

# WHEELS

## Mazda names its new sports utility vehicle

*Tribute was chosen for its meaning to give praise or thanks in order to show respect or admiration*

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Tribute will be the name of Mazda's all-new sport utility vehicle when it goes on sale in the second half of 2000.

Sold as a 2001 vehicle, it will be shown at the Greater Los Angeles Auto Show in January and was already shown in disguised form at the Active Vehicle concept at the Tokyo Auto Show in October.

The 2001 Mazda Tribute will be sold globally in all Mazda markets including North America, Europe, Australia and Japan.

Mazda Motor Corporation president Jim Miller said, "the name serves as a tribute to the customers who drive it. We believe that the Mazda Tribute has the Mazda attributes of distinctive

**"THE ADDITION OF THE TRIBUTE TO THE MAZDA LINE-UP WILL MAKE US EVEN MORE COMPETITIVE AND WILL BRING FURTHER PROGRESS TO OUR TURNAROUND SCENARIO."**  
JIM MILLER, PRESIDENT

design, exceptional functionality plus responsive handling and performance. "The addition of the Tribute to the Mazda line-up will make us even more competitive and will bring further progress to our turnaround scenario." The name Tribute is the result of an international search and was chosen for its meaning — to give praise or

thanks in order to show respect or admiration.

### NISSAN TECHNICIANS WINS AWARD

Two Canadians were winners in Nissan's North America-wide technical contest.

Dave Lewis, of Alta Nissan, Woodbridge, won the top prize — the Nantucket Cup, as Nissan's top North American technician for 1999.

He flies to Japan to compete against finalists from other Nissan contests around the world. He will then visit the Tokyo Motor Show.

James Clark, of Victoria Nissan, on Vancouver Island, won the North

American championship in the On Board Diagnostics II exercise involving computerized trouble-shooting of vehicles.

The two Canadians were among 23 technicians representing more than 1,200 Nissan and 160 Infiniti dealerships across North America.

They were scored on their performance in three separate, timed exercises. Precise adherence to test and repair procedures was a key factor in the scoring.

## Tolls on highways inhibit mobility for middle to low income earners

The Canadian Automobile Association says two-thirds of its members who commute regularly would change their route if part of their route was tolled.

The main reason given by the members was that the toll is actually a road tax and they feel taxed enough for roads in the province.

The recent survey shows that three-quarters of the members earning less than \$80,000 said they would not use a toll road.

At the same time, only half of those earning more than \$80,000 said they would continue to use a route which was tolled.

The average person clearly does not see tolls as an option they can afford," said CAA spokesman David Leonhardt. "It has been said that Highway 407 is the highway for the rich, and the survey results confirm that income is a big factor."

The survey shows that the tolls on Hwy. 407 at current levels are much too high.

The average amount motorists would be willing to pay per trip is 87 cents. By way of comparison, a trip between Hwy. 403 in Hamilton and Airport Rd. in Mississauga is \$2.95 on Hwy. 407, and a trip from Hwy. 10 in Mississauga to Bathurst St. in York is \$3.10.

Asked how much they would be willing to pay annually for their regular route, CAA members would pay an average of \$196.

By comparison, a commuter traveling 240 days per year on Hwy. 407 would pay about \$1,500 from Hwy. 403 in Hamilton to Airport Road or from Hwy. 10 to Bathurst St.

If tolls were removed by Hwy. 407, as originally promised by the government, a majority of CAA members who might use the highway living in the GTA (56 per cent) and a majority of current users said they would use the highway more frequently.

Making the already exorbitant tolls a permanent feature has unquestionably hindered mobility," Leonhardt said. "We believe the government's responsibility is to provide mobility for all, not just the wealthy."

Tolls clearly inhibit mobility for both low and middle income earners."

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