

Mazda CX-5 Signature Offers All That You Need...

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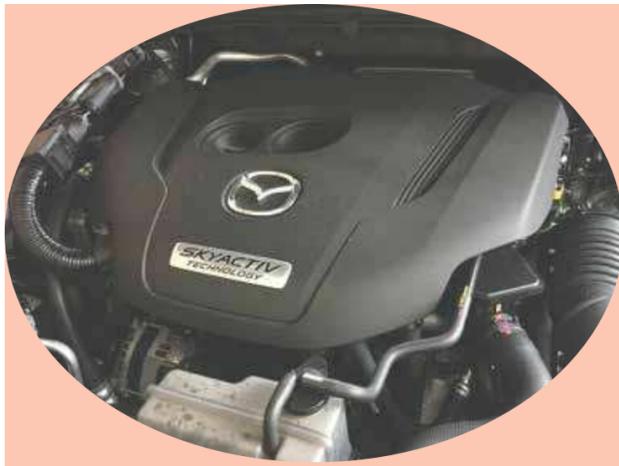
the turbo goodness that their vehicle possesses. So, if you're the type to keep things quiet, than you'd like the understated look of the CX-5 Signature – me, I'd definitely have some 'Turbo' badges on the body of the vehicle.

While the 2019 Mazda CX-5 is a nice looking vehicle, it doesn't look exciting enough for me; however, there are no exciting looking vehicles in this segment at this price, which is sad!

Interior: Step inside and the only difference you'll find between the Signature and lesser CX-5 models is in the quality of its materials – the Signature gets nicer, leather seating and trimmings- and also the fact that the top-of-the-range model gets all the equipment that would be on the options list of other CX-5 models.

With features like a wonderful 10 speaker Bose premium audio system, infotainment system, automatic climate control, heated steering wheel, heated and cooled front seats, adaptive cruise control, and a lot more – it's all here. You really don't need anything more in your vehicle, but you can always want more – such as a bigger screen for its infotainment system, and more thigh support from the seat cushion. Apart from that, all else is good in here!

Powertrain: Under the hood lies a turbocharged 2.5L four-cylinder motor that produces 250 hp and 310 lb-ft of torque on 93 octane fuel; considerably less on lower grade fuel (227 hp on 87 octane). In most vehicles, you can barely feel the difference in power when you cheap out on fuel, but in the CX-5 Signature, the difference is very apparent. In fact, when it was running on 87 octane, it didn't even feel turbocharged at all. Give it the right



fuel, and this thing wakes up and hurtles you down the road quite admirably.

Mazda doesn't publish performance numbers for its vehicles, but from just the seat of your pants, I can attest that the CX-5 Signature is more than quick enough to please most of us on a daily basis.

It is also more than competent enough, as the CX-5 Signature

model gets all-wheel drive as standard, while regardless of the trim, all CX-5 models come with a six-speed automatic transmission.

Driving Dynamics: Like most Mazda vehicles, the CX-5 Signature handles well, and has among the best steering feel of any SUV in its category; but in other areas, it could be improved upon!

My first issue with it was its

ride quality. I think it has overly stiff dampers for a vehicle with a wheelbase of just 2,698 mm – although it has a longer wheelbase than a Toyota RAV4, Subaru Forester, and the Honda CR-V. So, due to the stiff dampers and springs, the ride at city speeds is quite harsh, and takes a lot of getting used to.

That suspension setup does show you benefit at highway speeds, as the CX-5 feels very stable and secure.

However, on the highway, I do wish it had a bit more sound deadening! While the second-gen CX-5 is a huge improvement over the first-gen model in terms of sound proofing, it is still a bit noisier than the competition. I recently drove the new Toyota RAV4, which was also wearing winter tires, and that vehicle felt a lot quieter on the highway.

So, the CX-5 Signature is a decent vehicle to drive, but I was expecting it to be better!

Fuel Economy: During my test cycle (170 km of highway + 130

km of city driving), I averaged out at 9.5 l/100 km.

That is actually better than most vehicles I've tested in this category. However, if you want the extra performance, you'll have to pay extra for premium fuel.

Pricing: It's not cheap to get into a CX-5 Signature either, as prices start from \$40,950 - a brand new BMW X1 starts from \$40,600.

Yes, while the CX-5 Signature is better equipped than a base X1, the high entry point might deter some buyers. Plus, the much larger, nicer riding, and quieter Mazda CX-9, which comes as standard with the same turbocharged motor, is yours from \$36,700 – I'd rather have that!

Verdict: The 2019 Mazda CX-5 Signature has all the right ingredients, but lacked a good chef! A small, turbocharged, all-wheel drive, sport ute should have been a recipe for fun, but it misses the mark on dynamic ability, and is too pricey.

Ottawa Invests in Vancouver Electric Vehicle Network

VANCOUVER: Electric and alternative fuel vehicles play a key role in Canada's low-carbon future. As Canadians continue to make greener choices, the Government of Canada is delivering more options for them to drive where they need to go while reducing pollution.

Member of Parliament for West Vancouver–Sunshine Coast–Sea to Sky Country, Pamela Goldsmith-Jones, on behalf of Canada's Minister of Natural Resources, the Honourable Amrjeet Sohi, today announced a \$300,000 investment to build six electric vehicle (EV) fast chargers in Vancouver.

These latest fast chargers, built

by the City of Vancouver, were partially funded through the Electric Vehicle and Alternative Fuel Infrastructure Deployment Initiative (EVAFIDI). The Government of British Columbia also contributed \$150,000 through its Clean Energy Vehicle Public Fast Charging Program.

All six of the EV fast chargers are scheduled to open in early 2020. Two fast chargers will be located at National Avenue, two at West 12th Street and two more at Pacific Boulevard.

This investment will bring the total number of government-funded EV fast chargers in Vancouver to 13 since 2017.

The funding is part of the Gov-

ernment's \$182.5-million investment to develop a coast-to-coast fast-charging network for EVs and establish natural gas stations along key roads and hydrogen stations in metropolitan centres. This investment will also ensure Canada–U.S. alignment of regulations for low-carbon vehicles and refuelling infrastructure.

The EVAFIDI program is also part of Canada's \$180-billion investing in Canada infrastructure plan.

Through Canada's national energy dialogue, Generation Energy, Canadians made it clear that the transition to electric vehicles is a necessity for Canada's low-carbon future.

The Government of Canada continues to support green infrastructure projects that will create good jobs, advance Canada's clean future and help us reach our domestic and international climate targets.

Pamela Goldsmith-Jones, Member of Parliament for West Vancouver–Sunshine Coast–Sea to Sky Country, said: "Electric vehicles are an important part of Canada's clean energy future. Our government is working with municipal and provincial governments to support green infrastructure projects to encourage widespread adoption. Together, we are building Canada's clean tech economy."

Kennedy Stewart, Mayor, City of Vancouver, said: "The city is committed to reducing emissions from vehicles by investing in transportation infrastructure that improves options for moving around the city by transit, foot and bike, and — when a vehicle is needed — by supporting the transition to electric vehicles. Expanding the public infrastructure people need to make the transition to EVs a cost-effective reality aligns with our goals of a low-carbon future."

This funding to increase Vancouver's fast chargers, which can provide up to 200km of range in an hour, is a boost to our public charging infrastructure.."



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