## Detroit Auto Scene ROAD REPORT

2013 Chevy Equinox LTZ Sure Has Zip

BY GERALD SCOTT NEWS DEPT.

A round of applause, please for the 2013 Chevrolet Equinox LTZ

It sure has plenty of zip and then some.

Talk to most any Chevrolet new car dealer, especially here in metro Detroit, and they'll tell you that it's the Equinox SUV and the Malibu passenger car that are flying out the door in terms of sales.

And as far as the Equinox goes, it's easy to understand the appeal:

Affordable, nice ride and handling, zippy with the 6cylinder engine, large enough to haul a family around without being overwhelming, good mileage, comfortable interior and svelte looks.

What's not to like, right?

Although you can get the Equinox with a four-cylinder engine, our test-vehicle came with a 3.0L, DOHC, V6 SIDI engine, one that comes with the aforementioned road zip, but also its mileage is acceptable as six cylinders go: 23 mpg hwy. and 16 mpg city.

Mated to a 6-speed automatic transmission, the SUV is fun to drive, flat out.

So that's the secret to the Equinox's success, we must say - fun to drive and practical all at the same time.

Our test vehicle came with a variety of options that enhanced the motoring experience. It had 18-inch chrome clad aluminum wheels, which helps give the SUV a broader more stable "road stance" than first expected.

The test car also had Chevrolet MyLink, the brand's hands-free smartphone integrator with Pandora and Stitcher, as well as Bluetooth audio streaming.

The Equinox has plenty of legroom for passengers and more than enough storage space in the back for most families. It would serve well as a family hauler or grocery hauler alike.

It also seems practical as a guessing that Equinox sales



2012 Chevrolet Equinox

vacation car, that there's plen- are probably around 50/50 begers as well as enough storage room for a vacation run.

It also came with SiriusXM satellite radio, so you can tune in to the pop music from whichever decade you happened to grow up in. Note that the Equinox gen-

erally competes against the Ford Escape, Kia Sorento, Honda CR-V, Hyundai Santa Fe and Tovota RAV4 in the smaller SUV category. In fact, these smaller SUVs

more or less led the way to the creation of the "crossover" vehicle, that which looks like a combination of a station wagon and something much more well designed. The Equinox seems to hold

up well in this category. Part of its peppiness is that hot V6 engine, as described earlier, but part of the equation is that the vehicle "only" weighs all of 3,777 pounds.

The effect when driving the Equinox is that you feel safe, especially on the freeway and when cornering at relatively high speeds. The sub-4,000pound SUV means when driving at high speeds, you don't feel like you're going to get blown all over the road if an 18-wheeler passes you at 70 mph, kind of effect.

The driver feels in control of the vehicle at all times and in all road situations. I'm

ty of elbow room for passen- tween men and women, but I can also see where women might feel extra comfortable in the driver's seat of the Equinox because the landscape around you seems, well, manageable.

Think of the Equinox as something of a workhorse and not glamour vehicle in the Chevrolet lineup - it's the sensible shoes of the auto industry, you might say.

After driving our test car for a week, it's understandable why the Equinox is selling as well as it does. The car can be used by the customer in a variety of fashions - your daily work grinder, a family vacation long-hauler, a grocery runner, you just name it.

#### 2013 CHEVROLET EQUINOX

- Base Price: \$30,970 As Tested: \$34.675
- Engine: 3.0L, V6
- Mileage: 23 / 16 mpg · Length:
  - **187.8** inches
- · Wheelbase: 112.5 in. Trans: 6-spd. auto
- · Curb wt.: 3.777 lbs.
- · Assembly: GM Ingersoll

#### OPTIONS:

3.0L, V6 engine (\$1,500); 18inch chrome wheels (\$1,000); forward collision alert and lanedeparture warning (\$295); Chevrolet MyLink hands-free telecom system (\$100).

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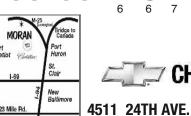
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