



The Porsche 960 (right) was intended to replace the hybrid 918 (inset). Oh, well.

Porsche delays supercar

Our insiders are advising us that we'll now have a lot more time to save up for Porsche's replacement for the ultra-exotic 918 hybrid sports car. The **Porsche 960**, as it will be named, was believed to be well into the initial development process and was to be equipped with a 650-horsepower quad-turbocharged horizontally opposed eight-cylinder engine. The finished product was scheduled to debut — as least in concept form — in 2017. Word now is that the 960 project has been placed on hold, and might not see the light of day until the middle of the next decade. This move is apparently due to parent Volkswagen's shift in focus to electric-vehicle development. VW also appears to be moving cautiously as it attempts to improve its fortunes following the diesel-emissions-cheating debacle.



The 707-hp Challenger Hellcat probably could use all-wheel-drive more than Dodge's other modern muscle cars, but the Charger-based AWD system is incompatible with the V8 Hellcat.

Challenger gets AWD, not Hellcat

We've been hearing plenty of scuttlebutt lately about a forthcoming **all-wheel-drive version of the Dodge Challenger Hellcat**.

However, it appears that option, which is based on the Dodge Charger AWD system, will not be heading the Hellcat's way, but rather available as an option with the 3.6-liter V6. Apparently, packaging constraints and torque issues related to the current Challenger make installing AWD impossible for V8 models, including the 707-horsepower Hellcat (a planned 2019 Challenger redesign should fix that problem). The Challenger GT AWD (an all-new trim level) that's expected part way into the 2017 model year will also feature wider front and rear fenders. That look will also eventually become standard on all Hellcats.

Interestingly, the car that could have used the traction of all-wheel-drive — the Challenger Hellcat — won't get it. Instead, AWD will be offered on higher-volume V6 models that are also less likely to destroy the system.

Land Rover's fresh Discovery

Our sources have confirmed that the oldest member of Land Rover's lineup, the **LR4**, will retire at the end of 2016 and be replaced by the return of the **Discovery**. Note that the Discovery is not to be confused with the **Discovery Sport**, which remains in service. As with the LR4, the 2017 "Disco" will have three rows of seats (seven-passenger capacity), but its aluminum platform that replaces the LR4's body-on-frame chassis will likely result in a drop of 700-800 pounds.



2017 Land Rover Discover

There's no word yet as to powerplant choices, but Land Rover's 240-horsepower four-cylinder gasoline engine and the 180-horse 2.0 turbo-diesel are possible, as is an all-new inline six-cylinder. Design-wise, the new Discovery closely resembles the Discovery Vision concept that made its rounds on the auto-show circuit in 2014. Pricing is expected to start in the low- to mid-\$50,000 range.

The Dodge Dart is a good car, but with buyers flocking to tall wagons, Fiat Chrysler has decided to end production.



Dart dead; 200 on life support

These peach-colored pages can confirm that there will be no more **Dodge Dart** sedan after 2016. The car that competed in the compact sedan class was up against heavy hitters including the Toyota Corolla, Honda Civic, Chevrolet Cruze and Ford Focus.

Despite being one of the roomiest of the bunch, the Dart's late-2012 arrival, coupled with a shift away from traditional sedans and more to small wagons, was its undoing.

The same fate awaits the mid-size **Chrysler 200** sedan, which briefly soldiers with production ending late this year. That's when Fiat Chrysler Automobiles closes the line for good as it prepares to retool the plant for Ram truck production. Given current trends, we wonder what four-door sedans will be next to exit the market.



How long does the Chrysler 200 have left?

TEST DRIVE

2017 Kia Cadenza Limited

Continued from page 1

seat-of-the-pants 0-60 estimate in the low 7-second range. The transmission is Kia's first front-wheel-drive-based eight-speed, and was developed in house.

While I found some gear-to-gear exchanges to be less than smooth, the availability of eight cogs is a positive, overall. It spreads the engine's power band nicely.

Cadenza's interior, particularly in top Limited trim, is handsome and modern looking. Napa leather bucket seats with quilted bolsters are a nice touch. The polished, gray fake wood dash trim is less convincing. The rear seat is adult-sized and trunk space is well shaped and fairly roomy, though at 16.0 cubic feet, it's just a whisker better than showroom sibling Optima (15.9), and well shy of segment veteran Impala (18.8).

The layout of switchgear features a

deck of HVAC controls in mid-center stack, sandwiched by an 8-inch touchscreen above, and sound system switchgear below.

A Head Up Display (Limited only) is new for 2017, projecting key information (speed, navigation instructions) onto the lower windshield, which minimizes eye-time spent away from the road. A wireless cell phone charger makes its debut this year. The standard infotainment system includes Android Auto and Apple CarPlay compatibility. A 12-speaker, 630 watt Harmon/Kardon sound system is optional on Premium; standard elsewhere.

Where you stand on driver visibility often depends on where you sit. With the driver's seat fully pushed back, I found that I had to bob and weave to see around the car's wide B-pillar on the driver's side. Different seat settings may produce



As the upscale model in Kia's line up, Cadenza's Limited trim features a handsome, modern-looking interior, including Napa leather bucket seats with quilted bolsters.

different results. The combination of rearview camera, rear cross-traffic alert, blind spot monitoring and the Surround View Monitor (Limited only) effectively dealt with the car's average, ¾-rear blind spots and shallow backlight.

The list of available technology is predictably long, and accessible either by trim level or (in some cases) standalone options. Beyond those already mentioned, some of the choices include: panoramic moonroof (optional on Premium, standard on Tech and Limited.), smart cruise control, high beam assist, autonomous

emergency braking, lane departure warning and forward collision warning (all five standard on Technology and Limited).

Cadenza prices for 2017 have yet to be announced as of this writing, however, Kia has said that base models should start below \$32,000, and top-line Limited's like my test car are expected to come in below \$44,000 (plus \$895 destination)

A regular contributor to the Times Union for more than 20 years, Dan Lyons is the award-winning author of six books, and photographer of 170 calendars.



Don't miss newweek's Test Drive: **2017 Chevrolet Impala**

