

SPECIFICATIONS

ENGINE / DRIVETRAIN .....2.0L 4-cyl boxer / RWD  
 HP/TORQUE .....200 hp / 151 lb-ft  
 TRANSMISSION .....6-spd sequential auto / paddles  
 SUSPENSION ...F: MacPherson, R: double wishbone  
 18mm/14mm stabilizer bars F/R  
 WHEELS .....17 x 7.0 in  
 GROUND CLEARANCE .....4.9 in  
 TURNING CIRCLE .....36.1 ft  
 WEIGHT.....(auto as tested) 2806 lb (w/manual 2758)  
 MPG .....(auto as tested) 25/34/28 (city/hwy/comb)  
 (w/manual) 22/30/25 (city/hwy/comb)

BASE PRICE .....\$26,405  
 TRD REAR SWAY BAR SET .....550  
 TRD EXHAUST SYSTEM .....1100  
 TRD AIR FILTER .....75  
 DESTINATION CHARGE .....770

TOTAL .....\$28,900

price belies the inclusion of power windows, Bluetooth, above-adequate audio and such, although it does need a key to start and a hand to twist the A/C knobs. The TRD options on our tester push the price toward \$30k but were \$1725 well spent.

A little more power, with suspension to match, would be welcome. Tightening up the turning circle would be a bonus. The existing brakes are ripe for an upgrade.

Who knows. Maybe they'll stick to this affordable realm and push toward the higher end, both. Toyota 86 Supra, anyone? ■

# One door closes, another opens

Scion brand canceled; long live the Toyota 86 by Joe Sage

We had driven the Scion iA (a rebadged Mazda) and iM (a rebadged Toyota) a few months ago and found ourselves wondering why the Scion brand—every current model a rebadge—even exists anymore. We didn't know how that opinion might go over, but as it turns out, the entire brand was eliminated later that same month. (We had had an idea or two to bring Scion into the future, but apparently death was always another option.)

Thus we were a little surprised to have the Scion FR-S—a nifty classic, affordable hard-top sports car, but itself a rebadge of the Su-

baru BRZ—show up in our schedule. We had already speculated that Toyota might bring it over to their own dealerships, as it does exist everywhere else in the world as a Toyota 86. (In fact, the FR-S has had an "86" badge hiding in plain sight on its front flanks all along.) Sure enough, while we had the Scion in our hands, Toyota announced exactly that. Adiós, Scion FR-S. Bienvenido, Toyota 86. Toyota's announcement was simple for now: "interior and exterior changes, as well as suspension and powertrain upgrades."

We hope Toyota doesn't try to upscale the car and lose track of the concept—a simple sports car at an affordable price, 200 pure fun horses in a low-center-of-gravity boxer engine format, all at a mid-\$20s price.

In fact, the FR-S a.k.a. 86 is more a value car than a simple car. Its bare bones

