

ADVERTISING FEATURE

# WHEELS

## Best way to view a 2000 Monte Carlo is from behind

FROM PAGE 24

panned the new Monte Carlo's love-it-or-leave-it styling but the only reaction I ever got was praise from heads craning and smiling to passer-bys waving thumbs up to onlookers who approached and pressed noses against glass, asking when? and how much?

The only critique one young guy, who fairly drooled over the Monte Carlo, could make was that, "Man, those tailpipes should be bigger and chrome and the last thing people see when you blow past them."

Blow past them?

Well, the glory days of giant V8s may

be fading like a wisp of tire smoke but you can still squeal the wheels of this bad boy with a very enthusiastic 3.8 L Series II V6 that harnesses 200 hp at 5,200 rpm and makes 225 lb-ft of torque at 4,000 rpm.

Is it possible that the SS will maybe someday boast the supercharged 3.8L or even, perhaps, a V8?

One can only hope.

Overall performance is, however, bolstered by a sport suspension, H-rated tires and the dual-exhaust system.

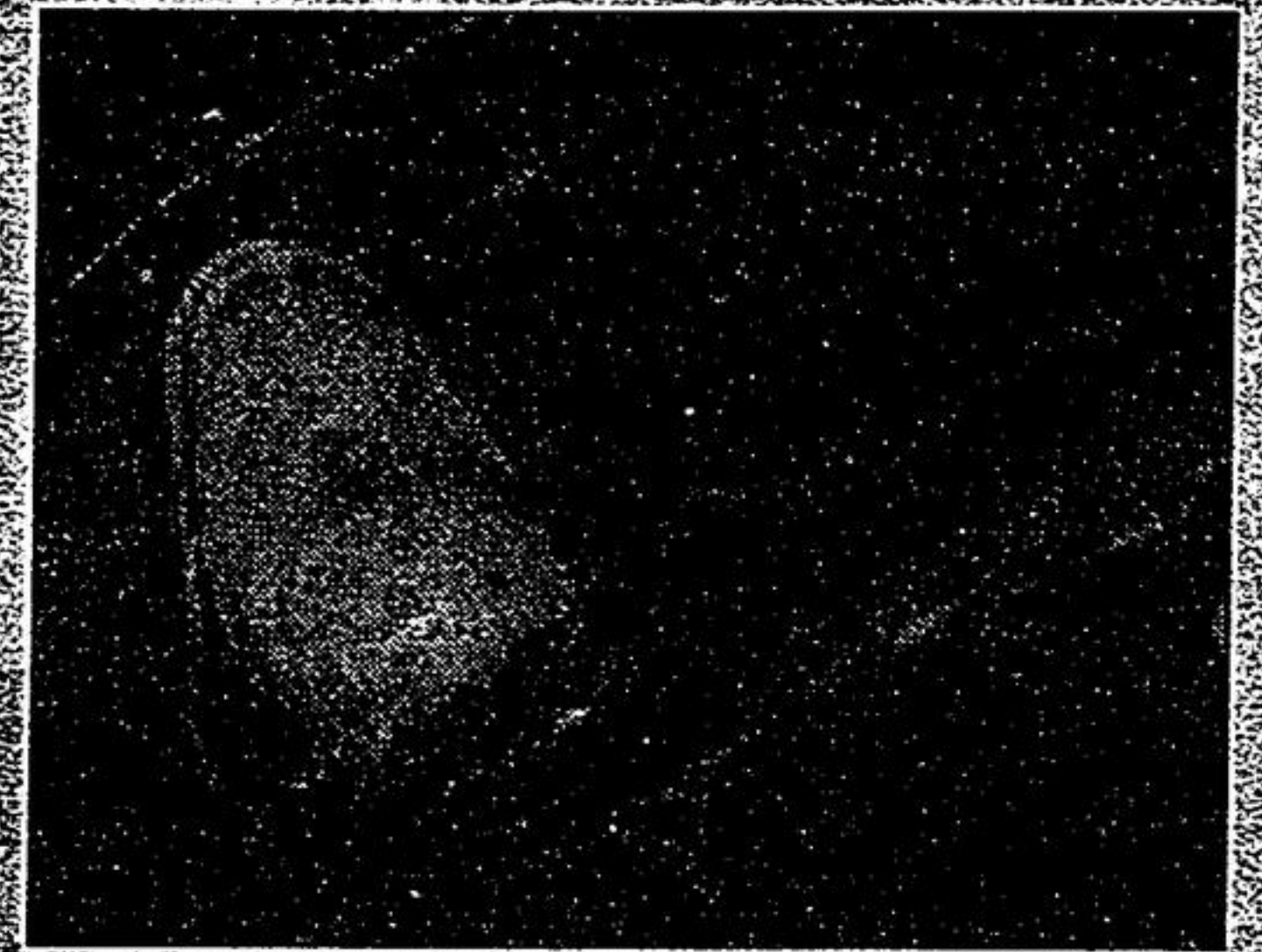
Inside, the Monte Carlo SS is roomy in front and back with that big all-American coupe feel. Those long

swinging doors may be parking lot bashers but they sure make for easy entry and exit.

And, ah, it's back to the '70s when you gaze out over the sweeping expanse of dashboard through the fairly flat windshield and across the long flat hood. Other heritage cues include a cluster of four small dials for fuel, oil, volts and water, mounted to the left of speedo and tach gauges, as well as a return to a dash-mounted ignition and headlight pull-switch, the way GM and God always intended it should be. Dual climate zones, CD player, overhead console, driver info display and steering wheel-mounted audio/cruise controls add modern conveniences to this mixed then-and-now package.

A little of the '70s muscle-car moxy even showed up in the performance and handling department. I must confess I never got really comfortable in the Monte Carlo SS. Steering is quick, almost go-kartish and surprisingly direct for a car of this size. Grabby four-wheel disc brakes utilize the largest rotors and calipers in the segment. The gas pedal feels uncertain and too lightly sprung, resulting in hair-trigger acceleration.

All these elements combine for an edgy performance feel that makes the Monte Carlo respond like a high strung



thoroughbred. After a while, you adapt and find those qualities make the Monte Carlo SS as quick and maneuverable as coupes half its size.

Regardless of how its qualities weigh in the balance, some might wonder why did GM bring the Monte Carlo SS back?

Probably for the same reasons that have resurrected it time and time again.

The closest analogy I can come up with is ice cream. Everybody likes ice cream, but not everyone likes the same flavor. The 2000 Monte Carlo SS Coupe may be just a blast from the past spiced with a new modern flavor. But its probably an automotive flavor that fans of big American coupes and Monte Carlo loyalists will enjoy.

Especially in black.



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- Change your oil filter at every oil change.
- Oil should be changed every 5,000 km.
- Stick to the engine coolant maintenance schedules outlined in your owner's manual to avoid heater failures.
- Fuel filters need to be changed every 48,000km.
- Protect your car's finish by visiting a car wash every ten days, to reduce the effects of winter weather and salt.
- Winter Survival Kit should include: blankets, spare tire, car jack, road flares, matches, shovel, flashlight & extra batteries, and booster cables.
- Have your tires rotated every 10,000 km.
- Keep door lock defroster easily accessible, not locked. Make your ice-covered vehicle.
- As your car ages, it is important to check the oil levels with each fill-up.
- Batteries more than two years old should be tested to ensure trouble-free winter driving.

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