

Power to the polizia

Italy's military police now have a new 500 hp ride.

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Pothole patrol

There is something you can do.

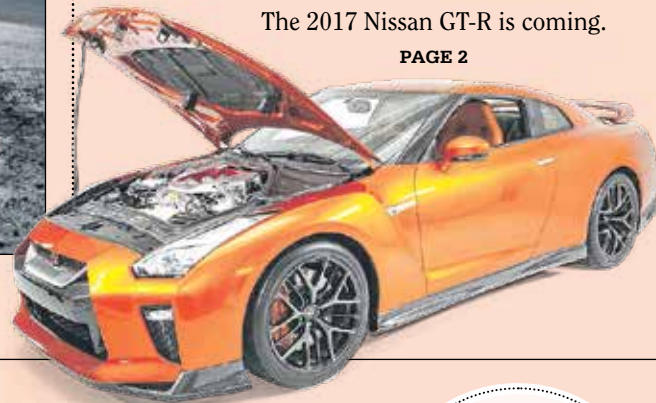
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Nissan's Godzilla

The 2017 Nissan GT-R is coming.

PAGE 2



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A Jeep Hellcat?

See the photo that sparked a hundred 707 hp rumors.

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TEST DRIVE

Crossover Refreshed

2016 GMC Terrain AWD Denali

DAN LYONS | text
Special to the Times Union

Terrain — GMC's midsize crossover — was introduced to the company lineup in the 2010 model year. The corporate cousin to the Chevy Equinox is GMC's second best seller, trailing only Sierra.

For the 2016 model year, Terrain gets an exterior freshening, a revised model lineup and expanded availability of popular safety features.

Trim levels have been reorganized for 2016, and now include SL, SLE-1, SLE-2, SLT and Denali. Prices start at \$23,975 for a front-wheel-drive SL, and range to

2016 GMC Terrain AWD Denali

MSRP: \$23,975 (FWD SL), \$34,175 (FWD Denali), As Tested: \$41,315

\$35,925, for a top-rung Denali with all-wheel-drive. My test driver was the latter, and options added, it carried an as-tested price of \$41,315.

The 2016 styling tweaks include a new front and rear fascia. Also new is a chrome grille design, which sits up front on all but base models.

A domed hood caps the engine compartment on all Terrains, while mid and upper level models gain LED daytime running lamps. Model-specific styling cues on top-ranging Denali's include body-color fascia's and rocker moldings, unique headlight and taillight designs, dual, chrome exhaust tips and satin-chrome accents. Denali-specific wheels (18 inches with the 2.4L, 19 inches with the 3.6L) round out the visuals.



PHOTOS COURTESY OF THE MANUFACTURER

THE TERRAIN is GMC's midsize crossover, corporate cousin to the company's third best selling model, behind the Sierra and Equinox, respectively. The Terrain offers a choice of four- or six-cylinder engine and front- or all-wheel-drive.

Terrain offers a choice of four- or six-cylinder engines, both linked to a six-speed automatic transmission. The standard, 2.4-liter four-cylinder is rated at 182 horsepower at 6,700 rpm, and 172 lb. ft. of torque at 4,900 rpm. EPA's fuel economy estimates for the 2.4L are 22/32 (FWD) and 20/29 (AWD), and maximum towing capacity is 1,500 lb. The 2.4L provides passable power around town (0-60 times run about nine seconds). But, lane merges, highway passes and similar, high demand situations point up its limitations. The four cylinder engine has to

be pushed, foot-to-the-floor hard to wring out its best, which is a little out of character for an upscale model like Terrain Denali. If your budget allows, most buyers will find the optional (\$1,500) V-6 a better bet. The 3.6L checks in with 301 horsepower at 6,500 rpm and 272 lb. ft. of torque at 4,800 rpm. More than two seconds faster from 0-60, the six is satisfyingly quick, with reserve power to pass and towing capability of up to 3,500 lb. The fuel economy estimates are noticeably weaker than the four

Continued on page 2



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