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SCHWARTZ MAZDA

JANUARY 2023

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Schwartz Mazda has saved **1,769,812 lbs.** of carbon entering our atmosphere through our solar panel energy source.

## 2024 MAZDA CX-90 PLUG-IN HYBRID WILL DEBUT THIS MONTH

By: Drew Dorian - edited



A larger and more premium three-row Mazda SUV is coming into focus as the 2024 CX-90,

which is expected to debut a new turbocharged inline-six and a roomy, luxurious cabin. Mazda's current CX-9 crossover has charmed us with its athletic handling and handsome appearance, both of which we hope will translate to the CX-90. This range-topping, three-row, seven-seater will offer more luxury features than the current crop of SUV models does.

**When the CX-90 launches, it should be the first Mazda to use a new turbocharged 3.0-liter inline-six engine that is expected to be augmented by a 48-volt hybrid system. The CX-90 will debut in January 2023 with sales beginning later in the year.**

## CHEAPEST NEW MAZDA CAR IS 1 OF THE BEST IN ITS CLASS: LOVED BY EXPERTS!

By: Mark Putzer



Mazda offers a great selection of affordable models. The Japanese automaker also has a much-

deserved reputation for producing cars with excellent value — with high-quality designs and premium features at an

## BEST WISHES FOR 2023 FROM OUR FAMILY TO YOURS



OH, WHAT A NIGHT!

Schwartz employees had an Awesome time at our annual Holiday Party. Thank you, Jay & Jon!

## DRIVEN: 2023 MAZDA CX-50 SETS A NEW BAR FOR SOFT ROADERS

By: Ian Wright – edited



**Exterior: Pure Mazda** Style wise, the [CX-50](#) is a more purposeful-looking vehicle than the CX-5. It's not necessarily lower, but

the wider track and hatchback car-like proportions give it that impression. The bold black body cladding manages not to detract from the sophisticated styling. Although the CX-50 follows Mazda's current Kodo design language, it loses the concave shape on the side, and gains prominent fender flares. The LED headlights, rear roof spoiler, dual exhaust



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## **SCHWARTZ MAZDA SPECIALS OF THE MONTH**

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affordable price. Furthermore, the cheapest new Mazda car is one of the best in its class: the 2023 [Mazda3](#) compact sedan.

With a starting price of \$22,550 MSRP, the 2023 Mazda3 Sedan is the cheapest new Mazda car available in the United States. Following the Mazda3 Sedan, the next most affordable new Mazda vehicles are the 2023 CX-30 subcompact crossover SUV (\$22,950 MSRP) and the 2023 Mazda3 Hatchback (\$23,550 MSRP).

While the [2023 Mazda3](#) Sedan is the cheapest new Mazda car, the Japanese automaker has five other models that cost less than \$30,000. Along with the CX-30 and Mazda3 Hatchback, this includes the 2023 CX-5 compact crossover SUV, the 2023 CX-50 compact crossover SUV, and the 2023 MX-5 Miata sports car.

Along with being the most affordable new Mazda car, the 2023 Mazda3 is rated very highly by automotive experts. Car and Driver and U.S. News & World Report rank it as one of the best compact cars.



In its evaluation, Car and Driver states that the Mazda3 offers a “punchy turbo engine, nimble

handling, and a handsome interior design.” The automotive publication also highlights the “premium interior,” especially for the higher trims. For its analysis, U.S. News gave the compact car high marks for its “athletic handling, peppy acceleration, and upscale interior.” It also writes favorability of the user-friendly infotainment system.

With its multitude of standard features, the Mazda3 offers excellent value

When you pay a low price for a new car, it’s understandable to think that the vehicle might sacrifice quality for affordability. However, for the [2023 Mazda3](#) Sedan, the opposite is true. Along with its premium interior and high-quality design, it comes standard with many desirable features.

Even for the base-level 2.5 S trim, you’ll get standard LED headlights, rain-sensing windshield wipers, push-button start, remote keyless entry, a rearview camera, lane-keep assist, Apple CarPlay and Android Auto smartphone integration, and an 8.8-inch color infotainment system touchscreen. Moving up the trim lineup,

outlets, and roof rails are all standard features.

Lower trim versions ride on 17-inch wheels, but pricier models have 20-inch alloys. All-season tires are standard across the lineup, and it comes with a temporary spare tire.

### **Interior: More Pure Mazda**



Although others are catching up, Mazda’s interiors have been the best in class for a while.

The [CX-50](#) is no different in that Mazda hasn’t followed the annoying trend of making things that should be knobs and buttons part of the infotainment system. Simple and with proper feedback is best for user interaction, and everything is where it should be. The build quality and materials used are excellent, even on lower trims, but the cabin space is the headline.

Elbow isn’t a problem in the CX-50, where rear passengers get 39.8 inches of legroom, enough for tall adults, and headroom isn’t compromised by a sloping roof. The base model’s driver seat is manually adjustable, but the Premium Package gets you get six-way power adjustment. Cargo space at 31.4 cubic feet, is plenty for a family weekend away.

### **Infotainment: and Pure Mazda Again**



Mazda isn’t convinced people should be reaching over and using touchscreens while driving and likes the screen to be set high up,

close to the windshield, so it’s easy to glance at. Some may disagree, but we appreciate this arrangement and the scroll wheel in the center console used for navigating the infotainment system. The screen is an 8.8-inch display (upgradeable to 10.5 inches via higher trim levels) complimented by a seven-inch TFT LCD unit for the gauge cluster. Mazda’s Connect software is well laid out and easy to navigate, and it has all the basics, including standard Android Auto and Apple CarPlay. An eight-speaker sound system is standard.



### **Drivetrain: Very Mazda**

The base engine for the [CX-50](#) is a naturally aspirated four-cylinder making 187 hp and 186 lb. ft of torque. The 2.5-liter Turbo engine produces 227 hp and 310 lb.-ft, which is plenty, and it doesn’t feel like the engine is being thrashed when overtaking particularly slow traffic. The most Mazda thing, though, is that if you fuel the CX-50 with premium gas, and the turbocharged engine makes 256 hp and 320 lb. ft.

To get the most out of the CX-50, you may want to go up to the \$37,150 2.5 Turbo trim level. If you’re looking for a weekend family adventure vehicle, meaning four people plus gear getting out into the countryside with hills

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the Mazda3 offers a power moonroof, a dual-zone automatic climate control system, heated front seats, a heated steering wheel, traffic sign recognition, and a 360-degree view monitor.

If you're on a tight budget and are considering getting a new Mazda vehicle, then check out the [2023 Mazda3 Sedan](#). It's the cheapest new Mazda car. Also, with its many standard features and high-quality design, the Mazda3 Sedan offers superb value.

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If you have any concerns, feel free to [contact the Service Department](#).

and slippery surfaces, that's the real cost of entry. Plus, towing capacity goes up from 2,000 pounds to 3,500 pounds.

## On and Off the Road: Remarkably Well Balanced

The CX-50's road manners are excellent, and the dynamics are focused. "The ride is firm but smooth; it's quick when called upon, and everything from the throttle control and braking is precise and responsive without having any sharp edges," is how we described the [CX-50](#) on the road, and we stand by it. If you like to drive with enthusiasm, it's a lot of fun while staying predictable, and Sport mode gives things an even more enthusiastic edge.

The real magic is in how Mazda has managed the weight transfer in corners. It's controlled electronically while still feeling natural. The tuning is near perfect, and the steering is sports car-like in its precision and feedback.

The driving-dynamics wizardry continues off-road. Mazda set about tuning the CX-50 to remain predictable even on slippery surfaces. It's remarkable how stable and unperturbed the CX-50 remains over dirt and mud.

## Conclusion: Mazda's Best Yet, But at A Price

The Mazda [CX-50](#) 2.5 S starts at \$27,550 and, with the base engine, will make a solid and capable commuter and family vehicle. From there, there's plenty of choice in comfort and feature levels, as there are five more trims available before you reach the 2.5 Turbo model at \$37,150. Then there are a further two more models before you meet the top of the range, the 2.5 Turbo Premium Plus at \$42,300.



Mazda aims to move up in the premium market, and with the 2.5-liter turbo engine, the CX-50 is a winner and does everything Mazda's splashy marketing claims.

