

WHEELS

The Celica GT-S is all about being quick

accelerated from 0-60 miles per hour in 7.0 seconds. That is comparable to Mustang GT and Camaro.

There are two transmission choices for the GT: a five-speed manual or four-speed automatic. The GT-S offers a four-speed automatic and a six-speed manual.

The four-speed automatic comes with E-Shift that allows the driver to select a mode and choose gears by buttons on the steering wheel. It works with a button on the back of the steering wheel spoke for upshifts, the button on the front for the downshift.

I drove both and preferred the six-speed. The journalist I road-tested with is in love with sequential boxes like the E-shift and would have nothing else if he were buying one.

Brakes on the GT are power discs at the front and drums at the rear. ABS is not offered. Tires are 195-section 15-inches front and rear. The GT-S has 16-inch wheels and are a bit wider at 205-section. The GT-S also boasts

ventilated discs at the front, solids on the rear. For better braking, four-channel ABS is offered along with electronic brake force distribution.

While I had mixed feelings about the exterior, the interior has snappy indeed with big analog gauges, 50/50 split folding rear seats and the aforementioned great seats. The GT-S raises the trim level bar with power tilt sunroof, cruise, front fog lights and spoiler, leather wrapped steering wheel, eight speakers and there is an optional leather package that includes keyless entry.

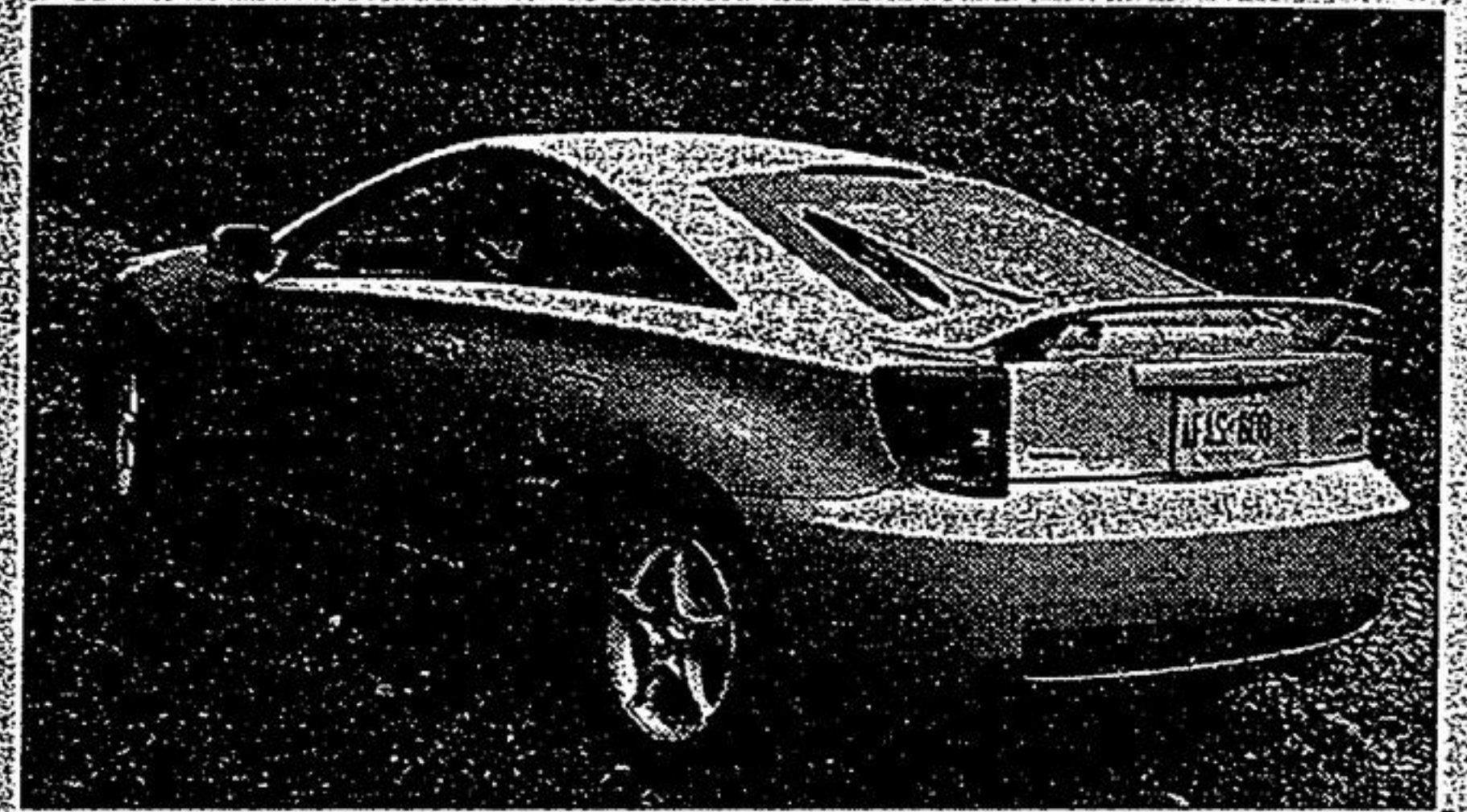
I also have to mention the paint. I drove the new Toyota Echo the same day and was impressed by the quality. The Liquid Silver Metallic paint on the GT-S I drove was just that. It almost shimmered in backlit situations causing my digital camera to default into near cyber overload trying to take a picture.

Retail price for the 2000 Celica is \$23,980 for the GT five-speed and \$24,980 for the auto-

matic. The GT-S is \$31,675 for the manual and \$32,545 for the E-shift.

The GT is a very pleasant two-door — perfect for commuting to work and having room for skis and other accoutrements on the weekend. It is made even more pleasant by the way the instruments can be seen and controlled. The ventilation/air system is particularly nicely placed so the hand touches it without having to look down from the road to find the knobs.

The GT-S is all about being quick. The engine behaves well in the lower ranges, but bring it up past 4,000 rpm and the VVT-i starts to kick in.



The magnificent quality of the paint makes the view from the rear of the Celica seem to shimmer even in overcast skies.

Worth seeing is the GT-S in Carbon Blue. It has flecks of blue and black pigment in the clearcoat that gives a color shift to the eye as you follow the flanks of the car. Again, you'll have to see this for yourself.

Now in its seventh generation, the Celica has continued to be a mainstay of the segment when the segment was running hot and cold.

That's because part of the Celica equation is Toyota-build quality, something to be considered especially if you're planning to keep a car like this for six or more years.

Lots of fun and lots of trouble-free miles await anyone buying the 2000 Celica.

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VALUE PACKAGE INCLUDES

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Toyota Celica 2000 at a glance

BODY STYLE: Two-door sports coupe GT and GT-S models front engine/front drive

ENGINE: 1.8-litre DOHC inline four-cylinder (140 hp, 125 ft/lb) and 1.8-litre DOHC inline four-cylinder (180 hp, 130 ft/lb)

FUEL ECONOMY: GT five-speed 8.7/6.6/7.7L/100 km city/highway/combined; GT automatic 8.8/6.2/7.7L/100 km city/highway/combined; GT-S automatic E-Shift 10.2/7.3/8.9L/100 km city/highway/combined

PRICE: GT manual \$23,980; GT automatic \$24,980; GT-S manual \$31,675; GT-S E-shift \$32,545

Suzuki Canada has a 15 per cent increase in sales for the 1999 model year

Suzuki Canada has completed the 1999 model year with a 15 per cent increase in sales over the 1998 model year.

"Unit sales of 10,700 was achieved by the incredible popularity of our new Grand Vitara V6 and Vitara Sport Utility vehicles launched in 1999," said Marcel Lambert division manager, automotive Sales.

The 10,700 sales were the best for Suzuki since 1993.

"With our new sport utility line-up and more exciting changes for 2001 and 2002, Suzuki is looking to steadily increase sales in North America," said Lambert.

Financing from T.C.C.I. O.A.C. 1.8% available on all new 1999 & 2000 Corolla & RAV4 models. Example: \$15,000 over a maximum term of 48 months. Monthly payment \$325.07 C.O.B. is \$803.36. Total Obligation is \$15,803.36. *Lease from T.C.C.I. O.A.C. based on lease rate of 6.5% on ECHO, 6.2% on COROLLA, 5.8% on CAMRY and 6.8% on SIENNA for term of 48 months. Payment plus taxes. Downpayment of \$1,700 on ECHO, \$2,400 on COROLLA, \$2,900 on CAMRY and \$3,250 on SIENNA. First payment, security deposit and all applicable taxes due upon delivery. Optional buyback is \$6,975 on ECHO, \$8,500 on COROLLA, \$11,532 on CAMRY, and \$14,382 on SIENNA. Mileage allowance of 96,000 kms. Excess km. charge is 7/km on ECHO and COROLLA, 10/km on CAMRY and SIENNA. Freight and PDE included. Licensing and insurance are extra.

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