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'95 Geo: Import Fighter Silences Critics with Quality

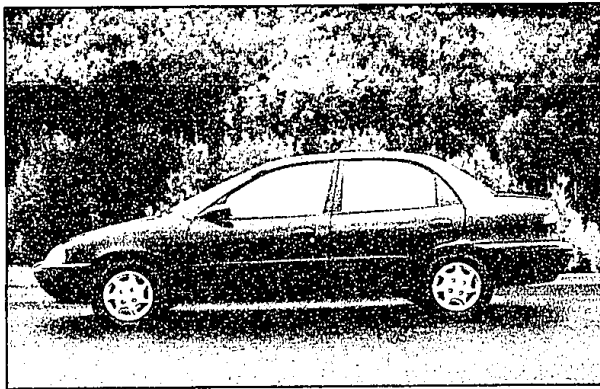
When Chevrolet first asked us to "get to know" Geo, many were skeptical. But this line of small, affordable vehicles made through joint ventures with Japanese carmakers has seen to it that the doubters now have egg on their face.

Chevrolet dealers also have embraced the Geo line of specialty vehicles because they've sold well.

Since Geo's introduction in 1989 as 1990 models, only the Prizm has enjoyed a redesign. This year, its the Metro's turn at new sheet metal and refinements.

The Metro is now only available in the two-door coupe and four-door sedan. Until this year, when it was supplanted by the Honda Civic, the Metro was the automobile industry's fuel economy leader. It's still there in the top five and rates as Chevrolet's lowest-priced model.

The 1995 Metro is



Road Test
By Anne
Fracassa

longer, wider and taller than last year's model, which allows premium interior front head room and a 3-inch increase in rear leg room. Safety features have been increased, including standard dual air bags, daytime running lamps rear-door child safety locks and optional anti-lock brakes.

There's a new 1.3-liter 70-horsepower fuel inject-

ed four-cylinder engine standard in the sedan. The coupe is powered by a 1.0-liter 55-horsepower three-cylinder engine. Both can be mated to a four-speed automatic transmission.

Interior refinements include a soft four-spoke steering wheel, a new instrument panel, improved interior seat fabrics, headliner, carpeting and folding rear seat-back. There's also a new console with cupholders and storage tray and door storage bins.

The Metro is manufactured by CAMI Automotive Inc. in Ingersoll, Ont., Canada, as part of a joint venture between Chevrolet and

Suzuki Motor Co. Ltd.

The Prizm enjoyed a redesign in 1994 and was introduced at Detroit's North American International Auto Show last January. Production of the 1995 Prizm began in August.

For 1995, the Prizm has new seat and door trim fabrics with Scotchgard protectant, an optional leather package and four new colors (diamond blue metallic, misty teal metallic, tropical green mica and twilight purple mica).

The Prizm's struts have been recalibrated to provide a smoother ride and there's an optional full wheel cover available. There are two engines available on Prizm: A

standard 1.8-liter DOHC four-cylinder rated at 105 horsepower and an optional 1.8-liter DOHC four-cylinder with 115 horsepower.

The Prizm is the result of a GM-Toyota joint venture in Fremont, Calif., and is built by New United Motor Manufacturing Inc. (NUMMI). It's the sister car to the Toyota Corolla.

The Tracker has three models available for 1995, including a two-wheel-drive convertible, a four-wheel-drive convertible and a four-wheel-drive hardtop. The convertible models feature a new, easier-opening top. The front half can be folded back like a sunroof or the entire top comes down for open-air driving. This year, the convertible tops can be ordered with color-keyed tops and wheels.

The Tracker's equipped with a 1.6-liter SOHC four-cylinder that delivers 80 horsepower — and when equipped with a special tow package can haul a JetSki. The four-wheel-drive model has a standard 1.6-liter SOHC four-cylinder that provides 95 horsepower.

Standard safety features like rear-wheel anti-lock brakes are a must for safety-minded drivers. The standard console now has dual cupholders and storage space for small personal items.

The Tracker is built via a joint venture with Suzuki and is assembled at CAMMI. It's the Suzuki Sidekick's sister.

If you'd like to see a particular model tested or if you have a car question, send Anne Fracassa a message at AVANTI1054, Avanti's American Online mailbox. Or comment through the Internet at AVANTI1054@compuserve.com.

Anne Fracassa is senior editor of Avanti NewsFeatures.

Prepare Your Car for Summertime Travel

Summer is on the way. Time to begin planning weekend outings, and family vacations. As usual, this means people will begin to rely more and more on the family car to help them make it to their holiday/vacation destinations safely. As a result, vehicle owners should properly prepare their cars against unforeseen problems before setting out on a vacation trip.

One potential problem is keeping the car's fuel delivery system clean and operating efficiently. With fuel injection being the dominant fuel delivery system in today's cars, it is important to keep the system clean. Since a fuel injector nozzle is roughly about the diameter of a human hair, it takes just a small amount of deposit to clog the injector and limit free gas flow. A clogged fuel injector could lead to serious problems and possibly a large servicing bill.

To help prevent this, STP® recommends using a fuel additive to help ensure trouble-free driving this summer. A product like STP Super Concentrated Fuel Injector Cleaner can help clean your fuel injection system. Simply adding a 12-ounce bottle to a full tank of gas every 2,500 miles will help prevent deposits from coming back.

Yet, fuel delivery problems are not isolated to cars with a fuel injection system. Millions of older cars on the road today still use a carburetor to deliver the essential air and fuel mixture to the engine. Deposits in carburetors can also cause engine performance problems like tough starting, reduced fuel efficiency and decreased power.

A good way to help clean deposits from a carburetor and help prevent their return is to use an effective multi-purpose fuel additive, such as STP Super Concentrated Gas Treatment. It cleans deposits from carburetors and, when used regularly, can also help eliminate water in the fuel delivery system.

Help maintain the cleanliness of your car's fuel delivery system, as well as your vacation plans this summer, with the use of STP fuel additives. Regardless of whether your car has a carburetor or is fuel injected, fuel additives can help keep it running smoothly all vacation long, all summer long.

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