



Drive an enhanced 2013
Honda Civic DX for as low as

\$82 AT 2.99% APR

BI-WEEKLY LEASE FOR 48 MONTHS^a WITH \$1,529 DOWN PAYMENT/OAC
AND \$0 SECURITY DEPOSIT

- OR NOW -

Finance From
0.99% APR

UP TO 48 MONTHS^a ON A
2013 CIVIC DX



MODEL FB2E2DEX

CIVIC: CANADA'S FAVOURITE CAR 15 YEARS IN A ROW**

OR GET
\$1000

IN CUSTOMER CASH INCENTIVES
ON OTHER SELECT CIVIC MODELS*

BUILT TO LAST AND PRICED TO SELL.

THE ALL-NEW 2013 ACCORD LX
BI-WEEKLY LEASE FROM

\$129 @ 3.99% APR

FOR 48 MONTHS^a WITH \$2,519 DOWN
PAYMENT/OAC AND \$0 SECURITY DEPOSIT



MODEL CR2E3DE

2013 CANADIAN CAR OF THE YEAR

2013 CR-V LX
BI-WEEKLY LEASE FROM

\$129 @ 1.99% APR

FOR 48 MONTHS^a WITH \$2,863 DOWN
PAYMENT/OAC AND \$0 SECURITY DEPOSIT



MODEL RM3H3DES

2013 IIHS TOP SAFETY PICK: SMALL SUV

OR GET CASH INCENTIVES* UP TO

\$2500 - \$4000

\$2500 ON OTHER SELECT 2013 CR-Vs • \$3000 ON 2013 RIDGELINE •
\$4000 ON 2013 PILOT AND 2013 ODYSSEY

BI-WEEKLY LEASE ONLY AVAILABLE ON 48 & 60 MONTH TERMS*

HondaOntario.com
Ontario Honda Dealers



*Bi-weekly lease available on all 2013 Honda models on 48 and 60-month terms only. Limited time lease offers on any new 2013 Honda Civic DX Sedan (Model FB2E2DEX) // 2013 Honda Accord LX Sedan (Model CR2E3DE) // 2013 Honda CR-V LX 2WD (Model RM3H3DES) models available through Honda Financial Services Inc., on approved credit. Representative bi-weekly lease example: based on a 2013 Honda Civic DX Sedan (Model FB2E2DEX) // 2013 Honda Accord LX Sedan (Model CR2E3DE) // 2013 Honda CR-V LX 2WD (Model RM3H3DES) on a 48 month term with 104 bi-weekly payments at 2.99% // 3.99% // 1.99% lease APR and \$0 // \$200 // \$0 customer incentive deducted from the negotiated selling price before taxes (customer incentive can be combined with subvented rates of interest offered by Honda as part of a low rate interest program). The bi-weekly payment is \$82 // \$129 // \$129 (includes \$1,495 // \$1,640 // \$1,640 freight and PDI, EHF tires (\$29), EHF filters (\$1), A/C tax (\$100 except Civic DX), and OMVIC fee (\$5)) with \$1,529 // \$2,519 // \$2,863 down payment or equivalent trade-in, \$0 security deposit and first bi-weekly payment due at lease inception. Total lease obligation is \$10,057 // \$15,935 // \$16,279. 96,000-kilometre allowance; charge of \$0.12/km for excess kilometres. Receive 0.99% purchase financing on any new 2013 Honda Civic DX Sedan (Model FB2E2DEX) for a maximum of 48 months available through Honda Financial Services Inc., on approved credit. Representative Finance example: based on a 2013 Honda Civic DX Sedan (Model FB2E2DEX) on a 48 month term at 0.99% APR, complete price of \$16,970 (includes \$1,495 freight and PDI, EHF tires (\$29), EHF filters (\$1), A/C tax (\$100 except Civic DX), and OMVIC fee (\$5). Excludes taxes, license, insurance, and registration). Cost of borrowing is \$345.04 for a total finance obligation of \$17,315.04. Down payment or equivalent trade-in on purchase financing offers may be required based on approved credit from Honda Financial Services Inc. \$4,000 // \$4,000 // \$3,000 // \$2,500 // \$1,000 customer cash incentive is valid on any new 2013 Honda Pilot // 2013 Honda Odyssey // 2013 Honda Ridgeline // 2013 Honda CR-V (except CR-V LX 2WD, model RM3H3DES) // 2013 Civic Coupe and Sedan (except Civic DX Sedan, model FB2E2DEX) models when registered and delivered between May 1st and May 31st, 2013. Cash incentive is available for all Honda retail customers except customers who lease or finance through Honda Financial Services Inc. at a subvented rate of interest offered by Honda as part of a low rate interest program. All advertised lease and finance rates are special rates. Cash incentive will be deducted from the negotiated price before taxes. For all offers: license, insurance, PPSA, other taxes (including HST) and excess wear and tear are extra. Taxes payable on full amount of purchase price. Offers only valid for Ontario residents at Ontario Honda Dealers. Dealer may lease/sell for less. Dealer order/trade may be necessary. Vehicles and accessories are for illustration purposes only. Offers, prices and features subject to change without notice. See your Ontario Honda Dealer or visit HondaOntario.com for full details. **Based on Association of International Automobile Manufacturers of Canada (AIAMC) data reflecting sales between 1997 and December 2012. †Does not replace the driver's responsibility to exercise due care while driving. ‡Text message and e-mail functions are only compatible with certain devices.

Impala uses new brake technology

Continued from pg. 1

automatic. There is no plan for an all-wheel-drive version.

Available first is a 3.6-litre V6 with 303 hp and 264 lb/ft of torque. By summer there will also be a new, 2.5-litre four-cylinder with 195 hp and 187 lb/ft of torque. And by the end of the year, a 2.4-litre four-cylinder with battery eAssist will be available.

Fuel consumption rating for the V6 is 11.1/6.9/9.2L/100 km (25/41/31 mpg) city/highway/combined and 9.9/6.3/8.3L/100 km (29/45/34 mpg) for the 2.5-litre.

Chevrolet will offer the Impala in LS, LT and LTZ trim levels.

The 3.6-litre will hit showrooms first with a starting price of \$32,945 for the LT and \$39,645 for the LTZ. The 2.5-litre is priced at \$28,445 for the LS, \$31,445 for the LT and \$36,445 for the LTZ. Pricing for the 2.4-litre engine with eAssist will be announced at a later date. Destination charge on all models is \$1,550.

Chevrolet notes the starting price of the 2014 LS is only \$145 more than the 2013 model.

Cargo volume is 532 litres (18.8 cu ft) which is actually larger than the topline Cadillac XTS, which rolls down the same assembly line in Oshawa.

Passenger volume is up over the outgoing model at 2,973 litres (105 cu ft).

To put that into perspective, the wheelbase on the 2014 Impala is 1.2 inches longer but that results in 3.5 inches more front legroom and 2.2 inches more rear legroom.

Towing is allowed but only when properly equipped at 454 kg or 1,000 lb.

The Impala now comes with standard 18-inch wheels but the big story is the brakes. They use new technology to extend rotor life, in this case to 120,000 km—double the life of rotors on the outgoing model. Larger 19- and 20-inch wheels are also available.

Starting with "Quiet Tuning" introduced on the Buick Verano, GM has upped its noise, vibration and harshness (NVH) game, resulting in some of the quietest cars on the road.

On the Impala you will find acoustic windshield and side glass, triple sealed doors with an acoustic perimeter rain deflector, acoustic baffled baffles between the inner and outer body panels, cavities filled with foam and sound deadener on the cargo floor.

Aiding all this is 12 per cent better aerodynamics through a number of things such as wind tunnel tuned side mirrors and wind blockers in front of the tires. The four-cylinder models also gets under body panels and a shuttered



The cabin of the 2014 Impala retains the signature twin cockpit seating for the front passengers. Note the eight-inch screen for the MyLink infotainment system on the centre of the dashboard.

radiator grille.

Safety begins with 10 standard airbags plus optional rear cross traffic alert, front and back collision warning, adaptive cruise control, side blind sport warning, lane department alert, and OnStar which is still the best navigation/emergency/connectivity system on the market in my estimation. The reason is live people are there to assist you, it never goes out of date and the turn-by-turn route guidance has never, ever, been wrong when I have used it.

Which brings me to MyLink, the latest version of Chevrolet's infotainment system.

Centred on an eight-inch screen with natural voice recognition (a first for Chevrolet), icons depict various functions such as phone, audio, weather, satellite radio, map (navigation), settings, OnStar and video. The latter allows movies to be playing on the screen when the Impala is not moving.

Basically you can control this by touch but the idea is to use voice commands wherever possible so both hands on are the wheel and your focus is straight ahead.

With my usual driving companion, we were let loose in the Kawartha Lakes region of Ontario headed for the town of Haliburton.

I suggested going over to the village of Dwight where there is wonderful little pier with a gazebo epitomizing "cottage country". I punched in "Dwight" without a street address or postal code and it took us right to the heart of the hamlet. But when we tried to talk to the system, it would shut down.

We learned later that day the Impala LTZ we drove had a glitch in the voice recognition. On the second day we had a LT and the system worked as advertised.

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