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But it really depends whether we're talking Roadster or RF. MSRP: \$25,730 MSRP: \$25,440 Acura MDX Prototype shows slick new look, with type S close for 7 2021 Ford Mustang Mach 1 books open, and Ford shows its price of 16 2021 Kia K5 Review New Look, a new name, still value leader 8 Aston Martin DBS Superleggera leads this month's list of discounts 1 Thor24 raises the bar for Murica 39 Oregon soldier helping to fend off mom llama injuries 1 Follow us News, Photos, Video delivered straight to your box. Thank you for the subscription. Check your box to get started. 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The Mazda Mazda 3 gets some new standard equipment for 2020, with all finishes currently going standard with the Mazda i-Activsense driver-assisted feature. It is still available in sedan and hatchback shapes with a single-choice engine, a 2.5-liter row four paired with either a six-speed automatic or manual transmission. Starting price rises from \$500 to \$22,420 for base sedan 3, while hatchback Price rises by \$100 to \$24,620.UPDATE 9/24/19: Mazda has now confirmed prices for the 2020 Mazda 3 sedan and hatchback, and this corresponds to the preliminary numbers we originally published below. UPDATE 8/28/19: Mazda says this price information is not yet complete. We will update this story with more information as it becomes available. The fourth generation Mazda 3 gets some small changes during the second year on the market. In 2020, Mazda will add its i-Activsense driver support features to all sedan models; these features were previously standard at higher levels of sedan finish and all hatchback models. The mazda 3 2020 basic sedan now includes blind zone monitoring, lane warning and lane control assistance, adaptive cruise control and automatic emergency braking; this brings it into line with competitors such as Honda Civic and Toyota Corolla, which also include active safety features as standard across the board. Prices are rising accordingly, with the base 3 sedan going up \$500 to a starting price of \$22,420. The one-step-up 3 sedan in its Select Trim level goes up \$100 and currently starts at \$23,620, while the base hatchback goes up \$100 to \$24,620. All other trim levels hold the line on pricing compared to 2019, and all-wheel drive remains a \$1,400 option on all but the base trim sedan. The only engine remains a 2.5-liter in-line-four in pair with front or all-wheel drive and either a six-speed automatic or six-engine manual transmission (offered only on 3 hatchbacks in the premium version). There's still no word on when the expected Skyactiv-X ignition compression engine will arrive in the U.S. Mazda also says it has changed the trim wheel at the premium trim level, although it has not yet released photos of what the updated wheels look like. The 2020 Mazda 3 sedan models will go on sale this month, while 2020 hatchback models will be available starting in September. This content is imported from an embedded name. You can find the same content in a different format, or you may be able to find more information on your website. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. You may be able to find more information about this and similar content on piano.io Aside from corporate hot rods such as the Ford SVT Focus, compact transport devices don't usually generate much of a splash on the collective ECG trail here. But the new Mazda 3 may be the exception. This is not a big surprise, as the predecessor of the 3, Protege, Top marks in three consecutive compact free for all (Little Cars 6.1, June 2000; Boxes, size small, June 2002; Double Dream boats, November 2002). What is surprising, however, is the change of character that marks the transition from Protege to 3. Light on your feet and want to please, protege protege against cars with more power and perhaps better value because of its high driving pleasure index. 3 dances to more sophisticated music. Although he responds to driver commands as quickly as his predecessor, in fact - the puppy playfulness of the Protege has settled on more serious behavior, which is more purposeful, polished and essential. The exuberant teenager is gone, replaced by a hip young adult. It's an all-new car on the new platform, 40 percent tougher than the Protege shell body, according to Mazda. After living with our test car for a week, we have no reason to doubt this assertion. Like the Protege, the 3 is supported by the rack in front, but there is a new multilink setup at the back, similar to the system used on the mid-size Mazda 6. The electric hydraulic steering system with electric hydraulic control is accurate and fast at 2.8 lock turns, and the all-disc braking system has large rotors ventilated in front and supplemented, in our test car, by an anti-block, which is optional. Like the Protege, the 3 is offered in two body styles, a formal four-door sedan and a five-door hatch, such as our test subject here. Both are larger than their respective numbers from the Protege lineup. The wheelbase, common to both body styles, was stretched to 103.9 inches, 1.1 inches longer than Protege and among the longest in this class, plus in the riding department. At 176.6 inches, the new five-door is 6.1 inches longer than The Protege5. The height remains about the same at 57.7 inches, but the width has been extended by two inches, from 67.1 to 69.1, and there is a corresponding gain in front and back of the track sizes: 60.2/59.6 inches for 3 vs. 57.7/57.9 for Protege5. JEFFREY G. RUSSELL All of the above should add up to a more capable interior, and this does-with one significant caveat. While the rear seat of the leg seat has improved, the cross-car structural beam encroaches on the rear footrest, denying, to some extent, another volume increases. The payload, on the other hand, has improved, and like the Protege5, the five-door version 3 incorporates the versatility of the hatchback cargo, thanks to the folding rear seats. Mazda expects that two-thirds of the 3 projected 70,000 annual sales in North America will go for a more conservative sedan, essentially a smaller version of the Mazda 6 four-door. However, it's a cheeky five-door option that really exhibits the new lineup, and design chief Hideki Suzuki cites the Peugeot 307 and Alfa Romeo 147 as the inspiration for the New Age car look. There are several engines available in the European and Asian editions of this Mazda car world, including several new diesels, but American models offer two engine options. Basic power is an aluminum 2.0-liter DOHC 16-valve four with a consistent Valve time Mazda (S-VT) system with The 49-state rating is 148 horsepower and 135 pound-feet of torque, an 18-horsepower gain compared to the hottest engine offered in Protege. Borrowed from 6 transmission inventory, the new engine upgrade is a 2.3-liter DOHC 16-valve aluminum four-cylinder with S-VT variable valve timing and variable intake runners, it is designed for 160 horsepower at 6500 rpm and 150 pound-feet of torque at 4500 rpm. Mazda calls it Activematic and cites ultra-fast one-two upshift time, contributing to a faster flight. Let's talk about these escapes. Equipped with a five-speed manual transmission and a 2.3-liter engine, our tester made a 0-to-60 dash in 7.4 seconds, covered a quarter of a mile in 16 seconds at 87 mph, and reached 100 mph in 22.8 seconds. These are wonderful car numbers in this class. The only comparable performance in the class was placed on the 180-hp Toyota Matrix in our June 2002 hatchback comparison, and that the car scales 110 pounds lighter than our hefty 2,957-pound five-door mazda test car. Other official test results are no less remarkable. For example, the car pulled 0.87 g per skidpad, a clear improvement of 0.79 g showing Protege5 back in 2002 and more consistent with sports cars than econoboxes. The 70-to-0-mph braking distance of 169 feet is also exceptional. Interior 3 enhances the message of these sports performance numbers: a deeply fortified seat bucket (skin in our test car), adjustable height for the driver, as well as a rake and front part; Miata-style leather three-wheeled steering wheel with tilt and telescopic adjustment; High-quality materials and designer textures; classic white-on-black instruments with above-average temper; A stack of secondary control center that earns high marks for good looks and easy work; and excellent lines of view of the driver. On the road, 3 is composed, quiet, and unflappable. It goes exactly where it is pointed, and if there is an understeer, the inevitable consequence of front-wheel drive, the threshold is higher than in all but a few cars in this class, and those few have performance specials such as SVT Focus, Dodge SRT-4, and Saturn Ion Red Line. As the discount rooms suggest, the clutch is plentiful. Our test car was wearing a 205/50 Goodyear Eagle RS-A tire on 17-inch aluminum alloy wheels, part of a sports pack that is optional on a sedan, standard on a five-door. The clear action of the five-step shift is only this side of something from Brakes resist withering better than most, and 3 each step is distinguished by certainty. However, for all its competence and substance, 3 somehow can't be as immediately seductive as its © Protege. Why is that? We're not quite sure, but we have a couple of theory. While he answers the helm without a hint of reluctance, there is a sense of gravity here that goes beyond the 162-pound difference between this Mazda five-door and the one that came home first in our 2002 hatchback derby. In the same vein, although it's almost two seconds faster than 60 mph than the Protege©5, it doesn't convey that sense of quickness for its pilot, due to a combination of a quieter cockpit and an electric motor running a 2.3-liter engine that is devoid of any rush, pulling smoothly and steadily to the right before its 7100-rpm red line. Another take: Mazda entry-level offering lost ease of being that made Protege© so attractive, which is price 3 a clear improvement in substance and quality. And when it comes to price, more cars, which is what we have here, inevitably means a bigger sticker. Mazda says the four-door models will start at \$14,200 and five-door editions at \$17,410. Both body styles should top up about \$23,500 loaded. Our test car, which included mix and match features, is carried out by an estimated price of \$21,000. This price included things like leather, ABS and electronic brake power distribution, xenon headlights, tire pressure monitor and roof hatch. It does not include a Mazda DVD navigation system, a CD player (which will be packed with a hatch in American models), side and curtain airbags (usually packed with ABS), or an automatic gearbox. Package prices, despite this, it adds up to a fairly expensive five-door compact - \$2,260 more than the Protege©5 comparo winner. The Mazda 3 may well continue to protege© best-in-class tradition. But despite all the benefits, something was lost. That's the price of growing up. BARRY WINFIELDThe Mazda 3 supports the positive design momentum the company has demonstrated with its new Mazda 6 and RX-8 models, putting a distinctive - even controversial - rival there among smaller cars. With its sturdy structure, tight handling, and generous engine size for the class, the new 3 is likely to make great friends among imported tuners and hot rodders. The question is, will he befriend as many families are looking for economy boats? Stacking a bit of adventure for these conservative consumers, and the back seat space isn't great. As the basis for the new Ford Focus, the Mazda 3 can be a bigger hit than this in its own right. Peter LYONxFord Focus Nemesis is here. Inheriting the Mazda's apparent grille and tilting headlights that adorn the faces of the company's new generation of cars - the 6 and RX-8 - the 3 certainly has curves to turn heads. It may borrow some pieces from the Focus bin, but its appearance, interior feel, and handling are all Mazda. The 160-hp, 2.3-litre engine from the 6 I have more than enough grass, and 3 turns into a sharper and others in their class. And this five-step manual shifter is just superb. The RX-8 six-thruster boasts beautiful short throws and precise touch. 3 does, too, with arguably the best gearbox in the class. DANIEL PUNDThe Mazda 3 is more clearly focused on the European market - where car size and wealth do not automatically go hand in hand - than on the American market. There's a great market for luxury hatchbacks across the Atlantic, and the new Ford-based Mazda fits well into this class with the Peugeot 307 and Alfa Romeo 147 and such. It's much nicer than the Protege car© ever has been in terms of interior design, NVH management, and overall essential feeling. But gone are perfectly matched, lightweight controls and frisky character that come with a well-tuned light car. A lot was received with the new model, but the part I liked most about the old one was lost. This content is created and supported by a third party and is imported to this page to help users provide their email addresses. 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