

## KIA CANADA REVEALS REAR-DRIVE GT4 STINGER CONCEPT

- 2+2 seating configuration, 315 turbocharged horsepower and six-speed manual transmission make GT4 Stinger a true enthusiast's machine
- GT4 Stinger was conceived by the "gearheads" in Kia's Irvine, Calif., design studio, birthplace of iconic concept vehicles such as the Track'ster and Cross GT

**TORONTO, Feb. 12, 2014** - Kia Canada today presented the Canadian Premier of the brand's most aggressive concept car ever when the wraps came off the GT4 Stinger at the Canadian International Auto Show (CIAS). Kia's eye-catching design language moves in a bold new direction with the introduction of the GT4 Stinger. The concept pushes the boundaries of performance with a rear-drive 2+2 sports car that places man and machine in harmony on the road or track. It comes as no surprise that the GT4 Stinger is the wild style child of Kia's California design team, home to its 2012 predecessor, the Track'ster concept. And like the Track'ster, the GT4 Stinger's racy appeal is more than skin deep.

"We are excited to unveil the GT4 Stinger concept, making its Canadian debut here in Toronto at the 2015 Canadian International Autoshow" said Maria Soklis, Vice President and Chief Operating Officer, Kia Canada Inc. "This 2+2 rear-wheel drive concept brings Kia design to new levels with its unsurpassed performance and track inspired DNA."

"Driving enjoyment was the number one priority in designing the GT4 Stinger," said Tom Kearns, chief designer, Kia Design Center America (KDCA). "It's an authentic 2+2 sports car that can turn heads as a daily driver while also being right at home on the track. It's about purity, simplicity and timelessness. The GT4 Stinger is a throwback to days when driving a car was a visceral experience that wasn't muted by electronic gimmickry."

Emboldened by the brand's on-track success in the Pirelli World Challenge racing series with a pair of turbocharged, GTS-class Optimas, Kia's U.S. design team approached the GT4 Stinger project with an eye toward weight reduction, functionality and pure driving enjoyment. The concept shuns the luxury trappings of a traditional Grand Touring car and embraces the elemental experience of truly engaging with the vehicle. "If anyone were to ask if Kia has the credibility to build a car like the GT4 Stinger," noted Kearns. "I would simply point out that Kia races - and wins - against some of the world's most legendary performance brands."

### **Power, Poise and Proven Performance**

Beneath the low wedge of the GT4 Stinger's hood resides a tuned version of Kia's proven 2.0-liter

turbocharged gasoline direct injected (T-GDI) four-cylinder engine putting out an impressive 315 horsepower. "Our Optima racecars use the same engine and can produce more than 400 horsepower," said Kearns. "So why not infuse our concept with the kind of power that will make people take notice?"

That power is put to the ground via a close-ratio six-speed manual transmission driving the rear wheels, which are wrapped in 275/35R-20 Pirelli P-Zero performance tires. Staggered 235/35R-20 Pirelli P-Zeros nestle beneath the front fenders, ensuring loads of corner-carving grip. Custom 20-inch aluminum center-lock wheels feature carbon fiber inserts for strength and weight reduction. Tucked inside the massive wheels are Brembo Gran Turismo two-piece 15-inch cross-drilled rotors and four-piston calipers with plenty of stopping power.

Underpinning the GT4 Stinger's sculpted "Ignition Yellow" body is a custom chassis with independent double wishbone suspension. With a shorter wheelbase (103.1 inches) and overall length (169.7 inches) than a Forte sedan, a width (74.4 inches) greater than a Cadenza, and a swooping roofline nearly nine inches lower (49.2 inches) than a Rio subcompact, the GT4 Stinger cuts a menacing figure. It tips the scales at a scant 2,874 pounds, and weight distribution is spread nearly perfectly at 52 percent up front and 48 percent at the rear. The GT4 Stinger also features a quick-ratio steering rack for direct feedback and uncompromised control.

### **Simplicity By Design**

Fans of Kia's design language, set by Kia Motors Corporation president and chief design officer Peter Schreyer, will immediately recognize key styling elements of the GT4 Stinger. "We gave the car a shrink-wrapped appearance," says Kearns. "It's as if the body panels were formed around the chassis instead of merely welded to it." In silhouette, the GT4 Stinger is simple yet powerful. The latest iteration of the signature Kia grille rests low to the ground for maximum engine cooling and cold-air induction. The grille surround glows white and features a multi-layered, satin-black border, a theme found throughout the car. Flanking the grille on both sides are vertical LED headlamps, and front-brake cooling vents intricately molded into the bumper provide a clean, smooth appearance. A carbon fiber front splitter mounted below the bumper provides added down force for the car at high speed to keep the GT4 Stinger's front tires firmly planted to the tarmac.

The long hood gently rises to meet the cowl. Two chrome accent pieces add visual interest to the otherwise ripple-less pond of Ignition Yellow sheet metal. The hood closely embraces the front

wheel arches, creating two protruding muscular fenders above the front tires. The result is a pronounced edge at the vehicle's shoulders that eventually becomes the belt line.

Continuing around the car, the transparent A-pillars provide a more than 270-degree view from the driver's seat. The layered slots cut into the pillars reduce weight while improving outward visibility. Paying homage to the iconic Soul, the greenhouse design provides an aggressive side profile. "It's as if the GT4 Stinger is wearing wrap-around sunglasses," notes Kearns. Similar to the Soul, the roof of the GT4 Stinger appears to "float" from the C-pillars. Along the rocker panels are satin black accent pieces with integrated functional cooling ducts to enhance air flow to the rear brakes.

Around back, the body widens to cover the large 275-series Pirelli rubber. The glass hatch opens to reveal a built-in storage compartment and rear strut-tower brace. The LED taillights illuminate from inside the outer edge of a blacked-out panel just above the dual exhaust ports in the rear bumper.

The interior is purposeful in design and practical in nature. A pull of the billet-aluminum door handles reveals incredibly lightweight doors, but their generous width makes dropping into the molded leather race-inspired bucket seats a breeze. There is no carpet, only a rubber floor mat underneath the billet-aluminum pedals. Front and center to the driver is a thick D-shaped steering wheel and red LED-illuminated instrument panel with large tachometer and gear indicator. In keeping with the track theme and taking inspiration from sports and competition cars of the past, interior door handles have been replaced by red-stitched pull straps. In fact, the GT4 Stinger makes due without the luxury of a stereo. "The audio system starts under the hood and the speakers are the exhaust pipes," said Kearns. Underway, the GT4 Stinger's free-flow exhaust burbles and blurts unabashedly and is music to the ears of driving enthusiasts everywhere.

While there are currently no plans to bring the concept to production, Kia has a history of delivering production vehicles that bear a strong resemblance to the concept that preceded them, and the GT4 Stinger provides a possible and highly provocative glimpse into Kia's future. When asked who the GT4 Stinger is intended for, Kearns quips, "It's a totally selfish design. The design team at KCDA is full of gearheads and enthusiasts, and the GT4 Stinger is the perfect car for that kind of crowd."

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