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PAGE 4



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PAGE 5



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PAGE 4



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PAGE 4

TEST DRIVE

Luxury 10.0

2017 Lincoln Continental AWD Black Label

DAN LYONS | text
Special to the Times Union

Lincoln has one of the longest resumes in the luxury car field. The company, which produced its first vehicle in 1920, has been a subsidiary of the Ford Motor Company since 1922. The first Lincoln Continental arrived in 1940, and graduated to separate series status the following year.



For the rest of the century, Lincoln was a prominent player in the luxury car field, with Continental leading the way. A gradual decline in sales finally forced the flagship to the sidelines in 2002. It remained on hiatus until the debut of the all-new model in

2017. The 10th generation Continental rolls out with a four-model lineup: Premier (MSRP: \$44,720), Select (\$47,675), Reserve (\$54,075) and Black Label (\$63,075), which was my test car this week.

Four models, three motors. Lincoln buyers can choose from a trio of engines. A 3.7L V-6 — borrowed

2017 Lincoln Continental AWD Black Label
MSRP: \$44,720 - \$63,075 · As Tested: \$77,585

from cousin Mustang, and standard on Premier — checks in with 305 horsepower and 280 lb.-ft. of torque. Next up is the 2.7-liter twin turbo V-6. The 2.7L — available on Select, standard on Reserve and Black Label — makes 335 h.p. and 380 lb.-ft. of torque. Finally, a 3.0-liter twin-turbo V-6 is optional on the top two



CLASSIC LUXURY. The flagship Lincoln Continental returns after a hiatus with its all-new 10th generation. The luxury sedan's line-up consists of four models and three different engines.

trim levels. Rated at 400 h.p. and 400 lb.-ft. of torque, the 3.0L was under the hood of my tester. Owing to the car's curb weight (4,550 lb.), the Lincoln doesn't leap off the line when the pedal is flattened as much as quickly gather momentum; the 3.0L six provides ample power as befits a large luxury car. I would guess the 0-60 times would be in the six second range or a shade better. Tipping into the throttle evokes a mild growl which I rather like. But, if you prefer your luxury motorcar to be seen but not heard, you may find one of the other engines more to your liking.

All three motors are matched with a six-speed automatic transmission. The Continental shifted smoothly — even making rev-matched downshifts in Sport mode

— but six gears in an automatic transmission is less than you'll find in many cars in this class. The added cogs would benefit the driver in two ways: as a bridge to better mileage, and to allow a smoother distribution of power. EPA says that the top engine will return 16 mpg's city, 24 highway and 19 combined. I posted 17.4 overall.

On a feature-per-dollar comparison with other luxury rides, the latest Lincoln feels like a value pick.

My test drive overlapped the transition from March to April here in the Capital District. This winter was not unlike the houseguest that doesn't know when its overstayed its welcome. Therefore, the Continental was

driven through a late season smorgasbord of snow, sleet and ice. Both the 3.7L and 2.7L are offered in front or all-wheel drive. Specify the top engine and it's all-wheel-

Continued on page 4

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