

## Money alone can't buy the new Ford GT

It's going to take more than just deep pockets to get your hands on Ford's new full carbon-fiber supercar. We hear that the Blue Oval automaker will be very selective as to who is allowed to purchase its upcoming **Ford GT**. That means that, along with having sufficient funds (an estimated \$400,000), buyers will be vetted for their social media status as well as their willingness to actually drive the car and not seal it inside some climate-controlled cocoon for speculation.

Along those lines, they will have to agree to maintain ownership for a specific length of time and not try flipping their GTs for what would likely be huge profits. Even with these restrictions in place, we figure that with only about 250 examples being produced in the first year, demand for the twin-turbo V-6 exotic with all-carbon-fiber construction will far exceed supply. Ford plans to soon post an online order form for cars to be delivered by the end of 2016.



**TOUGH LUCK, RICH DUDES.** Ford won't just let anyone with \$400,000 buy the new GT. The company will check into social-media status and the intended use of the car. Why? This is meant to be a car, not an investment. Plus, seeing this halo car on the road is great advertising for Ford.

## Nissan Armada returns with a possible name change

Nissan's full-size sport utility vehicle that was based on 2015 Titan pickup failed to answer the bell for the 2016 model year.

However, we've been informed that a new **Armada** is in the works for a 2017 launch, but it might actually be labeled the Patrol, which is the name it goes by in other countries/continents, including Asia, Africa, Australia and South America. In North America, a luxury version with its own distinctive sheet-metal is available as the Infiniti QX80. Both use a 5.6-liter V8, but the QX80's version makes 400 horsepower while the Titan's was rated at 317 horses.



The Nissan Armada might make a return as the Patrol, a name under which it's sold globally.



## Toyota says "Scion-ara"

It was an interesting experiment, but in the end Toyota's junior division, which will be shuttered by the end of 2016, just didn't work out. It's not that the **Scion** cars were bad. In fact many, such as the original **xB wagon**, **FR-S sport coupe**, **iM hatchback** and **iA sub-compact**, were good, fun and affordable cars. However, we blame Toyota's failure to frequently update the line while other automakers aggressively angled for youthful buyers. A lack of serious promotional and marketing effort also hurt the brand. What started a promising idea ultimately ran out of steam, which is never a good thing in the car business. Despite the loss of the brand, most of Scion's lineup, except the ancient TC hatchback coupe, will return for 2017 wearing the Toyota badge.



Even Porsche isn't immune to the siren call of the tall wagon/crossover demand. For 2018, its Cayenne SUV will get lower, sleeker and more aerodynamic.

## Porsche's next-gen sport ute

We've been peppered with intel concerning the upcoming **Porsche Cayenne** tall wagon that will make an appearance for the 2018 model year, even though it was recently updated for 2015. From early glimpses, it seems that the body is more aerodynamic, with a lower hood and slightly lower roofline.

Also new is the Volkswagen Group's MLB Evo platform that Porsche shares with the recently released 2017 Audi Q7, the upcoming VW Touareg and the all-new Lamborghini Urus tall wagons. The platform promises lighter weight and improved rigidity thanks to a combination of high-strength steel, aluminum and even a little carbon fiber. The 2018 Cayenne is expected to be about 220 lbs. lighter than the current model, though base trim still weighs in at nearly 4,500 lb.

Rumor has it the Cayenne will shed about 200 pounds (for a total of 4,300 pounds). However the engine lineup, consisting of turbo and non-turbo V-6s, a twin-turbocharged V8 and a gasoline-electric hybrid will carry over without significant changes.

### TEST DRIVE

## 2016 Subaru Legacy 2.5i

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in this application, acceleration doesn't feel as leisurely as the numbers suggest. Engine response is suitable for daily driving. The power factor only comes into play when you're already at cruising speed, and looking to merge on a busy highway, for example, or making a pass on a two lane highway. In those cases, you've got to pick your spots.

The sole six-cylinder model packs a 3.6L motor that generates 256 horsepower and 247 lb. ft. of torque. Fuel economy is estimated at 20/28/23. The 3.6 is about two seconds faster getting from 0-60 than the four, which is comfortably quick, albeit with an mpg penalty and a price premium (MSRP for the 3.6R Limited is \$29,945 vs. \$26,845 for the 2.5i Limited).

Legacy's interior has a function first, low key design. Driver visibility is

good and controls are generally placed within easy reach. These sixth generation Legacy's have more soft touch materials than previous models, and the available, 7-inch touchscreen display has a straight forward design. Subaru's midsize sedan seats adults comfortably in both rows. Rear seat legroom (38.1 inches) bests Nissan's Altima, and is slightly behind Accord, Camry and Fusion. The trunk is useably large, with a sectioned tray below deck (above the spare tire), providing additional hidden storage, and split, folding rear seatbacks to accommodate long items. Overall cargo capacity (15 cubic feet) trails segment leaders. It's a concession to the location of the Legacy's AWD hardware — a reasonable tradeoff, if you value AWD.

Lane Keep Assist is a new addition to Subaru's EyeSight Driver Assist Sys-



**TEST DRIVE**  
this vehicle at these preferred dealerships:

**BENNINGTON SUBARU** 527 N. Bennington Rd., Bennington, VT 05201  
888-485-6531 [www.benningtonsubaru.com](http://www.benningtonsubaru.com)

**CARBONE SUBARU OF TROY** 795 Hoosick St., Troy, NY 12180  
518-279-3400 [www.carbonesubaru.com](http://www.carbonesubaru.com)

**GOLDSTEIN SUBARU OF COLONIE** 1754 Central Ave., Colonie, NY 12205  
518-869-1250 | [www.goldsteinsubaru.com](http://www.goldsteinsubaru.com)

tem for 2016. Available on Premium and Limited models, the safety-related package also includes Lane Departure/Sway Warning, Adaptive Cruise Control, Pre-Collision Braking System, Steering Responsive Fog lights and a Pre-Collision Throttled on the Premium's option sheet (and standard on Limited) is Subaru's Rear Vehicle Detection System: Blind Spot Detection, Rear Cross Traffic Alert and Lane Change Assist.

Legacy has elbowed its way into the mix of well-established midsize makes by offering a very functional (and not very

flashy) family sedan, with an ace up its sleeve in Snowbelt states. You can count the number of midsize cars with available All Wheel Drive on one hand, with fingers left over. Of those so offered, only Subaru makes AWD standard equipment on all trim levels — not just reserved for top trim levels only.

A regular contributor to the Times Union for more than 20 years, Dan Lyons is the award-winning author of six books, and photographer of 165 calendars. Read Dan's recent reviews online anytime at [Timesunion.com/vehiclereviews](http://Timesunion.com/vehiclereviews).

