

# unionville

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## 2007 INVENTORY BLOWOUT!

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**GM Supplier Pricing in effect.**  
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2007 Pontiac **G6**  
**\$266**



45 to choose from

ISA Preferred EQ, Air conditioning, 2.4L ECOTEC engine, 17" wheels, automatic, Air conditioning, AM/FM/CD, pwr Adjustable pedals, Leather wrapped steering wheel, Leather wrap shift knob. STK#817-D#54077

2007 Pontiac **G5 SE**  
**\$205** LEASE PRICE

35 to choose from



ISA Preferred EQ, Air conditioning, Cruise control, Automatic, Rear spoiler, Power windows/locks, Keyless entry, 2.2L ECOTEC engine, 15" Wheels, AM/FM/CD player, STK#F095-D#54078

2007 Pontiac **Vibe FWD**  
**\$257** LEASE PRICE

20 to choose from



ISA Preferred EQ, Air conditioning, 5 Speed auto, AM/FM/CD player, 1.8L engine, 16" wheels, Power windows/locks, Keyless entry, Monotone Appearance Pkg. STK#F1407 D#54079

2007 Pontiac **Wave Sedan**  
**\$172** LEASE PRICE

26 to choose from



ISA Preferred EQ, Air conditioning, 4 Speed auto, AM/FM/CD/MP3 playback, 1.6L DOHC engine, 14" Wheels STK#346T D#54080

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905-477-1666 UnionvilleMotors.com 4630 HWY7 at Kennedy

Lease based on 48 month term, downpayment \$2850 G6, \$2645 Wave, \$2760 Vibe, \$2695 G5 plus admin fee, PPSA and Protector Plus, taxes and lic fee extra. OAC 80,000km allowance @ \$0.15 per km overage. Sale prices are instock vehicles only. Certain model restrictions apply. Vehicles shown may feature optional equipment, see Unionville motors for details.

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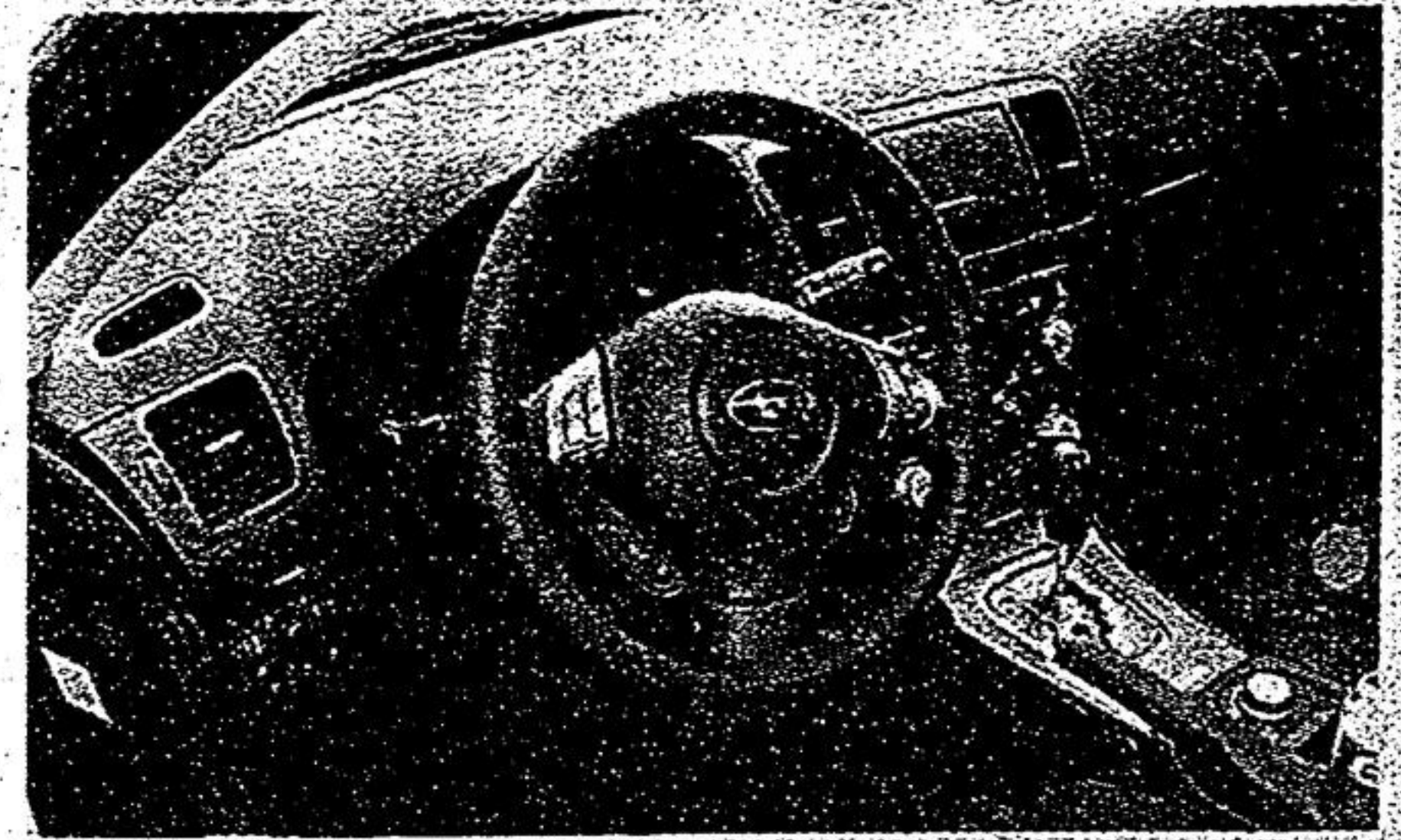


Photo by Jim Robinson

The interior of the Outback uses high-grade materials like optional leather seating, wood accents and aluminum trim as shown on this 2.5XT version.

In a nutshell pricing for the Outbacks is as follows: Outback 2.5i manual \$30,995 (auto, \$32,195); Outback 2.5i Touring \$33,695/\$34,895 manual/auto; 2.5i Limited Package (automatic only), \$38,995; Outback 2.5 XT, \$42,895/\$44,395 manual/auto; Outback 3.0R (five-speed automatic only), \$38,995; Outback 3.0R Premier Package (five-speed automatic only), \$45,995.

I won't go into the trim levels too deeply except to say the Touring Package on the 2.5i includes things like a limited slip rear differential and 17-inch alloy wheels and the Limited Package includes traction control and stability control along with leather interior and dual zone air.

The 2.5XT and 3.0R share the same bigger brakes with limited slip rear diff, dual zone air, heated front seat, stability and traction control along with an upgraded AM/FM/6CD/MP3/WMA sound system and ready for XM or Sirius satellite radio. There's also the Premier package on the 3.0R but it's probably best to pick up a brochure or check the Subaru.ca website for all, and I mean all, the details.

Subaru is also known for innovative ideas and out of those is Si-Drive.

Si-Drive can be found in the 2.5XT and 3.0R with the manual or automatic transmission. Just like a rally racecar, there is a rotary switch on the transmission tunnel that lets the driver custom tailor driving characteristics by selecting one of three modes - Intelligent, Sport and Sport Sharp.

Intelligent reduces engine power by about 20 per cent and torque is limited to 228 lb/ft. This results in a 10 per cent fuel saving. It also means smoother response more suited to commuting or highway cruising.

Switch to Sport and throttle response gets quicker for twisting roads or urban in town driving. Lastly Sport Sharp changes the engine's shift and power maps for more power sooner, lighting fast shifts (in automatic) and it holds the gears longer. This is what you want for tight, twisting roads but where I find it excels is in merging on major highways. Enter in Sport Sharp and after you get in with the flow of traffic, switch to Intelligent and sit back and relax.

Once you get used to working the dial, it starts becoming second nature.

Ride in the Outback is very European in feel and response. You would think with all those sensors, electronics, differentials, half-shafts, etc between the steering wheel and the driver's hands, "road feel" would be negligible and that's true with a lot of SUVs, but not the Outback. You can actually feel the difference in the coarseness of different asphalt road surfaces.

Canadians are embracing all-wheel-drive as well as migrating back to wagons that don't have the bulk or the thirst of big SUVs.

Subarus have never strayed from their core business of building practical AWD vehicles that are long on reliability and stoutness of construction.

You don't have to go to the outback to enjoy what Subaru calls "the freedom of all-wheel-drive."

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