Value-packed Honda CR-V shines





By Anne Fracassa Avanti NewsFeatures

mats and destination and handling. Starting price was \$20,300.

Quite pricey for a small sport utility vehicle, I thought - until I closely scrutinized the sticker. Everything you want is there. There weren't any added options. Nothing.

When most car companies start with the manufacturer's suggested retail price, it's more and more common that that's before you add the steering wheel or power anything.

With the CR-V, however, what you see is what you get. And it's all there: Power everything, automatic transmission, AMFM stereo, rear window wiper/washer, 4-wheel-drive, cruise, air conditioning, ABS and dual airbags. In other words, fully equipped. No surprises.

This is the first time Honda has engineered and designed a sport utility on its own. Well done, this CR-V is. It's get styling, sportiness, a rugged look, and even though it looks really small, it really isn't.



The Honda CR-V. . what you see is what you get, And it's all there

That's what really surprised me about the CR-V. From the outside, you would expect it to have around the same amount of room as a small sport ute. There's actually enough room for five and a pretty substantial cargo area in the rear. And if you really want some room, fold down the rear seats and you've got 67.2 cubic feet — more than enough to haul all your special belongings.

About the only disappointment is the power it doesn't have. The CR-V is propelled by an all-new 2.0-liter 16-valve dual overhead cam engine that promises 126 horses. You certainly won't win a drag race in this one.

Once it's cruising at a decent 40 or 50 mph, however, you'll find it does have power to pass on a two-lane road such as Square Lake just east of Woodward. Push it up to 55 or 60 and you'll find yourself looking down at the speedometer that just passed 80 without you really being aware

that you were doing that speed. "Honest, officet, I really didn't think I was going that fast."
And the fuel efficiency of this engine is really great: 22 mpg in the city and 25 mpg on the highway. Very respectable.
Technology was not forgotten in this cute SUV. You'll find plenty of Honda's latest innovations.
First, there's "Grade Logic Control" in the automatic transmission. What it does is simple: whin climbing a steep hill, the transmission automatically downshifts and holds a lower gear. That eliminates the gear hunting that happens in most automatic transmissions. It also downshifts when going downhill and allows better braking.
Then there's "real-time 4-wheel-drive." This Honda-engineered system allows the 4-wheel-drive system to operate in front-wheel drive under

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