

From the April 2023 issue of Car and Driver. Early in the indoctrination process, a car enthusiast learns of the impossibility of a single vehicle that excels in every area. A low-slung, lightweight sports car is inherently at odds with cargo and passenger space. That's why we're all dreaming of and scheming toward having a diverse fleet at the ready. right?But these three cars are about as close as you can get to the do-it-all ideal, with adult-habitable back seats, hatchback cargo spaciousness, and track capability that lets them hang with sports cars from not that long ago. Plus, their mid-\$40,000s prices are no higher than the new-car average. View PhotosMarc Urbano|Car and DriverThe newest nameplate in this bunch is the GR Corolla. It represents the third vehicle in Toyota's increasingly impressive Gazoo Racing division arsenal. Based on the Corolla hatchback that we know and don't love, the rally-bred GR packs a 300-hp wallop from a 1.6-liter three-cylinder, a snicky six-speed manual, all-wheel drive, and a mechanical parking brake ready to heave it hatch first into the next corner. Honda overhauled the Civic Type R for 2023, building upon the excellent previous generation, which brought the red R badge back to the U.S. in 2017. The Type R is more harmonious this time around, though, with mature exterior sheetmetal to match the chassis's extreme polish. Power from the turbocharged 2.0-liter four-cylinder is up ever so slightly to 315 horsepower, and, like in the Corolla, the only transmission is a six-speed manual. Rounding out the group is the grandfather of performance hatchbacks, the Volkswagen Golf. A GTI has been part of the lineup since Europe got one in 1976, but in 2004, VW added an all-wheel-drive performance model above the GTI and called it the R32. Today's Golf R makes a Type Requaling 315 horsepower from its 2.0-liter four-cylinder and features a torque to either wheel and actually does in the Golf R's new Drift mode. As tested, these cars sticker within \$800 of one anothergroupings don't get much tighter. And as a reminder to the country whose automakers are increasingly abandoning cars and no longer produce anything like these, the trio arrived painted red, white, and blue. We drove them hard (see our observed fuel economy) on well-worn Southern California canyon roads and at the Streets of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and at the set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and set of Willovie (see our observed fuel economy) on well-worn Southern California canyon roads and set of Willovie (see our observed fuel economy) on well-worn Springs road course, and we came away loving them all. Seriously, even the last-place finisher is on our 10Best short list of favorite cars this year. But some come closer to the do-it-all ideal. View PhotosMarc Urbano|Car and Driver 3rd Place: Toyota GR Corolla CircuitAs the great ones often do, the GR Corolla starts to feel special even at parking-lot speeds, its high-boost three-cylinder chuffing and snorting. The shifting, too, is more mechanical and higher effort than the other two. At elevated rpm, the engine tickles the most linear power of the bunch, it doesn't really wake up until mid-tach, about 4000 rpm. On the Streets, it needs second gear in places where the others are happy with third. While there's the ability to alter the front-to-rear torque split, we couldnt feel a difference between 50/50 and 30/70 when powering out of a corner, and we had to be patient and wait out more understeer than in the Honda and VW. The GR Corolla rotates way more with a big lift than it does on power, but you can also use the nuclear option and pull the only hand brake of the group. On the track, the Michelin Pilot Sport 4 tires sometimes seemed to make more squeal than grip, although they performed second best on the skidpad with a solid 0.97-g effort. Still, they make the Civic's Pilot Sport 4Ss feel like R-compound rubber.HIGHS: Mechanical tingles, unfiltered engine note, direct shift action. LOWS: Stiffest ride, smallest back seat and Cargo space, least nice interior. VERDICT: It doesn't happen often, but occasionally a great car finishes last.Marc Urbano|Car and DriverView PhotosMarc Urbano|Car and DriverThe Corolla has the widest pricing spread of the group and is the only one to offer multiple trim levels. Ours was the model in the middle of the lineup, the Circuit, which for a \$7000 upcharge adds front and rear limited-slip differentials, a forged carbon-fiber roof, and interior upgrades. While the Corolla trips the quarter-mile lights first, with a 13.3-second run, it falls well behind the other two above 100 mph. The transmission was no match for our shifting arm, as we beat its synchros and ground gears into second, third, and sometimes fourth during testing. The auto rev-matching feature is a handy addition, especially since the pedals are spread too far apart for optimum heel-and-toe shifting. In the practicality measures of rear-seat and cargo space, the Corolla scores lowest, largely due to the relocated highway ride, which isn't surprising considering it's the only one in the test without adaptive dampers. The tacked-on cladding on the rear doors and quarter-panels looks aftermarket, although the GR earns kudos for being the only contender with fixed brake calipers front and rear. Granted, some of these aren't the most critical categories for putting a smile on the driver's face, which the GR does reliably, but there's another car that steers and handles better and also beats it in all the softer skills. View PhotosMarc Urbano|Car and Driver2nd Place: Volkswagen Golf R's maturity can be lulling. This car is the quietest at highway speeds by a wide margin, with the most coddling ride quality. Its engine sings a much mellower and far softer tune, the stiffness of the iron block from the long-serving EA888 turbo four likely contributing to its smoothness. The Golf R weighs the most and, by a small margin, put up the worst braking and cornering results. HIGHS: Quietest, smoothness. The Golf R weighs the most and, by a small margin, put up the worst braking and cornering results. HIGHS: Quietest, smoothness. shift knob and vague shifter feel, maddening interior controls. VERDICT: Mature, with a wild side.That's why its liveliness on the track was a pleasant surprise, with the Golf R rotating way more under power than the Corolla. The Volkswagen doesn't ever come around, but the torque-vectoring diff helps it take an initial step out. Nrburgring mode officially, Special mode relaxes the dampers while dialing up everything else and was our favorite setting on both track and street. The engine hits the hardest during acceleration out of corners, and the Golf pulls for the quickest to 60 mph, with a brutal redline clutch dump giving it the swiftest skedaddle off the line. By 100 mph, the Golf pulls and was our favorite setting on both track and street. clear of the others. Yet it still averaged the best fuel economy. View PhotosMarc Urbano|Car and DriverWhen our hands started to sweat while lapping, we realized we had accidentally bumped the steering-wheel heater button. It's happened to us before and is a perfect segue into what we like least about the latest Golf: its controls and infotainment everything from fussy seat-heat toggles to an illogical settings-menu layout. While there's all manner of lighting inside the cabin and out, including the unibrow between the headlights, Volkswagen neglected to illuminate key volume and climate controls on the center stack. Although the Golf has the highest-quality steering wheel, with perforated leather at 9 and 3 o'clock, the steering itself is our least favorite. The knob atop the shifter is too large, and its motions aren't as crisp as the other two, and the brake pedal is softer. Marc Urbano|Car and DriverProving that usefulness is not only about size, the Golf's back seat (second largest of the three) is by far the most accommodating. With excellent contouring that provides lateral and lumbar support, these rear seats are the only ones that are heated and get their own climate-control zone. There's sufficient headroom, kneeroom, and under-seat foot space, along with the best view out of the side glass. There's a reason European families buy Golfs. Even though the Golf lacks the rev-matching feature present in the other two, it otherwise dominates in our comprehensive tallying of features. It's the only one with ventilated power seats (with memory), rain-sensing wipers,
front and rear parking assist, and a sunroof, which made the Corolla look basic by comparison. View PhotosMarc Urbano|Car and Driver1st Place: Honda Civic Type RIn last month's dispatch from Virginia International Raceway, we reported that the Type R is the quickest front-driver we've ever run around the big track. It also beats these two all-wheel-drivers, not to mention outrunning a 2006 Ford GT, matching a C6 Corvette Grand Sport, and running just a half-second behind a current-generation Porsche Cayman S. At VIR, both the Corolla and the Type R were wearing optional Michelin Pilot Sport Cup 2s, but the Civic's standard tire is barely a downgrade, with a 1.04-g skidpad assault.HIGHS: Best steering, handling, shifting, and seats; livable ride quality. LOWS: Light on features versus the Golf, noisy over the road. VERDICT: Unfathomably great, with no "for a front-driver" qualifier needed. You sit lower in the Civic than the other two, and the view over its flatter hood could almost pass for that of a rear-driver. Far from a cold speed machine, the Type R quickly convinces it's more involving and easy to drive fast. It corners flat, turns in crisply, and, through the magic of its dual-axis struts, can put down the power early without corrupting the steering. It also tucks in and rotates under steer than the Corolla. View PhotosMarc Urbano|Car and DriverThe Civic loses points for ditching a middle back seat, and the rear cabin, while larger, isn't nearly as comfortable as the Golf's. The Type R is also lacking in features compared with the Golf, but its LogR function, which overlays data on top of video taken with a phone, is something neither of the others have. It's like General Motors' Performance Data Recorder but without the built-in camera. The Type R's LogR feature makes videos like this, using footage shot with a smartphone merged with data recorded from the car. Strapping into the Type R's seats makes every errand feel like a time attack. They're supportive from thigh to shoulder yet comfortable for lengthy stretches. You'll find the best shifting here too, with a lever that scythes through its short throws. However, the shift knob is metal, so as comedian Jim Gaffigan says about Hot Pockets, it tends to be either frozen or burning hot. The most aggressive + R mode is unusably stiff; theres little need to forsake the versatile Comfort mode on the road or track. But even in this softest setting, the Type R will occasionally get into a pogo bounce through lumpy corners. Marc Urbano|Car and DriverWhile improved from before, the engine note can be a little buzzy and kazoo-like. But our biggest reservation is the roar that reverberates up from the tires. There's a lot of rolling noise and severe ponging from the tire cavities over broken pavement. That can make the ride, which is firm but perfectly livable and better than it is. We're curious what another 50 pounds of sound deadening might do.But almost every way you slice it, the Type R is the winner: lap time, handling, steering feel, driving engagement, shifting, plus cargo space. This thing is stacked.Car and DriverWant to see these vehicles specs side-by-side?Check out the Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R on our new compare tool.Specifications2023 Honda Civic Type R, Toyota GR Corolla & Volkswagen Golf R, Toyota GR Corolla & Volkswagen G, Toyota GR Corolla & Volk \$455ENGINEturbocharged and intercooledDOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 122 in3, 1996 cm3 Power: 315 hp @ 6500 rpm Torque: 310 lb-ft @ 2600 rpmTRANSMISSION 6-speed manualCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 13.8-in vented disc/12.0-in disc Tires: Michelin Pilot Sport 4S265/30ZR-19 (93Y) DT1DIMENSIONS Wheelbase: 107.7 in Length: 180.9 in Width: 74.4 inHeight: 55.4 in Passenger Volume, F/R: 55/44 ft3Cargo Volume, F/R: 55/44 ft3Cargo Volume, Behind F/R: /25 ft3Curb Weight: 3173 lbC/D TEST RESULTS30 mph: 2.3 sec60 mph: 5.0 sec 100 mph: 11.7 sec 1/4-Mile: 13.5 sec @ 108 mph130 mph: 21.2 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 5.8 sec Top Gear, 3050 mph: 10.0 sec Top Gear, 307 ft Roadholding, 300-ft Skidpad: 1.04 gC/D FUEL ECONOMY Observed: 14 mpgEPA FUEL ECONOMY Combined/City/Highway: 24/22/28 mpg---2023 Toyota GR Corolla CircuitVehicle Type: front-engine, all-wheel-drive, 5-passenger, 4-door hatchbackPRICE Base/As Tested: \$43,995/\$44,420Options: Supersonic Red paint, \$425ENGINEturbocharged and intercooledDOHC 12-valve inline-3, aluminum block and head, port and direct fuel injection Displacement: 99 in 3, 1618 cm 3 Power: 300 hp @ 6500 rpm Torque: 273 lb-ft @ 3000 rpmTRANSMISSION6-speed manualCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 14.0-in vented, grooved disc/11.7-in vented, grooved Volume, Behind F/R: 35/18 ft3Curb Weight: 3252 lbC/D TEST RESULTS30 mph: 1.5 sec60 mph: 4.9 sec 100 mph: 11.9 sec 1/4-Mile: 13.3 sec @ 105 mph130 mph: 22.9 secResults above omit 1-ft rollout of 0.4 sec. Rolling Start, 560 mph: 6.3 sec Top Gear, 3050 mph: 10.2 sec Top Gear, 5070 mph: 10.2 sec Top Speed (gov ltd): 143 mphBraking, 700 mph: 156 ft Braking, 1000 mph: 313 ft Roadholding, 300-ft Skidpad: 0.97 gC/D FUEL ECONOMY Observed: 13 mpgEPA FUEL ECONOMY Combined/City/Highway: 24/21/28 mpg ---2022 Volkswagen Golf RVehicle Type: front-engine, all-wheel-drive, 5-passenger, 4-door hatchbackPRICE Base/As Tested: \$45,185/\$45,185Options: NoneENGINEturbocharged and intercooledDOHC 16-valve inline-4, iron block and aluminum head, direct fuel injection Displacement: 121 in3, 1984 cm3 Power: 315 hp @ 6500 rpm Torque: 280 lb-ft @ 1900 rpmTRANSMISSION6-speed manualCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 14.1-in vented, cross-drilled disc/12.2-in vented disc Tires: Hankook Ventus S1 Evo3235/35R-19 91Y +DIMENSIONS Wheelbase: 103.5 in Length: 168.9 in Width: 70.4 inHeight: 57.7 in Passenger Volume, F/R: 51/41 ft3Cargo Volume, Behind F/R: 35/20 ft3Curb Weight: 3380 lbC/D TEST RESULTS30 mph: 1.4 sec 60 mph: 4.9 sec 100 mph: 11.4 sec 1/4-Mile: 13.4 sec @ 106 mph130 mph: 20.4 secResults above omit 1-ft rollout of 0.2 sec. Rolling Start, 560 mph: 6.0 sec Top Gear, 3050 mph: 8.7 sec Top Gear, 5070 mph: 155 mphBraking, 700 mph: 317 ft Roadholding, 300-ft Skidpad: 0.95 gC/D FUEL ECONOMY Observed: 16 mpgEPA FUEL ECONOMY Combined/City/Highway: 23/20/28 mpgC/D TESTING EXPLAINEDDave VanderWerpDirector, Vehicle TestingDave VanderWerp has spent more than 20 years in the automotive industry, in varied roles from engineering to submit an unsolicited resume at just the right time to land a part-time road warrior job when he was a student at the University of Michigan, where he immediately became enthralled with the world of automotive journalism. Marc Urbano Car and Driver2022 Honda Civic Touring, 2021 Nissan Sentra SR, 2021 Volkswagen Jetta SEL Premium, 2021 Mazda 3 Premium, and 2021 Hyundai Elantra LimitedMarc Urbano|Car and DriverAdvertisement - Continue Reading BelowMarc Urb and DriverMichael Simari|Car and DriverAdvertisement - Continue Reading BelowMichael Simari|Car and Dri DriverAdvertisement - Continue Reading BelowMichael Simari|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai
Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car and Driver2021 Hyundai Elantra LimitedAdvertisement - Continue Reading BelowMarc Urbano|Car Urbano|Car and Driver2021 Hyundai Elantra LimitedWatch NextView PhotosMarc Urbano|Car and Driver7rom the October 2021 issue of Car and Driver2021 Hyundai Elantra LimitedWatch NextView PhotosMarc Urbano|Car and Driver2021 Hyundai Elantra mania for crossovers, pickups, and off-roaders of all stripes largely overshadows this segment, but practical and efficient four-doors continue to serve a great swath of buyers, many of them first-time new-car owners. Opting for a well-equipped version like the sedans in this test will give you a level of style, polish, and content that was unimaginable in starter cars of the past. The democratization of luxury equipment has accelerated, and these small cars are the beneficiaries, offering things like adaptive cruise control, digital instrument clusters, leather seats, and wireless smartphone mirroring. To get the feel for automotive opulence, size small, we gathered six high-spec models with a rough target price of \$28,000.View PhotosMarc Urbano|Car and DriverRedone for '22, the Civic sedan line culminates in the Touring, which brings a 180-hp 2.0-liter in lower trims. The Touring gets leather, a 9.0-inch touchscreen with navigation, and a digital instrument cluster. With a \$395 upcharge for Morning Mist Metallic paint, our test car stickered at \$29,710.New for 2021, the Elantra sedan comes in numerous configurations, including the Hybrid, the sporty N Line, and soon the even sportier N model. For this test, we grabbed an Elantra Limited, a loaded version with a 147-hp engine. Hyundai packs the Limited with a digital instrument cluster, a 10.3-inch infotainment display with navigation, smartphone as key, and the brand's Highway Drive Assist. Add a set of carpeted floor mats and it rang in at \$26,610. Save your letter: We considered upgrading to the 201-hp N Line powertrain, but that trim lacks the premium goodies of the Limited. View PhotosMarc Urbano|Car and Driver The Mazda 3 similarly offers multiple powertrains, including a price-leader 2.0-liter with 155 horsepower and a 250-hp turbocharged 2.5-liter four with 186 horsepower. The 3 also offers all-wheel driveunusual for this segmentand while that feature will surely sell in the Snowbelt, it's not what we would have preferred here. (We will remind all readers, snowbound or not, that a set of winter tires is a better adverse-weather insurance policy.) But it's what showed up, raising the as-tested price of our Premium trim by \$1400, to \$30,140. The Nissan Sentra lineup is simple by comparison, with a single powertraina 149-hp four paired with a CVT and just three trim levels. The top-spec Sentra SR that we invited has a base price that undercuts the others' by thousands of dollars, and even after adding the SR Premium package (a sunroof, heated front seats, a heated steering wheel, eight-speaker Bose audio, a surround-view monitoring system, and more), a Lighting package, two-tone paint, and carpeted floor mats, the feature-filled Sentra was still the least expensive, at \$26,010. View PhotosMarc Urbano|Car and DriverThe Toyota Corolla can be had in sedan or hatchback form with a gas or hybrid powertrain. Among gas-powered 'Rollas, the 169-hp XSE Apex Edition tops the range and starts at \$29,335. We would have preferred to field a regular XSE to save that wheel and suspension package's \$2385 premium, but Toyota had only Apex models on hand. In keeping with our top-of-the-line theme, we procured the 147-hp Volkswagen Jetta in SEL Premium trim. It comes one way: loaded. Standard kit includes navigation and leather-wrapped, heated, and ventilated front seats. The Jetta SEL Premium carried a sticker price of \$29,040.To find the king of small cars, we set off on the first big C/D comparison test of sedans in years.6th Place:2021 Toyota Corolla XSE ApexView PhotosMarc Urbano|Car and DriverHighs: The Apex Edition's head-turning styling, the underlying car's presumed reliability.Lows: The Apex Edition's unpolished chassis tuning, the underlying car's uninspired powertrain.Verdict: Usually it takes an aftermarket tuner to screw up a suspension this badly.Despite its name, the Apex paradoxically represents the nadir of the lineup, at least to us. Available on the SE and XSE, it consists of a blackout-trim package, a sport-tuned exhaust, and a stiffer suspension with a lower ride height intended to improve handling. The Apex makeover had the Corolla's Apex package makes it a looker, but the suspension and exhaust mods erode its otherwise refined demeanor. Comfortable seats fit big and small staffers alike. Assistant technical editor Maxwell B. Mortimer, who may be the staffer most likely to enjoy an unmuffled car, wrote, "The sport-tuned exhaust only accentuates the gritty drone that the engine emits." That engine is a naturally aspirated 2.0-liter that makes 169 horsepower and 151 poundfeet of torque. Standard in the SE, XSE, and Nightshade Edition, the 2.0-liter is a step up from the base 139-hp 1.8-liter. Even so, it's buzzy and a bit underpowered. The Toyota's 8.2-second trot to 60 mph was the second slowest of the group, as was its quarter-mile time of 16.4 seconds. At highway speeds, the slightest throttle provocation causes the CVT to lower the drive ratio, which in turn causes the revs to jump and the engine to moan. "You're never far away from the drone zone," noted testing director Dave VanderWerp. View Photos Michael Simari Car and DriverThe Apex's suspension tuning, though, is what tripped up the Corolla. The car's 0.86-g skidpad grip falls in the middle of the pacl and the Corolla resists body roll better than some of the other cars here. But stiff springs and damping left it unsettled, crashing over bumps on two-lane roads, and gave it a busy, almost frenetic highway ride. There were some positives. The driver's seat garnered praise from staffers of multiple body types, and the infotainment system is easy to use, earning extra points for its ability to display multiple functions at once. The interior isn't very roomy, though, and suffers from a dearth of in-cabin stowage. The steeply raked windshield puts the A-pillars annoyingly close to the driver's head too. Our recommendation to Toyota fans looking for an econosedan: Skip the Apex. 5th Place:2021 Nissan Sentra SRView PhotosMichael Simari/Car and DriverHighs: SR trim looks sporty but not cheesy, active-safety features come standard, great valueand not just because it's inexpensive.Lows: Poky acceleration, ride and handling don't rise above midpack.Verdict: The Sentra is not bad, but rivals are better.As of the current generation, the Sentra is no longer exclusively a rental proposition. It boasts an eye-catching look that apes the Maxima's, a significantly upgraded cabin, and an extensive feature set that includes a number of active-safety items as standard. For all that, the Sentra is still highly affordable, with our SR boasting the lowest base and as-tested prices in this test. View Photos Marc Urbano|Car and DriverA rich-looking interior packed full of desirable features is yours for a low price, but the Sentra's CVT automatic and dull engine have it eating the other small sedans' dust. Slip into the Sentra's CVT automatic and dull engine have it eating the other small sedans' dust. Slip into the Sentra's CVT automatic and dull engine have it eating the other small sedans' dust. Slip into the Sentra's CVT automatic and dull engine have it eating the other small sedans' dust. Slip into the Sentra's CVT automatic and dull engine have it eating the other small sedans' dust. operate. But the execution isn't at the level of the best here, and some found the driver's seat relatively flat and unsupportive, though the rear seats were deemed comfortable. Compared with the last gen, the latest Sentra has wider front and rear tracks, and an independent rear suspension replaces the old car's torsion-beam setup. The car tied with the Elantra for highest skidpad grip and managed the shortest stopping distance, a hat tip to its Hankook Kinergy GT tires. But its steering feel, handling loop, "the Sentra tucks into turns accurately and with surprising willingness," but the car really is happier in day-today commuting than on fun roads. View PhotosMarc Urbano|Car and DriverOverall, the Sentra's fifth-place finish can be blamed on its powerful with the Volkswagen and Hyundai, the Nissan came in last in all our acceleration tests, sauntering to 60 mph in 8.9 seconds, 0.7 second behind the next-slowest car, the Corolla. At the same time, the Sentra's fuel economy was only middling.Plenty to love for the money, Nissan's Sentra does its job well. Four of the other sedans, however, do the job better. 4th Place:2021 Hyundai Elantra LimitedView PhotosMarc Urbano|Car and DriverHighs: Best-in-test infotainment system, sips fuel like an economy car should.Lows: Artful interior doesn't stand up to close scrutiny, some structural shake in hard driving.Verdict: The Elantra has style, but the top finishers have a little more depth beneath the surface.Several drivers confessed to having high expectations for the Elantra. It looks dramatic in pictures, sporting the brand's exuberant exterior design with an intricate front fascia and creased door panels that somehow bring the Lamborghini Urus to mind. The interior is similarly statement-making, owing to its sweeping forms and oh-so-modern tri-screen dashjust like a Cadillac Escalade's. View Photos Michael Simari|Car and DriverIf the creases on the Elantra's flanks make you think of the Lambo Urus, you're not alone. We also can't help but see a Klingon's forehead whenever we look at these seats. Yes, the infotainment and gauge screens are large and the system highly configurable; add in the impressive graphics and the Hyundai stands above the others. But the display to the left of
the instrument cluster is actually not a screen at all, just a dummy panel with a pointless circle graphic. Some hard plastic spoils the futuristic luxury vibe, and the armrests are elbow-bruising. While the rear seat is the group's largest, there are no USB ports back there. A pleasant partner in a daily role, the Elantra's steering offers decent feedback, but its ride score landed it toward the bottom of the pack. Mortimer noted: "The chassis becomes unsettled by modest bumps." Hard driving on the handling loop revealed a lot of body roll and a few structural quivers, and the Hyundai's brake pedal exhibited some sponginess. View Photos Michael Simari Car and Driver Although the Elantra is reasonably well isolated from road noise, the 2.0-liter is the loudest engine in the test under full-throttle acceleration. It's also often reaching into the upper rev ranges since the naturally aspirated four-cylinder lacks low-end torque. Nissan's but trailed the others'. We didn't expect that the Limited would inspire much passionthat's what the N Line and upcoming 286-hp N are forbut it is efficient. The Elantra returned the best fuel economy in the test, at 35 mpg, 3 mpg better than the next-best contender, the Jetta. 3rd Place:2021 Volkswagen Jetta SEL PremiumView Photos Michael Simari Car and Driver Highs: Cushy ride, unstressed engine, an automatic with eight real gears. Lows: Loosey-goosey steering, determinedly unstylish, evident interior cost cutting. Verdict: An ideal car for someone who doesn't appreciate the performance of the GLI. You sit tall in the saddle in the Jetta, which may appeal to buyers who are unsure about forsaking an SUV. The interior is well organized but dourall hard edges and black plastic. It seems VW funnels its resources into screens: a digital instrument display. Feature-loving buyers will appreciate amenities such as heated rear seats, but there's no escaping the cost-cut look of the molded plastic rear door panels. View PhotosMarc Urbano | Car and DriverWhile we'd rather have the Jetta GLI, for about the same money, the SEL Premium offers a cushier ride and many features that the mainstream buyer may prefer. The Jetta's eight-speed automatic transmission proved endearing in a field rife with CVTs. It's paired with a turbocharged 1.4-liter inline-four that produces a substantial 184 pound-feet of torque at a low 1600 rpm. The combination makes for an unstressed powertrain in most driving. With its ready urge, the Volkswagen tied for quickest off the line with the Mazda, at 2.6 seconds to 30 mph, and its not-bad 7.7-second 60-mph time was just 0.2 second behind the 3's and 0.5 second behind the Civic's. The Jetta also tied for quietest at 70 mph, this time with the Elantra. View PhotosMarc Urbano|Car and DriverThe suspension absorbs impacts in a way that takes the sting out of bad pavement and creates a blissful highway ride. The Jetta was out of its comfort zone on the handling loop, floating and rolling, although VanderWerp allowed, "I don't hate it for that." We were less forgiving of the overly light, disconnected steering. A commendably firm brake pedal was a pleasant surprise given the softness, but those in the know can always opt for the 10Best-winning GLI. For everyone else, the SEL Premium is an inoffensive and well-equipped choice. 2nd Place:2021 Mazda 3 PremiumView PhotosMichael Simari/Car and DriverHighs: Luxe cabin to shame an Audi A3, the best-sounding engine of the sextet, swanky looks.Lows: Cramped interior, subpar fuel economy.Verdict: Has enough style and luxury to play in another league, but there's not quite enough practicality to win the day here. The 3's flowing lines and cab-rearward proportions make a strong first impression. And the car makes a great second impression when you slide inside, the cabin boasting richly upholstered surfaces and an upscale design. "The 3 really has the look and feel of something in the luxury segment," wrote staff editor Austin Irwin. View Photos Michael Simari/Car and DriverA relatively tight cabin hurt its chances, but the excellent driving experience, superb interior design, and high-quality fit and finish helped loft the Mazda 3 into second place. With 186 horsepower and 186 pound-feet of torque, the 2.5-liter's output is the best here, and the Mazda battled the Honda for the top spot in all acceleration tests. Its 7.5-second time to 60 mph is 0.3 second behind the Civic's, but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's bet and tied the Honda for the top spot in all acceleration tests. Its 7.5-second time to 60 mph is 0.3 second behind the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Mazda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Adda was the quickest in the 30-to-50-mph passing test and tied the Civic's but the Adda was the quickest in the 30-to-50-mph passing test and tied test and te doesn't hesitate to downshift, and its crisp shifts were much preferred to the faux shifts of the competition's CVTs. The Mazda's 2.5-liter is the least raucous under full-throttle acceleration and comfort despite what the skidpad performance shows," said VanderWerp, who added, "This and the Honda are head and shoulders above everything else here in terms of ride and handling and are more fun to drive." View PhotosMichael Simari Car and DriverAlthough comfortable from the driver's seat, this car fits tighter than most of the others, with a high beltline and A-pillars that draw in close In the rear seat, a six-foot passenger can slide in behind a similar-sized driver but only just. And while Mazda's infotainment display is set high to meet the driver's line of sight, some would prefer a touchscreen to the 3's rotary controller. No one will love its lowest-in-test (28 mpg) fuel economy, but it's not surprising, given the 3 is the only vehicle here with all-wheel drive. It is convincing as a small luxury car, but it's not quite the best compact sedan. 1st Place:2022 Honda Civic TouringView PhotosMarc Urbano|Car and DriverHighs: Chassis tuning sets the benchmark, acceleration leads the field, interior execution is top notch.Lows: Priced at the higher end of the spectrum, no manual for the sedan.Verdict: With the regular Civic this good, we can't wait to see what the Si is like.It's telling that on the first morning of our group drive, we kept mistakenly calling the Civic an Accord. That's not just because the Civic now enjoys the poise of its beloved sibling. View Photos Michael Simari Car and Driver The Civic earned top marks across the ballot, and it looks, acts, and feels like a 7/8th-scale Accord, which we love. The honeycomb dash trim reminds us of the Lamborghini Hurach's. Although the interior is thoroughly modern-looking, the spacious cabin's ergonomic dash trim reminds us of the Lamborghini Hurach's. Although the interior is thoroughly modern-looking, the spacious cabin's ergonomic dash trim reminds us of the Lamborghini Hurach's. Although the interior is thoroughly modern-looking, the spacious cabin's ergonomic dash trim reminds us of the Lamborghini Hurach's. Although the interior is thoroughly modern-looking, the spacious cabin's ergonomic dash trim reminds us of the Lamborghini Hurach's. Although the interior is thoroughly modern-looking, the spacious cabin's ergonomic dash trim reminds us of the Lamborghini Hurach's. Although the interior is thoroughly modern-looking, the space of the spa logic and quality execution took us back to Hondas of the past. A low cowl and narrow A-pillars give an expansive view out that the others can't match. The digital gauge cluster lacks the configurability of some but shows a lot of info in an easy-to-digest format. The Touring's infotainment display is better than recent Honda efforts, with sharp graphics and an actual volume knob, although it still lacks a tuning dial. Even something as simple as the climate-control knobs are beautifully executed with knurled edges and snick-snick movement. As staff editor Connor Hoffman summed up, "This is the nicest Civic interior ever." As before, the top Civic trims are powered by a turbocharged 1.5-liter four. Yes, it's hooked to a CVT (a manual is available in the hatchback), but it's one of the better-programmed units out there, and the car also benefits from having a relatively robust 180 horses and 177 pound-feet of torque to dispatch. The Honda is the quickest in the group, with a 7.2-second time to 60 mph and a 15.6-second time in the quarter. View Photos Michael Simari|Car and DriverAs with its larger sibling, the Civic delivers a master class in chassis tuning. "Stiff, stable, and refined," Hoffman said. Over one particularly bombed-out section of freeway, the Civic's tires and suspension thwacked loudly over potholes, but the cabin was
largely undisturbed. Out on the handling loop, the Honda really established its dominance, its sharp reflexes and expertly damped suspension edging out the also-good Mazda. The steering marries ideal effort levels with a strong sense of straight ahead, and the brake modulation came in for praise as well. "What a fantastically easy car to hustle," said Irwin.It turns out we weren't too far off when we liken this car to an Accord. The Civic is the Accord of the compact-sedan class. Specifications2022 Honda Civic Touring Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$29,315/\$29,710 Options: Morning Mist paint, \$395ENGINE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in3, 1498 cm3 Power: 180 hp @ 6000 rpm Torque: 177 lb-ft @ 1700 rpmTRANSMISSION continuously variable automaticCHASSIS Suspension, F/R: 11.1-in vented disc/10.2-in disc Tires: Goodyear Eagle Sport All-Season 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in the season 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in the Length: 184.0 in Width: 70.9 in Height: 55.7 in Passenger Volume: 96 ft3 Trunk Volume: 14 ft3 Curb Weight: 3058 lbC/D TEST RESULTS 60 mph: 12.6 sec @ 92 mph 100 mph: 13.6 sec Top Gear, 3050 mph: 4.0 sec Top Gear, 5070 mph: 5.0 sec @ 92 mph 100 mph: 13.6 sec @ 92 mph 100 mph 100 mph: 13.6 sec @ 92 mph 100 mph Top Speed (gov ltd): 126 mph Braking, 700 mph: 176 ft Roadholding, 300-ft Skidpad: 0.86 gC/D FUEL ECONOMY Observed: 31 mpgEPA FUEL ECONOMY Combined/City/Highway: 34/31/38 mpg2021 Hyundai Elantra Limited Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$26,455/\$26,610 Options: carpeted floor mats, \$155ENGINE DOHC 16-valve Atkinson-cycle inline-4, aluminum block and head, port fuel injection Displacement: 122 in3, 1999 cm3 Power: 147 hp @ 6200 rpm TRANSMISSION continuously variable automaticCHASSIS Suspension, F/R: struts/torsion beam Brakes, F/R: 11.0-in vented disc/10.3-in disc Tires: Kumho Majesty Solus 225/45R-17 91W M+SDIMENSIONS Wheelbase: 107.1 in Length: 184.1 in Width: 71.9 in Height: 55.7 in Passenger Volume: 14 ft3 Curb Weight: 2895 lbC/D TEST RESULTS 60 mph: 8.1 sec 1/4-Mile: 16.3 sec @ 88 mph 100 mph: 22.1 sec 120 mph: 37.5 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 8.5 sec Top Gear, 3050 mph: 4.1 sec Top Gear, 5070 mph: 5.5 sec Top Speed (mfr's claim): 124 mph Braking, 700 mph: 175 ft Roadholding, 300-ft Skidpad: 0.88 gC/D FUEL ECONOMY Observed: 35 mpgEPA FUEL ECONOMY Combined/City/Highway: 35/31/41 mpg2021 Mazda 3 Premium AWD Vehicle Type: front-engine, 3050 mph: 4.1 sec Top Gear, 5070 mph: 5.5 sec Top Speed (mfr's claim): 124 mph Braking, 700 mph: 175 ft Roadholding, 300-ft Skidpad: 0.88 gC/D FUEL ECONOMY Observed: 35 mpgEPA FUEL ECONOMY Combined/City/Highway: 35/31/41 mpg2021 Mazda 3 Premium AWD Vehicle Type: front-engine, 3050 mph: 4.1 sec Top Gear, 5070 mph: 5.5 sec Top Speed (mfr's claim): 124 mph Braking, 700 mph: 175 ft Roadholding, 300-ft Skidpad: 0.88 gC/D FUEL ECONOMY Observed: 35 mpgEPA FUEL ECONOMY Combined/City/Highway: 35/31/41 mpg2021 Mazda 3 Premium AWD Vehicle Type: front-engine, 3050 mph: 4.1 sec Top Gear, 5070 mph: 5.5 sec Top Speed (mfr's claim): 124 mph Braking, 700 mph: 175 ft Roadholding, 300-ft Skidpad: 0.88 gC/D FUEL ECONOMY Observed: 35 mpgEPA FUEL ECONOMY Combined/City/Highway: 35/31/41 mpg2021 Mazda 3 Premium AWD Vehicle Type: front-engine, 3050 mph: 4.1 sec Top Gear, 5070 mph: 5.5 sec Top Speed (mfr's claim): 124 mph Braking, 700 mph: 175 ft Roadholding, 300-ft Skidpad: 0.88 gC/D FUEL ECONOMY Observed: 35 mpgEPA FUEL ECONOMY Combined/City/Highway: 35/31/41 mpg2021 Mazda 3 Premium AWD Vehicle Type: front-engine, 3050 mph: 35 mpgEPA FUEL ECONOMY Observed: 35 mpg all-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$29,395/\$30,140 Options: Soul Red Crystal Metallic paint, \$150; all-weather floor mats, \$150ENGINE DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 152 in3, 2488 cm3 Power: 186 hp @ 6000 rpm Torque: 186 lb-ft @ 4000 rpmTRANSMISSION 6 speed automaticCHASSIS Suspension, F/R: struts/torsion beam Brakes, F/R: 11.6-in vented disc/10.4-in disc Tires: Bridgestone Turanza EL440 215/45R-18 89V M+SDIMENSIONS Wheelbase: 107.3 in Length: 183.5 in Width: 70.7 in Height: 56.9 in Passenger Volume: 91 ft3 Trunk Volume: 91 ft3 Trunk Volume: 13 ft3 Curb Weight: 3247 lbC/D TEST RESULTS 60 mph: 7.5 sec 1/4-Mile: 15.8 sec @ 90 mph 100 mph: 20.2 sec 120 mph: 32.6 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 7.9 sec Top Gear, 3050 mph: 3.8 sec Top Gear, 3070 mph: 3.8 sec Top Speed (mfr's claim): 130 mph Braking, 700 mph: 176 ft Roadholding, 300-ft Skidpad: 0.83 gC/D FUEL ECONOMY Observed: 28 mpgEPA FUEL ECONOMY Combined/City/Highway: 28/25/33 mpg2021 Nissan Sentra SR Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$22,775/\$26,010 Options: SR Premium package, \$200; two-tone paint, \$250; carpeted floor and cargo mats, \$215ENGINE DOHC 16-valve 2.0-liter inline(5-passenger). 4, aluminum block and head, direct fuel injection Displacement: 122 in3, 1997 cm3 Power: 149 hp @ 6400 rpm Torque: 146 lb-ft @ 4400 rpmTRANSMISSION continuously variable automaticCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.0-in vented disc/10.2-in disc Tires: Hankook Kinergy GT 215/45R-18 89V M+SDIMENSIONS Wheelbase: 106.6 in Length: 182.7 in Width: 71.5 in Height: 57.0 in Passenger Volume: 94 ft3 Trunk Volume: 14 ft3 Curb Weight: 3127 lbC/D TEST RESULTS 60 mph: 9.7 sec Top Gear, 3050 mph: 5.1 sec Top Gear, 507(berland: 5.2 sec 1/2.0 mph: 8.9 sec 1/4-Mile: 17.0 sec @ 84 mph 100 mph: 25.2 sec 1/4-Mile: 17.0 sec @ 84 mph 100 mph: 5.1 sec Top Gear, 507(berland: 5.2 sec 1/4-Mile: 17.0 sec @ 84 mph 100 mph: 25.2 sec 1/4-Mile: 17.0 sec @ 84 mph 100 mph 100 mph: 25.2 sec 1/4-Mile: 17.0 sec @ 84 mph 100 mph mph: 6.7 sec Top Speed (C/D est): 125 mph Braking, 700 mph: 174 ft Roadholding, 300-ft Skidpad: 0.88 gC/D FUEL ECONOMY Observed: 31 mpgEPA FUEL ECONOMY Observed: 31 mpg2021 Toyota Corolla XSE Apex Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$29,335/\$30,183 Options: rear spoiler, \$375; carpet mat package, \$249; frameless mirror, \$175; cargo net; \$49ENGINE DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 121 in3, 1987 cm3 Power: 169 hp @ 6600 rpm Torque: 151 lb-ft @ 4400 rpmTRANSMISSION continuously variable automaticCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 10.8-vented disc/10.2-in disc Tires: Michelin Primacy A/S 225/40R-18 88V M+SDIMENSIONS Wheelbase: 106.3 in Length: 3156 lbC/D TEST RESULTS 60 mph: 8.2 sec 1/4-Mile: 16.4 sec @ 87 mph 100 mph: 22.8 sec 120 mph: Results above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 4.3 sec Top Gear, 3050 mph: 4.3 sec Top Gear, 3070 mph: 5.4 sec Top Gear, 3070 mph: 5.4 sec Top Speed (gov l td): 118 mph Braking, 700 mph: 4.3 sec Top Gear, 3070 mph: 34/31/38 mpg2021 Volkswagen Jetta SEL Premium Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$29,040/\$29,040 Options: noneENGINE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 85 in3, 1395 cm3 Power: 147 hp @ 5000 rpm Torque 184 lb-ft @ 1600 rpmTRANSMISSION 8-speed automaticCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.3-in vented disc/10.7-in vented disc/1 Weight: 3136 lbC/D TEST RESULTS 60 mph: 7.7 sec 1/4-Mile: 16.0 sec @ 86 mph 100 mph: 4.5 sec Top Gear, 5070 mph: 4 FUEL ECONOMY Observed: 32 mpgEPA FUEL ECONOMY Combined/City/Highway: 33/29/39 mpgJoe LorioDeputy Editor, Reviews and FeaturesJoe Lorio has been obsessed with cars since his Matchbox days, and he got his first subscription to Car and Driver at age 11. Joe started his career at Automobile Magazine under David E. Davis Jr., and his a tor the civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain
option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid badge on a U.S.-bound Civic for 2015, with the powertrain option skipping the civic Hybrid Sport Touring sedan. Honda last stuck a hybrid Sport Touring s 10th generation entirely. The Civic-adjacent third-gen Insight carried the compact-hybrid torch briefly until it went away after 2022. So, it's been some time. These days, though, Honda makes it hard to choose anything but the hybrid. With the CR-V and the Accord, the fancy lineup-topping trims are available only as gas-electrics. This isn't forced enviro-friendliness, thoughthe hybrid models are objectively and subjectively good. Now, for 2025, the Civic heads down the same path. After a spin in a prototype and some time back home (including at our test track) with a Civic Hybrid Sport Touring sedan, we can say this one smells like a winner too. View PhotosMarc Urbano|Car and DriverA Pair of Motors and an Ace up Its SleeveSince the last gas-electric Civic, Honda has continued to improve its two-motor hybrid system. The version residing in the 2025 Civic combines an Atkinson-cycle 2.0-liter four-cylinder and a pair of electric motorsone attached directly to the engine to act as a generator, and the other playing the part of a traction motor, with a clutch between the two. It's this second set of windings that does most of the motivation, either in EV mode or with the gas engine feeding it juice via the generator and a small battery pack. Only at highway cruising speeds does the engine send torgue directly to the front axle. V and the Accord is that the Civic's electric motors are situated in tandem for packaging reasons. They also have a slightly lower output. HIGHS: Quicker than the Si to 60 mph, returns 47 mpg on the highway, little hybrid weirdness. Total system stats are a healthy 200 horsepower and 232 pound-feet of torque. The former matches the Civic Si's figure and the latter beats that car's turbocharged 1.5-liter four by 40 pound-feet. According to our scales, the Civic Hybrid carries 288 pounds of extra mass compared with the Si and just over 300 more than a nonhybrid Civic Sport. There's no real-estate penalty to make room for the hardware; because the extra electronics are located under the back seat. both the hybrid sedan and the hybrid hatchback have the same cargo capacity as their nonhybrid counterparts. View PhotosMarc Urbano|Car and DriverThe result is a quick-ish Civic that accelerates seamlessly because there are no seams. Given the Hybrid's relative output advantage and weight penalty, its 6.2-second sprint to 60 mph comfortably dusts the turbo 1.5-liter model it effectively replaces (7.2 seconds) and predictably bests the heavier Accord Hybrid (6.5). But it even out-hustled the quickest Si we've tested (6.6 seconds). With no conventional transmission onboard, the Honda's direct-drive gearbox attempts to trick you into thinking it has the world's slickest automatic by modulating. engine rpm to rise and then fall as if taking a pause during an upshift. Because the four-cylinder is acting only as a generator when you're not cruising at highway pace, these climbs and dips mean only that the engine briefly steps away from its most efficient speed. It's effective, and we didn't experience any clunky transitions or the droning that is all too common with continuously variable automatic transmissions. However, with a brake-torque launch, the fake shifts disappear, and the engine stays pinned up near the redline to make maximum power to enable the quickest acceleration times. In its default mode, it's roughly a second slower to 60 mph. View PhotosMarc Urbano|Car and DriverThat's a Hybrid?The Civic Hybrid sounds like a regular gas car and, most of the time, delivers its power like an EV. Everything else feels conventional. You notice the extra weight at timesover humps on the highway and during hard suspension impactsbut it's not obnoxious, and the structure feels as solid as any other Civic's. The brake-peda feedback is meager at low speeds, but you can never tell you're modulating a blended system. On Continental ProContact RX tires, the stopping distance from 70 mph was a rather long 180 feet. The steering doesn't have the fake notchiness of the CR-V Hybrid's, and there's good on-center feelit's the same hardware that nonhybrid Civics use, so no surprises there. And the Civic Hybrid circled our skidpad at a respectable 0.84 g.LOWS: Carries extra mass, lacking brake-pedal feedback, no manual. The Civic Hybrid's Sport mode confers some artifice, but not so much that it feels out of place. soundtrack fed in to accentuate the nonshifting shifts. While Normal mode cancels whatever level of liftoff regeneration you'd requested via the steering-wheel paddles as you roll back into the accelerator, Sport will hold your setting and allow something nearing one-pedal driving. steering effort, but you can avoid this on the Sport Touring trim by mixing and matching settings in Individual mode. View PhotosMarc Urbano (Car and DriverEPA efficiency figures are promising, at 50 mpg city and 47 highway, and the Hybrid matched that latter EPA number in our 75-mph highway fuel-economy test. We find it interesting that the city estimate is one below the Accord Hybrid's. However, our long-term 2023 Accord Touring Hybrid hasn't been living up to its ratings, so perhaps Honda went more conservative with the Civic Hybrid's certification to better reflect the real world. A More Civil CivicHonda gave the greater Civic lineup a number of updates as part of a refresh for 2025 Additional structural reinforcements in the B- and C-pillars are aimed at improving the model's standing in IIHS side-impact testing (and, presumably, in real-life performance). The suspension was retuned to account for this added stiffness. New front-end styling fixes its overbite. And a manual transmission is now the province solely of the Si and Type R.Updates to some driver-assistance features are welcome, as the logbook of our long-term 2023 Accord contains more than a few related gripes. Lane-keeping assist now does its job without simulating a table-tennis match. The adaptive cruise control handles lane changes in a much smoother and more humanlike way, and it seemed less proneed less to freaking out about cars minding their business in adjacent lanes. View PhotosMarc Urbano|Car and DriverA version of the hybrid's Atkinson-cycle engine replaces the 2.0-liter in nonhybrid LX and Sport trims. Power and torque are down slightly, but the torque band is wider to compensate, and the payoff is an extra mile or two per gallon in EPA city and highway cycles.VERDICT: Going hybrid comes with few downsides. The Civic Hybrid sedan will appear first and be followed later this summer by the hatchback version. Both will be offered in Sport and Spor control, and heated front seats, on top of the hybrid powertrain itself. The Sport Touring Hybrid sedan will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. Specifications2025 Honda Civic Sport Touring Hybrid Sedan Will go for \$32,845. It's almost like Honda has made the decision for you. 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Specifications2025 Honda Civic Specifications2025 Hond \$32,845/\$33,300 Options: Blue Lagoon Pearl paint, \$455POWERTRAIN DOHC 16-valve 2.0-liter Atkinson-cycle inline-4, 141 hp, 134 lb-ft + AC motor, 181 hp, 232 lb-ft; 1.1-kWh lithium-ion battery pack) Transmission: direct-driveCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Continental ProContact RX 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in Length: 184.8 in Width: 70.9 in Height: 55.7 in Passenger Volume, F/R: 52/44 ft3 Trunk Volume: 15 ft3 Curb Weight: 3225 lbC/D TEST RESULTS 60 mph: 6.2 sec 1/4-Mile: 14.9 sec @ 92 mph 100 mph: 18.0 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 7.2 sec Top Gear, 3050 mph: 3.4 sec Top Gear, 5070 mph: 4.7 sec Top Speed (gov ltd): 114 mph Braking, 700 mph: 180 ft Roadholding, 300-ft Skidpad: 0.84 gC/D FUEL ECONOMY Observed: 38 mpg 75-mph Highway Driving: 47 mpg
75-mph Highway Driving: 48 mpg 75-mph Highway TESTING EXPLAINEDDavid GluckmanContributing EditorEver since David was a wee Car and Driver intern, he has kept a spreadsheet listing all the vehicles hes driven and tested. David really likes spreadsheets. He can parallel-park a school bus and once drove a Lincoln Town Car 63 mph in reverse. After taking a break from journalism to work on autonomous vehicles, hes back writing for this and other automotive publications. When Davids not searching for the perfect used car, you can find him sampling the latest in gimmicky, limited-edition foodstuffs. By Drew DorianIt doesn't quite have the horsepower of its key rivals, but the 2025 Honda Civic Si is a sport-compact sedan that's nonetheless a favorite among our staff. Its 200-hp turbocharged four-cylinder drives the front wheels through a crisp-shifting six-speed manual, and that's the only setup Honda offers. This arrangement results in decently quick acceleration, but it's the driver engagement that keeps us coming back for more. It's also cheaper than the more powerful Volkswagen Golf GTI and Hyundai Elantra N, and it still comes with desirable amenities including heated sport seats, a digital gauge cluster, wireless Apple CarPlay and Android Auto, and a 12-speaker Bose stereo. When the Si isn't turning hot laps, it channels its run-of-the-mill siblings from elsewhere in Honda's lineup and offers the same practicality and easygoing nature of the base Civic sedan. But its the natural ease with which it combines those attributes that landed it a spot on both our 2025? The Si receives a similar aesthetic upgrade as the rest of the Civic family for 2025, including updated front and rear ends, new taillights, and a new color called Urban Gray Pearl. Inside, heated front seats are now standard, as is a 10.2-inch digital gauge cluster. The 9.0-inch infotainment system receives upgraded software that's now running on a Google platform with more apps and connectivity features. Honda says it has stiffened the Civic Si's structure and retuned the suspension; summer tires are back on the menu for 2025 and cost \$300.Pricing and Which One to BuyThe price of the 2025 Honda Civic Si starts at \$31,400.This one's easy. Since the Si is only offered as a fully equipped model. Want to compare the 2025 Honda Civic Si to other vehicles you're interested in?Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice.10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best Carsengine, Transmission, and PerformanceUnder the hood of the Civic Si is a turbocharged 1.5-liter fourcylinder that makes 200 horsepower and 192 pound-feet of torque. That power is sent to the front wheels through a six-speed manual transmission and a standard limited-slip differential; an automatic option isn't currently offered. Our hands-on experience revealed that the 2025 model drives much the same as before, which is a good thing. There's some engine coarseness when pushed, but there was little turbo lag, and we loved the shifter's short throws and light action. The manual gearbox also now has a rev-match feature for drivers who haven't perfected the heel-and-toe technique, and it's easy to turn on or off. Compared with the regular Civic, the Si has larger brake rotors. Plus, the Si's firmer suspension gives it an edge in the handling department. And while adaptive dampers are no longer included, the taut standard suspension was smooth, steady, and never felt harsh.0-60-MPH TimesIn our testing, the Honda Civic Si's 060 mph time was 6.6 seconds, 0.7 second quicker than the standard Civic Si's 060 mph time was 6.6 seconds, 0.7 second quicker than the standard Si seconds, 0.7 second quicker than the standard six-speed manual transmission. View PhotosMarc Urbano|Car and DriverFuel Economy and Real-World MPGThe Civic Si, which is mechanically similar to the 2025 model, on our 75-mph highway fuel-economy route. It returned 37 mpg there, matching its EPA-estimated highway number. For more information about the Civic's fuel economy, visit the EPA's website. Interior, Comfort, and cargoAn exclusive set of sport seats with added bolstering and heating, distinctive Si logos in the headrests, and red contrast stitching are some of the primary ways Honda differentiates the Si's interior from the standard-issue Civic. The red stitching extends to the doors, steering wheel, and other surfaces to denote the car's sportiness. The ornate mesh that spans the length of the dashboard and conceals the HVAC vents also gets exclusive red trim. In the Si, the driver faces a digital gauge cluster with an analog speedometer and a tachometer. With the same dimensions as the less sporty Civic sedan, it provides an equally comfortable back seat and a trunk that'll hold six carry-on suitcases. View PhotosMarc Urbano|Car and DriverInfotainment and ConnectivityAs with the best-equipped Civic models, the Si's standard infotainment system features a 9.0-inch touchscreen that sprouts from the middle of the dashboard. The unit includes a handy volume knob and a couple of other physical buttons. Honda packages every Si with wireless Apple CarPlay and Android Auto. There's also a standard 12-speaker Bose audio system for jammin' out on the way to the grocery store or racetrack. Safety and Driver-Assistance FeaturesView Crash Test ResultsHonda offers the same diverse selection of standard driver-assistance technology on the latest Civic Si. For more information (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. Key safety features include:Standard forward-collision warning and automated emergency brakingStandard lane-departure warning and lane-keeping assistStandard adaptive cruise controlWarranty. For those interested in complimentary maintenance, all 2025 Hondas come with a plan that covers oil changes and basic services for the first year or 12,000 miles. Limited warranty covers five years or 36,000 miles. Limited warranty covers five years or 36,000 miles. Limited warranty covers five years or 36,000 miles. drive, 5-passenger, 4-door sedanPRICE Base: \$31,045ENGINE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in3, 1498 cm3 Power: 200 hp @ 6000 rpm Torque: 192 lb-ft @ 1800 rpm TRANSMISSION 6-speed manualDIMENSIONS Wheelbase: 107.7 in Length: 184.0 in Width: 70.9 in Height: 55.5 in Passenger Volume, F/R: 52/44 ft3 Trunk Volume: 14 ft3 Curb Weight (C/D est): 3000 lbPERFORMANCE (C/D EST) 60 mph: 6.6 sec 1/4-Mile: 14.9 sec Top Speed: 135 mphEPA FUEL ECONOMY Combined/City/Highway: 31/27/37 mpgMore Features and SpecsBy Drew DorianFor decades, the Honda Civic has given budgetminded buyers a compact car that makes them feel smart for being frugal. The latest generation, including the 2023 model, carries on this tradition and goes beyond, offering handsome interior trim and several features that very recently were considered luxuries. Sedan and hatchback body styles are available, and you can pick from a quartet of fourcylinder engines and two transmissions continuously variable automatic (CVT) or a six-speed manual. All models come with touchscreen infotainment and a generous list of driver-assistance features, with more desirable options available throughout the lineup. The Civic's combination of value, efficiency, niceties, and refined road manners make it a no-brainer, even when compared to similarly well-respected rivals such as the Hyundai Elantra, the Mazda 3, and the Toyota Corolla. Simply put, it's a great car at a great price, making it an ideal candidate for our 10Best award. What's New for 2023? The Civic was fully redesigned for 2022, so for 2023, Honda has made no changes to the compact sedan and hatchback. The high-performance Civic Type R hatchback rejoins the lineup this year, but we review that model separately. Pricing and Which One to 832,345 depending on the trim and options. Our recommendation is the well-equipped EX trim on the sedan model, which comes with many additional features that easily justify the price increase. Those niceties include blind-spot monitoring, a power sunroof, dual-zone automatic climate control, heated front seats. It also comes standard with the more powerful 180-hp turbocharged four-cylinder engine. If you're buying the hatchback, we'd direct you to the EX-L, which offers similar equipment and adds leather upholstery. Engine, Transmission, and PerformanceEven though it redesigned everything else about the new Civic, Honda decided to carry over the powertrain options from the previous-generation car. Base models come standard with a 158-hp 2.0-liter four-cylinder, while the upgraded engine continues to be a turbocharged 1.5-liter four-cylinder that now makes 180 horsepower. The new Civic is offered on the previous generation Civic sedan has been cut for 2022, leaving a CVT as the sole offering. A six-speed manual is still available on the hatchback model, though. At our test track, our turbocharged Touring sedan needed 7.5 seconds to feach 60 mph, which is slightly better at 7.3 seconds to 60 mph. Luckily, the nimble handling, communicative steering, and well-balanced ride we appreciated so much in the last-generation model are present and accounted for here. Sporty Si and seriously sport high-performance Type-R variants are again part of the family and are reviewed separately. View PhotosMichael Simari/Car and DriverFuel Economy and Real-World MPGAccording to the EPA, the most fuel-efficient version of the new Civic is the mid-range EX, which earns ratings of 33 mpg city, 42 mpg highway, and 36 mpg combined. On our 75-mph highway fuel-economy route, the 2022 Civic Sport hatchback delivered 36 mpg. For more information about the Civic's fuel economy, visit the EPA's website. Interior, Comfort, and CargoA streamlined interior design sports clean lines and a dashboard featuring a full-width honeycomb-patterned mesh design element
that cleverly hides the air vents. A wide center console appears less cluttered than the outgoing model's and features a large, deep bin ahead of the shift lever for stashing smartphones, keys, and road-trip snacks. Honda says passenger space is roughly the same, and the cargo bay is more generous. View Photos Michael Simari Car and Driver Infotainment and Connectivity The Civic comes standard with a 7.0-inch digital gauge display. Apple CarPlay and Android Auto are both standard and offer wireless connectivity when paired with the larger screen. Other options include in-dash navigation, a Bose stereo system, and a wireless smartphone charging pad.Safety and Driver-Assistance features View Crash Test ResultsA host of driver-assistance features will be offered as standard, including automated emergency braking with pedestrian detection and adaptive cruise control with lane-keeping assist. For more information about the Civic's crash test results, visit the National Highway Traffic Safety (IIHS) websites. Key safety features include: Standard automated emergency braking Standard lane-departure warning with lane-keeping assist Standard adaptive cruise controlWarranty and Maintenance CoverageHonda's standard warranty package is merely average, with rivals like the Elantra and Kia Forte offering more comprehensive coverage. Buyers of the Civic will find a complimentary scheduled maintenance plan, though, which is something the Toyota Corolla also offers as standard.Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 milesComplimentary scheduled maintenance is covered for two years or 24,000 milesComplimentary scheduled maintenance is covered for two years or 24,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintenance is covered for two years or 26,000 milesComplimentary scheduled maintena Options: noneENGINE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in3, 1498 cm3 Power: 180 hp @ 6000 rpm Torque: 177 lb-ft @ 1700 rpmTRANSMISSION continuously variable automaticCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Goodyear Eagle Sport All-Season 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in Length: 3054 lbC/D TEST RESULTS 60 mph: 7.5 sec 1/4-Mile: 15.8 sec @ 91 mph 100 mph: 19.7 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 8.1 sec Top Gear, 3050 mph: 4.0 sec Top Gear, 5070 mph: 5.1 sec Top Speed (gov ltd): 126 mph Braking, 700 mph: 174 ft Roadholding, 300-ft Skidpad: 0.83 gC/D FUEL ECONOMY Observed: 25 mpgEPA FUEL ECONOMY Observed: 26 mpgEPA FUEL ECONOMY engine, front-wheel-drive, 5-passenger, 4-door hatchbackPRICE Base/As Tested: \$30,415/\$30,810 Options: Sonic Gray paint, \$395ENGINE turbocharged DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in3, 1498 cm3 Power: 180 hp @ 6000 rpm Torque: 177 lb-ft @ 1700 rpmTRANSMISSION 6-speed manualCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Continental ContiProContact 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in Length: 70.9 in Width: 70.9 in Height: 55.7 in Passenger Volume: 25 ft3 Curb Weight: 3024 lbC/D TEST RESULTS 60 mph: 7.3 sec 1/4-Mile: 15.5 sec @ 91 mph 100 mph: 19.0 sec 120 mph: 30.9 secResults above omit 1-ft rollout of 0.4 sec. 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It might not have the punch of the performance-oriented Civic Si and Civic Type R, but the standard Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? While the Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? While the Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? While the Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? While the Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? While the Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? While the Civic still gives drivers a taste of the good stuff, with crisp handling and refined road manners. What's New for 2024? 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While the Civic still gives drivers a taste of the good stuff, with crisp handling and taste drivers a taste of the good stuff, with crisp handling and taste drivers a taste of the good stuff, with crisp handling and ta taste that a hybrid powertrain would be added to the lineup this year. Honda says the Civic hybrid will now debut as a 2025 model, offered as both a sedan and as a hatchback, powered by a version of the hybrid powertrain that's found in the Accord hybrid. That would mean a four-cylinder engine paired with two electric motors for somewhere between 180 and 200 horsepower. Pricing and Which One to Buy The price of the 2024 Honda Civic starts at \$25,100 and goes up to \$32,600 depending on the trim and options. The base trim level is called LX, but high-end models such as the EX-L and Touring offer more features. Our recommendation is the well-equipped EX sedan, which comes with many additional features that easily justify the price increase. Those niceties include blind-spot monitoring, a power sunroof, dual-zone automatic climate control, heated front seats. It also comes standard with the more powerful 180-hp turbocharged four-cylinder engine. If you're buying the hatchback, we'd direct you to the EX-L, which offers similar equipment and adds leather upholstery. Want to compare the 2024 Honda Civic to other vehicles you're interested in? Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice. 10 Best Cars for 20242024 Honda Civic: Car and Driver 10 Best Engine, Transmission, and Performance Even

though the Civic was redesigned for 2022, the powertrain options carry over from the previous-generation car. Base models come standard with a 158-hp 2.0-liter four-cylinder that now makes 180 horsepower. The new Civic is offered solely as a front-wheel-drive car. Sadly, the manual transmission offered on the previous-generation Civic sedan was cut for 2022, so a CVT is the sole offering. A six-speed manual is still available on the hatchback model, though. At our test track, our turbocharged Touring sedan needed 7.5 seconds to reach 60 mph, which is slightly slower than the last-generation Civic's result. The manual Sport Touring hatchback we tested did slightly better at 7.3 seconds to 60 mph. Luckily, the nimble handling, communicative steering, and well-balanced ride we appreciated so much in the last-generation model are present and accounted for here. and are reviewed separately. View Photos Michael Simari/Car and DriverFuel Economy and Real-World MPGAccording to the EPA, the most fuel-efficient version of the new Civic is the mid-range EX, which earns ratings of 33 mpg city, 42 mpg highway, and 36 mpg combined. Fuel economy estimates for the hybrid model are not yet available. On our 75-mph highway fuel-economy route, the 2022 Civic Sport hatchback delivered 36 mpg. For more information about the Civic's fuel economy, visit the EPA's website. Interior, Comfort, and CargoA streamlined interior design sports clean lines and a dashboard featuring a full-width honeycomb-pattern mesh design element that cleverly hides the air vents. A wide center console appears less cluttered than the outgoing model's and features a large, deep bin ahead of the shift lever for stashing smartphones, keys, and road-trip snacks. Honda says passenger space is roughly the same, and the cargo bay is more generous. View Photos Michael Simari Car and Driver Infotainment and Connectivity The Civic comes standard with a 7.0-inch touchscreen infotainment display, but a larger 9.0-inch unit is optional, as is a 10.2-inch digital gauge display. Apple CarPlay and Android Auto are both standard and offer wireless smartphone charging pad.Safety and Driver-Assistance Features View Crash Test Results host of driver-assistance features will be offered as standard, including automated emergency braking with pedestrian detection and adaptive cruise control with lane-keeping assist. For more information about the Civic's crash-test results, visit the National Highway Traffic Safety Administration (NHTSA) and Insurance Institute for Highway Safety (IIHS) websites. Key safety features include: Standard adaptive cruise controlWarranty and Maintenance CoverageHonda's standard warranty package is merely average, with rivals like the Elantra and Kia Forte offering more comprehensive coverage. Buyers of the Civic will find a complimentary scheduled maintenance plan, though, which is something the Toyota Corolla also offers as standard. Limited warranty covers three years or 36,000 miles Powertrain warranty covers five years or 60,000 miles Complimentary scheduled maintenance for two years or 24,000 milesSpecifications2022 Honda Civic Touring Vehicle Type: front-engine, front-wheel-drive, 5-passenger, 4-door sedan PRICE Base/As Tested: \$29,295/\$29,295 Options: noneENGINE turbocharged and intercooled DOHC 16-valve inline-4, aluminum block and head, direct fuel injection Displacement: 91 in 3, 1498 cm 3 Power: 180 hp @ 6000 rpm Torque: 177 lb-ft @ 1700 rpmTRANSMISSION continuously variable automaticCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Goodyear Eagle Sport All-Season 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in Length: 184.0 in Width: 70.9 in Height: 55.7 in Passenger Volume: 96 ft3 Trunk Volume: 14 ft3 Curb Weight: 3054 lbC/D TEST RESULTS 60 mph: 7.5 sec 1/4-Mile: 15.8 sec @ 91 mph 100 mph: 19.7 secResults above omit 1-ft rollout of 0.3 sec. 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Rolling Start, 560 mph: 8.3 sec Top Gear, 3050 mph: 12.1 sec Top Gear, 5070 mph: 9.4 sec Top Speed (C/D est): 130 mph Braking, 700 mph: 173 ftEPA FUEL ECONOMY Combined/City/Highway: 31/28/37 mpgC/D TESTING EXPLAINEDMore Features and SpecsBy Drew DorianThe Civic compact car has been a long-time favorite among our staff for its effortless balance of practicality, value, and driving fun. The 2025 Civic receives styling tweaks to keep it looking fresh and it gains a hybrid variant, updates that aid it in returning to our 10Best list for another year. In the Civic Hybrid, a 2.0-liter four-cylinder with two electric motors provides a combined 200 horsepower, and the car is rated at up to 49 mpg combined. A 150-hp 2.0-liter four-cylinder is now the only engine option for the nonhybrid models, and it lacks zeal but also provides agile handling and a well-balanced ride no matter which version you choose. The lower-trim nonhybrid versions have a comprehensive roster of driver-assistance features as standard, but youll have to step up to the more expensive Hybrid Sport Touring models to get nicer equipment and the alluring Toyota Prius, as well as its arch-rival, the Toyota Corolla. As one of our favorites in its segment, the Honda Civic has also earned a spot on our Editors Choice list for 2025. What's New for 2025? The Civic receives a few cosmetic changes to keep its styling looking fresh for 2025. What's New for 2025? The Civic receives a few cosmetic changes to keep its styling looking fresh for 2025. year's Civic. The bigger news is the addition of the Civic Hybrid. The hybrid powertrain is optional on the Sport trims, will be offered only with the nonturbo 2.0-liter four; last year's turbocharged 1.5-liter has been discontinued. The manual transmission is also no longer available in the Civic hatchback, meaning a stick-shift is now reserved for the sportier Civic Si and Civic starts at \$25,400 and goes up to \$34,300 depending on the trim and options. Sport Hybrid hatchbackSport Touring Hybrid sedanSport Touring Hybrid hatchbackThe nonhybrid Civic is offered in Sport and Sport an pricing for the hatchback.Want to compare the 2025 Honda Civic to other vehicles you're interested in?Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice.10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best Cars for 2025Honda Civic to other vehicles you're interested in?Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice.10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best Cars for 2025Honda Civic to other vehicles you're interested in?Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice.10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best Cars for 2025Honda Civic to other vehicles you're interested in?Our new compare tool provides a comprehensive, side-by-side look at up to five cars of your choice.10Best Cars for 2025Honda Civic: Car and Driver 2025 10Best Car electrified powertrain that pairs a 2.0-liter four-cylinder with two electric motors for a combined 200 horsepower. A similar setup is used in the Accord Hybrid and CR-V Hybrid models. Unlike the CR-V, where the hybrid powertrain can be paired with all-wheel drive, the Civic Hybrid is front-wheel-drive only. A driver-selectable regenerative braking system is onboard to help keep the Civic Hybrid's battery full, but we aren't sure yet if one-pedal driving is possible. In our test drive of a Civic Hybrid, we found it to be quick, smooth, and just as enjoyable as the previous Civic. The nonhybrid Civic comes standard with a 150-hp 2.0-liter four-cylinder, front-wheel drive, and a continuously variable automatic transmission. This combination likely doesn't result in particularly quick acceleration, as it's even less powerful than the previous Civic's nimble handling, communicative steering, and well-balanced ride are maintained. Sporty Si and seriously sporty highperformance Type R variants are also part of the family, but we review those models separately.060-MPH TimesIn our testing of the Civic Si. As for the nonhybrid, a 2025 Civic Sport sedan with the 2.0-liter engine required 8.9 seconds to reach 60 mph at our test track. View PhotosMarc Urbano|Car and DriverFuel Economy and Real-World MPGEPA estimates for the Civic Hybrid Sport Touring sedan achieved 47 mpg. Honda says the nonhybrid Civic will have slightly higher EPA ratings than before, earning 32 mpg city, 41 mpg highway, and 36 mpg combined for the LX trim. On our highway loop, a 2022 Civic Sport sedan delivered 36 mpg, so well see how the new model compares when we get our hands on one. For more information about the Civic Hybrid's fuel economy, visit the EPA's website. Interior, Comfort, and CargoBoth the sedan and hatchback models offer seating for five, with the rear seat roomy enough to carry a pair of adults without it being too much of a squeeze. The cabin sports clean lines and a dashboard featuring a full-width honeycomb-pattern mesh design element that cleverly hides the air vents. The wide center console provides plenty of room for storage, including a large, deep bin ahead of the shift lever for stashing smartphones, keys, and trip's worth of suitcases, and the hatchback body style provides an even more capacious cargo hold. View PhotosMarc Urbano Car and DriverInfotainment and Connectivity The Civic comes standard with a 7.0-inch touchscreen infotainment display, but a larger 9.0-inch unit is optional on the Civic Hybrid, as is a 10.2-inch digital gauge display. Apple CarPlay and Android Auto are both standard and offer wireless connectivity when paired with the larger screen. Other options for the Civic Hybrid include in-dash navigation, a 12-speaker Bose stereo system, and a wireless smartphone charging pad.vWarranty and Maintenance CoverageHonda's standard warranty package is merely average, with rivals such as the Elantra and Kia K4 offering more comprehensive coverage. Buyers of the 2025 Civic receive a one-year or 12,000-mile complimentary scheduled maintenance plan; previous model years or 36,000 miles Powertrain warranty covers five years or 36,000 miles Hybrid components are covered for eight years or 100,000 miles Powertrain warranty covers five years or 12,000 milesSpecifications2025 Honda Civic Sport Touring Hybrid Vehicle Type: front-engine, front-motor, front-wheel-drive, 5-passenger, 4-door sedanPRICE Base/As Tested: \$32,845/\$33,300POWERTRAIN DOHC 16-valve 2.0-liter Atkinson-cycle inline-4, 141 hp, 134 lb-ft + AC motor, 181 hp, 232 lb-ft (combined output: 200 hp, 232 lb-ft; 1.1-kWh lithiumion battery pack) Transmission: direct-driveCHASSIS Suspension, F/R: struts/multilink Brakes, F/R: 11.1-in vented disc/10.2-in disc Tires: Continental ProContact RX 235/40R-18 91W M+SDIMENSIONS Wheelbase: 107.7 in Length: 325/40R-18 91W M+SDIMENSIONS Wheelbase: 325/40R-18 91W M+SDIMENSION lbC/D TEST RESULTS 60 mph: 6.2 sec 1/4-Mile: 14.9 sec @ 92 mph 100 mph: 18.0 secResults above omit 1-ft rollout of 0.3 sec. Rolling Start, 560 mph: 4.7 sec Top Gear, 3050 mph: 4.7 sec Top Gear, 3050 mph: 4.7 sec Top Speed (gov ltd): 114 mph Braking, 700 mph: 128 mph Speed (gov ltd): 114 mph Speed (go 75-mph Highway Driving: 47 mpg 75-mph Highway Range: 490 miEPA FUEL ECONOMY Combined/City/Highway: 49/50/47 mpgC/D TESTING EXPLAINEDMore Features and SpecsWeeks MotorsThis 2022 Honda Civic for sale in Texas has nearly 250,000 miles on the odometer. Its previous owner was a medical courier who regularly delivered supplies between Houston and Dallas. It's listed for \$17,899, which isn't as cheap as you might think given its history. A used Honda Civic for sale with over 200,000 miles on the odometer is hardly newsworthy on its own. But when said high-mileage Civic is a 2022 model that was purchased by its first owner just over a year ago, we start to take notice. As reported by Tire Meets Road, this 2022 Civic sedan for sale at a dealership in Dallas, Texas, has clocked an unbelievable 248,740 miles per day. How can anyone drive that much? But the Carfax report bears out this owner's driving-centric lifestyle, as it documents regular oil changes at the dealership, in this case Rusty Wallis Honda in Dallas. And by regular, as the Civic visited the service department just about every two weeks. Here we were thinking our long-term Civic Si was accumulating miles at a decent rate. . .There are some questionable elements to the report, such as the implausibility of the car's first 10,000 miles coming in a three-day period between when the car was first marked as registered and when it came in for its first oil change. But as some have pointed out, that likely comes down to a delay in registration data making it onto the report. Driving 10,000 miles in a few weeks is no more reasonable, but it's at least feasible. It turns out that the previous owner was a medical courier who made daily drives between Dallas to Houston delivering supplies. If that sounds vaguely familiar, you might be thinking of our story from 2016 aboutyou guessed ita medical courier who drove around 200,000 miles per year in his 2011 Ford Fiesta. There was also the story from 2013 about a woman who put 1 million miles on her 2013 Hyundai Elantra over the course of five years. At that point, Hyundai got involved and gave her a new Elantra to replace the heavily used one. And there was the similar case of the 2007 Toyota Tundra that racked up seven-figure mileage, at which point Toyota bought the truck back to study it. Honda told C/D that it has no plans to purchase this particular Civic, but a spokesperson did say, "we hope its second owner will enjoy accumulating many more miles in it." So, if you are willing to pay the \$17,899 asking price for this Civic that's, er, well past the break-in period, maybe this is your chance to break some sort of mileage record. Joey Capparella Deputy Editor, Rankings ContentDespite being raised on a steady diet of base-model Hondas and Toyotasor perhaps because of itJoey Capparella nonetheless cultivated an obsession for the automotive industry throughout his childhood in Nashville, Tennessee. He found a way to write about cars for the school newspaper during his college years at Rice University, which eventually led him to move to Ann Arbor, Michigan, for his first professional auto-writing gig at Automobile Magazine. He has been part of the Car and Driver team since 2016 and now lives in New York City.

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