

### Boating with Bugatti

As if you couldn't spend enough on dry land, here's another option for you.

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### Janis' jalopy

The legendary rocker's Porsche fetches a cool price at auction.

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### Spider power

Will the Fiat Spider get a boost from the Alfa Romeo 4C's engine?

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A new law in Congress might make that a possibility.

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### TEST DRIVE

# Southwest Expansion

## 2016 Hyundai Tucson Limited AWD

DAN LYONS | text  
Special to the Times Union

The first time that I visited Tucson (the city) was about this time of year, many moons ago.

I left a cold and wintry Mid-Hudson Valley and landed in the disturbingly warm and sunny desert southwest. It was between college semesters for me, and as I walked onto the sprawling University of Arizona campus, I immediately realized how badly I'd botched the whole choice-of-college thing. Everywhere I looked were suntanned students, putting green lawns and more blue sky than I'd seen in a month.

I've been back to Arizona many time since, and you can't help but notice how much the area has expanded.

#### 2016 Hyundai Tucson Limited AWD

MSRP: \$22,700 (SE) · \$31,300 (Limited)  
As tested: \$32,320

Not up, like northeast urban areas, but out, in a sort of southwestern sprawl.

Tucson's mechanical namesake has also expanded over the years. Hyundai's compact crossover was introduced in model year 2005, and 2016 marks the first year of its third generation.

The tale of the tape reveals just how far the Hyundai has grown. Compared to the first edition, the new model is about six inches longer, over two inches wider and 3.3 inches lower. While the expansion of the city has been a mixed bag, the growth of the compact crossover has been all positive.

Like most of this breed, it started out too small to be truly practical, but has filled out nicely over time. It's now basically the size that it should've been to begin with.

When the class of vehicle you're shopping has "Utility" as a middle name, you expect it to be good at practical matters, like carrying people and hauling cargo. A standard (and useful) yardstick for making comparisons in this class is cargo capacity.

The 2016 Tucson checks in at 31-61.9 cubic feet, depending on how you configure the seats. The minimum (rear seatbacks up) number is on the low end of class comparables, matching the Subaru Forester, and trailing the Ford Escape, Honda CR-V and Toyota RAV4. The maximum (seatbacks down) cargo number of 61.9 bests Escape (67.8) and Forester (68.5), but trails the Honda



**GROWING GAINS.** This year marks the first year of Tucson's third generation, and the compact crossover that Hyundai introduced in 2005 has, like many in its segment, grown into a more practical size.

(70.9) and the Toyota (73.4). Tucson's seatbacks fold to a flat load floor, and lift over height is comfortably low.

Just about any vehicle has enough room so that most adults can slide into the front seats. Back seat room is far more variable. In a two-door coupe, it's a less important commodity than in a crossover (if you really had to have people in the back seats a lot, you probably wouldn't be in a two-door). Tucson's rear-seat legroom measures up well in its class. Against the examples we're using, it's better than Escape, RAV4, and

Forester (just), and a skosh behind CR-V. Adults can fit in back in the Hyundai, as long as those in front don't go overboard with the reclining.

While the expansion of Tucson the city has been a mixed bag, the growth of Tucson the compact crossover has been all positive.

Limited trim Tucson's add leather upholstery and upgraded materials with noticeably less hard plastics than are found in lower levels. The Limited's 8-inch touchscreen is obviously more legible than the 5-inch screen on other trims, and makes Limited standard navigation system easier to see and work with. An eight-speaker premium sound system is also part of

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