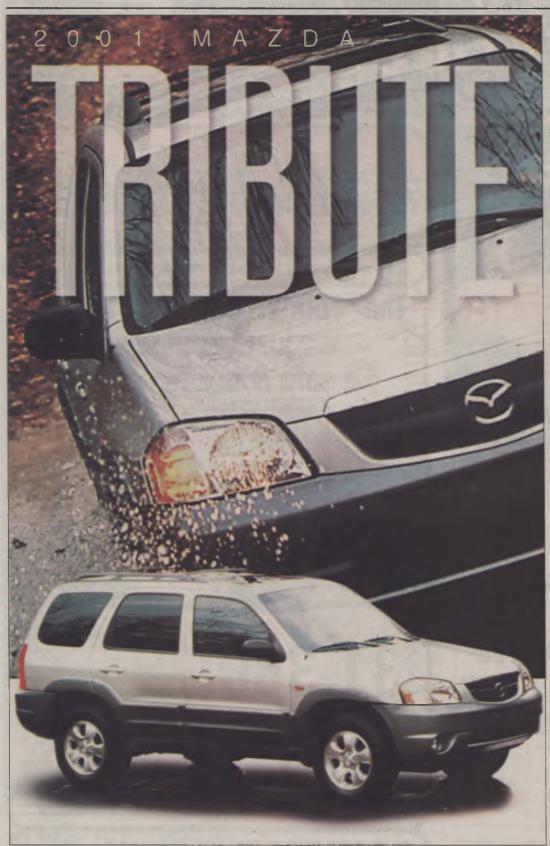
TWHEELS AKVILLE



A spirited sport ute that's as pleasing to drive as it is easy on your wallet

By Jeff Melnychuk SPECIAL TO THE BEAVER

veryone you know has an SUV and now you've got your heart set on one, too.

Or, at least you did, that is, until that pesky sticker price got in way. And then there's the insurance premiums. And what about the latest enemy: the ever-increasing price of gas. Whoever said there's a price to be paid for looking cool wasn't joking - at least when it comes to SUVs.

However, Mazda, it seems, is one manufacturer that has figured this out and offers a very real solution. It's called the Tribute. So, Bunky, pick yourself up and brush yourself off, 'cause we've got some good news for

The Tribute gives you the chunky, macho, good looks you seek, the shallow sticker price your line of credit can handle, and sips fuel like a mid-sized car. In fact, the only other sport utes that can touch the Tribute's fuel figures are Toyota's RAV4, Suzuki's Vitara, Chevrolet's Tracker and, of course, the Tributes domestic-based twin, the Ford Escape.

How is this possible, you might ask? Simple. Mazda keeps the base price (just shy of \$22,000) and fuel consumption in check by offering a 130-horsepower four-cylinder engine under the hood, front-wheel drive and a five-speed manual transmission as standard. And, with exterior dimensions approaching those of a Jeep Grand Cherokee, you get the unmistakable aura of sturdiness and offroadability. I told you it was simple. Adding 4x4 to the base model adds just \$2,650.

The Tribute becomes very enticing when you realize that you can get a 200-horsepower V6 and four-wheel drive for not a lot more loot. With these attributes, in fact, the Tribute comes in at about the same price as the more utilitarian Nissan Xterra and the smaller, less powerful Honda CR-V. A bit of a surprise is the availability of the V6 with front-wheel drive, sure to be a hit with warm-city dwellers.

The Tribute carries the D-shaped grille that adorns most of Mazda's products (and looks strangely similar to most Acura products, too) with a large corporate logo affixed to a center crosspiece. Snake-eyes style combination headlamps offer a distinctly upmarket look and rival those found in more expensive machinery. Of course, the sides and bumpers are slathered with more plastic than you'll find at a resin chair convention, but at least it saves the sheetmetal from dings and scratches that are commonplace in the

The Tribute's cost (and weight, to a certain extent) is also kept low because of the two-speed transfer case. Rather, there isn't one. Instead, you'll find a nifty torque-splitting differential DX-V6, LX-V6 and ES-V6 that maintains power to the front wheels, unless they begin to slip, at which point torque begins to flow to the back wheels. In really crummy conditions, just press the dash button that locks the differential in 4x4 mode and each of the wheels gets an equal amount of power. The Tribute is no pretender and can tow up to a 1,600 kilo-

The most number riders you'll fit into the Tribute are five, with two front buckets and a rear bench seat that folds to increase hauling

Perhaps the thing that sticks out the most - literally - is the large, columnmounted gear selector stalk. Conspicuous is a polite understatement, but its loca-

tion does allow you to get up and move to the back of the vehicle without tripping over a console-mounted

The Tribute is available in four trim levels — DX, with all models having air conditioning, power windows and locks, 100-watt CD stereo and anti-theft immobilizer. engine Unfortunately, none of the V6 models is available with a manual transmission. But as far as value goes, the DX-V6 4x4 at around \$26,500 has to be viewed as a relative bargain, while an ES-V6 4x4 equipped with leather seats at just over \$32,000 is well within the budget of the typical sport ute shopper.

Mazda's Tribute might not be the most powerful or luxurious sport utility that money can buy, but it just might be the most sensible way to look cool, be cool and save some cool cash at

Jeep Grand Cherokee gets night vision

Cherokee equipped with the company's unique Active Night Vision.

This is a further test of the infrared system that is capable of illuminating objects up to 500 feet in front of the vehicle.

The Active Night Vision system, developed by DaimlerChrysler researchers in Ulm, Germany, illuminates the road scene with infrared light energy to detect all objects in the field of view, regardless of

DaimlerChrysler has unveiled a Jeep Grand temperature. The system reaches beyond the 130foot range of conventional high-beam headlights and, because infrared energy is invisible to the human eye, does not distract oncoming drivers.

In the Active Night Vision system, two laser headlights on the front of the vehicle illuminate the road with infrared light, and a digital camera records the reflected image. The infrared image is projected in black and white onto a liquid crystal display screen located behind the instrument cluster.

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Oakville Volkswagen General Sales Manager, Mark Siebert, awards Lauren Maguire (age 7) a remote control Beetle. Lauren was the winner of the Oakville Volkswagen colouring contest that appeared in our April 27, 2001 edition. Photo by Riziero Vertolli.





• \$2,400 down or trade equivalent on lease, freight and P.D.E. • 2.0L DOHC 16-valve engine • 16" alloy wheels • Tachometer • CD player • GPX Package • Cruise control • Large fog lamps • Rear wiper • Anti-lock Brake System • Centre console • 40/40 split

seats • Dual air bags • Sports interior • Remote keyless entry • Power door locks Power windowsWhite face gauges

Where Good Service

freight and P.D.I. included

(LX and ES model)

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• AM/FM/CD stereo system • Standard dual air bags







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