

WHEELS

Pontiac aims for the young at heart with new SRV

Pontiac will build what they call a sport recreation vehicle (SRV) that is aimed at the young and young at heart and combines the driving enjoyment of a sport sedan, the rugged tractability of a sport utility vehicle, and the practicality of a van in one vehicle.

The Pontiac Aztek will go to full production status for the 2001 model year.

From the Grand Prix sport sedan, Aztek draws instantly recognizable Pontiac design cues, a wide-track stance for sporty ride and handling, a roomy and comfortable interior, a low entry height, and an appreciation of advanced technology.

Aztek is an innovative, flexible and accommodating lifestyle support vehicle. Two seating configurations are offered - bucket seats in front with a choice of a three-passenger flip/fold 50/50-split seat or dual captain chairs in back. The rear 50/50-split bench seats are lightweight modular designs that can be folded, flipped forward or removed to create extra space on demand. The rear seat captain chairs have fold down seat backs that also recline and are easily removable.

A portable cooler standard on Aztek GT models latches into the console's open bin by means of its dual-action handle. This fully insulated container holds up to twelve 12-ounce beverage cans. The Aztek GT also features removable utility packs nested in its front door trim for handy portable storage of sunglasses, cell phones, and other gear. Aztek's rugged center console also includes dual cupholders and power outlets are provided along with a mat that features a molded-in coin holder.

Unlike the typical vehicles, Aztek has a wide, low, and flat load floor. Removing the back seats opens up 93.5 cubic feet of cargo space. Drop the tailgate and Aztek accommodates four full sheets of 3/4-inch building materials. A dozen securely attached cargo anchors, a rear convenience net, and storage areas built into the side trim and tailgate sill help keep track of loose ends. The fold-down tailgate has two molded-in seating surfaces and a couple of cup-holders that are perfect for pre-game parties.

Two optional cargo storage systems offer Aztek owners additional versatility.

An innovative rear pull-out cargo tray system supports up to 400 pounds of sports gear or home improvement materials. A dual-door pop-up unit on the right side of the tray can be subdivided into three segments which are great for holding grocery bags; on the left side there's access to a hidden storage area beneath the tray. Three modes of use are possible with the tray system. The rear cargo tray can be securely latched in place inside the vehicle, rolled out over the tailgate for convenient loading and unloading, or completely removed and stowed in the garage by using the convenient grab handle and built-in roller wheels.

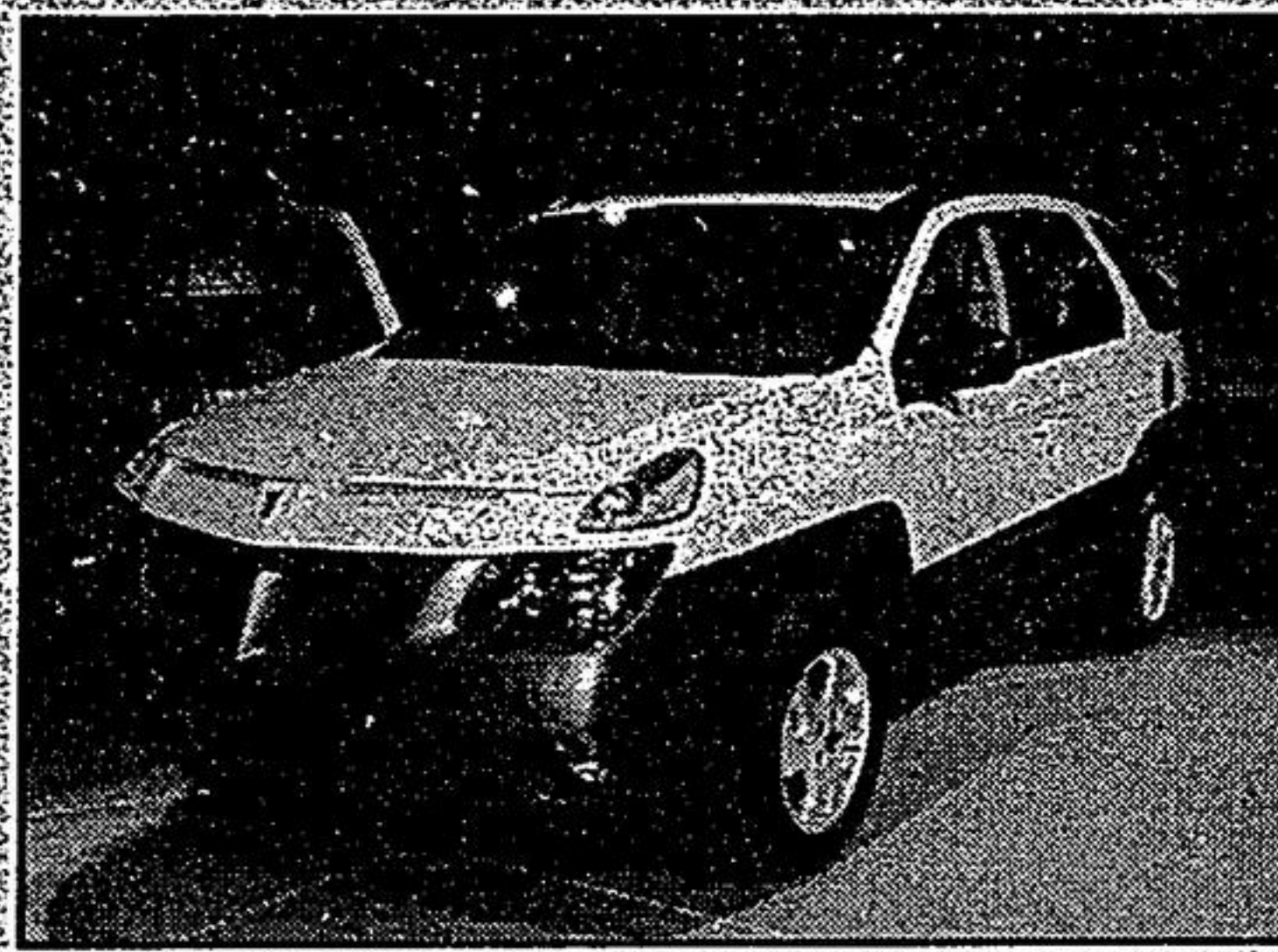
The second option is a reconfigurable rear convenience net system. Two side-panel nets carry up to 35 pounds each. Two larger cross-vehicle nets restrain up to 200 pounds of cargo (100 pounds per net). In conjunction with Aztek's floor-mounted anchor hooks, the convenience net system can be reconfigured in 22 different ways.

Aztek's cockpit interior theme brings a functional look and active lifestyle to the road. A passenger grab handle built into the highly contoured instrument panel and matching door pulls offer hang-tight reassurance when the going gets tough. Analog gauge cluster graphics provide instant legibility. Large, round top-of-dash ventilation outlets are equipped with twist-type shutoff controls and are standard on every Aztek. Exposed attachment screws look perfectly at home in this tech-adventure environment.

Power comes from Pontiac's proven 3.4-litre V6 producing 185 hp and 210 lb/ft of torque. Aztek features a four-speed, electronic automatic transmission.

To minimize unsprung weight, Aztek's rear drive module features aluminum materials for the axle housing, cross-member, control arms, and knuckles. Monotube gas-pressure shock absorbers have a larger piston diameter and greater oil volume to provide superior wheel control and road

isolation in comparison to conventional twin-tube dampers. An optional automatic level-control system adds a bladder around each rear shock absorber; air pressure inside this bladder is supplied by an on-board compressor to maintain a flat vehicle attitude when heavy loads are carried or a trailer is attached. Included with the auto-level system is an auxiliary accessory outlet located behind the rear interior trim, an air hose, and a



Pontiac will bring the go-anywhere Aztek to showrooms this fall as a 2001 model.

pressure gauge that is handy for inflating sports gear and bicycle tires.

Four-channel ABS with electronic braking force distribution is a standard Aztek feature. In conjunction with large front-vented disc brakes and rear drums (with front-wheel drive) or discs, Aztek has substantial stopping power. An innovative Versatrak AWD system has been engineered specifically for Aztek. With absolutely no pulling of levers, punching of buttons, or other driver action, Versatrak directs torque to those wheels with the best traction on demand when you need it.

Performance on split-traction surfaces (one wheel track on dry pavement, the other on ice or snow) is notably superior than all-wheel-drive systems offered by Aztek's competition. The Versatrak system is so compact it fits under Aztek's flat rear load floor, it adds no noise or vibration, and it's smart enough to accommodate temporary use of a compact space-saver spare tire. Electronic and mechanical safeguards protect Versatrak from inadvertent damage from abusive overload situations.

All Azteks are equipped with an instrument cluster filled with highly legible analog gauges. In addition to a 7000-rpm tachometer, 120-mph speedometer, fuel-level gauge, and coolant-temperature gauge, the high-tech cluster features an LCD trip odometer and a comprehensive telltale module.

Aztek GT is the first GM product to showcase the latest new-generation Head-Up Display (HUD). Small pixels create virtual images of data which are presented in the driver's line of vision which eliminates the need to take his/her eyes off the road while driving. Compared to current HUDs, the new approach is significantly brighter and there's added flexibility in the information that can be displayed. The HUD display includes vehicle speed, turn-signal operation, high-beam indication, a low-fuel warning, a check gauges advisory, radio station frequency, and both CD number and track. Image brightness and height are both driver-adjustable to provide optimum visibility.

Aztek offers no less than four different audio entertainment systems and some notable upgrades to keep its passengers enthralled.

An advanced theft-deterrent system offered as an Aztek option uses door switches and an ultrasonic motion sensor to sound an alarm in the event an intrusion is detected. If security is desired with an occupant remaining in the vehicle, the motion detector can be temporarily disabled. In this mode, the audible alarm is equipped if any door or the liftgate is opened before doors are unlocked with a key or the remote keyless entry transmitter.

Solara Convertible coming

Cambridge built model "Uniquely North American"

Toyota Canada's Cambridge manufacturing plant will produce a new convertible designed, engineered and built for a uniquely North American consumer.

Called the Camry Solara Convertible, it will be built alongside the current Solara Coupe.

The Solara convertible's power-folding soft-top convertible roof, available in Black and Camel fabric, will feature a full headliner, automatic-down power rear-quarter windows and a large glass rear window. The standard premium JBL sound system will feature a variable control function that adjusts bass response and volume, depending on vehicle speed and roof position.

The Solara convertible will be offered in the SLE trim level only, powered by the 3.0-litre, 200-hp V6 engine matched to a standard four-speed, electronically-controlled automatic transmission. The impressive performance of the V6 is matched by efficient fuel economy with an estimated EPA city/highway mileage of 10.6 L/100 km.

The new convertible rides on a four-

wheel-independent MacPherson strut suspension that includes front and rear stabilizer bars with anti-vibration subframes and gas-filled shocks. All Solara convertibles will be standard-equipped with four-wheel disc brakes. For those looking for more in the

way of control and handling, the Solara convertible will have an Upgrade Package that includes 16-inch alloy wheels and tires, a perforated leather-wrapped steering wheel and a tighter and more controlled level of suspension tune.

Occupant safety is addressed in the Solara convertible with the installation of front and rear crumple zones designed to help absorb and diffuse impact. This design is enhanced by standard safety features that include a driver and front-passenger airbag Supplemental Restraint System (SRS), driver and front-passenger seatbelt pretensioners and force limiters, three-point seatbelts in all seating positions, four-wheel Antilock Braking System (A.B.S.) and traction control (TRAC).

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