

## Road Test



The 2016 Ford Escape (SE 4WD shown) is still one of the most fetching compact SUVs in its segment. Pictured with the \$1,350 chrome package, the brightwork in the door handles, mirrors and grille, not to mention big 19-inch chrome alloys, gives it a premium look.

# Escape blends practicality, performance

By Neil Moore  
Metroland Media

I'm not sure if "meh" is a real word, but it sure gets a lot of play.

Like a verbal shrug of the shoulders, people use it to express boredom or indifference.

Useful, for example when being told you're having meatloaf for dinner, or being asked to reflect upon the upcoming federal election.

'Meh' is precisely how I felt about the last-generation Escape.

It wasn't a bad little SUV, and Ford sold a ton of them, but its bland, boxy shape - ideal for schlepping cargo - wasn't much to look at.

And it was a little pricey.

Opt for AWD (a no-brainer for any SUV), upgrade from the base

four cylinder and toss in a few amenities, and you're topping \$35K.

For that much dough, I expect a little sizzle with my steak.

So in 2013, Ford replaced this stout but schlumpy model with

one that is crisper, edgier and leaner than its predecessor. And it can carry even more.

The third and current generation Escape also comes with more powertrains, starting with a base

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