

Sadly, these gull-wing doors and tiered, power running boards won't be on the production version of the Lincoln Navigator.

More Titans on the way

These peach-colored pages were won over by Nissan's second-generation full-size pickup, but we were beginning to wonder when any versions other than the recently released **Titan XD V8 turbo-diesel** (by Cummins) crew cab would come to market. That question has now been answered, as a soon-to-be-released gasoline version called the **Titan** (without the XD) will get a 390-horsepower 5.6-liter V8 and will sell for about \$20,000 less than the \$55,000 turbo-diesel model.



2017 Nissan Titan crew cab

The upcoming model will be built on a completely separate chassis and will eventually be offered in different cab sizes and bed lengths, just like its domestic-based competitors. Interestingly, although there was no mention of a price-leader model, it was revealed to us that a regular-cab model with a V6 was also in the pipeline for 2017.

A Navigator with wings?

When we spied the **Lincoln Navigator concept** slowly rotating on a giant turntable at the recent 2016 New York International Auto Show, we weren't sure if we were looking at a 1956 Mercedes gull wing or Dr. Brown's '85 DeLorean. In place of the Nav's four doors were two gigantic gullwing openings plus a series of three graduated power-operated running boards. The effect certainly startled the assembled media gawkers who quickly realized that the center-hinged wings were strictly for show. However, what *will* be part of the new-for-2018 Navigator is an all-new (and lightened) frame plus an all-aluminum body that should knock several hundred pounds off the curb weight and make life easier for the vehicle's 400-horsepower turbo-charged V6.



Even if you can afford the Ford GT, you can't be a jerk about owning one. Ford is screening applicants for a number of traits, including social media use and resale intent.

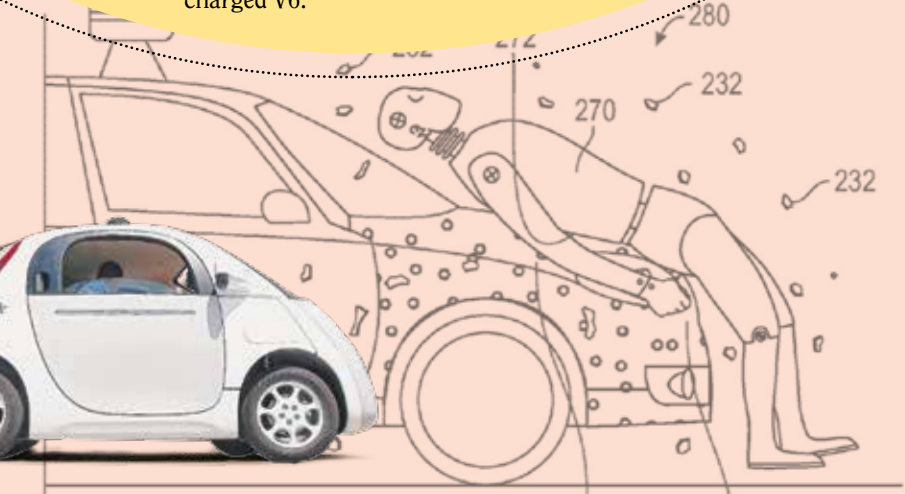
Ford GT super sweepstakes: Speculators need not apply

We've covered this before, but now the deadline is looming for you to get in line for the chance to possibly, maybe own Ford's new supercar.

Ford will make 250 examples of the carbon-fiber spectacular **GT** model in each of the first two years of production and you could be one of the lucky owners. However there are hurdles to cross. First, the GT will cost in the mid-\$400,000 range, excluding options.

However, even if prospective buyers have sufficient funds, each applicant — that's right, you must apply — will be screened by Ford as to their suitability (VIPs and/or owners of 2005-'06 GTs stand a good chance). Also, your social-media status plays into things and you will have to sign a legally binding agreement not to resell your GT for at least two years.

You also have to make a short video explaining why you're so deserving, and you have until Tuesday to do it. The deadline is May 24. So get cracking.



This Google patent diagram illustrates an adhesive front end that would prevent secondary impact.

Google patents "sticky" cars

Google has patented a "sticky" technology to protect pedestrians during any collision with one of its **self-driving vehicles**. Granted on May 17, the process involves an adhesive layer on the front of the car that would prevent a person from being injured after being flung into other vehicles or objects, or secondary impact.

"Ideally, the adhesive coating on the front portion of the vehicle may be activated on contact and will be able to adhere to the pedestrian nearly instantaneously," reads Google's patent application. "As such, both the vehicle and pedestrian may come to a more gradual stop than if the pedestrian bounces off the vehicle."

Though Google has been primarily developing autonomous cars, this technology could be used on any vehicle. Other makers have developed safety features of their own. Citroen and Jaguar use a hood that raises to provide a cushion on impact, and Land Rover and Volvo have developed exterior airbags that deploy for pedestrians' safety.

TEST DRIVE

2016 Honda Civic 1.5T

Continued from page 1 that stalk) activates the system, which displays a camera generated image on the center screen of what's behind your vehicle on the right side. The extra, visual information is helpful, like most blind spot aids, but it's limited by the fact that it's right side only.

The sole detection aid to anything lurking in your left rear blind spot is old school: a convex, outer section in the left side, outside mirror.

In addition to all the gear on EX-L models, Civic, in Touring trim, has model-specific 17-inch rims, LED headlights, a navigation system, heated rear seats, a 10-speaker sound system, rain sensing wipers, power front passenger seat and a suite of safety gear collectively called Honda Sensing. The package adds lane departure warning/ intervention, and adaptive cruise control. Also included

is forward collision alert with emergency braking. I found the forward collision alarm too much of an alarmist. Like a nervous front passenger, it flashed warnings before it was called for.

Trunk space makes major gains in the 10th generation Civic, growing from 12 1/2 cubic feet in the former generation to 15.1 cu. ft. in the 2016 edition. It's slightly smaller (14.7) in Touring model, owing to the addition of a subwoofer. Woofer or no woofer, this is generously sized for this segment. I fit a pair of large rollboards and several smaller bags inside. The rear seatbacks are split on EX and above trims, allowing more floor plan flexibility.

Handling also improves this time around. A stiffer chassis and a tighter tune to the suspension makes for a better cornering car. Steering feel is more direct, ride quality is good for the



PHOTOS COURTESY OF THE MANUFACTURER

TEST DRIVE this vehicle at these preferred dealerships:

LIA HONDA
1258 Central Ave., Albany, NY 12205
518-438-4555 www.liahondaofalbany.com

MOHAWK HONDA
1780 Freemans Bridge Rd., Scotia, NY 12302
518-370-4911 www.mohawkhonda.com



long haul.

Under the hood, LX and EX trim levels get Honda's 2.0-liter, 158 h.p. four-cylinder engine, linked to a six-speed manual (LX) or a Continuously Variable Transmission (std. on EX, optional on LX). Standard on other Civics is a new, 1.5L turbo four engine, paired with the CVT. The 1.5 makes 174 horsepower @ 6,000 rpm and 162 lb. ft. of torque at 1,700-5,500 rpm. The engine is quick (mid to high six-second range from 0-60 mph) and responsive; passing easily and

cruising quietly. It's also very fuel frugal. EPA estimates your mileage at 31 city/42 highway, and I clocked 40 mpg's in a long test drive that split roughly 90/10, highway/ city.

The fine, new turbo engine impresses for its blend of performance and economy.

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.