

Stung!

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PAGE 2



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PAGE 3



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PAGE 2



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The SHO must go on?

End of the line for the Ford SHO.

PAGE 2

TEST DRIVE

Status Quo

2017 Acura RDX AWD ADV

DAN LYONS | text
Special to the Times Union

RDX — Acura's compact luxury crossover — first launched in 2006 as a 2007 model. The segment was in its infancy then, and has grown considerably with the passing of the years. So too has the product, though not as much as you might expect.

The 2007 RDX was all-wheel-drive and packed a turbocharged, 2.3L four-cylinder engine. It measured 180.7 inches long, 73.6 inches wide, 65.2 inches tall and weighed 3,924 lb. Cargo capacity was 27.8-60.6 cubic feet.

The tale of the tape for the 2017 edition reveals a slightly (.2 inch) lower and leaner (22 lb.) SUV, but

2017 Acura RDX AWD ADV

MSRP: \$35,370 · As Tested: \$44,460

also notably longer (3.7 inches) and a whisker wider (.1 inch). Cargo room is comparable (26.1-61.3 cu. ft.). The '07's 240 horsepower turbo four engine was expected to get 19 mpg city, 23 highways. The '17 version gets 279 horsepower out of its 3.5-liter V-6 engine, and it's predicted to return 19 city/27 highway (AWD).

The 2017 RDX we test this week has the same starting price as it had last year (\$35,370). Actually, the whole vehicle is basically unchanged from 2016 (with two new hues added), as RDX is one year removed from a model refresh. Ten trim levels are offered — five FWD and five AWD — distinguished by the progressive ad-



THE 2017 ACURA RDX is unchanged from the previous year, and that includes the base sticker price! The all-wheel-drive compact luxury crossover features 26.1-61.3 cu. ft. of cargo space (left) and is available in 10 trim levels.



dition of layers of technology. My RDX tester was a top rung AWD model with Advance Package, and a delivered price tag of \$44,460.

Ten models, one drivetrain. All RDX versions employ Acura's 3.5L V-6. Though the original version ran a four-cylinder turbo (as do some contemporary RDX rivals) the latest generation Acura packs a naturally aspirated, six-cylinder engine.

The advantage in torque (RDX makes 252 lb.-ft.) relative to many fours gives the Acura a lively feel off the line. It's mid-six second fast from 0-60, which is quick for this class. The drivetrain

handles passes and merges with ease.

About the only time you really hear the engine is a slight growl, when you punch the throttle. A deactivation system tapers to three cylinders under light loads, in the interest of boosting fuel economy. I managed 25 mpg's (three above the combined estimate), with a 70/30 mix of highway/city driving. A class comparable model is the BMW X3 xDrive35i which, equipped with a 3.0L V-6, offers more horsepower (300), with nearly identical fuel economy (19/26) — but, at a price premium (MSRP \$47,650).

Continued on page 2

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