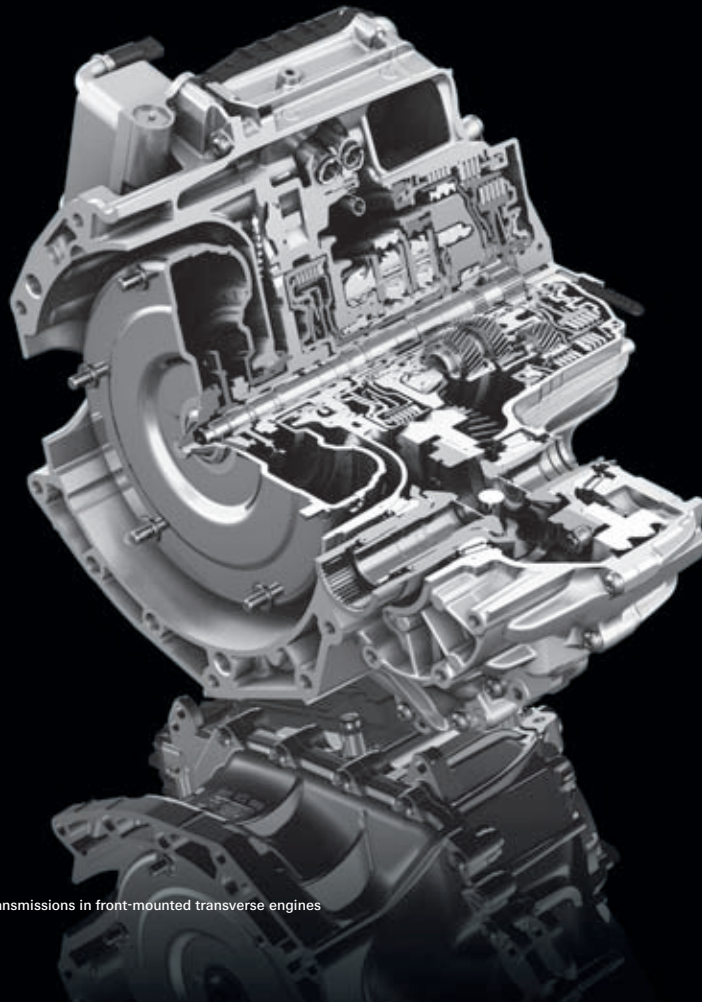
BASE PRICE: \$19,990
OUR OPINION: If you're a 500 fan but want more space, the 500L might be perfect for you. With its standout styling, competitive pricing and overall versatility, we think it will fare well against the likes of the Kia Soul, Mazda 5 and Mini Countryman.

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MOTION AND MOBILITY



* Compared with today's standard 6-speed automatic transmissions in front-mounted transverse engines



FORD TRANSIT

FORD TRANSIT

HIGHLIGHTS: Ford hopes to draw in even more professionals with its more efficient, full-size Transit commercial van; it will eventually replace the tired E-series in the lineup. Compared to the E-series, Ford claims the Transit delivers 25 percent better fuel economy and is capable of carrying about 300 more pounds. Customers will be able to pick from a 3.7-liter V6, the 3.5-liter Ecoboost V6 and a new 3.2-liter Power Stroke diesel engine. With the 3.7-liter V6, a natural gas/propane prep kit is also offered. All engines are bolted to a six-speed automatic to run power to the rear wheels.

BASE PRICE: \$27,000 (est)
OUR OPINION: A more fuel-efficient option for Ford's commercial customers should prove to be popular.



GMC SIERRA

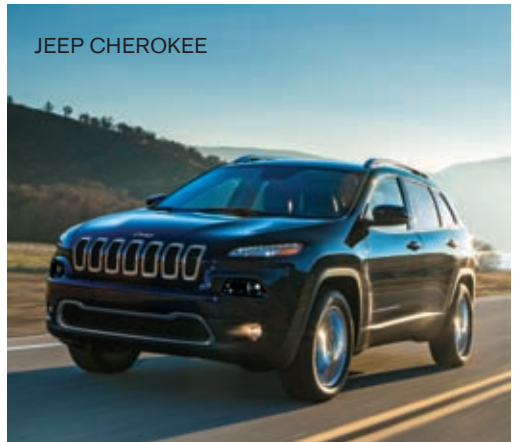
GMC SIERRA

HIGHLIGHTS: Like its Chevy Silverado cousin, the GMC Sierra is new inside and out, and includes the same engine and powertrain options (a 5.3-liter V8 producing 355 hp and the new 4.3-liter EcoTec3 V6 delivering 285 hp and a 6.2-liter V8). The two trucks drive similarly, but the Sierra includes standard features optional on the less-expensive Silverado. The inter-

ior sports the same MyLink infotainment system along with a plethora of amenities. Like Silverado, the ride is super quiet, and the large-plus-roomy backseat is a nice detail.

BASE PRICE: \$25,085

OUR OPINION: A fine upper-crust alternative in the truck market for those wanting a few extra options than those offered on the Chevy.



JEEP CHEROKEE

JEEP CHEROKEE

HIGHLIGHTS: The Cherokee name returns to replace the Liberty in the Jeep lineup and is based on an altered, Fiat-sourced Dodge Dart platform. The Cherokee's styling is polarizing, but Jeep hopes the truck's off-road prowess and exterior/interior features will help it sell. Powered by either a 3.2-liter V6 (271 hp) or a 2.4-liter I4 (184 hp), all Cherokees will lay down power through a nine-speed automatic transmission. You can get front- or all-wheel drive, and there are Sport, Limited and Trailhawk trim levels. The interior is first rate, with Chrysler's corporate 8.4-inch navigation screen available along with high-quality materials.

BASE PRICE: \$23,990

OUR OPINION: As controversial as the exterior might be, the Cherokee promises to have the off-road chops to live up to the name.



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HAULIN' FACTS 101

The **FORD F-SERIES** is pretty popular. Duh, right? The light-truck sales leader has already moved nearly **500K** vehicles this year. Two top-10 cars—**TOYOTA COROLLA (210K)** and **CHEVROLET CRUZE (183K)**—haven't sold 400K combined.

YTD 2013 sales
Automotive News
data source

JEEP GRAND
CHEROKEE



JEEP GRAND CHEROKEE

HIGHLIGHTS: The Grand Cherokee undergoes a freshening for 2014. Overall exterior shape remains the same with a new grille and a smaller headlight cluster with new LED taillights. The interior gains an 8.4-inch touchscreen, new steering wheel and material upgrades scattered throughout. An eight-speed gearbox is standard across the board mated to a 3.0-liter turbodiesel V6 (240 hp, 420 lb-ft), a 3.6-liter V6 (290 hp, 260 lb-ft), a 5.7-liter V8 (360 hp, 390 lb-ft) or a 6.4-liter V8 (470 hp, 465 lb-ft).

BASE PRICE: \$29,790

OUR OPINION: One of our favorite SUVs gets more appealing with the transmission upgrades and diesel option.

KIA SORENTO



KIA SORENTO

HIGHLIGHTS: Kia claims the Sorento is "80 percent new" for 2014 with an 18 percent stiffer platform, updated LED front- and rear-light treatments and a revamped interior with a new dash with more intuitive controls and UVO eServices Infotainment System. Engine options include a 3.3-liter V6 producing 290 hp, while a 2.4-liter

four lays down 191 hp with both engines bolted to a six-speed automatic transmission.

BASE PRICE: \$24,100

OUR OPINION: Kia addressed a major sore point with the fresh interior surroundings to make the Sorento an even stronger value player.

KIA SOUL

HIGHLIGHTS: See page 40.

LAND ROVER RANGE ROVER SPORT

HIGHLIGHTS: Following the footsteps of the redesigned Range Rover, the Sport is new for 2014. Smoother sheetmetal reminds us of the Evoque: The Sport is 800 pounds lighter thanks to a large aluminum structure. A 3.0-liter supercharged V6 delivering 340 hp and a 5.0-liter supercharged V8 producing 510 hp are available.

Both are mated to an eight-speed transmission and permanent four-wheel-drive system with a locking center diff and an optional locking rear axle. The interior is redone and now includes an optional third row.

BASE PRICE: \$63,500

OUR OPINION: Drastically better than the previous generation, and that one wasn't bad itself. Whether you're a returning customer or a new one, you won't be disappointed with this generation.

LAND ROVER
RANGE ROVER SPORT



PRESENTING

CRAIN'S Newsmaker of the Year

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Mike Duggan

DETROIT MAYOR



For turning the improbable into what, in retrospect, now seems to have been inevitable, Detroit's newly-elected mayor Mike Duggan was selected for *Crain's* Newsmaker of the Year.

AGENDA

- 11:30 a.m. Registration
- Noon Program
 - Keynote: Mike Duggan
 - Best-Managed Nonprofit Awards
 - Newsmaker Scholarship Award
- 1:30 a.m. Adjourn

Join us as he addresses the business community.

Tuesday, Feb. 25
11:30 a.m. - 1:30 p.m.
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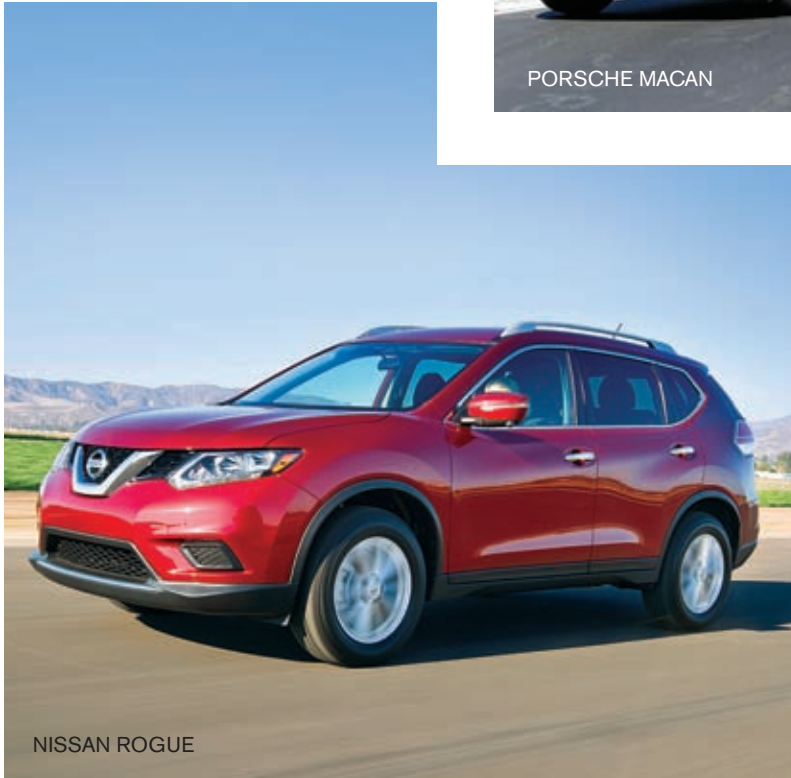
MITSUBISHI OUTLANDER

MITSUBISHI OUTLANDER

HIGHLIGHTS: Mitsubishi is breathing some life into its lineup by revamping the Outlander for 2014. It's longer, making it more competitive in the midsize crossover segment. The interior sports a new layout, upgraded materials, more driver-intuitive controls and seven-passenger seating. Power comes from a 2.4-liter four (166 hp, 162 lb-ft) mated to a CVT, while a 3.0-liter V6 (224 hp, 214 lb-ft) is available with a six-speed automatic. Front-wheel drive is available for the base models; all other models have all-wheel drive.

BASE PRICE: \$22,995

OUR OPINION: Mitsubishi brings to the war a lightweight, low-cost competitor with good gas mileage. If you don't mind the non-traditional nameplate and don't want to spend a whole lot for a crossover, you might be pleased with the Outlander's bang for your buck.



NISSAN ROGUE

NISSAN ROGUE

HIGHLIGHTS: 2014 marks the arrival of the second-generation Nissan Rogue with a new, more aerodynamic appearance and upgraded drivetrain. It will be offered in three trim levels (S, SV, SL) beginning in November. In addition to a slipperier design, the Rogues get front-wheel air deflectors, a rear spoiler and taillight diverters to help drop drag by 10 percent. Power comes from a 2.5-

liter, 170-hp four-cylinder engine bolted to a continuously variable transmission, which Nissan estimates will return an EPA rating of 33 mpg on the highway on front-wheel-drive models.

BASE PRICE: \$23,550

OUR OPINION: The long overdue redesign is welcome and keeps Nissan relevant in the heated small crossover segment.



PORSCHE MACAN

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PORSCHE MACAN

HIGHLIGHTS: Slated to make its world debut at the LA Auto Show, the Macan grows Porsche's SUV lineup and pushes the sports-car maker into yet another segment. The Macan will share a platform with the Audi Q5 and will be built alongside its Cayenne big brother at Porsche's plant in Leipzig, Germany. We'll have to wait until LA for more details, but we wouldn't be surprised to see engine options similar to the ones offered on the Q5, such as a force-induced four-cylinder and V6.

BASE PRICE: \$45,000 (est)

OUR OPINION: No belly aching is necessary from Porsche purists. The Cayenne proved a huge success and the Macan will likely be as well.

HAULIN' FACTS 101

That's heavy, Doc: The 2014 Chevrolet **Silverado 3500** HD Diesel 4x4 Crew Cab long box weighs in at 7,454 lb, making it the equivalent of 3.29 Chevy **Spark LS** manuals, which individually tip the scales at 2,269 lb.



SUBARU
FORESTER

SUBARU FORESTER

HIGHLIGHTS: Subaru's bread-and-butter crossover gets new drivetrain options, blockier sheetmetal and a revised interior. The cabin feels more spacious and is built with better materials. Available options include a 2.5-liter H4 producing 170 hp and 174 lb-ft of torque and a 2.0-liter turbocharged H4 pumping out 250 hp and 258 lb-ft of torque. A new continuously variable transmission joins the line, while the six-speed manual remains standard.

BASE PRICE: \$21,995
OUR OPINION: A smart redo with improved fuel efficiency should keep the Forester faithful happy and coming back for more.



TOYOTA HIGHLANDER



TOYOTA 4RUNNER
HIGHLIGHTS: See page 42.

TOYOTA HIGHLANDER

HIGHLIGHTS: The Highlander receives a complete revamp for the 2014 model year with beefier looks. Powertrain options remain the same: a 2.7-liter four-cylinder or a 3.5-liter V6 mated to a six-speed automatic. The hybrid also stays, with Toyota claiming improved fuel economy across all powertrains due to transmission changes. Front- and all-wheel-drive models will be offered. Toyota promises improved interior materials, upgraded sound deadening and a more spacious third-row seat.

BASE PRICE: \$30,500 (est)

OUR OPINION: It all comes down to price. We liked the previous generation Highlander well enough (excluding the hybrid) and thought it was a solid competitor in the crazy hot midsize SUV/crossover market. The 2014's looks might be polarizing to some, but the truck is improved basically across the board, so if it's priced right, it should continue to do well in its class.

TOYOTA TUNDRA

HIGHLIGHTS: See page 36.

WINTER 2014

商业超越国界

BUSINESS BEYOND BORDERS

A special news report by
Crain's Custom Media
translated into Chinese

IN PARTNERSHIP WITH THE
ASIAN PACIFIC CHAMBER OF COMMERCE



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Let's Welcome Our International Travelers

As the North American International Auto Show celebrates its 25th anniversary as an international show, it continues to be a significant draw for world travelers. In particular, the large number coming from China, was the impetus for Crain's Custom Media to create this special news report on business and automotive issues in Detroit and Michigan.

Stories in this section ran previously in Crain's Detroit Business as well as other publications. They were then translated to Chinese. Special thanks to our translator and designer, Nina YingSun.

A special thanks also to our partners on this project, the Asian Pacific American Chamber of Commerce as well as our sponsors.

I hope you find some information included here that will be useful to you while either doing business in Detroit during the auto show, or, perhaps some other time.

Daniel Duggan
Managing Editor – Custom and Special Projects
Crain's Detroit Business

热烈欢迎 国际来宾

今年是北美国际车展成为真正的国际性展会的25周年，该盛会继续吸引着来自全球各地的参观者。其中来自中国的观众人数众多，因此我们专门制作了这期特刊，介绍底特律和密歇根州的商务和汽车业情况。

本期特刊的内容来自*Crain's Detroit Business*和其他刊物的英文报道，翻译成中文。感谢孙颖帮助我们制作本刊。

特别感谢本项目的合作伙伴亚太美国商会，以及我们的赞助商。

我希望您能从本刊中得到一些有用的信息，或许会对您在车展期间、或是不久的将来洽谈商务有所裨益。

Daniel Duggan
执行主编 – 定制和特别项目
Crain's Detroit Business

Snyder州长多次率团访华 力推密歇根及底特律

Chris Gautz撰文

今年9月，率投资代表团到达亚洲的第一天，州长Rick Snyder展示了Pure Michigan品牌，并向中国媒体展示了底特律目前的积极发展。

在接受本刊采访时，Snyder表示，总体看来，国际媒体认为底特律的城市破产申请使这座汽车之城面临着灰暗的未来。

Snyder说：“在此背景之下，我认为此次中国行是宣传底特律积极一面的良好契机。这一点得到了很好的肯定。”

在上海时，Snyder还向中国的多家商业出版物和新闻社提到了底特律当前的私人投资现状。他说：“这样能很好地把握主动，打消他们的顾虑。”

他抵沪后的第一件事是参加了一项旅游论坛并发表讲话，正式启动了Pure Michigan宣传活动。

本次论坛由密歇根州经济发展署主办，旨在向中国媒体和旅游业宣传密歇根州旅游。

密歇根州代表团带来了中文版本的旅游宣传材料。

Snyder表示，他详细研究了中国的旅游业曾对加拿大温哥华产生的积极影响。他的目标是确保有意海外旅游的中国公民会考虑密歇根州。



中国国务院副总理汪洋会见密歇根州州长Rick Snyder

他说：“通常这些游客只知道美国东岸和西岸地区。”

Snyder说，他提到了密歇根州提供的高尔夫、打猎和钓鱼等游乐项目。

这次访华团的成员还包括来自15家公司的代表，这些公司主要位于密歇根州东南部。Snyder说，他们围绕密歇根州的招商引资展开了积极的业务洽谈。

他还与目前在密歇根州建有业务的多家中国公司的代表进行了会谈，鼓励他们向朋友和同僚多多宣传密歇根州。他说：“他们在密歇根得到了非常好的体验。”

这是Snyder上任后第三次造访亚洲。2012年9月，Snyder曾率贸易代表团访华10天；2011年9月，他在日本、中国和韩国进行了为期8天的贸易访问。

Snyder表示不方便透露此行将能创造多少就业机会。但他表示，从以往亚洲行带来的实质性结果来看，“情况是很不错的”。

他说：“我认为这是一个很好的机会。”

他表示，随他一起访问的企业在访问过程中即与外国公司签下了多份协议。

随同Snyder访华的15家密歇根州企业包括：

- Active Aero公司 – Belleville
- American Laser Enterprises公司 – Wixom
- ATCO Industries公司 – Sterling Heights
- B & D Cold Headed Products公司 – Wayne
- CDC America公司 – Wixom
- Cherry Central Cooperative公司 – Traverse City
- Dhake Industries公司 – Plymouth
- Hybrid Design Services, Inc.公司 – Troy
- Lorin Industries公司 – Muskegon
- MessageMakers公司 – Lansing
- Morbark Industries公司 – Winn
- Motion Dynamics Corporation公司 – Fruitport
- Nexthermal公司 – Battle Creek
- Ort Tool公司 – Erie
- W.F. Whelan Co.公司 – Canton Township

CELEBRATE A NEW YEAR IN FEBRUARY

新春快乐

On February 27, 2014, we invite you to join us at the Cobo Center Grand Riverview Ballroom to welcome a high level delegation of governmental and industry leaders from China to Michigan for our Chinese New Year Gala. In the 12-year cycle of the Chinese zodiac, 2014 is the Year of the Horse, marking an auspicious year for establishing new business relationships. Help us demonstrate Michigan's warmth and goodwill, and build *guanxi* for a good year to come.



Keynote presentation by Governor Richard D. Snyder, who has dedicated significant time and energy to strengthening Michigan's connections with China.

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底特律中華商會

Detroit Chinese Business Association



密歇根房产吸引中国投资者 预计投资量将上扬

Dustin Walsh撰文



底特律地标性建筑物自由新闻大厦

随着中国投资者的购买实力加强，底特律市持续的经济复苏正在吸引大量的中国投资流入。

今年9月，在对底特律市中心的地标性建筑物David Stott大厦和前底特律自由新闻大厦的竞拍中，中国房地产开发商东渡国际集团拔得头筹。

这家总部位于上海的公司未经实地查看就直接拍下了这两栋大楼，收购价分别为420万美元和940万美元，击败了位于底特律的Rock Ventures LLC公司，代表卖方协调售楼事宜的房产顾问Ryan Snoek在接受本刊采访时表示。

东渡集团在当地的代表是总部位于Farmington Hills的法律事务所Hoffert & Associates PC公司的律师Greg Elliott。他谢绝对该公司或交易置评。该公司在一份声明中称：“正在仔细研究这两处地产，并非常看好其悠久历史传承和优势地理位置。”

这家公司还“对本地商界在底特律经历经济困境时联手采取众多举措以复兴城市的举动表示钦佩。”

东渡集团成立于1989年，在上海、南京、成都和中国其他城市拥有地产，此外在加州也置有地产。

研究中国市场的专家称，底特律市应做好准备，迎接更多投资的到来。在中国本身的经济充满不确定性、且增速放慢的情况下，中国对美国市场的投资源源不断。

买方背景

芝加哥的Plante Moran PLLC公司的咨询合伙人和国际商务咨询服务负责人Lou Longo说，中国人把美国-特别是底特律-视为低成本的高增长市场，尤其是在房地产方面。

据报道，2012年，中国在美国进行的商业性地产投资总额超过了30亿美元。

房地产公司CBRE 6月发布报告称，美国是中国房地产投资和投资者最大的市场，包括企业投资和个人投资。预计未来几年里，这些投资者将在美投入1780亿美元。

Longo表示，东渡集团的交易是中国企业进行房地产投资的完美范例。

Longo说：“中国投资者瞄准的是我所说的‘以价值为基础的交易’”，并补充说，这些历史悠久的老建筑特别吸引他们。

“他们在拍卖会上以很诱人的价格买下这些建筑物，而且我不认为他们会将这些资产持有40年。我认为他们在这里采取的策略是，希望比在中国国内更快地取得投资回报。”

Longo说，他预测东渡集团将持有这块房产15年或更短，在中国这属于短期投资。

总部位于Royal Oak的法律事务所Howard & Howard Attorneys PLLC公司的律师及顾问Evonne Xu表示，中国对底特律的兴趣源自于这座城市的知名形象。她说，有一个很出名的网络视频，描述的是一个美国人花了在中国只够购买一双高档皮鞋的钱，在底特律购买了数套房屋，这段视频在中国迅速走红。

Xu说：“许多中国人都对这段视频深信不疑，从而对这里的市场产生了浓厚的兴趣。”

她还说，底特律市的破产更加激发了这座城市在潜在的中国投资者心中的兴趣。

Xu说：“他们喜欢在市场低迷时投资，然后在市场复苏后再接手。尽管破产在其他地方被视为一件坏事，但却提高了底特律房地产市场在中国的知名度。”

中国繁荣发展

中国在过去20多年来一直保持良好的经济增长势头，2012年的GDP增幅达到了7.7%。据彭博社报道，尽管中国的经济增长目标越来越接近7%，并且政府在采取措施遏制信贷扩张、房地产开发和产能过剩现象，许多-甚至是绝大部分-经济学家都做出过预测，中国将赶超美国成为世界最大的经济体。

根据近期的报道来看，中国的经济增长在很大程度上受到了房地产市场的推动，GDP中房地产占比13%，与2011年美国的情况一样。一些经济学家近来发布报告称，过去几年里，中国的房地产投资在中国经济中的实际占比可能高达20%-30%。

据《华盛顿邮报》报道，2011年，中国家庭有41%的收入花在房产上，而美国只有26%。

Xu说，房地产市场的蓬勃发展让精明的投资者的腰包快速鼓了起来，但随着房价的不断攀升，房地产市场的稳定性不被看好。

Xu在2012年进入Howard & Howard公司，担任中国业务主管。

今年，中国的头条新闻中经常会出现“上海新房价格7年来上涨273%”或是“中国主要城市房价飙升15%”这样的标题。

Xu说：“中国经济增长在放慢，且存在许多政治不稳定性，毕竟中国建国只有65年。”

“尽管中国国内的投资环境仍相对友好，但投资者希望让投资更加多元化，因此美国就成为了首选，特别是底特律，因为中国人对这里的汽车业比较熟悉。”

[下转C10页]



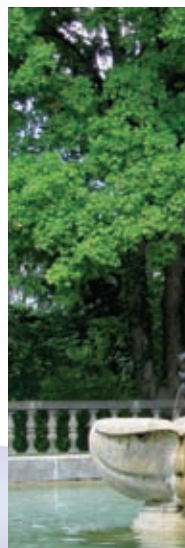
欢迎来到密歇根州

密歇根州奥克兰县欢迎我们的中国宾客到北美国际汽车展。我们这里有42家华人经营的企业，包括上海汽车集团股份有限公司，耐世特汽车系统集团有限公司，福耀集团和敏实集团有限公司。

奥克兰县,以其大量的中国人口，是世界汽车技术和创新的领先。超过百分之五十以上的世界500强企业都坐落在这里，包括克莱斯勒和李尔公司的全球总部。国外公司了解并信任我们，有近900厂商来自37个国家在这里经营。

我们的业务发展队可以介绍你的公司给超过330家汽车研发中心 - 大部分位于奥克兰县 - 建立伙伴关系，合作和销售。我们给予三个月的免费的办公室在自动化地带国际商业中心，该地区的技术联盟。我们还提供援助：

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- 2 密歇根汽车研究的联系
- 3 市场/新闻界传播
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L. BROOKS PATTERSON
OAKLAND COUNTY EXECUTIVE

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编者按：本文于6月刊登在精日传媒Jing Daily上。该刊物的更多报道请见www.jingdaily.com

最近，中国的投资公司收购外国企业的消息频频登上新闻头条，收购对象从豪华游艇生产商到声名显赫的美国老牌猪肉食品集团。相比之下，中国企业在美国汽车业的投资尽管在增长，但低调很多。为了更好地了解中国公司在这一行业的活动现状，《Jing Daily》采访了底特律中华商会（以下简称DCBA）的会长Jerry Xu先生。

Xu谈论了中国企业在底特律地区的影响力，以及密歇根州政府目前正在采取哪些措施加强与中国的关系。

我们先来了解一下底特律中华商会（DCBA）的背景。

DCBA成立已有15年。我们在密歇根州和中国之间发挥着桥梁作用，特别是在商业发展方面。本商会约有100家会员企业，包括中小型企业 and 初创公司。我们还在本地区的大学，例如密歇根州立大学、密歇根大学和韦恩州立大学，有大约1000名学生会员。

本协会致力于推进密歇根州与中国的关系，举办各类活动

在中国的大型OEM [原始设备制造商]。上汽集团在北美设有总部，还包括采购和研发机构。

中国投资者在美国汽车业的最大一宗收购是位于密歇根州Saginaw的转向系统生产商Nexteer公司。该公司有3000-4000名员工。这是迄今与汽车相关的最大一宗收购。

总体来看，大部分中国汽车公司都会因为质量问题和技术缺陷而遇到挑战。在中国国内市场上获得成功，他们就陷入了瓶颈，这意味着他们必须进行技术升级并进入全球市场，参与国际竞争。从近期来看，他们需要开拓新市场来推动销售。从长远来看，他们需要获得技术专长，并发展管理和运营国际业务所需的技能，成为国际性的企业。

正如近期《纽约时报》所报道的，进入密歇根州汽车业的中国企业在宣传方面非常低调。

密歇根州的中国企业大多已经在这里建立了一定的投资基础。他们往往已经知道他们要收购的是哪种类型的企业，但还没有确定具体是哪家公司。这些企业需要DCBA为他们做一些工作，帮助他们与本地区的专业人员建立联系，传播信息。他们通常不喜欢大张旗鼓地做宣传。

中国投资者在底特律

也是途径之一。我们为中国来的代表团组织商业发展洽谈会，并在秋季举办中国论坛。我们还举办聚会活动，并创造与本地社区互动的机会。例如，我们目前正筹划在密歇根州东南部最大的一个郡举办一场高尔夫远足活动。我们的想法是，通过该活动提供一个平台，把成功的商业人士聚集在一起，享受乐趣，发展业务机会。

您刚才提到了密歇根州与中国的关系。请详细介绍一下。

为了达到总体商业发展目标，密歇根州与中国的许多省级政府机构建立了良好的关系。这要归功于州长Rick Snyder，他对推动双方的交流做出了很大努力。他已经两次造访中国，听说他正在计划今秋再次前往中国。此外，他本人在风险资本和技术领域也颇有建树。依托这一专业背景，他对长期规划有很深的认识。我们在密歇根州已经看到了立竿见影的效果。相比前任州政府执掌时期，现在中国企业家和投资者在这里的投资活动数量增加了十倍之多。DCBA很高兴能与Snyder领导的政府保持密切合作，对他及他的团队给予很高的认可和赞扬。

在长期规划方面，中国政府的五年发展规划是否对密歇根州有影响？

那是当然的。我们密切关注中国的五年发展规划。在中国发生的事情的影响不仅限于中国国内，特别是涉及商业发展时，其影响是全球性的。密歇根州政府充分认识到这一点。诸如DCBA这样的组织在其中发挥着重要作用，作为主要的交流平台帮助中国企业了解本地社区并融入其中。密歇根州历来是理想的养家之地，我们感受到密歇根州本地社区非常包容和乐于助人，即便在华裔人口较少的地方也是如此。

中国企业在密歇根州汽车业中的业务规模有多大，中国企业及投资者感兴趣的领域有哪些？是车辆生产？研发？还是零部件制造？

已经有许多中国企业考虑对底特律地区的汽车零部件生产商和供应商进行投资。他们渴望收购目前已建立良好市场份额的企业，且希望在中国夺取更多的市场份额。

长安汽车和上汽集团都是这方面的例子。他们都是总部设



底特律中华商会会长Jerry Xu

亚洲其他国家的汽车制造商也经历了从大众消费市场进入豪华市场的过程，如丰田汽车开发雷克萨斯（Lexus）。您认为中国汽车制造商将来也会走上这条路吗？

这是肯定的。中国企业在研发投资、管理大规模运营、融入当地市场和文化，以及建立起成功的经营模式上还有很多需要学习。他们愿意向竞争对手取经。除了从美国汽车业获得经验和技术专长外，中国汽车制造商还可以向日韩汽车制造商学习，特别是考虑到这些国家的文化背景和经营方式比较接近。

进入豪华车市场如何与中国企业在这一地区的战略重点相契合？

底特律已成为全球汽车战略中的一大重镇，无论对美国汽车公司还是中国汽车公司来说都是如此。通用汽车和福特在中国建立了许多合作关系，并通过建造新厂向当地的二线城市实施扩张。总体而言，中国人喜欢美国车以及美国品牌带来的生活方式。别克在中国市场非常成功，其中许多战略规划和决策是在底特律达成的。

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■ **总部:** 底特律
 ■ **经营地点:** 总部设在上海; 在常熟和合肥建有工厂。
 ■ **员工数:** 约1700
 ■ **产品范围:** 前桥, 独立后驱动桥, 动力转换器, 后驱动模块, 准双曲面齿轮, 传动轴, 各类加工组件
 ■ **客户:** 大众汽车, 江淮汽车, 双龙汽车, 沃尔沃, 奇瑞
 ■ **最高执行官:** 亚洲区总经理Donald Joseph

奥托立夫

■ **总部:** Ada
 ■ **经营地点:** 亚洲总部、中国总部和技术中心均设在上海; 在中国各地有12家工厂。
 ■ **员工数:** 8000
 ■ **产品范围:** 安全气囊, 安全带, 方向盘, 电子产品, 充气机, 安全带织带, 安全气囊垫
 ■ **客户:** 大众汽车, 通用汽车, 福特, 现代起亚, 长城, 日产, 丰田, 本田, 标致雪铁龙, 奇瑞, 吉利
 ■ **最高执行官:** 奥托立夫亚洲区总裁George Chang, 奥托立夫中国区总裁Arthur Blanchford, 奥托立夫亚洲电子公司总裁Thierry Masson

康博公司

■ **总部:** 底特律
 ■ **经营地点:** 在上海和北京设有办事处
 ■ **员工数:** 133
 ■ **产品范围:** IT软件和服务, 如应用性能管理解决方案, 帮助识别和解决IT性能问题; 用于apps的开发语言Uniface, Covisint和用于专业服务和产品组合管理的软件Changepoint。还为主机架的开发与维护提供各类产品与服务。
 ■ **最高执行官:** 国家经理Wayne Ju

康威物流

■ **总部:** Ann Arbor
 ■ **经营地点:** 在北京、成都、广州、香港、上海、沈阳、苏州、台湾和武汉建有43座仓库
 ■ **员工数:** 650
 ■ **服务范围:** 仓储, 运输管理和第三方物流解决方案。
 ■ **最高执行官:** 北亚总经理Thomas Pan

库博标准汽车公司

■ **总部:** Novi
 ■ **经营地点:** 在中国各地建有8座工厂。

■ **员工数:** 约3200
 ■ **产品范围:** 各类汽车产品, 如密封和装饰, 燃料和中断传送, 流体传送, 热和排放, 以及防振
 ■ **服务行业:** 电子, 医疗, 农业, 基础设施, 工业和汽车。
 ■ **最高执行官:** 亚太区总裁Song Min Lee

陶氏化学

■ **总部:** Midland
 ■ **在华业务:** 在中国各地建有18座工厂和研发设施
 ■ **员工数:** 3600人
 ■ **产品范围:** 塑料、化学粘着剂、汽车产品、水处理产品、涂料和建筑材料、石油与天然气、个人护理与农业产品
 ■ **服务行业:** 电子, 医疗, 农业, 基础设施, 工业和汽车。
 ■ **最高执行官:** 大中华区总裁Peter Wong

辉门公司

■ **总部:** Southfield
 ■ **经营地点:** 总部设在上海, 昆山和上海设有仓库, 在中国各地建有8座工厂。
 ■ **员工数:** 2750
 ■ **产品范围:** 活塞, 活塞环, 衬里, 发动机轴承, 密封, 点火, 摩擦产品
 ■ **最高执行官:** 汽车零部件事业部亚太区总裁Paul Jefferson

福特汽车

■ **总部:** Dearborn
 ■ **经营地点:** 在中国各地有5座生产基地
 ■ **员工数:** 约25000
 ■ **产品范围:** 各种车型和汽车发动机。
 ■ **最高执行官:** 福特中国董事长John Lawler

通用汽车

■ **总部:** 底特律
 ■ **经营地点:** 在中国各地建有9座工厂、5家办事处和2个技术中心
 ■ **员工数:** 超过35000
 ■ **产品范围:** 宝骏, 别克, 凯迪拉克, 雪佛兰, 欧宝, 五菱和解放汽车。
 ■ **最高执行官:** 通用中国总裁Kevin Wale

李尔公司

■ **总部:** Southfield
 ■ **经营地点:** 在长春、重庆、柳州、南京、瑞安、上海、沈阳、武汉、芜湖和扬州建有工厂; 在上海建有技术中心。
 ■ **员工数:** 约10000
 ■ **产品范围:** 完全组装座椅, 座椅部件, 座椅装饰罩, 织物和座椅泡沫, 电

源管理产品, 线束, 接线端子和接头。
 ■ **最高执行官:** 亚太区运营总裁Jay Kunkel

赛夫华兰德

■ **总部:** Holland
 ■ **经营地点:** 在厦门有两座工厂, 在上海设有办事处
 ■ **员工数:** 253
 ■ **产品范围:** 拖车起落架, 挂车车轴, 制动器。
 ■ **最高执行官:** 执行副总裁Jeff Talaga

邦迪汽车

■ **总部:** Auburn Hills
 ■ **经营地点:** 在中国各地建有11座工厂
 ■ **员工数:** 4100
 ■ **产品范围:** 流体承载系统, 燃料泵和模块, 油箱, 传动系, HVAC流体系统
 ■ **最高执行官:** 亚太区总经理Kim Ooi

天合汽车

■ **总部:** Livonia
 ■ **经营地点:** 在上海设有总部和两家技术中心, 在中国各地建有15座工厂
 ■ **员工数:** 超过8700
 ■ **产品范围:** 制动器, 方向盘, 安全气囊, 安全带, 售后零件, 紧固件, 发动机部件
 ■ **最高执行官:** 亚太副总裁Mark Stewart

优赛思

■ **总部:** 底特律
 ■ **经营地点:** 在上海和北京设有办事处
 ■ **员工数:** 27
 ■ **产品范围:** 旨在改善经销商绩效的软件和咨询服务
 ■ **客户:** 大众汽车, 雷诺日产, 英菲尼迪, 梅赛德斯奔驰, 宝马, 捷豹路虎, 克莱斯勒
 ■ **最高执行官:** 总经理Hamilton Gayden, 地区副总裁Tom Longo

爱色丽

■ **总部:** Grand Rapids
 ■ **经营地点:** 总部设在上海, 在北京和广州设有办事处
 ■ **员工数:** 约50
 ■ **产品范围:** 用于测量、制定和匹配颜色的软硬件产品。
 ■ **客户:** 各行业, 包括印刷、包装、摄影、平面设计、视频、汽车、涂料、塑料、纺织品、牙科和医疗。
 ■ **最高执行官:** 销售副总裁 Peter He

[上接C4页]

Xu说，中国政策规定要求长期持有房产，且土地所有权归政府，这使房产交易的性质更偏向土地使用合同，有时合同的持有期长达40年。

建立新关系

密歇根州州长Rick Snyder在9月第三次率团访华，意在加强密歇根州对中方投资的吸引。

出访归来后，Snyder发表声明说：“这只是密歇根州为中国市场带来的各种惊喜的开端，我们向遇到的所有管理者大力宣传密歇根州，希望奠定在本州进行长期投资的基础。”

密歇根州经济发展署的汽车业顾问Nigel Francis抵华后，一直在向投资者和企业“推销”本州汽车市场。

2012年中国在密歇根州的投资总额创下10亿美元新高，在中国资本直接投资数额最大的美国各州中排名第九。投资有近95%与汽车有关。

底特律中华商会的商业与社区关系经理Milan Stevanovich说，该商会看到中国对该地区的兴趣大幅增长，且已超出了汽车领域。

Stevanovich说：“中国拥有最复杂、最微妙的金融环境，难以定性。他们现在手头的现金很充裕，我们在未来五年里将会看到有新的100家中国企业来底特律投资。”

河滨项目

Stevanovich说，多名中国政府官员和投资者对滨河开发理念尤为感兴趣。这一构想有望推动底特律市的游艇码头、度假酒店和游艇建造发展。

据Stevanovich透露，来自海南省和南通市的十名中方代表、中国商界领袖和总部位于美国迈阿密的游艇建造商Paracas Yachts公司已经就潜在项目进行了接洽。

他们希望在底特律河滨地区或在Macomb郡的圣克莱尔湖沿湖地带建造游艇码头。

Stevanovich说：“我们这里的淡水资源是中国没有的。能够在底特律建造游艇是件很好的事，这里拥有游艇制造的技术专长，我们希望还能建立起配套的游艇码头和度假酒店。”

Xu说，随着曝光度的增加，密歇根州得天独厚的开阔空间和自然资源将吸引更多的外资流入。

她说：“随着中方投资的增加，将会吸引其他人加入投资大军，投资对象也将扩展到汽车以外的更多行业。我认为本州的鱼类食品加工将成为中方新的投资热点。”她还表示，中国企业家对投资高尔夫球场和开展新的贸易事业兴趣浓厚。

Xu说：“相比东西岸地区，这里劳动力训练有素，竞争较少，空间更开阔，这是密歇根的优势所在。”

中美两国企业参加密歇根贸易会议

由超过25家企业组成的中国代表团参加了亚太美国商会（简称APACC）在10月主办的一场贸易会议。

会议由APACC和密歇根州经济发展署联合主办，总部位于北京的中国模具工业协会派出代表团参会。

中美企业聚集一堂，围绕汽车模具和模具业，共同商讨扩大国际贸易、技术培训、专家交流、合作和采购。200多名行业管理者出席了会议。

APACC的副董事长兼总裁Grace Lee说，会前和会后都安排了远道而来的管理者们进行了实地参观。“大家反响热烈，都希望学习更多经验。会议为中美企业提供了诸多机会。这样的活动对每个人来说都是双赢的好事。”

她说，明年6月举行的后续会议将展开更深入的讨论。

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阎凌燕，中国业务总监

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The Chairmen's Award-winning poster for 2014, by Romeo Engineering and Technology Center 12th-grader Lindsey Simon.



AWARD NAME	NAME	GRADE	SCHOOL NAME	SCHOOL CITY
Chairmen's Award	Lindsey Simon	12	Romeo Engineering and Technology Center	Washington, MI
State Farm Insurance Award	Angelica Paporizos	12	Henry Ford II	Sterling Heights, MI
Designer's Best of Show - Digital	Derrick Wayne Willis Bowie	10	Kalamazoo Central High School	Kalamazoo, MI
Designer's Best of Show - Traditional	Haley Touchette	12	Grand Blanc High School	Grand Blanc, MI
1st Place, 10th Grade Award	Katelyn Galant	10	Lakeview High School	St Clair Shores, MI
1st Place, 11th Grade Award	Zoë Wilson	11	Careerline Tech Center	Holland, MI
1st Place, 12th Grade Award	Jennifer Tigani	12	William D. Ford Career Technical Center	Westland, MI
2nd Place, 10th Grade Award	Mujo Hrnjica	10	Hamtramck High School	Hamtramck, MI
2nd Place, 11th Grade Award	Veronica Peterson	11	William D. Ford Career Technical Center	Westland, MI
2nd Place, 12th Grade Award	Jennifer Tigani	12	William D. Ford Career Technical Center	Westland, MI
3rd Place, 10th Grade Award	Claire Beresford	10	Bloomfield Hills High School	Bloomfield Hills, MI
3rd Place, 11th Grade Award	Paris Leek	11	Careerline Tech Center	Holland, MI
3rd Place, 12th Grade Award	Ronald Malmsten	12	William D. Ford Career Technical Center	Westland, MI
Best Theme	Tiffany Teng	11	Novi High School	Novi, MI
Best Use of Color	Teada Ngjin	12	Careerline Tech Center	Holland, MI
Most Creative	Jefferson Braybrook	12	Careerline Tech Center	Holland, MI
State Farm Insurance Award	Angelica Paporizos	12	Henry Ford II	Sterling Heights, MI

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NAIAS 2014 PRESENTING SPONSORS



CHARTER ONE/RBS CITIZENS is pleased to serve as Presenting Sponsor of Charity Preview for the eighth consecutive year. As one of the single most significant children's charity events in Michigan, RBS Citizens / Charter One is proud to continue our commitment to the community where we live and work through our support of Charity Preview. We recognize that a successful banking relationship is just that - a relationship. We take the time to know your business, your marketplace, and work with you one-on-one to help your company prosper. Our full range of banking capabilities is tailored to meet your financial goals, from loan and deposit products, to cash management, international services, financial solutions for professional firms, and more. Through our expansive global network RBS Citizens brings key contacts for full business services and trade and finance expertise right to your office.

Charter One is a division of RBS Citizens, N.A., operating in Illinois, Michigan and Ohio. It has 333 branches and 509 ATMs. It has 102 branches and 105 ATMs in Michigan.

RBS Citizens, N.A., is a subsidiary of RBS Citizens Financial Group, Inc., a \$118 billion commercial bank holding company with more than 1,300 branches, 3,600 ATMs and approximately 19,000 colleagues. We have branches in 12 states and non-branch retail and commercial offices in more than 30 states. Please visit us at www.charteronebank.com.



OPPORTUNITY DETROIT: OPPORTUNITY DETROIT is pleased to provide promotion, graphics and public relations support to NAIAS. Opportunity Detroit is also the Presenting Sponsor of the Studio 25 After Party at NAIAS on Charity Preview night.

The mission of OPPORTUNITY DETROIT is to showcase Detroit's exciting present and promising future by creating an urban environment that attracts businesses, residents and visitors. Detroit's urban core is bursting with new busi-

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nesses providing a plethora of opportunities for professionals to work downtown in a fast-paced environment that inspires productivity and growth. Come spend a little time in Detroit and you'll discover how easy it is to find good eats, good entertainment and good time. Downtown Detroit is home to the Tigers, the Lions, the Red Wings and three lively casinos. The vibrant streetscape offers more than 125 restaurants, bars, hotels, theater venues, and a growing array of retail shops.

The forthcoming M-1 light rail will further drive commercial growth along the Woodward Avenue district, with Campus Martius and Cadillac Square providing year-round attractions and activities. Don't take our word for it, visit our website to see what others around the world are saying at www.opportunitydetroit.com.

ADDITIONAL ACKNOWLEDGEMENTS

CHARITY PREVIEW RIBBON-CUTTING RECEPTION: Cars.com, Comcast Spotlight, MGM Grand Detroit, Opportunity Detroit, Pandora and Sprint Velocity are recognized as co-sponsors of the VIP Ribbon-Cutting Reception, a ceremony that is held prior to the opening of Charity Preview.

STUDIO 25 AFTER PARTY AT NAIAS: presented by Opportunity Detroit. MLive will serve as the Social Media provider for the evenings events. Special thanks to Cooper Standard for providing celebrity entertainment.

THE GALLERY:

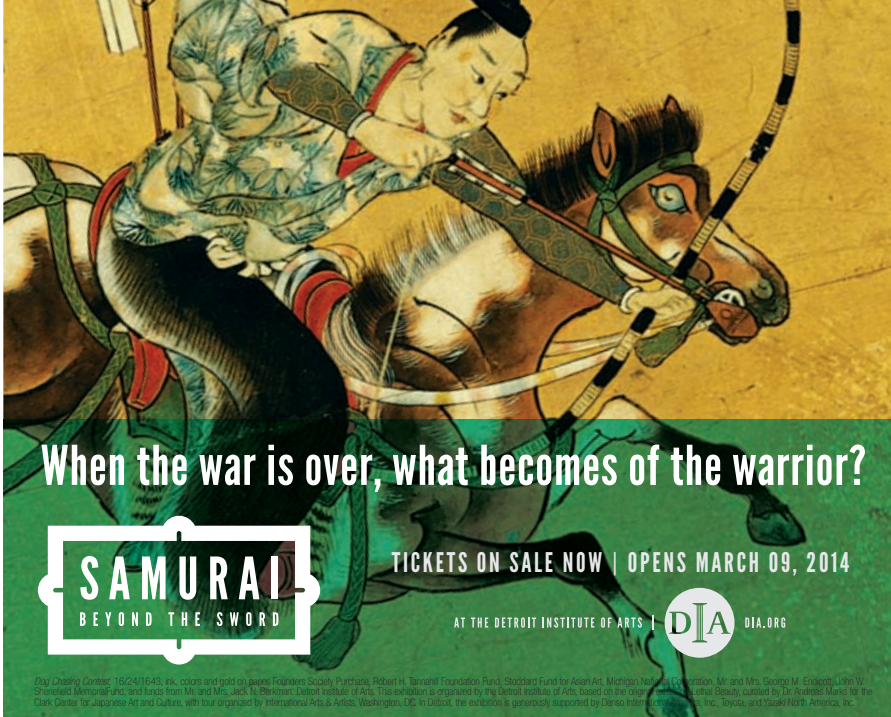
The Gallery, being held on Saturday, Jan. 11, is a premier VIP auto experience that provides invited auto enthusiasts the opportunity to see a select collection of über-luxury automobiles showcased in a private setting. The 2014 sponsors of the Gallery are, Opportunity Detroit as Presenting Sponsor, MGM Grand Detroit as location host, and three official sponsors, BBC.com, Tapper's Diamonds and Fine Jewelry and TAG Heuer.

INDUSTRY PREVIEW DAYS:

The Detroit Auto Dealers Association will serve as sponsor of Industry Preview Days. Held on Jan. 15 and 16, Industry Preview Days enable automotive professionals an opportunity to access the NAIAS show floor during NAIAS preview week.

NAIAS EDUCATION DAY:

NAIAS Education Day, which will be held on Jan. 22, provides an educational experience for school groups of all ages to learn more about the automotive industry. More than 4,000 area schoolchildren attend. The PNC Foundation serves as the "Official Preschool Partner of NAIAS Education Day." Special thanks is also extended to Ally Financial, which will be hosting a Wallet Wise financial literacy workshop.



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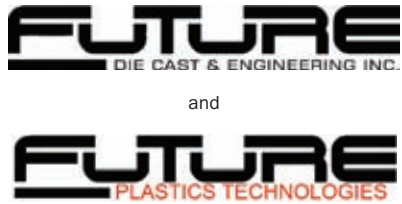
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