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CONNECTICUT INTERNATIONAL AUTO SHOW

WELCOME TO THE SHOW

Styles have changed and evolved, but interest in viewing something new and exciting remains constant. Whether it's speed or luxury engineering, or safety, or electric vehicles; design integrity is demonstrated in many ways. As you make your way around display areas, you will see the results of design concepts, often many years on the drawing board, that are now introductions bearing testimony to superb engineering ingenuity and artistry.

This showcase for the introduction of the coming year's most exciting new models includes sedans, vans, light trucks, sport utility and electric vehicles. It is southern New England's premier venue for domestic and import manufacturers to show you their newest and best.

On behalf of the Connecticut Automotive Retailers Association (CARA) I urge you to take advantage of this outstanding opportunity to see for yourself an incredible array of car designs representing the highest standards in performance, styling, safety and technology.

The Connecticut International Auto Show is your show from the minute you pass through the doors and step onto the floor. Take your time. Visit the many displays and ask questions. Representatives from the factories as well as highly knowledgeable dealership personnel are on site to discuss the exciting details of your favorite vehicles.

Take pictures of anything and everything on display. Take home the literature, hard copy or digital, and study it. This is your show, and the information that you collect will be useful both now and in the future.

Most importantly, if you see the car of your dreams on display, visit your local dealer to arrange for a discovery drive.

Our association and its members are committed to upholding the highest standards of honesty and integrity, and to working continuously to improve the car buying experience for you.

Thanks for attending the Connecticut International Auto Show. Enjoy your visit!

Chip Gengras, Chairman
Connecticut Automotive Retailers Association

IN THIS ISSUE:

- 3** Connecticut's Firsts in the Automotive World
- 5** How To Improve Ride Quality In Your Car
- 10** Powertrain Warranty vs. Bumper to Bumper
- 13** The Cheapest New All-Wheel-Drive Cars

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POWERTRAIN WARRANTY VS. BUMPER TO BUMPER:

What Is the Difference?

By Doug Demuro for AutoTrader

Bumper-to-Bumper and Powertrain Warranty Quick Facts

- Powertrain warranty coverage may last up to 10 years, much longer than bumper-to-bumper warranties.
- Powertrain warranties cover repairs to components that bring power to the wheels.
- “Bumper to bumper” doesn’t mean every vehicle part has warranty coverage.
- A bumper-to-bumper warranty covers repairs for more parts but for a shorter period — often three years or 36,000 miles — compared to powertrain warranties.
- Check the plan details to understand which items and situations are excluded from warranty coverage.

When car shopping, you’ll notice that most new — or certified pre-owned — vehicles have two major types of warranties: a powertrain warranty and a bumper-to-bumper limited warranty. Because they cover so many components of your car, these two are the most important among the many types of warranties that might be available.

WHAT DOES A POWERTRAIN WARRANTY COVER?

Simply put, this is a warranty on components of the vehicle’s propulsion system, including the engine, transmission, and other related pieces, such as the differential. Powertrain warranties typically cover repairs to just about anything involved in bringing power to the wheels, including a car’s driveshaft and constant velocity joints.

However, not everything under the hood is covered by a powertrain warranty. Some parts are “wear items,” meaning wear is part of their design, and a warranty won’t pay for their replacement. Typical exclusions are the battery, clutch, and specific drive belts. Read more about warranty exceptions below.

HOW LONG DOES A POWERTRAIN WARRANTY LAST?

The factory warranty for a car’s powertrain can last up to 10 years. However, the length of coverage depends on the manufacturer. For example, most mainstream brands (Ford, Ram, Chevrolet, Toyota, and so forth) provide a 5-year/60,000-mile warranty, whichever comes first. Some luxury brands like Mercedes-Benz, BMW, and Porsche warranty the powertrain for four years or 50,000 miles. Jaguar and Land Rover provide five years or 60,000 miles of coverage. Other luxury brands go a little further: Cadillac, Lexus, and Lincoln (six years or 70,000 miles). Lucid and other EV automakers must cover their electric powertrains for at least eight years or 100,000 miles in accordance with federal regulations. However, leading the pack for the best combustion powertrain coverage are Kia, Hyundai, Mitsubishi, and Genesis (10 years or 100,000 miles).

PRO TIP: Because of the varying lengths of coverage, it’s smart to research the exact powertrain warranty length of any new car you might consider.

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HOW MUCH DOES A POWERTRAIN WARRANTY COST?

Manufacturers include the new car powertrain warranty in the transaction price of a new vehicle. It is part of every new vehicle’s warranty package, which also includes the bumper-to-bumper limited warranty and might include a limited tire warranty, corrosion warranty, and others. Some carmakers provide the option of extending the factory coverage. For instance, Porsche offers a couple of extra-cost plans that extend the standard factory powertrain from 4-year/50,000-mile coverage to 10 years or 100,000 miles.

WHAT DOES A BUMPER-TO-BUMPER WARRANTY COVER?

A bumper-to-bumper limited warranty is sometimes called a comprehensive warranty; however, “limited” means something. It covers nearly everything from the front bumper to the back bumper. Not the bumpers themselves, though, because body panels aren’t covered. Additional coverage beyond the powertrain warranty may include the vehicle’s electronics, audio system, air conditioning system, suspension components, and more.

Even though they’re known as “bumper-to-bumper,” these plans have exceptions, and not every vehicle part is covered.

Bumper-to-bumper warranties cover far more parts than powertrain warranties and often don’t last as long. For example, a typical new-car factory warranty for mainstream models usually lasts three years or 36,000 miles, whichever comes first.

continued on page 7

continued from page 6

WHAT ISN'T COVERED BY A BUMPER-TO-BUMPER WARRANTY?

New vehicle limited warranties vary by the automaker. Refer to your paperwork for details on your car's warranty coverage. Typically, powertrain warranties and bumper-to-bumper plans do not cover repairs to these items, misuse, or damage caused by specific situations:

- Interior trim, seating fabric, and cabin surfaces
- Side windows, windshield, and wipers
- Tires and wheels
- Brake pads
- Fluids
- Paint
- Corrosion
- Body panels and damage from collision

WHAT IS THE DIFFERENCE BETWEEN POWERTRAIN AND BUMPER-TO-BUMPER?

As the name suggests, powertrain warranties cover only the vehicle's powertrain, usually a car's most significant and expensive component. Meanwhile, the bumper-to-bumper warranty covers everything — the powertrain, electronics, suspension, vehicle systems, and more.

As a result, a bumper-to-bumper warranty may benefit you the most, and it doesn't cost anything when you purchase your new car. You might even consider buying an extended warranty. But suppose your bumper-to-bumper warranty expires (or your certified pre-owned program only offers powertrain protection). In that case, you can rest assured knowing your car's most expensive components are protected by the longer powertrain warranty.

Always check the fine print of your warranty to avoid any unexpected out-of-pocket costs before you take your car for service.

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PAGE 7



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PAGE 8

THE CHEAPEST NEW ALL-WHEEL-DRIVE CARS

2024-2025



1. 2024 SUBARU IMPREZA

The 2024 Subaru Impreza is the least expensive new car you can buy with standard all-wheel drive, even on the base model. If you don't need the size of an SUV, the Impreza can be a tremendous year-round commuter.



2. 2025 NISSAN KICKS

The 2025 Nissan Kicks is all-new and a new member of the list of least-expensive all-wheel-drive-vehicle club, too. All-wheel drive is available with every trim. It's a \$1,500 option on the base S model.



3. 2024 MITSUBISHI OUTLANDER SPORT

Like the Impreza, the 2024 Mitsubishi Outlander Sport includes all-wheel drive as standard equipment on all models, although Mitsubishi calls it "All-Wheel Control." With a compact footprint and seating for five, the Outlander Sport is also a good choice for city dwellers.



4. 2025 KIA SELTOS

Despite its fun styling, strong tech and features sheet, and bargain price, the 2025 Kia Seltos includes all-wheel drive as standard equipment, even on the base model. You'll also get keyless entry, lane-keeping and lane-following assists, smartphone integration, and more.



5. 2024 TOYOTA COROLLA HYBRID

The 2024 Toyota Corolla Hybrid is not only the only non-Subaru all-wheel-drive sedan on this list, it's also the only one that gets a hybrid drivetrain by default. Only add the \$1,400 option to the base LE trim to get the most affordable Corolla Hybrid with all-wheel drive.



6. 2025 SUBARU LEGACY

Like the Impreza, the 2025 Subaru Legacy gets standard all-wheel drive on all models, making it easy to pick the cheapest: just opt for the Base trim. You'll also get standard EyeSight driver assist, cloth upholstery, smartphone integration, and more.



7. 2024 CHEVROLET TRAILBLAZER

Youthful style and plenty of standard tech and safety features make the 2024 Chevrolet Trailblazer an appealing option to just about anyone. To get the cheapest all-wheel-drive variant, choose the base LS trim and add the \$1,605 option, which comes with a slightly more powerful engine and a traditional 9-speed automatic transmission.



8. 2025 MAZDA CX-30

Another SUV offering standard all-wheel drive, the 2025 Mazda CX-30 is also a bit sportier than most, with nimble handling and peppy engines — especially the 250-horsepower turbocharged version. The least expensive CX-30 with all-wheel drive gets a 191-hp engine, adaptive cruise control, LED headlights, and more in the CX-30's base 2.5 S trim.



9. 2024 TOYOTA COROLLA CROSS

The 2024 Toyota Corolla Cross is related to the Corolla sedan above, but only loosely. In this form, the Corolla Cross offers the interior space and ride height of a small SUV while also being efficient and city-friendly in terms of parking and maneuverability. The base L model equipped with the \$875 all-wheel-drive option is the least expensive Corolla Cross with all-wheel drive.



10. 2024 SUBARU CROSSTREK

The 2024 Subaru Crosstrek splits the difference between a hatchback and an SUV and is a versatile and practical option, especially for those who face deeper winter snow or regularly drive gravel roads. All Crosstrek models come standard with all-wheel drive, so simply picking the Base trim with no options gets you the most affordable all-wheel-drive version.

HOW TO IMPROVE RIDE QUALITY IN YOUR CAR

By Joe Tralongo for AutoTrader

Improving Your Ride Quality Quick Facts

- **Changing a car's wheel size can affect its ride quality.**
- **Worn shocks or struts will reduce handling dynamics while delivering poor ride quality.**
- **Tire size and type play a big part in ride quality.**

If you live in an area with particularly rough roads or if you just like the idea of a smoother, more comfortable ride, then you might be looking for ways you can improve your car's ride quality. Or, perhaps you're looking to buy a used vehicle. There are a lot of factors that go into how smoothly your car, truck or SUV drives on the road, some of which you have more control over than others.

The biggest factors in what determines your ride quality are tires, wheels and suspension and we'll take a look at all three.



4 Tips to Improving Ride Quality

1. AVOID BIGGER WHEELS IF YOU WANT A SMOOTHER RIDE

As a general rule, bigger wheels deliver a rougher ride. Switching to a smaller wheel and a thicker tire can give you a smoother ride without any major modifications to your car. However, if you go too crazy and change your wheel size too much, it can cause some problems. When changing the car's original wheels and tires, the general rule of thumb is that you can go up or down by one inch. For example, if your car is currently riding on 17-in wheels, you can reduce the size to 16 inches. If you're looking for a bigger wheel which can provide better handling, you can go up to an 18-in wheel.

It's not recommended that you go much more than plus or minus one inch, as the car's suspension and springs were designed around the original wheel/tire setup. Too radical of a change may lead to handling issues as well as suspension damage. Similarly, many brake calipers and rotors are designed with very little clearance between the components and the wheel. For example, going from an 18-in wheel to a 16- or 15-in wheel probably won't work, as the wheel won't fit over the brakes.

If you're shopping for a new car, tire size is something to keep in mind. Base models of cars usually have the smallest tire and wheel combo, while top-of-the-line trims often have bigger, nicer-looking wheels. Many times, a sport package option will increase both tire size and the suspension's stiffness. If you're not an enthusiast driver, you'll probably be happier with the stock setup. If the trim you like comes with bigger wheels and you don't like the ride, you can usually ask the dealer to equip the car with different wheels; they'll know which wheels will fit and which won't.

2. CHOOSE THE RIGHT TIRES

Not all tires are created equal. Performance tires are usually made with softer compounds that increase traction but also increase road noise and reduce tire life. A touring tire is designed for the way most of us drive our cars, namely on highways and around town at speeds no greater than 75 to 80 miles per hour. Touring tires ride a bit softer, last much longer and can even help improve fuel economy.

There are sub-categories of tires that get more specific from there which can blend together some of the advantages of touring tires and performance tires into one tire that can give you the perks of both. If you live in a snowy climate, we recommend using snow tires in the winter specifically designed for cold weather for greatly improved traction keeping you safe on snowy roads.

Another thing to keep in mind is the quality of the tire. If you're just getting the cheapest tire you can find, you might be sacrificing some comfort in your ride quality. That doesn't mean you have to spend a fortune to get quality tires, but it's usually worth it to do some shopping around to find the best value rather than just whatever is cheapest. This is where a dealership or a trustworthy tire shop can help you make the right purchase for your car.

3. CHANGE YOUR SUSPENSION PARTS

Your suspension plays a big role in how your car rides, but changing your suspension is a little more complicated than changing your wheels and tires. A good place to start with suspension is to consider changing out the shocks and/or struts of your car. Shocks and struts are two different types of suspension parts that essentially do the same thing: they help absorb imperfections in the road, preventing your car from being too bouncy over bumps. The difference between them is that a strut is a more structurally integral part of your car than a shock. Whether your car uses shocks or struts or both depends on your car, but a common setup for a front-wheel drive (FWD) car or crossover is struts in front and shocks in back.

Like your tires, these parts wear out over time. If it's been a while since your struts or shocks have been changed or if you can't remember the last time you got new ones, a new set can greatly improve your ride quality compared to your old, worn-out ones. If your car feels too bouncy when driving on a rough road, it's usually a sign that your shocks or struts are worn out.

You could go with the OEM shocks or struts from your car's manufacturer or you could shop around for aftermarket suspension parts designed for touring, which could deliver the smoother ride you're looking for.

Whatever you do, make sure you're replacing your shocks or struts in pairs if you're going to replace them at all. Either replace both of the rears, both of the fronts, or all four. If you replace just one and not the other on the opposite side, you'll have an uneven ride and uneven wear on the parts.

Another part of your suspension that can impact your ride quality or just make an annoying noise when worn out is the sway bar and some of the parts attached to it. It's rare that the sway bar itself needs to be replaced, but there are bushings and end links holding it in place that can wear out. The sway bar does what it sounds like; it prevents your car from swaying or rolling too much by providing a brace underneath the car between the wheels. When the parts holding it in place wear out, the sway bar can't do its job as effectively, causing more body roll.

continued on page 13

continued from page 12

4. MAKE SURE YOUR CAR IS THE RIGHT HEIGHT

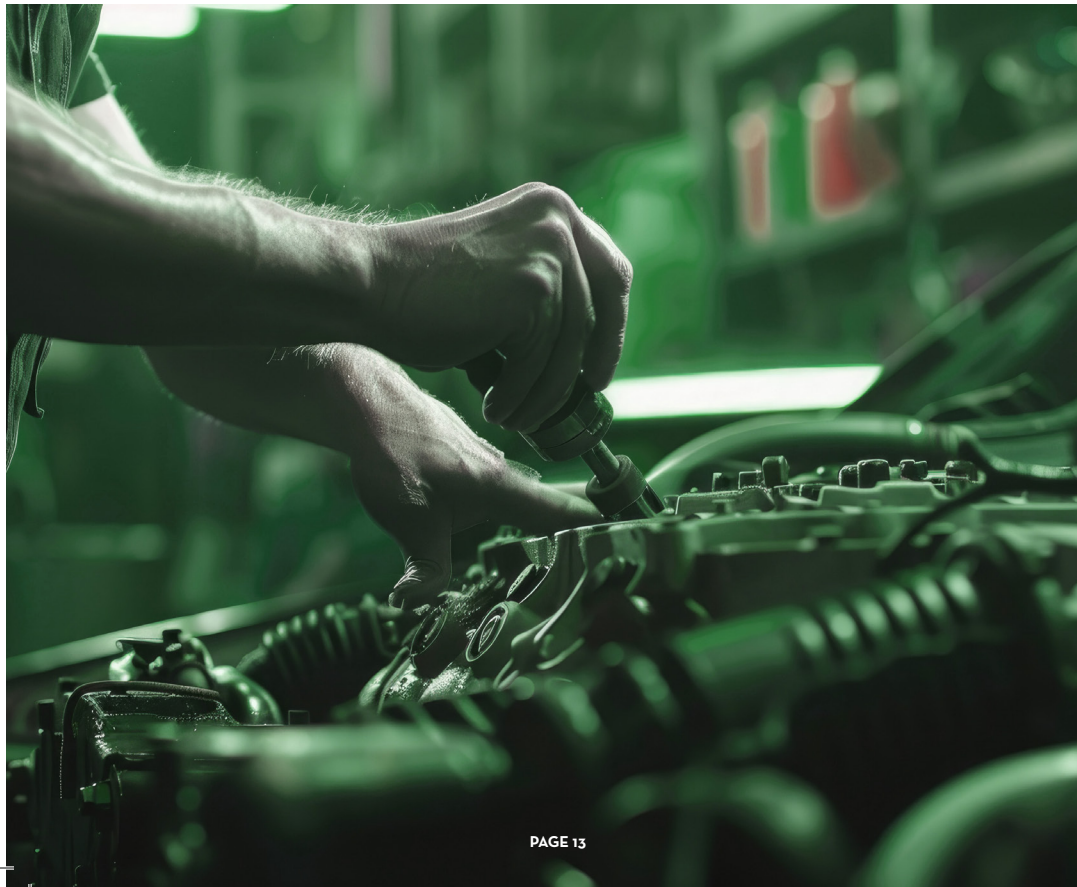
This might sound strange, but the height of the car plays a role in ride quality. This is especially true when dealing with cars with air suspension. If you have leaky air springs or a damaged air pump, it can make your car sag too low to the road.

NOTE: If you've noticed your car is a different height than usual and there's less space between the body and the wheels, it's likely a sign of damaged suspension.

Vehicle height is something you should keep in mind when shopping for a new car as well. Generally, the more flush a car's body is with the wheels, the stiffer the suspension is going to be so the car doesn't bottom out when going over bumps. It might make the car look cool, but looking cool comes at the price of a stiffer ride. This is a plus for enthusiasts who want sharp handling, but not so much for drivers prioritizing comfort.

How Do I Make These Upgrades?

Changing wheels and suspension parts are jobs that a lot of you shade-tree mechanics are capable of doing yourself, which is a good way to save some money. But for most drivers, it's best to go to a professional. If you go to a dealer or a shop that you trust and tell them you're thinking about making some changes to improve your ride quality, they can point you in the right direction and make recommendations based on your specific car. Now that you're armed with some information on what can make your ride smoother, you're better equipped to make the right changes to your car that work for your budget.



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