

Autos

2007 Cars: Our Slide Show Gallery of Top Picks

By Mark Solheim and Jessica Anderson

The 2007s are rolling into the showrooms, but it's hard to discern overriding trends among the hundreds of new models. The market is a mixed bag as carmakers hedge their bets, trying to appeal to as many niches as possible.

Need help narrowing the choices? We evaluated nearly 500 new models and picked winners in various categories, from small economy cars to crossovers, large SUVs and luxury sedans. We also gathered sticker and dealer prices, projected resale values and fuel costs.

Prices in the slide shows come from Kelley Blue Book; its

New Car Blue Book Value represents the most common selling price for the vehicle. Resale values, also from Kelley, are the estimated price a dealer would pay if you traded in the vehicle in three or five years, expressed as a percentage of the sticker price.

Service cost is an estimate of the cost of maintenance and unscheduled repairs over five years. Insurance cost is an estimate of the annual premium for each vehicle for a middle-aged driver with a clean driving record. Both figures were supplied by Vincentric, a Bloomfield Hills, Mich., automotive research firm.

KIPLINGER 2007 PICKS: TRUCK-BASED SUVS

Model year '07 brings over a dozen new or redesigned crossovers to market. So where does that leave the traditional SUV? Sales aren't so bad. GM unveiled a line of truck-based SUVs this spring — redos of the Cadillac Escalade, Chevy Suburban and GMC Yukon — that's pleased buyers and actually improved fuel economy (a little). New entries from Chrysler, Dodge, Ford and Toyota are making waves, too.



BEST RESALE SAAB 9-7X

Sticker price/dealer cost (4.2i AWD): \$39,735/\$36,616

New Car Blue Book Value: \$38,940

Service cost (5 years): \$3,809

Insurance cost (1 year): \$1,508

Resale value (3 years/5 years): 60%/45%

Miles per gallon (city/highway): 15/21

The 9-7X edges out the Lexus GX 470 for best resale. It's not just a Chevy Trailblazer tweaked with Saab touches. For example, it has a lower ride height and different suspension. And the ignition is in the center console — a vestige of Saab's jet heritage.

(#13770) Excerpted and adapted with permission from the November 2006 issue of Kiplinger.com.

© 2006 The Kiplinger Washington Editors Inc. All rights reserved.



BORN FROM JETS