



On

THE

# Edge

...the new Camry, which is a bit younger than its current average of 55. Love it or not, the '07 Camry is more stylish, athletic even. The Toyota has a snappy new front fascia and a longer wheelbase. Plus, its wheels are pushed toward the limits of each of the car's four corners, making for a snazzier stance.

The 2007 Camry is likely safer, too. The chassis is more rigid; the hood and fenders are designed to better absorb impacts. Brake discs have been enlarged for improved feel and stopping power.

The base CE offers as standard equipment, halogen headlamps, a tilting and telescoping steering wheel, and a decent six-

speaker, 160-watt sound system. Standard on the sporty SE are 17-inch wheels, a distinct grille, smoked tint halogen headlamps and a leather-wrapped steering wheel.

We found the new Camry to be both roomy and comfortable. Its large trunk is equipped with a grocery hook, a utility box and a luggage net. Other special touches: A place on which to place one's hand for support while entering and exiting, and more space around door handles for easier access.

Toyota upgraded its 2.4-liter, four-cylinder powerplant, which is available with both a five-speed manual or automatic. A 24-valve, DOHC 3.5-liter V6 is available in the LE, SE and XLE.

*Pricing starts at around \$24,000.*

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Hustling down the freeway, rear seat folded, cargo area loaded, the new Volkswagen GTI demonstrates yet another facet of its greatness. To coin a phrase, it hauls more than that popular euphemism also known as another word for donkey.

Fast, agile, commodious and comfortable, succinctly sum the 2007 GTI's portfolio of attributes. The fast part is handled by Volkswagen's now ubiquitous 2.0-liter turbocharged four-cylinder engine. Making 200 horsepower and 207 foot-pounds of torque, the pressurized four cranks out the power of a V6 with a third fewer cylinders.

The agile part is brought to bear by Volkswagen's characteristically responsive steering (better than a Corvette ZO6), coupled with a set of wide, 225/40-18 high performance asymmetrically treaded Continental tires. These are wrapped around a fly set of wheels bolted to an all independent suspension system, featuring McPherson struts in front and four-links in the rear with separate springs and shocks.

Commodious, we've already covered, comfortable is handled by Volkswagen's typical approach to interior layout. The overall feel is one of high quality. Materials are richly sumptuous and harmoniously arrayed.



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