

VOICE AUTOMOBILE



2018 Subaru Legacy 3.6R - Reliable Vehicle

By Nauman Farooq

The very first press vehicle I ever picked up from Subaru Canada, was the 2005 Legacy GT model, and I loved it! I liked it so much, I called it my car of the year back in 2005.

The reason I loved it so much, was because it was fast, it handled well, and yet was comfortable. It truly was the ultimate mid-size sedan.

Fast forward 13 years, and the Legacy has gone through a lot of changes. It has grown in size, and has lost its turbocharged engine option, along with the manual gear-box option.

Further more, even the six-cylinder Subaru models – like this Legacy 3.6R – have adopted the use of a CVT automatic. So, have all the changes been for the better or worse?

Styling: From the perspective of looks, the Legacy has been on a slippery slope



down for a decade, with each model looking more boring with time. This latest offering tries to look smart with its fancy headlights, but the rest of the shape is so bland, it just doesn't excite you or chal-

lenge the norm – the current Toyota Camry is far more daring in its design. So if aesthetics play a part in your buying decision, the Legacy will likely lose out!

Interior: The interior is spacious, of-

fers decent comfort, and is decently well equipped. It features a new 8.0 inch touchscreen infotainment system, with GPS and Apple CarPlay, and while I am still not a fan of touchscreen systems, this one is more responsive than most.

However, the design of the dashboard is so plain and dull, it seems like Subaru designers had lost all hope of being creative after seeing the exterior styling, that they went on and made the most simple dashboard possible – it looks like it escaped from the 1990's, and would have looked bland even then!

On the plus side, there is plenty of room in the front and back seats, even for full-size adults.

Powertrain: Subaru offers two engines with the Legacy currently, a 2.5L four-cylinder that produces 175 hp and 174 lb-ft of torque - or the one I had in my tester, a 3.6L flat-six cylinder motor featuring

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