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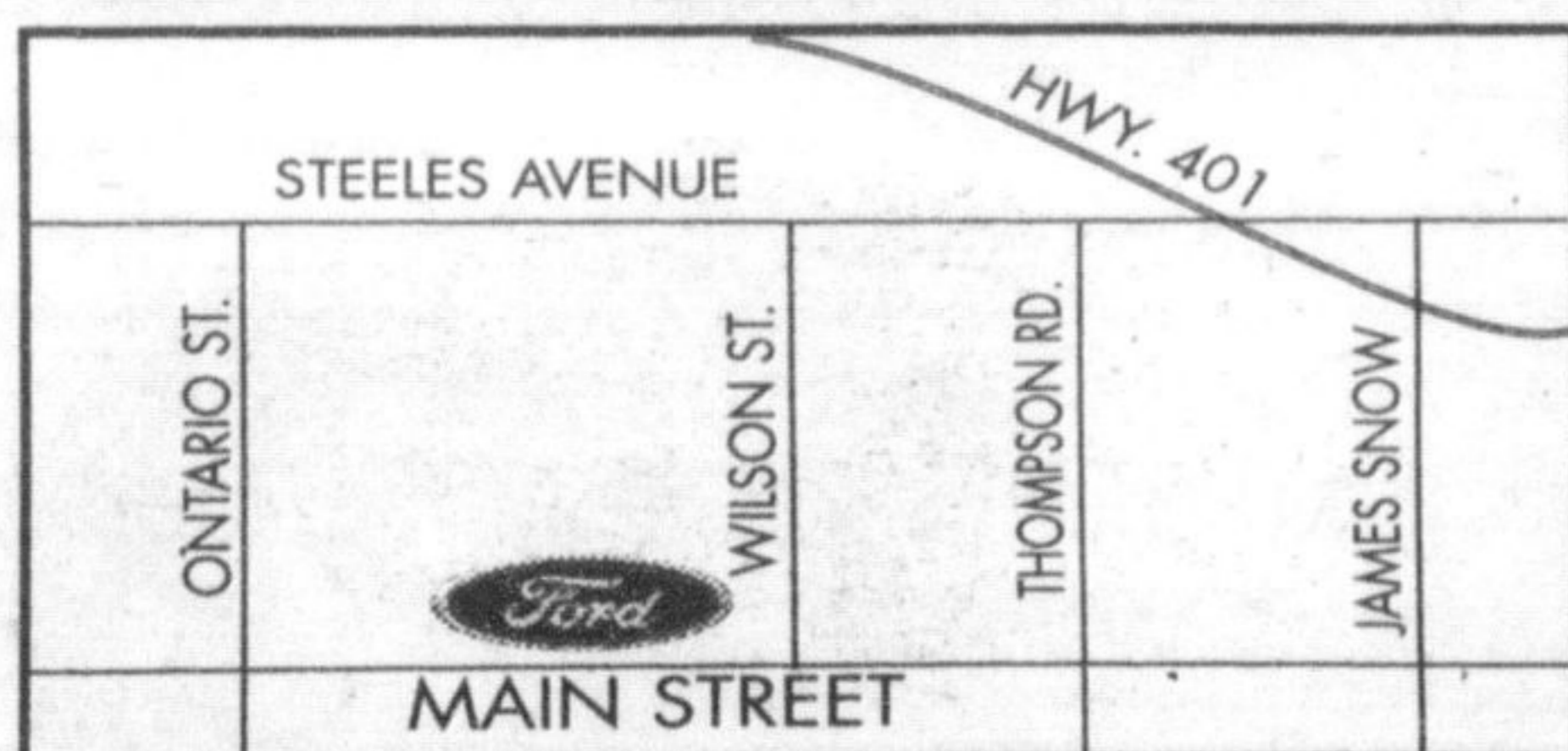
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<p><b>2007 Ford Focus SES</b></p>  <p>2.0L, 4 cyl, Auto, AC, PW, PDL, PM, Leather, Power Sunroof, Balance of Factory Warranty, Only 25,685kms. Stk# 2949A</p> <p><b>\$500 DOWN</b>  <b>\$159</b> /Bi-weekly</p>	<p><b>2006 Ford Five Hundred Limited AWD</b></p>  <p>3.0L V6, CVT, A/C, pw, pdl, pm, cruise &amp; tilt, abs, sunroof, premium audio, only 71,537km, balance of Ford warranty. Stk#2944A</p> <p><b>\$1,500 DOWN</b>  <b>\$189</b> /Bi-weekly</p>	<p><b>2006 Ranger S/Cab 4x4 Sport</b></p>  <p>4.0L V6, auto, a/c, fog lamps, alum wheels, only 36,082km. Stk#2908A</p> <p><b>\$3,000 DOWN</b>  <b>\$169</b> /Bi-weekly</p>	<p><b>2005 Explorer XLT</b></p>  <p>4.0L V6, auto, a/c, pw, pdl, pm, sunroof, running boards, trailer tow pkg, fog lamps, only 77,917km. Stk#2927A</p> <p><b>\$2,500 DOWN</b>  <b>\$179</b> /Bi-weekly</p>	<p><b>2006 F-150 Super Cab 4x2</b></p>  <p>4.6L V8, auto, A/C, pw, pdl, running boards, truck cap included, only 56,183km, balance of Ford factory warranty. Stk#2903A</p> <p><b>\$1,500 DOWN</b>  <b>\$229</b> /Bi-weekly</p>
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**Mazda6 has roomier second row seating**

• see MAZDA 6 on page B3

size increase. And even though the car is bigger, it doesn't look bulky. The coupe-like body styling is sleekly aerodynamic and handsomely finished.

I usually go on and on about hot new colours making a splash against the sea of silvers and boring monotone shades that Canadians usually choose. But I must admit that this particular shade of grey - Comet Grey Mica - was complimentary to the elegance and simplicity of the exterior packaging.

It's classy. But even in understated grey, a little bit of in-er-face, boyish bling has been added with oversized, aggressively-angled silver exhaust outlets that mirror the front fog lamp surround treatment.

Bordering on kitschy. But still looking good.

Inside, the Mazda6 GT-V6 interior reflects the exterior subtlety with a monochromatic palette of black textures, dark leather and ebony-hued woodgrains, sparsely highlighted by brushed metal and chrome highlights. The only colour comes from the trademark Mazda6 mostly-red illumination on dials and instrumentation.

And then there are the buttons. Lots of buttons, ten on the steering wheel alone.

Which, frankly, I'll take any day over labour-intensive central controllers that send you scrambling for the owner's manual. All the instrumentation is self-evident and ergonomically laid out.

Moving back from the sporty front cockpit area, it's obvious that most of the increase in size and space went into a roomier second row. The Mazda6 is doable for five passengers, very comfortable for four. Behind the 60/40 folding rear seat, the short rear deck opens to a surprisingly deep trunk with 469 litres (16.6 cu. ft.) of cargo space.

While returning the Mazda6 GT-V6, I pulled over about halfway into my return trip to make a few last notes.

Flipping to a blank page, I sat in the cabin and looked around, prepared to jot down suggestions for improvement. I'm sure that over the next few years, Mazda will squeeze out small increments of power increases, make the fuel mileage more miserly, hopefully add idle-stop technology and maybe make a few cosmetic changes, if only to freshen features dated by time and familiarity.

But sitting there looking around, the page stayed blank.

Improvements? What improvements? The Mazda6 competes against a tough crowd, facing off against everything from the Toyota Camry to the Honda Accord and a myriad of other intermediate and full-size sedans geared towards the family sedan market.

By blending its new levels of roominess and utility with its traditional strengths of styling and dynamic performance, Mazda has created a very viable contender, a family sedan with styling, elegance, a long list of available luxuries and with more than just a touch of sports sedan flavour.