

Chevrolet appears to be on the right Trax

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Even though it's a turbo, Trax runs on regular gasoline.

Driving both the AWD and FWD versions I couldn't notice any real difference, except in the suspension.

The FWD did not exhibit any front end plowing but the AWD had some. For some reason the suspension on the FWD seemed a bit tauter notably in the tight, downhill switchbacks which abound there.

I think it is probably due to the AWD adding just under 100 kg thus more weight/compression on the springs and shocks.

Steep ascents under load resulted in the transmission shifting down significantly in order to make the climb.

On the flat and fast Highway 101 south of Sonoma, it was a difference story, with the Trax (in AWD) having sufficient power for sharp lane changes with the hoards of wandering Californians on their cellphones talking and not looking.

Despite being visually smaller than the Equinox, the back seat was more than ample for a person my size. Ergo three abreast might be possible but not comfortable on a long haul.

I found one thing vexing and that was the outside mirrors. Each had a



small, round convex mini mirror at the outside corner. Put there to help give a wider view of traffic behind, it was located in my line of sight resulting in two images of the same car behind, making it confusing at a quick glance.

Having said that, the Trax I was driving was a pre-production model from Korea and the mirrors were the kind they use over there. I am assuming the mirrors we get may be more conventional. I should have asked, but, honestly, I forgot.

Chevrolet looks at Trax as the junior member of its three-member CUV fleet that includes Equinox in the middle and Traverse at the top.

I see it as making Chevrolet dealers a one-stop shop for five small vehicles each designed to satisfy the wide range of wants and needs.

Either way, Chevrolet seems to be on the right Trax.



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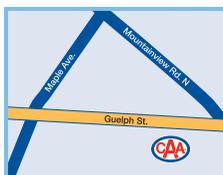
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