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Americans seem to hate textbooks, so I never got these spare cars. In the United States, the chances of hopping in a manual transmission machine are extremely low. Only about 6.5% of new cars here are sold with a stick, and this number decreases rapidly. European countries would be Britain enjoying driving manual engines a little more, but even they are starting to favor automatics. Because the pickup rate for manuals is low in the states, most automakers decide to offer only automatic transmissions. This means there are a lot of cool models by hand that we can't get, and we've chosen our five favorites. Alfa Romeo Giulia is the latest example that comes to mind. When Alfa Romeo was marketing the new Giulia before its official U.S. launch, it promised that the high-powered Quadrifoglio will use a six-speed manual transmission only. Instead, the U.S. got an eight-speed vending machine. And nothing else. There are many reasons why this could have happened, but speculators believe it had something to do with crash testing. Now Americans have to drive their automatic Giulia, knowing that some European is a little happier than they are, rowing their own gear. The next car on our list is another compact luxury sedan, the Jaguar XE. Like Giulia, the XE was built to rival the powerful BMW 3 Series. Also, like Alfa Romeo, it has been many years since Jaguar competed against BMW in this category, so it probably could not afford to offer two transmission options on the US market. As with Giulia, US-spec XE is only available with an eight-speed automatic in all ornaments. The six-step XE manual will remain the forbidden fruit. The Mercedes C-Class concludes our trio of BMW 3 Series competitors, which do not offer manual transmission in the States. Unlike Giulia Quadrifoglio and XE S, the C-class manual is not available on high-performance models with an AMG badge. Those cars use the same seven- or nine-speed vending machines we get in America, so this loss isn't as painful as the first two. Mercedes-Benz When we went looking for manual transmission cars, which are sold only in Europe, we did not expect to find the Volvo S90 sedan and V90 wagon. We find it hard to believe that many people would order such a comfortable, luxurious car with a manual, which may be why images of an S90 or V90 with the manual are so hard to find. Volvo sells diesel engines that are not offered in the States, which might be better suited for a manual transmission buyer. The Last Volvo car on the list is no longer for sale, but we wanted to emphasize it because how cool it is. I thought Porsche Panamera was sold only with a PDK transmission, but it seems that certain markets had to a six-speed manual. Although the most powerful turbo model was not available with the manual, buyers could get an RWD model with 4.8-liter naturally aspirated V8. Unfortunately, the current panamer is only offered with a PDK. Porsche Ryan McVay/Photodisc/Getty Pictures five transmissions installed on Chevrolet trucks from 1988 to 1992, according to Drivetrain.com, were the Borg-Warner T5, Getrag, Muncie or New Venture HM290, 5LM60 and NV3500 and New Venture NV4500. The NV4500 has only appeared on full-sized trucks since 1992. The location of the manufacturer's label, if present, is the easiest form of identification for all models, with visual methods reserved for general identification. Positive identification of these transmissions shall be carried out by internal methods, in particular when differentiating the HM290, 5LM60 and NV3500 models. Since the differences between these three are internal, it is necessary to eliminate the transmission. Look for the manufacturer's label, usually attached to a screw on the transmission extension casing. This label identifies the manufacturer and the transmission of the model. The numbers of the Borg-Warner transmission models start with 1352. Inspect the transmission for visual features. According to Borggear's Internal Transmission Identification Guide, Borg Warner T5 transmissions are five-stage aluminum transmissions with bell housing that are not an integral part of the unit. On transmissions HM290/5LM60/NV3500, the bell housing is an integral part of the aluminium casting piece, and the housing has a waffle pattern after the bell housing, towards the rear of the vehicle. The NV4500 is a top cast iron transmission with an aluminium transmission. Weighing around 200 pounds, the NV4500 can have a warning label located on the casing that designates the use of Castrol Syntorque fluid only. The upper load transmissions shall have an access plate attached to the top of the unit. Identify transmission differences HM290/5LM60/NV3500. Because these differences are internal, including the transmission ratio and the specifics of the bearings, the transmission was demolished for correct identification. Each of these models were manufactured by a different company and each used its own design changes. One difference separating HM290 and 5LM60 from NV3500 is the NV3500 has a changing road, unlike the four on HM290/5LM60. See a list, it would be the one found on the Drivetrain.com for appropriate identification details. If you want to save the manual, then you'll have to buy one. The first automatic production transmission appeared in 1940, thanks to Oldsmobile's Hydra-Matic torque converter. With four gears on the floor they were waiting at the door, but the manual survived for another 80 years. Now, dual-clutch automatic is so smooth and fast, and programming so precise that your rowing has no advantages. For a while, improving fuel economy has been the saving grace of manuals in everyday vehicles. Those days are gone, though, and the only remaining argument for surviving manual transmission comes down to the cliché of connection between man and machine. If one of the people who love a manual transmission and are actually willing to put the money where your mouth by purchasing a luxury here's what you can buy in 2020. CarBuzz If you want something exotic from the factory, then Lamborghini, Ferrari, and McLaren are now out of the manual transmission game. With the AMR edition, Aston Martin looks back at its 107-year history and made the Graziano dog-foot model seven-speed hand-crafted centerpiece. To make sure that the manual holds over time, though, Aston Martin has de-tuned Mercedes-AMG supplied 4.0-liter V8 to 461 lb-ft from 505 lb-ft found in automatic vantage. The torque is further limited in the first and second speeds to restrict the wheelspin on the line. Aston Martin Aston Martin Martin Martin BMW is keen to hold on to its reputation as a brand aficionado, and the 2 Series is a highlight. It has the proportions of the Generation E46 BMW 3 Series, but has a completely modern level of grip, power and handling dynamics. You can pick up the BMW 230i coupe or Coupe M240i and convertible with a manual. However, if you want to take advantage of more power and a well-tuned chassis, then the low-speed BMW M2 is also available with a six-cylinder, six-cylinder turbo engine with a six-speed manual transmission. BMW BMW BMW If a 2 Series is too small of a coupe for you, then a rear-wheel-drive 4 Series or fast ballistic M4 is still on the table for some great manual transmission jinks. The 430i, powered by a 2.0-liter turbo four-pot developing 248 hp and 258 lb-ft of torque, has a manual option. So is the more powerful 440i with two additional cylinders, which offers 326 hp and 332 lb-ft. As a serious performance coupe with comfortable daily driving chops, the M4 sets the bar and also has a manual option to go with 425 hp and 406 lb-ft of torque in model base. BMW BMW BMW On Paper, genesis G70 is a serious competitor to the BMW 3 Series, and we liked it with a 3.3-liter twin-turbo V6 under the hood. Unfortunately, there is no manual option for the more powerful engine. If you want to have three pedals, then you have to do with 2.0-liter inline-four G70 actions with Kia Stinger. It makes a healthy 255 hp and 260 lb-ft of torque. It is rumored that sometime in 2021 or 2022, the 2.0-litre engine will be replaced by a 2.5-litre four-cylinder turbo engine that produces 290 hp and 310 lb-ft of torque. The bad news for hand enthusiasts is that the only transmission available is likely to be a new eight-speed dual-clutch transmission. CarBuzz CarBuzz Genesis Evorea GT replaces the Evorea 400 and The Evorea Sport 410 in the US for 2020. Along with Lotus's supercharged 3.5-liter 6-cylinder engine making 416 hp and 317 lb-ft of torque, you can choose between a six-speed manual gearbox and an automatic power supply transmission to a limited Torsen type-differential slip. You lost a bit on 3.8 seconds 0-60 mph time unless you're a magician with a manual, but auto is the option and shows the Govora GT is designed for old school. Lotus Lotus Lotus Lotus model year 2020, Mini brings the manual transmission back with the opening of orders in February. The Mini Hardtop and Mini Cabriolet receive three pedals in the first row and will be followed in July by the Clubman and Countryman models. Until then, you can only order eight-speed automatic cars or the new dual seven-speed clutch for Countryman and Clubman models. High-performance variants won't get a change lever, though. Mini is using autos in the John Cooper Works variants of Countryman and Clubman, and the new Cooper GP to handle power and make sure they are as fast as they can be. Mini Mini Mini Porsche is all about catering for enthusiasts, and entry-level 718 platform cars both have a manual option. So if you want soft Boxster top or Cayman coupe, you can have a clutch and a changer. You'll pay through the nose for features that are standard on other cars, but you certainly won't be complaining about pinpoint precision direction and agile handling. 300-CP 2.0-liter turbo four-cylinder boxer engine, well, that's not something that everyone can live with. Porsche Porsche Porsche Porsche Porsche With the new models 911 Carrera S and 4S, Porsche takes care of its manual enthusiasts. Opt for the manual transmission box, and shoppers also receive the \$2,720 Chrono Sport package, a sport mode, dynamic power line mounts, and an automatic rev matching mode. For an even more raw driving experience, the 911 manual option also comes with a limited-slip mechanical differential that replaces electronically controlled limited sliding, which is standard on PDK-equipped models. Porsche Porsche Porsche Porsche In 2019, almost half of the Golf GTI and Golf R models were option with three pedals. That's fantastic news for the manual in enthusiastically biased machines, and both GTI and R models are as good as ever. The GTI is as close to perfect as a practical daily driver, complete with a gloriously responsive 2.0-liter engine making 228 hp and 258lb-ft of torque, and a nicely tuned chassis. Golf R offers 288 hp and 280 lb-ft of torque through its four-cylinder 2.0-liter engine. Along with its uprated engine, the Golf R offers a different driving experience thanks to its Haldex-derived 4Motion all-wheel-drive system. Even with the manual option ticked, the Golf R will still drop a sub-five-second 0-60 mph time. CarBuzz Volkswagen Volkswagen Volkswagen Jetta GLI was a finalist in the Family Fun section of the inaugural CarBuzz Awards late last year. We finally like driving as well as gt Golf, and was the only car with a manual option on our short list for the prize. The basic Jetta S also comes with a manual, but unlike the GLI model, it doesn't have the same engine as its Golf brother. Instead, it has a 1.4 engine four-cylinder, which generates a more laid-back 147 hp and 184 lb-ft of torque. CarBuzz CarBuzz Volkswagen Volkswagen Volkswagen

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