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More power than the current car? Check. Manual gearbox? Check. Coming to America? Negative. Ford has already shown off the all-new Focus in Europe, but it won't be sold in the US following Ford's announcement that it would be killing off all non-SUVs excluding the Mustang and upcoming Focus Active. This news was especially painful considering that Ford is working on the next generation the Focus ST and Focus RS, though no one seems to know for sure what engine will power the next ST. Previous reports indicated the next Focus ST will use a 2.3-liter four-cylinder or a 1.5-liter three-cylinder EcoBoost, but Motoring now reports that it may keep its 2.0-liter displacement. Motoring also discovered that the next ST will offer an eight-speed automatic for the first time ever. A six-speed manual will also be available, but the addition of an automatic with paddle shifters should help the car sell to a broader audience, outside of the US of course. Ford Ford We have seen the next generation Focus ST testing on the Nurburgring and rumors indicate that it could produce around 275 horsepower. This would be a nice bump over the current car's 252 hp, and handling will likely be improved as well. Hearing about the next Focus ST once filled us with excitement, but now it merely brings us Americans to tears. And the typical owner is young and wealthy. For several years Ford reserved some of its best affordable performance models for the European market. That's all changed with the US arrival of the Focus ST and Fiesta ST. Now that the former has been on sale stateside for a year, Ford is able to report on its sales figures and who exactly is buying the hot hatch. All told, some 12,000 Focus STs have been sold since last month, and the best markets for the car are in the cities of Detroit, Houston, Los Angeles and Orlando. The typical Focus ST buyer came from another brand as some 65 percent of buyers traded in another car. The average Focus ST is under 35 years old and brings home an average salary of \$127,000 a year. Basically, Focus ST buyers are young and have plenty of extra money to spend. Many people who bought a Focus ST originally came to a Ford dealer to look at another model, such as a Fusion or Escape, but ended up with something way cooler. Overall, the Focus ST is having the so-called "halo effect" Ford executives were hoping for. But if you can't afford a Focus ST, which costs near \$30,000, there's always the Fiesta ST, which bases at just under \$23k. The very definition of forbidden fruit. America won't even be receiving the new Ford Focus Active, let alone the next ST. That's the reality of today. Conventional cars, including hatchbacks and hot hatches, are no longer deemed as being profitable, at least by Ford, in the US. It's a shame. Fortunately, the Mustang isn't going anywhere but it will soon be the only non-crossover, SUV or truck in Ford's American lineup. Other markets, specifically Europe, will still have regular access to regular cars, including the all-new Focus and its many variants. One of those variants is the new ST hot hatch, spotted here without any camouflage by our spy photographers around the Nurburgring area. Ford test engineers driving the new Focus ST on public roads in its current state means an official debut is imminent. How can we tell this is the new Focus ST? Notice the sportier look overall, while the rear bumper also has a small diffuser between the exhaust pipes located on both the left and right sides. There's also a lowered and firmer suspension, bigger brakes, and, oh yeah... a big rear spoiler.Under the hood, we'll find a 2.0-liter turbocharged four-cylinder delivering around 250-275 hp. The current Focus ST, which you can still buy in the US, has 252 hp and 270 lb-ft of torque, for comparison's sake. Also like the current car, the new Focus ST will retain the front-wheel-drive setup. If there were to be another Focus RS, which also won't be sold in the US, that will be the one with AWD. A six-speed manual transmission is also expected to return, as are ST branded sport seats.For Ford, the hot hatch market continues to be alive and well, just not in America. So if you ever find yourself in Europe, you'll soon be able to take the new Ford Focus ST out for a test drive. Too bad you can't bring it back home when you're done. Looking to buy a new car? We can think of two very good suggestions. Both the Ford Focus ST and Fiesta ST are wonderful hot hatches. So wonderful in fact that Ford wants to reward their owners in a big way so that they can fully enjoy their rides. The automaker has just announced that it will offer to send Focus ST and Fiesta ST owners to the ST Octane Driving Academy driving school absolutely free of charge. It's their way of saying "thank you" for buying one of their cars. The actual course takes place at the Miller Motorsports Park in Tooele, Utah. Owners will be responsible for travel, lodging and food. But what they do receive is a two-day long course that consists of class and driving instruction with professional drivers. And yes, the cars that will be driven are the Focus ST and Fiesta ST. Participants will also receive a tour of Ken Block's Hoonigan Racing HQ that's located in nearby Park City. Those looking for some extra fun can stick around for another day that will include track time in a Mustang GT and off-road instruction in the F-150 SVT Raptor. Looking to buy a new car these days? We can think of two very good suggestions. Ford 1/13 Wheel spins in first and second and torque steering in interesting directions other than forwards would be barriers to entry for most cars, but there's something about the ST – and the ease in which you can keep a lid on both these things – which means this just adds to the appeal rather than throws up hurdles to smack. Ford opted to eschew the expensive limited slip differentials of their Golf and Mégane rivals in favour of what they call an "enhanced transitional stability system" which, combined with re-tuned suspension and steering do their best to keep you from tasting ditch, hedge and tree. Momentum, traction and physics can only go so far, though, eh? 2/13 The 2.0 litre, four cylinder EcoBoost engine betwixt the front wheels of the ST is nothing short of splendid. Turbocharging, twin-independent variable cam timing technology, and high-pressure direct-injection deliver 250PS at 5,500rpm, with a peak torque of 360 Nm at 2- to 4,500rpm. This means 0-62mph in 6.5 seconds and a top speed of 154mph. It feels faster. 3/13 Clarkson, Hammond and the other one hate electronic steering, but we found Ford's system to be tuned in, responsive and pretty much on the money. Plus, the wheel is squared off at the bottom like a Lambo's. Big bonus. 4/13 A four-cylinder car should sound like a dried pea rattling around in a tin can, but the ST sounds terrific. How's this? Well firstly, the EcoBoost engine is no ordinary four pot (see above), but mostly because there's a "sound enhancement system" which plays the engine note through the loudspeaker system. The noise depends on a complicated "sound synthesis" algorithm based, Ford tells us, on "engine speed, throttle pedal position and torque". When you drive like a nana, you hear virtually nothing, but apply foot right and it roars like a Brain Blessed exiting a library. Is it cheating? Of course it is! Will you care? Nope! 5/13 A bit like a fun-o-meter on top of the dash are these three horizontal dials. They're almost exactly like those found on fake, plastic steering wheels that toddlers "Neeeee-yow!!" with, suckered to car windows. This, however shows the current level of boost that the turbocharger is delivering, so the driver can be aware of where the car's power band is, and when the limit's reached. While going, "Neeeee-yow!", if you're anything like us. There are also oil temperature and level gauges, but they're less fun. 6/13 This year's model also has stop/start technology, so traffic lights stress your brainbox, but not your fuel tank/wallet/those nice trees. 7/13 There's an upgraded, 8-inch touchscreen, split into four quarters with phone, satnav, climate and music clockwise from top left. There's the expected lag – car touch screens are still frustratingly more HP Microsoft Tablet PC than iPad – and the home button is counterintuitively almost under the bottom lip, but it works fine and the voice recognition is pleasingly okay. Good luck shouting at the satnav to get anywhere, though. 8/13 A forward-facing camera behind the rear view mirror monitors oncoming traffic signs and displays them on the colour dash, combining this info with map data from speaking to the satnav, so you always know what speed you're meant to be driving. If you want to (we didn't) you can programme it so that the speed lollipop flashes like a tutting, eye-rolling mum when you hit 5 or 10 miles over the limit. 9/13 If The Archers causes you to nod off, Lane Keeping Aid applies steering torque to guide it back, with three, disappointed burzes on the steering wheel to inform you of such. Also new is "Active City Stop" collision avoidance which, at speeds of up to 31mph, readies the brakes, then applies them if a potential impact is detected. 10/13 When you should be changing gear a wee, green arrow flashes up, notifying you which number you should be on. Great for the ecology, oh mercy me, but not so good for fun. It does this at around 3,500 revs which, in fairness, is where the fun's supposed to begin in an ST, not end with a downshift. 11/13 BLIS – Blind Sport Information System – uses two multi-beam radars mounted on the corner of each rear bumper covering the wing mirror to about three metres behind the rear bumper and three metres on either side of the car to detect if a car's in your blind spot. An LED on the corresponding wing mirror flashes orange to warn you that you're about to sideswipe someone, like an absolute ass. 12/13 Yup, the mirror has a liquid crystal element and uses tech called, awesomely, "electrochromics" which isn't a made-up word, but describes the fact that when glare is detected from that Audi chomping on your exhaust, low voltage is applied which darkens the mirror automatically. Audi, denied! 13/13 The 2.0 litre petrol ST starts at £22,195, which is £4,000 cheaper than the competing – and less powerful at 220PS – Volkswagen Golf GTi and £3,000-odd less than the RenaultSport 265 Mégane. Our model was the highest-spec ST-3 at £25,995 with all the bells and whistles and a £745 optional "Tangerine Scream" paint job, which we actually grew quite fond of during our time with the car.

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