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Book Descriptions:

car with smoothest manual transmission

We may earn commission if you buy from a link. Every year fewer and fewer cars are offered with a clutch and a shifter. Why Americans just don't want to be bothered with the chore of working a clutch with their left foot and shifting with their right. And sports car manufacturers are the worst offenders when it comes to quitting on the stick shift. Because the newest computer-controlled automatics can shift more quickly than any human can, engineers see the manual transmission as outdated. We disagree. Shifting a manual transmission is not only more engaging and fun than flicking some dainty little paddles, it also requires more skill and makes the driver a better one. Some carmakers still see the beauty of the manual transmission. Here are 20 of the greatest drivers machines that still do. But it's no stretch to say it was Mazda's brilliant five-speed manual transmission that seriously added to the thrill ride. The stubby little shifter was so effortless, it moved with just a modest flick of the wrist. The second-generation Miata of 1999 got one more gear in tenth anniversary models—a six-speed—that remained optional the five-speed was standard well into the third generation was equally great to use. The Miata was all new for 2016, and a few years later the Mazda not only retains the easy-shifting and precise six-speed manual transmission in the Roadster model but also the even better driving retractable fastback RF model. Either way, 2019 MX5s get an uprated engine that now makes 181 hp and revs to 7,500 rpm. And regardless of whether your Miata has a hard roof or a soft one, it's one of the best manual transmissions available on any car at any price. Of course, engineers were tempted to design a heavier and more expensive twin-clutch, paddle-shift transmission instead of a manual. <http://qigong.ru/userfiles/bosch-logixx-8-user-manual-f-18.xml>

• 1.0.

But we're sure glad they didn't, and Subaru recently added a new high-performance, track-focused tS model to the range with a retuned suspension by STI Subaru's performance arm, frame stiffeners, lighterweight wheels, and high-performance Brembo brakes. Oh, and yes, there's a big wing on the back, too. All this good stuff goes a long way to make the BRZ an even more enjoyable manual-transmission machine. That's exactly what Ford did for 2018. Ford freshened the Mustang for 18 and one major improvement comes from the upgraded manual in the V8-powered GT. Engineers installed a new twin-disc clutch, dual mass flywheel, and more closely spaced gears. There are new synchronizers, too. And it's all aimed at making the GT a smoother, more rewarding experience. They've done an excellent job, but for those that want the ultimate Mustang GT without stepping all the way up to a Shelby, consider the Performance Package Level 2. The best news if you want one, it only comes one way—with a manual transmission. The new seven-speed manual transmission an eight-speed automatic is optional is one of the best hooked to any V8. And that's true even for the top Z06 model. The Z06 makes a rather astonishing 650 hp from its supercharged V8 and when shifted by an expert tester can hit 60 mph in just 3.3 seconds. One might expect a car with such heavyweight performance to have a transmission that takes muscle to shift, but that's not the case. Pull one of the shift paddles that flank the steering wheel yes, shift paddles on a manual to activate the slick rev-matching feature, which makes you sound like a heel-and-toe hero on downshifts. It's a pleasure to use. And that's true of the whole car too. This is one of the best-driving sports cars in the world—at any price. That's big news for Porsche fans because the GT3 is one of the most potent and perhaps the purest models it sells. The GT3 packs a 4.0-liter flat six-cylinder in its tail that makes an even 500 hp way up at 8,350 rpm. <http://ambient-electric.com/userfiles/bosch-logixx-dishwasher-manual-download.xml>

The GT3 doesn't have the same seven-speed manual as the rest of the 911 line. Instead it uses a stronger six-speed unit borrowed from the hyperlimited 911 R model with a shorter gear lever. For many manual transmission enthusiasts, this is the car they'd most like to park in the garage. It also might be one of the last manual 911s, if the new 2020 models are any indication. The new Carrera and Carrera S launched with an eight-speed dual-clutch as the only transmission. Compared to the plain-vanilla 500, the Abarth delivers 60 more hp and 72 more lb-ft of torque. The high-powered Fiat is relatively tame when you want it to be, but flatfoot the throttle and it sounds like a squadron of light aircraft are chasing you down—Fiat doesn't bother to fit, you know, a muffler. Need another incentive to go with the manual. For inexplicable Italian reasons, the manual cars make 160 hp but the automatics only get 154. In fact, we'd guess only the Acura NSX supercar is quicker. But what's neat about the Type R is that Honda channels the output of the 306-hp turbocharged four-cylinder engine through a manual transmission and on to the front wheels. That's right, every Type R is a manual. Downside The Type R isn't pretty. But try to get past the appearance because the Type R is a very smart and sophisticated performance machine. The supercharger and large displacement V8 are gone, replaced by a tech-heavy flat-plane 526-hp 5.2-liter V8 that's nicknamed "Voodoo" and wants to rev hard. Nearly every body panel ahead of the windshield is all new to cover the car's wider track. Unlike Mustangs of the past—every design detail on the car is there to increase performance, not just appearances. Best of all, the only transmission Ford puts behind the new motor in the GT350 is a Tremec six-speed manual with carbon-bronze triple-cone synchronizers. And that's just fine with us. The difference here is that only the Golf R is offered with a manual transmission.

This transmission will save you some dough over the DSG automatic. For 2018, there were also new touch screens and digital gauge clusters, too. Now if we can just get the Golf R in the new SportWagen body style like they have in Europe—with a manual. And second because a manual transmission adds an extra dimension of fun to 4X4s. Creeping up and over boulders with a manual transmission is challenging and requires just the right shift timing, throttle, and clutch work. An automatic lets the vehicle slowly crawl over the worst trail obstacles. All the driver has to do is steer and gently apply the throttle. The new Jeep Wrangler Rubicon is one of the most capable 4WD vehicles ever produced, and one of only a handful of 4X4s today that offer a manual. The all-new D478 gearbox six-speed has a deeper 5.131 first gear than the previous generation Wrangler for easier creeping on slow-speed trails. It's a bummer this gearbox isn't available with the fun and frisky 2.0-liter turbocharged four-cylinder engine, but it does operate smoothly and really brings out the most personality from the Wrangler's new 285-hp 3.6-liter V6. Long live the manual transmission Wrangler. As if the 650-hp Z06 model wasn't enough, the Corvette team has upgraded the 6.2-liter V8 with a larger supercharger to deliver 755 hp and 715 lb-ft of torque. Chevy says the ZR1 is the most powerful Vette ever and can reach 60 mph in less than three seconds and top out at 212 mph. The new aero package, Chevy says, will produce an insane 950 pounds of downforce. They might need it, too, since the Corvette team is gunning to cut a full 20 seconds off the Nurburgring lap time of the old, previous-generation ZR1. Of all BMW's rivals in this class, few offer a row-your-own transmission, and BMW's is a good one. Get the shifts right and you can hit 60 mph in just over four seconds. In two of the drivetrain modes Efficient and Sport, this smart gearbox will rev-match downshifts for you, too, which is handy.

But select Sport Plus, and it's the driver's responsibility to do all that work. And since Caddy knows enthusiasts are buying this car, there's a six-speed manual connected to the 464-hp twin-turbo V6. This is no low-tech gearbox. Do it all right and you will hit 60 mph in 4.2 seconds—and have a great time flicking the short throws of that Tremec six-speed. You know what We'll take the regular Hellcat instead. After all, this car still has 717 hp and 656 lb-ft of torque thanks to its supercharged 6.2-liter V8—those are just ridiculous numbers. Dodge could have wimped out and made sure every Hellcat was paired with an automatic, too. But Dodge didn't deprive manual-trans fans. You can tap into every one of those ponies with a robust six-speed manual and leave burnout stripes stretching several

blocks long. It can hit 60 mph in under four seconds despite weighing almost 4,500 pounds. Make ours a wide body with those extralarge wheels and tires. And the latest Lotus, the Evora, can build serious grip on these roads while also providing a soft, supple ride. So, it makes sense that the company would keep the manual transmission a big part of the formula. The latest model, the limitedproduction Sport 410 GP Edition, is not only lighter by about 200 pounds but also drops the suspension slightly and retunes the springs and dampers for even better handling. The 400hp 3.5liter supercharged V6 is unchanged but the sixspeed manual, Lotus says, has a lowinertia flywheel for quicker shifts. And it is quick. The 2,910pound Lotus can hit 60 mph in just 3.9 seconds. Only 150 of these will be available for the world each year, so this will likely be one of the rarest manual machines on our list. And if you need more incentive to opt for the manual versus the automatic, the manual cars top speed is 190 mph. The automatic 174 mph. What that is, were not sure, but we can tell you that its big fun to row the STs leatherandaluminumtrimmed shifter through the gears as the little 1.

6liter EcoBoost four strains toward its 197hp peak. The Fiesta ST is one of those cheap, thrilling machines that, when its gone, will make us sad that Ford gave up on cars. And Jag made sure that there were at least a few manual transmissions in the mix. Today, the lineup ranges from the new 296hp fourcylinder up to the firebreathing 575hp supercharged V8 SVR. But only the 340hp and 380hp supercharged V6 models can be paired with manuals. Hey, these cars can hit 60 mph in 5.5 and 5.3 seconds respectively—so that's probably sufficient for most backroad adventures. While there are zillions of vehicles with Toyotas 3.5liter V6, this is the only one other than the Lotus Evora that gets a manual. The Cayman's turbocharged 2.5liter flat fourcylinder normally makes 350 hp. But here that figure is bumped by 12 hp. It also comes with Porsche's best options like Active Suspension Management, a torquevectoring rear diff, drive modes, and a sport exhaust. The Cayman GTS also comes standard with a slick sixspeed manual. We particularly like the suedelike fabric used on the seats and steering wheel. The package really comes together to make this one funtodrive sports car on a good twisty road that won't beat you up on the morning commute. And yet it's also hip and upscale at the same time. Just about every car in Mini's lineup can be optioned with a manual transmission. The most rewarding of all Minis is the John Cooper Works JCW models. Mini bumps up the power to 228 hp up 39 hp over the S model and can be optioned with a unique sport suspension to ratchet down the handling even more tightly. You may be able to find more information about this and similar content at piano.io You may be able to find more information on their web site. The site may not work properly if you dont update your browser. If you do not update your browser, we suggest you visit old reddit. Press J to jump to the feed.

Press question mark to learn the rest of the keyboard shortcuts Log in sign up User account menu 5 Which cars have the smoothest manual transmissions That thing was incredible. Try an E46 with a 5MT in the winter. Once warm, I honestly cant tell a difference from the Mazda transmission in my old Probe. This is a common complaint with this vehicle. I understand at least E39s and E36s are similar, though I havent driven either with a stick. Supposedly a fluid change helps for a few thousand miles, but is not a full solution. The broomstick knob that comes with the car is awful and the throws are way too long. I now have a shorter knob from the 330 ZHP and Dinan short shift kit and its 100% better, but still far from butter. You also have to deal with the Clutch Delay Valve, unless you remove it. Ive yet to sample it. Ive also heard great things about the shifter in the Miata and in the RX8. Why Honda make them consistently good. I have no idea, but the guy who headed Hondas sport division from the NSX until the S2000 Shigeru Uehara was a serious car engineer, and must have scrutinized everything Ayrton Senna said during his work developing the NSX, so Im guessing he had a lot of say in those kind of details. Personally, I like smooth motion, with very well defined engagement for each gear. I dont mind if the shifter feels a bit heavy actually I prefer it I just want it to be precise and smooth. The throws are supershort, the action is light and precise, and the clutch is light and totally linear. I think the lightness of the throws can throw some people off at

first, but after a bit of time each shift is wonderfully satisfying. It's a good thing the shifters so good in the car though, because with its fairly short gearing and ridiculously narrow power band, I usually have to make three or four more shifts per lap than everybody else. Yes, it is an awesome little transmission.

Unfortunately, the specimen was a rental car in Vegas so it had been to hell and back and you could feel it in the car, but it was shocking good. And my own Hyundai Elantra, which puts the MAN in manual. My Hondas have always shifted better than any of my other cars. Wish all my cars shifted like my Hondas. I had always had the opinion that Honda was top dog in smooth transmissions until Toyota came around with their once per decade, ultimate sports cars. But I've also heard that Toyota doesn't build their own manual transmissions anymore, rather, that they just get them from Aisin manual transmission co or something. Never rowed anything better. I don't mind so much, but I wouldn't call it smooth by any stretch. Then again, I went in with pretty high expectations, having heard great things about Honda shifters. I wouldn't trade my 07 WRX for anything except maybe an 07 STi or a Supra TT, but I had a total car-gasm driving the 370Z. I was pretty sure the 370Z at the time had a manual system that was different from the norm, but I can't remember what. When turned on it will match the engine speed automatically to the road speed as soon as you change into the gear new gear. I think it's the only implementation of auto rev matching on a manual. I ask because I thought the Supra I drove was better than the S2000, and I've heard that the S2000 is a lot like the NSX. He's never owned an automatic car and he drove trucks for the Army though the mountains in France and Italy. He can get in any car and shift smoother than those 8 speed automatics from ZF and the like. All rights reserved Back to top. It indicates a way to close an interaction, or dismiss a notification. It often indicates a user profile. It often indicates a user profile. It often indicates a user profile. It often indicates a user profile. It indicates a way to close an interaction, or dismiss a notification. It often indicates a user profile.

It indicates a way to close an interaction, or dismiss a notification. It symbolizes a website link url. It indicates a way to close an interaction, or dismiss a notification. But one can still option a manual on some performance cars and pickup trucks. Here's a ranking of my favorites, with appearances from MINI, Mazda, and Jaguar. Visit Business Insiders homepage for more stories. While one can still find manual transmissions on vehicles in Europe and South America, automatics are the rule in the US. Even some performance cars have dropped the manual options, most notably Ferrari. Most people no longer learn to drive on a stickshift, and for the most part, automatics yield good fuel economy and can be had on inexpensive cars. So the stickshift is dying out. But one can still find it on a decent number of cars. And I hope it never goes away completely! I just love the thing, but it absolutely terrified me. The ultimate roadster is about as much fun as it's possible to have on four wheels. The Ford Focus RS, now also discontinued, is an absolute track weapon. The clutch is so firm and edgy that it's quite easy to stall the car, until you get a feel for it. On the plus side, shifts are incredibly brisk. I got the hang of it after a while, but it was annoying. One of the most basic pickups I've ever tested. It was like managing a farming vehicle. But that's a testament to the Tacoma's legendary ruggedness. Sign up for our Shifting Gears newsletter now. His focus is the global auto industry, including Tesla, a company he has chronicled since 2007. He also looks after Business Insiders annual Car of the Year award, announced every fall. \n He's written for The New York Times, Slate, The Washington Post, the Los Angeles Times, HuffPost, and CBS Interactive. Times have changed the stick shift is not extinct yet, but every year it becomes more endangered. The manual transmission, sadly, serves little purpose anymore. Our electric cars of the future won't use them.

Even today, improved automatics are outperforming manuals on both the race track and on the EPA fuel economy test cycle. What the stick shift does still offer is a more engaging driving experience. For certain vehicles, it's that driving experience that remains paramount. Those cars' robust and loyal fan bases scoff at "flappy paddles," instead demanding ungoverned three-pedal amusement.

Here are some such awesome cars you can still buy for the 2020 model year with a manual transmission. We culled it down to 10, but sadly, it wasn't as hard to cut down this list as it once was. 2020 Porsche 718 Cayman GTS But man, what a 365 horsepower fourpot. You could make the argument for choosing Porsche's dualclutch PDK automatic here. That transmission is an engineering marvel; in the Cayman GTS, it's a halfsecond faster than the manual from 060 mph when you also opt for the Sport Chrono package. But do you want to go a few ticks faster, or do you want row your own gears in a Porsche like the automotive gods intended. With the limited edition Vantage AMR, the company gave the enthusiasts dropping a hefty check what they wanted the visceral thrill of driving a manual transmission. Note this manual is a sevenspeed dogleg gearbox first gear is on the bottom left, which offers advantages for track driving, but is unusual in a road car. It's still the enthusiastpreferred option, unless you do an extraordinary amount of slowspeed rock climbing. But even in Wrangler world, there's a slow drift toward the automatic. Unlike some other cars, the stick shift is still quicker than the automatic, by a hair. It looks great. It's loud. It will go fast in a straight line. The Bullitt edition may be the purest embodiment of that ethos. Toyota, however, will let you do the shifting yourself on a Tacoma with the bigger V6 and the premium TRD Pro trim. The GTI takes that formula up a notch with added power and some of the best handling on a road car.

For now, it's the halo Golf, since we are losing the Golf R for 2020. We don't yet know the full extent of Volkswagen's Golf lineup culling in the U.S. as America has gone all-in on the Atlas and Tiguan. But we do know Americans will get the GTI for the eighth generation — and it will have a stick shift. Big changes have been rumored for the next-generation WRX, including the venerable EJ25 motor's retirement and a move to Subaru's new global platform. But, with a 90 percent manual take rate, expect the stick shift to stay — at least for the premium STI models. It's not quite a Golf R or a Civic Type R in the performance or practicality departments, but it's significantly cheaper. Learn more here. You may be able to find more information about this and similar content at piano.io You may be able to find more information on their web site. Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Find your perfect car with our Delivery and remote buying options available. As you waggle the lever around, clutch pedal wearing out your left leg in every traffic jam, you might wonder if it's worth the hassle. Find the right road, and not even the most advanced dual-clutch automatics will come close to the satisfaction of perfectly matching engine revs on a downshift, or slipping through the gears to keep the engine in its sweet spot. The six-speed manual is a joy to use precise, quick, and with just enough weight to feel like there is a direct mechanical connection between car and driver. Use our GT86 deals page to save money.

As with the GT86, straight line performance is modest, but entertainment is very high. It's rare to find such simple fun elsewhere, especially for such a low price. It won't be long before you're heel and toeing each braking point to perfection. The best bit is that you can save around 1,000 on the car's 13,999 list price by buying the Swift through carwow. When approaching a corner, the driver must brake with the right foot, change down the gears by pressing the clutch with the left foot, while simultaneously blipping the throttle to match engine revs to the road speed. This requires rolling the right foot onto the accelerator pedal while keeping it pressed down on the brakes. By blipping the throttle automatically, every downshift is perfect, enabling the driver to focus more on the road ahead rather than fluffing up the footwork. The added bonus is that combined with the 370Z's 3.7litre V6, it sounds fantastic. One such car which also includes rev match is the Mini Cooper S. The compensation of a perfect downchange every time is more than enough for most

drivers, anyway. The smooth, quick action of the gearchange in even the most basic fivespeed manual versions explains why the Fiesta is such great fun to extract every last horsepower from. Use our Ford Fiesta deals page to see what you could save. The 306hp turbocharged 2.0litre engine helps it sprint from 0-62mph in only 5.7 seconds, towards a top speed of 168mph. Those performance figures would be much harder to replicate if the manual gearbox wasn't so willing. Thanks, however, to a wonderful feel and a minimal 40mm throw between ratios copied from the classic Honda NSX, it's possible to pile through the gears to your heart's content. At the completely opposite end of the scale is the Vauxhall VXR8. A huge supercharged 6.2litre V8 petrol engine requires a robust gearbox to cope with all of 576hp and 546 lb ft of torque, and the sixspeeder certainly feels that way from the driver's seat.

Imagine pulling the lever for a set of points on a railway track and you have the right idea. The GT4 is loved by the motoring press, because at a time when some of Porsche's more driverfocused models are switching to automatic flappy paddle gearboxes, the pinnacle of the Cayman range has persisted with a threepedal setup. It's raw, it's exciting, yet it's very accomplished indeed. Major controls like the steering and pedals feel just right. The sixspeed manual has a short throw of just 40mm, and it helps to keep this lightweight twoseater on the boil exactly when you need it to be. It just wouldn't be the same with an automatic, that's for sure. Simply click the green button on our homepage to get started. Microsoft Microsoft Microsoft While no one is expecting to find a gear lever poking out from between the seats of a luxurious Sclass, it is only fair to expect just that when seated in something a bit sportier, that visceral connection between man and machine is elevated to another level with an extra pedal to master. Matching the revs on a perfectly executed downchange is the sort of thing that can make a petrol heads day. Sure, the best DCT and PDK gearboxes are lightning quick and can shave a few tenths off acceleration times but that is not what every car enthusiast is looking for. Thankfully, after years of slowly phasing out the trusty old manual, sports car manufacturers are once again offering their customers the option to shift the cogs themselves. To celebrate the resurgence of the old porridge stirrer we take a look at some of the best manual transmission cars available to buy today as well as a few timeless classics. It fends off some very strong competition in its segment to be the enthusiasts small hatch choice. Best sampled with the slick shifting 6speed manual.

Find a Ford Fiesta on Auto Trader The latest generation is a welcome return to form for the MX5, combining a featherweight body with zesty naturally aspirated engines and that allimportant manual gearbox to make for a fantastic drive. Find a Mazda MX5 on Auto Trader It may not be much quicker than today's hot hatches but its chassis and gearbox are what really set it apart from just about anything else on the road. Find a BMW M3 on Auto Trader It may not be the quickest way to get around for the money but to achieve a similar grinfactor would require a whole lot more outlay. Just avoid the automatic versions. Find a Toyota GT86 on Auto Trader With each gear change a mere wrist flick away you are free to chase the 9000 rpm revlimiter to your hearts content. Find a Honda S2000 on Auto Trader Find a Renault Megane on Auto Trader With fourwheel drive it will even give that pesky Renault Sport TrophyR a hiding in the wet. Make sure you save a few pounds and opt for the 6speed manual version too. Find a VW Golf on Auto Trader Core to their appeal is the fact that a manual gearbox has always been available in every model, allowing you to command the offbeat flatfour symphony exactly the way you want. Find a Subaru WRX STI on Auto Trader The 7speed dual clutch option may get you to 60 mph quicker but it is the manual shift car that will be the better partner when the road gets curvy. Find a BMW M2 on Auto Trader Then in 2015 a manual option was introduced to the V6 models in the range making it that much sweeter. Find a Jaguar FType on Auto Trader Rearwheel drive, a Ferrari derived engine and the ability to opt for a good old manual gearbox help make the Giulia not just a brilliant Alfa but a class beater as well. Find a Alfa Romeo Giulia on Auto Trader There may be faster cars out there but few can compare with the intense experience that an F355 can provide as it screams to the limiter in each gear.

Find a Ferrari F355 on Auto Trader Powered by a 500bhp naturally aspirated V10, most E60 M5s were fitted with BMW's divisive semiautomated SMG transmission. Most. A 6speed manual gearbox was made available for a handful of cars solely for the US market making this one seriously rare and desirable machine. Find a BMW M5 on Auto Trader These are very rare and very desirable. Let's hope the Gen 2 cars reintroduce a manual shifter to the range. Find a Audi R8 on Auto Trader None more so than the very limited edition Balboni, which eschewed the Gallardo's fourwheel drive system and egear transmission in favour of rearwheel drive and a clutch pedal, turning it into one of the most thrilling super cars around. Find a Lamborghini Gallardo on Auto Trader Thankfully, Porsche listened and after teasing us with the limited edition, manual only 500bhp 911 R, released the 991.2 with the hallowed shifter everyone had been clamouring for. Despite being slower than its PDK equipped counterpart, this is the car that will be more coveted in the years to come. Find a Porsche 911 on Auto Trader Smooth, beautiful and seriously quick, it is virtually guaranteed to become a collectors' classic. Find a Aston Martin Vantage on Auto Trader The Tremec 6speed gearbox may be a trifle notchy at times but we can overlook this seeing that it has a massive 600 lbft of torque to channel to the rear wheels. The 627bhp V12, ultralight body shell and precise rifle bolt like action of its manual gearbox are all an integral part of its beguiling character. The latest loss comes from German performance leader BMW, which announced it might cancel manual transmissions entirely on its most potent performance cars, the M5 and M6, as soon as production of the current generation ends this year. For anyone who knows the tactile, enginerevving joys of the clutch and stick, this is sad news. But it isn't extinct just yet. Just look to these worthy vehicles that all still come standard.