

### The ghost of Scion future

The planned CH-R will be released with a Toyota badge.

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### Up in your grille

Power Wagon gets its own front end.

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### Electric penance

Will Uncle Sam blackmail VW into building e-cars in Tennessee?

PAGE 4



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# Automotive

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**Don't drive mad**  
Emotional distractions increase your accident rate ten-fold.  
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## TEST DRIVE

# Turbo Boost

## 2016 Volkswagen Jetta 1.4T SE w/Connectivity

Even as one of its established players was sidelined, Jetta's engine lineup improved for 2016. Volkswagen's 2.0L TDI turbo diesel is benched until the regulatory issues with emissions control for that engine are resolved. In the meantime, Jetta — VW's compact sedan (and the company's best seller) — ushers out its former, base engine in favor of a new offering.

Gone is the 2.0-liter naturally aspirated four-cylinder, replaced by a 1.4L turbo four. The new motor — which

### 2016 VW Jetta 1.4T SE w/Connectivity

MSRP: \$17,680-\$31,120 · As Tested: \$23,145

can be had with either a five-speed manual transmission or optional six-speed automatic — is listed at 150 horsepower and 184 lb. ft. of torque. That's +35 and +59, respectively; compared to the power ratings for the former four. Fuel economy is similarly improved. The EPA says you can expect 28 mpg in town and 40 on the highway (39 with the auto) for the 1.4T, as opposed to 25/34 with the outgoing engine. While I've not put a stopwatch to the new motor, it's reported to be in the low-nine second range from 0-60 mph.

If true, it's surprising. The 1.4T feels livelier than those numbers suggest (and certainly more responsive



PHOTOS COURTESY OF THE MANUFACTURER

**THE 2016 VOLKSWAGEN JETTA** replaces its 2.0-liter powerplant with a 1.4-liter turbo-charged four-cylinder that offers better mileage and — thanks to an increased low-end torque — feels livelier on the road.

than the 2.0 non-turbo mill that it replaces). The reason for the disconnect between the stopwatch and seat of the pants estimate has to do with the torque curve. Torque is experienced by the driver as quickness off the line.

The 1.4T achieves its peak torque rating at a low, 1,400 rpm. When a car is quick off the line, it feels fast, and (if you want to keep your license) you rarely have the opportunity to keep your foot to the floor long enough to find out when it runs out of "quick."

The new 1.4T takes its place next to the 1.8T, 2.0T and the hybrid's 1.4T/ electric motor combo in Jetta's engine menu. The turbocharged, 1.8L matches the torque

rating of the 1.4T, and adds 20 horsepower. It offers a fine blend of power and economy, with a mild, mileage giveback (returning about 3 mpg's less on both city and highway than the smaller four).

The 2.0T found in the GLI wrings 210 h.p. and 207 lb. ft. of torque out of that turbo four, at the cost of about 2-3 mpg's. The hybrid's power output is identical to the 1.8, though peak torque is reached at a loooow 1,000 rpm, reflecting the presence of the electric motor.

The Hybrid — particularly with the turbo diesel idled — is Jetta's mileage Meister, offering an estimated 42 mpg city, and 48 highway.

My test Jetta this week was a 1.4T SE w/Connectivity  
*Continued on page 4*



Jetta's front-wheel-drive, traction control and stability control are a good tool kit for combatting a typical Northeast winter.

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