

WHEELS

Families ride in style and comfort with Ford Aerostar

JIM ROBINSON
Metroland Car Critic

On page 10 of Ford's 1993 Aerostar van brochure is a great graphic showing the huge box channel frame of this gentle giant of a family van.

Ford is one of the very last car company's in the world which still produces a frame to which everything is attached. There are a few space frames around, but most of the automotive world has gone unibody. It's easier to make a unibody, but it sure is a heck of a thing to get straight again once you've been in an accident.

The all-wheel drive (AWD) version of the Aerostar was one of my first test vehicles and it has

changed little since I drove it early in 1989.

It is firstly very large and capable of hauling immense numbers of people and things. With a wide variety of captain's chairs and bench seats, it can easily carry seven in real comfort. One option allows the centre seats to be removed and the back bench folded down to make a bed big enough for three people.

Take out the rear seats in the regular length model and there's 3,836 litres (135.5 cu. ft.) of cargo space. With the extended body version that balloons to 4,643 litres (164 cu. ft.). Ford has even designed in an integrated child seat in the middle bench seat.

Power continues to be a standard 3.0-litre V6 direct from the

Taurus/Sable on the regular length model. With our test vehicle this week, featuring extended body with electronic AWD, one gets the optional 4.0-litre engine found in several of Ford's working trucks including the Explorer.

The 3.0 V6 produces 145 hp at 165 torques, while the 4.0 V6 produces only 10 more hp but a substantially more 220 torques. That's why a properly equipped Aerostar can haul 2,177 kg or 4,800 lbs.

Price is what makes Aerostar so attractive right now. An Aerostar in XL trim, which includes a host of things as standard has a list price of \$19,795 for the standard length van and \$20,895 for the stretched wheelbase; \$22,195 for the sumptuously equipped XLT in

standard and \$23,295 for the stretch; and if you want it all, as

in leather everything, there is the stretch; and if you want it all, as (See page 13)



Electronic all-wheel drive makes the Ford Aerostar van easy to handle in all kinds of weather.

'Zippy' Eagle Summit sedan is high on value

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I've been boring readers for three years about our annual test week at Shannonville Raceway Park. That's when Canada's autowriters travel from across the country to test vehicles for Car of the Year Awards.

Everyone comes on their own ticket and the voting is by secret ballot. There are seven categories and the overall winner to select. Most of the cars I vote for never win these awards, but I'm pleased to say they are winners on showroom floors with the buying public. I point to Toyota Camry, Cadillac Seville, Pontiac Grand Am, Saturn sedan, Taurus SHO, Chrysler Magicwagon and Ford F150 as the vehicles I voted for in 1992.

The surprise of the week of the most recent testing session last fall was, for me anyway, the Eagle Summit sedan, also sold as the (See page 12)



The 1993 Eagle Summit is a pleasure on the highway and is high on this reviewer's list for value for the dollar imports.

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