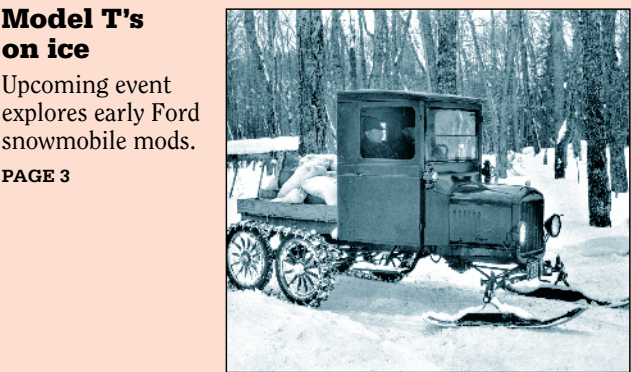


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TEST DRIVE

Compact Refreshed

2016 Nissan Sentra

DAN LYONS | text and photos
Special to the Times Union

Nissan Group's U.S. sales were up 7.1 percent in 2015. Sentra did its part to fuel that growth. Nissan's compact sedan mainstay sold over 200,000 units for the year (up 11 percent vs. 2014). Recently, Nissan introduced Sentra's 2016 edition, with prices starting at \$16,780 for a base S level car, and ranging to \$22,170 for the top grade SL. In between are the mileage-minded FE+S (\$18,030), sporty looking SR

2016 Nissan Sentra
MSRP: \$16,780 - \$22,170 · Destination charge: \$835

(\$20,410) and the volume leading SV (\$18,550). No S or FE+S trim cars were available at the product launch, so I divided my driving time between SV, SR and SL models. Sentra's mid-cycle refresh is highlighted by design updates, driver assistance technology and chassis refinements. Visual changes for the model year are most extensive up front. A honeycomb variation of Nissan's V-Motion grille leads the way, along with new styles for hood and fascia. Boomerang headlights (halogens on lower levels, LED pipe beams on higher levels) round out the new face. Sentra's side view changes are confined to the wheel wells. All of the alloy wheel choices for 2016 are new, as are the tires. The back end also boasts a restyled fascia and tail lamps. Seat fabrics and trim materials have been updated, with S/SV/SR models sporting cloth/vinyl upholstery,



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ROLLING ON. The Nissan Sentra's sales have nearly doubled since the seventh generation appeared three years ago. With newly available technology and added refinements, the 2017 seems poised to keep the ball rolling for Nissan

and SLs upgraded to leather appointed seats. Slide inside any trim level and you'll take in a bright, meter cluster, surrounding a 5-inch, programmable, LED display panel. The driver's dash view is framed by a leather-wrapped, Z-inspired three-spoke steering wheel, and the driver's seat now has 6-way power/2-way lumbar support. Sentra's front seats are quite comfortable, with enough travel to fit taller drivers. Rear seat room is similarly suitable for six-footers. Leg room in back measures 37.4 inches. That compares with 41.4 inches in Corolla and 37.4 inches in Civic – two stalwarts in the segment. Sentra's trunk space is generous; 15.1 cubic feet of cargo capacity (vs. 13.0 in Corolla, 15.1 in Civic). Rear seatbacks split and

The value pick for those of us in the northeast is an SV, with Driver's Assist and All Weather Packages.

fold forward to accommodate longer items. However, the height of the folded seats are raised relative to the rest of the trunk, so the load floor isn't level. A new Driver's Assist Package (standard on SL, optional on SV/SR (\$1,020)) bundles a 5.8-ibcg color touch screen, navigation system, NissanConnect mobile apps, Sirius/XM Travel, voice activation for audio and navigation, and blind spot monitoring with rear cross traffic alert. A favorite for cold weather climes like ours will be the All Weather Package (\$300), which adds heated front seats and outside mirrors. SL/SR buyers can also opt for Premium and Technology packages. Highlights of the former (\$1,130 on SL) include power moon roof

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