Filipino-owned and operated, Honda of Pasadena is certainly a one-stop shop for Filipino-Americans. Manny Martinez, president and owner of Honda of Pasadena, will make sure that every customer is treated well the moment they walk in the door. Where else can you find a dealership with the most selection of Honda cars, hybrids and SUVs? And you have a *kababayan* helping you with every aspect of car-buying, your salesmen. Terry Crespo, Vinchy Torres, Juanito Enrera and Edwin Punsal are very knowledgeable with their products. Basilio Cruz, Sales Manager, will guarantee that you will get the BEST DEAL in town at the lowest cost possible. And while you're waiting, take advantage of the amenities at the store: their Children's Play Room, their Internet Room where you can go online for free and their Quiet Room where you can relax and even take a nap while your car is being serviced. Honda of Pasadena is the recipient of the 2007 President's Award in recognition of the excellent service they provide their customers. So *bumisita kayo ngayong linggo sa* Honda of Pasadena. They are located at 1965 E. Foothill Blvd. in Pasadena off the 210 Freeway. Call Manny Martinez directly at (626) 683-5888. (Advertising Supplement)

# It's that time of the year with Hamer Toyota's year-end close out

Matt Morente

Reno Reyes

Paul Nieves

Arnold Domingo

Wency Magno

Nilo Ortiz

MaryLou Santiago

THE last month of year 2008 has already started and everyone is out buying Christmas goodies. All establishments are joining the hype and conducting their own sales to attract more customers all in time for the holiday season. This is also the best time for you to purchase a car. Hamer Toyota welcomes you to visit them and have a new Toyota to greet you in the coming year 2009.

Come and check out Toyota's selection of quality, durable and dependable cars and trucks that suit your needs. At Hamer Toyota an amazing selection of quality new and used Toyota cars, trucks, and SUV's are being offered to customers along with the competitive financing to fit your budget. Hamer Toyota has an award winning parts and service department to help keep your vehicle on the road in peek performance.

Also at Hamer Toyota, your friendly *kababayans* Matt Morente, Reno Reyes, Paul Nieves, Wency Magno, Arnold Domingo, Nilo Ortiz and Mary Lou Santiago, will help you look for better deals on a wide selection of brands, including the new redesigned Sequoia and all-new 2009 Camry, Tundra, Corolla, Tacoma, Yaris, Matrix, Highlander, 4runners, Sienna, FJ Cruisers and certified pre-owned Toyota vehicles. You may also save thousands off KBB (Kelly Blue Book) on Certified Pre-owned vehicles with APR's as low as 3.9 percent.

Hamer Toyota has been described by its customers with impeccable reputation for honesty, integrity, and fairness. Hamer Toyota is armed with the best automobile service matched with the best price that will provide the unsurpassed response for your car needs. The team behind Hamer Toyota is a roster of talented individuals who are professionally friendly with thorough knowledge and enthusiasm that will help you have a smooth and painless car dealership. At Hamer Toyota, high expectations are met.

Hamer Toyota has been servicing the greater Los Angeles and Santa Clarita areas for since 1939 in the same convenient location. Its location even let its customers hop indoors at one of the four covered showrooms. So ask your friendly *kababayans* for an appointment now, call them at 1-888-205-6655 or log on to www.hamertoyota.com. Hamer Toyota is located at 11041 Sepulveda Blvd. Mission Hills and conveniently located where the 5, 405, 118 and 210 freeways meet! (Advertising Supplement)

# White House readies new rescue for auto industry

by DAVID ESPO
*AP Special Correspondent*

WASHINGTON – With Congress gridlocked and the economy flailing, the Bush administration declared Friday it would step in and prevent the "precipitous collapse" of the U.S. auto industry and the disastrous economic impact of the hundreds of thousands of job losses sure to follow.

The day after the sudden demise of emergency legislation in Congress, administration officials said no decisions had been made on the size or duration of the new rescue plan, or what type of concessions, if any, would be demanded from the struggling automakers, their workers, stockholders or others.

In a reversal, the most likely option under consideration involved billions of dollars originally ticketed for the bailout of the financial industry. President George W. Bush had long declared that money off-limits to the beleaguered automakers.

General Motors Corp. and Chrysler LLC have warned they are running out of cash and face bankruptcy without some form of assistance. Ford Motor Co., which is in somewhat better shape financially, has been seeking access to a line of credit.

Urgent requests for White House intervention to save the automakers came from President-elect Barack Obama, Republican and Democratic members of Congress and outside groups.

"Under normal economic conditions we would prefer that markets determine the ultimate fate of private firms," White House press secretary Dana Perino said after the failure of a $14 billion bailout bill in Congress. The legislation died when Senate Republicans demanded upfront pay and benefit concessions from the United Auto Workers that union officials rejected.

Perino added, "Given the current weakened state of the U.S. economy, we will consider other options if necessary including use of the TARP program to prevent a collapse of troubled automakers. A precipitous collapse of this industry would have a severe impact on our economy, and it would be irresponsible to further weaken and destabilize our economy at this time."

TARP is the $700 billion Troubled Assets Recovery Program, the financial industry bailout plan enacted in October. All but $15 billion of the first $350 billion has been dedicated to troubled banks or insurance companies, and the Treasury Department is barred from dipping into the second $350 billion without a formal notification of Congress.

No decision has been reached about such a notification, administration officials said. If one is made, Congress could then vote to prevent the action, but it would be unlikely to prevail in a showdown with the president.

Obama, who will inherit the problem next month, even if bailout billions are handed over in the meantime, said, "My hope is that the administration and the Congress will still find a way to give the industry the temporary assistance it needs while demanding the long-term restructuring that is absolutely required."

In a letter to Bush, House Speaker Nancy Pelosi urged the president to demand "the same tough accountability" and taxpayer protections from the automakers as was contained in legislation that cleared the House at midweek.

Michigan Rep. Thaddeus McCotter, a conservative Republican from a state where Ford, GM and Chrysler are headquartered, said, "With the legislative opportunities now exhausted, I urge the president of the United States to immediately release Wall Street TARP funds to the domestic automakers to avoid their impending bankruptcy and its consequent devastation of working families and the depression of our American economy."

It was unclear what role was left to lawmakers after an extraordinary week in which prospects for industry relief seemed to change by the hour.

A week ago, the government reported the loss of 533,000 jobs in November, the worst monthly showing in more than 30 years.

In the days between then and now, the White House and congressional Democrats agreed on a $14 billion measure that would have extended short-term financing to the industry while establishing a powerful new "car czar" to make sure the money was used to turn the Big Three into competitive companies. That bill passed the House on Wednesday but immediately ran into opposition from Senate Republicans who said it did not go far enough.

On Thursday, they demanded the United Auto Workers union agree to accept a lower pay and benefits package that would be in line with compensation earned by workers at U.S. factories producing cars for Japanese companies such as Honda, Toyota and Nissan. In an unprecedented series of negotiations, lawmakers met with representatives of industry and labor on the first floor of the Capitol in hopes of striking a deal — the effort that ultimately collapsed when the UAW balked at the terms demanded.

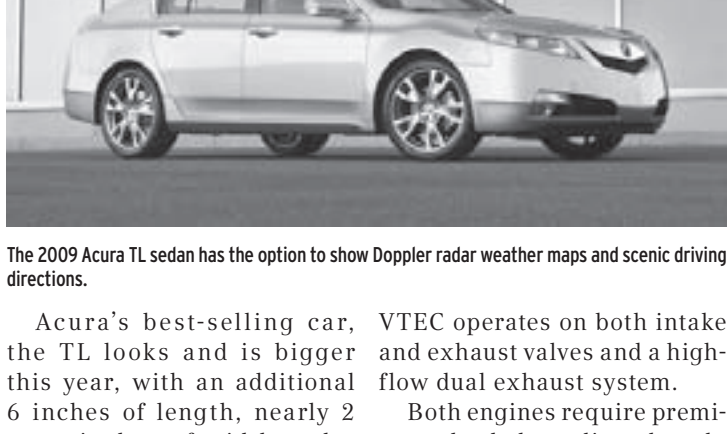
At a news conference on Friday, UAW President Ron Gettelfinger accused GOP senators who blocked emergency loans of trying to "pierce the heart" of organized labor.

Sen. Bob Corker, R-Tenn., who played a leading role for Republicans, told reporters at the Capitol that the talks came close to success but failed when the UAW refused to commit to lowering its pay-and-benefits package in 2009 so it would be "at parity" with the Japanese companies.

He also laid blame at the feet of the administration. "I think it being known that the White House at the end of the day would probably blink probably helped keep us from a deal," he said.

Whatever the reason, the effort stalled when Republicans voted en masse against advancing the original House bill to a final vote late Thursday night. *(AP)*

# Acura TL has electronics galore


The 2009 Acura TL sedan has the option to show Doppler radar weather maps and scenic driving directions.

THE TL can provide Doppler radar maps on an interior display to show where rain and snow showers are, so there's no need to check weather maps on television.

There's no need to scour travel books to find popular scenic drives, unless you want the details. It can come with a list of scenic routes, by state, and will direct you there via an onboard navigation system.

If you want to drive in spirited fashion, the TL offers all-wheel drive for the first time in 2009.

It's not any old all-wheel drive, though. The sedan gets Acura's Super-Handling All-Wheel Drive that not only shifts power to both front and rear axles when road conditions require but also apportions power to the left and right wheels, ensuring precise, stable cornering.

Slotted between the entry TSX sedan and the full-size RL sedan, the fourth-generation TL is a five-passenger, midsize car with new styling, larger dimensions and the most powerful engine in Acura.

You get a 3.7-liter, single-overhead cam V-6 with 305 horsepower, which is a tad more than the 300 horses that a similar V-6 produces for the Acura MDX sport utility vehicle.

Starting manufacturer's suggested retail price, including destination charge, is $35,755 for a front-wheel-drive TL with a base 280-horsepower V-6 and minus the weather maps and navigation features. Prices zoom to near $40,000 with the Technology Package -- Doppler radar, scenic drives, voice recognition for audio and other controls -- and to $42,995 when the top TL engine is added.

In comparison, the Lexus GS 350 with 303-horsepower V-6 starts at $45,675, while the Infiniti G37 sedan starts at $34,065 and has a 328-horsepower V-6. The GS 350 and G37 have rear-wheel drive and all-wheel drive versions.

Acura's best-selling car, the TL looks and is bigger this year, with an additional 6 inches of length, nearly 2 more inches of width and a half-inch increase in height. This translates into improved hip room, front and rear, and better rear-seat shoulder and leg room. The trunk grew to 13.1 cubic feet from last year's 12.5 cubic feet.

It wasn't the car's size that caught my eye. It was the new styling, with chiseled sides, pointy trunk lid and almost cartoonish front grille.

To be sure, the shiny, silver accents on the door handles, along the roof line and in the head lamps and taillights provide a fine finish. The LED interior lights look cool.

The exterior styling reminded me of a Cadillac concept car, not a luxury car from Acura, which is Honda's luxury brand.

I tested a TL with the base 3.5-liter single-overhead cam V-6 with Honda's Variable Valve Timing and Lift Electronic Control, which was impressively quiet. Even at idle, there was just a very low, subtle engine sound.

Torque peaked at 254 foot-pounds at 5,000 rpm, and shifts in the five-speed automatic transmission were smooth.

For buyers who get the higher-performance 3.7-liter V-6, torque is a bit higher at 273 foot-pounds at 5,000 rpm, and VTEC operates on both intake and exhaust valves and a high-flow dual exhaust system.

Both engines require premium unleaded gasoline, though, in the TL's 18.5-gallon tank.

Fuel economy isn't noteworthy. The best federal government rating is for the base engine and front-wheel drive model, which has an estimated 18 miles per gallon and 26 mpg highway rating.

This was the equipment combination on the test model, and I wound up with just 21 mpg in combined city/highway travel.

The government rating for the TL is the same as that for the V-6-powered Ford Fusion, Cadillac CTS, Lexus GS 350 with all-wheel drive, and Infiniti G37.

Passengers in the test car felt most road bumps as the sedan rolled over them, but the experience wasn't harsh and punishing. There were just some jiggles here and there.

The tester came with a push button on the dashboard to start the car, not a key slot.

To aid views out the back window, the TL has rear-seat head restraints that fold backward and lay down when not in use. The Tech Package includes a fine rear-view camera, too.

The federal government gives the new TL five out of five stars for frontal crash protection. Side crash protection results aren't out yet. All safety equipment is standard. *(AP)*