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Lee Romanov
President, InsuranceHotline.com



All you need to do is call the contact provided by InsuranceHotline.com. The insurance rep will do the rest.

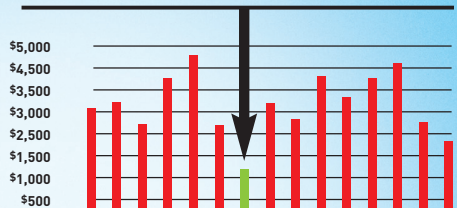
Look at this chart...There's a spread of \$1,000's from the insurance company offering the lowest rate to the highest rated company.

30 Insurance Companies Quoted - Lowest to Highest Rate			
Driving Record	Vehicle	LOW	HIGH
Good Record	Pontiac Grand Am SE 4DR	\$1,313	\$4,698
2 Tickets	Chevrolet Blazer S Series 2DR 4WD	\$1,588	\$5,509

The probability of you being insured, right now, with the insurance company that has the best rate for you is low.

InsuranceHotline.com directs you to the best priced insurance company.

InsuranceHotline.com finds this rate for drivers!



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Mazda CX-9 romps along backroads

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Dynamic Stability Control, Traction Control and Rollover Stability Control) pretty much guarantee you won't lose it unless you're seriously trying.

Part of the reason for the responsive steering is the use of coil springs over struts at the front and coil springs with a multi-line dependent rear with both ends getting stabilizer bars. The steering is very much weighed like the Mazda6 and is speed sensitive.

I used the CX-9 get to and back from the American LeMans Series (ALMS) race at Mosport on Aug 26 partly to watch the Mazda entry in the LP2 category where it was a David against the Goliaths from Porsche and Acura; but mostly to see Ron Fellows in what may have been his last race in Canada with the Corvette team.

I took the back way and that involved a bunch of two-lane blacktop roads that are narrow, twisty and sprinkled with frost heaves. Here the CX-9 romped along with no upsets and all the time I was thinking I could have taken along six other journalists and we still would have had plenty of room.

Mazda claims the CX-9 has a more than six-inch longer wheelbase than its nearest competitors and this is used to provide extra room for the third row. Helping people get back there is Mazda's Slide and Sit Latch located on the seatback bolster. By pulling this latch, the second row seat(s) move forward on tracks for nine more inches of rear foot room. The second row seats also recline and have a travel of five inches.

Fitted to my GT tester was the optional navigation system and audio system. The Nav system has a multilingual, voice-activated, multi command memory. The Bluetooth hands-free phone can also be used with voice commands.



The interior of the 2008 CX-9, as shown on this GT, combines leather, wood and metal trim. On the centre of the dash is the optional voice-activated navigation system that also features a backup camera.

With the CX-9, Mazda has put in a full serving of the Zoom Zoom spirit into the big CUV segment.

MAZDA CX-9 2008 At a Glance

BODY STYLE: Mid-size crossover utility vehicle.

DRIVE METHOD: front-engine, front- or all-wheel-drive.

ENGINE: 3.7-litre DOHC V6 (273 hp, 270 lb/ft)

FUEL ECONOMY: FWD, 13.2L/100 km city, 9.0L/100 km (highway); AWD 14.0L/100 km city, 9.7L/100km highway.

PRICE: GS, \$39,995, GT \$48,825, GT as tested \$51,195.

WEB: mazda.ca

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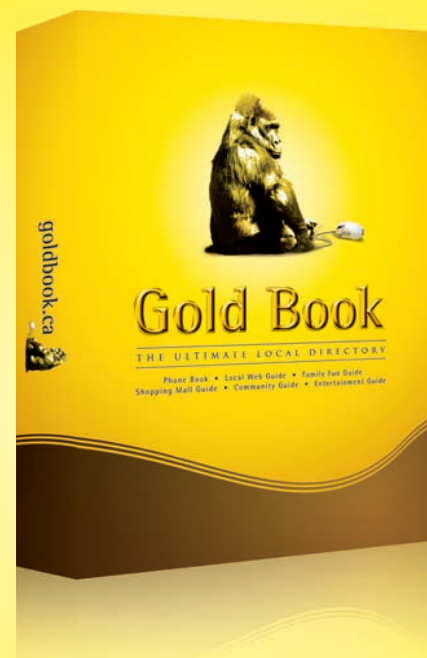
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