

# Lyons on Wheels

by Dan Lyons • *Special to The Daily Gazette*

## 2025 Buick Enclave Sport Touring

**MSRP: \$45,000 (Preferred) As Tested: \$53,150 (GX Sport Touring AWD)**



This week's test drive is in the 2025 Buick Enclave. Enclave (MSRP: \$45,000) is the flagship of Buick's quartet of SUV offerings, which also include Envista (\$22,400), Encore GX (\$26,000), and Envision (\$35,900). My test Buick swapped the standard FWD for AWD (\$2,000), and with two other options (Super Cruise package and Moonstone Gray metallic paint), it had a sticker price of \$53,150.

Enclave is all new for 2025. Longer, wider and taller than the previous version, all trim levels (Preferred, Sport Touring, Avenir) in the third generation models share the same engine/ transmission combination. The former V-6 has been replaced by a 2.5L turbo

inline four cylinder, linked to an 8-speed automatic. The four makes 328 horsepower and 326 lb.-ft. of torque. That's +18 horsepower and + 60 lb.-ft. of torque over the V-6 it replaces, and the Enclave moves the Buick briskly when asked. Engine noise is noticeable, though. The lack of refinement is out of character with what is an otherwise quiet cabin. EPA says you can expect 19 mpg's city, 24 highway and 21 combined (20/27/23 in FWD models), and I logged 22 mpg's during my week behind the wheel. Enclave can be equipped to tow a maximum of 5,000 lb., by adding the Trailering package. The standard suspension yields a suitably smooth ride for the luxury leaning Buick. While it doesn't encourage sporty driving, Enclave corners confidently. Super Cruise – Buick's hands-free driver assistance technology - is offered in all trim levels, for an additional \$3,255.

The driver's view of the dashboard is dominated by the 30-inch diagonal display screen that encompasses both gauges and infotainment sections. A wireless charging pad is standard on all trims, as well as wireless connection for Apple CarPlay and Android Auto.



*Photos are courtesy of the manufacturer.*



Controls for wipers and shifter are found on steering wheel stalks. The front and rear wiper switches are small and side by side, requiring finesse moves to operate. Touchscreen controls don't respond to input from a winter gloved hand. Headlights/taillights are accessed by a virtual button on the display screen. The button's easy to miss location is offset by the fact that you can set the lights to go on/off automatically.

Enclave is a three row mid-size. Seating is long trip comfortable. Seat travel in row two is adjustable, so while row three suits kids best, average size adults can fit there too – if only for shorter trips. Cargo capacity ranges from 23-98 cu.-ft., depending on how the seats are deployed. Lifter height is comfortable for loading, and a hands-free liftgate is standard. As long as your keys are in your pocket, you can approach the rear of the Buick, and it will open – no leg kicks required. A 360 degree camera (Surround Vision) is standard on all trims. Bose Sound systems are also standard (12 speakers on Preferred and Sport Touring, 16 on Avenir).

All models get Buick's comprehensive complement of standard, safety features, including blind zone steering assist, traffic signal recognition, lane keep assist, lane departure warning, automatic emergency braking, auto high beams, front and rear park assist, front pedestrian braking, and alert systems for lane change, side blind zone, following distance, forward collision and rear crossing traffic.

The range-topping Avenir is easy to like, but the price point of an Enclave so equipped puts the premium Buick up against some tough competition from luxury imports. A Preferred or Sport Touring model, seasoned with a few, select options, may be the best values in the new Enclave lineup.

*A 40 year resident of the Capital District, Dan Lyons is the author of six automotive books, and photographer of more than 200 calendars.*