



Suzuki moves into mainstream

After establishing its presence in Canada as a highly capable maker of small passenger cars with the nifty and nimble three-cylinder Forsa, Suzuki has moved into the mainstream with the introduction this fall of the high-performance,

four-cylinder Swift GTi.

The Swift GTi is a triple threat to rivals in its class offering buyers a remarkably low price of admission, coupled to stunning performance, and an excellent economy of operation. If you add the high

levels of standard equipment, comfort, ride and handling this new entry in the sub-compact market offers; there are even more reasons for the opposition to be concerned.

Move over Honda, Nissan, Toyota and Mazda, there's a new

kid on the block with a lot of great moves.

Moving, with real authority, is one of the things the Swift GTi does best with its 1.3 litre, 16-valve, twin overhead camshaft aluminum-alloy engine. With 100 horsepower on tap at 6,500 rpm, and a strong 11.0 kg-m of torque available from this all-aluminum powerhouse, it gives the car every right to carry the name Swift. It's ready, willing and able to accelerate this three door, or four door passenger sedan from zero to 100 km/h in just a tick more than eight seconds, and provides effortless highway cruising with plenty of reserve for safe passing.

It dishes out this sensational level of performance while delivering a frugal 8.0 litres/100 km. of fuel economy in the city, and 6.0 litres/100 km on the highway.

The 1989 Swift GTi engine is also state-of-the-art, with a multi-point fuel injection system, and tuned intake manifold controlled by a computerized engine management system. Maintenance is reduced to virtually nil by the inclusion of hydraulic valve lash ad-

justers, which have the added benefit of providing quieter running. Transmission choices include a five-speed manual or three-speed automatic.

Power assisted, four-wheel disc brakes make sure stopping in keeping with its performance capabilities.

The front-drive Swift GTi's styling features a sloping hood that tapers to a pair of low-profile, flush-mounted headlight and sidelight clusters mounted over an integrated bumper and front air dam. This creates one of the smoothest most aerodynamic looking front ends on the market. Its wind-cheating good looks are enhanced by aero rocker panels, and a rear skirt.

Suspension includes MacPherson struts in front and an independently sprung rear with coil springs. Steering is precise rack and pinion. Tires are meaty, low profile P175/60R14 that help provide sure-footed handling.

Overall length of the Swift GTi is 3710 mm & 145.8 in., up slightly from the Forsa's 3,670 mm (144.5). Width, at 1,585 mm (62.3 in.), has also been increased by 55 mm, although height remains identical at 1,350 (53.1 in.). Weight at 809 kg (1783 lbs.) is up only 79 kg from the base Forsa. The increase in overall dimensions translates into more room on the inside.

Suzuki hasn't forgotten the interior styling either, fitting an ultra-modern backlit instrument panel and controls that were designed on ergonomic principles to make sure driver and car combine in an easy and comfortable relationship. Controls for the side view mirrors, light controls and four-speaker stereo system are all mounted readily to hand.

A sporty three-spoke wheel adds to the driving pleasure, included in the interior package are a centre console that features four handy storage compartments, slide-out beverage carrier, and a fold-down rear seat that expands the generous cargo area.

Suzuki expects the Swift GTi with its contemporary styling, high performance, and economical price to appeal to younger buyers of both sexes. With this group in mind it is offering a wide range of accessories to enable buyers to personalize their cars without emptying their bank accounts.

Robots cause controversy

(S.O.P.) — Robots were introduced on automobile assembly lines nearly a decade ago. At the time, many employees within the industry were displeased and this tendency is likely to increase with the automation of the manufacturing process. Nonetheless, productivity and quality control are likely to improve, resulting in increased price competitiveness between different automobile manufacturers.

Until recently, robots presented a problem since their languages were incompatible with each other. This resulted in inefficient distribution of labor which limited flexibility in design and manufacture.

However, General Motors and Boeing Aircraft, in collaboration with several automation and computer companies, have succeeded in establishing a communication protocol ranging from conception to administration. Entitled MAP (Manufacturing Automation Protocol) and TOP (Technical and Office Protocol), these communication tools allow for substantial cost

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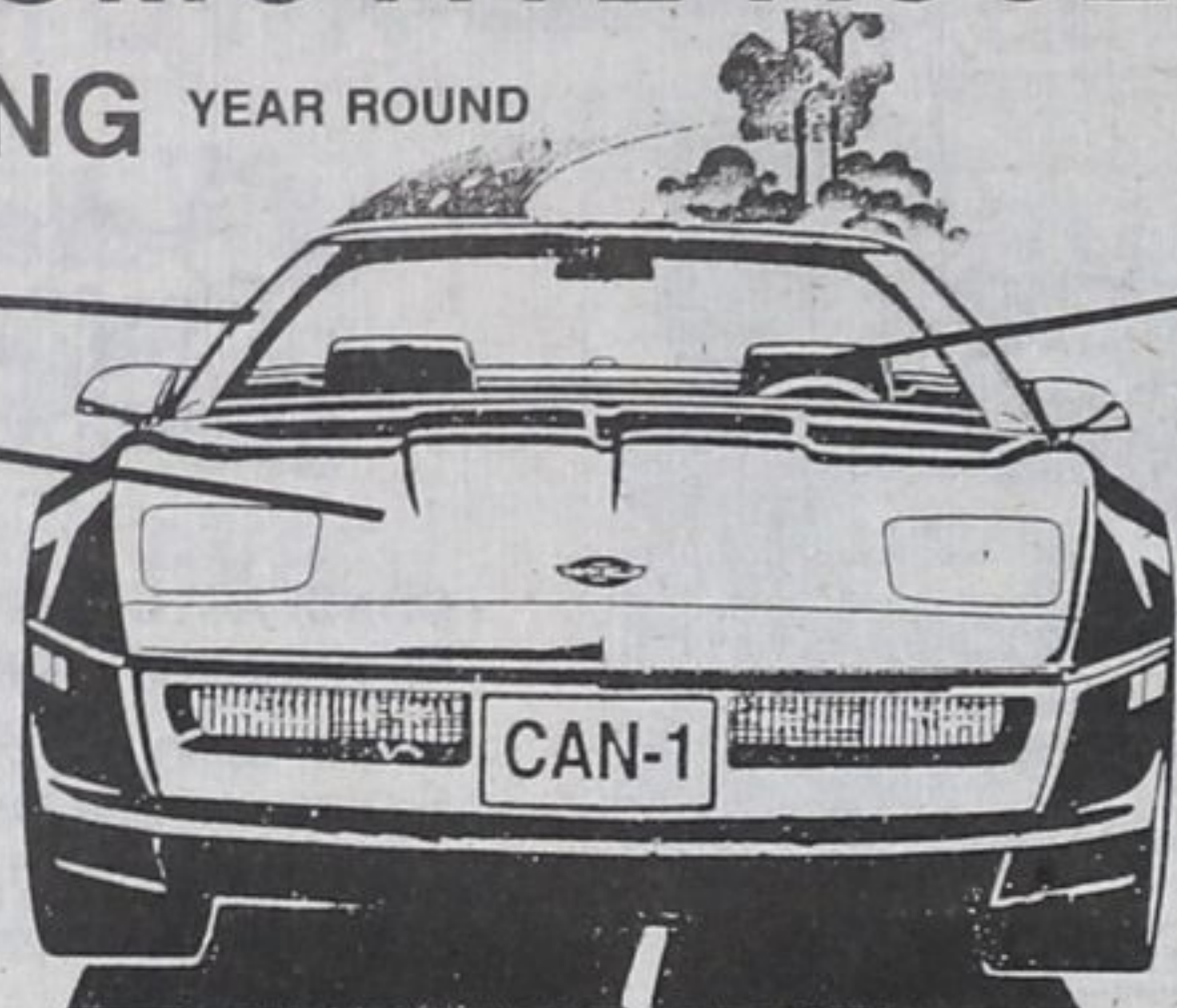
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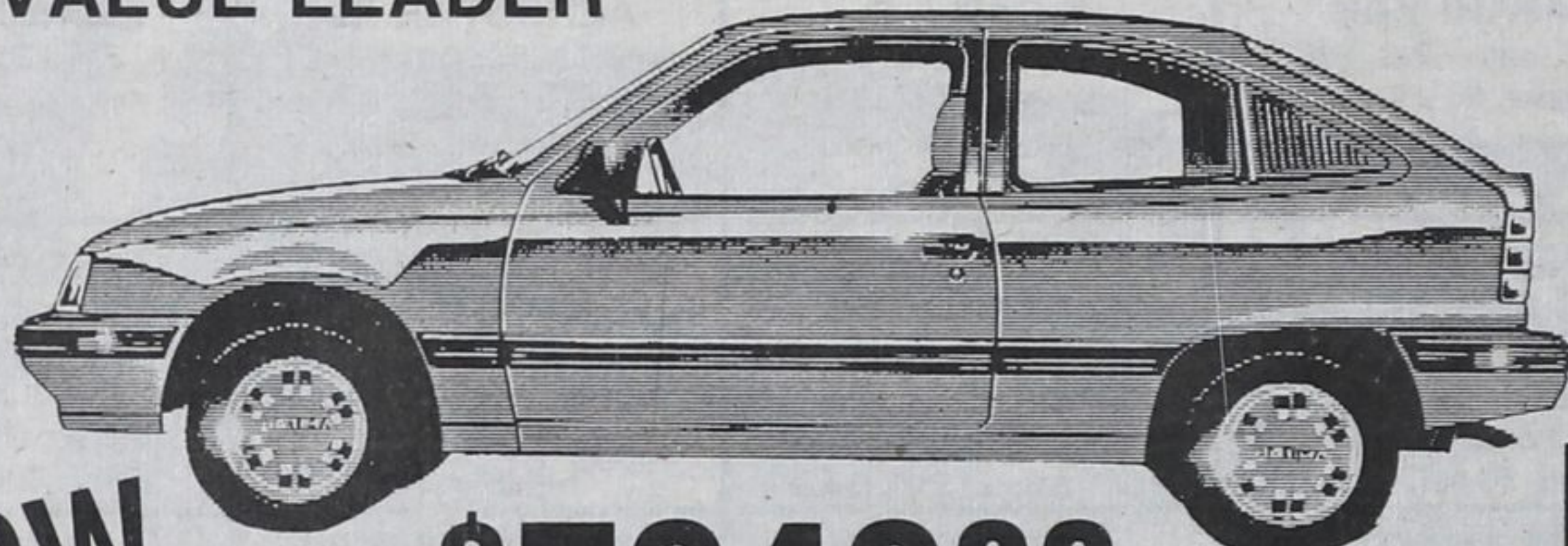
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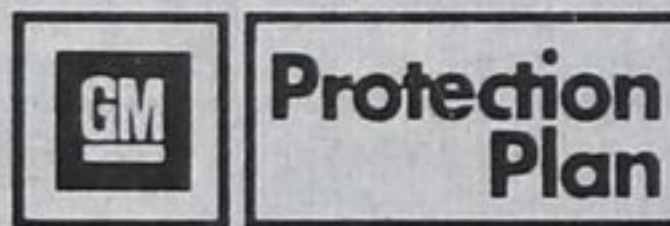
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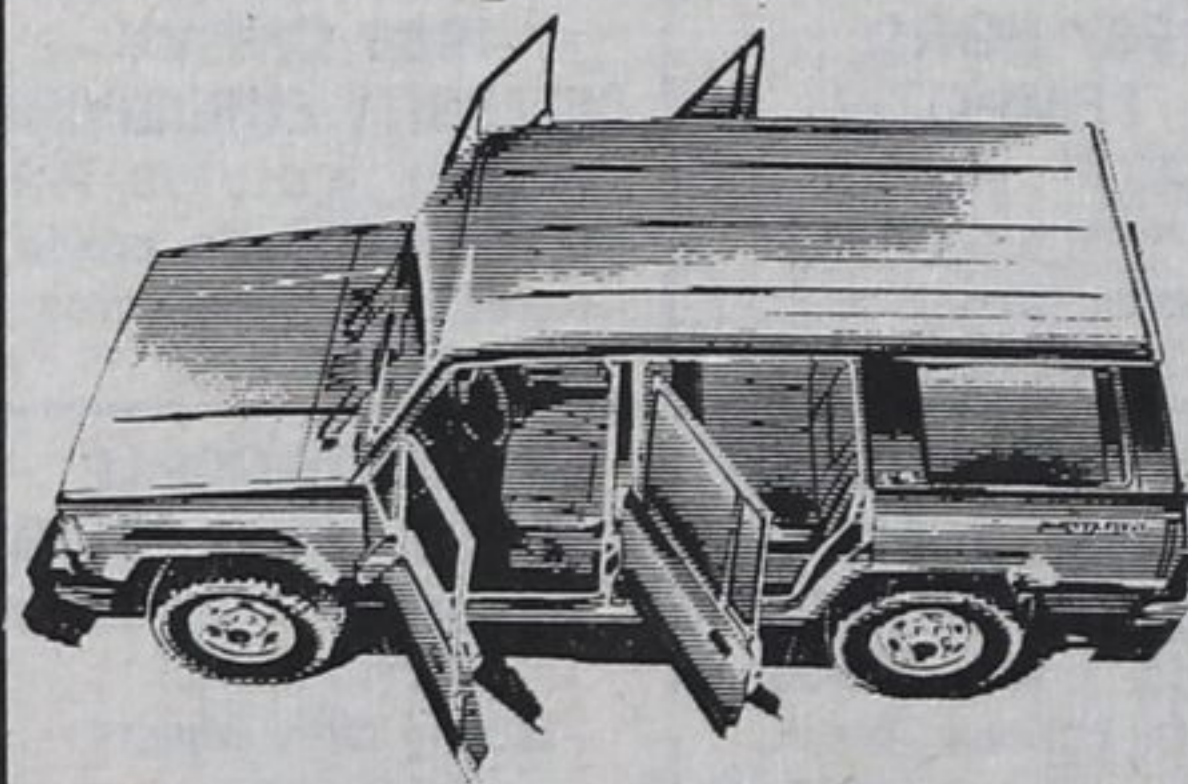
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