

The Scion exterior exudes urban chic

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went away. It was so popular GM even sold it as the Pontiac Vibe.

It is also aimed directly at a younger crowd who are ultra connected to the emerging technology that is sweeping the globe like an electronic tsunami.

There is no CD changer. There is no satellite radio. And if you don't have a smartphone like me (by choice) you can't hook up to Bluetooth or AHA, the Bluetooth-based audio app.

When it comes to tunes, there is also a USB slot.

If you want a navigation system, Scion dealers will fit you out with an aftermarket unit, but the idea is owners will simply find it easier to

navigate with their smartphones.

Besides the navi, dealers will offer a few accessories such as body graphics, cargo area enhancements, interior light kit, all-weather floor mats along with a roof rack system.

There will also be a line of TRD (Toyota Racing Development) performance accessories including an air intake system, anti-roll bar and lowering springs.

The price of the manual is \$21,165 and the CVT is \$21,990 and that's it.

Here's what you don't get - the aforementioned navi, sunroof, leather seating and one wheel choice, a 17-inch alloy.

Here's what you get - 4.2-inch

TFT driver information display, seven-inch infotainment screen, heated/folding outside mirrors with turn signal repeater, dual zone air conditioning, eight airbags including driver knee and front passenger seat cushion bag, hill hold assist and backup camera.

What you also get is four-wheel disc brakes with a MacPherson strut front suspension and a double wishbone rear setup and a full suite of safety equipment.

The reason for the wishbones is the suspension doesn't intrude as much in the cargo area, which is 588 litres (20.8 cu ft) augmented by a standard 60/40 split/fold rear seat.

The exterior is what I would

call urban chic with a novel upper and lower grille separated by a thin piano black panel that sets off the halogen projector headlight grouping.

Inside, the steering wheel is leather wrapped and the piano black treatment is carried across the instrument panel and centre stack/console. The seats are top grade for support and the fabric is also high calibre.

There is one engine, a 1.8-litre DOHC inline four-cylinder with 137 hp and 126 lb/ft of torque driving the front wheels.

Transport Canada fuel rating for the manual is 8.6/6.6/7.7L/100 km city/highway/combined, while the CVT is 8.3/6.3/7.4L/100 km

another case where an automatic is more efficient.

Another reason for going with the CVT is, beside the seven sequential "gears", there is also a button on the centre console marked "Sport" that changes shift points and holds gears longer. Hit the button at anything over 80 km/h and it almost vaults ahead.

But where you will really appreciate it is on climbs. With just 126 lb/ft of torque the engine runs out of revs going uphill quickly in normal or Eco modes.

For the driver, the 4.2-inch TFT multi-information display within the instrument cluster displays drive mode activity, including the

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