



Consider the Amanti when stepping up

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the past, felt more like the mushy North American float-boat systems of the '70s. The new setup with high-mount double wishbones in back and a multi-link system up front, feels taut and controlled, still a little on the soft side of luxury but tracking nicely along bumps and through country road curves. Handling is stable and predictable with much less body roll and push through the corners.

The package of performance improvements is rounded out by power rack & pinion steering, 4-wheel disc ABS braking and optional brake assist system (BAS), electronic stability control and traction control system.

To enjoy the enhanced performance of the Amanti, designers also overhauled the interior, trashing the tacky woodgrain, adding real aluminum accents and re-working the dash and instrument panels with improved materials and textures. And I'll take the blue and white interior lighting over red illumination anytime.

The cabin is roomy and comfortable, offers the security of an eight airbag safety system, and comes loaded with standard features that include automatic dual-zone climate control with humidity sensor, keyless entry, steering wheel audio/cruise controls, power seats, power windows, power locks, heated power mirrors and an AM/FM/CD/Cassette 8-speaker stereo system.

The Amanti comes in two trim levels. The model with the added luxury package that we test drove through rural Quebec, ups the content level with a power sunroof, the braking and traction control options, leather seating, upgraded Infinity audio and other goodies too numerous to mention.

The car is not perfect. Traction control should be standard, not optional. I'd like to see telescopic steering adjustment in a car of this class. And when I noticed the rear seat with pass-through but without the 60/40 option there was a lot of hemming and hawing about the car being destined for "older consumers" who "don't need" the folding-seat family cargo versatility.

But considering the mid-life improvements made, the percentage of power increase, the class-competitive eight airbag offering, the vastly improved handling and the always impressive content level and dollar value bolstered by Kia's 5-year warranties, the Amanti is definitely worth a look. Especially for anyone who might be considering a move up in class but is still concerned with price.

"Hey, we just want our unfair share of the market," Tesser joked at the end of his launch presentation. And with this 2007 Amanti, Kia might just get it.



The gated steptronic 5-speed automatic transmission allows manual sequential shifting of the more muscular powertrain.



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GT model shown

zoom-ZOOM

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GT model shown

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NO SECURITY DEPOSIT
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GT model shown

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* 0% APR Purchase Financing 36 months is available on all new 2007 Mazda B-Series Trucks - Based on a representative agreement using an MSRP of \$27,695 for the 2007 B-Series Truck with a financed amount of \$25,000, the cost of borrowing for a 36-month term is \$0. †† 4.9% APR Purchase Financing 36 months is available on all new 2007 Mazda CX-7, 2007 Mazda3, and 2007 Mazda5 - Based on a representative agreement using an MSRP of \$33,995 for the 2007 CX-7 GS with a financed amount of \$30,000, the cost of borrowing for a 36-month term is \$2,320, using an MSRP of \$18,790 for the 2007 Mazda3 with a financed amount of \$15,000, the cost of borrowing for a 36-month term is \$1,160, using an MSRP of \$21,995 for the 2007 Mazda5 with a financed amount of \$20,000, the cost of borrowing for a 36-month term is \$1,946. Down payment may be required. \$1,225 freight and P.D.E. for all Mazda3 models, and \$1,390 for all CX-7, Mazda5 and B-Series truck models, \$65 PPSA. Terms, insurance, taxes and other dealer charges are extra. **Starting MSRP available on new 2007 CX-7 GS AWD (P15387A000) is \$33,995. As shown, starting price for 2007 CX-7 GT (P10187A000) is \$35,195. Excludes \$1,290 freight and P.D.E. for all CX-7 models. ††Offers available on retail lease of new 2007 CX-7 GS AWD, 2007 Mazda3 sedan GX, 2007 Mazda5 GS and 2007 B-Series 4x4. Total lease obligation for the 2007 Mazda CX-7 GS AWD (P15387A000) is \$13,631, including down payment of \$5,495. Total lease obligation for the 2007 Mazda3 sedan GX (D48557A000) is \$7,381, including down payment of \$2,845. Total lease obligation for the 2007 Mazda5 GS (E65057A000) is \$8,631, including down payment of \$2,895. Total lease obligation for the 2007 B-Series truck B4000 4x4 (V1C157A000) is \$7,771, including down payment of \$2,995. For other models see your dealer for details. Lease payment includes freight and P.D.E. of \$1,225 for all Mazda3 models, and \$1,390 for all CX-7, Mazda5 and B-Series truck models. PPSA registration fee of \$28.84 for a 24-month term extra. Don't even think about a security deposit. It'd just mean more paperwork for us. And besides: we like you. 20,000 km per year mileage allowance applies; if exceeded, additional 12¢ per km applies. 25,000 km leases also available. Licence, insurance, taxes and other dealer charges extra. Dealer may sell/lease for less. Limited quantities available. Dealer order or trade may be necessary on certain vehicles. Offers available from October 3, 2006 for a limited time only. Lease and Finance on approved credit for qualified customers only. See your dealer for details. • Awarded to the 2007 Mazda CX-7 for front driver, front passenger, side front and rear seat impact protection by the U.S. Government National Highway Traffic and Safety Administration (NHTSA).

